

COMPILATION OF  
CANAL TRADE ARTICLES FROM  
***THE ALLEGANIAN***  
a Cumberland newspaper  
and  
***THE BALTIMORE SUN***  
a Baltimore, Md. newspaper  
and  
***NATIONAL REPUBLICAN***  
***DAILY MORNING CHRONICLE***  
and  
***EVENING STAR***  
three Washington, D. C. newspapers  
and  
***ALEXANDRIA GAZETTE***  
an Alexandria, Va. newspaper  
1867

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Revised MARCH 2019  
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Revised JUNE 2022

## Canal Trade 1867

### A. PREFACE

Since the initial compilation of newspaper stories for 1877 and 1878, it has become apparent that for the public's general understanding of canaller's life, similar compilations for other years will be beneficial. In 1877 and 1878 the daily newspaper included the particulars regarding the boats, their captain and their individual loads in addition to the name of the coal company. That level of detail was not found in the weekly newspaper of 1867; we compiled what was given.

Articles transcribe from *The Alleganian* are preceded by CA, those from *The Baltimore Sun* are preceded by *Sun*, those from the *National Republican* are preceded by NR, those from the *Daily Morning Chronicle* are preceded by DMC, those from the *Evening Star* are preceded by ES, and those from the *Alexandria Gazette* are preceded by AG.

This revision was initiated in an attempt to increase the record of coal shipments from Georgetown. In the process, several other articles were found and included.

We hope it is interesting reading.

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## Canal Trade 1867

Sun, Tue. 1/1/67, p. 3.


**SALE OF THE BIG SPRING MILL  
PROPERTY.**

Pursuant to the provisions of a decree of the Circuit Court of Loudoun county, Virginia, pronounced on the 19th day of October, 1866, in the chancery cause of Harrison vs. Smart, the undersigned commissioners named in said decree, will, about noon, in front of the Courthouse, in the town of Leesburg, in said county of Loudoun, on the THIRTIETH DAY OF JANUARY, 1867, offer for sale at Public Auction, to the highest bidder, that splendid Mill-Site heretofore known as the BIG SPRING MILL PROPERTY, with the Tract of LAND appertaining thereto, situate, lying and being in the said county of Loudoun, on the Potomac river, about two and a-half miles from Leesburg, immediately opposite the island in said river known as Harrison's Island. The Tract of Land contains about 43 acres of the finest quality, which has produced upwards of fifty bushels of wheat to the acre. There is a BRICK DWELLING HOUSE upon the premises, a large WAREHOUSE, and the remains of the Burnt Mill, among which are a large iron Mill-Shaft, Wheels, Gudgeons, etc., said by engineers to be uninjured by the fire; Water-Wheel, etc. The site of the Mill is upon the river bank. The water is from a never-failing and never-freezing limestone spring, furnishing power sufficient to turn out 100 to 125 barrels of flour per day. A lift-lock at Edwards's Ferry, in the Chesapeake and Ohio Canal, enables canal boats to come up to the mill-door, which is thirty-two miles from Georgetown by the canal.

When the canal is closed in the winter, the Alexandria, Loudoun and Hampshire railroad, two and a-half miles distant, at Leesburg, by an excellent road, furnishes a convenient mode of access to the markets of the world.

This mill-site is in the finest wheat and corn-growing country in Virginia; any quantity of wheat and corn can be bought at the mill-door, and as a place for the purchase of grain and for its shipment to the District markets, and for the sale to the farmers and others of heavy articles, such as lumber, coal, plaster, salt, etc., brought as return cargo from the District, it is without a rival. There is no other depot on the river or canal that has ever been able to compete with it in this region of country.

The site is admirably adapted to a manufactory of wool and cotton, and it is believed by those competent to judge that there is no locality presenting superior advantages for this purpose.

The purchaser can buy 150 acres of land adjoining, if he should desire to do so.

[Transcriber's Note: This advertisement is included to illustrate the economic activity along Goose Creek in Loudon County, Va. which occurred because of the river-lock at Edward's Ferry.]

ES, Tue. 1/1/67, p. 2. **Affairs in Georgetown – Grand Larceny** – Yesterday, officer Sherwood arrested Wm. Grinnell, a boatman, upon a charge of stealing several bags of oats from the canal boat Little Bob, Capt. John G. Fleming. The property was not recovered, but he was caught in the act of carrying off other oats from the same boat. Justice Buckey sent him to jail for court.

AG, Tue. 1/1/67, p. 3. **Canal or Railroad** – The question of converting the Canal into a Railroad

is certainly one of very great importance; for, if a railroad is constructed along the Canal, that moment as a Canal, is ruined; for Railroads are built along canals for the purpose of superseding them. The crack of the tow-boy's whip is no match for the whistle of the steam car. It is strange that the importance of a railroad along the canal was never before known to be so pressing. If the Baltimore and Ohio R. R. Co. were not making a railroad from Harper's Ferry to Georgetown, the importance of connecting it with the Orange and Alexandria Railroad by the Canal would not be so apparent. Therefore, it will not, if the railroad is built along the canal, be Inter-communication between Washington and Alexandria," but "Inter-communication" between Georgetown and Alexandria, and pray who goes to Washington by way of Georgetown?

The following extract from the fourth section of the proposed bill is the coolest thing imaginable:

... It shall be lawful for said lessees, their associates and successors to transport passengers, freight and baggage over said railroad and bridge, and to collect fees and tolls for the same, or they may lease or convey said railroad and bridge, or the right to use the same, subject, however to all the rights of the Alexandria Canal Company, to any company, railroad or railroads that may desire to make a connection over the same, and they may have such other powers, and under such restrictions as are provided in the general railroad laws of the State of Virginia.

If the canal is of no use, and the right to build a railroad along its banks can be sold for a hundred thousand dollars or so, why does not the City Council, or the Canal Company, or the State of Virginia sell it and make that amount? Why would this franchise be given to total strangers to the interests of Alexandria, of the Canal Company and the State of Virginia? – If the Canal is worthless as a Canal let us sell it and get the money, and not give immense privileges to strangers. But the lessees will object to any sale except one made by themselves. They want the profit. Charity begins at home; but the City Council should ask the Legislature to give it the right to sell the privilege to build a railroad along the Canal. The lessees will not object to this, as they are

so much interested in the welfare of the City of Alexandria. Caution

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*Ibid*, p. 4. **Council** – There will be a called meeting of the City Council tonight, to take action with reference to the bill now before the Virginia Legislature, asking for a charter to construct a railroad along the Alexandria Canal, from this city to Georgetown. As much interest is manifested in this matter, it is expected that there will be numerous witnesses of the proceedings tonight.

CA, Wed., 1/2/67, p. 3. **Canal Superintendent.** - We learn that, at a late meeting of the President and Directors of the Chesapeake and Ohio Canal Company, John Shay was appointed Superintendent of the Shepherdstown Division of the Canal, in place of Levin Benton.

AG, Wed. 1/2/67, p. 3. **Common Council** – At a called meeting of the Common Council of Alexandria, held Jan. 1<sup>st</sup>, 1867, there were present J. B. Smoot, esq., President; Messrs. Brent, Burke, Markell, Lambert, Ashby, Whittington, Brown, Clifford, Johnson, Boothe, Witmer, Summers and Martin.

Mr. Boothe moved that the lessees of the Alexandria Canal be permitted to appear before the Council, and make some explanation relative to the proposed railroad over the aqueduct.

Mr. Brent moved that the Council adjourn.

ES, Thu. 1/3/67. p. 1. Yesterday being the first day of January, Colonel E. V. White, sheriff-elect of Loudon, assumed the reins of office.

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*Ibid*, p. 2. **Caught Again** – The notorious Barney McQuade, whose escape with several other prisoners from the jail in Cumberland, Md., on the 30<sup>th</sup> November last, was mentioned in the *Star* shortly after the occurrence, has been recaptured by a United States detective in Wheeling, Va., and he's been reinterred to old quarters. Barney is charged with grand larceny, and from a letter which he

wrote to one of his family, it is evident that he thinks his chances of acquittal are very narrow. He was a boatman on the canal, and did not bear a very good name here.

AG, Thu. 1/3/67, p. 4. **Alexandria Canal Railroad** – We understand that a petition signed – among others by several members of the City Council is in circulation asking the Legislature of Virginia to grant a charter to the Lessees of the Alexandria Canal to build a railroad from this City to Georgetown.

ES, Tue. 1/8/67, p. 1. **Corporation Affairs** – *Common Council* – The following was introduced: - By Mr. Moore – Bill vesting in the Washington Canal Company all the right and interest of the city in the Washington city canal; referred and ordered to be printed. (The company referred to is composed of H. D. Cooke, G. W. Riggs, Charles Knap, Thomas Berry, Henry Lyles, W. J. Murtagh, P. F. Bacon, V. Willett, F. Mohun, Samuel Norment and Joseph F. Wollard. The bill proposes to give this company the city's interest in the canal for thirty years, and they are to narrow that portion between 3<sup>rd</sup> and 17<sup>th</sup> streets west to 60 feet, finishing it by January 1<sup>st</sup>, 1872; all of the benefits of the reclaimed land going to the company, who are to receive the wharfage, &c., and have sole authority to run passenger boats on it for the time specified.)

AG, Tue. 1/8/67, p. 3. **The Canal** – The importance of the Canal to the trade and commerce of this city, cannot be too highly estimated by the mercantile and mechanical interests of Alexandria; and the people should look upon it as the only bit of internal improvement that will afford their trade the slightest assistance. The farmers all along the Chesapeake and Ohio Canal, are looking to the Alexandria Canal as affording them the only cheap outlet to the eastern markets for their grain. If they send their wheat by rail, to Baltimore, they have to pay about thirty-eight

cents per bushel for transportation. They can send the same wheat to the same market, by the Canal, for about ten or fifteen cents per bushel. Hence, the Canal will bring an immense amount of grain to this city for shipment to the eastern markets. With the grain, it will also bring horses, cows, pork and a part of almost every article of produce of the country through which the Chesapeake and Ohio Canal passes; and in return carry back fish, oysters, stoves, tin ware, Hardware and merchandize generally. Even the tow-boy will not leave without spending his dollar or two, in this city; and hardly one member of the business community of Alexandria will fail to be benefitted directly or indirectly, by a communication of two hundred miles with a wealthy and populous country. The coal trade alone, is worth, to Alexandria, about forty thousand dollars a month, and one merchant on King street, sold annually, when the Canal was open, ten thousand dollars worth of dry goods to the town of Hancock. It is thus seen that the more the subject is examined, the greater the importance of having the Canal open for trade appears; and the thought of having it converted into a railroad, becomes more and more unnatural. With the Canal open, Alexandria will again smile, but with a railroad along its banks there will be little hope left it, and deeper gloom will settle upon its prospects.

Caution.

CA, Wed., 1/9/1867, p. 3. **C. & Pa. Railroad.** - During the year 1866, there were transported over the Cumberland and Pennsylvania Railroad, from the mines to Cumberland, 883,922 tons - 4 cwt. of Coal -- 291,027 16 tons of which were delivered to the C. & O. Canal and 592,894 08 tons to the Balt. & Ohio Railroad. This increase over the year 1865, was 6,157 11 tons to the Canal and 208,168 13 to the Railroad. -- Total increase, 214,326 tons 04 cwt.

Sun, Fri. 1/11/67, p. 1. **The Chesapeake and Ohio Canal** – Trade on the canal during the past season has not been so great as during the season

of 1865, which may be accounted for by the fact that boating operations were delayed until about the 1<sup>st</sup> of May by reason of a “strike” in the mining regions. The Cumberland *Civilian* shows that only 336,991 tons of coal were transported during the past year, showing a decrease of 6,963 tons less than in 1865. The Cumberland *Alleganian*, referring to the announcement in Gov. Swann’s message that the State has been offered \$5,000,000 for the work, with a collateral proposition, if she preferred not to sell outright, of a lease for twenty years, at \$300,000 a year, remarks:

If there were any absolute necessity for the disposal of the canal, in order to maintain the integrity of the State’s credit, or to relieve her citizens of a galling incubus of taxation, it might afford a valid reason for entertaining the proposition. But such a state of things does not exist. Our financial condition makes the most flattering exhibit. Applying the assets of our remunerative capital, without the levy of a dollar tax, to our indebtedness, and our obligations foot up but a little more than one million of dollars. The sole argument, therefore, that can be advanced in favor of this proposed measure is the impolicy of the State finances being bound up in works of internal improvements, and of course this proposition holds as well respecting the State’s interest in the Baltimore and Ohio and other railroads as in the Chesapeake and Ohio canal.

The business of the canal is steadily improving, its revenues enlarging and capacity increasing, and we are justified in hazarding the opinion that the 386,000 tons of coal transported over it in 1866 will be but a moiety of the carrying trade the enterprise will accommodate in a very few years, deriving therefrom revenues sufficient to make the State a return upon its liabilities to her, as well as giving individual creditors some hope of ultimate profit upon their investments.

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**Affairs in Allegany County** – The Cumberland *Alleganian* and *Civilian* have the following items:

*Coal Transportation* – During the past year there were transported over the Cumberland and Pennsylvania railroad, from the mines to Cumberland, 883,922 tons of coal, 291,027 tons of which were delivered to the Chesapeake and Ohio canal and 592,894 tons to the Baltimore and Ohio railroad. The increase over the year 1865 was 6,157 tons to the canal, and 208,168 to the railroad. Total increase 214,326 tons.

ES, Sat. 1/12/67, p. 1. **Alexandria Items** – We clip the following from the *Gazette* of yesterday: J. P. Agnew, Esq., agent of two of the Maryland Coal Companies, heretofore operating in Georgetown, has leased from James Green, Esquire, his wharf property, situated south of and adjoining the Pioneer Mills, for five years, to be used as a coal depot. The property is to be improved by the erection of a trestle work, putting up suitable engine, enclosures, &c., and dredging the dock in time for the Spring trade.

AG, Sat. 1/12/67, p. 2. **Our Delegates** – The question has been asked, by a good many of our citizens, “Will our Delegates obey the instruction comprised in the Resolution, passed by a unanimous vote of the City Council on the subject of a “Bill relating to the Alexandria Canal?”” Most undoubtedly, they will. Whatever may be their feeling on the subject as men, they will, in obedience to their duty as representatives, obey instructions coming as they did, from the City Council, which is not only an entirely responsible body-politic, but one of the three interested parties to the right of property in the Canal. The votes of informal meetings, the array of partial petitions, or the appeals of private friends, will not, I am sure, exert the most remote influence upon their minds. Our Delegates are gentlemen of propriety, and they will not attempt to evade regular instructions. Those who suspect that they are parties to the private influence which is essayed to be used to secure a Charter

to sell the right to build a railroad along the canal, and thereby ruin forever the usefulness of the canal, are mistaken; for our Delegates are well aware of the zeal which the Lessees are manifesting to carry their point, and to ask them to substitute the result of personal efforts for the plain instruction of the Resolution of the City Council, would amount almost to insult; and with great offense, I have no doubt, they would receive such approaches. However, if there is any doubt about the course of our Delegates on the subject of the bill relating to the Alexandria Canal, let some member of the City Council offer a resolution calling upon the Mayor to open polls for a vote on the question.

Propriety.

AG, Sat. 1/12/67, p. 2. **The Alexandria Canal and Aqueduct**- The following section, which, at the suggestion of some of the earnest friends of the proposed railroad bridge across the piers of the Aqueduct, was presented to the Lessees for their ratification. After the delay of several days the Lessees failed to accept the provisions of the section. It seems patent to the gentlemen who drew up the section, (and their *only* object was to secure, in perpetuity, and keep in good working order, the Canal – no earthly objections to the railroad bridge or a dozen of them) – that if the Lessees are really sincere, they would not hesitate, for a moment, to adopt Section 5. We want every possible safeguard thrown around this, our *last* artery of trade. – Losing the Canal, we lose all. It is but an act of simple justice to the Lessees to state that they believe their lease binds them sufficiently; and offer this as a substitute for Section 5: “But neither said railroad nor said bridge shall be built unless the new Aqueduct is also built at the same time.” This to be inserted at the end of Section 2. But *we* submit to all concerned if any reasonable objection can be made to Section 5. Here it is:

O. S.

Section 5. That the said Lessees and associates, their heirs and assigns, do bind themselves, (in consideration of the privilege of erecting a bridge for railroad purposes, and other modes of travel, over

and on the piers of the Alexandria Canal Aqueduct,) to erect and build a substantial trunk over and on the piers of said aqueduct, of stone, iron or wood; and the said trunk, as well as the whole line of the Canal, during their lease or possession, shall be kept in perfect repair, so as to enable the free transit of trade and commerce, without hinderance or obstruction. And in the event of the said lessees and associates, their heirs or assigns, failing to comply with the provisions of this section, as above recited, upon the completion of the railroad bridge, or other mode of transmit across the piers, they (the lessees, &c.,) shall forfeit all their right, title and interest, in said bridge, canal and aqueduct, with all the improvements and repairs they have made upon said work to the Alexandria Canal Company, without any indemnification or recompense whatever from said Company; and that the said Alexandria Canal Company, or their accredited agent or agents, are hereby authorized and empowered to repossess themselves, *forthwith*, of the entire work without molestation, suit or hindrance.

AG, Mon. 1/14/67, p. 4. **The Aqueduct** – The City Council of Georgetown have sent in a petition to Congress against the Aqueduct of the Alexandria Canal over the Potomac, and instructed a committee to press its consideration before that body. – The object is to prevent the use of the Aqueduct. We presume Congress will not meddle with vested rights, secured by contracts and settled by the courts.

AG, Wed. 1/16/67, p. 2. **The Responsibility** – A correspondent of the *Gazette*, X. Y., says: “The lessees, it is reported, are to realize a handsome sum, if the charter be granted to them.” Can men be blamed if they “feather their nests” when such an opportunity for so doing is offered them? The lessees are looking, of course, to their own interests. Does any one suppose that they would peril their money for nothing, or to subserve the interests of our people? If they can get Alexandria, its representatives, or delegates to help them get a charter, whereby they can make money, why, of course, all that is so much benefit to the Lessees themselves. The “bill relating to the Alexandria

Canal” has been taken to Richmond, and presented to the Legislature for passage, and to make a law of it. This was all done in a “circumscribed” manner; and it was by the merest accident that a knowledge of the bill and its character was brought to the attention of the people. A member of the Common Council let the “cat out of the bag,” and the result of the exposition was a unanimous vote of the City Council instructing our delegates to resist the passage of the said bill. The proceedings of the Legislature reveal that one of our delegates, notwithstanding this, has again presented that same bill to that body, and whether or not our delegates will “resist the passage of the bill relating to the Alexandria Canal” remains to be seen. Whatever is uncertain, it is certain that the Lessees can do nothing if our delegates do not help them. The responsibility rests with “our delegates.”

Discrimination

*Sun*, Fri. 1/18/67, p. 4. **LETTER FROM GEORGETOWN** – On 1<sup>st</sup> January, 1<sup>st</sup> and 31<sup>st</sup> July, and 31<sup>st</sup> October last, the Chesapeake and Ohio Canal Company paid all interest due on the repair bonds of \$30,000, amounting to \$1,275. On the 31<sup>st</sup> July and 31<sup>st</sup> October, they paid the entire principal of the above bonds. They have also paid the interest on the exchange bond of \$5,000 to 1<sup>st</sup> July last, amounting to \$360, leaving now held by the corporation in all say \$33,000. The fund made special for a town-hall amounts to \$2,945. Disposed of \$2,935.

AG, Fri. 1/18/67. p. 4. **The Canal Railroad** There was a special meeting of the City Council called yesterday evening, for the purpose of considering the proposition of the Lessees of the Alexandria Canal to build a railroad along the berm bank, and over the aqueduct, and to instruct the Senator from this District, and the delegates from this county in the Legislature, in reference to the subject.

In the Board of Aldermen, Mr. Bryan offered the following preamble and resolutions, which were unanimously adopted:

**Whereas**, The City Council of Alexandria, on the 26<sup>th</sup> day of December, 1866, passed unanimously a resolution deprecating the passage of a bill by the Legislature of Virginia, entitled, "A Bill relating to the Alexandria Canal." and whereas, in spite of said resolution, and the decided opposition of the people of Alexandria, the parties interested are pressing its passage by persistent efforts before that body; and whereas, in our opinion the success of the scheme would be detrimental to the interests of Alexandria, unless adequate compensation were secured or paid for the important privileges asked for; and whereas, in view of the depressed condition of the city, and the burthensome taxation which its citizens have to pay, the City Council of Alexandria is not adverse to a sale of the privilege of erecting a railroad over the aqueduct and on the berm bank of the Canal, if a proposition is made for its purchase, and the contracting parties come to such terms as will secure the compensation, and a permanent structure for Canal purposes over said aqueduct; now therefore, be it

*Resolved*, That the City Council adhere to the resolution passed on the 26<sup>th</sup> day of December, 1866, except in so far as it may be construed to request our delegates to vote against any bill which may be presented for the purpose above indicated, and that we will consent and agree to any contract or legislation which will secure the object expressed in the preamble of these resolutions.

*2<sup>nd</sup> Resolved*, That we regard the efforts of the lessees to obtain privileges not contemplated in the lease, inimical to the best interests of Alexandria, as an arbitrary assumption on their part, which it is our duty to oppose, and our right to defeat, by all proper means in our power; that if the lessees or any other parties desire to purchase the privilege, which they are endeavoring to obtain without compensation, and which is ours of right, we are not unwilling to make sale on terms which will compensate us adequately for the property granted.

The Common Council, however, declined to concur, and adopted as a substitute the following, prepared by Mr. Smoot:

*Resolved*, That the Senator from this District, and the Delegates from this county, to the Legislature of Virginia be requested to have the bill now pending before the Legislature, granting unto the Lessees of the Alexandria Canal, the right to build a railroad along the berm bank of the Canal, and to use the piers of the aqueduct for a bridge, so amended that before they can use the same for such purpose they shall first compensate the city of Alexandria for the use of said berm bank and aqueduct piers, as may be agreed upon by said Lessees and the City Council.

In the Common Council, Mr. Bryan's resolutions were advocated by Messrs. Johnson and Clifford, and opposed by Messrs. Lambert and Ashby.

In the Board of Alderman, Mr. Brewis opposed the substitute of Mr. Smoot.

In connection with the above, and as the question of the State's interest in the Canal was mooted in the Council yesterday evening, without eliciting a satisfactory reply, we append the following:

*An Act to authorize the Board of Public Works to sell the interest of the Commonwealth in the Alexandria Canal.*

*1<sup>st</sup> Be it enacted by the General Assembly*, That if it shall become necessary, in order to repair and make available the Alexandria Canal for the use and transportation of goods, produce and the like, that the city of Alexandria shall be required to sell or dispose of its stock in the said canal, and in that event, the Board of Public Works are hereby authorized to unite with the corporation aforesaid, by their council, in making like disposition, for the best practicable consideration of the interests of the State in the said canal.

*2<sup>nd</sup>* This act shall be in force on and after the first day of April, 1866.



Sat. 1/19/67, p. 2.<sup>1</sup> In the Maryland Senate, the committee on elections has reported on the contested case of the Allegany county Senatorship, declaring that Mr. Ohr, Union, the sitting member, was not, and that Alfred Spates, Democrat, the contestant, was entitled to the seat.

NR, Wed. 1/23/67, p. 3. **Maryland Senate** – Baltimore, Jan. 22 – The Senate of Maryland tonight declared Alfred Spates Senator from Allegany county in place of Dr. Ohr. The vote stood 14 to 6.

AG, Wed. 1/23/67, p. 4. **Alexandria Canal**  
About fifty laborers are now, or were until yesterday, employed on the Alexandria Canal, in preparing that important artery of our city's trade for the reception of water, as soon as navigation is resumed on the Chesapeake and Ohio Canal. The main repairs were completed some time since, and there remains now nothing to be done except to deepen the bed of the Canal in a few places, near its northern extremity, and to fill up two cuts, which were made to let off the water. – Two weeks will be amply sufficient to accommodate all that is yet to be done.

Sun, Fri. 1/25/67, p. 4. **SENATE** – Mr. Tome announced the presence of Mr. Alford Spates. The president administered the prescribed oath, and Mr. Spates took his seat as Senator from Allegany county.

AG, Sat. 1/26/67, p. 3. Judging from an article in the Georgetown *Courier*, the rage against the Alexandria Canal and Aqueduct, continues as strong as ever in Georgetown.

CA, Wed., 1/30/1867, p. 3. **Coal Statistics.** - We are indebted to C. Slack, Esq. for a copy of his annual circular of Statistics of the Cumberland Coal Trade, compiled from official sources. We learn from his tables the gratifying fact that the production of the mines in our

county, for the year 1866, exceeded that of the year 1865 by 175,836 tons, and that of any other preceding year by nearly three hundred thousand tons. The production for the year just closed down at 1,079,331 tons.

The following shows the number of tons the respective companies sent to market the past year, and the channels through which they were forwarded.

<i>Names of Companies</i>	<i>To R.R.</i>	<i>To Canal</i>	<i>Local</i>
Central	62,294	92,014	18
Hampshire & Balt.	89,709	34,391	1,291
American	42,488	66,712	112
Consolidation	63,986	17,563	12,021
Borden	41,109	42,479	510
Cumberland	22,291	52,159	5,589
Franklin	72,758		
George's Creek C&I	56,692		94
George's Creek M'g	49,553		
Piedmont	46,501		
Swanton	39,107		
Potomac	38,783		
New Hope	6,035	26,240	355
Barton	28,906		
Atlantic	28,939		
Blaen-Avon	18,934		
Savage Mountain	115	11,508	93
Spruce Hill	5,437		
National	2,392	112	
Midlothian			41
	716,029	343,178	20,124

During the year, the Cumberland & Pennsylvania Railroad delivered to the Baltimore & Ohio R. R. 579,658 tons, to the Chesapeake & Ohio Canal 291,019 tons, to Local 13,280 tons, Total 893,957 tons.

The Cumberland Coal & Iron Co.'s Railroad delivered to the B. & O. Railroad 46,662 tons, to Canal 52,159 tons, to Local 5,589 tons, Total 104,410 tons.

The Hampshire & Baltimore Co.'s Railroad (from Va. mines) delivered to the B. & O. Railroad 89,709 tons, to Local 1,255 tons, Total 90,964 tons.

Total for year 1866: 1,079,331 tons.

AG, Wed. 1/30/67, p. 4. **The Canal Railroad** – We are informed that W. H. Dulany, Esq., started

<sup>1</sup> *Easton Gazette*, Easton, Md.

on last night's train of cars for Richmond, bearing with him to the Legislature a protest against granting a charter for the construction of a railroad from this city to Georgetown along the line of the Alexandria Canal. Lawrence B. Taylor, Esq., also started for Richmond, last night, to aid in procuring the asked for charter.

*Sun, Wed. 2/6/67, p. 1. FRESHET IN THE POTOMAC – THE ICE BREAKING UP* – The Washington *Star* of yesterday says: Last night, owing to the recent heavy rains and the thaw, the ice on the Potomac, above the Long Bridge, commenced to give way, and soon huge cakes of ice were being piled on each other, banking up against the bridge, and about 11½ o'clock loud cracking of the timbers towards the Virginia shore, resembling the discharge of musketry, aroused many of the residents of South Washington. Soon a portion of the Virginia draw, with the mess-house, in which were some gunning implements and seines, went by the board. Between one and two o'clock a portion of the northern part of the bridge, including the Washington draw, measuring nearly one hundred yards, fell and was swept away by the floating mass of ice. . . .

The ice seems to have been stayed between Easby's Point and the flats opposite, and in front of the town it is said this afternoon as immovable as if fixed to the bottom of the river. A dispatch from Harper's Ferry, received at the office of the collector of the Chesapeake and Ohio canal, announces that the water there is subsiding, no harm done, and the bridges all safe. Among the losses we hear reported this morning by the merchants is that of Ridgeway & Shoemaker, who have several thousand bushels of corn under water.

AG, Mon. 2/11/67, p. 4. **The Canal** – It affords us great pleasure to be able to state, on the best authority, that the necessary repairs to the Alexandria Canal and the Aqueduct will be completed, and water let in, on or about the 1<sup>st</sup> of April next, at which time boats from Cumberland

will come directly through with coal. Thus, we have the prospect of an early resumption of the coal trade, which is of such vital importance to the welfare of our good old town.

AG, Tue. 3/12/67, p. 3. **The Alexandria Canal** – This work is now almost ready for the reception of water – five or six days of good weather being all the time that will be required to make a few needed repairs at Custis' Mill and at the Four Mile Run. Water, it is expected, will be let into the entire length of the Chesapeake and Ohio Canal, by the 20<sup>th</sup> or 25<sup>th</sup> instant, prior to which, however, the Alexandria Canal will be, it is said, in complete order; and navigation, from Cumberland to this city, uninterrupted. The dredging machine, for clearing out the docks at the outlet lock of the canal, has been reported in the Potomac, and will soon arrive and commence operation.

CA, Wed., 2/13/1867, p. 3. **Chesapeake & Ohio Canal.** We have received a copy of the memorial to the Board of Public Works, relative to the reduction of tolls on the Chesapeake and Ohio Canal, presented by the committee appointed at a recent meeting of the citizens of this county, consisting of Messrs. J. P. Roman, John Humbird, John Coulehan and Jesse Korn. It is an admirably prepared paper; clear, concise and to the point, and exhibits much research and familiarity with the subject.

It is replete with facts and statistical information and demonstrates conclusively the necessity of a reduction of the tolls to render competition with the Baltimore & Ohio Railroad successful. It is shown that under the unwise and injudicious policy of the Board in maintaining the tolls of 1865, the business of the Canal for 1866 decreased, whilst the coal tonnage of the Baltimore and Ohio Railroad, which had reduced their rates seventy-five cents per ton, increased 175,880 tons over the business of the year 1865.

When the canal opened in 1866 there were nearly 400 boats equipped and ready for the trade, capable of carrying 700,000 tons, but, as

the Railroad had reduced their tariff, so much of the trade was diverted from the Canal to that work, as the cheaper avenue to market, as to render idle one hundred and fifty boats the entire season.

To this injurious competition is ascribed the great prostration of trade on the Canal and the wide spread ruin and disaster it entailed upon those engaged in boating, who had gone into the business with the highest anticipations of a favorable boating season.

Some of the results arising from this discrimination were the throwing out of employment one thousand men and boys; the sale of more than a thousand mules, and the sacrifice of boats at one-third their original cost, rendered necessary to enable men who had invested their all to meet obligations incurred while idle and waiting for the revival of business, dependent on the reduction of tolls; and the destruction of the boat building business and consequent discharge from employment of hundreds of industrious mechanics -- all of which conspired to a general depression of the mercantile interests of this city.

From these results the memorialists argue that a fair and equitable adjustment of the tolls, upon a schedule to avoid unjust discrimination, which incurs to the benefit of rival interests, would revive Canal business to such an extent as greatly to enlarge the Company's revenues, and eventually make the work a source of profit to the State; whereas a persistence in the present ruinous policy will prostrate the development of one of our greatest sources of internal wealth, and depress and injure the material, commercial and agricultural interests and retard the progress not only of this, but all the counties of Western Maryland bordering on the line of the Canal.

In view of these facts, a reduction of tolls to sixty cents per ton is asked.

From a merely cursory examination of the memorial we elicit these facts, without giving the process of reasoning or presenting the statistical information upon which they are based. Hereafter we may, perhaps, reproduce

copious extracts from it. The committee have executed the work entrusted to them in an admirable manner and are eminently deserving the thanks of the people of the County.

AG, Fri. 2/15/67, p. 4. **Canal** – The *Cumberland Civilian* says: “The prospect for an early resumption of trade on the Canal, is at present very good, and by the 25<sup>th</sup> we may expect the departure of boats from this port. The Alexandria Canal will be open for navigation on the 1<sup>st</sup> of April, and boats will pass directly to Alexandria, much to the gratification of our coal dealers. The tolls on the Canal have been reduced from 92 cents to 70 cents, which will be further to the advantage of the companies, although they should have been reduced to a greater extent.”

The *Washington Star* says: “The arrivals by Canal are few, and only of boats trading between landings on the Georgetown division, mainly bringing stone and wood. The superintendent of the division reports it in excellent condition, and boats are now at the west end awaiting the letting in of the water on the upper divisions, in order to go through. He thought that the water will be let in tomorrow, as he is not aware of any reason why the suspension of navigation should be contained.”

CA, Wed., 2/20/67, p. 3. **Canal Tolls.** It is understood that the Chesapeake & Ohio Canal Board, with the approval of the Board of Public Works, have reduced the toll on Coal from 92 to 70 cents per ton.

ES, Wed. 2/20/67, p. 2. **A New Canal Packet** – The J. J. Beall, a new boat, constructed for the transportation of flour and grain, is expected to arrive tomorrow with a load of flour consigned to Geo. Waters.

ES, Sat. 2/23/67, p. 2. **The Coal Shipments** The shipments of coal have only commenced with the few vessels that arrived during the past week, and consequently were light. The

shipments from Ray's Docks amounted to 622 tons.

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 THE BRIDGE QUESTION

The joint resolution which passed the House of Representatives directs the Secretary of the Interior to order a survey, by competent engineers, of the ground and river near the aqueduct bridge, in the District of Columbia, and report on the practicability of constructing there a bridge across the Potomac, with the cost thereof, &c., estimating the cost for a common bridge, and for a bridge both for railway and common travel; also, to examine and report touching like bridges at or near the Long Bridge. It is well that a matter of such importance, not only to local interests here, but to all concerned in facilitating travel between the North and South, should be carefully considered before final action is taken. We believe that a thorough survey will lead to the same conclusions as those arrived at by Engineer Rives, whose report we republished a few days since, and trust that it is but the first step in the construction of a permanent work, which will ensure uninterrupted communication with Virginia. There is one fact that must be borne in mind. Those who argue in favor of a bridge at the Georgetown Aqueduct represent the disadvantage of a draw or draws, such as those in the Long Bridge, on account of their delaying travel, and sometimes causing serious accidents. But a bridge at the Aqueduct will not obviate these objections, because a draw will be necessary there. Not only are there property-owners along the Potomac above the Aqueduct who claim unobstructed navigation to their quarries, &c., but there are many businessmen in the District cities who would establish coal wharves along the Potomac and extensive factories above the Aqueduct if it did not interrupt navigation, there being no draw in the present structure. These are among the reasons why Georgetown demands the removal of the Aqueduct. Now, if the contemplated bridge is built much further up the Potomac, the increased distance between Georgetown and

Alexandria will lead to a much greater loss of time daily than would occur at a draw in the Long Bridge occasionally.

ES, Tue. 2/26/67, p. 3. **Board of Trade.**  
 Mr. Wilson E. Brown offered the following:

Whereas all that portion of the Chesapeake and Ohio Canal lying within the limits of Washington, commencing at Rock Creek and terminating at foot of 17th street, has for the last eight to ten years been utterly useless as an avenue of trade, for which it was intended, by allowing it to fill up to such an extent as to preclude the possibility of the passage of lightest draught boats, to the great detriment of the citizens of Washington, by shutting off all trade and traffic by this route between this city and the fertile regions of West Virginia, Maryland and the Cumberland coal mines, thereby causing all coal to be either landed at Georgetown or towed down the Potomac river some miles and thence to Washington, at the cost to consumers of one dollar advance per ton, to say nothing of the great quantity of produce that would pass through this channel to the metropolis of the nation, and by severing this great artery of trade, the Government, which consumes in this city alone fifty thousand tons per annum, is loser to the amount of \$50,000: Therefore, be it

*Resolved*, That a committee of three be appointed to wait upon the Board of Directors of the Chesapeake and Ohio Canal Company and request that the canal be cleared and put in good order between Rock Creek and Washington city, so as to make it navigable for canal boats in accordance with the provisions of their charter, and that the committee be instructed to press the necessity of this great improvement, and if necessary to employ counsel to furnish a brief of the company's charter that the committee may act advisedly in the matter, and there is hereby appropriated out of any money that may be in the treasury to pay said counsel, not exceeding the sum of \$50.

Mr. Guinand thought it best to make them open the lock at Rock Creek and bring the

boats out in the river where they could be towed to the various wharves of Washington. Our corporate authorities should raise the K street bridge so boats could return unloaded. He thought the company could not clear out the canal, because they were bankrupt.

Dr. Kidwell also advocated the passage of the resolution.

Mr. Bacon offered the following as a substitute for Mr. Brown's resolution, and it was adopted:

*Resolved*, That a committee of three be appointed to call upon the directors of the Chesapeake and Ohio Canal and press upon their attention the necessity of repairing the canal from Rock Creek to 17th street, and also to repair the outlet lock in the Potomac.

Messrs. Brown, T. J. Galt and Dr. Kidwell were appointed as such committee.

Wed. 2/27/67, p. 2.<sup>2</sup> **The Canal** – The Alexandria *Gazette* states that the Georgetown City Council have passed resolutions requesting the Mayor to communicate with the Legislature of Maryland, and urge upon that body the enactment of such laws as shall put the control of the Chesapeake and Ohio Canal under such permanent management as shall insure the security and benefit of those holding the securities of the said Company, in which the State of Maryland has so large an interest, and fully develop its immense power for good to those interested in it. A copy of the resolutions to be sent to the Governor of Maryland. The object seems to be to have a management not affected by political changes in the State.

NR, Wed. 2/27/67, p. 3. **LOCAL NEWS. - Important Meeting of the Board of Trade.** - An adjourned meeting of the Board of Trade was held at the rooms of Claggett & Sweeny, No. 4 Market Space, on Monday evening, John T. Mitchell, Esq., in the chair, and N. Sardo, secretary.

Mr. Bacon offered the following resolution, which was adopted:

*Resolved*, That a committee of three be appointed to call upon the directors of the Chesapeake and Ohio canal and press upon their attention the necessity of repairing the canal from Rock Creek to Seventeenth street; and also, to repair the outlet lock in the Potomac.

ES, Thu. 2/28/67, p. 2. **The Canal** – The Superintendent of the Georgetown division of the canal is hastening the work of removing the sand bars, and doing such repairs as were made necessary by the last severe season. The hands are busily employed in the canal above Congress street, and the work will be completed in time for an early resumption of navigation.

ES, Mon. 3/4/67, p. 2. **Affairs in Georgetown – The Canal** – The water has not yet been let in upon this division of the canal, as the work of repair and cleansing has not been completed. The superintendent intends that the work shall be well done, and thus prevent the necessity for a suspension of navigation for trifling causes after the water has been let in upon the entire line. It is expected that the water will be let in upon this level next Wednesday.

ES, Fri. 3/15/67, p. 2. **The Canal** – But little business is doing upon the line of the Georgetown division. The mills, for want of grain, are operating irregularly, and the coal derricks are not in use. We are requested to call the attention of the superintendent to the fact that his laborers have not yet removed the mud from the towpath above the locks. It was taken from the bed of the canal, but if not removed, a few showers will return it. Pedestrians are vehemently complaining of it as a nuisance. The advices from Harper's Ferry this morning announce that the water has been let in upon that division of the canal. If that is correct, the water is probably in the canal to Cumberland, and navigation will be immediately resumed. The

<sup>2</sup> *The Herald and Torch Light*, Hagerstown, Md.

Potomac and Shenandoah rivers, at Harper's Ferry, are so high as to interrupt communication between Maryland and Virginia.

AG, Fri. 3/15/67, p. 3. **Canal** – The Cumberland Civilian says: - “The prospect for an early resumption of trade on the Canal, is at present very good, and by the 25<sup>th</sup> we may expect the departure of boats from this port. The Alexandria Canal will be open for navigation on the 1<sup>st</sup> of April, and boats will pass directly to Alexandria, much to the gratification of our coal dealers. The tolls on the Canal have been reduced from 92 cents to 70 cents, which will be further to the advantage of the companies, although they should have been reduced to a greater extent.”

The Washington *Star* says: - “The arrivals by Canal are few, and only of boats trading between landings on the Georgetown division, mainly bringing stone and wood. The superintendent of the division reports it in excellent condition, and boats are now at the west end awaiting the letting in of the water on the upper divisions, in order to go through. He thought that the water will be let in tomorrow, as he is not aware of any reason why the suspension of navigation should be continued.”

ES, Sat. 3/16/67, p. 2. **Coal Shipments** – The shipments of coal from Ray's Docks and the company wharves are not yet as heavy as they might be if vessels suited to the trade were more easily obtained. Several vessels were laden at the docks and wharves during the week, and the stock left over from last season was decreased some hundreds of tons.

AG, Tue. 3/19/67, p. 4. **Alexandria Canal** The repairs to the Alexandria Canal will be completed by Saturday night, and water will be let in upon it on Monday, the 25<sup>th</sup> instant. In addition to the improvements already made to the Aqueduct, two powerful clamps – one for each end of it, which are intended to render it

doubly secure – have been constructed and are now in process of adjustment. The docks at the outlet lock have been dredged, and other arrangements made there for the reception of large quantities of coal. As soon as navigation is resumed upon the Chesapeake and Ohio Canal, boats from Cumberland will, it is expected, arrive here in numbers.

CA, Wed., 3/20/67, p. 3. **The Canal**, it is expected, will be filled with water the ensuing week, and transportation upon it immediately commence. The Alexandria canal is said to be open and in complete order.

ES, Wed. 3/20/67, p. 2. **Affairs in Georgetown** – **The Canal** – The water on this division of the canal was very low yesterday, in fact so low that the mills were forced to stop operations. The millers were unable to account for the falling off, and grumble considerably, it being a time when a constant supply of water is important to them.

**Flour and Grain Market** – Advices from depots on the canal and farms contiguous to them, are rather unfavorable for receipts of grain until about the first of June. At Shepherdstown and Berlin, main depots for the supply of wheat, there is but a light stock on hand for shipment to this market. A single boat at each depot will probably bring all in hand, and the roads from the farms are impassable for heavily laden wagons, such as are required for the transportation of produce to the shipping depots. This and other causes will delay the shipments.

