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ANNUAL REPORT

OF THE

PRESIDENT AND DIRECTORS

OF THE

ALEXANDRIA

CANAL COMPANY,

TO THE STOCKHOLDERS,

WITH THE ACCOMPANYING DOCUMENTS.

[Printed at the Alexandria Gazette Office.]

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1835



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AT a General Meeting of the Stockholders of the Alexandria Canal Company, held at the Council Chamber, on Monday the 4th day of May 1835—agreeably to the Charter, and pursuant to public notice—JOHN A. STEWART was called to the Chair, and JOHN H. CREASE appointed Secretary.

The meeting, having been thus organized, proceeded to ascertain whether a majority of the Stockholders was present—whereupon, it was found that six hundred and eighty-eight shares (that being a majority of the whole) were represented.

The Report of the President and Directors of the Alexandria Canal Company was then presented, accompanied by sundry testimonials of the character of Wilson M. C. Fairfax, their late Engineer—which papers were received, read, and ordered to be recorded.

The Committee to whom the accounts of the Company had been referred, presented their Report, with the accounts which had been submitted to their examination—which being read, were, on motion, ordered to be printed, together with the Report of the President and Directors, and distributed among the Stockholders.

On motion, the Meeting was then adjourned to Wednesday, the 13th instant, at 10 o'clock A. M.

JOHN A. STEWART, *Chairman.*

JOHN H. CREASE, *Secretary.*

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REPORT OF THE PRESIDENT AND DIRECTORS.



At the last General Meeting of the Stockholders, the Company was informed, by a most minute and detailed examination of the accounts, of the condition of their pecuniary concerns—and by a subdivision of these accounts among the various species of labor and work which had been performed, the exact and relative cost of each, was accurately ascertained. The Company was also made acquainted with the anxious and great delays which had taken place in the repeated efforts made to obtain a safe and competent contract for the construction of the entire and difficult work over the Potomac River—and that to avoid farther and more serious delay, the Board had, unanimously decided to order separate Contracts, for the supply of the various materials entering into the construction of the Aqueduct. This course, after a most thorough examination before the meeting, was understood to have been approved with great unanimity.

Upon the election of the present Board of Directors they found some of these Contracts executed, and others in a course of execution.

The abortive effort made by the Contractors to whom, for a time, the work had been confided, added to the great and intrinsic difficulty of the undertaking itself, had begun to produce general doubt and distrust of the ability to construct, within the limits of any reasonable expense, Cofferdams going down to a depth of from thirty to thirty-four feet below the surface of the water. It became, in the estimation of the Board, an important object to satisfy these doubts, and ascertain with certainty at what price such dams of a safe and efficient character, could be made. They accordingly instructed their Engineers to proceed on such plan as they should deem most safe, to erect two Cofferdams in the deepest and most difficult part of the river. It being preferred to carry on the two dams at once, on account of the greater economy in the application of labor and materials as well as the more rapid progress of the work, to the completion of which, it was well known, all were looking with deep solicitude. Except in the erection of these Dams, the Board have, in no instance, departed from the policy indicated at the last meeting, but in cases where a considerable and clear saving of the funds of the Company have rendered it necessary. As instances of this kind are cited, the arrangements for

furnishing Stone and Timber. Contracts for furnishing each of these items were offered, but on terms, beyond what the Directors believed reasonable, and they have succeeded in obtaining both at a cost considerably within the limits offered by any Contractor. The lowest offer for a description of timber of which a large quantity was wanted being thirty dollars per thousand, and which the Board has succeeded in procuring on their own account, at twenty, making on this large item, a saving of fully one third.

The additional labor and care in such cases thrown upon the Board is obvious, but which they have not felt themselves at liberty to decline, when the interest of the Company and their limited means so imperatively called for their exertion.

The effort made in the construction of these Cofferdams, though from time to time retarded by many unforeseen circumstances which must be expected to arise in the commencement of so great and novel an undertaking, has resulted in the full and confident conviction that they can be safely and securely made. And upon a candid and fair consideration of all the circumstances, that they have been erected at a cost not beyond what has been heretofore estimated.