Thu. 3/21/67, p. 2.<sup>3</sup> **IMPROVEMENTS IN THE DISMAL SWAMP CANAL.** – The Dismal Swamp Canal, which penetrates and passes through the inmost recesses of the Great Dismal Swamp and connects the harbor of Norfolk and Portsmouth with the sounds and inland waters of North Carolina, is in the process of great improvement. Col. Walton, the engineer of the projected improvements, with a number of assistants, are engaged in surveying the canal,

<sup>3</sup> *The Tri-weekly Standard*, Raleigh, N. C. newspaper.

and staking out the line. The whole course of the canal is to be dredged, and deepened, and the width is to be increased 20 feet, making the canal 60 feet broad. The locks are also to be removed and extended 25 feet. The excavating will commence next month, and when finished will place the canal in a condition to accommodate ten times the amount of business it is capable of doing at present.

AG, Mon. 3/25/67, p. 4. **The Canal** – The extraordinary bad weather that prevailed last week, prevented the completion of the few minor repairs yet required on the Alexandria Canal; but, two or three good working days will suffice to put it in excellent order.

CA, Wed., 3/27/67, p. 2. **Chesapeake and Ohio Canal.** - The Canal bill, authorizing the Board of Public Works to vote the stock of the State in the Chesapeake and Ohio Canal Company for a President and four Directors, upon the nomination of the holders of the preferred bonds of said Company, was again taken up in the House of Delegates, on the 19th inst., and Mr. Devecmon moved to amend the third section by requiring that "Whenever and as often as the coal trade of the said Chesapeake and Ohio Canal Company is injuriously affected by a reduction of the rates of transportation on coal by the Baltimore and Ohio Railroad, the President and Directors of the said Canal Company are hereby authorized, and required to reduce the rates of toll in a similar ratio, so as to maintain its equality of advantage with the said Railroad Company in the transportation of coal."

Mr. Devecmon, in offering his amendment, said he was in favor of the bill under consideration, provided certain amendments were inserted into it. He hoped that these amendments would be adopted. He said that the depression of the coal trade on the C. and O. Canal was occasioned by the action of the Baltimore and Ohio Railroad, the rival and competitor of the Canal for the trade. In support of this statement he would simply cite that the

coal trade on the canal for the year 1866 bid fair at the opening of the season for that year to be one of the most lucrative to both shippers of coal and the canal company, in the item of revenue. The Baltimore and Ohio Railroad, however, foreseeing the necessity of a reduction of tolls on their road, in order to cripple the trade on the canal, reduced them to 70 cents. This drew the coal trade from the canal to the railroad as a cheaper channel to market. As a result of this reduction, 1,099,331 tons of coal were shipped, and of that amount the Canal carried 343,178 and the Railroad 736,153 tons, demonstrating that by the timely reduction of tolls by the railroad, it increased its coal trade over the previous year 175,860 tons. The inquiry may be made why did not the Canal also reduce her tolls in a similar ratio, so as to compete with the Railroad. The simple reason was that the Board of Public Works elect and appoint the President and Directors of the Canal, and it is hardly necessary for him to state that the Treasurer of the State, who is a member of the Board, is interested in the Baltimore and Ohio Railroad, and if the Directors dare lower the tolls one cent beyond the wishes of the Treasurer their heads would be cut off. It is for the purpose of obviating this gross injustice to the canal and the evil that arises out of it to the people engaged in boating, that he offered the amendment, and he hoped therefore that it would be adopted and made a part of the bill.

The amendment was adopted.

On motion of Mr. Brydon, an amendment was also adopted requiring "that until otherwise ordered by the Legislature, the President of said Canal Company, and one of the Directors other than those to be nominated by the said trustees, shall reside in Allegany county."

The bill was passed, as amended, and is now a law.

AG, Thu. 3/28/67, p. 3. **Alexandria Canal** – The Alexandria Canal, having been thoroughly repaired throughout its entire extent, had water, from the Chesapeake and Ohio Canal, turned

into it this morning, at Georgetown, and by tomorrow night will be full and navigable. The banks of the canal, from this city to Georgetown, are patrolled by employees of the lessees to watch the effect of the water as it slowly rises, and give warning if any break should be discovered, but accomplished and experienced engineers who have passed over the whole length of the work anticipate no such occurrence.

The American Coal Company's boat Wellington, with coal, cleared Cumberland for this port on yesterday morning, and is expected here on Saturday night next.

AG, Fri. 3/29/67, p. 4. **Alexandria Canal** – The water, which was let into the Alexandria Canal yesterday morning, has reached this city, and is now four feet deep in the basin. No break has occurred in the banks of the canal or in the aqueduct, up to this time, nor is such an untoward event expected. Invoices of several cargoes shipped at Cumberland for this port have been received here, and boats are expected to arrive on Sunday next.

NR, Sat. 3/30/67, p. 3. **Alexandria Affairs** – It is with infinite pleasure that we announce the fact that the water was let into the Alexandria canal this morning, and that that important feeder to our commercial interests will, in a few days, begin the work of pouring into our market the immense products of the Cumberland region. The first boat, the Wellington, left Cumberland yesterday morning for this city, consigned to the American Coal Company.

AG, Sat. 3/30/67, p. 4. **Canal** – The Alexandria Canal is now full of water, and is without a leak throughout its entire length. A rumor was afloat this morning that a break had occurred in the Chesapeake and Ohio Canal.

AG, Mon. 4/1/67, p. 4. **The Canal** – The Alexandria Canal is now in excellent condition, and navigable throughout its entire extent; but no boats have as yet arrived, in consequence, it is

said, of a break which has occurred in the Chesapeake and Ohio Canal.

NR, Tue. 4/2/67, p. 3. **Georgetown Matters.** - There are very few arrivals of canal boats. The William Elder arrived on Friday with 106 tons of coal to Central Company; Maryland, with corn and wheat to Benson Talbot; and Seneca, with sundries to Benjamin Darby.

AG, Tue. 4/2/67, p. 3. There are but few arrivals of Canal Boats at Georgetown.

**Canal Commerce**, Thursday, April 2 – Arrived – Boat J. W. Wellington, Cumberland, coal to Mount Vernon Cotton Factory.

Boat M. A. Myers, Cumberland, coal to American Coal Company.

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*Ibid*, p. 4. **Resumption of Navigation on the Alexandria Canal** – Navigation on the Alexandria Canal, after a total suspension for six years, has again been resumed, and, with, as every one interested in Alexandria's future prosperity will be pleased to learn, every prospect of an uninterrupted continuance during the rest of the season. The American Coal Company's boat, the J. W. Wellington, from Cumberland, with coal for the Mount Vernon Cotton Factory, of this city, arrived here at half-past two o'clock this morning, and is now discharging cargo at the basin. The boat M. A. Myers, also of Cumberland, with coal for the American Coal Co., arrived here later this morning, and is discharging cargo at that Company's depot, north of Fishtown. These boats, from the time they entered the Canal, at Georgetown, until they reached this city, and, with reference to the M. A. Myers, until she emerged from the outlet locks into the Potomac, sustained not a moment's interruption – the aqueduct, the banks, the gates, and the locks of the entire canal being in perfect order. These two boats are but the advance couriers of a fleet now enroute to this city, and, in a short time, unless some untoward and unexpected accident should happen, this will be the main shipping



point for all the coal dug from the mines near Cumberland. Owing to an elevation of the locks at Georgetown, made last year, an increased amount of water has been supplied to the Alexandria Canal, the banks of which are now subjected to a greater pressure than was ever before imposed upon them, in consequence of their reception of an additional four inches of water, which necessitates their elevation to the amount of six inches, and this elevation is now in energetic progress. The sides of the basin are also being sodded to prevent washing.

CA, Wed., 4/3/67, p. 3. **The Canal.** Though the Canal is in navigable condition throughout its entire length, but a small quantity of coal has yet been shipped. Only one or two companies are doing anything. The hitch, we understand, is between the companies and boatmen, with respect to the rates of freight, the boatmen asking \$1.50 per ton, while the companies are indisposed to pay over \$1.25.

ES, Wed. 4/3/67, p. 2. **The Canal** – Arrived Boats James Shaw, wood to market; Mary, light; M. A. Myers, 110.14 tons coal to American Co.; Fanny Ortman 113.4 tons coal to Central Co. A number of boats with produce, &c., have arrived but not registered, and others are reported on the way.

**The Aqueduct** – Since the opening of the Aqueduct three boats have passed over to the Alexandria canal, all laden with coal.

AG, Wed. 4/3/67, p. 3. **Canal Commerce** – Wednesday, April 3 – Arrived – Boat J. Vandervoort, Cumberland, coal to American Coal Co.

Departures – Boat J. W. Wellington, Cumberland, by American Coal Company.  
Boat M. A. Myers, Cumberland.  
Boat J. Vandervoort, Cumberland, by American Coal Company.

NR, Thu. 4/4/67, p. 3. **Georgetown Matters.** - **The Canal.** - Arrived - Boats James Shaw, wood

to market; Mary, light; M. A. Myers, 110 14 tons coal to American Co.; Fanny Ortman, 113 04 tons coal to Central Co. A number of boats with produce, &c., have arrived but not registered, and other are reported on the way.

ES, Thu. 4/4/67, p. 2. **Affairs in Georgetown – The Canal** – Arrived – The Vandervoort with 110 08 tons of coal to American Company. The mills are in working condition and most of them in full operation. The lack of material is the principal drawback at the present time, and causes stoppages, which are to be regretted. Few boats with produce have arrived recently. The only arrivals this morning were the Red Eye, from Seneca, with small lots of wheat and corn; Mill Boy, from Berlin, corn to George Waters; O. T. Snouffer, with wheat and corn to J. G. Waters. Two boats from Williamsport with flour and corn are expected tomorrow.

ES, Fri. 4/5/67, p. 2. **The Canal** – Arrived Boats Catocin, sundries to market; Maryland, wheat and corn to B. Talbot; J. J. Johnson No. 2, wheat and corn to market; Catocin, iron; Morrison, grain and potatoes; Wandering Boy, corn and wood; Red Eye No. 1, wheat and corn to market; Neptune, 104.9 tons coal to J. C. Hieston; M. E. Baxter, 116.4 tons coal to Central Co.; Ben Williams, 109.14 tons to American Co. Departed – Catocin, merchandize to Harper's Ferry; O. T. Snouffer, sundries to Noland's Ferry; Neptune, sundries to Shepherdstown; J. J. Johnson No. 2, salt, &c., to Noland's Ferry; Red Eye No. 1, merchandize to Lift Lock 34; Morrison, merchandize to Lift Lock 22, and three boats light.

AG, Fri. 4/5/67, p. 3. **CANAL COMMERCE** – Wednesday, April 5 – Arrived – Boat Ben Williamson, coal to Alexandria Coal Company.

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**Alexandria Canal** – Mr. W. W. Dungan, of this city, has addressed the following letter to the editor of the Cumberland *Civilian*, under date of April 2, 1867. This has the ring of business

operations, and we hope that all interested may realize their fondest wishes in the Revival of the Coal and other Trade, in Alexandria.

**Dear Sir:** - It gives me pleasure to report the arrival of the Canal Boat "Wellington," consigned to Capt. Boothe, of the American Coal Company. This is the first of the season, either to Georgetown or here, and we trust will inaugurate for Alexandria a prosperous and full season for business. She arrived at 12 o'clock last night.

The Alexandria Canal is now in splendid working condition having been repaired throughout its entire length in the most substantial manner, and we now look forward to some of the material benefits, so long deprived of by reason of grim visage war.

We want to see all the Mining Companies accessible to Canal represented at Alexandria. We shall take pleasure in taking care of, and introducing to our port, with its superior advantages for shipping, all interests, however great or small; and see that those who favor us with the trade shall meet with every facility we possess.

We learn that there are companies in the Alleghanies who have not been represented in Alexandria heretofore, but would gladly avail themselves of this outlet. From such we cordially invite their business.

W. W. Dungan,  
for self and Associate Lessees.

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*Ibid*, p. 4. **Canal Commerce.**

Wednesday, April 5.

**Arrived** – Boat Ben Williamson coal to Alexandria Coal Company.

NR, Sat. 4/6/67, p. 3. **The Canal.** - *Arrived* - Boats Catocin, sundries, to market; Maryland, wheat and corn, to B. Talbot; J. Johnson No. 2, wheat and corn, to market; Catocin, iron; Morrison, grain and potatoes; Wandering Boy, corn and wood; Red Eye No. 1, wheat and corn, to market; Neptune, 104 09 tons of coal, to J. C. Heiston; M. E. Baxter, 116 04 tons coal, to

Central Co.; Ben Williams, 109 14 tons coal, American Co.

*Departed* - Catocin, merchandise, to Harper's Ferry; O. T. Snouffer, sundries, to Noland's Ferry; Neptune, sundries, to Shepherdstown; J. Johnson No. 2, salt, &c., to Noland's Ferry; Red Eye No. 1, merchandise, to Lift-lock No. 34; Morrison, merchandise, to Lift-lock No. 22; and three boats light.

ES, Sat. 4/6/67, p. 3. **The Alexandria Canal** – Several boats bound for Alexandria have been tied up near the Aqueduct, being unable to get down. The reason is said to be because of a slide of the embankment near the Four-mile Run. The slide is not more than one hundred feet, and can be repaired in a short time.

**The Canal** – Arrived – The Mill Boy, corn, to Hartley & Bro.; J. M. Forbes, wood, to market; Mary, light.

*Departed* – The J. M. Forbes, merchandise, to Berlin; Mary, do., to Little Falls Dam; Mill Boy, salt &c., to Berlin.

**Coal Shipments** – The shipments of coal continue to be comparatively light. This week they foot up as follows: - Borden Co., 255 tons; Cumberland Co., 600 tons; Consolidation wharves, 664 tons; Ray's Docks, 2,093 tons.

AG, Sat. 4/6/67, p. 3. **Canal Coal Trade** – Only seventeen boats have thus far arrived in April by the canal, and of these four have gone to Alexandria with coal to the American Company. Six boats have this season arrived with coal to the Central Company, and one to J. C. Hieston & Co.; but these were loaded last winter and have been detained on the way since then. It is thought a strike prevails among the miners at Cumberland, which may account for the detention of coal boats. Several manifests of coal were received here yesterday, by which it may be positively stated that the "black diamonds" will abound here in a few days hence. – *Georgetown Courier*.

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**Boats** have commenced running on the Canal, over the Aqueduct, to Alexandria, and the sight appears to have roused anew the ire of some Georgetown people. They predict disaster and threaten the "law." Under the law the Aqueduct is safe.

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**The Alexandria Canal** – The feed gates to the Alexandria Canal were closed yesterday evening, and the water let off, in order to allow repairs to be made at a point just north of the viaduct over the Washington Turnpike, where a slide had occurred – about one hundred feet of earth having slipped off the berm bank side. No crevasse was made in the sides of the canal bed, but, fearing the possibility of such an accident, the water was let off, and repairs at once instituted. Navigation will be resumed in a few days.

NR, Mon. 4/8/67, p. 3. **Break in the Alexandria Canal** – A break occurred in the Alexandria canal, near the Four Mile Run, which has caused the water to be drawn off again. The company have rather a tedious time to get their canal in order.

AG, Mon. 4/8/67, p. 3. **The Alexandria Canal** – The repairs to the Alexandria Canal, necessitated by the slide which occurred in the berm bank, near the viaduct over the Washington Turnpike, last Thursday, have been completed, and water will be let in upon it tonight. A large fleet of boats, from Cumberland, with coal, for this city, are detained at Georgetown, awaiting resumption of navigation.

NR, Tue. 4/9/67, p. 2. **Affairs in Georgetown – The Aqueduct** – The repairs to the Alexandria canal will, it is thought, be completed today, and the water turned in. A large number of boats, with cargoes of coal, have been waiting for several days, and will probably leave for Alexandria today.

**Arrivals of Grain** – Yesterday morning the canal boat Ironsides, with flour and grain, from

Williamsport, to George Waters and B. Darby; and Sallie Billmyer from Shepherdstown with flour, wheat and corn to George Waters, arrived at High street landing.

**Canal** – Arrived – Five boats with coal, 552 tons to the American Co. and two [boats] to Hampshire and Baltimore Company, with 216 tons.

AG, Tue. 4/9/67, p. 3. **The Alexandria Canal** – The feed gates to the Alexandria Canal, at Georgetown, were again opened this morning, and the water is now rapidly filling it. About thirty boats, from Cumberland, loaded with coal, are reported at Georgetown, awaiting resumption of navigation to enable them to reach this city. In consequence of the injuries sustained by the banks of the Canal from the continued influence of their exposure to the weather during the occupancy of the Aqueduct by the Government, the increased amount of water it has now to confine may, and doubtless will, occasion other breaks than the one which occurred last week near the Four Mile Run, so that it need not be a matter of surprise should the water have to be drawn off again, in order to make other repairs, the necessity for which time alone can determine.

CA, Wed., 4/10/67, p. 3. **The Canal Trade** is beginning to show signs of life. Ninety boats laden with coal have departed from Cumberland since the commencement of navigation. After a total suspension for six years, navigation has been resumed on the Alexandria Canal. The American Coal Company's boat, the "J. W. Wellington," with coal from Cumberland, was the first to pass through it - arriving at Alexandria on the 1st instant.

ES, Wed. 4/10/67, p. 2. **The Alexandria Canal** – The slide of the embankment of the Alexandria Canal has been repaired and the water let in. Since yesterday, fifteen boats, all loaded with coal, passed over the Aqueduct. The filling of the canal caused a very low state of water here,

much to the disgust and inconvenience of millers and manufacturers who depend upon the canal here for their water-power. The turning of the water into the Aqueduct cuts them off from a full supply.

**The Canal** – Arrived – The George Moler, with limestone to the kilns; J. M. Waters, flour, grain and potatoes, to George Waters; and twenty-seven boats with coal, consigned as follows: To P. Quigley, 220 tons; American Co., 1,112.7 tons; J. C. Huston, 107 tons; Hampshire & Baltimore Co., 435.11 tons; Central Co., 1,119.13 tons. From this it will be perceived that the coal fleet is arriving.

Departed – The J. M. Waters, salt and sundries to Williamsport, and sixteen boats light.

AG, Wed. 4/10/67, p. 3. **CANAL COMMERCE** – Wednesday, April 10 – Arrived – Boats A. Waiser, D. Stewart, C. DuBois, H. Fisk, Andrew Main, Cumberland, coal to American Coal Company.

Boats P. Quigley, Emma, Cumberland, coal to P. Quigley.

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**Alexandria Canal** – By reference to the report of Canal Commerce it will be seen that the Alexandria Canal is again in navigable order, and that boats from Cumberland, loaded with coal, have begun to arrive at this port. In addition to the reported arrivals some thirty boats are on the canal and will reach here this evening.

ES, Thu. 4/11/67, p. 3. **The Canal** – Arrived The Sallie Billmyer, with flour and grain to George Waters; Red Eye No. 2, wheat to market; Capitola, corn and pork to B. Talbott; and twelve boats with coal, consigned: To Hampshire and Baltimore Co., 113.2 tons; Central Co., 669.19 tons; American Co., 550.2 tons.

Departed – The Sallie Billmyer, assorted cargo to Lift Lock 31; Little Bob, fertilizers to Lift Lock 11; Ironsides, plaster, &c., to Williamsport; C. DuBois, fertilizers to Cumberland; and ten boats light.

**The Aqueduct** – Transportation of coal by way of the Aqueduct to Alexandria has increased since the re-opening of the Alexandria Canal. The number of boats which have passed over it is not precisely known, but is probably between 25 and 30, all with coal. The boatmen appear to have little fear of an accident, though the water is spouting out of the trunk of the Aqueduct at several points.

AG, Thu. 4/11/67, p. 3. **Canal Arrivals** – Sixteen boats, direct from Cumberland, with coal, arrived yesterday, and six today.

**Canal Commerce** – Thursday, April 11, Arrived – Boats John S. Fox, John W. Bacon, R. H. Haydock, G. A. Pearre, Alexander Ray, W. W. Shepard, Robert Marshall, John H. Platt, Cumberland, coal to American Coal Company. Boat George Mohler, limestone to Thomas Smith.

Boat A. Willison, coal to Balt. & Hampshire Coal Co.

Departures – Boats A. Walsh, D. Stewart, C. DuBois, H. Fisk, John S. Fox, A. Main, John W. Bacon, by American Coal Company. Boat George Mohler, by C. H. Knott.

NR, Fri. 4/12/67, p. 3. **Affairs in Georgetown – Overboard in the Canal** – On Wednesday evening, as a canal boat was passing into the Alexandria aqueduct, two mules that were towing the boat became frightened and jumped into the canal, taking with them two men. For a short time, the excitement was pretty high, but the men and mules were soon rescued, without sustaining any damage, except a considerable scare and a thorough ducking.

**Arrivals and Departures via Canal** – Arrived – S. Billmyer with flour and grain to market; Capitola with corn and pork to B. Talbot; 4 boats with coal to American Company; 4 boats with coal to Central Company; 1 boat with coal to Baltimore and Hampshire Company; [boat] Red Eye No. 2 with wheat from Edward's Ferry.

AG, Fri. 4/12/67, p. 2. **The Coal Trade**

The Canal is in excellent order throughout its entire length, from Cumberland to Alexandria. The Alexandria Canal and aqueduct have been put in thorough repair and the passage of boats over it has proved that it is in better condition than for many years past. If all other things are favorable the amount of coal transported this season through this channel will exceed that of any previous year. Since the opening of navigation, ninety boats have left this port, for Georgetown and Alexandria. During last week the shipments over the canal were as follows:

American Coal Co.	2,289 04
Central Coal M. & M. Co.	2,103 01
Hampshire & Balt. Coal Co.	884 10
Miscellaneous	784 16
Total	<u>6,061 11</u>

*Cumberland Civilian*

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*Ibid*, p. 3. **CANAL COMMERCE** –

Friday, April 12 – **Arrived** – Boats W. S. Shrieve, Defiance, H. B. Cromwell, G. K. Sistare, J. W. Wellington, John S. Davenport, A. Perkins, Henry Keney, Cumberland, coal to American Coal Company.  
Boat Star, coal to B. McQuade.  
Boat Chancing, light, to L. Phearson.

**Departures**

Boats R. H. Haydock, G. A. Pearre, Alex. Ray, J. H. Platt, W. W. Shepard, R. Marshall, by American Coal Company.  
Boats P. Quigley, Emma, by P. Quigley. A. Willison, by Hampshire & Baltimore Coal Co.

NR, Sat. 4/13/67, p. 3. **GEORGETOWN MATTERS** – **Arrived** – Canal boat E. D. Hartley with wheat and corn to Hartley & Bro.

**Arrivals via Canal** – Five boats with 550 tons coal to American Co.; Red Eye, with wheat to market; Monson with produce to market; Catoctin with iron.

ES, Sat. 4/13/67, p. 2. **Canal** – Arrived – Boat J. H. Williams, corn and wheat to market, and seven boats with coal. – Central Co., 331 10 tons; American Co., 327 13 tons.

AG, Sat. 4/13/67, p. 3. **CANAL COMMERCE** – Saturday, April 13 – **Arrived** – Boats Thomas Patton, Wm. Harrow, coal, to American Coal Company.

Boat Mary Little, coal, to Hampshire & Baltimore Company.

**Departures**

Boats W. J. Shreve, Defiance, H. B. Cromwell, E. W. Wellington, G. K. Sistare, J. S. Davenport, S. Perkins, H. Keney, Cumberland, by American Coal Company.

Boat Star of Cumberland, by B. McQuade.

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**Georgetown Items** – Forty-six coal-laden boats have arrived from Cumberland since our last issue, and of these very nearly one-half have passed over the aqueduct, to the American Company at Alexandria.

The New Canal Bridges have been completed, examined and approved by the canal company and the corporation of Georgetown.

NR, Mon. 4/15/67, p. 3. **Coal Shipments** – The shipments of coal this week from the Cumberland Co. wharf was 450 tons; from Ray's Docks, 2,354 tons.

ES, Tue. 4/16/67, p. 2. **Affairs in Georgetown** – **Arrival of Coal** – The arrivals of coal yesterday afternoon and this morning were as follows: - Boat Wm. Laird 113 tons for the American Company; U. C. Hamilton 112 tons to the same company; Lucy Hall 108 tons, J. B. Turton 111 tons, and the Mary E. Baxter with 115 tons to the Central Coal Company; the Liona with 110 tons to the Hampshire and Baltimore Company; the Onward with 115 tons and the Henry Reed with 107 tons to the American Company. Ten boats loaded with coal passed over the Aqueduct this morning enroute for Alexandria, Va.

**Arrival of Grain** – The canal boat Mill Boy arrived this morning from Berlin with 3,200 bushels of yellow corn for Geo. Water.

AG, Tue. 4/16/67, p. 3. **Alexandria Canal** – The aqueduct was emptied of its contents last Saturday, in order that a new piece of timber might be inserted in it in place of a piece discovered to be unsound. Water was again let in this morning, however, and boats commenced to arrive, but one of them ran against the first lock gates, and injuring them, compelled a suspension of navigation until they can be repaired, which, it is thought, will be accomplished by tomorrow night.

NR, Wed. 4/17/67, p. 3. **The Washington Canal** – Mr. B. Severson, the engineer of the Washington canal, is, we learn, preparing a new report upon the canal, and it will be submitted to Councils one week hence. In it he urges the continuation of the work of improvement already commenced and shows that the unsightly ditch may be made available for commercial purposes. He has also prepared a statement showing the title of the city to the canal.

The question as to the ownership of the canal is one that has recently agitated Congress to no little extent, and Mr. Severson's researches have enabled him to put together all the laws bearing upon the subject. It appears, therefore, that on the 1<sup>st</sup> day of May, 1802, Congress chartered a canal company for the purpose of having a canal opened from the foot of Seventeenth street to the east branch of the Potomac. In 1909 the time for completing the work was extended seven years. – (Statutes at Large, vol.2, p. 517.) In 1822 Congress authorized the Corporation of Washington to have the location of the canal so changed as that it should drain the low grounds along the Tiber, and for this purpose Government lots were authorized to be sold by the Corporation to the extent needed to pay the cost of the change in the course of the canal, and for draining, filling and improving the reservations and building bridges. (Statutes at Large, vol. 3, p. 691.)

By a bill approved May 20, 1826, Congress authorized the canal to be widened to 150 feet west of Seventh street, and it was also

provided by this act that the canal should have a depth of water equal to at least one foot at ordinary low tides. (Statutes at Large, volume 4, page 180.) By act of May 31, 1832, the canal was transferred from the Canal Company to the Corporation of Washington, and the Government rights in certain portions of the Mall were bestowed upon the Corporation. (Statutes at Large, volume 4, page 521.) In 1833, Congress, by an act approved on the 2<sup>nd</sup> of March, restored the Mall to the control of the General Government, and in lieu thereof \$159,000 was ordered to be paid to the Corporation. (Statutes at Large, volume 4, page 651.) In 1849 and 1851, respectively, Congress made appropriations each time of \$20,000 for cleaning and deepening such portions of the canal as lie within the Government reservations. (Statutes at Large, volume 9, pages 366 and 614.) These are the laws bearing upon the subject, and from these Mr. Severson argues that the title rests exclusively in the Corporation; and it would appear that the whole amount appropriated by Congress for this canal was \$190,000.

CA, Wed., 4/17/67, p. 2.

**Canal Boat "Zella & Minna,"**

**AT PUBLIC SALE.**

**BY** virtue of a mortgage from James Smith to the undersigned, they will sell at public sale, in front of Humbird & Long's Store, in the city of Cumberland,

*On Saturday the 27th of April, 1867,*

**AT 2 O'CLOCK, P. M.**

All the right, title and interest of said James Smith in the Canal Boat "Zella and Minna." **Terms—Cash.**

April 17—2w.

**RUSSELL & CO.**

A search of the Allegany County Courthouse records did not reveal any canal boat transactions by either Russell & Co. or James Smith. This mortgage must have been recorded someplace else.

AG, Wed. 4/17/67, p. 2. **GEORGETOWN AFFAIRS** – The arrivals of coal yesterday were numerous. Ten boats, loaded with coal, passed over the Aqueduct yesterday morning, enroute for Alexandria, Virginia.

The canal boat, "Mill Boy," arrived from Berlin with 3,200 bushels of yellow corn for George Waters. – *National Intelligencer*.

ES, Thu. 4/18/67, p. 2. **Affairs in Georgetown – Arrivals of Grain and Flour** – The canal boat M. Walsh arrived this morning from Williamsport with 600 barrels of flour, 1,500 bushels of corn, and 400 bushels of wheat for Messrs. George Waters and Benj. Darby. The Sallie Billmyer arrived this morning from Shepherdstown with 2,300 bushels wheat, 70 barrels flour, and 1,600 bushels corn for Geo. Waters. The canal boat Andrew Johnson arrived this morning with 3,000 bushels corn for Messrs. Hartley & Bro.

AG, Thu. 4/18/67, p. 3. **CANAL COMMERCE** – Thursday, April 18 – **Arrived** – Boats T. Patton, Wm. Darrow, A. Chamberlin, J. Vandervoort, T. Long, Wm. J. Boothe, G. P. Lloyd, Chesapeake, D. Williamson, H. S. Gilbert, M. A. Myers, D. Pomroy, W. Laird, John Swift, W. C. Hamilton, Cumberland, coal to American Coal Co.

Boats Mary Little, Happy Traveler, Liona, Mary Alice, coal to Hampshire & Baltimore Company.

**Departures**

Boats A. Willison, W. T. Shreve, Defiance, H. B. Cromwell, J. W. Wellington, G. K. Sistare, J. S. Davenport, E. Perkins, H. Kinney, Star of Cumberland, Mary Little, F. Payton, Chang & Eng, Wm. Darrow, A. Chamberlin, J. Vandervoort, T. Long, W. J. Booth, G. P. Lloyd, Chesapeake, Ben. Williamson, Happy Traveler, for Cumberland.

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**Alexandria Canal** – Boats in considerable numbers are now arriving. The gates of the first lock, which were injured last Monday, will be replaced by new ones this evening. The lessees of the canal have, it is understood, ordered the immediate construction of an entire new set of gates for all the locks.  
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**Canal Consignment** – Among the arrivals by the canal reported today, is that of the boat J. W. Seaman, with barreled lime to W. A. Smoot & Co., who are also the agents for several lime kilns along the line of the canal.

ES, Fri. 4/19/67, p. 2. **Chesapeake and Ohio Canal** – The bondholders of the Chesapeake and Ohio Canal Company, in view of availing themselves of the late act of the Maryland Legislature giving to them the nomination of the President and three directors in the company, have met and elected J. Philip Roman and George W. Riggs to fill the vacancies in the trusteeship under the deed of trust. These trustees are now William W. Corcoran, George W. Riggs, J. Philip Roman, Byard Smith and Horatio Allen, who will have the appointment of the president and three directors in the canal company.

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**Affairs in Georgetown.**

**Arrivals of Coal.** – The following arrivals of coal are reported at the collector's office since our report yesterday: - Two boats containing 221 tons for the Central Company, three boats containing 319 tons for the American Company, 111 tons to the Hampshire and Baltimore Company, and 104 tons to the Cumberland Coal and Iron Company. A few boats loaded with coal passed over the aqueduct this morning enroute to Alexandria.

AG, Fri. 4/19/67, p. 3. **Norfolk Steamers** – A dispatch from Norfolk says: "A projected line of steamers to run between Washington and Norfolk, is now exciting the attention of the mercantile community of Norfolk, and measures are being actively devised by business men which will ensure the success and support of the steamers when they commence running."

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**The Berm Bank Railroad** – The bill granting the lessees of the Alexandria Canal, Messrs. Quigley, Wells and Dungan, the right to construct a railroad along the berm bank of the

canal, finally passed the House of Delegates yesterday, with the Senate's amendments, and is now a law.

ES, Sat. 4/20/67, p. 2. **Canal** – Arrived Red Eye No. 2, wheat and corn to market, and 16 boats with coal – to the Hampshire and Baltimore Co., 111 08 tons; Central Co., 571 13 tons; American Co., 558 15 tons; Cumberland Co., 198 14 tons; Borden Co., 331 02 tons.

Departed 11 boats light.

**Coal Shipments** – The shipments of coal have not been very heavy, the stock of the western wharves not having been replenished. The Borden Co. shipped 791 tons; and Ray's Docks 282 02 tons.

AG, Sat. 4/20/67, p. 3. CANAL COMMERCE – Saturday, April 20 – **Arrived** – Boats Onward, H. Reid, Q. W. Flank, J. Noble, J. Hay, J. Dayton, J. M. Stickney, E. Boyer, C. P. Dayton, W. Hutchins, George O'Bryan, T. H. Faile, A. Walsh, A. M. Thomas, coal to American Coal Company.

Boat J. W. Seamen, lime, to W. A. Smoot.

Boat Geo. Nolen, limestone, to P. Smith,

W. Devecmon, M. H. Wright, J. Young, coal, to Hampshire & Baltimore Coal Co.

**Departures**

Boats J. J. Swift, Liona, Mary Alice, W. Laird, W. C. Hamilton, D. Pomroy, H. L. Gilbert, M. A. Myers, Onward, J. W. Seaman, George Moler, H. Ried, J. Noble, J. W. Schanck, M. H. Wright, J. Hoy, J. Dayton, J. Young, J. H. Stickney, R. Boyer, W. Hutchins, for Cumberland.

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**Arrivals by Canal** during the past week have been quite frequent, although several of the coal companies have not yet commenced business for the season. Since Saturday last, twenty-one boats have been entered at the collector's office for the American Company at Alexandria, besides which thirty-five arrived to the companies located here. – *Georgetown Courier*.

ES, Mon. 4/22/67, p. 2. **The Canal** – The water was very low on the Georgetown level this morning, causing great complaint at the mills and manufactories. It is attributed to a waste of water by the Alexandria canal aqueduct, in which boats were aground in the very center of the track.

Arrived – Boats Chang & Eng, with hay to market; Lucy Martin, with pig iron to George Waters; and 26 boats with coal – To American Co., 975 09 tons; Central Co., 1,205 08 tons; Hampshire and Baltimore Co., 229 12 tons; Borden Co., 461 12 tons.

Departed – Boats Red Eye, Nos. 1, 2 and 3, fish and salt to Berlin, and ten boats light.

Arrived – We notice the arrival at the High street canal wharf of the Ellen, from Sharpsburg with flour, wheat and corn; E. D. Hartley from Berlin with wheat and corn; the Six Days from Hancock with cement; and the Lucy Martin from Green Spring Furnace with pig iron to George Waters. The above, except the last named, have not been registered at the collector's office.

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*Ibid*, p. 3. **Free Trade.** - The Georgetown *Courier* says: - "For what purpose were the bridges over the canal raised, if not to have the boats pass under them? The outlet lock should *at once* be deepened and cleaned out, so as to enable boats to pass into the river, and thus dispense with that rotten structure, the aqueduct. The major part of the coal boats would thus pass and re-pass our city; all the trade resulting from their presence would be left here, and a potent motive would then arise for making the unprofitable aqueduct a bridge for regular travel." This is very well as far as it goes, but we would like to see the canal from Rock Creek to 17th street cleaned out also, so that we may be able to secure a fair share of the trade. There ought to be enough for all.

AG, Mon. 4/22/67, p. 3. CANAL COMMERCE – April 22 – **Arrived** – Boat P. Quigley, coal to P. Quigley.



Boats E. Stevenson, J. W. Wellington, W. W. Shepard, J. S. Davenport, P. H. Platt, Red Eye No. 1, Red Eye No. 2, Red Eye No. 3, coal to American Coal Company.  
Boat R. Emmett, coal to Hampshire & Baltimore Co.

**Departures**

Boats C. P. Dayton, T. H. Faile, Wm. Devecmon, John O'Bryan, Red Eye No. 1, Red Eye No. 2, Red Eye No. 3, Alex. Ray, G. A. Pearre, A. Walsh, for Cumberland.

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*Ibid*, p. 4. **Trade** at the Fish Wharf was very brisk last week, and the arrivals of shad and herring were larger the last three days, than at any previous period of the season. A great help to the fish trade, has been the opening of the Alexandria Canal. Several hundred thousand of herrings and shad, have been already sent up the country, via the canal. The boats receive their cargoes at the wharf direct from the fishing vessels, and the fish are salted down at once, and carried off to their destinations.

*Sun*, Tue. 4/23/67, p. 4. Washington, April 22 – The mayor sends to the board of common council tonight a proposition from Messrs. John Van Riswick and Gideon L. Walker for the purchase of the Washington canal. They offer to purchase all of the corporation's interest in it, and all the claims against the Chesapeake and Ohio Canal Company for \$50,000, payable twenty years from date of purchase, with semi-annual interest. They propose to deepen the canal so that it shall have four feet of water at all times, the corporation to retain sanitary control, and to use it for draining sewers, &c.

*ES*, Tue. 4/23/67, p. 3. **The Canal** – Arrived Boats O. T. Snouffer, wheat and corn to George Waters; Ellen, wheat and corn to market; and 13 boats with coal – American Co., 440 tons; Central Co., 788.16 tons; Hieston & Co., 113.4 tons; Hampshire and Baltimore Co., 108.10 tons. Departed – Boats Baseline, fertilizers to Lift Lock 13; Six Days, salt to Tonoloway Culvert;

Sallie Billmyer, sundries to Shepherdstown; Seneca, sundries to Seneca; G. W. Wallis, fish to Lift Lock 34; E. D. Hartley, salt, &c., to Berlin; A. Johnson No.2, fish, salt and sundries to Monocacy; and 18 boats light.

*AG*, Tue. 4/23/67, p. 3. CANAL COMMERCE – April 23 – **Arrived** – Boats M. Helson, L. A. Kimble, A. E. McQuade, coal to Hampshire & Balt. Coal Co.

Boats C. DuBois, M. Leinan, E. F. Young, W. H. Bramhall, J. H. Platt, coal to American Coal Company.

**Departures**

Boats W. H. Bramhall, J. W. Wellington, W. W. Shepard, J. H. Platt, J. S. Davenport, E. Stevenson, R. Rmmet, G. W. Wallis, A. Main, for Cumberland.

*CA*, Wed., 4/24/67, p. 3. **Cumberland & Penn. Railroad.** There have been transported over this Road the present season, up to the 13th of April, 129,206 tons 17 cwt. of Coal - of which 111,902 06 tons were delivered to the B. & O. Railroad and 17,304 11 tons to the Canal. As compared with the corresponding period of last year, there was an increase of 9,537 tons 16 cwt. to the Railroad and 17,304 tons 11 cwt. to the Canal.

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**Trade on the Canal.** - There were dispatched from the port of Cumberland, during the last week, 104 boats laden with 11,205 tons of coal, forwarded by the following companies:

American	3,630 07
Borden	1,348 09
Central	3,362 06
Hampshire	1,439 00
Cumberland Coal & I.	761 10
Miscellaneous	663 11
	<hr/>
	11,205 01

*ES*, Wed. 4/24/67, p. 2. **The Aqueduct**  
The aqueduct of the Alexandria canal is in a miserable condition, and has been leaking badly for some time past, thus wasting a large quantity of water, and causing a great current at the

mouth of the same, making it very difficult for boats to pass up and down without being drawn into the aqueduct by the current. Many of the timbers are old and rotten, and the evil cannot be remedied unless the water is drawn off and new timbers put in.

**The Canal** – Arrived – The Edith Blacker, with bark and cement, to market; C. W. Harper, limestone, to Wm. H. Godey; James Flanagan, limestone, to Wm. H. Godey; and sixteen boats, with coal, to P. Quigley, 106-4 tons; to Snow, 109-5 tons; Borden Co., 328-10 tons; American Co., 658-14 tons; Central Co., 226-15 tons; Hampshire and Baltimore Co., 216-10 tons; Cumberland Co., 107-11 tons.

Departed – The James Flanagan, lumber and plaster, to Lift Lock 35; Mary, with lumber, to Lift Lock 7; Gen. Grant, with salt, to Hancock; and seventeen boats lights.

AG, Wed. 4/24/67, p. 3. CANAL COMMERCE – April 24 – **Arrived** – Boats, W. J. Shreve, T. Patton, A. Clark, D. Stewart, M. Sanford, J. Alexander, to American Coal Company, John G. Lynn, coal to Hampshire & Baltimore Coal Company.

**Departures**

Boats, A. E. McQuade, E. F. G. Young, M. Lienan, A. M. Thomas, C. DuBois, Myers & Helsor, T. Patton, W. J. Shreve, for Cumberland.

DMC, Thu. 4/25/67, p. 2. **Business on the Canal** – The arrivals since our last report are 17 boats with coal to the American Co.; at Alexandria; 19 boats with coal for the Central Co., at this place; 5 boats with coal to Baltimore and Hampshire Co.; 5 boats with coal to the Borden Co.; Lucy Martin, with pig iron to George Waters; Colonel A. Spates, with cinders to B. Talbott; C. W. Harper, with limestone to W. H. Godey.

ES, Thu. 4/25/67, p. 3. **The Canal** – Arrived – The George Moler with limestone to Alexandria, and nineteen boats with coal – to the American Co., 448.11 tons; Borden Co., 448.1 tons;

Cumberland Co., 113.12 tons; Central Co., 673.17 tons; Hampshire & Baltimore Co., 325.5 tons; Consolidation Co., 220.15 tons.

Departed – The A. M. Thomas, with salt to Knoxville; Ellen, with salt to Sharpsburg; Ironsides, with plaster to Williamsport; J. M. Waters, with plaster to Lift Lock 45, and fourteen boats light.

*Sun*, Fri. 4/26/67, p. 2. **Maryland Coal Trade** – During the present season, so far, 27,000 tons of coal have been shipped over the Chesapeake and Ohio canal. Up to this time last year no shipments had been made by canal.

ES, Fri. 4/26/67, p. 2. **The Canal** – Arrived Nine boats with coal, consigned to American Co., 435-6 tons; Hieston & Co., 107-13 tons; Central Co., 220-3 tons; Cumberland Co., 108-17 tons; Hampshire & Baltimore Co., 110-16 tons.

Departed – The George Moler, with fish and plaster, to Lift Lock 35, and sixteen boats light.

AG, Fri. 4/26/67, p. 3. CANAL COMMERCE – April 26 – **Arrived** – Boat Star of Cumberland, coal to B. McQuade.

Boats Mary Little, J. W. Smith, J. N. Magruder, J. P. Roman, Jess Hill, to Hampshire & Baltimore Company.

Boats R. Marshall, C. Clifton, H. B. Cromwell, J. B. Cazeaux, A. Perkins, A. Chamberlin, A. J. Thomas, R. H. Haydock, Harvey Fisk, to American Coal Company.

Boat George Moler, limestone to T. Smith.

**Departures**

Boats J. B. Cazeaux, A. Perkins, J. N. Magruder, A. Chamberlin, G. Mohler, H. Fisk, P. Quigley, A. J. Thomas, J. P. Roman, R. H. Haydock, R. Marshall, A. Clark, W. Sanford, D. Stewart, L. A. Kimble, John G. Lynn, J. A. Alexander, for Cumberland.

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*Ibid*, p. 4. **New Aqueduct** – We learn that the Lessees of the Alexandria Canal, have it already in contemplation to rebuild the aqueduct

over the Potomac at Georgetown, and it is expected to have the structure completed, and ready to be put in place next winter, during the suspension of navigation.

ES, Sat. 4/27/67, p. 2. **The Canal** – Arrived The Morrison, with corn to market, and 15 boats with coal: - To the Central Co., 777.19 tons; Hampshire and Baltimore Co., 228.15 tons; American Co., 327.10 tons; Cumberland Co., 105.17 tons; Borden Co., 116.3 tons.

Departed – Boats Col. A. Spates, assorted cargo to Monocacy; Chang and Eng, fish to Point of Rocks; Mill Boy, salt and plaster, to Berlin; Capitola, assorted cargo to Conrad's Ferry, and 17 boats light.

**Coal Shipments** – The shipments of coal continue to be comparatively light this week at many of the wharves. Increasing slowly, which will account for the apparent dullness of shipping. The Borden Co. shipped 551 tons; Cumberland Co., 600 tons; Ray's Docks, 3,017 tons.

AG, Sat. 4/27/67, p. 3. CANAL COMMERCE – April 27 – **Arrived** – Boat Chang & Eng, to L. Fearson.

Boats Ben Williamson, A. H. Wallis, A. D. Bower, H. L. Gilbert, G. K. Sistare, to American Coal Company.

#### Departures

Boat Chang & Eng, fish by L. Fearson.  
Boats C. Clifton, Jess Hill, H. B. Cromwell, Star of Cumberland, H. L. Gilbert, A. H. Wallis, Ben Williamson, for Cumberland.

NR, Mon. 4/29/67, p. 2. **The Canal** – Arrived – The Morrison, with corn to market and fifteen boats with coal – to the Central Co., 228 15 tons; American Co., 327 10 tons; Cumberland Co., 105 17 tons; Borden Co., 116 03 tons.

**Departed** – Boats Col. A. Spates, assorted cargo to Monocacy; Chang & Eng, fish to Point of Rocks; Mill Boy, salt and plaster to Berlin; Capitola, assorted cargo to Conrad's Ferry; and seventeen boats light.

**Coal Shipments** – The shipments of coal continue to be comparatively light. The stock at many of the wharves increases slowly, which will account for the apparent dullness of shipping. The Borden Co., shipped 551 tons; Cumberland Co., 600 tons; Ray's Docks, 3,047 tons.

ES, Mon. 4/29/67, p. 2. **The Canal** – Arrived Nineteen boats with coal, consigned as follows: - To Central Co., 564.16 tons; Cumberland Co., 438.10 tons; Hampshire and Baltimore Co., 328.18 tons; Borden Co., 335 tons; American Co., 449.6 tons.

Departed – The Mary, merchandise, to Lift Lock 7; O. T. Snouffer, merchandise, to Point of Rocks, and twenty boats, light.

AG, Mon. 4/29/67, p. 3. CANAL COMMERCE – April 29 – **Arrived** – Boats Wandering Boy, A. H. Grant, J. Noble, coal to Hampshire & Baltimore Coal Co.

Boats H. Delafield, H. Keney, John S. Fox, D. Cromwell, coal to American Coal Company.

#### Departures

Boats A. H. Brower, Mary Little, G. K. Sistare, J. M. Smith, for Cumberland.

AG, Tue. 4/30/67, p. 3. **Canal Commerce** – The falling off in the number of canal boat arrivals at this port, noticeable during the last four or five days, has been occasioned by an obstruction in the Chesapeake and Ohio Canal, at Sandy Hook, opposite Harper's Ferry, where a boat belonging to the American Coal Company, and loaded with coal, was sunk last week.

ES, Wed. 5/1/67, p. 2. **The Canal** – The rock thrown in the Canal at Sandy Hook by a blast on the Baltimore and Ohio Railroad, has been removed and the coal fleet is arriving. The arrivals today were twenty boats, all with coal, consigned as follows: - To the Central Co, 659-5 tons; American Co., 1,086-12 tons; Borden Co., 227-17 tons; Hampshire & Baltimore Co., 221-14 tons.

Departed – Ten boats light.

AG, Wed. 5/1/67, p. 3. CANAL COMMERCE – May 1 – Arrived – Boats H. Reid, G. P. Lloyd, J. H. Stickney, H. Fisk, J. Vandervoort, J. W. Schenck, James Hoy, U. C. Hamilton, Amazon, coal to American Coal Company.

Boats Gen. G. Washington, Liona, coal to Hampshire and Baltimore Coal Company.  
Departures – Boats D. Cromwell, H. Keney, A. H. Grant, J. Noble, H. Delafield, Wandering Boy, J. S. Fox, H. Reid, for Cumberland.

*Sun*, Thu. 5/2/67, p. 4. **LETTERS FROM WASHINGTON** – *Georgetown Affairs* – 2,193 tons of coal arrived today via the Chesapeake and Ohio canal.

ES, Thu. 5/2/67, p. 2. **The Canal** – Boats James Flannagan, limestone to Godey; Six Days cement and lumber to Geo. Waters; H. Wade, limestone to the kilns; Sallie Billmyer, flour and corn to Geo. Waters, and twenty-two boats with coal, consigned as follows: Hampshire and Baltimore Co., 115 04 tons; Borden Co., 333 08 tons; American Co., 983 13 tons; Central Co., 773 06 tons; Cumberland Co., 320 10 tons.

Departed – Boats James Flannagan, lumber to Lift Lock 34; S. J. Criss, fish to South Branch; H. Wade, fish to Lift Lock 32; D. Knode, merchandise to Mercerville; Six Days, fish, &c., to Shepherdstown; and nineteen boats light.

AG, Thu. 5/2/67, p. 4. CANAL COMMERCE – May 2 – **Arrived** – Boats Alex Ray, G. A. Pearre, W. Darrow, J. W. Wellington, W. W. Shepard, J. W. Bacon, Alex Walsh, W. J. Boothe, J. S. Davenport, M. Bramhall, John O'Brien, R. Emmett coal to American Coal Company.

Boat Emma coal to P. Quigley.

**Departures**

Boats G. P. Lloyd, J. H. Stickney, J. Vandervoort, J. W. Schanck, Gen. G. Washington, W. C. Hamilton, James Hoy, Alex Ray, for Cumberland.

ES, Fri. 5/3/67, p. 3. **The Canal** – Arrived The Catoctin, with iron, to market; Red Eye No. 1, corn, to market; George Moler, limestone, to the kilns; and thirteen boats with coal: - To Barden Co., 111.3 tons; American Co., 325.11 tons; Cumberland Co., 434.1 tons; Central Co., 550 tons; Hampshire and Baltimore Co., 111.4 tons.

Departed – The Sallie Billmyer, fish and salt, to Lift Lock 45, and sixteen boats, light.

ES, Sat. 5/4/67, p. 3. **The Canal** – Arrived The Capitola, with wheat and corn; Seneca and E. D. Hartley, with corn; and Red Eye No. 2, with wheat and corn to market; and fourteen boats with coal: - To Hampshire and Baltimore Co., 109.2 tons; Central Co., 564.9 tons; Cumberland Co., 446.16 tons; American Co., 324.7 tons; Borden Co., 112.10 tons.

Departed – The George Moler, salt, to Harper's Ferry; Red Eye No. 2, merchandise, to Harper's Ferry; Golden Rule, sundries, to Harper's Ferry; Industry, lumber, to Shepherdstown; Catoctin, fish, to Williamsport; Wm. Laird, fish and salt, to Lift Lock 35; Seneca, sundries, to Seneca; and nineteen boats, light.

**Coal Shipments** – The shipments this week from the coal wharves and docks were as follows: Borden Co., 687 tons; Cumberland Co., 816 tons; Ray's Docks, 2,268.15 tons.

AG, Sat. 5/4/67, p. 3. CANAL COMMERCE – May 4 – **Arrived** – Boats M. Sandford, Thomas Patton coal to American Coal Company.

Boat J. N. Magruder, coal to Hampshire and Baltimore Company.

Boat Red Eye, No. 1, to A. Hessner.

**Departures**

Boats Emma, J. L. Swift, Lady of the Lake, W. Hand, John H. Platt, R. Emmett, James Dayton, M. Sandford, A. Main, W. H. Brannhale, W. Shepard, Red Eye, No. 1, fish for Cumberland.

ES, Mon. 5/6/67, p. 3. **The Canal** – Arrived

The O. T. Snuffer, with wheat and corn, to J. G. Waters; George Washington, lime to market; and 32 boats with coal, consigned to American Co., 967.9 tons; Cumberland Co., 423.13 tons; Central Co., 2,323.1 tons; Snow, 104.16 tons; Borden Co., 440.17 tons; Hampshire and Baltimore Co., 222.7 tons.

Departed – The Red Eye No.1, fish and salt, to Harper’s Ferry; J. M. Waters, fertilizers to Weverton, George Albert, fertilizers and fish to Conrad’s Ferry; C. W. Harper, fish and salt to Harper’s Ferry, and twenty-one boats, light.

AG, Mon. 5/6/67, p. 3. CANAL COMMERCE – May 6 – **Arrived** – Boats A. Chamberlin, J. A. Alexander, E. Bayer, A. Perkins, Ben Williamson, K. H. Gilbert, C. P. Dayton, coal to American Coal Co.

Boats A. E. McQuade, W. H. Wright, coal to Hampshire & Baltimore Coal Company.

Boat Charles Harper, to G. Dixon.

Boat Capitola, to J. M. Simpson.

**Departures**

Boat Chas. Harper, fish by G. Dixon

Boat Capitola, fish and plaster by J. M. Simpson.

Boats J. N. Magruder, Thomas Patton, J. A.

Alexander, for Cumberland.

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**Canal Commerce** – Though the Alexandria Canal was in operation only a few days in the latter portion of the month of April, twelve thousand tons of coal were transported over it to this city, during that time, which, it is believed, equals the usual average, and very satisfactory amount, considering all the circumstances.

*Sun*, Wed. 5/8/67, p. 4. At the meeting of the Board of Trade on Monday night, Mr. W. E. Brown, from the canal committee, made a verbal report, stating that the directors of the Chesapeake and Ohio canal had been waited on by the committee, and the subject of opening and keeping in repair the outlet lock at Rock Creek duly laid before them, but the committee had not, up to the present time, received an answer. Mr.

Brown said he did not expect any favor from the present directorship.

ES, Wed. 5/8/67, p. 2. **Affairs in Georgetown**  
**The Storm** – The storm last night and this morning had considerable effect upon business in all sections of the town. Business upon Water street is almost suspended, but along the canal the boatmen were actively engaged in trying to prevent damage to their boats by collision. We have not heard of any serious damage to property in the town, but doubtless where excavations were in progress for purposes of improvement, more or less of injury has resulted from the wind and rain. The Alexandria canal managers, to save the canal from injury, began to draw off the water this morning, which caused such a current at the Aqueduct that heavily-laden coal boats snapped their lines with which they were secured in the canal here and turned into the Aqueduct, causing a jam, which gave employment to a large number of men. A dispatch from Alexandria was received at one o’clock directing the closing of the flood-gate at the Aqueduct, which was construed to mean that the Alexandria canal has broken, or that the embankments are in great danger.

**The Canal** – Arrived – The Ironsides, with sundries, to George Waters; Little Bob, wood, to market; James Flanagan, limestone, to Wm. H. Godey; A. Johnson, flour and grain, to market; Henry Wade, limestone, to the kilns; and twenty-nine boats with coal, to the Central Co., 896.19 tons; American Co., 865.9 tons; Borden Co., 664 tons; Hampshire and Baltimore Co., 330.15 tons; Cumberland Co., 415.1 tons.

Departed – George Washington, sundries, to Williamsport; Mary Washington, to Lift Lock 7; Vigilant, salt, to Cumberland; Capitola, merchandize, to Conrad’s Ferry; Thomas Hassett, fish, to Charles Mill; Little Bob, lumber, to Lift Lock 10; James Flanagan, fish, to Lift Lock 38; and 36 boats, light.

**Canal Boatmen’s Strike** – A telegraphic dispatch was received here yesterday from Cumberland, stating that the canal boatmen had

struck for \$1.50 freight per ton of coal. Some of the Coal Companies have agreed to the boatmen's demands, and loading, it is expected, will be at once resumed.

AG, Wed. 5/8/67, p. 4. **The Coal Trade** – A visit to the American Coal Company's depot, on the City's property, north of and adjoining Fishtown, the appearance of affairs there, and the operations in progress, to one whose daily walks lead him through only the usually quiet streets, will prove beneficial, as its influence will tend to arouse him from the apathy into which he may have fallen, in consequence of the partial stagnation prevailing elsewhere in the city, and throughout the entire South, by the unsettled condition of political affairs.

The immense heaps of coal piled there, and which are being constantly increased and diminished by gangs of sooty laborers, who are engaged in unloading boats from Cumberland, and loading vessels destined for other ports; the groups of canal boatmen, with their teams, resting from their long journey over the tow path; the array of vessels – steam and sailing – lying at the wharves, varying in capacity from a thousand to three hundred tons, and bound for San Francisco, Philadelphia, New York, Boston, and other cities; the swinging of the derricks; the horses working at the falls, and the labors of the stevedores, altogether constitute a scene of real business activity that must be truly gratifying to every one at all interested in Alexandria's material prosperity.

More than thirteen thousand tons of the product of the Cumberland mines have been received at the depot to which reference is here made, since the resumption, but a short time since, of navigation on the Alexandria Canal, and fleets of boats are now on their way, and will, without the occurrence of untoward and unexpected accidents, continue to arrive here, during the remainder of the now but just commenced season.

The benefits ultimately to accrue to this city from the coal trade that is destined to centre

here, are beginning to be experienced already, and the Saturday evening's expenditures at the coal wharves are perceptibly increasing the weekly receipts of the retail merchants.

For the revival of the coal trade in Alexandria, and the prosperous condition of things it is the harbinger of, the full mead of praise is to be awarded Capt. Wm. J. Boothe, the General Superintendent of the American Coal Company's interests. For more than a year, with untiring energy, at pecuniary loss and personal inconvenience, but having the real interest of his company at heart, and its necessary sequence, the improvement of this city, he has successfully combatted his numerous, powerful and dexterous adversaries, and enemies of Alexandria's welfare, at Cumberland, Georgetown, Washington and New York, until now, at last, he is gladdened, and with him the entire community, by the commencement of the fruition of his plans and hopes.

Captain Boothe has severed his connection with Georgetown, by the entire transfer to this city of his business operations, formerly conducted there, and the future promises to indicate his wisdom.

The Baltimore and Hampshire Coal Company, following in the wake of the American, has also established a depot in this city, near the Foundry, and the activity now apparent in that locality is another cheering sign of present and future improvement.

The Cumberland Coal and Iron, the Borden, the Consolidation, and the Central Coal Companies, standing in their own light, have refused as yet to open depots in this city, and, in connection with some few property holders in Georgetown, have entered into an arrangement with the proprietors of the steam tugs on the river, by which the latter are made their sub-agents and drummers, and are paid to tow vessels from any point between this city and Fort Washington to Georgetown and back, free of expense, provided the vessels shall load with coal at that place.

This line of policy may succeed for a time, and may, temporarily, hinder the development of trade at this city; but the idea that it can be continued for any length of time is not entertained by those at all familiar with the operations of the coal trade.

The excessive and glaring discrimination inimical to the interests of this city, made by the tug boats in the rates of tonnage for coal vessels, has produced its necessary effect, and the result is that measures have been instituted for the immediate purchase of steam tugs for the use of the trade here.

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**Obstruction in the C. & O. Canal** – The stone wall on the side of the tow-path of the Chesapeake and Ohio Canal, just above Georgetown, was washed in yesterday, and caused some obstruction to the passage of boats during the hours the mills there were running. The obstruction must be removed in order to prevent damage to the boats, when the water in the canal is low.

ES, Thu. 5/9/67, p. 2. **The Canal** – Arrived The George Moler, with limestone to the kilns, and 13 boats with coal, consigned to the Cumberland Co., 105.3 tons; Central Co., 332 tons; Borden Co., 332.7 tons; American Co., 336.1 tons; Hampshire & Baltimore Co., 330.5 tons.  
 Departed – The Red Eye, No. 3, with lumber to Berlin, and 16 boats light.

AG, Thu. 5/9/67, p. 3. **Alexandria Canal** – A slight slide in the banks of the Alexandria Canal, near Four Mile Run, occurred yesterday, and navigation was also obstructed by the jamming of a canal boat between the banks.

AG, Fri. 5/10/67, p. 4. **CANAL COMMERCE** – May 10 – **Arrived** – Boats D. Stewart, M. Lienan, Muskingum, coal to American Coal Co. Boats J. P. Roman, Jess Hill, M. A. Myers coal to Hamp. & Balt. Coal Co.

**Departures**

Boats C. DuBois, C. Clifton, C. G. Young, Ingomar, Myers & Helsor, J. P. Moore, James Noble, E. Stevenson, for Cumberland.

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**Chesapeake and Ohio Canal** – Two breaks have occurred in the banks of the Chesapeake and Ohio Canal, one at the Cumberland Coal and Iron Company’s wharf at Georgetown, and the other at Big Slackwater Level, some distance above, which last has necessitated the shutting off of the water, and the consequent suspension of navigation below that point. For the break at Georgetown and the resulting serious damage received by the mills and other property located there, the people of that town may thank certain of their own residents, who, in their anxiety to overflow and wash away the Alexandria Canal, caused more water to be let on the Georgetown level than it could bear. The Alexandria Canal is in excellent condition throughout its entire length, and the great pressure it successfully sustained during the prevalence of the late storm is a gratifying evidence of its ability to withstand unusual strains.

NR, Sat. 5/11/67, p. 1. **GEORGETOWN MATTERS – Break in the Canal** – An unfortunate break in the canal was discovered yesterday morning about 4 o’clock, near Welch’s and Young’s mills, just above Frederick street. By this mishap millers are compelled to suspend operations, as a fleet of boats laden with grain are compelled to remain above four-mile level, where the water has been turned off. Mr. Welch suffers considerably by the lower floor of his mill being overflowed with water, disarrangement to machinery, and his inability to fill pressing orders for flour for want of grain. Superintendent Morse, of the Georgetown division, was early on the ground yesterday with a force of workmen, and he expects so far to repair the damage Monday as to allow the boats detained above to come forward. There is no telling the extent of damage that might have ensued to the mill and coal wharves, had it not been for the timely discovery and action of Mr.

Welch, who about 5 o'clock in the morning caused a temporary breakwater to be erected, which measurably diverted the water until it was turned off at the waste-ways above and below the aqueduct.

**Assault** – Yesterday morning, about 10 o'clock, a difficulty arose between Captain Melvany, of the boat Devecmon, and a colored man named Holt, concerning the right to some coal at Mehaffey's wharf, during which the captain received a severe bruise in the face from an iron wrench in the hands of Holt. They were arrested and taken before Justice Buckey, who, after hearing the evidence, deemed it proper to exact justice to both by imposing a fine of \$2.75 each.

ES, Sat. 5/11/67, p. 3. **The Canal** – The repair of the breach in the embankment at Welch's Mill is progressing as rapidly as possible, and will probably be completed Monday. A small portion of the north wall west of the Aqueduct bridge, which fell a few days ago, will also be rebuilt, and the obstruction being removed, the water can be let in and business resumed on this level.

**Coal Shipments** – The shipments of coal this week were not very heavy. From the Borden Co.'s wharf 1,518 tons; Cumberland Co., 1,500 tons; Ray's Docks, 2,091 tons.

ES, Mon. 5/13/67, p. 3. **The Canal** – The break in the embankment which caused a suspension of navigation on this level has been repaired, the water let in and the mills and manufactories have resumed operations and boats are arriving and departing.

Arrived – The Little Bob, with wood; the J. M. Waters, with hay, to market; the Six Days, with cement to George Waters; and twenty-one boats with coal consigned as follows: - Central Co., 1,004.14 tons; Borden Co., 791.15 tons; Cumberland Co., 556.18 tons; American Co., 216.7 tons; Hampshire and Baltimore Co., 323.17 tons; Hieston & Co., 112.10 tons. Departed – The J. M. Waters, with fish to Williamsport; Mill Boy, salt, to Berlin; Sallie Billmyer, sundries, to Shepherdstown; Ironsides,

sundries to Williamsport; O. T. Snouffer, lumber, to Point of Rocks; L. A. Kimble, fish, to Lift Lock 34; and 31 boats, light.

AG, Mon. 5/13/67, p. 4. **Canal Matters** – Large numbers of laborers have been employed on the Chesapeake and Ohio Canal since Friday last, repairing the break in its bank, at the Cumberland Coal and Iron Company's wharf, near Georgetown, which then occurred, and their work has been so far advanced that water, it is supposed, will be let in upon the Georgetown level and the Alexandria Canal during the course of today.

The operations at the mines and at Cumberland are progressing favorably, the strikers having gone to work – many boats being already loaded, and on their way down to this city.

ES, Tue. 5/14/67, p. 3. **The Canal** – The low water caused by the waste to feed the Alexandria canal, continues to be the cause of much complaint here. Arrived – The Col. A. Spates, with wheat; R. H. Castleman, with corn; Forest Rose, with hay to market; and eighteen boats with coal. To American Co., 619 09 tons; Borden Co., 334 12 tons; Hampshire and Baltimore Co., 417 15 tons; Central Co., 333 07 tons; Cumberland Co., 108 18 tons; Quigley, 113 tons.

Departed – A. Johnson No. 2, fish, salt, &c., to Noland's Ferry; Six Days, salt and sundries to Hancock; Forest Rose, fish and salt to Williamsport; Chang & Eng, fish to Berlin; and 14 boats light.

AG, Tue. 5/14/67, p. 4. **CANAL COMMERCE** – May 14 – **Arrived** – Boats Star of Cumberland, Gen. Washington, J. G. Lynn, R. Emmett coal to H. & B. C. Co. Boats H. B. Cromwell, J. B. Cazeaux, A. D. Brown, A. J. Thomas coal to A. C. Co.

#### **Departures**

Boat Chang & Eng. fish by L. Fearson.



Boats M. A. Myers, D. Stewart, Muskingum, M. Lienan, H. B. Cromwell, for Cumberland.

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**Alexandria Canal** – The repairs to the Chesapeake and Ohio Canal having been completed, on Sunday night last, the head gates of the Alexandria Canal were opened, water let in, and up to one o'clock today about twenty boats, with coal from Cumberland have arrived at this city.

NR, Wed. 5/15/67, p. 2. **Low Water** – The low stage of the water in the canal here, caused by the waste to supply the Alexandria canal, and leakage of the rickety trough of the Aqueduct, is the cause of much and just complaint from the business community of Georgetown.

ES, Wed. 5/15/67, p. 3. **The Canal** – Arrived The Catoctin, iron, to market; E. Hartley, wheat and corn, to Hartley & Bro.; James Flanagan, limestone, to kilns; Red Eye No. 2, wheat, to market; and thirty boats with coal, consigned as follows: - Hampshire and Baltimore Co., 227-1 tons; Central Co., 1,655-7 tons; Cumberland Co., 327-17 tons; Borden Co., 224-2 tons; Consolidation Co., 224-1 tons; American Co., 558-9 tons; Snow, 107-7 tons.

Departed – Catoctin, fish, to Shepherdstown; H. B. Cromwell, fish and salt, to Lift Lock 34; James Flanagan, fish, to Lift Lock 35; E. D. Hartley, fish and plaster, to Berlin; Sallie Ardinger, fish, to Cumberland; and thirty boats, light.

AG, Wed. 5/15/67, p. 3. CANAL COMMERCE – May 10 – **Arrived** – Boats G. P. Lloyd, R. H. Haydock, J. W. Schanck, Alex Ray, H. Reid, J. S. Davenport, James Hoy, J. W. Bacon, W. J. Boothe, J. W. Wellington coal to American Coal Company  
 Boat P. Quigley coal to P. Quigley.  
 Boats Liona, A. Willison to Hampshire and Baltimore Company.

**Departures**

Boats Star of Cumberland, G. P. Lloyd, R. Emmett, R. H. Haydock, for Cumberland.

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*Ibid*, p. 4. **Proxies** – Last night the City Council appointed Messrs. Fleming and Gwin, of the Aldermen, and Clifford and Nails, of the Common Council, to represent the interest of the city in the general meeting of the stockholders of the Alexandria Canal Company to be held *tomorrow*. In the Common Council, Mr. Smoot raised the question as to the appointment of persons, not stockholders themselves, as required by the canal charter, but it was contended that a member of the City Council could represent the interest of the city whether a stockholder or not, and so the appointments were made, without reference to the supposed qualification.

ES, Thu. 5/16/67, p. 2. **The Canal** – Arrived – The Maryland, with corn to market, and eleven boats with coal; to American Co., 445 tons; Hampshire and Baltimore Co., 111 15 tons; Cumberland Co., 228 17 tons; Borden Co., 333 08 tons; Central Co., 109 14 tons.  
 Departed – Col. A. Spates, fish, salt and sundries to Edward's Ferry; Red Eye No. 1, salt, &c., to Lift Lock No. 35; Base Line, lime and cement to Lift Lock No. 10; Maryland, fertilizers to Edward's ferry; Ford Beck, fish to Hancock; and fourteen boats light.

AG, Thu. 5/16/67, p. 3. **Alexandria Canal** One-tenth interest in the lease of the Alexandria Canal has been sold by the lessees to Mr. Henry S. McComb, of Wilmington, Delaware, for seven thousand, five hundred dollars.

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*Ibid*, p. 4. CANAL COMMERCE – May 10 – **Arrived** – Boats J. H. Magruder, W. Brydon coal to Hampshire & Baltimore Company.  
 Boats A. Maury, W. W. Shepard, James Dayton, D. Pomroy coal to American Coal Co.

**Departures.**

Boats J. W. Schanck, Alex Ray, General Washington, H. Reid, J. S. Davenport, James

Hoy, W. J. Boothe, J. G. Lynn, J. W. Wellington, J. W. Bacon, A. Willison, for Cumberland.

*Sun*, Fri. 5/17/67, p. 1. **Affairs in Allegany County** – We copy the following items from the Cumberland papers – the *Alleganian* and *Telegraph: Trade on the Canal* – There were dispatched from the port of Cumberland, during the last week, eighty-seven boats laden with 9,813 09 tons of coal, forwarded by the following companies: American 2,899 07; Borden 1,452 03; Central 2,678 18; Hampshire 1,101 16; Cumberland Coal and Iron 370 09; Consolidation 440 19; miscellaneous 874 07.

*ES*, Fri. 5/17/67, p. 2. **A New Steamer** Captain John Moore, whose boats upon the Dismal Swamp canal have been engaged in carrying the United States mail between Norfolk, Virginia, and Newbern, North Carolina, has just completed here a very neat steamer, to be used on that line, and which will greatly increase the facilities for carrying the mail between those points. The steamer is called the *Thomas Jefferson*, and was constructed entirely by District mechanics. She is small, but admirably adapted to the service for which she was designed. She is now laying in the canal at Duvall's foundry, but will soon leave for Norfolk.

**The Canal** – Arrived – Twenty boats with coal, consigned as follows: Hampshire and Baltimore Co., 220 17 tons; W. R. Snow, 104 tons; American Co., 752 tons; Consolidation Co., 110 01 tons; Borden Co., 215 02 tons; Cumberland Co., 219 07 tons; Central Co., 324 11 tons; the D. Knode, with corn, and Little Bob, with wood, to market.

Departed – The D. Knode, with lumber and plaster, to Mercerville; Clear Spring, fish to Williamsport, and eighteen boats light.

*ES*, Sat. 5/18/67, p. 2. **Affairs in Georgetown - Canal.** - Arrived – Boats Sallie Billmyer, wheat, corn and flour to Geo. Waters; Ironsides, sundries to market; O. T. Snouffer, wheat to

market; George Moler, limestone to the kilns; and nineteen boats with coal: To Central Co., 450 13 tons; Hampshire and Baltimore Co., 440 08 tons; American Co., 544 03 tons; Cumberland Co., 217 01 tons; Borden Co., 331 08 tons; Consolidation Co., 106 15 tons.

Departed – Boats O. T. Snouffer, fish to Noland's Ferry; Sallie Billmyer, sundries to Shepherdstown; Ironsides, sundries to Williamsport; Seneca, sundries to Seneca; P. Quigley, plaster to Cumberland; and twenty-three boats light.

**Coal Shipments** – The shipments for the week were: from the Bordon Co., wharf 901 tons; Cumberland Co., 280 tons; Ray's Docks, 2,633 tons.

*AG*, Sat. 5/18/67, p. 3. **CANAL COMMERCE** – May 18 – Arrived –

Boats G. K. Sistare, G. A. Pearre, T. Patton, John S. Fox, J. A. Alexander, A. E. McQuade, A. Walsh, A. Perkins, Henry Keney, coal to American Coal Company.

Boats John Young, Keystone, Ingomar, Florence, Lady of the Lake, coal to Hampshire & Baltimore Coal Company.

Boat J. W. Seaman, lime to W. A. Smoot & Co.

Departures

Boats Wandering Boy, M. Sandford, U. C. Hamilton, J. M. Smith, J. N. Magruder, Wm. Darrow, P. Quigley, for Cumberland.

*NR*, Mon. 5/20/67, p. 2. **GEORGETOWN MATTERS - The Rock Creek Outlet Lock.** -

It is a matter of much surprise to our citizens that the outlet lock of the Chesapeake and Ohio Canal at Rock Creek, has not been repaired and [illegible] are this. The canal directorship is solely responsible for impeding the navigation of that artery of trade, as the Georgetown bridges have long since been constructed to allow the free passage of boats to the river. Instead of our people clamoring for the condemnation of the miserable aqueduct, that boats may not reach Alexandria with coal, let them demand of the Chesapeake and Ohio Canal Company the

opening of Rock Creek outlet lock, when our coal merchants will be enabled to deliver coal at the Arsenal and Navy-yard without transshipment, and to Alexandria also, at a great saving from present canal tonnage by way of the aqueduct. A committee of the Washington Board of Trade has had the subject under consideration for a long time, and as the advantages are mutual, members of the Merchants' Exchange here should co-operate with that committee in its endeavors to compel the Canal Company to comply with the spirit and meaning of its charter, which is to keep the canal open its entire length.

ES, Mon. 5/20/67, p. 2. **The Canal** – Arrived Ninety-four boats with coal, consigned as follows: - American Co., 967.1 tons; Central Co., 1,900.17 tons; Hampshire and Baltimore Co., 334.9 tons; Borden Co., 113. 2 tons; Cumberland Co., 107.16 tons; Consolidation Co., 107.15 tons  
Departed – The Lark, salt, to Knoxville, and fourteen boats, light.

AG, Mon. 5/20/67, p. 3. **CANAL COMMERCE** – May 20 – **Arrived** – Boats Ben Williamson, H. L. Gilbert, John O'Brien, C. Clifton, C. DuBois, Defiance coal to American Coal Company.

**Departures.**

Boats G. K. Sistare, J. W. Seaman, J. A. Alexander, G. A. Pearre, T. Patton, Amazon, John S. Fox, for Cumberland.  
Boats Keystone, A. Walsh, fish for Harper's Ferry.

ES, Tue. 5/21/67, p. 2. **The Canal** – Arrived - The Capitola, with wheat, to market; James Flanagan, with limestone, to Wm. H. Godey, and sixteen boats with coal, to American Co., 551-15 tons; Cumberland Co., 224-9 tons; Hieston & Co., 116-2 tons; Borden Co., 110-5 tons; Central Co., 657-12 tons; Hampshire & Baltimore Co., 108-9 tons.  
Departed – The James Flanagan, with fish, to Lift Lock 35; George Moler, with sundries, to Lift Lock 35, and eighteen boats light.

AG, Tue. 5/21/67, p. 4. **CANAL COMMERCE** – May 21 – **Arrived** – Boats Joseph Noble, Robert Marshall, J. Vandervoort, H. Delafield, W. Laird, Jr., coal to American Coal Company. Boats Myers & Helsing, M. H. Wright, J. G. Grunlin coal to H. & B. C. Co.  
Boat Capitola to J. M. Simpson for fish.

**Departures**

Boats A. Perkins, John Young, H. Kiney, B. Williamson, Ingomar, H. L. Gilbert, C. Clifton, John O'Brien, A. E. McQuade, Florence, C. DuBois, Defiance, Joseph Noble, for Cumberland.

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**The Alexandria Canal** – Since the opening of the above canal for navigation the waste of water, caused by the leaking of the aqueduct and canal, has been so great that at times our millers have been unable to run their mills. In view of this fact the Board of Directors of the Chesapeake and Ohio Canal have informed the lessees of the Alexandria Canal that unless the waste of water is remedied, they will take measures to compel them to do so. The leaking of the water from the Alexandria Canal causes such a current that it is almost impossible for the boatmen to get their boats past the mouth of the aqueduct.

The above statement, made in the Georgetown Items of the Constitutional Union, so far as it relates to the leaking of the Aqueduct, is entirely incorrect, for employees of the Chesapeake and Ohio Canal assert that the Aqueduct leaks less now than it has done since the year 1857.

ES, Wed. 5/22/67, p. 2. **The Canal** – Arrived Red Eye No. 2, wheat; No. 3, wheat; No. 4, wheat, to market; Lidie, pig iron, to George Waters; Henry Wade, limestone to the kilns; and seventeen boats with coal: to Consolidation Co., 220.7 tons; Cumberland Co., 224.18 tons; Central Co., 994.19 tons; American Co., 227.8 tons; Hampshire and Baltimore Co., 112 tons; Borden Co., 114.19 tons.

Departed – The Red Eye No. 3, lumber, &c., to Edward’s Ferry; Lidie, fish and salt, to McCoy’s Ferry; Baseline, manure, to Lift Lock No. 11; and twenty-five boats light.

AG, Wed. 5/22/67, p. 3. **CANAL COMMERCE** – May 22 – **Arrived** – Boats John J. Swift, A. Chamberlin, A. H. Grant, A. C. Green, Dr. Grimes, Waldo Hutchins, Harvey Fisk, coal to American Coal Co. Boats Mary Little, W. Devecmon, coal to Hampshire & Baltimore Coal Co.

**Departures**

Boat Capitola, fish by J. M. Simpson.  
Boat Myers & Helsing, fish by J. E. McGraw & Company.  
Boats J. Vandervoort, Robert Marshall, Lady of the Lake, H. Delafield, Wm. Laird, jr., M. H. Wright, John J. Swift, for Cumberland.

ES, Thu. 5/23/67, p. 2. **The Canal** – Arrived J. M. Waters, with flour; George Washington, lime, wheat and corn; Six Days, cement and lumber; Red Eye No. 1, wheat; Maryland, what and corn; and twenty-three boats, with coal: - To American Co., 771.12 tons; Central Co., 574.14 tons; Cumberland Co., 439.12 tons; Hampshire and Baltimore Co., 111 tons; Borden Co., 451.18 tons; Consolidation Co., 114.7 tons; Snow, 109 tons.

Departed – Six Days, empty barrels, to Shafer’s Mill; Laura Landries, to Cumberland; J. M. Water, empty barrels, to Charles’s Mill; Mary Little, fish, to Cumberland; Red Eye No. 2, fish, to Lift Lock 35; Mary, lumber, to Lift Lock 7; and eighteen boats, lights.

AG, Thu. 5/23/67, p. 4. **CANAL COMMERCE** – May 23 – **Arrived** – Boats W. W. Bramhall, C. P. Dayton, Alex. Ray, J. W. Schanck, T. H. Faile, E. F. G. Young coal to American Coal Company. Boats Jess Hill, J. P. Roman, Alice, R. Emmett coal to Hamp. & Balt. Coal Company.

**Departures**

Boats John J. Swift, A. H. Grant, A. Chamberlin, Dr. Grimes, Mary Little, J. P. Greenless, A. C. Green, Wm. Devecmon, for Cumberland.

Fri. 5/24/67, p. 3.<sup>4</sup> *Canal Boat Sunk* – A dispatch received at the collector’s office of the Chesapeake and Ohio Canal this morning from G. W. Spates, superintendent, states that the canal boat J. M. Forbes, loaded with coal, ran against a rock thrown in the canal from the railroad track at Williamsport and sunk this morning at 8 o’clock. It also stated that she will be unloaded and raised by 6 o’clock this evening. *Canal Trade* – Arrivals of coal: Cumberland Co., 111 tons; Borden Co., 225 tons; Central Co., 212 tons; American Co., 320 tons. Total 868 tons. Sundries – O. T. Snouffer, with flour and grain to market.

ES, Fri. 5/24/67, p. 2. **The Canal** – This morning Collector Hollingsworth received a dispatch from Superintendent G. W. Spates, announcing that the scow J. M. Forbes ran upon a rock near the railroad tunnel at William’s Point and sunk. The accident has impeded business slightly, but it is probable that the scow has been raised and boats are now passing.

Arrived – The O. T. Snouffer, with flour and grain to J. G. Waters; George Moler, with limestone to the kilns, and twelve boats with coal; to American Co., 433.18 tons; Borden Co., 225.9 tons; Central Co., 437.10 tons; Cumberland Co., 113.12 tons.

Departed – R. H. Castleman, fish and salt to Monocacy; W. Hutchins, fish to Lift Lock 34; and sixteen boats light.

AG, Fri. 5/24/67, p. 3. **CANAL COMMERCE** – May 24 – **Arrived** – Boats Renown, J. S. Davenport, G. P. Lloyd, J. W. Wellington coal to A. C. Co.

**Departures**

Boats Harvey Fisk, W. M. Bramhall, Jess Hill, C. P. Dayton, J. P. Roman, J. W. Schanck, Alex. Ray, Mary Alice, for Cumberland.

<sup>4</sup> *Evening Union*, Washington, D. C.

ES, Sat. 5/25/67, p. 4. **The Canal** – The obstruction in the Canal at the Point of Rocks has been removed, but the boats have not arrived from above. The fleet will probably arrive by Monday.

**Coal Shipments** – The shipments of coal this week fit up as follows: - Borden Co., 725 tons; Cumberland Co., 2,420 tons; Consolidation Co., 466 tons; Ray's Docks, 5,672 10 tons.

AG, Sat. 5/25/67, p. 2. **CANAL COMMERCE** – May 25 – **Arrived** – Steam packet *Thomas Jefferson*, for Dismal Swamp Canal. Boat D. Stewart, coal to American Coal Co.

**Departures**

Boats Renown, E. F. Young, T. H. Faile, G. P. Lloyd, J. W. Wellington, J. S. Davenport.

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*Ibid*, p. 3. **The Canal Steam Packet**

*Thomas Jefferson*, with an excursion party from Georgetown, reached here today via the Alexandria Canal. The packet is intended for the Dismal Swamp Canal and had to come down to be locked out into the river, which could not be done at Georgetown. Among the excursionists were a number of ladies, and Mr. Mehaffey of the Cumberland Coal & Iron Company, Sherman of the Borden Mining Company, Duval of Georgetown, and a reporter for the *Washington Union*. The party expressed themselves highly delighted with their trip down the Alexandria Canal. The packet went back to Georgetown today via the river and will thence proceed to her ultimate destination.

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**The Canal** – The drawing off of the water from the Chesapeake and Ohio Canal, noticed in yesterday's *Gazette*, was caused by the sinking of a boat near the Point of Rocks, and not by a break, as stated. The water will be on again tomorrow, and boats may be expected here on Monday.

ES, Mon. 5/27/67, p. 2. **The Canal**

Arrived – The catoctin, iron to master; Mill Boy, corn, to George Waters; C. W. Hooper, limestone, to the kilns; and thirty-five boats with coal: - To the Hampshire and Baltimore Co., 387.8 tons; Consolidation Co., 334. 16 tons; American Co., 875.14 tons; Borden Co., 1,008.3 tons; Central Co., 857.11 tons; Cumberland Co., 330.7 tons.

Departed – George Washington, sundries, to Williamsport; Lloyd Mayer, merchandize, to Lift Lock 13; O. T. Snouffer, salt, to Lift Lock 28; and twenty-six boats, light.

AG, Mon. 5/27/67, p. 3. **CANAL COMMERCE** – May 27 – **Arrived** – Boats John W. Bacon, M. Lienan, H. Reid, James Hoy, W. W. Shepard, M. Sandford, A. Main, W. J. Boothe, John H. Platt, coal to American Coal Co. Boat Gen. Washington, coal to H. & B. C. Co. Boat P. Quigley, coal to P. Quigley.