Cofferdam No. 2 was during the past season completed and freed from about seventeen feet of mud, and the laying of the Masonry at the bottom of it just commenced, when the severity of the late winter arrested further progress, by preventing the action of the pumps—otherwise it had been the intention of the Board to have pressed on till the masonry within the dam was completed. It has however passed through the winter without sustaining the slightest injury.

Within the last ten days, the pumps have been replaced, the machinery put in order, and also placed in its proper position, so that every thing is now ready for pumping; it is thought, however, advisable to defer this only, till all things shall be prepared for laying the stone. The means necessary for raising the little mud remaining in the lower end of the dam, are also in readiness.

Cofferdam No. 1 has in like manner escaped all injury from the winter; it is in a very forward state, requiring still a few feet of puddling between high water mark and the top of the piles to be in a condition to be emptied.

The embankment or Causeway on the southern shore of the Potomac has been commenced under a Contract with Philip Roach & Co. at a price within the limits of any former offer, and on condition of their suspending for the time, the work at the four mile Creek, as the funds properly applicable to this object were found to be nearly exhausted.

The Causeway has been extended into the River two hundred and eighty-five feet beyond high water mark and to the height of the bottom of the Canal, and twenty-nine feet wide at the top of the filling, and contains 34,690 cubic yards. A portion of the

clay from the end of the embankment was used for the puddling of the Cofferdams, it being found that the boats could, in this way, be most readily and conveniently loaded.

The Stone Aprons which protect the foot of the Causeway, are twenty feet in advance of the earth, and contain 13,612 cubic yards of stone. The slope wall, for the protection of the sides, has been carried to the height of ten feet above low water mark the whole length of the Causeway, and contains 971 perches.

The farther progress of this part of the work has not, for the present, been deemed proper, until the Cofferdam for the Abutment shall have been constructed, as otherwise serious impediments might be thrown in the way of driving and regulating the piles for the dam.

The quantity of materials and machinery now on hand, and which have been fully paid for, as will more particularly appear by the report of the Committee to whom, under a Resolution of the last General Meeting all the Accounts and Disbursements of the Company have been submitted, will obviously in a short time and at a comparatively small expense, present the work in much more imposing shape. The materials alone constituting, as it is known, more than three-fourths of the work into which they enter, besides that the cost of the machinery is common to the whole work yet to be done, and is, in fairness, only to be charged rateably on each separate portion of it.

At Four Mile Creek, the embankment has progressed as rapidly and as far as the state of our finances would possibly admit.—The Arches of the Road Culvert have been turned and protected by proper backings and coverings, and, in short, all the Masonry entirely completed on that section in a manner highly creditable to those in charge of it and satisfactory to the Board.

The Company has heretofore been apprised of the applications made, both to the Congress of the United States, and to the Legislature of Virginia, for aid in the farther prosecution of our enterprise. These applications were renewed during the past winter with all the earnestness and zeal arising from a conviction of the vital importance of the interest involved and the justice of the claims presented. A deep regret is felt in being obliged to state that these applications have again been unsuccessful:—peculiar circumstances have, no doubt, in some degree contributed to produce this unfavorable result; and whilst no cause for entire despair in this respect has been perceived, yet we cannot but feel admonished that we are called upon for the most strenuous and united efforts on our own part to sustain a work upon which depends in the almost unanimous opinion of the community, the very existence of our Town—and in answer to this feeling the proceedings of the late Town Meeting authorising and directing a farther subscription of fifty-thousand dollars to the Stock of the Company, must be hailed

with pleasure as giving evidence of that determined perseverance which alone can secure our ultimate success.

During the past Fall, and when the means in hand did not appear likely to afford him much longer active employment, the Engineer who had been engaged from the commencement of our undertaking, tendered his resignation. It was thought unwise at that crisis to do any act which might be construed into an abandonment of any part of our work, and he was retained till the decision of Congress could be known, and it could be ascertained whether it would be in the power of the Board to continue their operations with activity the coming season.

By that decision the Board felt themselves reluctantly constrained to accept his resignation and permit him to retire from the service of the Company. His talents and acquirements as an Officer it is known are best understood and appreciated by those of his profession most competent to judge, and the Board feel unanimously assured, that a man more pure and devoted to the interest of the Company, they cannot expect to find.