**Departures**

Boats A. Clark, M. Lienan, John W. Bacon, H. Reid, for Cumberland.

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**Trial Trip** – On Friday evening the new steam packet built here for Capt. John Moore, as a mail and passenger boat between Norfolk, Va. and Elizabeth, N. C., via the Dismal Swamp Canal, made a trial trip, running from Georgetown to Alexandria by way of the canal, and returned by way of the Potomac river. A number of ladies and gentlemen accompanied her, among them the following prominent business men: Capt. T. J. Mehaffey, of the Cumberland Coal & Mining Company; Stephen Sherman, esq., General Superintendent of the Borden Mining Company; John B. Turton, esq., member of the Washington Board of Aldermen; Capt. C. P. Houghton, agent of the New York, Washington and Georgetown Steamship Company; and Wm. Duval, esq., of the firm of Duval & Co., of this city. The boat left Georgetown at 4 o'clock and arrived in Alexandria about a quarter-past 5, making the trip in one hour and fifteen minutes. After backing out into the river she stopped at the

wharf a few minutes, and then returned to this city, making the distance from Alexandria in one hour and eight minutes, against an ebb tide.

NR, Tue. 5/28/67, p. 3. **GEORGETOWN AFFAIRS. - The Canal.** - Arrived - The Catoctin, iron to market; Mill Boy, corn to G. Waters; C. W. Harper, limestone to the kilns; and thirty-five boats with coal; to the Hampshire and Balt. Co., 327 08 tons; Consolidation Co., 3334 16 tons; American Co., 875 14 tons; Borden Co., 1,008 02 tons; Central Co., 887 11 tons; Cumberland Co., 330 07 tons. Departed - Geo. Washington, sundries to Williamsport; Lloyd Mayer, merchandise to Lift-lock 13; O. T. Snouffer, salt to Lift-lock 28; and twenty-six boats light.

AG, Tue. 5/28/67, p. 4. **CANAL COMMERCE** – May 28 – **Arrived** – Boats D. Pomroy, G. W. Wallis, R. H. Haydock, Thomas Patton, Ben. Williamson, A. D. Brower coal to A. C. Co. Boats L. A. Kimble, A. Willison coal to H. & B. C. Co.

**Departures**

Boats James Hoy, W. W. Shepard, Gen. Washington, M. Sandford, W. J. Boothe, James Dayton, Andrew Main, G. W. Wallis, D. Pomroy, for Cumberland.

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**The Canal** – The sunken boat in the Chesapeake and Ohio Canal, near the Point of Rocks, having been removed, navigation is now in full operation on that and the Alexandria Canal, and a fleet of about twenty boats from Cumberland have arrived here since last night.

ES, Wed. 5/29/67, p. 3. **The Canal** – Arrived Sallie Billmyer, flour and grain, to George Waters, and forty-one boats with coal: – to Hieston & Co., 117.13 tons; American Co., 1,748.12 tons; Central Co., 1,418.9 tons; Borden Co., 332.3 tons; Snow & Co., 105.12 tons; Consolidation Co., 221.9 tons; Hampshire and Baltimore Co., 336.7 tons.

Departed – The Martha, sundries, to Edward’s Ferry; Sallie Billmyer, sundries, to Shepherdstown; and forty boats, light.

AG, Wed. 5/29/67, p. 4. **CANAL COMMERCE** – May 29 – **Arrived** – Boats H. L. Gilbert, A. Perkins, James Noble, C. Clifton, H. B. Cromwell coal to American Coal Company. Boat Amazon coal to Hampshire and Baltimore Coal Company.

**Departures**

Boats E. Stevenson, R. H. Haydock, Thomas Patton, L. A. Kimble, Ben. Williamson, A. D. Bower, A. Williamson, H. L. Gilbert, A. Perkins, for Cumberland.

NR, Thu. 5/30/67, p. 3. **The Rock Creek Outlet Lock.** - The time for the reception of proposals for the repair and opening of Rock Creek outlet lock having expired yesterday afternoon, the bids will be opened and made public today at the office of the Chesapeake and Ohio Canal Company, Four-and-a-half street, above Pennsylvania avenue.

ES, Thu. 5/30/67, p. 2. **The Canal** – Arrived – The Ironsides, with sundries to G. Waters; Col. A. Spates, grain and hay to Talbott; A. Johnson, No. 2, grain and flour to Hartley & Bro.; Seneca, grain, meal and potatoes to B. Darby; Capitola, corn to market; H. Wade, Jr., limestone to kilns; Red Eye, wheat and flour to market; E. D. Hartley, do. to Hartley & Bro.; Maryland, hay to do.; James Flannagan, limestone to kilns; George Moler, do.; and fifteen boats with coal to Central Co., 438 16 tons; Cumberland Co., 449 07 tons; Consolidation Co., 115 08 tons; Hampshire and Baltimore Co., 108 17 tons; American Co., 435 08 tons; Borden Co., 113 17 tons. Departed – Ironsides, sundries to Lift Lock No. 45; Col. A. Spates, fish, &c., to Monocacy; A. Johnson, No. 2, fish and salt to Noland’s Ferry; Capitola, merchandise to Conrad’s Ferry; Maryland, lumber to Edward’s Ferry; Red Eye,

merchandise to Lift Lock No. 35; Seneca, do. to Seneca; and twenty boats light.

AG, Thu. 5/30/67, p. 2. **CANAL**

**COMMERCE** – May 30 – **Arrived** – Boats U. C. Hamilton, Wm. Darrow, M. A. Myers, H. Delafield, C. DuBois, coal tot American Coal Company.

Boats Ingomar, W. A. Brydan, coal to H. & B. C. Co.

Departures – Boats Amazon, Joseph Noble, C. Clifton, P. Quigley, H. B. Cromwell, Ingomar, U. C. Hamilton, Wm. Darrow, for Cumberland.

ES, Fri. 5/31/67, p. 3. **The Canal** – Arrived – Nine boats with coal, consigned to the Borden Co., 225 03 tons; Central Co., 437 15 tons; American Co., 213 08 tons; Consolidation Co., 335 06 tons.

Departed – Seneca, sundries to Seneca; George Moler, salt to Lift Lock 35; M. A. Myers, sundries to Lift Lock 35; and twenty-eight boats light.

AG, Fri. 5/31/67, p. 4. **CANAL COMMERCE** – May 31 – **Arrived** – Boats D. Cromwell, Florence, G. A. Pearre coal to American Coal Company.

Boat John G. Lynn coal to Hampshire and Baltimore Coal Co.

**Departures**

Boats M. A. Myers, H. Delafield, W. A. Brydan, C. DuBois, D. Cromwell, for Cumberland.

ES, Sat. 6/1/67, p. 1. **An Important**

**Improvement.** - At present, in consequence of the dilapidated condition of the outlet lock at the mouth of Rock Creek, boats cannot be passed from the Chesapeake and Ohio Canal into the Potomac, except at Alexandria. The Georgetown *Courier* says this will not long be the case as the Canal Company, at a meeting on Thursday last, contracted with Deeken & Maynard for rebuilding the outlet lock and dam at the mouth

of Rock Creek, for \$8,000. The work is to be finished by the first of September next.

**Coal Shipments** – The shipments of coal this week have not been as heavy as the shippers desired. The main cause being the lack of vessels. The Cumberland Co. shipped 1,737 tons; Borden Co., 990 tons; Consolidation wharves, 2,023 tons; Ray’s Docks, 1,670 tons.

**The Canal** – The amount of tolls for the past month received at the collector’s office here is, on boats ascending \$2,210, and on those descending \$14,006.37 – total \$16,216.37.

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*Ibid*, p. 3. **Chesapeake and Ohio Canal**

– The annual meeting of the stockholders of the Chesapeake and Ohio Canal Company will be held in Annapolis, Maryland, on Monday, the third prox., as we stated yesterday. The *Alexandria Gazette* says: It is reported among those well posted in the affairs of that Company, that Alfred Spates, of Allegany county, Maryland, will be elected President, instead of Mr. Snively, who now fills that position; and that Henry Cook, of Georgetown, will be elected a director in the place of Mr. Addison, the present director from that city.

NR, Sat. 6/1/67, p. 3. **The Outlet Lock.** - We learn that the contract for repairing and opening the outlet lock at Rock Creek, has been awarded to Maynard & Luckett, for \$3,500. It is expected that the work will be commenced in about ten days.

**Canal Arrivals.** - Ten boats arrived yesterday with coal consigned to the Borden, Central, American and Consolidation coal companies.

Sat. 6/1/67, p. 3.<sup>5</sup> *The Alexandria Aqueduct*  
This very old nuisance is fast rolling away under the weight of years, and more latterly water. The upper side is sinking inch by inch, and in some places has sunk as much as two feet. Why travelers risk their lives and property over this yawning gulf is to us a wonder. The owners of the nuisance, and all having an interest in it, may

<sup>5</sup> *Evening Union*, Washington, D. C.

try to hide the fact from those whom they induce to risk their lives over the tottering structure, but it makes it none the less dangerous, and we verily believe that it is as much the duty of the police to stop travel over this so-called Aqueduct, as it is their duty to prevent a man from walking into a burning building.

We have no interest in the affair either way, but feel it our duty to warn the public of this danger just as much as it is our duty to warn them of a pestilence. Even if the company were not inducing the public to use it, it would be our duty to warn them of its dangerous condition, but as they are doing so, it makes it the more our duty to protect the lives of those who travel over this sunk concern. A visit to the spot, and a brief inspection will convince any one that what we have said, is true in every particular.

*Canal Trade* – Arrived – Six Days, with cement; O. F. Snouffer, with wheat. Central Coal Co., 222 tons coal; Cumberland Co., 217 tons; American Co., 1,097 tons; Consolidation Co., 335 tons; and Borden Co., 333 tons.

*Shipments of Coal for the Week* – Cumberland Coal and Iron Mining Co., 1,687 tons; Borden Co., 552 tons; Consolidation Co., 2,024 tons; Central Co., 1,025 tons. Total 5,288 tons.

ES, Mon. 6/3/67, p. 2. **The Canal** – Arrived The Six Days, cement, to market; O. T. Snouffer, wheat, to J. G. Waters, and 43 boats with coal: - To Cumberland Co., 878 tons; Baltimore and Hampshire Co., 923 tons; American Co., 1,528.2 tons; W. R. Snow, 104.19 tons; Consolidation Co., 335.17 tons; Borden Co., 560.11 tons; P. Quigley, 119.17 tons; Central Co., 768 tons. Departed – Ed. Boyer, merchandize, to Hancock; O. T. Snouffer, sundries, to Noland’s Ferry; Vigilant, salt, to Cumberland, and 33 boats, light.

ES, Tue. 6/4/67, p. 1. **Personal** – Mayor Latham, of Alexandria, has gone to Annapolis, the City Council on Saturday last having appointed him proxy to represent the city’s stock in the Chesapeake and Ohio Canal Company, at

the annual meeting of the stockholders of the company, in progress at Annapolis.

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*Ibid*, p. 2. **The Aqueduct** – At a late hour last night, the water pouring through the leaks in the aqueduct caused such a roaring that some person not accustomed to it, hastened to the residence of Superintendent Maus, of the Chesapeake and Ohio Canal, and informed him that the aqueduct had broken down. The Superintendent got out of bed and hurried down to shut off the water, if necessary, but found the old structure still standing, and the water running through the bottom as usual.

**The Canal** – Arrived – Forest Rose, hay to Geo. Waters; Mill Boy, wheat and corn to Hartley & Bro.; and nine boats with coal to Consolidation Co., 451 05 tons; American Co., 213 02 tons; Central Co., 430 02 tons.

Departed – Fair Play, with salt to Hancock and eighteen boats light.

AG, Tue. 6/4/67, p. 4. **CANAL COMMERCE** – June 4 – **Arrived** – Boat C. S. Dayton coal to American Coal Co.

Boat Wandering Boy coal to Hampshire and Baltimore Coal Co.

**Departures**

Boats J. W. Wellington, J. H. Stickney, G. K. Sistari, A. E. McQuade, Myers & Helsing, J. S. Davenport, A. J. Thomas, Alex. Walsh, John S. Fox, for Cumberland.

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**Aqueduct** – The “local item” of the Washington Union is perfectly “survivorous” on the Alexandria Canal Aqueduct. Well, we hope the present trunk may last, in perfect safety, until the Lessees are prepared to build an entirely new one, which, it may be, will be done in no long time; and that not an accident may occur to disturb the serenity of our Georgetown friends, who look so jealously upon the participation of Alexandria in the coal trade.

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**Coal Trade** – A telegraphic dispatch received here this morning from Cumberland, states that



boats commenced loading there this morning with coal for this city, and will commence to arrive here on Friday next.

*Sun*, Wed. 6/5/67, p. 2. **The Chesapeake and Ohio Canal Company** – The board of public works, at their meeting yesterday, in Annapolis, refused to take any action under the act of the last General Assembly, chapter 359, directing said board to vote the stock of the State in the Chesapeake and Ohio Canal Company for a president and four directors, upon the nomination of the holders of the preferred bonds of said company, and adjourned until Wednesday, the 10<sup>th</sup> of July next. The question of the constitutionality of the act of the General Assembly was raised and argued at length, Governor Pratt and Mr. Poe appearing on behalf of the company. At the meeting of the board on Monday, the annual report of the Chesapeake and Ohio Canal Company was read and ordered to be printed.

*ES*, Wed. 6/5/67, p. 2. **The Canal** – Arrived Capitola, corn and wheat, to Talbott; A. M. Thomas, corn and hay, to Hartley & Bro.; Guilin Billinger, 4,206 bushels corn and 30 [bushels] rye, to George Waters; George Moler, limestone, to the kilns; and 19 boats with coal: - To Cumberland Co., 527.7 tons; Consolidation Co., 217 tons; Central Co., 334.12 tons; Borden Co., 110 tons; American Co., 216.11 tons. Departed – The Baseline, sundries, to Lift Lock 15; Capitola, merchandize, to Conrad's Ferry; L. Knox, fish and salt, to Mercerville; N. J. Shreve, salt, to Cumberland; A. M. Thomas, salt, to Cumberland; R. H. Castleman, salt, &c., to Edward's Ferry; E. Blackmer, salt, to J. H. Williams & lumber to Edward's Ferry; G. Billinger, fish, to Lift Lock 62; J. M. Waters, provisions, to Charles' Mill, and 18 boats, light.

*Sun*, Thu. 6/6/67, p. 1. **NEWS IN BRIEF** – There were dispatched from the port of Cumberland, Md., via Chesapeake and Ohio

canal, during the last week, 63 boats laden with 6,765 tons of coal.

*AG*, Thu. 6/6/67, p. 2. **CANAL COMMERCE** – June 6 – **Arrived** – Boats J. Vandervoort, W. Hutchins, coal to American Coal Co. Boat W. Devecmon, coal to Hampshire and Baltimore Coal Co. Boat M. A. Myers, to M. Zerg. Departures – W. J. Shreve, J. J. Swift, C. P. Dayton, J. Vandervoort, Wandering Boy, for Cumberland. Boat C. W. Harper, cord wood for Georgetown.

*AG*, Fri. 6/7/67, p. 4. **CANAL COMMERCE** – June 4 – **Arrived** – Boats M. H. Wright, M. Keney, Lydia, C. F. Livermore coal to American Coal Co.

#### Departures

Boats W. Hutchins, J. Devecmon, for Cumberland.

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**The Alexandria Canal** continues in excellent condition, Aqueduct and all, and an increase in the receipts of coal is expected, a number of boats being on their way, and others loading at Cumberland, for this place.

*ES*, Sat. 6/8/67, p. 2. **Coal** – There has been shipped over the C. & O. Canal, this season, up to the 1<sup>st</sup> of June, 93,234 tons of coal.

**Coal Shipments** – The shipments from the wharves and docks this week have been quite rapid, and there are yet a number of vessels awaiting cargoes, presenting an encouraging prospect for the coming week. The shipments foot up as follows: \_ By the Borden Co., 2,405 tons; Cumberland Co., 1,635 tons; from the Consolidation wharves, 1,625 tons, Ray's Docks, 4,419 tons.

**The Canal** – The week opened with much activity among the business men along the Canal line, which continued until yesterday, when there was an apparent falling off, caused by the non-arrival of boats from the Western depots. The arrivals registered today are the Ellen, with flour

and wood, to George Waters; Ironsides, flour, to market; Maryland, corn, to Hartley & Bro.; Seneca, grain, to B. Darby; O. T. Snouffer, flour, grain and offal, to J. G. Waters; Ed. Hartley, corn to Hartley & Bro.; Henry Wade, limestone, to the kilns; Red Eye No. 1, corn, to market; Red Eye No. 2, wheat and corn, to market; E. H. Tracy, corn, to market; and twenty boats, with coal: - To American Co., 648-4 tons; Hieston & Co., 225-3 tons; Hampshire and Baltimore Co., 108-4 tons; Consolidation Co., 330.13 tons; Cumberland Co., 128-6 tons; J. B. Turton, 112-5 tons; Central Co., 224-9 tons; Bordon Co., 109-11 tons.

Departed – Seneca, merchandize, to Seneca; C. W. Harper, lumber, to Lift Lock 37; Oliva, fish, to Point of Rocks; O. T. Snouffer, sundries, to A. Johnson; Red Eye No. 2, sundries, to Monocacy; Henry Wade, lumber, to Antietam; and thirteen boats, light.

ES, Mon. 6/10/67, p. 2. **The Canal** – Business along the route assumed a cheerful aspect this morning, though the arrival of produce boats were not very frequent. The coal lines arrive steadily, increasing the supply at the wharves and docks, and giving employment to the hundreds of laborers who work for the coal companies.

AG, Mon. 6/10/67, p. 3. **CANAL COMMERCE** – June 10 - **Arrived** – Boats M. Lienan, M. Sandford, W. Laird, jr., H. Reid, John W. Bacon, W. W. Shepherd, Ben Williamson, coal to American Coal Co. Boats P. Quigley, Emma, coal to P. Quigley.

**Departures**

Boats W. H. Wright, C. F. Livermore, H. Keney, Lydia, M. Lienan, H. Reid, M. Sandford.

Sun, Tue. 6/11/67, p. 4. **LETTER FROM WASHINGTON** – The amount of coal shipped over the Chesapeake and Ohio canal this season, up to the 1<sup>st</sup> instant, is 93,234 tons.

ES, Tue. 6/11/67, p. 3. **Sale of Chesapeake and Ohio Canal Company Stock** – Cooper & Latimer, auctioneers, sold yesterday \$11,000 of Chesapeake and Ohio Canal Company (preferred bonds with 15 years interest due thereon) at 30 cents on the dollar. The stock was sold on account of the Franklin Insurance Company. As the stock has been held nearly worthless heretofore, this sale indicates that it is looking up; and some of our shrewd business men hold that the day is not very far distant when it will be held at par.

**The Aqueduct** – The water in the canal at Georgetown is and has been for several days so low as to cause complaints among those interested in its sufficiency for mercantile and manufacturing purposes. This falling off of the water is attributed to the condition of the Aqueduct, which is in a very leaky condition, and rapidly growing worse. The water has for a long time been pouring through the spans near the Virginia end, but now there are but two spans through which it does not fall. It cannot be expected that the usual depth can be secured in the canal while this waste continues.

**The Canal** – There were thirty arrivals since our last report, all with coal: - To American Co., 871-03 tons; Central Co., 772-14 tons; Consolidation Co., 561-17 tons; Cumberland Co., 646-03 tons; Hampshire and Baltimore Co., 109-06 tons. Departed – The Six Days, with sundries, to Shafer's Mill; and twenty-two boats, light.

AG, Tue. 6/11/67, p. 3. **CANAL COMMERCE** – June 11 – **Arrived** – Boats D. Stewart, A. Main, John H. Platt, H. L. Gibson, Thomas Patton, James Hoy, James Dayton, W. J. Boothe, Joseph Noble, coal to American Coal Company. Boat Ingomar, coal to Hampshire and Baltimore Coal Company.

Departures – Boats W. Laird, Jr., W. W. Shepherd, John W. Bacon, B. Williamson, A. Main, John H. Platt, D. Stewart, for Cumberland.

CA, Wed., 6/12/67, p. 3. **Trade on the Canal.** There were dispatched from the port of

Cumberland, during the last week, 143 boats laden with 15,379 13 tons of coal, forwarded by the following companies:

American	4,468 02
Borden	1,788 16
Central	2,651 13
Hampshire	991 19
Cumberland Coal & I.	2,900 10
Consolidation	2,588 19
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	15,379 13

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**C. & O. Canal Company.** - This Company held its annual meeting last week. The State was represented by Robert Fowler, Treasurer, of the Board of Public Works; the United States, the State of Virginia, and the cities of Washington, Alexandria and Georgetown were also represented. No election of President and Directors was made. The Board of Public Works, consisting of Governor Swann, Comptroller Leonard and Treasurer Fowler were unanimous in their refusal to take any action under the law of the last session of the Legislature giving the preferred bond-holders of the Canal Company power to nominate a president and four directors of said company, upon the ground that said law is unconstitutional. Before adjourning, to meet in Baltimore, on the second Wednesday in July next, a committee was appointed to procure eminent legal opinions as to the constitutionality of the law referred to, which will be presented at their next meeting. The Board of Public Works will also call upon the Attorney General of the State, A. Randall, Esq., for his legal opinion upon the constitutionality of said law.

ES, Wed. 6/12/67, p. 2. **The Canal** – Arrived – Boats Golden Rule, with bark to market; George Moler, with limestone to the kilns; and 19 boats with coal – to American Co., 971-08 tons; Central Co., 441-06 tons; Borden Co., 311-17 tons; Consolidation Co., 225-13 tons. Departed – Boats Judge Douglass, fish and salt, to Cresap’s Mill; Quebec, salt, to Cumberland; and 27 boats, light.

NR, Thu, 6/13/67, p. 2. **Georgetown Matters. - Rumored Closing of the Aqueduct.** - From information obtained yesterday, we learn that Mr. Quigley, one of the lessees of the Aqueduct canal transit to Alexandria, was telegraphed for and arrived here yesterday to consult with the directors of the Chesapeake and Ohio Canal Company concerning the present unsafe condition of the aqueduct as a passage for canal boats. A meeting of the directors was said to be announced for last evening, to consider the matter, and the opinion of prominent merchants and others interested was that navigation over the aqueduct by canal boats would be permanently closed by Saturday, or at least until a new trough of a substantial kind could be constructed. The present leakage is immense, and in order to "put the best foot foremost," it is said that parties interested in the Alexandria division caused the opening of the feeder-gates early yesterday morning, that the low depth of water in the canal at this level might not be discovered by the lessee and the canal directors. Several boat captains openly declare that they will not risk their boats on the aqueduct so long as it remains in its present unsafe condition.

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**Canal Arrivals.** - Boats George Moler, limestone; and six boats with coal, consigned as follows: Consolidated Company, 224 tons; and American Company, 438 tons.

AG, Thu. 6/13/67, p. 2. **Canal commerce** – June 13 – **Arrived** – Boats Amazon, A. E. McQuade, coal to Hampshire and Baltimore Coal Co. Boats R. H. Haydock, A. Perkins, W. M. Bramhall, C. Clifton, W. Darrow, D. Pomroy, E. F. G. Young, T. H. Faile, A. Ray, A. Clarke, G. A. Pearre, M. A. Myers, C. DuBois, J. W. Schenck, coal to American Coal Co. Boat J. W. Seaman, lime to Smoot & Co. Departed – Boat Renown, for Georgetown. Boats H. L. Gilbert, T. Patton, James Hoy, J. Dayton, W. J. Boothe, J. Noble, P. Quigley,

Ingomar, Emma, A. Perkins, R. H. Haydock, W. M. Bramhall, C. Clifton, Amazon, D. Pomroy, W. Darrow, for Cumberland.

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*Ibid*, p. 4. **The Aqueduct – Navigation on the Alexandria Canal Suspended** – It is with great regret that we announce the temporary suspension of navigation on the Alexandria Canal, caused by the insecurity of the Aqueduct over the Potomac, at Georgetown, which, subjected to a pressure of eleven inches of water more than ever before borne by it, by the raising of the banks of the Chesapeake and Ohio Canal at Georgetown, became unsafe for the passage of heavily laden boats, and rather than risk an accident, the lessees very wisely determined to suspend navigation over it, until a new structure can be built, for which proposals have already been advertised, and we are authorized to say that no expense will be spared to have the work expeditiously and thoroughly done. Happening at a time when we were just beginning to realize the benefits accruing from the trade brought hither by the canal, and when a prosperous season was so confidently anticipated, somewhat of a damper has been thrown over the spirits of the friends of the work, and those more immediately concerned, and its efforts will doubtless be more or less felt by the business community generally, but, as the delay is promised to be only temporary, to be succeeded by a permanent improvement, the benefits from which will more than realize the expectations of those who were so encouraged by the prospects of the work while in operation, all should look forward with hope for the ultimate realization of their expectations, when a new and permanent aqueduct shall have been erected, and all cause for apprehension removed. The Lessees yesterday evening notified the agents of the coal companies here of the suspension of navigation, and they at once removed their offices to Georgetown, so that there will be no interruption to their business, although the facilities for shipping are very inferior there, and in this way will cause some delay. They, however, retain

possession of their property here, and as soon as the aqueduct is rebuilt, will again occupy it, and other companies, now having their depots in Georgetown, will also come here then, and the rich trade of the Cumberland region be yet secured to Alexandria.

AG, Fri. 6/14/67, p. 4. **Suspension of the Coal Trade** – The suspension of the coal trade of this city, which, it is sincerely trusted by all who are interested in the prosperity of Alexandria, will be but of limited duration, has been, in addition to its general evil effect upon the city’s interest, of particular individual misfortune to many who were employed at the coal depots, or who had, in anticipation of the permanent continuance of the trade, located themselves near there. – The number of laborers, of all descriptions, employed in handling the coal, will necessarily be thrown out of employment, and will have to seek other means of support. – Several industrious and deserving citizens had invested their money, and even borrowed money, to invest in horses, for whose work they had hoped constant employment, but who now have their limited means tied up in animals, for whose labor there is no demand.

Others, such as blacksmiths and other mechanics, and dealers in articles required by the canal boatmen, vessels’ hands, and stevedores, of whom there were always large numbers about the coal yards, went to the expense of fitting up places of business, which for a time are devoid of customers, and of no profit to the proprietors. It is exceedingly regretted that such a condition should exist, but a new aqueduct will be erected, and then all will go on swimmingly again. The Lessees will do all they can to mitigate these evils and bring about a resumption of trade on the canal as speedily as possible. The trunk of the new aqueduct will be more secure than the original one, but time will be required for its construction, and it is not contemplated that a resumption of navigation on the Alexandria Canal will ensue before the Chesapeake and Ohio Canal is reopened next spring.

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**The Aqueduct** – The Washington Constitutional Union says, in reference to the Alexandria Canal Aqueduct: “We believe it is the intention of the company to reconstruct the Aqueduct, and endeavor to make it water-tight. We would suggest, before they commence to do so, the propriety of erecting a carriage-way over the aqueduct, and charge a certain toll for crossing the same; and we have no hesitation in saying that should they do so, a sufficient amount might be collected from those who would gladly avail themselves of the opportunity of crossing it, to defray at least one-fourth of the cost. Those whose business it is to bring from Virginia produce for the markets would certainly do so instead on being obliged to use the present slow and inconvenient method of crossing from the opposite shore. Many farmers say that it does not pay them to wait so long to get across, and would certainly prefer the more safe way of driving their own teams over even such a bridge as was used during the war. The interest of the people of Georgetown demand that such a bridge should at once be constructed that will afford her neighbors on the opposite shore free, easy and safe access to their city.”

The lessees of the Alexandria Canal, as well as others, have no doubt that the citizens of Georgetown would be delighted to have a bridge thrown over the Potomac river opposite their city, free, to them, of expense, but the question now is whether, in view of the hostility the lessees have continually experienced at the hands of the people of Georgetown, they will go to any unnecessary expense or trouble to afford them any particular gratification.

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**Almost Drowned** – Peter Smith, a colored man employed at the American Coal Company’s depot, accidentally fell overboard yesterday evening, about half-past five o’clock, in consequence of the sudden breaking of the rope with which he was swinging coal tubs, and would unquestionably been drowned had it not been for the assistance rendered him by Mr.

Samuel Henry, the foreman of the yard, and to whom the drowning man’s fellow laborers, leaving him to his fate, broke from the spot, and ran to give information of the accident.

ES, Sat. 6/15/67, p. 2. **Coal Shipments**  
 There has been no lack of vessels this week, and the only complaint heard was that the receipts from the mines were hardly fast enough for the shippers to freight the vessels as fast as the works are capable of doing. The shipments of the Borden Co. amounted to 2,154 tons; Cumberland Co. 2,200 tons; Ray’s Docks 4,609 tons. A large number of vessels are lying at the wharves to receive cargoes during the coming week.

**The Canal** – The Alexandria canal having been closed to rebuild the aqueduct, there is no complaint of lack of water. There were no arrivals this morning, and it is feared that another rock has been thrown into the canal by the blasting operations near the Point of Rocks. Departed – Boat James Flannagan with fish to Lift Lock 34, and 17 boats light.

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 Ibid, p. 3. **Improvements on the Eastern Branch** – Mr. Wm. Guinand is now engaged in making some extensive improvements in wharfage facilities near the mouth of the canal, foot of 3<sup>rd</sup> street east, on the Eastern Branch, on the site of the wharf formerly owned by Griffith Coombs, deceased - Mr. J. R. Deeter being the contractor. There has been an extensive stone wall put up, and the wharf proper has a front of 110 by 200 feet in length, to deep water, and Mr. G. contemplates by dredging to the depth of 20 feet to make this the best wharf south of New York, and has the idea that if the trade of the Chesapeake and Ohio Canal can be brought through the City Canal, that this will be the principal shipping depot for that trade.

NR, Tue. 6/18/67, p. 1. **GEORGETOWN MATTERS** – **The Canal** – [Arrived] – Sallie Billmyer, Crow, master, from Shepherdstown, Va., with 4,200 bushels of grain for George

Waters; J. M. Waters from Williamsport, Md. with 4,000 bushels of grain consigned to George Waters; Ellen, Hammond, master, from Sharpsburg with 2,500 bushels of grain and 200 barrels of flour consigned to Geo. Waters; bark Gondola with 500 bushels of corn from Berlin to George Waters.

**Coal** – The coal fleet of canal boats are arriving very slowly, and the stock here is nearly exhausted. There are any number of vessels awaiting cargoes, and constantly arriving, and it will be some time ere all are accommodated.

**Canal Obstruction** – Superintendent Maus was engaged yesterday in having a sand bar removed from the canal, about a mile above the aqueduct, which accounts for the non-arrival of canal boats.

Tue. 6/18/67, p. 3.<sup>6</sup> *Canal Trade – Arrivals of Coal* – Cumberland Co., 330 tons; Central Co., 612 tons; American Co., 770 tons; Consolidation Co., 770 tons; Borden Co., 320 tons. Sundries – Ironsides, flour and corn to market; R. H. Castleman, hay and corn to market; James Flannagan, limestone; Colonel A. Spates, wheat and corn; J. M. Waters, flour and corn.

*Repairs on the Canal* – Superintendent Maus has a large force of hands at work, repairing the locks and other portions of his division. The feeder dam at Seneca, which was injured during the winter by ice, is being thoroughly repaired, and raised six inches higher, which will increase the water in this level.

CA, Wed., 6/19/67, p. 3. **The Coal Trade, By C. & O. Canal.** There were dispatched from the port of Cumberland, during the last week, 142 boats laden with 14,711 03 tons of coal, forwarded by the following companies:

American	4,247 09
Borden	1,662 10
Central	4,104 03
Hampshire	487 11
Cumberland Coal & I.	1,872 05
Consolidation	2,887 05

<sup>6</sup> *Evening Union*, Washington, D. C.

14,711 03

**The Alexandria Canal Aqueduct.** - The Georgetown *Courier* says that on Thursday morning last the Alexandria Canal Aqueduct over the Potomac was found to be leaking badly, and that one of the lessees of the Canal directed the collectors to allow no more boats to pass over. Several coal laden boats, manifested for the agent of the American Company at Alexandria, were consequently moored at Ray's Docks, where they will in future discharge their cargoes. This obstruction will seriously interfere with the arrangements of those of our mining companies which have been carrying coal to Alexandria for transshipment.

AG, Wed. 6/19/67, p. 4. **Canal Aqueduct**  
The lessees of the Alexandria Canal commenced on Monday last the work of demolishing the existing aqueduct at Georgetown. Operations were started on the end next to the Virginia shore, and proceeds as if the object is an early beginning of the work or rebuilding. Numerous plans and specifications respecting the new aqueduct have already been received by the lessees.

ES, Sat. 6/22/67, p. 2. **Affairs in Georgetown – Canal** – The lower gate of the outlet at the seven locks, nine miles above Georgetown, fell out of its place yesterday, and a boat loaded with wood, in the lock at the time, was broken and wedged in the gateway. This accident has caused the suspension of arrivals from above for the past 24 hours.

**Coal Shipments** – The shipments of coal this week were as follows: - From the Cumberland Co., 1,674 tons; Borden Co., 2,535 tons; Consolidation Wharves, 2,790; Ray's Docks, 6,860 tons. Several vessels are awaiting cargoes.  
**Drowned** – Yesterday evening, a boy named Wm. Kagle, employed on the canal boat George Long, fell from the boat into the canal, about six

miles from the aqueduct bridge, and was drowned.

ES, Thu. 6/13/67, p. 2. **The Aqueduct.** – The officers of the Chesapeake and Ohio canal have been informed that the aqueduct will be closed tomorrow night, and the passage of boats suspended.

**The Canal** – Arrived – The Mill Boy, with corn, to market, and twenty boats, with coal: - To the American Co., 548 tons; Borden Co., 210-14 tons; Central Co., 671-08 tons; Consolidation Co., 226-12 tons; Hampshire and Baltimore Co., 325-19 tons; Cumberland Co., 215-18 tons. Departed – George Moler, merchandize, to Lift Lock 35; George Washington, fish and salt, to Lift Lock 42; and 14 boats, light.

ES, Fri. 6/14/67, p. 3. **The Canal** – The business today is up to the average. It is probable that the closing of the Aqueduct will increase the coal trade to the full extent of the business done at Alexandria. We hear of a company which had transferred its trade to Alexandria docks making arrangements for resuming business here. The entire trade will be at Georgetown this season, as the Aqueduct cannot be completed before the close of the season. The arrivals today were 19 boats, with coal, to the companies' wharves and docks. One boat with grain, to B. Darby, and one with flour and grain, to George Waters.

AG, Sat. 6/22/67, p. 4. **The Canal** – A break occurred yesterday morning at 8 o'clock in the Alexandria Canal over the Culvert, opposite Georgetown. The bottom of the canal washed out about 30 feet below its bed.

There is no truth in the rumor of a break in the Chesapeake and Ohio canal at the Seneca Guard Lock. It originated in the sinking of the boat E. Stanhope. This has been removed, and will no longer interfere with the passage of boats, though it has caused some delay.

NR, Mon. 6/24/67, p. 3. **GEORGETOWN MATTERS – Drowned** – A lad, about sixteen years of age, named Wm. Kagle, who lived in Cumberland, but employed on the canal boat George Long, fell overboard from the boat at Six Locks on Friday night, and was drowned. The body was brought here and embalmed by Mr. J. Birsh, and then forwarded by express to Cumberland.

**The Canal Yesterday** – Along the canal yesterday dullness prevailed, no boats arriving or departing. The damage at Seven Locks has not been repaired, and it is said it will take two or three days to put the lock in such a condition as will permit the passage of boats.

**Lock Gate Broken** – The lock gate at Seven Locks being broken, there were no arrivals of boats on Saturday. By this accident the E. J. Barger, locking through at the time, was broken in half, and wedged in the gateway.

**Shipments of Coal** – The following were the total coastwise shipments of coal for the past week: Cumberland Co., 1,674 tons; Borden Co., 2,535 tons; Consolidation Co., 2,790 tons; Ray's Docks, 6,800 tons.

CA, Wed., 6/26/67, p. 3. **The Coal Trade. By C. & O. Canal.** There were dispatched from the port of Cumberland, during the last week, 130 boats laden with 13,241 17 tons of coal, forwarded by the following companies:

American	3,113 07
Borden	1,640 00
Central	3,815 01
Hampshire	749 07
Cumberland Coal & I.	1,272 08
Consolidation	2,651 14
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	13,241 17

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**Chesapeake & Ohio Canal.** - The thirty-ninth annual report of the President and Board of Directors of the Chesapeake and Ohio Canal, for the year ending December 31, 1866, shows that the canal is in a more prosperous condition than it has ever been. The revenues for the year 1866 exceed those of 1865, \$7,112, which was much

greater than any preceding year. The total receipts from tolls, water rents, rents of houses and lands, and fines amount to \$366,846.86. The current expenses of the company for the year were \$234,256.37. Excess of revenues over current expenses, \$132,590.49. The ordinary expenses of maintenance of the canal were one-third more than those of the preceding year, owing to the continued high rates paid for labor and material, and to a greater amount of work done on improvements of the canal than hitherto.

The report refers to the reduction of tolls on coal, which took effect the 1st of March, and will require an increase of transportation of coal to the extent of twenty-five percent, to realize a like amount of revenue at the former rate of toll. It also states that all of the floating debt of the Company, amounting to \$301,024.25 has been paid within the last two years with the exception of about \$10,000, due for outstanding certificates for repairs and small balances on the superintendencies, to parties who have not presented them for payment, which can be paid when demanded. For all practical fiscal purposes, the floating debt of the company may be regarded as extinguished.

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**C. & O. Canal.** - On the 21<sup>st</sup>, memorials were presented from the State of Virginia, the city of Washington, the city of Georgetown, the city of Alexandria, W. W. Corcoran, J. Philip Roman and others, asking that some action be taken by the Convention relative to the mode of appointing directors in the Chesapeake and Ohio Canal, whereby, upon every change of politics in the executive or legislative departments of Maryland, an entire change in the officers of the Canal Company cannot occur.

Wed. 6/26/67, p. 3.<sup>7</sup> *Arrival of Produce* – Andy Johnson, No. 2, with 4,300 bushels of corn to Hartley & Bro.; Capitola, with 3,000 bushels of corn and small wheat to Benjamin Darby; George W. Spates, with ship timber and corn to

B. Talbott; John J. Bell, with flour and meat to George Waters.

*Canal Trade – Arrivals of Coal* – Central Co., 1,100 tons; American Co., 770 tons; Borden Co., 550 tons; Consolidation Co., 330 tons; Hampshire and Baltimore Co., 320 tons; Cumberland Co., 106 tons.

*Almost a Riot* – Had it not been for the prompt action of Sergeant Boarman and officer Volkmann yesterday evening, a serious riot would have occurred, the result of which it is easy to predict. John C. Reed, master of the canal boat George Washington which was unloading coal at the Consolidation Coal Co.'s wharf, got into a dispute with the negroes that were unloading the boat, and during the difficulty Reed was struck on the head with a pole and a female aboard the boat was struck with a brick. Reed procured a shotgun which he had on the boat and snapped it at the negroes; but having no load in it no harm was done.

By this time a large number of negroes had gathered and threatened to take the life of Reed, and no doubt would have done so had it not been for the timely arrival of the police who arrested Sam. Jackson, M. Simmons, Henry Brown, negro laborers, and J. C. Reed, captain of the boat. After hearing the cause, Justice Buckley fined each one, including the captain, \$2.75, which was paid, and the parties discharged.

ES, Thu. 6/27/67, p. 3. **The Canal** – The business along the canal continues brisk, the manufacturers generally in full operation, and the work of receiving freight from the West progressing merrily. The arrivals of coal boats were 20, bringing 2,200 tons of coal to the wharves and docks, and three with flour, cement and limestone, to merchants and the kilns.

ES, Fri. 6/28/67, p. 3. **The Canal.** – The coal fleet which rendezvoused at the seven locks has been all registered and unloaded, and the arrivals will be more regular in the future, unless another accident should detain them above. The arrivals

<sup>7</sup> *Evening Union*, Washington, D. C.



since yesterday's report were ten, all with coal, consigned as follows: - To Central Co., 332-15 tons; Cumberland Co., 313-05 tons; Consolidation Co., 112-01 tons; Hampshire and Baltimore Co., 218-08 tons; American Co., 110-03 tons.

Departed – The Col. A. Spates, with sundries to Edwards Ferry; and eighteen boats light.

**The Seneca Quarries** – This morning we noticed a cargo of blocks of red stones from the Seneca quarries intended for the Smithsonian building.

AG, Fri. 6/28/67, p. 4. **Agent of Adams' Express Company** – Robert W. Falls, who for several years prior to the war, was the agent, in this city, of Adams' Express Company, and who by urbane manners and fine business qualifications rendered himself deservedly popular, has been re-appointed to his former position, in place of W. W. Dungan, who has resigned, and who it is said will take the management of the Alexandria Canal, and superintend the construction of the Aqueduct. Mr. Falls takes charge of the Express Office on Monday. Mr. Dungan, during his time of service, as the Agent of the Company, has been an active and efficient officer, and given satisfaction to the public.

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**C. & O. Canal** – At a meeting of the Board of Directors of the Chesapeake and Ohio canal, held yesterday morning, the directors renewed their contract with Lewis G. Stanhope for the completion of dam No. 5, so as to insure safe navigation. The present directors have made a contract for the reconstruction of the lock and dam at Rock Creek, to be completed by the first day of September next. This will afford the Alexandria people an opportunity to proceed by means of tugs. We are glad to hear this, as it will enable the coal trade to be, at least, partially resumed and the trunk of the Aqueduct shall have been rebuilt.

**Alexandria Canal** – The Cumberland *Civilian* says: "We trust this work will be speedily accomplished, as that outlet is of vast importance to this region and our Coal Companies."

NR, Sat. 6/29/67, p. 3. **GEORGETOWN MATTERS** – **We learn** that a canal boat, laden with corn for E. D. Hartley & Bro., sunk near Edward's Ferry on Thursday, whereby some 2,500 bushels of corn were seriously damaged.

**Scarcity of Vessels** – Notwithstanding our wharves present even now a fair fleet of river craft, our coal companies say more vessels are wanted to accommodate the coal trade. Coal is coming forward freely, but as yet stocks are not allowed to accumulate.

**Canal Trade** – There were ten boats registered here yesterday, with coal, consigned to Central Company 332 15 tons; Cumberland Company 313 05 tons; Consolidation Company 112 01 tons; Hampshire and Baltimore Company 219 08 tons; American Company 110 02 tons. The Col. A. Spates left yesterday for Edward's Ferry with an assorted cargo. Eighteen boats departed light for the depots at Cumberland.

**Red Sand Stone** – The first arrival of red stone from the Seneca quarries, thirty-two miles above here, was by the canal yesterday. We noticed about one hundred blocks on the wharf, which are for the front of the Smithsonian Institution. The quarries were formerly known as Peters', but are now the property of H. H. Dodge & Co. This stone is of the finest quality, susceptible of being worked to a beautiful smooth face, of great durability, makes a handsome building front, and it is said can be put up at a less cost than a pressed brick front. The quarries will soon be in successful operation, a steam saw mill being now in course of erection, and two scows building at Cumberland for the purpose of transporting the stone to market.

**Peddling on the Canal** – Yesterday afternoon a young man of the "Wandering Jew" disposition of mind, was observed making pilgrimages among the canal boats, with a huge bundle of cloths, which he was trying to dispose of to the

boatmen. Double-width fine French cloth, sufficient to make suits for a small sized army, was offered for the low sum of \$20. County Constable Cammack, believing that there was something "rotten in Denmark," gently tapped the aforesaid young man on the shoulder, when he produced a license, then of course the officer permitted him to display his goods and invite custom. The fabrics were of an inviting appearance, well calculated to deceive the inexperienced, but to the practical eye it was easy to perceive that they were nothing more nor less than imitations of what they were intended to represent, and hardly equal to our army "shoddy." Boatmen and others would do well to give these walking shops the go-by, and deal at well-known established stores.

ES, Sat. 6/29/67, p. 3. **The Canal** – The arrivals of boats since our last report number eighteen, all with coal to the various companies, amounting to 1,980 tons.

Departed – The Lucy Hull with merchandise to Lift Lock No. 50; and sixteen boats light.

**Coal Shipments** – The coal-heavers have been right busy this week. The Borden Co. shipped 832 tons; the Cumberland Co. 2,425 tons; and from Ray's Docks 8,260 tons.

NR, Mon. 7/1/67, p. 3. **The Chesapeake and Ohio Canal.** - The *Courier* contains the following: "Two memorials of an important nature in their bearing on the government of the Chesapeake and Ohio Canal and the consequent results to this city, were presented in the Maryland Constitutional Convention a week ago - one signed by W. W. Corcoran and others, and the other by William S. Huntington, proxy for the United States; Richard D. Wallach, mayor of Washington; Charles D. Welch, mayor of Georgetown; and Bradley T. Johnson, attorney

<sup>8</sup> Transcriber's Note: Clarysville is located west of Cumberland on U. S. Route 40. There was a Union Hospital there during the Civil War and presumably some of the patients died and were buried locally. After Antietam National Cemetery was dedicated on Sept. 17,

and proxy for the State of Virginia, praying the convention to establish a new method of electing the president and directors of the canal. It would be an excellent thing to have the desired change made. The canal hitherto has been subject to the baneful influences of the Baltimore and Ohio Railroad, and it is therefore very necessary that some limits should be placed to the evil efforts of this soulless corporation."

CA, Wed., 7/3/67, p. 3. **The Coal Trade, By C. & O. Canal.** There were dispatched from the port of Cumberland, during the last week, 132 boats laden with 13,326.13 tons of coal, forwarded by the following companies:

American	3,422 17
Borden	1,137 09
Central	4,619 08
Hampshire	542 11
Cumberland Coal & I.	1,597 16
Consolidation	2,006 14
	13,326 13

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**Repair of Lynn's Wharf.** - Workmen are now engaged in repairing and strengthening Lynn's Wharf, on the Potomac, and the number of boats loaded there is considerably less than usual in consequence.

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**Removal of Soldiers' Remains.** - A cargo of coffins, five or six hundred in number, has reached here from Washington *via* Chesapeake & Ohio Canal. They are intended to receive the remains of the soldiers interred in this neighborhood and at Clarysville, which are to be removed to the cemetery at Sharpsburg. The burial corps is also here and the work of disinterment will be commenced at once.<sup>8</sup>

NR, Wed. 7/3/67, p. 3. **Georgetown Matters.** - **Canal.** - There arrived twelve boats yesterday

1867, all of Maryland's Union war dead from across the state (those that could be found) were disinterred and reinterred in Antietam National Cemetery, per Timothy Snyder, historian.

with coal, averaging 105 tons each, consigned to the several coal companies here. Boat Medley with corn to Darby, also rye.

ES, Sat. 7/6/67, p. 1. **Affairs in Loudon County, Va.** – One day last week a canal boat belonging to Mr. E. G. Marlow, loaded with 2,630 bushels of corn, started from Harrison’s Island for Georgetown. Shortly after leaving the island the boat struck a rock in the river and sunk. We are glad to learn that the corn was successfully removed, the most of it uninjured.

*Ibid*, p. 3. **Affairs in Georgetown – The Canal** – Arrived – The boat Dr. Grimes with coal for the Borden Co.; D. C. Bruce with coal for the Cumberland Co.; S. J. Vries and W. H. Wilson with coal for the Central Co. Eleven boats went out.

**Shipments** – From Ray’s Docks, 5,500 tons of coal; from Borden’s wharf, 755 tons of coal.

**Receipts** – At the Cumberland Coal and Iron wharf, 350 tons of coal; H. C. Borden’s wharf, 220 tons of coal.

AG, Sat. 7/6/67, p. 4. **Canal Business** – The following is a statement of the business of the Alexandria Canal during its operation last spring:

*For the month of April*

Ascending		
Articles	Tons	Tolls
Plaster	12	\$1.00
Fish	85	11.90
Salt	1	.19
General Merchandise	15	2.17
Tolls on 127 boats		13.75
	113	\$47.01

Descending		
Articles	Tons	Tolls
Coal	12,969	\$1,037.53
Limestone	255	20.40
Lime	41	4.31
Tolls on 128 boats		32.00
	13,265	\$1,094.24
Ascending	113	47.01
Totals	13,378	\$1,141.25

*For the month of May*

Ascending		
Articles	Tons	Tolls
Fish, Salt and Fresh	97	\$13.58
Furniture	1	.14
Salt	3	.36
Plaster	5	.40
Toll on 194 boats		48.40
	106	\$62.98

Descending		
Articles	Tons	Tolls
Coal	20,992	\$1,679.41
Lime	42	4.41
Lumber	1	.10
Empty Barrels	1	.14
Toll on 199 boats		49.75
	21,036	\$1,733.81

Ascending	106	62.98
Totals	21,142	\$1,796.79

For the twelve days in the month of June, during which the canal was navigable, there were brought down 9,800 tons of coal, on which the tolls amounted to \$784.

AG, Mon. 7/8/67, p. 1. **Georgetown vs. the Alexandria Canal Aqueduct** – (From the Washington Union) – After the transaction of business at the Georgetown Exchange on Saturday, a meeting, consisting of members of the Exchange and a number of our leading business men, was called to order by George Waters, esq., who stated the object of the meeting to be the further development of the commerce and great water-power of the District. After which he introduced Mr. John A. Wills, who said, although a stranger to many before him, he had been laboring for the last two years to prevent the enemies to the business of Georgetown and Washington from further obstructing the commerce of these two cities. After speaking of the great advantages to be derived from the removal of the Alexandria Aqueduct (or in case it is allowed to remain and be reconstructed, to have a draw in it,) he offered the following resolutions, which were unanimously adopted:

*Resolved*, That Georgetown possesses great natural advantages for navigation, commerce, and manufactures, being situated at the head of tide-water navigation on the Potomac, and at the original outlet of the Chesapeake and Ohio Canal into said river – its port and harbor having a natural water-front of more than three miles of deep navigable water on said river, and also in close proximity to it, a water power, supplied by said Canal, capable of being made equal to any in the United States, and that in view of these natural advantages, all that is needed to insure its greatness as a commercial and manufacturing city, is, that they shall be properly improved, and that the artificial obstructions to its development, imposed and now sought to be continued by wily adversaries, shall be removed at all hazards and at any cost.

*Resolved*, That in these respects the interests of Georgetown, Washington and Alexandria are all essentially the same being similarly situated; and that the competition for the great coal trade of the West is now no longer, as formerly, between them, but is generally between them and Baltimore which seeks, by divisions, by the revival of old feuds, by the continuance of old artificial obstructions, and by the creation of new ones, to divert to its port by railroad, the trade which would otherwise, more naturally and cheaply, find its way to market from their ports by means of the Chesapeake and Ohio Canal and Potomac River.

*Resolved*, That the Alexandria Canal as a means of transportation for the coal trade to that city, is now entirely useless – every legitimate end which it can accomplish for Alexandria and this region of country being now easily and cheaply attainable by means of canal boats towed from the outlet-lock at Georgetown to Alexandria by tow-boats on the Potomac river.

*Resolved*, That while this canal, as a whole, is thus useless, the Aqueduct, by which it crossed the Potomac at Georgetown, is worse than useless; that it is a positive nuisance, destructive of the best interest of the whole community, and that as such, it must be abated.

*Resolved*, That the lessees of the Alexandria canal well know, and admit the uselessness of the canal as such, and would gladly be released from their obligation to maintain it, but under the present misconception of Alexandria, as to her true interest, they use it merely as a pretext whereby to acquire the use of the piers of the aqueduct for railroad purposes, and to that end have entered into combination with Baltimore and its agents to perpetuate the obstruction formed by the aqueduct to the development of the navigation, commerce and manufacturers of this city, and also, to create other by the erection of railroad and other bridges on the piers of the aqueduct, without draw-bridges therein.

*Resolved*, That this whole community, without distinction of persons, is vitally interested in preventing the reconstruction of the aqueduct, now fortunately in ruins; and that it is equally interested as a whole, in preventing the use of the piers thereof, under whatever insidious pretense for bridge or railroad purposes, except upon the indispensable and unalterable alternative of draw-bridges in any structure which may be placed thereon, or of the elevation of said piers to such a height as to permit the free and unobstructive passage of vessels of the largest class under said structures in high water.

*Resolved*, That according to the best of our information, after careful examination, the piers of the aqueduct cannot be used for bridge or railroad purposes without the legislation of Congress, and that every attempt to obtain such legislation should be met with persistent and undying hostility except upon the condition of draw-bridges on the Georgetown side.

*Resolved*, That the people of Georgetown have too long slumbered and slept, and indolently submitted to be made the victims of the cupidity and ambitious designs of others, and that, in our judgment, every laboring man, every property-holder, every merchant – in short, every person identified with the present and future prosperity of our city, is now imperatively called upon to discountenance and resist by every legitimate means in their power, the re-

enactment of a new form, of the insidious scheme for its destruction which was originally plotted when the aqueduct was located at its present site.

*Resolved*, That a copy of these resolutions be transmitted to the Mayor and Councils of Georgetown, as the proper representations of our common interests, and that they be urged to take active measurements and to co-operate with the citizens in obtaining from the courts and from Congress, protection from the evils which threaten our destruction.

Messrs. Wm. Duval, Geo. Waters, Jenkin Thomas, W. H. Tenney and others, made remarks on the subject, after which the meeting adjourned to meet again on Thursday next.

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*Ibid*, p. 3. **Georgetown and the Alexandria Canal and Aqueduct** – We place in our columns today, for the information of our citizens, the proceedings of a meeting held in Georgetown last week, in relation to the Alexandria Canal and Aqueduct. We have so often commented upon and exposed the selfishness and injustice of the attempts made in Georgetown to prevent the occupation and use of the Alexandria Canal, designed and built for the only and express purpose of enabling this city to compete with Washington and Georgetown for the trade of the Chesapeake and Ohio Canal – that we shall not weary our readers with going over the same grounds again, in connection with these last proceedings, and in refutation of the resolutions reported as adopted. – We have over and over again published the history of the Canal and Aqueduct, secured to Alexandria by charter, by right of property, and by honor and good faith. Nor would these efforts to injure Alexandria ever have been made, but for the accident of the property having been, for war purposes, temporarily occupied by the government – and the further fact – that it was found that, by restoring and rebuilding the Aqueduct, Alexandria was coming again to be the depot of the Cumberland Coal Trade! With regard to the accusations and charges against the

Lessees of the Canal, and their plans and purposes, it is proper for them to answer and deny the allegations, which we have no doubt they will do. We cannot and do not believe in these charges. Heretofore, the Lessees have fulfilled their avowed design, as far as we have known or believe, in good faith. – What their purpose may be in regard to a bridge over the trunk of the Aqueduct has nothing to do with the question. This city, according to the terms of the lease, is interested in the matter involved in the lease, only in relation to the Canal, and the Aqueduct as a portion of the Canal. Other subjects are for other times or other occasions. What we contend for, is the right to own, and the right to use, works, built by the money of the citizens of Alexandria, or procured through them and for their benefit, guaranteed to Alexandria by the Chesapeake and Ohio Canal Company, acceded to without dissent by Georgetown itself, secured by acts of Congress, and acts of the Virginia Legislature, and never questioned, until a selfish spirit induced an adjacent town, to take advantage of a public calamity, to injure the trade, and retard the prosperity of a neighboring city.

*Sun*, Tue. 7/9/67, p. 1. **LETTERS FROM WASHINGTON** – The Merchants' Exchange of Georgetown have had a nice meeting recently, and passed resolutions setting forth the greater natural advantages of that city for navigation, commerce and manufactures; declaring that the competition for the great coal trade of the West is between them and Baltimore, which seeks, by divisions and the revival of old feuds and the odd artificial objections, to divert to its port, by railroad, a trade which would naturally and cheaply find its way to market from their port by means of the Chesapeake and Ohio canal and the Potomac river; that the Alexandria canal is useless, and the aqueduct by which it crosses the Potomac worse than useless and a positive nuisance, which must be abated; that the lessees of said canal have entered into combination with Baltimore and its agents to perpetuate the

obstruction formed by the aqueduct, and to create others by the erection of railroad and other bridges on the old piers of the aqueduct without drawbridges therein.

That the business community of Georgetown will do their utmost to prevent the reconstruction of the said aqueduct and the use of the piers under it for any kind of bridge or other structure, or the elevation of said piers to such height as to admit the passage of vessels of first class under it at high water; that they will resist all attempts of the kind in and out of Congress, except on the condition of drawbridges on the Georgetown side, and that the citizens of Georgetown have slept too long, and must now wake up and discountenance and resist the re-enactment of the ponderous scheme for its obstruction which was originally plotted when the aqueduct was located at its present site.

ES, Tue. 7/9/67, p. 4. **The Outlet Lock**

The work of reconstructing the outlet lock at Rock Creek was begun a few days ago by the contractors, Messrs. Maynard & Dester. The completion is limited by the contract to the 1<sup>st</sup> of September, but it is probable that it will be finished at an earlier date. The contract price is \$8,500. The opening of this lock opens the canal to Washington, and the coal trade with Alexandria can be carried on by way of the Potomac, instead of the Alexandria canal, which is closed for this season at least.

**Shipments** – The Central Company today shipped 330 tons of coal; the American Co., 890 tons. The Cumberland and Borden Companies made no shipments.

**The Canal** – The arrivals today are few, the boats properly arrived are but two. It is said some mishap has occurred at the Seven Locks, which has caused a detention. Altogether the arrivals are but seven, to the Cumberland Co., 104-17 tons coal; Central Co., 106-17 tons; American Co., 327-09 tons; Borden Co., 108-10 tons; Consolidation Co., 111 tons.

Departed – J. A. Suter, dry goods, to Antietam; Morse, sundries, to Seneca, and 27 boats, light.

CA, Wed., 7/10/67, p. 3. **The Coal Trade, By C. & O. Canal.** There were dispatched from the port of Cumberland, during the last week, 126 boats laden with 13,718 10 tons of coal, forwarded by the following companies:

American	3,411 07
Borden	1,671 15
Central	2,544 18
Hampshire	1,060 14
Cumberland Coal & I.	2,669 11
Consolidation	2,360 05
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	13,718 10

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**Canal Dam No. 5.** - The contract has been concluded between Mr. Lewis G. Stanhope of Washington County and the Chesapeake and Ohio Canal Company, for the completion of Dam No. 5 on the Potomac River, so as to insure safe and uninterrupted navigation on that work. Mr. S. formerly had this contract, but work was suspended on it during the war and the present is rather a renewal of the old contract. The Hagerstown *Free Press* says that Mr. Stanhope has already commenced operations on the Dam and is desirous of employing a large number of hands. A good opportunity for the unemployed is here offered.

Sun, Wed. 7/10/67, p. 4. **LETTER FROM WASHINGTON** – Alexandria and Georgetown are engaged in an animated squabble over the Alexandria canal and the Georgetown aqueduct. Each party complains of injury to their particular interests, and the object of both is to control or receive the benefits of the coal trade of the Chesapeake and Ohio canal.

ES, Wed. 7/10/67, p. 3. **Shipments** – From Ray's Docks, 550 tons of coal. Several of the coal companies, for want of boats to take the coal down the river, are unloading it upon their wharves.

**The Canal** – This morning the workmen at the wharves and docks were at work, and the mills and manufactories in full operation. The arrivals

were thirteen, all with coal: - 113-19 tons, to Hieston & Co.; Central Co., 331-03 tons; Cumberland, 107 tons; Borden Co., 445-12 tons; Consolidation Co., 114-17 tons; American Co., 209-03 tons.

Departed – Twelve boats, light.

AG, Fri. 7/12/67, p. 4. **Water Power** – At a meeting in Georgetown yesterday, in relation to organizing of a Potomac Water Power Company, Mr. Wills, said “he had a contract in his possession – a contract with Mr. Dodge with the Chesapeake and Ohio Canal Company – refuting the charge that the Alexandria Canal had any interest in water power. Mr. W. read from the annual report of the Chesapeake and Ohio Canal of 1859, relative to leasing the water power of the Alexandria Canal, and argued that they were not entitled to it, as they did not accept it during the limited time offered them. (Sixty days.) Therefore, the offer had been cancelled by lapse of time.” – Will not this matter be looked into, at once?

ES, Sat. 7/13/67, p. 3. **Shipments of Coal** – 2,390 tons of coal were shipped from the Consolidation wharf during the past week; 6,500 tons from Ray’s Dock; Cumberland wharf, 950 tons; Borden Co.’s wharf, 1,806 tons.

**The Canal** – Eight boats arrived this morning and seventeen yesterday; three with coal for the Central Co., five to the Consolidation Co., nine to the American Co., four to the Borden Co., and one for the Hampshire and Baltimore Co. Departed – Eight boats departed this morning and sixteen yesterday.

AG, Sat. 7/13/67, p. 4. **Georgetown Against the Aqueduct** – The furor against the Aqueduct increases in Georgetown. We copy, for the information of our readers, the “sayings and doings” on the subject in the Georgetown Councils, as given by the Washington correspondent of the Baltimore *Sun*: “The Aqueduct and Alexandria Canal occupied the

attention of the Georgetown councils last night, in informal joint session. It was again declared that the Georgetown people had been “asleep” and “betrayed,” etc., when they allowed the aqueduct to be built, and that it must not be suffered to be rebuilt or repaired. Mr. Wills made a long speech against the lessees of the Alexandria canal, and asserted that it cost more to get coal through it to Alexandria than by means of tugboats on the Potomac river; that the canal had been leased to a band of speculators who had not the interests of either of the cities at heart; that the trade would eventually go to Baltimore, and arrangements were now being made with the Baltimore and Ohio Railroad Company. – Baltimore wants to keep the trade they have, and their object was to get possession of those piers for railroad purposes. Now, if these piers were worth \$20,000, the Alexandria canal only got \$1,000 a year for them, and this shows the value of that canal. They cannot put a railroad bridge there without the legislation of Congress, and it was for this community to see that no bridge goes there without the proper draws. After further debate, the informal session was dissolved, and each branch adopted a resolution appropriating dollars and appointing standing committees to aid in securing the removal of the aqueduct.”

Mon. 7/15/67, p. 3.<sup>9</sup> **Receipts and Shipments of Coal** – The receipts and shipments of coal at Georgetown during the past week are thus announced: Receipts – Borden Co., 1,800 tons; Cumberland Co., 2,136 tons; Hampshire and Baltimore Co., 759 tons; American Co., 4,000 tons; Central Co., 2,600 tons; Consolidation Co., 2,137 tons. Shipments – Borden Co., 2,000 tons; Cumberland Co., 631 tons; Hampshire and Baltimore Co., 442 tons; American Co., 4,170 tons; Central Co., 2,936 tons; Consolidation Co., 2,033 tons.

<sup>9</sup> *Daily National Intelligencer*, Washington, D. C.

ES, Mon. 7/15/67, p. 2. [Editorial]

**WASHINGTON AND THE COAL TRADE –**

Now is the time, if ever, for the City of Washington to obtain a portion of the coal trade of the Chesapeake and Ohio Canal.

Circumstances have never been so favorable for us, and for a very small outlay we may secure a considerable portion of the traffic and reduce the price of bituminous coal to consumers here at least 35 to 40 cents per ton. Heretofore our dealers have had to receive their coal by way of Alexandria. The coal boats, after reaching Georgetown, could not come to this City, nor lock out into the Potomac except by way of the Alexandria Canal. This required their passage through the entire length of that canal – about seven miles – then the locking through into the Potomac, then their towage by steam tugs back to Washington, consuming about two days' time, at the following minimum expense: Tolls on Alexandria canal, \$10; towage to Washington, \$18; two days' time of boat, &c., \$12. Total, \$40. This estimate is very low. As the boats carry on an average about 100 tons each, here is an expense of forty cents per ton, leaving out of consideration the danger to boats in this roundabout passage, and the extraordinary delays which have occurred from the defective condition of the Alexandria canal and aqueduct, and which are always likely to occur from that or other causes. As that canal is now closed, coal has to be brought here from the wharves in Alexandria or carted from Georgetown at an expense even greater than that specified above. So much for the past. Now a few words as to the present and future. The Alexandria aqueduct is closed, as we have stated, and Georgetown is about to make extraordinary efforts to keep it closed to navigation. Whether that city will succeed in doing so or not, is not material to our present argument. Georgetown has recently raised the canal bridges, and coal boats can now reach Rock Creek without obstruction. The Creek has been deepened by recent freshets, so as to be navigable, and the Chesapeake and Ohio Canal Company is now engaged in

reconstructing the outlet lock at its mouth, so that boats can come into the Potomac at that point. This work will be finished about the first of September and will be advantageous as far as it goes. But if we desire to secure a portion of the canal trade, something more must be done. The canal from Rock Creek to 17<sup>th</sup> street is now a nuisance, and likely to be a cause of miasmatic disease this fall. The danger may be averted, and this short stretch of canal made navigable for coal boats at a very small expense, and if our city would undertake the work, without waiting for the Chesapeake and Ohio Canal Company, it would pay us ten-fold. The tolls for one mile amount to but little, (only three and four-fifth mills per ton,) and they would probably be remitted by the company if the work was made available by the city. Boats would then be able to come through to our wharves from Georgetown without delay, and with but little or no expense. We may thus not only obtain a portion of the coal trade, but materially lessen the price to our citizens of wood, building stone, grain and other produce, and many other articles which reach here by the Chesapeake and Ohio canal, and which we now have to cart from Georgetown at very heavy expense. The matter is one worthy of special consideration of our businessmen and the corporate authorities.

*Ibid*, p. 3. **Georgetown Matters –**

**Carrying a Pistol –** About 12:30 o'clock yesterday morning Officer Brown arrested L. Johnson, captain of a canal boat, on the charge of carrying concealed weapons. He was taken to the office of Justice Buckey, where he stated that, having to deposit a large sum of money in Washington, he carried the pistol for protection. The Captain's story being corroborated, the Justice dismissed him.

**Receipts of Cumberland Coal –** For the week ending Saturday, the following have been the receipts of Cumberland Coal by canal: Borden Company 1,800 tons; Cumberland Company 2,136 tons; Baltimore and Hampshire Company 759 tons; American Company 4,000 tons;



Central Company 2,600 tons; Consolidation Company 2,137 tons.

AG, Mon. 7/15/67, p. 3. **The Canal Aqueduct** – A Washington newspaper thus describes the present condition of the Alexandria Canal Aqueduct: “The aqueduct trunk now presents a generally dilapidated appearance. How it withstood the quantity of water a short time since, when the canal boats were floated across, is something of a mystery, as a majority of the heavy timbers are badly decayed, and the structure seems ready to fall of its own weight. The stone piers, however, are in good condition, and will undoubtedly bear the weight of the railroad bridge which will probably be constructed upon them.”

ES, Tue. 7/16/67, p. 3. **Shipments of Coal** – 1,725 tons of coal were received and shipped from Ray’s Docks today.

**Arrivals by the Canal** – Eighteen boats arrived by way of the Chesapeake and Ohio canal yesterday afternoon and this morning; 3 bring coal to the Borden Company; 4 to the American; 3 to the Hampshire and Baltimore; 4 to the Central; and 2 to the Consolidation. Thirty boats have gone out in the same length of time.

**Bridge Improvement** – Workmen are engaged today repairing the foot bridge over the canal near the aqueduct, making it stronger and firmer. The passage of boats underneath it had so racked it that it was considered unsafe.

ES, Wed. 7/17/67, p. 4. **Business on the Canal** Thirty-four boats arrived by canal yesterday afternoon and this morning: five with coal to the Borden Co.; nine to the Central Co.; two to the Hampshire and Baltimore Co.; nine to the American Co.; three to the Cumberland Coal and Iron Co.

Departed – Twenty-nine boats have gone out in the same length of time.

**Shipments of Coal** – From Ray’s Docks today, 1,520 tons; from the Borden Co., 460 tons.

Sun, Thu. 7/18/67, p. 1. **Suit Against the Chesapeake and Ohio Canal** – A bill in equity has been prepared, at the suit of G. L. Walker and others, against the president and directors of the Chesapeake and Ohio Canal Company, which has for its object a sale and transfer of the canal for the purpose of paying the preferred creditors of the Canal Company. The bill charges that the Canal Company is heavily indebted to certain creditors, for whose benefit a mortgage was executed on the canal by the State of Maryland. That for fifteen years the company has paid no interest on the debt, nor is there any likelihood of its ever-paying interest. That the Legislature of Maryland, at its last session, passed a law giving the control of the canal to the preferred creditors, which law the Governor and Board of Public Works of Maryland refuse to carry into effect.


The bill asks for an injunction to prevent the president and directors carrying on the canal, and for the appointment of a receiver to take charge of its assets, books and property to abide the final decree of the court.

ES, Thu. 7/18/67, p. 3.

**GEORGETOWN ADVERT’MTS.**

**FOR THE GREAT FALLS OF THE POTOMAC.**

The beautiful New Canal Packet Boat, JNO. J. BEALL, Capt., John Reingrover, will leave George Waters’ Wharf every TUESDAY, THURSDAY, and SATURDAY at 7 o’clock a. m., commencing Tuesday 23d, for the GREAT FALLS, returning same day. Fare for round trip 75 cents Refreshments on board by F. Freund.



Jy 18-67\* JNO. RIENGROVER.

The above advertisement first appeared on July 18, 1867 and ran 6 times.

**Shipments of Coal** – From Ray’s Docks today 1,300 tons; from the Cumberland Coal and Iron Company, 350 tons; from the Borden Company, 260 tons; and from the Hampshire and Baltimore Company, 161 tons.

**The Canal** – Twenty-three boats arrived yesterday afternoon and this morning with an average of 110 tons of coal, each consigned to the different companies as follows: - 6 to the American, 4 to the Central, 4 to the

Consolidation, 6 to the Cumberland Coal and Iron, and 2 to the Hampshire and Baltimore Company. The boat George Moler brought lime for Mr. Wm. H. Godey, and the boat Ida, passengers from the Falls. Twenty-eight boats departed in the same length of time.

*Sun*, Fri. 7/19/67, p. 4. **LETTERS FROM WASHINGTON** – It is said that Mr. Henry D. Cooke and other wealthy citizens here have purchased the Seneca stone quarries located on the Chesapeake and Ohio Canal, about twenty miles north of this city, and that they will proceed to work them again in a very short time.

ES, Fri. 7/19/67, p. 3. **Shipments of Coal** From Ray’s Docks today, 660 tons, and from the Hampshire and Baltimore Co.’s docks, 330 tons. **The Canal** – Business on the canal today seemed quite dull. Only nine boats arrived yesterday afternoon and this morning: 2 with coal to the Central Co., 1 to the Borden Co., 2 to the Consolidation Co., 1 to the Hampshire and Baltimore Co. and one to the American Co. Departed – Twenty-one boats have departed in the same length of time.

ES, Sat. 7/20/67, p. 4. **The Canal** – Eighteen boats have arrived with coal, and one with stone. 13 boats have departed. 151 boats have come in during the week, and 368 thus far this month. **Shipments of Coal** – The amount shipped from the Consolidation Co. during the week was 1,900 tons; from Ray’s Docks, 8,100 tons; from the Borden Co., 996 tons; from the Cumberland Co., 600 tons, and from the Hampshire and Baltimore Co., 1,100 tons.

ES, Mon. 7/22/67, p. 3. **Shipments of Coal** 1,700 tons were shipped from Ray’s Docks today; 240 tons from the Cumberland Co., and from the Borden Co., 400 tons. **The Canal** – The whole number of boats arrived by the canal on Saturday afternoon, during Sunday and this morning were 26, bringing coal

to the Central, Borden, Consolidation, American, Cumberland and Hampshire and Baltimore Companies; one boat brought cement and lumber for George Waters. Departed – 28 boats have departed in the same length of time.

Tue. 7/23/67, p. 3.<sup>10</sup> **Receipts and Shipments of Coal.** – During the past week the following were the receipts and shipments of coal in Georgetown: The Consolidation Co., received 2,533 tons and shipped 1,900 tons; the Central Co., do. 4,070 tons, do. 3,900 tons; the American Co. do. 3,900 tons, do. 4,200 tons; the Hampshire and Baltimore Co. do. 1,500 tons, do. 1,600 tons; the Cumberland Company do. 2,000 tons, do. 600 tons; the Borden Co. do. 1,540 tons, do. 996 tons. Total receipts 15,543 tons. Total shipments 13,196 tons.

ES, Tue. 7/23/67, p. 4. **Shipments of Coal** From the Consolidation Company today, 403 tons; from Ray’s Docks, 1,430 tons; from the Hampshire and Baltimore Company, 209 tons. **The Canal** – Twenty-seven boats have arrived yesterday afternoon and this morning: 8 with coal to the Cumberland Co.; 6 to the American Co.; 1 to the Hampshire and Baltimore Co.; 5 to the Central Co.; 1 to the Borden Co.; and 2 to the Consolidation Co.; besides a few to individuals. Departed – Twenty-five boats have departed in the same length of time.

CA, Wed., 7/24/67, p. 3. **The Coal Trade, By C. & O. Canal.** There were dispatched from the port of Cumberland, during the last week, 130 boats laden with 14,257 01 tons of coal, forwarded by the following companies:

American	3,878 03
Borden	1,764 17
Central	3,852 17
Hampshire	865 03
Cumberland Coal & I.	1,917 15
Consolidation	1,976 10
	<hr/>
	14,257 01

<sup>10</sup> *Daily National Intelligencer*, Washington, D. C.

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**Chesapeake & Ohio Canal.** - An adjourned meeting of the stockholders of the Chesapeake & Ohio Canal Company was held at Annapolis, on Friday last, when the opinion of Attorney General Randall, requested by resolution at a previous meeting, was submitted upon the question of the constitutionality of the act passed at the late session of the General Assembly, authorizing "the Board of Public Works to vote the stock of the State in the Chesapeake and Ohio Canal Company for a President and four Directors upon the nomination of the holders of the preferred bonds of the said Company." The State was represented in the meeting by the Board of Public Works, composed of Gov. Swann, Comptroller Leonard and Treasurer Fowler; the United States was represented by W. S. Huntington, of the First National Bank of Washington; the corporation of Washington and Georgetown, District of Columbia, and Alexandria, Virginia, by Mayors Wallach, Welch and Latham; the State of Virginia by Bradley T. Johnson; and certain private stockholders by ex-Governor Pratt, Nelson Poe, John P. Poe and William Price. Mr. Randall's opinion was read, in which he holds that the Legislature has no power or authority to pass the act referred to, and that the Constitution confers exclusively upon the Board of Public Works the power to appoint the Directors of the Canal Company. Resolutions presented at a previous meeting, proposing to accept the act of Assembly as binding, were then taken up, when Comptroller Leonard offered, as a substitute, a series of resolutions declaring the act of Assembly in direct conflict with the Constitution of the State, rejecting it as of no "binding force upon the Board of Public Works representing the interest of the State," and adjourning until the 27th of August, 1867, when an election will be held for a President and Directors, which were adopted.

NR, Wed. 7/24/67, p. 3. **Chesapeake and Ohio Canal.** - The tolls on the Chesapeake and Ohio Canal for the week ending July 20, 1867,

amounted to \$3,670.05; on tolls ascending, \$598.97; on tolls descending, \$3,071.08. This is an increase over the previous week of over \$1,300.

**The Canal.** - The arrivals of coal boats for a day or two past, have been quite brisk, averaging 107 tons each for our several companies here.

ES, Wed. 7/24/67, p. 3. **Steam Packet Boat** – The steam packet boat "Minnesota," W. H. Ritter captain, is now being repaired, having a new engine placed aboard, and receiving a general overhauling. After the 1<sup>st</sup> of August, she will make regular trips, by way of the canal, between Georgetown and Knoxville, Md.

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**Notice** – The packet boat J. J. Beall will not make any more trips to the Falls until further notice.  
 John Riengrover.

ES, Thu. 7/25/67, p. 4. **Shipments of Coal** From Ray's Docks today, 550 tons; and from the Borden Co., 290 tons.

**The Canal** – Nineteen boats have arrived during yesterday afternoon and this morning, bringing coal to the different companies as follows: 2 to the American, 7 to the Central, 2 to the Borden, 2 to the Consolidation, 3 to the Cumberland, 1 to the Hampshire and Baltimore; 1 boat with limestone, and the J. J. Beall with passengers from the Falls. Twenty-one boats have gone out since the last report. The boats were detained somewhat today, by reason of the repairs now in progress upon a sill at dam No. 4.

ES, Fri. 7/26/67, p. 4. **The Canal** – Sixteen boats have arrived since the report of yesterday, and eighteen have gone out.

**Shipments of Coal** – From the Consolidation Co., 160 tons; from Ray's Docks, 972 tons; and from the Cumberland Co., 400 tons.

ES, Sat. 7/27/67, p. 3. **The Canal** – The business on the canal has revived somewhat. Twenty-two boats have arrived since the last report: six bringing coal to the American Co.,

four to the Consolidation Co.; four to the Central Co.; four to the Cumberland Co.; and one to the Hampshire and Baltimore. One boat came down without a cargo.

Departed – Twenty-two boats have gone out since the last report.

**Shipments of Coal** – The Consolidation Co. have shipped during the week 740 tons; 6,700 tons have been shipped from Ray’s Docks; from the Cumberland Co., 2,650 tons; from the Borden Co., 1,000 tons; and from the Hampshire and Baltimore Co., 450 tons.

**New Wharf** – Mr. S. D. Castleman is building a new wharf on the bank of Rock Creek, just below the new bridge, which will be 130 feet in length, and finished in a few days. This will aid him materially, as it will afford a place upon which to unload his limestone.

ES, Tue. 7/30/67, p. 3. **A Tough Customer**  
 Officer James Warwick was yesterday looking for a man along the canal who committed a breach of the peace, and who he was informed had gone aboard of one of the canal boats. As he was continuing his search, a captain upon one of the boats upon which he went, named John Swain, met him with “What do you want?” The officer explained his mission, when S. replied “If it were a d—d nigger you would not look a step for him.” Mr. Warwick paid him no attention to this remark but continued to institute his search, when S. turned to him and ordered him off the boat, he “had no right there.” The officer replied that he had a right to search for a prisoner upon any man’s boat and would do so, at which S., who is a large, heavy built, stout man, attempted to eject him from the boat; in strength he overpowered the officer and three times nearly succeeded in throwing him into the canal, and probably would have done so had not the officer, in self-defense, struck him upon the head with his club, which completely subdued him, and he consented to go to the station house, bleeding like an ox. He was brought before Justice Buckley who, after hearing the circumstances, said he would have to fine him \$5.50. S. spoke

up, in a tone of contempt, “If it had been a d—d nigger, you wouldn’t fine him a cent.” He then pleaded that he had no money, whereupon the Justice said he would commit him to the workhouse, “to be chained to the floor, and to be fed on bread and water.” S. did not like this, and thought perhaps he could raise the stamps, whereupon officer Warwick said, that though he had treated him so bad, he would go for the money with him. Said Justice Buckley – “Wait a moment, I have got this commitment nearly written, the workhouse is the best place for him.” S. then begged, and offered to raise the money forthwith, which he did, and was dismissed.

**The Canal** – Twenty-five boats have arrived since our last report. Thirty-three boats have gone out. Business continues to be lively. Bad whiskey was the cause of a general disturbance along the canal yesterday evening; two men set to and had a lively fight, then a one-armed man got into the rumpus and it is said he came off victorious. He downed his man, then gaining possession of a stone wanted to kill him, because he was a Maryland man, and born in Baltimore. A boy and a woman got into a fisticuff and had a lively time of it for a few moments, the boy finally came off victor and then declared that he could “whip any woman in town.”

**A New Bridge** – Workmen commenced this morning to tear down an old bridge across the Canal, near the foot of Fayette street, where a more substantial one is to be built and completed in a few days.

**Shipments of Coal** – From Ray’s Docks 1,330 tons; from Borden Co. 550 tons; from the Cumberland Co. 850 tons.

CA, Wed., 7/31/67, p. 3. **The Coal Trade, By C. & O. Canal.** There were dispatched from the port of Cumberland, during the last week, 132 boats laden with 15,103 01 tons of coal, forwarded by the following companies:

American	3,995 14
Borden	1,709 15
Central	3,952 11
Hampshire	841 08

Cumberland Coal & I.	2,299 04
Consolidation	<u>2,261 09</u>
Total	15,103 01

NR, Wed. 7/31/67, p. 3. **Georgetown News – Refitting** – Capt. Ritter is refitting the canal boat “Minnesota,” by thoroughly repainting and introducing a new boiler. The “Minnesota,” when finished, will make regular trips on the canal, and, being propelled by steam, will be eagerly sought by pleasure-seekers.

ES, Wed. 7/31/67, p. 3. **Shipments of Coal.** From Ray’s Docks today, 1,411 tons; from the Cumberland Co., 800 tons; and from the Borden Co., 280 tons.

**The Canal** – Business on the canal is rather slack today; 24 boats have come in since our last report.

Departures – The number of departures is increased to 32 boats.

ES, Thu. 8/1/67, p. 4. **Suspicion of Larceny.** A man named Barney McQuade, a boatman, appeared at the station house yesterday afternoon, charging Mollie Johnson and John H. Moulton, a boatman, with the larceny of some clothes. The Justice heard the evidence in the case, but did not consider it sufficient to establish the guilt of the accused, and therefore dismissed the case.

**Shipments of Coal** – From the Consolidation Co. today, 242 tons; and from Ray’s Docks, 1,430 tons.

**The Canal** – Business along the canal continues slack, and 18 boats have arrived since our last report, while 25 have gone out.

ES, Fri. 8/2/67, p. 4. **Shipments of Coal.** From Ray’s Docks today, 1,320 tons; from the Cumberland Co., 200 tons; and from the Borden Co., 265 tons.

**The Canal** – Business on the canal is much retarded from the fact that the water is very low. Yesterday and today the superintendent of the canal was obliged to order the water shut off

from the mills for an hour, that the boats might pass more freely upon the canal; 21 boats have come in since our last report and 24 have gone out.

NR, Sat. 8/3/67, p. 3. **Georgetown News – The Potomac Mills** – Two boats have departed with 160,000 feet of lumber, for Shepherdstown, Va., which is to be used in the construction of additional mills for the Potomac Cement and Manufacturing Works, located there. The construction of the buildings will be under the supervision of Mr. John F. Collins, superintendent of the company, and we learn large shipments of an excellent quality of cement may be expected here in a few weeks.

**Cramped for Room** – Business on the line of the canal appears to be now fairly opening, and such is the demand for wharfage that captains of canal boats are compelled to discharge cargoes high up from town, in order to make return trips, at an additional cost of 25 percent. This is owing to the miserable condition of the canal, near Rock Creek, the basin not being prepared to receive boats.

**Fell in the Canal** – A woman named Karr, in crossing the aqueduct bridge, missed her footing, and fell in the canal, near the collector’s office, on Thursday night. She was accompanied by her husband, who seemed to be bewildered, but by the timely interference of a couple of men, crossing at the time, the woman was rescued from drowning.

**Jam of Boats** – We noticed yesterday considerable difficulty with the canal boats, between Ray’s Docks and Welch’s mills, owing to mismanagement in descending. A number became jammed and sustained slight injuries.