THOMSON F. MASON,
President of Alexandria Canal Company.

May 4th, 1835.



The President then stated, that, it having been ascertained that several false rumors had been recently, and industriously circulated among the Stockholders, to the prejudice of Mr. Fairfax our late Engineer, and in connection with his employment in the service of this Company—the Board of Directors had, under a strong feeling of what was due to an injured and absent man, requested him to procure and lay before the Company, such evidence as would exhibit the manner in which Mr. Fairfax had left the employment of the Chesapeake and Ohio Canal Company, and of the estimation in which his character and acquirements are held by those most competent to pass judgment upon them—that he had accordingly obtained the following papers (marked A B C and D) which he proceeded to lay before the meeting.

(A.)

The President and Directors of the Chesapeake and Ohio Canal Company in Meeting, 24th February, 1830.

The President made a Report on the papers referred to him, in relation to the application of W. M. C. Fairfax, Esq. for an investigation into his official conduct while acting as a Resident Engineer on the line of the Canal,—and recommended the adoption of the following resolutions:

Resolved, That the President and Directors of the Chesapeake and Ohio Canal Company, have seen with regret the retirement of Mr. Fairfax, from the service of the Champany, and impute to him no blame for such parts of his official conduct as have occasioned his late request for an examination of it, the Board in relation thereto approving of the Report of Alfred Cruger.

"*And be it further Resolved*, That a copy of the preceeding report, accompanied by Mr. Crugers, be made by the Clerk of the Company, and transmitted to Mr. Fairfax, with the assurance of the Board, that nothing had occurred on the line of the Chesapeake and Ohio Canal which has impaired the favorable disposition entertained towards him, when he entered the service of the Company."

Extract from the Journal, Test:
JOHN P. INGLE.
Clerk, C. and O. C. Co.

(B.)

Colonel Abert to Thomson F. Mason, Esq. President of the Alexandria Canal Company.

WASHINGTON, 1st May, 1835.

Dear Sir:—It affords me real pleasure to say, in answer to your letter of yesterday, that I have known Mr. W. M. C. Fairfax, Civil Engineer, personally and by reputation, for nearly fourteen years; and that I have always esteemed him a gentleman of the most delicate sense of honor, of the most pure morality of conduct, of much study and extensive reading in his profession, and of a sound judgment. In a word, I have estimated him, in both the theoretical and practical parts of his profession as one of our able Civil Engineers, and also as a man of rigid integrity. Such also, I have always understood, has been the opinion entertained of him, by all with whom he has served, and the pamphlet to which you allude, is the first impeachment of his abilities, that has ever come to my knowledge, from any quarter.

Very respectfully your obedient servant,
JOHN T. ABERT,
Lieut. Col. Tp. Engineers.

(C.)

To Thomson F. Mason, Esq. President, Alexandria Canal Company.

WASHINGTON, 30th April, 1835.

Dear Sir:—From your letter of this date, I have for the first time learned that a Handbill has been circulated in Alexandria, attacking among other men and things, the competency and standing

of Mr. Fairfax as an engineer. I have learned it with deep regret, and I might also add, with as much surprise as regret, if it were not that I have lived long enough to have seen, not unfrequently, that uprightness of purpose, and talents zealously and conscientiously employed in the discharge of his duties, cannot alone shield a man from censure.

My personal acquaintance with Mr. Fairfax, it is true, is comparatively of recent date, but that acquaintance has fully confirmed in my own judgment, the high opinion of him which I had many years before received from gentlemen, who from their personal knowledge of Mr. F. and their professional competency were fully capable of forming a just estimate of his ability and acquirements. The conversations which I have held with him on points connected with his duty as your Engineer gave opportunities (which I did not fail to avail myself of) in judging of *these* and of his devoted faithfulness to your interest as a Company.

I am very respectfully, sir, your obedient servant,

JAMES KEARNEY.

(.D)

MAY 1st, 1835.

To T. F. Mason, Esq.

My dear Sir:—I feel that I should do violence to my own feelings, and injustice to my friend Mr. Fairfax, were I to refrain, on the present occasion from an expression of the estimation in which I hold his character.