Boats above the aqueduct should not be permitted to pass down unless the way is clear.

**New Wharf** – Mr. John M. Stake, we learn, has leased the wharf on the canal, above Congress street, for the purpose of discharging boats laden with gneiss stone, for which there is a brisk demand at present, from the quarries above.

**Bark** – We notice the arrival by canal of a boat, loaded with bark for tanning purposes, from near Hancock, Md., consigned to Mr. John E. Cox, of this town.

ES, Sat. 8/3/67, p. 3. **Shipments of Coal** – The amount of coal shipped during the week was: - From the Consolidation Co., 755 tons; from Ray’s Docks, 7,000 tons; from the Cumberland Co., 2,430 tons; and from the Hampshire and Baltimore Co., 900 tons; total 11,085 tons.

**The Canal** – Thirty boats have arrived since our last report, while twenty-four boats have gone out. The water still remains low. The amount received from tolls for last month was \$13,743.15; decrease of \$500.81 from the month of June.

ES, Mon. 8/5/67, p. 3. **Shipments of Coal** – From Ray’s Docks today, 1,750 tons; from the Cumberland Co., 300 tons; and from the Borden Co., 460 tons.

**The Canal** – Business along the canal this morning is quite brisk, there is a better supply of water, thus affording the boats a free and easy passage. Thirty boats have come in since our last report, and twenty-nine have gone out.

CA, Wed., 8/7/67, p. 3. **The Coal Trade, By C. & O. Canal.** There were dispatched from the port of Cumberland, during the last week, 117 boats laden with 13,039 08 tons of coal, forwarded by the following companies:

America	3,758 16
Borden	1,629 15
Central	3,427 06
Hampshire	643 09
Cumberland Coal & I.	2,251 02
Consolidation	1,329 00
Total	13,039 08

**Improved Canal Boat.** - A new section canal boat, invented by Col Wm. Frick, of Chester, Pennsylvania, is to be used on the Susquehanna Canal. The boat has been constructed so as to move double the quantity now moved by a single

boat, thus greatly reducing the cost of transportation. It has been examined by gentlemen connected with other canals, who have given it their unqualified sanction. Those directly interested in transportation on our canal should inquire into the actual merit of the improvement, and if it will reduce the cost of carrying anything like what is claimed, at once adopt it in the construction of new boats.

ES, Thu. 8/8/67, p. 3. **Shipments of Coal.** From Ray’s Docks today, 1,100 tons, and from the Cumberland Co., 492 tons.

**The Canal** – The canal is now well supplied with water. Fifteen boats have come in since our last report, and sixteen gone out. Several that have come in had not reported up to a late hour today. One of the boats arriving brought corn and wheat, another limestone, and the others coal consigned to the different companies.

**Cruelty to Animals** – A mule upon the towpath of the canal was taken suddenly sick with the colic this morning, and, contrary to the wishes of the driver, would lay down, and was likely to die, whereupon the driver commenced to beat the poor dumb brute unmercifully to make it get up. Luckily there were no police officers nearby.

ES, Fri. 8/9/67, p. 3. **Trial Trip** – The steam packet “Minnesota,” Capt. Ritter, which has been undergoing repairs for the past three or four weeks, made her trial trip yesterday evening, going up as far as Little Falls and back. She will commence on Monday to run regularly between Georgetown and Knoxville.

**The Canal** – Twenty-six boats have arrived since our last report, one bringing limestone to Joseph Flanagan the others coal, consigned to the Consolidation, Central, American, Borden and Cumberland Companies. The same number of boats have gone out.

**Shipments of Coal** – From the Consolidation Co., 277 tons today; from Ray’s Docks, 900 tons; and from the Cumberland Co., 242 tons.

AG, Fri. 8/9/67. p. 4. **The Alexandria Aqueduct** – The work of removing the aqueduct of the Alexandria canal at Georgetown is progressing rapidly. Workmen are engaged in tearing up the footway and have boarded up the northern end to prevent persons from crossing it.

NR, Sat. 8/10/67, p. 3. **Closed to Travel** – The footway over the Aqueduct Bridge has now been closed to pedestrians, and the only communication here with Virginia is by the rope ferry. We also learn that the Chain Bridge will shortly be shut off from travel in order to make necessary repairs. With the temporary closing of Rock Creek Bridge, at K street, and the complete cutting off of communication with the Virginia shore, surely our ancient town may be regarded as isolated from “the rest of mankind.” It is time that our people devise and agitate some feasible plan by which Georgetown can be of easy access to the “outer world,” or else we will soon be in the same predicament as the Japanese and other “barbarians,” by being confined within a wall.

**Watch Stolen** – A canal boatman was relieved yesterday of his watch and some papers, while asleep on his boat. No clue to the thief.

**Coal Trade** – There were 1,200 tons of coal shipped from the Consolidation, Cumberland and Ray’s Docks yesterday.

**The Canal** – Business on the canal yesterday was rather slack. Several boats with coal and grain arrived.

ES, Sat. 8/10/67, p. 3. **Shipments of Coal.** From the Cumberland Co. during the week, 2,854 tons; from the Borden Co., 1,075 tons; from Ray’s Docks, 6,532 tons; and from the Consolidation Co., 1,341 tons.

**The Canal** – Twenty-nine boats have arrived since our last report, and twenty-six have gone out, all light. Not much is doing today along the canal in the way of unloading boats.

ES, Tue. 8/13/67, p. 3. **Shipments of Coal.**

From Ray’s Docks today, 580 tons; from the Cumberland Co., 385 tons; and from the Borden Co., 280 tons.

**The Canal** – Twenty-eight boats have arrived since our last report, and twenty-five boats have gone out. There is a better supply of water than yesterday; still there is not enough, and as long as the water in the river remains low, there will be a scarcity in the canal, unless a new dam be built where dam No.1 now is. The water will continue to be low at times until a new dam shall have been built.

CA, Wed., 8/14/67, p. 3. **The Coal Trade, By C. & O. Canal.** There were dispatched from the port of Cumberland, during the last week, boats laden with 19,406 05 tons of coal, forwarded by the following companies:

American	4,065 07
Borden	2,540 09
Central	4,037 17
Hampshire	1,502 05
Cumberland Coal & I.	4,521 15
Consolidation	2,738 12
Total	<hr/> 19,406 05

ES, Wed. 8/14/67, p. 2. [Editorial]

**CHESAPEAKE AND OHIO CANAL** – The question how to deal with this canal is just now agitating the Maryland State Constitutional Convention. The Chesapeake and Ohio Canal seems, in fact, much such an elephant on the hands of the State of Maryland as is the Washington Canal upon the hands of this Corporation. It appears from the statements made that the affairs of the Chesapeake and Ohio Canal are yet in anything but a prosperous condition. There are now upon the canal 355 boats. Of this number one hundred and fifty are tied up idle, and 1,200 mules have been sold from the canal boats since July last, to enable the Captains to pay debts incurred while idle. The Cumberland boat yards are idle, and boats built in 1866 are rotting in the dock without making a single trip. The reason alleged for the suspension of business is the difference in the

cost of transportation between the Baltimore and Ohio Railroad and the canal. The freight by canal to Georgetown, D.C., is much higher than by railroad. The railroad has the power to regulate its own freights at all times to suit the demands of the trade, while the canal is hampered by having its rates of freight to the Board of Public Works for approval. The boats now running are those which the coal companies hold mortgages upon, allowing fifty dollars to be retained from the freight of each trip, as the debt would have proved worthless, unless the boat was employed. The year 1866 promised a largely increased business. Those captains who had invested their all in canal boats, horses and mules were in high hopes of a profitable season. But these flattering anticipations were blasted, as the Baltimore and Ohio Railroad Company opened the trade by a reduction of freight on coal seventy-five cents per ton, both from the Cumberland and Piedmont, while the tolls on the canal, by direction of the Board of Public Works, remained the same, thereby drawing the trade of the canal to the railroad as the cheaper channel.

A strenuous effort is now being made by the stockholders to secure more flexible management of the rate of toll, by which the canal can enter fully into competition with the railroad. Usually water carriage is deemed a much cheaper mode of conveyance for heavy freight than railroad carriage, and it is held to be an anomaly that the canal should be placed in a position debarring her from competing successfully with the railroad in the matter of cheap carriage. It requires no more money to keep the canal in navigable order for 500 boats than it does for 50. With the tolls fixed at the highest revenue point, and a confidence in its permanent management, 500 boats would be placed on the canal, and thus give employment to 2,500 men and boys, and require 2,000 mules, besides a large number of mechanics employed in the boatyards, which would create a floating city on the canal, bringing their supplies from the counties of Montgomery, Frederick, Washington and Allegany, affording a home market to the

farmer for his oats, hay, corn and bacon, and to the merchants of the villages and towns on the line of the canal for their respective articles of trade.

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*Ibid*, p. 3. **The Canal** – Fifteen boats have come in by way of the canal since our last report, bringing coal to the different companies, while twenty-two boats have gone out. The heavy rain of last night has raised the water in the canal to a desirable depth, and boats can now navigate with ease and speed.

**Wheat** – Workmen were busily engaged this morning in unloading one thousand bushels of wheat from a canal boat into Welch's mills.

AG, Thu. 8/15/67, p. 4. **Dangerous Bridge**  
 The bridge across the Alexandria Canal at the Georgetown Aqueduct is now stated to be in a dangerous condition, the frame on the east side of the bridge having, as some say, settled considerably lower than that on the west side.

ES, Fri. 8/16/67, p. 3. **Affairs in Georgetown – The Canal** – The late heavy rains have given to the canal a surplus of water, and done no damage, so far as heard from. The passage of boats during this last twenty-four hours has been quite brisk, 23 boats have come in since our last report: 21 bringing an average of 110 tons of coal, consigned to the Cumberland, American, Central, Consolidation, Hampshire and Baltimore, and Borden Companies. The Little Bob came in with 450 bushels of wheat, and the George Moler with limestone for Mr. Castleman. Twenty-five boats have gone out, the most of them light. The boats in the canal got into some pretty bad yaws this morning, which delayed the departure of the packet "Minnesota" and several canal boats.

**The Storm** – The late storm had the effect to damage the Alexandria Canal more or less. Mr. Dowling's lime, at the kiln near the Rock Creek, suffered some from the rain, and that gentleman was obliged to get up late at night and see that the lime was removed to a place of shelter. The



river, Rock Creek, and the canal are swollen almost to their utmost capacity. The streets are thoroughly cleansed; thanks to the rain for so much.

**Unsafe Bridge** – The bridge over the canal, near the aqueduct, is in a very unsafe condition, the boats having run against the supports until they are all out of place, and if not soon repaired, it is anticipated that some serious accident may follow, for the bridge looks as though it would tumble over at any moment.

NR, Sat. 8/17/67, p. 2. **GEORGETOWN NEWS – Our Mills – Their Capacity, &c.** – That persons at a distance, as also many residents of the District of Columbia, may form some idea of the manufactures of Georgetown, we will briefly enumerate our flour mills, their location and capacity, by which it will readily be seen that we have abundant facilities not only to supply our own wants with the great “staff of life,” but are enabled to manufacture flour for other domestic markets and shipments to foreign countries. Our water-power is immense, and when fully developed, will far surpass that of Lowell or any other place in the United States. The quality of Georgetown flour has a reputation for excellence not surpassed elsewhere, and some of our family brands have a world-wide celebrity.

The most important fact worthy of mention is that many of our millers are receiving large orders for the South American market, a trade heretofore almost exclusively held by the Richmond mills, which fully demonstrates the superiority of the brands and the capacity of the mills here to supply that important section of the world.

A.H. Herr & J. S. Welch’s “Columbia Mills” are located within the Corporation limits, near the Aqueduct, run eleven pairs of burrs for grinding wheat. These mills manufacture several grades of flour, including the celebrated “Welch Family,” and their capacity are 400 bbls. per day.

Herr & Welch’s new mill is located at the south end of the new market-house, and has nine

run of burrs, built under the supervision of Mr. Jas. S. Welch. This mill has been constructed without regard to cost and is among if not one of the finest mills to be found anywhere in the United States. Its capacity is from 300 to 400 barrels per day and is managed under the direction of Mr. James S. Welch. Here will be manufactured “Welch Family” and all other grades of extra and super flour for home consumption and foreign shipments.

A. Ross Ray & Brothers’ mills are located on the corner of Water and Potomac streets, and run four pairs of burrs, and have a capacity of about 300 bbls. a day. The “Arlington Family” and “Arlington Extra” flour, which are well known and have a high repute, are manufactured here.

D. L. Shoemaker’s “Foundry Mills,” a short distance above the aqueduct, have a capacity of 150 barrels per day, and run four pairs of burrs. Attached to the same is a corn mill, with one run of burrs, and has a capacity of 300 bushels of meal per day. Mr. S. manufactures the “Evermay” extra flour, which is a favorite brand and in good request.

George Shoemaker & Co.’s “Riverside Mills” are just below the Columbia Mills, and run four pairs of burrs, with a capacity of from 100 to 150 barrels per day. Here is manufactured the “Waverly Family,” “Riverside” and the “Magnolia” brands, the latter a superior high grade extra, for which there is a ready demand.

Evan Lyon’s mill on Rock Creek, a short distance above the old paper mill bridge, runs three pairs of burrs and turns out 100 barrels of flour per day. It is at this mill the “Union” and the “Metropolis” brands of extra are made, the reputation of which is well known.

John Davidson’s mill is near the aqueduct bridge, and runs four pairs of burrs, and has a capacity of about 125 barrels daily, and a superior quality of family and extra flour is here manufactured; which is in good request in Georgetown, and a considerable quantity finds its way to the Richmond market.

Gartrell & Cissell's "Lock Mills" are situated about three miles above town, on the line of the canal, and runs two pairs of burrs, with a capacity of 120 barrels per day.

There are a number of other mills, contiguous to Georgetown, the principal among which is John Darby & Son's "Chesapeake Mill," situated at Seneca, about 22 miles from here, and near the line of the Chesapeake and Ohio canal. This mill runs five pairs of burrs, with a capacity of 150 barrels per day. The "Chesapeake" is a high-grade flour and always finds a ready market in Georgetown.

We also have a fine corn-mill here, owned by Mr. Mark Young, which is located above the Columbia Mills. It runs two pairs of burrs and can grind five hundred barrels of meal per day.

It will be thus seen that the above enumerated mills have facilities for manufacturing daily from 1,500 to 2,000 barrels of flour, thereby requiring from 7,000 to 10,000 bushels of wheat per day to keep them in operation. The bulk of this grain is received by way of the Chesapeake and Ohio canal, but a great deal also comes by wagon from the neighboring counties of Montgomery and Prince George, Md.; but the supplies are not always sufficient, and the millers are compelled to seek other sources, ordering large quantities from the New York and Baltimore markets. Farmers, therefore, will see the importance of Georgetown as a grain market; and as prices here generally rule high, they would save both money and time by bringing wheat, corn and other grain here, instead of shipping to Baltimore and other distant markets.

**Break in the Canal** – A dispatch was received here yesterday, announcing a serious break in the canal this side of Cumberland, caused by the storm just over. The break is expected to be repaired in the course of a few days, until which time boats will arrive slowly.

ES, Sat. 8/17/67, p. 2. **The Chesapeake and Ohio Canal** – The Chesapeake and Ohio Canal

matter being under consideration in the Maryland Convention yesterday, the section of the report of the Committee on Public Works and Corporations authorizing the trustees, under the mortgage of 1844, to cast the vote of the State at the meetings of the Canal Company until the year 1883, was stricken out by a vote of 82 to 26. Various substitutes were then offered, but none had been acted on up to the close of the morning session. The Treasurer of the Company is now paying at the office of the company in this city, the interest on the funded interest of 1853 up to this time, amounting to ten years' interest, or 60 percent, on the same. A considerable amount of the preferred bonds of the Company were sold in this city yesterday at 37½.

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*Ibid*, p. 3. **The Canal** – Twenty-four boats have arrived since our last report, twenty-one bringing an average of 110 tons of coal consigned to the different companies. The Lucy Martin brought 99 tons of pig iron for Geo. Waters; the Black Eye, 50 bushels of peaches; and the O. T. Snouffer, wheat and corn for J. G. Waters; 20 boats have gone out since our last report; 186 boats have come down the canal during the past week. Information has been received that the late storm has caused a break in the canal about 20 miles this side of Cumberland, and that it will require 8 days to repair the damages done.

**Shipments of Coal** – From the Borden Co. during the week, 279 tons; from the Cumberland Co., 2,325 tons; from Ray's Docks, 5,580 tons; and from the Consolidation Co., 765 tons.

**Wheat** – At Davidson's mill today, 2,500 bushels of wheat was received from canal boats arriving. At Welsh's mills 4,000 bushels wheat was received yesterday, and 4,000 today.

**The Rope Ferry** – The rope ferry across the Potomac, at High street, has not been in operation since the storm of Thursday night, and workmen were today engaged in repairing the damages done the ferry boat, which has been wanting repairs for some time. Passengers are now conveyed across the river in a row boat.

AG, Sat. 8/17/67, p. 4. **Alexandria Aqueduct** – The agent of the American Telegraph Company in Georgetown, has been notified by the lessees of the Alexandria Canal, that he must remove the telegraph wires crossing the Aqueduct, as the structure is soon to be demolished, preparatory to its permanent reconstruction.

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**Drowned** – A colored man named John Wilson, a hand on a canal boat engaged in transporting bricks from the kiln of Emanuel Francis to Washington, fell into the dock at the mouth of the canal this morning, and before assistance could be rendered him, was drowned. His body was recovered soon afterwards, but it was not thought necessary to hold a coroner's inquest upon it.

NR, Mon. 8/19/67, p. 2. **Georgetown News – Unruly Boatman** – Officer Warwick, yesterday afternoon, in his rounds along the canal, observed a boy on one of the boats disturbing the neighborhood by blowing vigorously on a tin horn. The officer requested him to desist, when Samuel Swain, the captain, interfered, and said he paid license to blow that horn, at the same time calling the officer a son-of-a-b---h, and charging him with having cut his brother's hand about a month since, swearing that he was going to whip him for it. Officer Warwick then arrested Swain, and took him before Justice Buckey, who properly fined him for disorderly conduct and dismissed him.

**The Canal** – Owing to the break in the upper section of the canal, but few boats arrived or departed on Saturday. The break will be repaired during the present week.

**The Coal Trade** – The receipts of Cumberland coal during the past week were 14,743 tons, and the shipments have been about 10,000 tons.

ES, Mon. 8/19/67, p. 1. **Close of the Maryland Constitutional Convention** – The Convention at Annapolis, at Friday evening's session, finally settled the Chesapeake and Ohio canal question,

over which the struggle has been protracted and bitter. The trustees appointed by the mortgage of 1844, and their successors, succeeded in obtaining from the committee on public works a report giving them the control of the canal until 1883, or until the debt shall have been paid. The Convention struck the article out and refused to adopt the compromises offered by the trustee instead, giving the latter a partial control. On Friday morning the matter was settled by the entire success of the opposing interest. The canal is to remain, as at present, under the control of the board of public works of the State. By the constitution of 1864, the Legislature is allowed to control this board, but the Convention have refused to allow that body any authority in the matter, and the power of the board is thus made absolute, with the single exception that at present they have the power to regulate the canal tolls, which power is, after the constitution goes into effect, to be transferred to the president and directors of the canal. The act of the Legislature, adopted at its last session, requiring the board of public works to vote for a president and four directors of the canal, to be nominated to them by a majority of the preferred bondholders, was declared null and void. This act has never been enforced – the Board refusing to recognize the authority of the Legislature.

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**Georgetown - Shipments of Coal** – From Ray's Docks today, 1,078 tons.

**The Canal** – A telegraph dispatch has been received to the effect that the break in the canal on the 3-mile level, about 26 miles this side of Cumberland, which was the effect of the late storm on the 14<sup>th</sup> instant, is 80 feet wide and 40 feet deep, and that it will take from 10 to 12 days to repair the damages done. Twenty boats have arrived since our last report, bringing coal to the different companies. Twenty-five boats have gone out, the most of them empty. The break upon the canal will greatly retard the arrival of boats from the mines with coal. Jams on the canal are quite frequent.

**Bridge** The bridge across the canal at the collector's office, which was spoken of in the *Star* of last week as being unsafe, is to be propped up again, but will soon be in the condition it now is, unless made more secure than when last repaired.

ES, Tue. 8/20/67, p. 3. **Affairs in Georgetown – Shipments of Coal** – From the Consolidated Company today, 322 tons; from Ray's Docks, 945 tons.

**The Canal** – Thirteen boats have arrived since our last report, eight bringing an average of 110 tons of coal consigned to the different companies, one bringing flour, one stone, one wheat, one wheat and corn, and another wood. Nineteen boats have gone out, the most of them light. Light boats will be able to pass the breakage on the Canal in a few days.

CA, Wed., 8/21/67, p. 3. **The Coal Trade.** In consequence of the break on the Canal, Coal shipments have been temporarily suspended, and we have no report.

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**Chesapeake & Ohio Canal.** - We see it stated that the interest due the 1<sup>st</sup> of April, 1867, on the Chesapeake and Ohio Canal Company's certificates for coupons funded, dated October 1, 1853, will be paid on being properly receipted and presented at the office of the Clerk and Treasurer in Washington City, and the coupons of interest on the bonds of the Company issued for the completion of the Canal, commonly known as "Preferred Bonds," due on the first of July, 1852, and the 1st of January, 1853, will be paid on presentation and delivery at the National Metropolitan Bank, Washington.

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**Died from Internal Injuries.** - A colored boy, John Robison by name, fell from a canal boat into the Potomac at Lynn's Wharf, on the 19th instant. He was rescued from the water before life was extinct but sustained internal injuries of so serious a nature as to result in his death on the following Sunday. A coroner's inquest was held

over the remains and a verdict found in accordance with the facts.

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**Rain Storm.** - This locality was visited last week by a heavy rain storm, swelling the water courses considerably, but not causing any considerable damage to property that we have heard of. The rain set in on Thursday morning and continued to fall gently and with but brief intermissions throughout that day and Friday. Towards midnight on Friday it increased in volume, fairly pouring down for several hours, when the storm abated and Saturday morning greeted us with a warm sun. South and East of the city the storm raged with much more severity. The tow-path on the Chesapeake & Ohio Canal, about thirty miles from the city, was washed out to a considerable extent. A large gang of workers were promptly put to work, however, and the repairs are doubtless sufficiently completed to allow the passage of empty boats today and loaded boats will perhaps be able to pass tomorrow.

ES, Wed. 8/21/67, p. 3. **The Canal** – By reason of the break in the canal there has been but four arrivals of boats since our last report, three with coal to the American Company, and one, the Blue Eye, with peaches. Workmen on the break near the three-mile level, have been working night and day – those working by night receiving \$3 for their service, per each night. Light boats are expected to be able to pass today, and a fleet of about 200 coal boats that are waiting to come down are expected to be able to pass soon and arrive at Georgetown Saturday or Monday. The different coal companies are doing very little in the way of unloading coal from the canal boats and not much in the way of shipping by the river. Twelve boats have gone out since our last report. The packet boat "Minnesota," came down last evening with a number of passengers and a quantity of peaches, and went out again at 7 o'clock this evening.

AG, Wed. 8/21/67, p. 4. **The Aqueduct – Meeting of the Alexandria Canal Board** – At a meeting of the Board of Directors of the Alexandria Canal Company, held in the chamber of the Board of Alderman, in this city, this morning, at 10 o'clock, there were present, Wm. J. Boothe, esq., President; Messrs. John W. Burke, Lawrence B. Taylor and John West.

Edgar Snowden, Jr., was appointed Secretary pro tem.; when the following communication was received from the lessees of the canal and read:

**Alexandria, Va.**, August 15, 1867.

*To the President and Board of Directors of the Alexandria Canal Company:*

Gentlemen: We have the honor respectfully to call your attention to the fact that by the terms of the lease by which we hold the use and possession of the Alexandria Canal, we are bound not to sell, assign or transfer said lease without your consent in writing first obtained.

We are now, as you are aware, about to commence the erection of a new and permanent Aqueduct, and while not wishing or designing to sell or dispose of the lease, we do wish to join other parties with us, and also to borrow a sum not exceeding \$60,000 to be used in part payment of the new Aqueduct. We therefore request that you will give consent that we, the original lessees, execute a declaratory deed of trust, by which we state we hold the said lease and the property therein described, as trustees for the use and benefit of ourselves, James Sykes, Henry A. Chadwick, Henry S. McComb, Leon R. Higby and others, who may become part owners with us, their heirs and assigns, and also in trust for and to secure the payment of sixty bonds, each for the sum of one thousand dollars and interest thereon.

H. H. Wells  
William W. Dungan  
Philip Quigley

Whereupon, it was resolved, that the consent of this board be and is hereby given to the said lessees, to associate with them in their lease, the parties mentioned in the aforesaid

communication, and to do any other act or thing not inconsistent with the provisions of their said lease.

Ordered, that a copy of the foregoing proceedings, authenticated by the signatures of the President and Clerk, and the seal of the Company, be furnished to the said lessees.

On motion the Board then adjourned.

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**C. & O. Canal** – The damages to the C. & O. Canal caused by the late storm, it is now said, will be repaired in a day or two.

ES, Thu. 8/22/67, p. 3. **Wheat** – The canal boat “Andy Johnson, No. 2” is at Welch’s mills with 1,000 bushels of wheat.

**Shipments of Coal** – From Ray’s Docks, 180 tons; from the Borden Co., 400 tons; and from the Cumberland Co., 250 tons; all of which was taken from the deposits on the wharves, there being no boats to unload.

**The Canal** – Since our last report only one boat has reported as arriving, at the collector’s office, and that was the “Get up and Get,” which came down last night, a distance of 10 miles. Seventeen boats have gone out, all light.

**Rock Creek** – Workmen have been busy this week in removing the surplus sand from the bed of Rock creek, in the vicinity of the new bridge.

ES, Sat. 8/24/67, p. 4. **The Canal** – Col. Hollingsworth, collector of the canal, has received a communication from J. B. Masters, dated Williamsport, August 22<sup>nd</sup>, informing him that on the night of the 21<sup>st</sup>, that locality was visited with a heavy rain which washed several bars in the canal, but that he expected to have them cleared out by Saturday evening. Thirteen boats have arrived since our last report, 3 bringing corn and wheat; 3, limestone; 1, wood and straw; 1, bacon, flour and wheat; 1, cement; and the other light; 6 boats have gone out, four of which were loaded and 2 light.

**Shipments of Coal** – From the Hampshire and Baltimore Co., for the week, 1,100 tons; from the Borden Co., 1,075 tons; from the Cumberland

Co., 1,000 tons; from Ray's Docks, 3,800 tons; from the Consolidation Co., 1,374 tons.

**Dull** – Business along the river front is quite dull today, there being but few boats in the harbor.

NR, Mon. 8/26/67, p. 3. **The Potomac Water-Power Company.** - Mr. Henry H. Dodge, on behalf of the above company, advertises for proposals for repairing and enlarging dam No. 1 on the Chesapeake and Ohio canal. This looks as though our great water power is to be speedily developed, and it only remains with our District capitalists to subscribe to a few shares of the stock to secure one of the greatest water-power franchises in the United States.

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**The Canal Trade.** - The receipts of Cumberland coal via canal for the week ending on Saturday were 3,514 tons, and the shipments were 7,850 tons. The falling off of the receipts was caused by the break in the canal near Cumberland.

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**The Canal.** - The damage done to the canal by the late rains is being speedily repaired, and in a few days business throughout its entire length will be resumed.

ES, Mon. 8/26/67, p. 3. **Affairs in Georgetown – The Canal** – Business on the Canal continues dull; two boats have come down since our report on Saturday – the Blue Eye with peaches to market, and the Mary Little with bark. Four boats have gone out, only one of which was loaded. Information has been received that a fleet of coal boats passed the breakage on the canal near Cumberland, on Saturday, and they are expected to arrive Tuesday or Wednesday.

CA, Wed., 8/28/67, p. 3. **The Coal Trade.** The recent break upon the Canal has been repaired and the shipment of Coal resumed. A few boats departed on Monday and Tuesday.

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**Chesapeake & Ohio Canal.** - We devote the first page of the *Alleghanian* today to a reprint from the Baltimore *Gazette* of the discussion in

the late State Constitutional Convention, by several members of the Allegany delegation, on that portion of the report of the Committee on Public Works relating to the Chesapeake & Ohio Canal. The successful management of this work is a matter in which our whole county is deeply interested, and the views of the people's representatives are entitled to a careful perusal. The report of the Committee, giving the preferred bondholder interest the control of the Canal, was, as we have previously stated, rejected, as was also the amendment to give the bondholders, together with the scrip holders and general creditors, a partial direction in its management. The Canal continues, therefore, as at present, under the control of the Board of Public Works of the State, which body, in respect to such control, is to be left by the new Constitution free from dictation on the part of the Legislature. The power at present vested in the Board of Public Works to regulate the tolls is very properly transferred to the President and Directors of the Canal.

*Sun, Thu. 8/29/67, p. 1. The Chesapeake and Ohio Canal Company – Election of Directors* – At a meeting of the stockholders of the Chesapeake and Ohio Canal Company, held in Annapolis on Tuesday last, at which the stock of the State was voted by the Maryland Board of Public Works, the following gentlemen were elected officers of the company: President, Alfred Spates, of Allegany county; directors Joseph Murray and A. K. Stake, of Washington county, John B. Thomas of Frederick county, W. Viers Bouic of Montgomery county, John H. Barnes of Baltimore city, and Mr. Pickrell of the District of Columbia.

ES, Thu. 8/29/67, p. 3. **Affairs in Georgetown – The Canal** – Four boats have arrived since our last report. 1 with corn; 1 wheat; and 1 wheat, corn and oats; the other light. Five boats have gone out with cargoes to different points on the canal. The fleet of coal boats expected today had not arrived this morning.

NR, Fri. 8/30/67, p. 2. **A Trip to Seneca** – This morning the steam packet “Minnesota,” Captain Ritter, will make a trip to Seneca with a large party of distinguished gentlemen, who design inspecting the stone quarries in that section, most especially the celebrated red stone quarry which is owned by several of our District capitalists. Among those who will be present we have the names of Henry D. Cooke, banker, Wm. S. Huntington, esq., Henry H. Dodge, esq., Dr. John L. Kidwell, Surgeon General Barnes, and others whose names we did not learn. Every preparation for a brief season of enjoyment has been perfected, and Mr. Geo. W. Thecker has been selected as caterer for the occasion, who has laid in such rare and good things to appease the palate as reed birds, diamond-back terrapins, woodcock, &c. The party will return tomorrow, and in our Monday’s edition we hope to lay before our readers a full report of their investigations.

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**Unfounded Rumor** – In consequence of the copious rains of late the Chesapeake and Ohio Canal has suffered considerable damage by breakage, by which navigation has been much impeded. These breaks have been repaired, and boats with coal are expected down this morning. Yesterday it was currently reported that a serious break had occurred near Seneca, and that boats would be detained until the break could be repaired, which was of so serious a nature as to occupy weeks.

NR, Sat. 8/31/67, p. 2. **The Canal.** - Yesterday the coal boats began to arrive, and right glad were all hands about the coal wharves. About 15 boats arrived yesterday, and their cargoes were immediately conveyed to vessels in the harbor, now awaiting cargoes.

ES, Sat. 8/31/67, p. 4. **The Canal** – Sixteen boats have come down the canal since our last report, bringing coal to the different coal companies. Twenty boats have gone out.

**Shipments of Coal** – From the Borden Co. during the week, 3,392 tons; from the Cumberland Co., 1,930 tons; from Ray’s Docks, 4,128 tons; and from the Consolidation Co., 1,628 tons.

**Flour** – 1,800 barrels of flour have been shipped from Welch & Herr’s flouring mill this week.

AG, Sat. 8/31/67, p. 4. **Georgetown** – A meeting of the merchants of Georgetown was held in the new market-house hall on Friday evening. William Tenney offered the following resolutions to test the sense of the meeting upon questions of importance to the business of the city:

*Whereas*, Mr. Anthony Rodier offers to put on a new ferry-boat and a wire rope at the present rope ferry, and reduce the rate of toll fifty percent, for one year, provided the Corporation will appropriate one thousand dollars for his benefit; therefore, be it

*Resolved*, That the Corporation be requested to make the above appropriation for Mr. Rodier’s benefit upon the conditions named.

*Whereas*, it is reported that the lessees of the Alexandria canal have contracted for the rebuilding of the aqueduct across the Potomac with a railroad bridge, therefore be it

*Resolved*, That it is the sense of the citizens of Georgetown, in public meeting assembled, that the corporation of Georgetown should not give the consent of the city to the passage of said railroad through its corporate limits, unless a free bridge for ordinary travel is made across the Potomac with said railroad bridge.

After some discussion pro and con as to the resolutions, they were adopted without amendment, and the meeting then adjourned.

ES, Tue. 9/3/67, p. 4. **The Canal** – Forty-four boats have come down the canal since our last report, two of them light, while 42 boats bring an average of 100 tons of coal each, some being consigned to the Central, American, Borden, Cumberland, Consolidation and Hampshire and Baltimore Coal Companies. Forty-two boats

have gone out, three of them loaded, the others light. The total amount of tolls paid at the Collector's office, Georgetown, on boats descending for the month of August was \$10,335.64. The amount paid on boats ascending was \$1,786.29, making the total amount paid on tolls \$12,121.93. Five hundred and five boats have arrived at Georgetown by way of the canal during the past month, while ninety-six have departed.

**Wheat** – Workmen were busy today unloading 2,600 bushels of wheat, at Welch & Herr's Mills, from the canal boat "Mill Boy."

CA, Wed., 9/4/67, p. 3. **The Coal Trade, By C. & O. Canal.** There were dispatched from the port of Cumberland, during the last week, boats laden with 15,436 10 tons of coal, forwarded by the following companies:

American	5,176 04
Borden	1,327 04
Central	3,424 18
Hampshire	1,157 09
Cumberland Coal & I.	2,137 09
Consolidation	2,213 06
	15,436 10

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**Election of Canal Officers.** - The stockholders of the Chesapeake & Ohio Canal Company held a meeting at Annapolis, on the 27th August, for the election of President and Directors. The stock of the State was voted by the Board of Public Works, composed of Governor Swann, Comptroller Leonard and Treasurer Fowler. The following gentlemen were elected officers of the Company: President - Alfred Spates, Esq., of this county. Directors - Joseph Murray and A. K. Stake, Esqs., of Washington County; John B. Thomas, Esq., of Frederick County; W. Viers Bouic, Esq., of Montgomery County; John H. Barnes, Esq., of Baltimore city; and E. Pickrell, Esq., of Georgetown, D.C.

Sun, Wed. 9/4/67, p. 2. **Removals of Conservs.** – At a meeting of the Stockholders of the Chesapeake and Ohio Canal Company, held at

Annapolis last week, Alfred Spates was elected President of the Canal – vice Jacob Snively, removed. Joseph Murray and A. K. Stake, Esqs., were elected Directors from this County, Mr. Murray taking the place of Maj. F. D. Herbert, who, like Mr. Snively, was removed to make room for an *older* Democrat. *Sie Transit Gloria Mundi!*

NR, Wed., 9/4/67, p. 2. **The Canal Business.** - The usual activity is prevailing on the canal when the boats arrive freely, was noticeable yesterday, the coal-heavers being engaged in unloading the canal boats and conveying the "black diamonds" in coal-hoppers along the track to the river front and letting them down through chutes to the holds of the river vessels below.

**Fighting Against Law** – A canal boatman named Thomas Manings, was arrested by officer Robey for disorderly conduct in kicking in the door of the house of Mollie Johnson. He was taken before Justice Buckey and fined \$2.50 for disorderly conduct. This he refused to pay, and the Squire then wrote out a commitment to the workhouse. At this, Manings waxed wrathful, and commenced to swear like a Turk, declaring he would not pay the fine or go to the workhouse. Justice Buckey then imposed a fine of \$5.50 additional for using profane language in his presence and sent an officer with him to the workhouse. Manings had not been there more than an hour, before he repented and paid the fine of \$8, resolving in future to abstain from bucking against the law.

ES, Wed. 9/4/67, p. 3. **The Canal** – Eleven boats have come down the canal since our last report, 9 of them bringing an average of 110 tons of coal each, and the boats are consigned to the different coal companies. One boat brought peaches, and another limestone. 38 boats have gone out, the most of them light.

**Wheat** – The canal boat "Ironsidess" brought 900 bushels of wheat to Welch & Herr's Mill today.

**Shipments of Coal** – From the Cumberland Co. today 180 tons; from the Borden Co., 290 tons;



from the Hampshire and Baltimore Co., 600 tons; from Ray's Docks, 1,750 tons; from the Consolidated Co., 428 tons.

NR, Thu. 9/5/67, p. 2. **ALEXANDRIA AFFAIRS. - The Alexandria Aqueduct.** - The *Journal* says: The aqueduct at Georgetown over the Potomac river connecting the Chesapeake and Ohio Canal with the Alexandria Canal became so dilapidated during the war, when it was used by the Government as a roadway, that all the repairs which were put on it last winter, by the lessees, Messrs. Wells, Dungan and Quigley, were not sufficient to keep it in running order during the season. In consequence of this the lessees determined to build a new aqueduct of sufficient strength and durability to insure against accident. In order to do so they have, with the consent of the President and Directors of the Alexandria Canal company, associated with them in the lease by which they hold the use and possession of the canal property the following persons, viz: Messrs. James Skyes, Henry A. Chadwick, Henry S. McComb, Leon E. Higby and others. Recently some active opposition has manifested itself in some individuals living in Georgetown, but the parties interested mean business, having already contracted with Burton & Co., of Philadelphia, for the construction of the work, which will be begun at an early day. They will have it ready for use by the opening of the spring trade. The contract requires the completion of the work by the 10th of March, but it is confidently expected that it will be ready by the middle of February.

AG, Thu. 9/5/67, p. 3. **Coal Trade** - An unusual number of vessels having passed up the river on Monday and Tuesday, of this week, apparently seeking freight, induced us to set on foot inquiries as to the coal trade on the Chesapeake and Ohio Canal. We learn that at least one hundred loaded boats are stretched along the canal banks, for three or four miles above Georgetown, waiting their turn to discharge coal. More vessels are lying in the narrow harbor

waiting for cargo than were ever known before, and we are safe in saying that not more than one-half the amount of coal was shipped any day this week, that should have been, had the accommodation for business been such, as could be furnished at our wharves, and in our magnificent harbor, where ships of 1,500 to 2,000 tons may load at the wharves, or swing at anchor as the tide ebbs and flows. Can there be any doubt in any *unprejudiced and disinterested* mind, that the Aqueduct and Canal to Alexandria, is absolutely indispensable to the full development of the coal trade on the Chesapeake and Ohio Canal? During the brief period in which the Alexandria Canal was in operation this year, vessels of the largest class, which could not have navigated the channel above Long bridge, were loaded here, and canal boats were discharged without the slightest detention. We would suggest to the mining companies in the vicinity of Cumberland, as well as to the officers and directors of the basin Canal, that a competent agent should be sent to Georgetown and Alexandria, to investigate the condition of the coal trade as it *now* exists at the former, and as it was conducted at the latter port, when coal shipments were made from Alexandria. The lessees of the Alexandria Canal have made a contract for the erection of a new trunk on the piers of the Aqueduct, to be finished by April next, which we have no doubt will be able to sustain the weight of any depth of water which may be *imposed* upon it; and we trust the Superintendent of the Georgetown division, will, by that time, be required to deepen the canal by clearing out the bars and other obstructions, which in the early part of this season's navigation, impeded the facile navigation of coal loaded boats. Some of the boats lying along the canal, we are informed, are now grounded on these bars, to their great discomfort, if not to the peril of boat and cargo.

NR, Fri. 9/6/67, p. 2. **Rock Creek Outlet Lock.** - The contractors are still busily engaged in cleaning out and repairing the outlet lock at the

mouth of Rock Creek, but having many difficulties to overcome that were unforeseen at the commencement, it is not known precisely when the lock will be ready for use.

**The Canal.** - There were thirty-five boats arrived yesterday with coal to the Consolidation, Cumberland, Hampshire and Baltimore, American, Central and Borden companies, and to Ray's Docks. Their united cargoes reached nearly 4,000 tons, and the vessels in the river are now being loaded with expedition.

ES, Fri. 9/6/67, p. 3. **Georgetown Affairs – Canal** – About one hundred loaded coal boats are now tied along the canal banks for three or four miles above here, awaiting their turn to discharge coal, while the harbor is crowded with vessels loading and preparing to load at the wharves.

**Shipments of Coal** – From the Consolidation Co. today, 323 tons; from Ray's Docks, 1,760 tons; from the Cumberland Co., 405 tons; and from the Borden Co., 450 tons.

**Wheat** – A quantity of wheat was being unloaded from the canal boat Laura L. Grove, at Shoemaker's Mills, today. 3,300 bushels of wheat were received at Welch & Herr's Mills today.

**The Canal** – The President of the Chesapeake and Ohio Canal, Col. Alfred Spates, was at the Collector's office this morning, and expressed his dissatisfaction that a better supply of water could not be kept in the canal. He has issued orders for more water to be let into the canal and has suggested other alterations of minor importance. Twenty-three boats have come in since our last report, bringing coal to the different coal companies, while 24 boats have gone out, all light but three.

NR, Sat. 9/7/67, p.2. **Alfred Spates, Esq.** - Alfred Spates, esq., the newly-elected President of the Chesapeake and Ohio Canal Company, was in town yesterday, looking after the interests of the company in this section.

**The Canal** - The coal merchants on the canal are doing a thriving business, the channel being filled with schooners awaiting cargoes, and numbers loaded departing daily.

DMC, Sat. 9/7/67, p. 1. **Personal** – Colonel Alfred Spates, of Maryland, president of the Chesapeake and Ohio Canal Company, is at the Seaton House. [Transcriber's Note: Several other similar records were found, but not included for brevity, suggesting that Mr. Spates routinely stayed in the Seaton House when in Washington, D. C.]

ES, Mon. 9/9/67, p. 4. **The Canal** – Thirty-one boats have come down by way of the canal since our last report, and reported at the Collector's office, while nineteen boats have come down that have not yet reported. Twenty-three boats have gone out, only one being loaded. Twenty-six of the boats that have come in and reported, bring coal for the different coal companies, while two of the others bring limestone; 1, melons; 1, peaches; 1, grain; and another flour and grain, for different parties. Business of the canal is quite brisk, and there being so many boats in, it is with difficulty that they pass one another.

**Shipments of Coal** – From the Consolidation Co. today, 416 tons; from Ray's Docks, 1,320 tons; from the Cumberland Co., 690 tons; and from the Hampshire and Baltimore Co., 400 tons.

Sun, Tue. 9/10/67, p. 4. **LETTERS FROM WASHINGTON** – *Georgetown Affairs* – The total receipts of tolls at this end of the Chesapeake and Ohio canal last week was \$4,137.

Nearly 3,000 tons of coal were shipped today.

AG, Tue. 9/10/67, p. 2. I saw, some days ago, in the *Gazette*, a communication complaining of the retention of the water in the Alexandria Canal, and charging that it had produced, or would produce sickness.

Is not the writer aware that if the main body of water were let out, pools of it would still lie all over the bed of the canal, (in some parts of the basin to the depth of two feet,) and that these pools, with the growth of weeds and grass rotting about them, would prove much more unhealthy than the large body of water now kept in, which, I understand, is very important to the proper preservation of the work?

I, for one, hope the water will not be let out, for, if it remains there, we shall have a very excellent and safe skating place this winter, and I am sure that our physicians, if consulted, will all decide that it is much better for the public health to have a comparatively large and deep body of water there, than a great number of small and shallow ones. Fidelis.

CA, Wed., 9/11/67, p. 3. **The Coal Trade, By C. & O. Canal.** There were dispatched from the port of Cumberland, during the last week, boats laden with 12,320 15 tons of coal, forwarded by the following companies:

American	2,809 11
Borden	1,645 09
Central	2,911 16
Hampshire	324 02
Cumberland Coal & I.	2,907 02
Consolidation	1,723 15
Total	12,320 15

ES, Wed. 9/11/67, p. 2. [Editorial] - **HOW TO MAKE COAL CHEAPER.** - Some of our contemporaries, in noticing the repairs now being made by the Chesapeake and Ohio Canal Company to the outlet lock at the mouth of Rock Creek, so as to allow the passage of loaded boats from the canal into the Potomac, say that it will be a great advantage to our citizens in the way of lessening the price of coal; for, owing to the blockage existing, coal must be hauled from Georgetown here at an expense of \$1 per ton: whereas, if it were delivered at our wharves, the commodity would be cheapened to that extent. Those who flatter themselves that simply by the repair of this lock they will save one dollar per

ton on coal, are mistaken. When that work is finished, coal will cost as much per ton delivered on the wharves here as it now does to bring it from Georgetown. If boats could come direct from the outlet lock to the wharves in this city, we grant that the saving would be affected. But what are the facts? Canal boats will be compelled on emerging from the outlet lock into the Potomac to hire tugs and be towed down the Georgetown channel through the Long Bridge to the meeting of the channels below Giesboro. and then back along the Washington channel, a distance of 8 or 10 miles, and if they are brought into the Washington canal they must pass under the Long Bridge again, and wait for a time to get to the places where they are unloaded; thus consuming a day or more, when, after all, they are not more than a mile's distance from the outlet lock from whence they started, a distance which might have been accomplished in twenty minutes time, and without any expense for towing. The cost of making this detour per ton is as great as that of hauling coal from Georgetown or taking it through the Alexandria canal and into the Potomac, and thence back to this city. There is but one way to avoid this expense and make coal as well as other produce which comes down the Chesapeake and Ohio Canal cheaper here, and that is to clean out the canal from Rock Creek to 17th street. If the Chesapeake and Ohio Canal Company will not do that necessary work - it will cost but little - then our city, or citizens should do it. What other place of the same population would submit to boats with produce making a detour of eight miles, (by the out lock, down to Giesboro and return,) or fifteen miles, (by Alexandria canal,) when a canal a mile long, which will save the time and expense, is already constructed, and only needs a small expenditure to keep a dredging machine at work for a few days. This branch is not like the Washington Canal, which fills up as fast as cleaned, and the expense would not have to be continuous. So far from Georgetown having opposed the repair of the outlet lock, as stated in a morning newspaper, that city favors it, because her business men are

almost the only ones benefited by the improvement. It is the only outlet near Georgetown from the canal into the Potomac. When it is obstructed, boats cannot pass from the canal into the river in order to unload at her wharves or transfer their freight into vessels anchored in the stream, except by way of canal to Alexandria, through the locks there into the Potomac, and then by towage back to the Georgetown wharves. Three wharves and that at the foot of G street in this city, are the only ones which will gain any advantage from the improvement now in progress.

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*Ibid*, p. 3. **Business on the Canal**

Thirty-three boats have come in since our last report, bringing coal to the different coal companies, while thirty-one boats have gone out. There are so many boats on the canal that it is difficult for them to pass one another, and a number of the boats got into a jam this morning, which detained the business of some of the coal companies for more than an hour.

**Shipments of Coal** – From the Cumberland Co. today, 750 tons; from the Borden Co., 510 tons; from Ray’s Docks, 1,740 tons.

NR, Thu., 9/12/67, p. 1. **GEORGETOWN NEWS - Arrival of bark.** - We notice the arrival yesterday of a canal boat loaded with bark, from Hancock, Md., for our enterprising citizen and merchant, Mr. John E. Cox, who deals extensively in that product for tanning purposes.

**The Wharves** - Our wharves, from Easby’s shipyard as far up as the aqueduct bridge, are one sea of masts, and business throughout that entire presents a cheerful sight. A number of schooners, from Maine to Norfolk, are unloading lumber for our several dealers, as also vessels from Philadelphia, with anthracite coal. At the Cumberland coal wharves vessels are constantly arriving and departing.

ES, Fri. 9/13/67, p. 4. **The Canal** – Eighteen boats have come down the canal since our last

report, fourteen bringing coal for the different coal companies, two wood, one melons, and one brick for different parties. Twenty-six boats have gone out. There are but few boats in the canal at Georgetown, they having gone out for other cargoes. It was reported that a sunken boat in the canal near the 8-mile level was stopping the passage of loaded boats, but three or four boats passed this morning with comparative ease. Col. Hollingsworth placed in the bank yesterday \$1,595.74, the amount of tolls for the day.

**Shipments of Coal** – From the Consolidation Co. today, 435 tons; from Ray’s Docks, 880 tons.

ES, Sat. 9/14/67, p. 3. **Affairs in Georgetown – Business on the Canal** – Business continues brisk on the canal, boats coming down with coal are speedily unloaded and go out again for other loads. Twenty-eight boats have come down since our last report – twenty-six bringing coal for the different coal companies, one brought peaches to market, another stone to Mr. Godey. Thirty-five boats have gone out all light but four. The receipts from tolls this week will reach \$4,000.

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*Ibid*, p. 4. **Shipments of Coal** – From the Cumberland Co., for the week ending today, 3,969 tons; from the Borden Co., 1,913 tons; from Ray’s Docks, 8,522 tons; and from the Consolidated Co., 2,211 tons.

*Sun*, Mon. 9/16/ 67, p. 4. **LETTERS FROM WASHINGTON** – *Georgetown Affairs* – One of the lock gates of the Chesapeake and Ohio Canal, near Harper’s Ferry, is reported out of order.

The receipts of coal by canal last week amounted to 15,366 tons. The coastwise shipments amounted to 16,390 tons or 1,024 tons more than were received by canal.

ES, Mon. 9/16/67, p. 4. **The Canal** – The water in the canal was quite low this morning, and

boatmen found it difficult to get along with their boats. The water was shut off from the mills today for about an hour, in order that more water might accumulate in the canal. Twenty-nine boats have come in since our last report, bringing coal for the different coal companies, while 14 boats have gone out, all light but one.

**Shipments of Coal** – From Ray’s Docks today, 1,330 tons, and from the Hampshire and Baltimore Co., 300 tons.

*Sun, Tue. 9/17/67, p. 4. LETTERS FROM WASHINGTON – Georgetown Affairs* – The tolls on the Chesapeake and Ohio canal last week amounted to \$4,765.

CA, Wed., 9/18/67, p. 3. **The Coal Trade, By C. & O. Canal.** There were dispatched from the port of Cumberland, during the last week, boats laden with 15,827 05 tons of coal, forwarded by the following companies:

American	3,928 16
Borden	1,649 03
Central	3,813 06
Hampshire	1,626 04
Cumberland Coal & I.	2,921 15
Consolidation	1,887 00
Total	<u>15,827 05</u>

*Sun, Wed. 9/18/67, p. 4. LETTERS FROM WASHINGTON – Georgetown Affairs* – Master carpenter Coughroad arrived this morning with a large force of workmen and proposes to proceed with the re-erection of the aqueduct as soon as the timber, which is expected sometime during the present week, arrives.

The water in the Potomac near the dam at the Great Falls is two feet lower than it has been this season, and this causes very low water in the canal. The water in the level near Edward’s Ferry, in the Chesapeake and Ohio Canal, has been drawn out for the purpose of raising the canal boat J. P. Roman, sunk at that point a few days since.

This materially interferes with the shipment of coal, and the shipping will not be as heavy as it has been for some days, unless the heavy rain this afternoon has the effect to swell the water in the river and canal. There were but nine arrivals today via canal, with the usual average of coal consigned to the various coal companies here. The number of departures were 39.

There were but 1,256 tons of coal shipped from here today.

Mr. Isaac R. Maus, superintendent of the Georgetown division, Chesapeake and Ohio canal, is lying at his residence in the country of fever and ague.

ES, Wed. 9/18/67, p. 3. **Affairs in Georgetown. Shipments of Coal** – From the Borden Co. today, 390 tons; from the Cumberland Co., 340 tons; from the Hampshire and Baltimore Co., 360 tons; from Ray’s Docks, 1,000 tons, and from the Consolidation Co., 272 tons.

**The Canal** – Twenty-two boats have arrived since our last report. 17 with coal for the different coal companies; 1 with grain and potatoes; 1 with peaches and apples; 1 with wood; 1 with corn; and 1 with limestone. 22 boats have gone out, most of them light. The boat sunk on the eight-mile level a few days ago has been raised, and no longer stops the passage of other boats.

**The Aqueduct** – Workmen arrived at the Collector’s office of the Chesapeake and Ohio Canal this morning and were busy perfecting their plans for the new Aqueduct bridge across the Potomac, on the site of the old structure.

ES, Thu. 9/19/67, p. 3. **Work on the Canal** Since our last report, twenty-three boats have come down the canal, bringing coal to the American, Central, Borden, Cumberland, Consolidation and the Hampshire and Baltimore Companies. Thirty-one boats have gone out for more coal, the most of them light.

**Shipments of Coal** – From the Borden Co. today 372 tons; from the Hampshire and

Baltimore Co., 850 tons; from the Cumberland Co. 252 tons; from Ray's Docks 1,180 tons; and from the Consolidation Co. 287 tons.

AG, Thu. 9/19/67, p. 4. **The Alexandria Canal – A New Scheme** – The Georgetown correspondent of the Washington *Union* says: “We had a talk this morning with a gentleman from Alexandria, and in his conversation, he stated that the streets of Alexandria presented almost the appearance of a pasture field. (!) The gentleman's reason for this is, that Washington and Georgetown are absorbing all the trade – the coal trade, in his estimation, being the principal branch. This, we think, is a mistake; we of Georgetown are, of course, anxious to retain all the trade we have, and as much more as we can get; but to say that the coal trade is the principal part of our business is a mistake, and should we lose it all, and gain our share of the farming products of Virginia and Maryland we would be benefitted.

“This whole difficulty could be amicably settled by both parties in the following way: - instead of the lessees of the Alexandria Canal building a new aqueduct, let them extend their canal up the Virginia shore until it reaches the feeder dam, where it could be connected with the dam, and boats could pass out of the Chesapeake and Ohio canal into the Potomac and thence into the Alexandria canal. The owners of the canal could then have the full use of the Potomac water for power purposes, and would not be dependent upon the Chesapeake and Ohio canal for a supply of water. We do not know what it would cost to extend the canal, but add the cost of building a new aqueduct and what the old piers would sell for, it would probably be more than the cost of the canal.

“Then the purchaser of the piers could build a bridge for a rail and wagon road with a draw, which would end all the troubles, and Alexandria could have a full share of the coal and all other trade coming down the canal, and would not be complained of by the citizens of Georgetown, as obstructing the harbor. That

something of this sort will have to be done before many years, if the people of Alexandria expect to have any share in the trade of the Chesapeake and Ohio canal, there is little doubt.

“If they persist in rebuilding the aqueduct and succeed, it cannot last long, as the people of this city are determined that their harbor, give them by nature's God, shall not be obstructed by man, and if they are not sustained now, in their honest efforts to gain what belongs to them by nature, the time is not far distant when they will be. The people of Alexandria should see and act wisely, and by so doing we have no doubt they will be the gainers in the end.”

That grass is growing in some of the back streets of Alexandria, is not denied, but it has grown in the same streets every summer for a long number of years, with the exception of those occurring during the war, when the city was a military camp, and its thoroughfares always crowded with army transportation. Is there not grass in the streets of some other cities, not a hundred miles off? That the coal trade is wanted here, is also undeniable – because this is a legitimate depot, and that it will soon be centered in this city, is made evident by the fact of the arrival in Georgetown of a master carpenter with a large force of workmen, who propose to proceed with the re-erection of the aqueduct, as soon as the lumber, which is expected some time during the present week, arrives there, and which according to the terms of contract will be completed by the 1<sup>st</sup> of next January. In this connection, it is mentioned, that in the opinion of some of the prominent business men of Georgetown, the coal trade is a disadvantage to that city, in consequence of the coal depots occupying ground that otherwise could be appropriated to more profitable manufacturing purposes.

NR, Fri., 9/20/67, p. 2. **Purchased.** - The Potomac Cement Company, of Shepherdstown, Va., have purchased the canal boat *Ida*, of William H. Ritter & Co., to be used for transporting cement from the works to this town.

She departed yesterday with a load of empty barrels and will return in a few days with a load of cement.

ES, Fri. 9/20/67, p. 3. **Col. Wm. P. Maulsby** – We are pained to learn from the Boonsboro *Odd Fellow*, that this gentleman, well known to many of the citizens of this city, having been President of the Chesapeake and Ohio Canal Company, and late a member of the Democratic Convention in Maryland, was taken to the insane asylum week before last. The cause of his insanity is attributed to the death of his wife.

**Boatman Drowned** – On Wednesday evening, shortly after dark, a boatman named John McHugh, captain of the canal boat “Molly Mack,” was drowned in the canal about 28 miles from Georgetown, near the head of the eight-mile level. It appears that the boat “Molly Mack” was on her way up, going to Cumberland, when, just after dark she neared the boat “Medley” coming down loaded with wheat. The tow ropes of the two boats became entangled and the captain of the former boat was on deck giving his orders when the “Medley” struck his boat and knocked him off into the canal, one of the men on board the boat who could swim jumped in after him but could not find him in consequence of the darkness of the hour, and the captain not being able to swim sank to the bottom of the canal. His body was recovered and taken to the Point of Rocks where it was put on board of the cars and sent to Cumberland. The deceased was about 25 years old and known in Georgetown as a sober and industrious young man.

**Shipments of Coal** – From the Cumberland Co. today, 490 tons; from the Hampshire and Baltimore Co., 385 tons; and from Ray’s Docks, 500 tons.

**The Canal** – Business on the canal continues lively, boats are coming and going all the time; twenty-four have come down since our last report, bringing the most of them, coal; a few have general merchandise on board. Fifteen boats have gone out.

NR, Sat., 9/21/67, p. 1. **Georgetown News – The Canal** – Business on the canal was moderately active yesterday, the arrivals of coal boats numbering about twenty. The supply of coal on the wharves is exceedingly light, vessels carrying it off almost as soon as it arrives. **A Canal Captain Drowned.** - Captain John McHugh, of the canal boat Molly Mack, was drowned in the canal about 28 miles above Georgetown on Wednesday evening. The body was found on Thursday, and conveyed by railroad to Cumberland, where the deceased resided.

AG, Sat. 9/21/67, p. 3. **Alexandria Canal Aqueduct** – The Aqueduct is, we regret to announce, about to be reconstructed. The engineers have arrived here and made arrangements for boarding several mechanics from the north who will probably commence work on Monday next. It is earnestly to be hoped that a writ of injunction or other legal process will at once be obtained, until the proper tribunal shall determine whether the people of Alexandria or the lessees of the canal have any right longer to obstruct navigation and injuriously affect the trade of Georgetown. Common sense, which is said to be the end of all law, tells us that our plainest rights are now invaded, and we entertain not a shadow of doubt that, when the subject is fairly presented on its merits, no court will hesitate to pronounce the Aqueduct a nuisance to this city. The Corporation having appropriated \$10,000 to contest the matter and the owners of property above the Aqueduct being opulent, we see no reason why the issue should not at once be made. There is no time to lose. If we know the temper of the people here, we feel certain that they are prepared to spend any required sum in contesting the claims of Alexandria to the Aqueduct. It must be abolished, and in its stead a good bridge, with a draw, must be built. Every man in town is interested in this matter.

The above is from the Georgetown *Courier*. We have conversed with leading citizens of that town, who say that the coal trade is more of a nuisance than a benefit there, as it occupies ground which could be far more profitably used in manufacturing and other business. The coal trade is almost the only part of the canal business which passes over the Aqueduct. It seems, then, that a few wharf-owners are actually leading the people of Georgetown to their serious detriment, in order that they may continue their outrageous extortions upon the coal interest, in the absence of the facilities of the Alexandria Canal.

This Aqueduct was located where it is with the full concurrence of Georgetown; and we would submit that it is rather late in the day for them to clamor now for its removal, that Messrs. Cooke, Dodge, Shumaker, and other speculators, who have lately purchased property above the Aqueduct, may have a chance of enriching themselves at the expense of others.

We have had quite enough, however, of these efforts to invade our vested rights, and the sooner the proposed attempt is made the better.

Mon. 9/23/67, p. 3.<sup>11</sup> **Receipts and Shipments of Coal** – During the past week, the following have been the receipts and shipments of coal at and from the wharves at Georgetown: **Receipts** – Borden Co., 1,300 tons; Hampshire and Baltimore Co., 1,500 tons; Cumberland Co., 2,500 tons; Ray’s Docks, 6,200 tons; Consolidation Co., 1,611 tons. Total, 13,111 tons. **Shipments** – Borden Co., 1,231 tons; Hampshire and Baltimore Co., 1,650 tons; Cumberland Co., 2,500 tons; Ray’s Docks, 6,324 tons; Consolidation Co., 1,652 tons. Total, 13,357 tons.

ES, Tue. 9/24/67, p. 4. **The Canal** – The water in the canal remains low, and in consequence the water, for two hours was shut off from the mills, as it was yesterday. Sixteen boats have come down the canal since our last report, with coal

and other cargoes; while twenty-nine boats have gone out, all light but four. Superintendent J. R. Maus, who for some time past has been sick of fever, was out today, giving directions as to the management of the canal.

**Shipments of Coal** – From the Cumberland Co. today, 526 tons; from Ray’s Docks, 1,320 tons.

AG, Tue. 9/24/67, p. 4. **Alexandria Canal Aqueduct** – A letter from A. B. Burton & Co., of Philadelphia, contractors for building the Aqueduct of the Alexandria Canal, at Georgetown, informs the lessees of the canal that most of the timber to be used in the construction of the work has been sawed at saw-mills in Pennsylvania, and that some of it will arrive in Georgetown before the 1<sup>st</sup> of October; that the iron castings have nearly all been completed, and the necessary quantity of iron rolled at the iron works on the Schuylkill, and the requisite number of bolts and nuts have been cut at Williamngton. By the first of next February – allowing full time for accidental delays or hinderance from the weather – the Aqueduct will be erected and ready to receive water, and next Spring, upon the opening of navigation, Alexandria will once more be the port from which the immense wealth of the Cumberland coal regions will find its exit to the markets of the world, and the valuable space in Georgetown, now occupied as coal depots, be made available for the use of capitalists, who may erect thereon large manufactories, to be worked by the water power derived from the canal, and the benefits accruing from which, to Georgetown, will be so apparent that even the few in that city who own property above the site of the Aqueduct, and are at present opposed to its erection, will be reconciled to its completion.

For the gratification of the Georgetown people it is mentioned that in the plan for the reconstruction of the Aqueduct is embraced space sufficient for a permanent railroad and carriage bridge across the Potomac.

<sup>11</sup> *Daily National Intelligencer*, Washington, D. C.



CA, Wed., 9/25/67, p. 3. **The Coal Trade, By C. & O. Canal.** There were dispatched from the port of Cumberland, during the last week, boats laden with 14,307 07 tons of coal, forwarded by the following companies:

American	3,474 12
Borden	1,535 03
Central	3,319 08
Hampshire	762 16
Cumberland Coal & I.	3,072 16
Consolidation	2,111 12
Total	<u>14,307 07</u>

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**Alexandria Aqueduct.** The Alexandria Aqueduct, by means of which the port of Alexandria is rendered accessible to the coal trade, is about to be reconstructed. The engineers arrived at Georgetown last week and operations were properly commenced on Monday. We hope the work may be pushed forward to speedy completion. Georgetown does not afford sufficient facilities for the proper transshipment of coal carried by the Chesapeake & Ohio Canal, and communication with Alexandria is therefore indispensable to the full level quantity of the mineral wealth of this county.

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**Contemplated Coal Railway.** - The President and Superintendent of the Cumberland Valley (Pa.) Railroad visited Williamsport in this State last week, with a view to ascertain its adaptability to the establishment of a coal basin and depot in the event of the extension of the Cumberland Valley Railroad to the Canal, now in contemplation. The Hagerstown "Mail" says that the visit proved entirely satisfactory, adding that the immediate object of the proposed extension is the procurement of Cumberland Coal for steam purposes, and that the whole locomotive system of the Pennsylvania network of Railroads will be fed from the mines of this region as soon as the little link of six miles between Hagerstown and Williamsport shall be completed. Ultimately it is designed to make it a great coal road, and by means of hoppers in the

canal boats enable coal to be conveyed from Cumberland to New York without breaking bulk.

ES, Wed. 9/25/67, p. 3. **Business on the Canal.** - Twenty-seven boats have come down the canal with coal and produce since our last report, and 29 boats have gone out. Workmen have commenced the work of building a new feeder at Lock No. 5.

**The Outlet Lock.** - Workmen are engaged in erecting an engine at the outlet lock for the purpose of pumping the water out to complete the repairs.

**Harbor Master** - John Delzell was yesterday appointed harbor master of the Chesapeake and Ohio Canal, by superintendent I. R. Maus, vice John W. Addison, dismissed.

Sun, Thu. 9/26/67, p. 1. **Affairs in Allegany County** - We find the following in the Cumberland (Md.) *Alleganian*:

*Chesapeake and Ohio Canal* - During the past week 14,307 tons of coal were shipped from Cumberland via the Chesapeake and Ohio canal.

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*Ibid*, p. 4. **LETTERS FROM WASHINGTON** - *Georgetown Affairs* - Over two thousand tons of coal were shipped today.

AG, Thu. 9/26/67, p. 2. **Washington Items** - The business on the Canal was very active yesterday morning, and there was an abundant supply of water. There have been twenty-seven arrivals since our last report, with an average of 110 tons of coal each, consigned respectively to the Borden, Cumberland, American, Central, Hampshire & Baltimore, and the Consolidation Coal Companies.

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*Ibid*, p. 4. **Rumored Injunction** It is again rumored that owners of property, and others doing business above the aqueduct bridge, in Georgetown, are about to lay an injunction on the reconstruction of the Aqueduct bridge by the Alexandria Canal Company. Some time since

\$10,000 was appropriated to test the matter before the courts.

NR, Fri. 9/27/67, p. 2. **Meeting of the Directors.** - The first meeting of directors of the Chesapeake and Ohio canal took place on Wednesday, at the office of the company, Four-and-a-half street, Washington. The meeting was continued yesterday and will close today. We are not enabled to lay before our readers a report of the meetings, owing to the fact that the gentleman whom we presume to be the secretary of the board informed us most emphatically that the transactions were of a routine character, and strictly private. We can say this much, however, that President Spates and the seven directors yesterday morning took an omnibus and visited dam No. 1, about four miles above Georgetown, and found the feeder there in a terrible condition, and also had the novelty of witnessing more than a dozen boats, bound to Georgetown, high and dry on a sand bar about a mile above town. The president and directors were also conducted through the mills here and ascertained that they have been working on a short supply of water for some time past. As the District of Columbia, and more especially Georgetown, has solid interests in the Chesapeake and Ohio canal, it is hoped that the proceedings of these directors' meetings will be made public that our people may know to what extent their interests are being advocated and protected.

ES, Fri. 9/27/67, p. 3. **The Canal** – Only 14 boats have come down the canal since our last report, and they were impeded by low water and a sand bar in the canal, about half a mile above Georgetown. Twenty-three boats have gone out, all light but one.

**Shipments of Coal** – From the Borden Co. today 325 tons; from Ray's Docks 1,500 tons.

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*Ibid*, p. 4. **Shipments of Coal** – From the Borden Co. today, 325 tons; from Ray's Docks, 1,100 tons.

DMC, Sat. 9/28/67, p. 1. At the second meeting of the new board of directors of the Chesapeake and Ohio canal, held in this city yesterday, Colonel Spates, president, and Messrs. John B. Thomas, of Frederick, Md., Esan Pickrell, of Georgetown; William Viers Bouic, of Montgomery county, Md.; Joseph Murray, of Washington county and Mr. John B. Barnes, of Baltimore, were present. No change of the officers of the company has yet been positively decided upon. Little dissatisfaction is expressed as to the management of the canal, and the board, it is said, agrees well on the various projects for the improvement of the work.

ES, Sat. 9/28/67, p. 3. **Affairs in Georgetown – Business on the Canal** – In consequence of the sinking of the canal boat, Geo. E. Parker, loaded with coal, on the four-mile level, only 19 boats have come down the canal since our last report. The water was drawn off and workmen set at work last night raising the boat, which work they accomplished this morning, and the canal is now clear though the water is so low that boats find navigation difficult. President Alfred Spates, having been appointed General Superintendent of the canal by the Board of Directors, has taken the matter of providing increased water for the canal in hand, and will now set hands at work on dam No. 1, with that view. Thirty-one boats have gone out, the most of them light. During last week boats were dispatched from the port of Cumberland, by the canal, laden with 14,307 07 tons of coal.

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*Ibid*, p. 4. **Shipments of Coal** – From the Cumberland Co., for the week ending today, 2,638 tons; from the Borden Company, 1,100 tons; from Ray's Docks, 6,684 tons; and from the Consolidation Co., 1,670 tons.  
**Iron.** – The Consolidation Co., shipped 110 tons of iron today, for Philadelphia.

*Sun*, Mon. 9/30/67, p. 4. The board of directors of the Chesapeake and Ohio Canal Company adjourned yesterday, after a session of three

days. Among other business transacted, the office of general superintendent of the canal was created, and Alfred Spates, of Maryland, was appointed to that position. No changes in the officers or employees of the canal were made. The question of an increase of water in the canal was discussed, and the superintendent was directed immediately to raise dam No. 1, above Georgetown, so as to enlarge the volume of water in the Georgetown level, which is now insufficient to meet the demands for navigation, and the supply of the flour mills and factories, which get their motive power from this source.

AG, Mon. 9/30/67, p. 2. **The Alexandria Canal Aqueduct** – The Georgetown *Courier* is at it again. We admire its wind and bottom, if not its speed. The devotion to the cause of the speculators who have been buying up property west of the aqueduct long since it was built, and that for a song – which property they now seek to render valuable by the destruction of that work – is worthy of all praise, from that quarter at least. We are tired of waging a controversy with paper weapons. Newspaper paragraphs settle nothing. We, therefore, propose to our neighbor that we save wind and strength for something else, and let the lessees and the speculators go at it, with the aid of the lawyers, &c., (who, at least, will profit by the fight, while they laugh at those who pay them,) – whereby something will be settled one way of the other.

Does the *Courier* and its clients seriously expect us to surrender rights which have remained unquestioned for twenty-five years, without a dollar of equivalent in compensation? We flatter ourselves that we are very generous and magnanimous people, but this would be “toting” it a bit too far!

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*Ibid*, p. 4. **Injunction** – There will, it is understood, be a called meeting of the City Councils of Georgetown this evening, for the purpose of taking into consideration the question of laying an injunction to prevent the rebuilding of the Alexandria Canal Aqueduct.

*Sun*, Tue. 10/1/67, p. 4. **LETTERS FROM WASHINGTON** – *Georgetown Affairs* – Dam No. 1, of the Chesapeake and Ohio canal is to be repaired at once. Colonel Spates, the president of the company, having left for that point this morning with 103 laborers.

The work of demolishing the old aqueduct has been almost completed.

CA, Wed., 10/2/67, p. 3. **The Coal Trade, By C. & O. Canal.** There were dispatched from the port of Cumberland, during the last week, boats laden with 13,679 16 tons of coal, forwarded by the following companies:

American	2,466 07
Borden	1,291 04
Central	3,212 01
Hampshire & Baltimore	1,075 19
Cumberland Coal & I. Co.	3,210 19
Consolidation	2,418 06
Total	<u>13,679 16</u>

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**Chesapeake & Ohio Canal.** - The new Board of Directors of the Chesapeake and Ohio Canal Company met in Washington on Wednesday last. There were present Colonel Spates (President) and Messrs. Esau Pickrell, of Georgetown; John B. Thomas, of Frederick; Joseph Murray, of Washington County; Wm. Viers Bouie, of Montgomery County; and John H. Barnes, of Baltimore. Among other business transacted, the Office of General Superintendent of the Canal was created and Mr. Spates, the President, appointed to the position. The time of the Board was mostly taken up in discussing the best plan for the increase of water in the canal, and it was directed that the Superintendent immediately proceed to raise Dam No. 1, above Georgetown, so as to enlarge the volume of water in the Georgetown level which is now insufficient to meet the demands for navigation, and the supply of the flour mills and factories, which get their motive power from this source. The Washington "Star" says that the new Board harmonizes well as to the various projects for the

improvement of the canal and find but little fault with the official management of the work. No change in the officers or employees was made.

NR, Wed. 10/2/67, p. 2. **GEORGETOWN NEWS – First Arrival of Cement** – On Monday the canal boat *Ida*, lately purchased by the Potomac Mining and Manufacturing Company, arrived here from the works of the company at Shepherdstown, with 400 barrels of cement, the first that has yet been sent to market. Practical builders and others yesterday who examined this cement, pronounced it of the finest quality and equal to the celebrated Rosendale. We learn that the company can dispose of this article at nearly half the cost of Rosendale, and already large orders have been received to supply the New York and other domestic markets.

ES, Wed. 10/2/67, p. 2. [Editorial] – **THE CHESAPEAKE AND OHIO CANAL** – The President of the Chesapeake and Ohio Canal Company, Colonel Alfred Spates, of Maryland, is proving himself worthy of the position of General Superintendent of that important work, to which he was elected at the meeting of the Board of Directors in this city a few days since. With commendable promptness and energy, he has assembled a working force of one hundred and fifty men, who are busily engaged raising Dam No. 1, which work is requisite to ensure a sufficient supply of water to the Georgetown level of the Canal. Colonel Spates is superintending this important improvement in person. Already the supply of water has been materially increased, and by the close of this week it is expected the dam will be raised high enough to afford a constant volume sufficient to float the heaviest boats and keep all the mills running. Great loss has heretofore been occasioned by the low water. Boats laden with wheat and other grain have been hopelessly aground, within sight of the market, which they were unable to reach; barges with flour have been in the same predicament, much to the disgust of owners of the freight; the coal trade

has suffered from the same cause; and the operations of the millers and manufacturers have been interrupted, and sometimes altogether suspended. All this is now remedied by the expenditure of a little money, properly applied.

AG, Wed. 10/2/67, p. 3. **Alexandria Canal Aqueduct** – In the Georgetown Common Council, on Monday, “a resolution was received from the Board of Aldermen appropriating \$5,000 if the Criminal Court decide the Aqueduct a nuisance, and \$5,000 additional if the matter is carried to a successful issue before the U. S. Supreme Court.” The passage of the resolution was advocated by Messrs. Cragin and Davis, and opposed by Mr. Clabaugh. It was finally passed.

*Sun*, Thu. 10/3/67, p. 1. **Affairs in Allegany County - Chesapeake and Ohio Canal** – The navigation on the Chesapeake and Ohio canal has been somewhat impeded during the past week in consequence of the shallowness of the water. A large number of boats are now tied up at this place waiting for the drought to cease.

ES, Fri. 10/4/67, p. 3. **The Canal-** Business on the canal was not so brisk today, owing possibly to the inclemency of the weather.

NR, Sat. 10/5/67, p. 3. **Canal** – The business on the canal continues active, and the water is all that could be desired. It is higher than it has been for months. There have been twenty arrivals since the last report, with an average of 110 tons each, consigned to the Borden, Cumberland, American, Central, Hampshire and Baltimore, and Consolidation Coal Co.

There have been thirty-two departures since our last report for different points in Maryland, light.

**The Feeder Dam** – The work of increasing the capacity of the Feeder Dam No. 1 is progressing rapidly, and the result is, there is at present plenty of water for all purposes. Colonel Spates returned yesterday from the work at that point.

DNC, Sat. 10/5/67, p. 1. **The Chesapeake and Ohio Canal** – Colonel Spates, the general superintendent of the canal, has employed a working force of one hundred and fifty men, who are busily engaged in raising dam No. 1, to insure a supply of water to the Georgetown level of the canal. Already the supply has been increased, and by the close of this week it is expected the dam will be raised high enough to afford a constant volume sufficient to float the heaviest boats and keep all the mills in Georgetown running.

ES, Sat. 10/5/67, p. 3. **The Outlet Lock.** - The *Courier* of this morning says: "The new outlet lock at the mouth of Rock Creek promises, when finished, to last for an indefinite period of time. The Chesapeake and Ohio Canal Company defrays the expense, which will certainly reach \$8,500. Repeated unsuccessful efforts have been hitherto made to clean out and reach the bottom-the United States during the war having fruitlessly expended \$6,000 here, resulting only in filling it up with about six feet of dirt, which of course has now been all removed. It will be remembered that our steam fire engine and another from Washington were found to be unequal to the task of draining the water from the lock, notwithstanding that a coffer dam had been placed on the creek; but a machine which our townsman, W. T. Duvall, has the credit of having invented, was brought into requisition, and answered to a charm, as it is capable of drawing 2,500 gallons a minute, not of water merely, but rubbish, and even stones. The lock was utterly worthless when the work was commenced, the sills having been in every direction broken; but now there is a durable flooring, which is lined with pitch and sawdust. The canal company has also made other repairs on the creek, by erecting a fence on the west side, from the canal to the river, and floodgates at the mouth of Rock creek, near the outlet lock."

**The Canal.** - The president of the canal has completed the work on dam No. 1 at much less

than the estimated cost of the improvement, after having worked 150 hands for one week. The dam has been raised two feet, and the mouth of the feeder made from thirty to sixty feet in width. This dam is now thought to be secure, and sufficiently raised to furnish all the water needed for the navigation of boats; to drive the machinery of the several mills; and to furnish the coal companies with plenty of water. Colonel Spates certainly deserves credit for the manner in which he has pushed forward the work of repairing this dam. He was present superintending the improvement throughout and took off his coat and worked with the men. He has now gone to dam No. 5, about 106 miles from Georgetown, which he intends to make secure against the damage from ice and the freshets of the approaching winter and succeeding spring. The business on the canal is brisk, and there is a surplus of water.

**Shipments of Coal** – The following shipments of coal were made this week: - From the Cumberland Co., 4,148 tons; from the Borden Co., 1,306 tons; from the Hampshire and Baltimore Co., 1,180 tons; from Ray’s Docks, 5,940 tons; and from the Consolidation Co., 2,870 tons.

CA, Wed., 10/9/67, p. 3. **The Coal Trade, By C. & O. Canal.** There were dispatched from the port of Cumberland, during the last week, boats laden with 13,040 03 tons of coal, forwarded by the following companies:

American	3,047 08
Borden	1,558 13
Central	3,136 11
Hampshire & Baltimore	1,009 13
Cumberland Coal & I. Co.	2,815 03
Consolidation	1,472 05
Total	<hr/> 13,040 13

NR, Wed. 10/9/67, p. 3. **GEORGETOWN NEWS – The Canal** – The business on the canal yesterday was quite brisk, coal arriving freely, and Eastern bound vessels loaded with dispatch.

ES, Wed. 10/9/67, p. 3. **Affairs in Georgetown – The Canal** – Boats loaded with coal, wheat and other merchandise are prevented from coming down the canal, by the break of a lock gate, at a place called “Six Locks,” about 13 miles above Georgetown, and this side of the falls. The lock was broken yesterday, by a loaded canal boat coming down against it with great force, thus stopping the passage of boats both ways. Superintendent Maus has gone up to the “Six Locks,” and has men busily employed in repairing the broken gate. By reason of this breakage there is no grain on Exchange and but few canal boats in the harbor, and the shipping of coal by the different coal companies is checked until the arrival of the boats now unable to pass the breakage, and schooners in the harbor waiting for cargoes of coal are detained much longer than they otherwise would have been.  
**Shipments of Coal** – From the Consolidation Co. today, 376 tons; and from the Borden Co. 325 tons.

ES, Thu. 10/10/67, p. 4. **The Canal** – The broken lock gate, about 13 miles above Georgetown, has been repaired and boats are coming down and returning at a lively rate, and the coal companies are again busy in unloading and shipping coal.  
**Shipments of Coal** – The following shipments of coal were made today: - From Borden Co., 295 tons; from the Cumberland Co., 320 tons; from Ray’s Docks, 1,343 tons; and from Consolidation Co., 454 tons.

ES, Sat. 10/12/67, p. 4. **The Canal** – Business on the canal continues brisk, and there is an abundance of water.  
**The Aqueduct** – Workmen are busily engaged in the construction of the new aqueduct bridge. Two boats have arrived with lumber for the structure, and are now being unloaded.  
**Receipts and Shipments of Coal** – During the present week, 16,720 tons of coal have been received at Ray’s Docks: - The Cumberland Co. received 2,5000 tons and shipped 2,387 tons; the

Borden Co. received 1,575 tons and shipped 2,198 tons; the Consolidation Co. received 1,253 tons and shipped 1,384 tons; and the Hampshire and Baltimore Co. received 1,700 tons and shipped 1,400 tons. The Consolidation and Borden Companies took a portion of the coal shipped this week from their wharves.  
**Shipments of Flour** – There were 1,605 barrels of Welsh’s family flour shipped this week to New York, from Herr & Welch’s mill.

AG, Tue. 10/15/67, p. 3. **Steamboat Accident** – The steamer Wawaset, on her way to this city, this morning, from Washington, when just above the coal wharves, came in contact, during the fog, prevailing at the time, with a canal boat, loaded with bricks from the kiln of Emanuel Francis, and in tow of the steam-tug Rescue, and had one of her wheels so injured that she was compelled to put back to Washington for repairs. The Wawaset was on her regular trip to Currioman, and several passengers for the different river landings were detained on the wharf here, awaiting her arrival, until the news of the accident reached them.

CA, Wed., 10/16/67, p. 3. **The Coal Trade, By C. & O. Canal.** There were dispatched from the port of Cumberland, during the last week, boats laden with 14,401 08 tons of coal, forwarded by the following companies:

American	3,370 12
Borden	884 10
Central	3,884 05
Hampshire & Baltimore	870 11
Cumberland Coal & I. Co.	3,127 04
Consolidation	2,464 16
Total	<u>14,401 08</u>

AG, Thu. 10/17/67, p. 4. **River News** – A very heavy fog prevailed this morning on the river, and for a few hours, navigation was obstructed. The Wawaset, which was injured on Tuesday last, by colliding with a canal boat, has been repaired, and will resume her regular trips to Currioman, and the river landings tomorrow.

NR, Fri. 10/18/67, p. 2. **GEORGETOWN NEWS – “An Ounce of Preventive”** – It is a wise and true maxim that an ounce of preventive is worth a pound of cure, and acting upon this adage the energetic Supervisor Maus, of the Georgetown level of the canal, has caused a large quantity of material to be conveyed near dam No. 1, to be used, should necessity require it, in repairing the feeder at that point, which is subject more or less to damage on the occasion of heavy rains or freshets. Mr. Maus is unremitting in the discharge of the duties appertaining to his division and is held in much esteem by boatmen and others doing canal business.

AG, Mon. 10/21/67, p. 4. **Death** – Captain Walter B. Chew, for a long time connected with the Alexandria Canal Company, and regarded as a faithful officer, died in Georgetown on Saturday.

ES, Thu. 10/24/67, p. 2. Col. E. V. White, of “White’s Guerrillas” is now sheriff of Loudoun county and is a quiet and rather amiable-looking gentleman.

AG, Thu. 10/24/67, p. 4. **Alexandria Canal Aqueduct** – The schooner Saco, Capt. Wilson, loaded with lumber for the Alexandria Canal Aqueduct, arrived on Tuesday, and is now discharging her cargo at Georgetown.

ES, Sat. 10/26/67, p. 4. **The Canal** – Business on the canal for the last two days has not been so brisk as usual, boats with coal, &c., are coming in slowly. There is plenty of water in the canal and nothing to stop navigation.

**Lumber** – Another boat has arrived with lumber for the Aqueduct Bridge.

**receipts and Shipments of Coal** – The following is the amount of receipts and shipments of coal by the different coal companies during the present week: - From the Cumberland Co., 2,000 tons received, and 1,500

tons shipped; from Consolidation Co., 1,654 tons received, and 1,608 tons shipped; from Ray’s Docks, 6,700 tons received and shipped; from the Hampshire and Baltimore Co., 1,700 tons received, and 1,500 tons shipped; from the Borden Co., 1,100 tons received and 262 tons shipped.

NR, Mon. 10/28/67, p. 2. **GEORGETOWN NEWS - The Canal.** - We notice the usual number of coal boats ready to register at the collector's office this morning. Owing to the regular supply of water now in the canal, boatmen find no difficulty in navigation, and the only drawback to the mills is the scarcity of grain, wheat and corn still arriving in limited quantities.

**The Coal Trade.** - The receipts of Cumberland coal for the week ending Saturday were 13,154 tons and the shipments amounted to 11,564½ tons.

**The Aqueduct Bridge** – A sufficiency of lumber having arrived to commence operations looking to the construction of the aqueduct bridge, we learn that the contractor expects to be able to complete one of the spans during the present week. Iron girders are already at hand, and it is the intention of the lessees to have the work pushed to rapid completion. We have not heard, as yet, whether any informal injunction has been laid against the rebuilding of the bridge, but it is said that the riparian owners will do so as soon as the work is fairly under way.

Mon. 10/28/67, p. 1.<sup>12</sup> The work on the Aqueduct bridge is being pushed forward with all possible rapidity, and the Georgetown merchants, though violently opposed to the repairing of the bridge so that the canal boats can reach Alexandria, have not as yet taken any decisive measures to prevent the extension. The greater part of the original timbers have been removed, as they were badly decayed, and new and strong woodwork is being put up throughout the entire length of the structure.

<sup>12</sup> *Daily Morning Chronicle*, Washington, D. C.

ES, Mon. 10/28/67, p. 4. **The Canal** – Quite a number of boats have arrived in the canal since Saturday, and such as have discharged their cargoes are making haste to return to Cumberland for more coal. The boat Mill Boy brought wheat and corn for Mr. G. Waters; the boat R. W. Castleman, limestone, for S. D. Castleman's kilns; and the boat Little Bob brought wood to market. The receipts at the collector's office at this city, for the week ending Saturday, October 26<sup>th</sup>, were \$4,955.

**A Mule Hung** – Captain Samuel Swain, of the boat Filonia Swain, tied his mules up last evening near the tow path on the bank of the canal, when one of them got over the bank into the canal, and was found this morning hanging by the neck, strangled to death.

ES, Tue. 10/29/67, p. 3. **The Storm.** - The heavy storm of last evening had the effect to cleanse the streets of the town and raise the water in the canal, as also in the river. The water in Rock Creek was so high this morning as to threaten destruction to the temporary bridge at the foot of K street, Washington, and to fill the outlet lock, which had caused so much trouble to pump dry, so that it overflowed. The water in the creek is subsiding this afternoon, and the bridge at K street will probably escape without injury.

Sun, Tue. 10/29/67, p. 4. **LETTERS FROM WASHINGTON** – *Georgetown Affairs* – The work on the aqueduct bridge is to be commenced at once and pushed forward rapidly, in spite of the threats of an injunction.

The total amount of tolls on the Chesapeake and Ohio canal last week was \$4,055.

Over 1,600 tons of coal were shipped coastwise today. O. K.

AG, Tue. 10/29/67, p. 3. **Drowned** – John Mouse, a boatman on the canal boat Clear Spring, was drowned in the Chesapeake and

Ohio Canal, on Saturday night last, by accidentally falling overboard at Seven Locks, about two miles above Georgetown. He was under the influence of liquor at the time of the accident.

ES, Wed. 10/30/67, p. 3. **Affairs in Georgetown – The Aqueduct Bridge** – The workmen engaged on the new Aqueduct Bridge having torn away all of the old structure, save the frame work, which appears to be very rotten, the timbers of which are broken, many of them are now engaged in making a new frame for the new bridge, one span of which is nearly completed, and the iron girders being on hand, it is expected that this span will be put up this or next week. It is said that the old bridge will not be torn down entirely until the workmen are ready to erect a new frame, which will be put up one span at a time, the workmen tearing down the old frame as the new spans are erected, so as to prevent trading vessels from getting above the structure. It is the intention of the lessees of the Alexandria Canal to have the work of rebuilding this bridge pushed to a speedy completion, and they hope, they say, to have the aqueduct ready for the passage of boats through to Alexandria early in the spring.

**Wheat** – The canal boat Otto T. Snoffer has arrived with 3,000 bushels of wheat for Herr & Welch.

DMC, Wed. 10/30/67, p. 2. **A TRIP TO SENECA QUARRIES** – On Saturday last we enjoyed a very pleasant trip to Great Falls and Seneca quarries on the Potomac, in company with a number of gentlemen whose object was to see the Potomac Water Works at the first-mentioned point and the magnificent and inexhaustible beds of freestone at the latter. Our party included Messrs. H. D. Cooke, of the First National Bank of this city; H. H. Dodge, George S. Gideon, president of the Washington and Georgetown Street Railroad; D. C. Forney, publisher of the *Chronicle*; Theodore B. Samo, chief engineer of the Potomac Water Works; Charles H. Sherrill, contractor, do.; A. B.



Mullett, architect of the Treasury Department; H. A. Chadwick, of Willard's Hotel; General N. Michler, of the Engineer Corps, (Superintendent of the Public Buildings and Grounds); General J. C. Woodruff, of the Engineers, and Colonel Treadwell, of the Ordnance Corps. We left Washington about seven o'clock in the morning, and Georgetown, which was the starting-point for several members of the party, at about eight, and, provided with the requisite number of conveyances, took the road which follows the line of the conduit through which the water which supplies the city is brought from Great Falls. The day was as beautiful as could have been desired, and admirably suited to display to the best advantage the really beautiful scenery along the Potomac, never more beautiful than at this particular season. At several points there were perfect gems of landscape well worthy of an artist's pencil. It would be difficult to imagine anything comprising more of the elements of beauty than several of the views of the Potomac and its banks which open before one at different points along the road. What could be more enchanting, for instance, or constitute a picture more perfect and compact than a smooth stretch of deep water, placid as a lake and clear as a mirror, shut in by high banks, whose rounded outlines and many-colored foliage are doubled by reflection, terminated above by a shallow rapid, where the water glances and sparkles in the sunshine, and slipping quietly out of sight below, around some bold projection of the wooded shore; the whole scene bathed in the warm and mellow light of a lovely autumn day? There are many such scenes between here and Great Falls, or rather many scenes of which such a description can convey only a very faint conception. One feels the influence of their beauty, but realizes the inadequacy of words to portray it. To be appreciated, the numerous elements of the picture must present themselves simultaneously to the mind through a single sweep of the eye. It is only thus that the *harmony* which constitutes its principal charm can make itself felt. The hills

which border the river on either side are for the most part unimproved and covered with timber; but one can almost forgive the lack of enterprise which has left them in their present condition in consideration of the brilliant colors with which autumn has painted their foliage. They might, however, be put to far more profitable uses than they now are, as has been practically demonstrated by a gentleman living near Cabin John bridge, who has planted an extensive peach orchard and a vineyard, which we understand are already paying him well for the labor and capital expended upon them. It is hoped that within a few years, many other will profit by his example.

On reaching Great Falls, about 10 A. M., we abandoned our carriages and embarking on a boat, which in war times had seen service as a pontoon, made rapid progress up the canal, behind a couple of spirited and well-behaved mules, toward the Seneca quarries, seven miles higher up, meeting with no accident by the way, save the occasional breaking of our rudder and towline, which, however, were in each instance speedily repaired. In about two hours, we arrived at our destination, and landed a short distance above the mouth of Seneca creek, from which the quarries in its vicinity are named. The sandstone formation commences just above the mouth of this creek, and extends up the canal a distance of nearly a mile and a half, the bluffs rising to a height of sixty to a hundred feet above the water, and being composed of solid rock from top to bottom. How far back this rock extends or how deep it is impossible to say; but it would seem as if the supply were absolutely inexhaustible, and might supply all the building stone, which this city in the new era of prosperity now dawning upon it, will be likely to need for centuries.

The land on which these quarries are situated forms part of a farm of over six hundred acres, originally owned by John Parke Custis Peter. The first time that stone was quarried here in any considerable quantities was in 1828 or 1830, when the canal company obtained here the stone to build their locks and the aqueduct over

Seneca creek. Some seventeen years later the stone for the Smithsonian Institute building in this city was brought from the same source. Several years ago, the Government purchased a small corner near the upper end of this sandstone formation for the purpose of quarrying stone for the various works connected with the Potomac aqueduct, and a large quantity of stone has been taken from that quarry, which is now, however, nearly exhausted. Lower down the river, the point from which the stone for the Smithsonian Institute was taken, Mr. Thomas Peter, a son of the gentleman above named, has been quarrying stone for the repair of the Smithsonian and for the trimmings of the new St. Dominick Church, on the Island. But it is only within the last few months that arrangements have been made for quarrying on a large scale, and properly developing these immense beds of stone. In June the entire farm of which they form a part was purchased by Messrs. Henry D. Cooke, of the firm of Jay Cooke & Co.; H. H. Dodge, of Georgetown, and John L. Kidwell, of this city. These gentlemen have erected a mill working four gangs of saws, and a rub-bed for the purpose of dressing the stones. This and other improvements, including blacksmith's shops, storehouses and boarding-houses for the hands, were commenced in July and completed a few weeks ago. There are now some fifty hands at work in a quarry close to the mill, under the superintendency of Mr. Thomas Peter, from whom the property was bought. The company have also built two canal boats for the conveyance of the stone from the quarry to the city. The important feature of these quarries, and that which renders them peculiarly valuable, is the fine quality of the stone. The famous brown-stone fronts of Fifth avenue, New York, are obtained from the quarries of Connecticut. A gentleman of many years' experience in those quarries, and also in those of Nova Scotia, pronounced the Seneca stone equal to any in the United States for building purposes, and New York architects and builders, to whom it has been submitted, think it will become exceedingly

popular. There are four distinct varieties of it so far noticed, their tints being respectively red, brown, drab and yellow. That of the quarry now in operation is red, the same that may be seen in the Smithsonian Institute. At the time the erection of that building was under consideration, experiments were made upon various kinds of stone to test their quality in resisting the changes of temperature, especially the action of frost. The test to which they were subjected was a chemical process recommended by Biard, a French chemist, and showed a smaller loss in weight by the action of the frost than any other tone experimented upon except the marbles. Two kinds of Connecticut sandstone lost respectively 14.36 grains and 24.93 grains, against .70 grains lost by the dark-red Seneca sandstone. In this particular it has a great advantage over the Connecticut stone, which is found in practical experience as well as by scientific experiment to ship under the action of frost, which soon seriously impairs its appearance; and in respect to the time, the brown Seneca stone is very like the Connecticut, certainly quite as desirable. The durability of the stone has already been well demonstrated. On our way up the canal, we saw locks constructed thirty or forty years ago, the stones of which still bore the marks of the chisel, and were as perfect as if laid out but yesterday. The aqueduct over Seneca creek is also built of the same stone, and has stood the wear and tear of nearly forty years without losing so much as a chip. It possesses in a high degree one essential quality of a good building stone – that it is comparatively soft and easily worked in the quarry, but hardens by exposure to the atmosphere. Of this a striking proof is furnished in the case of the Smithsonian Institute, the stone of which, defaced by the action of the fire at the time the building was burned, was so hard that it could not be redressed without more labor and expense than was necessary to bring fresh stone from the quarries.

The advantages possessed by these quarries are very numerous. Their distance from Washington is about twenty-two miles by canal,

along which the stone lies so close that a derrick might remove it to the boats which are to bring it to the city. Their situation on the side of a bluff makes them easy to work, and obviates the necessity of digging to get at the stone. Indeed, the bluff is one solid mass of stone from the top to the level of the canal. Near the surface the seams are more numerous than lower down, and the stone, from exposure, is harder to work; but that which will not yield blocks large enough for building purposes is adapted for rubble stone, and pays for quarrying and shipment. In most of the Connecticut and Nova Scotia quarries, the stone is only reached after digging to a considerable depth, and removing at great expense a vast mass of superincumbent earth. The facilities for transportation could not be better, owing to the proximity of the canal, which also affords water power for machinery. The mill now in operation has a forty-horsepower wheel, and the expense for motive power will not exceed \$200 per annum; whereas a steam engine of the same power would cost from \$2,500 to \$3,000 per annum to run it. A good farm of over six hundred acres – one of the best in the county – on which to raise provisions for the hands employed, is also an important advantage, and will contribute materially to the economical working of the quarries.

The result of all this is that the company will be able to furnish stone at cheaper rates than almost any of their competitors. The brown stone of Connecticut has cost when delivered in Washington about \$1.35 per cubic foot, whereas it is expected that this can be delivered for 75 cents; and the company expect to be able to deliver it in New York at \$1 per cubic foot, which is twenty cents cheaper than the cost of Connecticut stone there.

Heretofore but little dimension stone has been quarried. The work has but fairly commenced, and the stone so far taken out has been from near the surface. But the mill is at work night and day turning out dimension stone, for which orders are received faster than they can be filled; and very many have been necessarily

declined. By next summer, however, the company will be able to supply all demands. They have rented the wharf at the foot of G street, (some three hundred feet in length,) and propose to put up extensive machinery there next season for sawing and dressing stone. They will then be able to supply not only all the requirements of our own market with its steadily increasing demand for building material, but to ship any quantity of stone to New York and other cities.

Mr. Henry D. Cooke and Mr. Alexander, of this city, are now erecting houses of the red Seneca stone, and the Christian Association propose to use it for trimmings in their new building at the corner of Ninth and D streets. By this time next year, we shall doubtless have many more buildings composed in whole or in part of the same material, and in a few years, it is likely to become a prominent feature of Washington architecture, and add not a little to the beauty of the city.

#### THE RETURN

On our return to our boat after an inspection of the quarries we found that Chadwick, in the exercise of his genius for hotel keeping, had improvised a branch of Willard's therein, and as the word was given to turn our prow homeward we sat down to a table of which it is sufficient to say that it was worthy of the establishment just named. For whole-souled and far-reaching hospitality, commend us to "mine host" of Willard's. At Great falls we stopped to look at the dam recently completed between the Maryland bank of the Potomac and Conn's Island – a splendid and substantial piece of workmanship, of which, as well as other portions of the Potomac Water Works, we shall have something to say in another article. Resuming our carriages about 5 P. M., we drove homeward, and reached Washington soon after dark, having enjoyed a trip not soon to be forgotten.

ES, Thu. 10/31/67, p. 3. **The Canal** – Business on the canal was rather dull this morning. Boats are arriving slowly.

*Sun*, Sat. 11/2/67, p. 1. **Freshet in the Potomac** – On Tuesday last about two-thirds of the stone work of that portion of the dam of the Chesapeake and Ohio canal which was just finished by the contractor, Mr. Lewis Stanhope, was washed away. Mr. Stanhope’s contract was for the building of about 170 feet of the dam in the middle of the river, between the old stone dam on the Virginia side and the Hollman dam on the Maryland side. The capping on the stone work was completed on Monday last, and on Tuesday the capping of the cribs between the new work and Hollman’s dam was finished while the water was rising. It had just commenced running over the top, when the green stone work gave way, and upwards of one hundred feet was washed out. It is not yet known whether the whole of the masonry, to the bottom of the river, has been washed out or not. The loss will be about six or seven thousand dollars. Whether it will fall upon the company or the contractor we are not prepared to say. – *Hagerstown Mail*.

*Ibid*, p. 4. **LETTERS FROM WASHINGTON** – *Georgetown Affairs* – The tolls on the Chesapeake and Ohio Canal for October amounted to \$16,500, which is \$500 less than in September.

*ES*, Sat. 11/2/67, p. 3. **The Canal** – Business on the canal was not so brisk today. Boatmen coming from Cumberland report that the late freshet has washed out most of the work which has been done lately, below the cribbing at dam No. 5, about 107 miles above Georgetown, but that this damage to the canal does not at present interrupt navigation. Col. Hollingsworth, at the Collector’s office, in this city, has not, however, received any official information of this damage to the canal. The total receipts on the canal, received during the past month at the Collector’s office in this city, were \$17,756.

**Sent to the Baltimore Jail** – The notorious Barney McQuade, captain of the canal boats Star of Cumberland and J. G. Greenless, running

between Georgetown and Cumberland, and who is well-known in Georgetown and Washington, was caught in the act of robbing the Adams Express office at Cumberland, and subsequently sent for safe keeping to the Baltimore jail.

**Receipts and Shipments of Coal** – The following is the business of the several coal companies for the present week: From the Cumberland Co., 2,069 tons of coal received, and 328 shipped; Consolidation Co., 2,033 tons received, and 1,235 tons shipped; Ray’s Docks, 6,471 tons received and shipped; Borden Co., 1,400 tons received and 1,026 tons shipped; Hampshire and Baltimore Co., 1,600 tons received, and 1,100 shipped.

*AG*, Sat. 11/2/67, p. 4. **The Aqueduct – At It Still!** – The *Georgetown Courier* says: “We understand that the counsel for the repairs proprietors are busily engaged in preparing the necessary papers, to obtain an injunction restraining the lessees of the Alexandria Canal Company from rebuilding the Aqueduct.”

*CA*, Wed., 11/6/67, p. 3. **The Coal Trade, By C. & O. Canal.** There were dispatched from the port of Cumberland, during the last week, boats laden with 13,141 15 tons of coal, forwarded by the following companies:

American	3,686 06
Borden	986 14
Central	4,058 17
Hampshire & Baltimore	1,194 05
Cumberland Coal & I. Co.	1,785 09
Consolidation	1,480 04
Total	<hr/> 13,141 15

*AG*, Wed. 11/6/67, p. 3. **Break in the Alexandria Canal** – The water that has collected in the basin of the Alexandria Canal, during the late rains, has forced its way beneath the flooring of the first lock, and occasioned some damage in consequence. Labors are at work repairing the injury.

ES, Thu. 11/7/67, p. 3. **Affairs in Georgetown – The Canal** – Business on the canal is dull today. Boatmen coming down from Cumberland report Lock No. 4, of the “Six Locks,” has been seriously injured by a boat loaded with coal running against it, breaking it, and getting fast in the locks thus stopping navigation, and that should it be required to unload the boat and cut it out, it will be a serious detention to the navigation of canal boats.

AG, Thu. 11/7/67, p. 3. **Alexandria Canal Aqueduct** – It is confidently expected by the lessees of the Alexandria Canal that two spans of the new aqueduct at Georgetown will be completed and erected during the current week.

AG, Sat. 11/9/67, p. 3. **Alexandria Canal Aqueduct** – Mr. P. Quigley, one of the lessees of the Alexandria canal, arrived in Georgetown yesterday morning, upon business connected with the erection of the aqueduct. He expects to have a greater portion of the work done by January, and the whole completed by the time for the opening of navigation in the spring. Six spans are framed and ready to be raised in their position as soon as the angle blocks arrive, which are looked for daily.

*Sun*, Mon. 11/11/67, p. 1. Alfred Spates, democrat, won the vote for Sate Senate from Allegany county, 2,774 votes to 2,221 votes for Alexander Shaw, radical party.

NR, Tue. 11/12/67, p. 3. **GEORGETOWN NEWS – The Outlet Lock** – This artery of trade to Washington, Georgetown and Alexandria is now completed, but it will not be practically used for several days, as Rock Creek from the mouth of the canal to the river will have to be dredged in order to admit of the passage of boats, when it is expected boats carrying 110 tons of coal will pass through to the river with ease. Mr. John M. Stake, under direction of Colonel Alfred Spates, president and superintendent of the Chesapeake and Ohio Canal, is now depositing

several loads of gneiss stone at the lock, for the purpose of securing the cribs and apron of the dam, which will be finished today.

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**Completion of Repairs at Six Locks** – Superintendent Isaac R. Maus, of the Georgetown division of the canal, has completed the repairs occasioned by the boat Chesapeake running into the lock-gates at Six Locks, by which two of the gates were demolished. The superintendent was compelled to unload 110 tons of coal over the bow of the boat while jammed in the lock and construct new gates. By personal attention, and working his force day and night, the damage was repaired in the short space of four days, and on Sunday and yesterday some 150 boats, laden with coal and grain, were enabled to pass down to Georgetown, much to the relief of our miller and coal companies.

**Disorderly Canal men** – Sergeant Boarman and Officers Hauey and Cameron arrested three canal boat captains, named James Barrett, Daniel Arnold and A. V. Corson, on the charge of drunk and disorderly conduct and resisting the officers in the discharge of their duties. They were taken before Justice Buckey, who fined the two former \$2.50 each, and dismissed the latter.

**Seneca Red Stone** – We notice a number of arrivals of boats within the past few days from the Seneca quarries, and it is said the demand for such building material is increasing daily. The quarries are owned by Messrs. H. H. Dodge & Co., and the most prominent contracts are the supplying of stone for the building of the Christian Association Hall, on the corner of Ninth and D streets, St. Paul’s Protestant Episcopal church, on Twenty-third street, near the Circle, the Smithsonian Institution, and the large and magnificent mansion of Henry D. Cooke, on the Heights of Georgetown.

CA, Wed., 11/13/67, p. 3. **Trade on the C. & O. Canal.** The Georgetown *Courier* says that notwithstanding breakage and consequent delay to navigation, the business of the Chesapeake and Ohio Canal was better during the month of

October, just past, than for any equal period of time since traffic thereon was begun. Over sixty-seven thousand tons of coal were shipped from Cumberland to that port during the month, and the receipts of toll exceeded fifty-four thousand dollars. The capacity of this artificial avenue for trade has not yet been tested; but if the above gratifying result has been obtained in a season of general depression, it is not difficult to conceive what may be obtained by it in the not remote future.

AG, Fri. 11/15/67, p. 4. **Potomac River Navigation** – A large fleet of coal barges arrived here yesterday evening from Georgetown, where some of them had been detained for four or five days, in consequence of the low water in the harbor of that town, and this morning started for various ports. The captains of some of these vessels were by no means mealy mouthed in their expressions concerning the opposition of some of the people of Georgetown to the reconstruction of the Aqueduct of the Alexandria Canal, which, when completed, will enable coal vessels to receive their cargoes here, where there is always a sufficiency of water, and where the facilities for loading coal are unequalled.

CA, Wed., 11/20/67, p. 3. **The Coal Trade, By C. & O. Canal.** There were dispatched from the port of Cumberland, during the last week, boats laden with 11,232 11 tons of coal, forwarded by the following companies:

American	3,991 19
Borden	511 03
Central	3,091 03
Consolidation	1,765 15
Cumberland Coal & I. Co.	966 18
Hampshire & Baltimore	872 13
Total	11,232 11

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**Coal** transported over the Cumberland & Pennsylvania Railroad, during the week ending November 9, and for year:

	To Canal	To B. & O. R. R.
For week	11,449 08	16,261 09

For year           347,606 04           511,783 05  
 During the corresponding period of 1866, there were delivered to the Baltimore & Ohio Railroad 511,936 19 tons, and to the Chesapeake & Ohio Canal 255,557 10 tons.

Sun, Wed. 11/20/67, p. 2. **Affairs in Allegany County** – The following items are from the *Cumberland Union: Chesapeake and Ohio Canal* – The business on the canal has been brisk for the past week, considering the season of the year. We learn that coastwise vessels are scarce and wanted at the lower port. Several of the companies have large orders yet unfilled.

ES, Thu. 11/21/67, p. 3. **GEORGETOWN – Affairs in Georgetown – The Canal** – Business on the canal is very much delayed at present by an insufficient supply of water. There are numbers of boats in from Cumberland with coal, but they are unable to move on account of low water. Some twenty boats got fast yesterday and as many today on a sand bar above the aqueduct bridge. The mills were obliged to stop running today, in order to raise the water for the navigation of boats. Boatmen say there is plenty of water in the level above the “guard lock,” and hence the opinion that there would be a sufficient supply on this lower level if it were only allowed to pass through the feeder. No doubt there will be a sufficient supply of water as soon as those in charge of the feeder on the upper level shall hear of the scarcity on this lower level. The boat Col. A. Spates has come down with wheat, the S. Billmyer with flour and grain for G. Waters; the Henry, Jr., with 100 tons of pig iron, and the R. A. Castleman and Four Brothers, with limestone. **The Aqueduct** – Another boat has arrived with lumber for the Aqueduct bridge.

AG, Thu. 11/21/67, p. 4. **A New Village** – It is reported in Georgetown that the Lessees of the Alexandria Canal have just purchased a large tract of land, opposite Georgetown, with a view to laying off a township, for which they paid the

sum of \$16,000 cash. [Transcriber's Note: This tract later became Rosslyn, Va.]

ES, Sat. 11/23/67, p. 3. **Affairs in Georgetown.**

– **A Boatman Drowned** – Yesterday evening about 10 o'clock, Mr. O. O. Pearson, who keeps a grocery and liquor store opposite the Aqueduct Bridge, on Bridge street, heard a heavy splash in the canal, near the foot-bridge leading to the Aqueduct. He halloed, asking who had fallen into the canal, but heard no reply. He then went down to the canal, and ascertained that a man had fallen off the foot-bridge into the water, and with the aid of some others he succeeded in getting the drowned man out of the water about half an hour after he had fallen in, when it was ascertained that his name was Albert Bartlett, an American, about twenty-seven years old, and of the canal boat Egguet, J. V. L. McKaig, captain. In the absence of Coroner Woodward, Justice M. V. Buckey this morning empaneled a jury, consisting of the following persons, and held an inquest over the body of the deceased: - B. W. Whiting, Wm. Calhoun, Col. John McH. Hollingsworth, O. S. Maus, James Monarty, John W. Addison, F. H. Thomas, John Schwengher, George Barnes, Wm. Garrett, M. H. Green and Jeremiah Mead. The jury, after viewing the body of the deceased and hearing the evidence as to his death, rendered a verdict "that the said Albert Bartlett came to his death from accidental drowning in the Chesapeake and Ohio canal, at about 10 o'clock p. m. on the 22<sup>nd</sup> day of November, 1867; and further they learn that the said Albert Bartlett was intoxicated at the time of drowning; they further find that the deceased has no means." The captain of the boat on which deceased was engaged was indebted to him to the amount of \$10.70, which was paid to the acting coroner, who receipted therefor. The deceased was buried by the Corporation.

**The Canal** – There is now a good supply of water in the canal and navigation is unobstructed. The boats George Moler and James Flanagan have arrived with limestone,

besides several boats for the different coal companies with coal.

**The Aqueduct** – The workmen on the Aqueduct are now laying across the stringers for the new bridge. They expect to commence raising the frame of the bridge on Monday. A notice was served upon the foremen of the work on Thursday by Dr. Joshua Ritchie, notifying them to suspend work on the bridge, as it was an obstruction to the channel, or go on with it at their peril.

**The Coal Trade** – The Borden Company has received, during the present week, 660 tons of coal, and shipped 1,025 tons; the Cumberland Company have received 1,000 tons, and shipped 433 tons; the Consolidation Company have received 1,225 tons, and shipped 656 tons; 7,300 tons were received at Ray's Docks, and 5,626 tons shipped; the Hampshire and Baltimore Company received 700 tons, and shipped 500 tons.

NR, Mon. 11/25/67, p. 2. **Drowned.** - On Friday night Albert Bartlett, of the canal boat Cygnet, fell into the canal from off the bridge at the terminus of High street, and was drowned before assistance could reach him. Justice Buckey, in the absence of Coroner Woodward, empanelled a jury, who rendered a verdict of accidental drowning, and the deceased was without means. Sanitary Officer Caleb Sebastian took charge of the remains, and procuring a coffin from Mr. J. F. Birch, had the body interred in the old Methodist burying ground.

ES, Mon. 11/25/67, p. 3. **The Canal** – Business on the canal is rather bare today; another stone boat was locked into the canal this morning from Rock Creek.

CA, Wed., 11/27/67, p. 3. **The Coal Trade.**  
**By C. & O. Canal.** There were dispatched from the port of Cumberland, during the last week, boats laden with 9,508 05 tons of coal, forwarded by the following companies:

American	4,116 08
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Central	4,077 02
Hampshire & Baltimore	1,309 15
Total	<u>9,503 05</u>

**Coal** transported over the Cumberland & Pennsylvania Railroad, during the week ending November 16, and for year:

	To Canal	To B. & O. R. R.
For week	10,291 06	16,854 15
For year	357,897 10	528,638 00

During the corresponding period of 1866, there were delivered to the Baltimore & Ohio Railroad 526,481 19 tons, and to the Chesapeake & Ohio Canal 266,270 17 tons.

**Thanksgiving.** Tomorrow, the 28th of November, has been set aside by the National and State Executives, as a day of Thanksgiving and Prayer. It is presumed that there will be a general cessation of business, and appropriate services in the churches. Let those who have good dinners enjoy them, and at the same time remember the poor.

**CANAL NOTICE.**  
 Notice is hereby given to Shippers, Boatmen, and other persons interested in navigation on the Chesapeake & Ohio Canal, that the water will be drawn from the Canal on the 20th day of December, for the purpose of making repairs, &c.  
 ALFRED SPATES, President  
 Chesapeake & Ohio Canal Company.  
 November 27, 1867—4w.

ES, Fri. 11/29/67, p. 3. **The Canal** – There is an abundance of water in the canal, though there are not as many boats coming in as usual. Besides the arrival of several boats with coal for the different Coal Companies, the George Moler has come in with limestone; the Lucy Hall with flour and lime; the H. Wade, Wade, Jr., with limestone, and the Mollie with red-stone, for the Senard Stone Company. The water is to be drawn off the canal on the 20<sup>th</sup> of December.

NR, Sat. 11/30/67, p. 2. **GEORGETOWN NEWS – A Slight Detention** – The new lock gates on the canal, located between Congress and Jefferson streets, were, by design or carelessness,

displaced on Tuesday, and Mr. John M. Stahe, under authority of Mr. Maus, of the canal, immediately repaired to the spot, and by the assistance of several laborers employed by the canal company soon rectified matters, and boats were enabled to pass as usual.

**Merchandise** – The canal boat George Washington has arrived with wheat, corn and lime to Benjamin Darby; also, the boat Lucy Hall with flour and lime consigned to George Waters and B. Darby.

**Coal Trade by Canal** – The following is a statement of the shipments of coal over the Chesapeake and Ohio canal for the week ending November 24, and for the season:

American Company	4,116 08
Borden Company	
Central Company	4,077 02
Consolidation Company	
Cumberland Coal & Iron Co.	
Hampshire Company	1,309 15
Total	<u>9,503 05</u>

ES, Sat. 11/30/67, p. 3. **The Canal** – Boats are coming in as usual. The Four Brothers has arrived with limestone. The W. S. Hunting with stone; the George Moler with limestone; the Lucy Hall with flour and lime; and the James Flanagan with limestone.

**Receipts and Shipments of Coal** – The following is the receipts and shipments of coal for the present week of the different coal companies: - The Borden Co. has received 1,600 tons and shipped 825 tons; the Cumberland Co. has received 420 tons and shipped 1,420 tons; the Hampshire and Baltimore Co. has received 1,700 tons and shipped 400 tons; the Consolidation Co. has received 1,224 tons and shipped 652 tons, 6,930 tons were received at Ray's Docks and 3,318 tons shipped.

**The Aqueduct** – Two spans of the framework for the new bridge have been erected. The workmen found it difficult to proceed with their work on the frame today in consequence of the wind.



Sun, Tue. 12/3/67, p. 4. **LETTERS FROM WASHINGTON** – *Georgetown Affairs* – The receipts for tolls on the Chesapeake and Ohio Canal for November amounted to \$16,998.71.

CA, Wed., 12/4/67, p. 3. **The Coal Trade.**  
**By C. & O. Canal.** There were dispatched from the port of Cumberland, during the last week, boats laden with 4,193.09 tons of coal, forwarded by the following companies:

American	3,290 10
Consolidation	902 19
Total	<u>4,193 09</u>

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**Coal** transported over the Cumberland & Pennsylvania Railroad, during the week ending November 23, and for year:

	To Canal	To B. & O. R. R.
For week	12,856 01	15,178 01
For year	370,753 11	543,816 01

During the corresponding period of 1866, there were delivered to the Baltimore & Ohio Railroad 539,698 14 tons, and to the Chesapeake & Ohio Canal 276,447 13 tons.

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**The Weather.** December came in with blustering voice and icy fingers. The long spell of mild weather ended on Friday last, with a cold rain, followed by snow. Saturday, Sunday and Monday were wintery days succeeded by freezing nights. The Canal, Canal Basin and Creek, were all closed. Yesterday the weather moderated.

ES, Wed. 12/4/67, p. 3. **Rock Creek.** - The old dredging machine formerly in use on Rock Creek, has been brought down the canal and set to work dredging out the channel in Rock Creek, for the passage of boats going from the canal to the river, through the outlet locks.

Thu. 12/5/67, p. 3.<sup>13</sup> **The Canal** – Business on the canal is comparatively dull. Colonel Alfred Spates has provided a new ice breaker, built at

Cumberland, to be used in the Georgetown level during the present winter.

Workmen are dredging and cleaning Rock Creek from the outlet lock of the Chesapeake and Ohio canal to the mouth of the creek. This will afford uninterrupted navigation from the canal to the Potomac river.

NR, Tue. 12/10/67, p. 2. **A Canal and Sewer Bill.** - Mr. Ingersoll introduced in the House yesterday a bill (which was referred to the District Committee) "to incorporate the Georgetown and Washington Canal and Sewer Company." The incorporators are: S. P. Brown, John P. Clarke, jr., Amos Babcock, W. E. Johnston, J. M. Walker, D. C. Forney, Michael Duffy, John Van Riswick, A. B. Tazewell, John F. Callan, G. F. Walker, Wm. E. Spalding, Perry Fuller, W. S. Huntington, Hawkins Taylor, Lafayette Bingham, and others.

The bill authorizes the company to construct a canal and sewer between a point on the centre of the Chesapeake and Ohio canal 100 feet west of the westerly line of Jefferson street, in Georgetown, being about 300 grades west of the westerly bank of Rock Creek, and the Anacostia river in Washington, at the point where the Washington canal and its mouth enter the said river as designated upon the original map of Washington, commencing at the point aforesaid in Georgetown, thence along through and upon the lands used by the Chesapeake and Ohio canal until it reaches the canal and basin on the land upon which was located the Washington branch of the Chesapeake and Ohio canal; thence easterly along through and upon said Washington branch of the Chesapeake and Ohio canal and its basin and basins to where it connects with the Washington City canal at west Seventh street; thence easterly along through and upon the lands of said canal and basins thereof to the Anacostia river. It being expressly understood that no more land is to be included in the route aforesaid than was originally owned and designated and designed to be used by the

<sup>13</sup> *Daily National Intelligencer*, Washington, D. C.

company of the Chesapeake and Ohio canal, the Washington branch of said canal, and the Washington city canal, for the canals and basins of the said several canal and companies. The company are authorized to purchase and condemn land for their purposes.

The canal is required to be sixty feet wide. The capital stock is fixed at \$1,000,000 in shares of \$100 each.

CA, Wed., 12/11/67, p. 3. **The Coal Trade.** **The Canal Trade** for the season, has closed a few days in advance of the time fixed by the President for having the water drawn off, by an embargo laid upon it by the ice-king. The shipments of Coal have exceeded those of any previous year. The clearances of boats from this port, for the year, were 4,224, carrying about 450,000 tons of coal. Last year 3,165 boats cleared, carrying about 343,000 tons of coal.

NR, Wed. 12/11/67, p. 3. **GEORGETOWN NEWS – Severe Assault** – Four canal men – named Charles Miller, F. Chaney, Frisby Wyatt and Jas. H. Garnett – were arrested by Officer Burrell yesterday, charged with committing an unprovoked assault upon a colored man, named Benjamin Whiting, on the canal boat Andrew Johnson, lying near the Aqueduct. Whiting was beaten in a terrible manner, and knocked overboard, when two of the accused party refused to lend assistance to save him from drowning. A hearing yesterday before Justice Buckey resulted in the committal of the accused to jail for court.

AG, Sat. 12/14/67, p. 4. **Canal Aqueduct** – The work of reconstructing the Alexandria Canal Aqueduct at Georgetown, has been suspended until such time as the weather will permit of its resumption.

NR, Mon. 12/16/67, p. 3. **The Canal** – As before stated, navigation is now closed on the canal, which is much to be regretted, especially as a large number of boats with flour and grain

are frozen up which were downward bound. Superintendent Maus and Capt. G. W. Spates, who attempted to open the canal with an ice-boat on Saturday, were compelled to abandon the project for the present.

**The Potomac** – The river in front of Georgetown was sufficiently frozen on Saturday and yesterday as to permit persons to cross on the ice to Analoatan Island.

**Receipts and shipments of Coal** – The receipts of Cumberland coal for the past week were 3,520 tons, and the coastwise shipments were 3,786 tons.

AG, Mon. 12/16/67, p. 4. **Canal Aqueduct** – The statement first made in the Washington papers, that work on the Aqueduct of the Alexandria Canal, at Georgetown, had been suspended, was incorrect. On Thursday last, in consequence of the sleet, which rendered operations there dangerous, the hands knocked off for a few hours, but have long since gone to work again, and by tonight will have completed five of the nine spans to be constructed. The whole length of the Aqueduct Bridge will be 1,096 feet. The part now in process of erection – which includes nearly all the heavy work – is the wagon bridge, a structure 23 feet above the top of the piers, and 24 feet wide, and beneath which the Aqueduct will be constructed.

NR, Tue. 12/17/67, p. 3. **Receipts for Tolls** - The receipts for tolls at this end of the Chesapeake and Ohio canal for the week ending Saturday were as follows: On tolls ascending, \$142; on tolls descending, \$2,751. Total, \$2,893.

NR, Wed. 12/18/67, p. 3. **The Canal** – In consequence of the sudden freeze, a large amount of produce has been detained on the line of the canal, and if the order to draw off the water on the 20<sup>th</sup> instant is carried out, a large amount of wheat, flour, leather, corn, coal, &c., will be kept in the boats during the winter. In view of this, Captain George W. Spates,

superintendent of the second division of the canal, will apply to the Board, at their meeting today, to rescind the order, and allow the produce *in transit* time to arrive in market.

NR, Thu. 12/19/67, p. 2. **GEORGETOWN NEWS – Breaking Ice** – Capt. Maus, superintendent of the Georgetown division, Chesapeake and Ohio canal, had twelve mules hitched to an ice boat yesterday morning, trying to break the ice on the canal.

AG, Sat. 12/21/67, p. 4. **Chesapeake and Ohio Canal Trade** - The Cumberland *Civilian* states that during the present year 418,683 tons of coal have been transported over the Chesapeake and Ohio canal. This shows an increase of 76,692 tons over the shipments of 1866 and is 70,000 tons in excess of the shipments of any previous year since the opening of this channel. The same paper states that “the canal is now in excellent working order, and every exertion will be made during the winter to make it still more secure against accidents. The Alexandria canal aqueduct at Georgetown is being rapidly rebuilt, and we see no reason why the season of 1868 may not show still larger shipments.

ES, Mon. 12/23/67, p. 3. **GEORGETOWN – Bridge-street Church** – At this church yesterday, Rev. Dr. Cameron, of Princeton College, preached in the morning and evening. Mr. Cameron is a son of Mr. George Cameron, the former superintendent of this end of the Chesapeake and Ohio Canal.

**Accident** – About five o’clock on Saturday afternoon one of the workmen engaged upon the construction of the new Aqueduct bridge, named W. O. Skidmore, was seriously hurt by a piece of loose timber, the end of which flew up, and striking him, precipitated him into the river, a distance of some thirty feet, and falling on the ice he received internal injuries. He was conveyed to his residence and Dr. Peter called in to attend him.

*Sun*, Wed. 12/25/67, p. 4. **LETTER FROM WASHINGTON – Georgetown Affairs** – The ice-breakers were this morning at work, drawn by horses and mules, breaking the ice on the Chesapeake and Ohio canal and the ice being very rotten, it was broken with great facility. The water is to be drawn off the lower level in order to clear the canal out.

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AG, Wed. 12/25/67, p. 3. **Writ of Injunction** – The Alexandria Canal Company is now engaged in preparing an answer to the bill of injunction prayed for by Messrs. Shoemaker and others, of Georgetown, against the further construction of the Alexandria Canal Aqueduct. When this answer is filed, the merits of the case will be discussed before the proper legal tribunal.

NR, Fri. 12/27/67, p. 2. **GEORGETOWN NEWS – Canal Boat Sunk** – The canal boat J. H. Williams, laden with grain, from Edward’s Ferry, was cut through by ice and sunk, between Georgetown and Great Falls. There are several coal boats detained by this accident. The canal being partially open, the boat attempted to make her way through to market on Wednesday but was cut through as above stated. There are two ice-breakers on the canal at present to relieve boats; and it is said had not the captain of the Williams exhibited too great an anxiety to reach port, the ice-boats would have relieved all boats now descending in a day or two.

The J. H. Williams arrived last evening, and a large force was engaged in unloading her during the greater part of the night at Mr. George Waters’ wharf. The boat is in a leaky condition and having experienced some difficulty in making her way down, no doubt gave rise to the above report.

**Floating Ice** – A number of men were engaged yesterday in floating off loose ice from the canal, that boats might descend and ascend. The Potomac, in front of the town, is free from ice.