I have known him since the year 1816: at that time we were Classmates at West Point, and I can safely assert, that there was not a member of that institution more universally esteemed, not only on account of his great moral worth,—but for his talents and disposition to acquire knowledge; and he was always admitted by his Class to be one of its most distinguished members.

I have often examined the Survey and other drawings of the Alexandria Canal, and am persuaded that I shall be borne out by professional men, in saying they are characterised by beauty and fidelity, and give unequivocal proof of the talents, industry and zeal of Mr. Fairfax.

I can also bear testimony to the high merit of this gentleman from having been associated with him for some time in the construction of the Potomac Aqueduct. Exemplary in his habits and integrity of character, he occupies the same high standing as a man, which his experience, zeal and professional talents have secured to him as an Engineer.

Very respectfully, your obedient servant,

WILLIAM TURNBULL.

At a meeting of the Stockholders of the Alexandria Canal Company, on the 3d June, 1834, the Subscribers were appointed a Committee to examine the books, accounts, and general statement, to be prepared by its officers, for exhibition at the next annual meeting; and to report thereon.

In compliance with the direction of the Company, the books and papers of every description, have been placed under its control and the Committee find the books accurately kept and balanced, the vouchers complete, and the statement herewith presented agreeing with the same.

As more minute statements of the different expenditures may be acceptable, those prepared in the course of the examination are also annexed.

WILLIAM C. GARDNER,)
 STEPHEN SHINN,) Committee.
 GEORGE BRENT,)
 GEORGE S. HOUGH.)

Alexandria, May 1st, 1835.

Expenditures on the 9th and 10th Sections of the Alexandria Canal, since the 3d of June, 1834.

Masons and materials,	\$2234 42
Timber,	430 31
Cartage and labor,	3689 81
Carpenters and Lumber,	757 46
Roach & Co., embankment,	9649 84
Expenses of Boarding House,	820 29
Incidentals,	115 87
Expenses of Committe at Richmond,	296 81
	<hr/>
	\$17,994 81

200,000 bricks remain on hand at the Four Mile Run.

Expenditures on and for the Potomac Aqueduct since June, 1834.

On Steam Engines,	6211 07
Scows,	1255 46
Pumps and gearing,	3602 29
Granite,	1451 63
Preparing same,	<u>2280 71</u>
	3732 34
Iron,	1808 95
Cordage,	1158 10
Lumber,	11298 43
Piles,	1104 44
Lime,	633 22
Chain Cables,	217 94
Horses,	450 06
Smiths' Shops	518 35
Wood,	579 13
Cement	3137 13
Other materials,	2922 83
Labor,	16190 93
Roach & Co., filling,	13423 42
Engineer and Clerk	577 00
Incidentals,	311 79
	<u>\$69,332 88</u>

The Lumber, Granite, Engines, Scows and other materials on hand and in readiness to forward the work at the Potomac Aqueduct, cost the Company \$34,217 55 including 24m. feet of plank at North Carolina.

STATEMENT from the Books of the Alexandria Canal Company, exhibiting the aggregate amounts of RECEIPTS and PAYMENTS for the year, ending 18th April, 1835.

By balances from the last Annual Statement, viz:		
Amount of funds then in the hands of		
Treasurer of Canal fund	\$433 25	
Amount of funds then in hands of		
Treasurer of Potomac Aqueduct fund	57,266 29	
Balance then due by C. Griffith, since collected	1 63	
Do do Pay-master do	15 70	
Amount remaining, at the last settlement, to be expended by the disbursing office of the Potomac Aqueduct, whose accounts have been since rendered and settled	5364 86	
		63,081 73
Amount collected, since last annual statement, from Corporation and individuals on account subscription	14,633 00	
Balance of the Government appropriation of 100,000 dollars, now collected		25,000 00
Loan Account increased, by an additional loan procured on the Company's note at the Potomac Bank, (to finish Road Arches say	2000	
Less, Curtails paid on the old debt	320	
		1,680 00
Gain on Interest accounts, received from Alexandria Bank		291 19
Amount received (in settlement &c.) from P. Roach & Co. on account outfit for Boarding House, sold them		600 00
Amount received from Benjamin Johnson and W. M. C. Fairfax for labor furnished and materials sold		226 11
Balance now due to Benjamin Johnson	250 37	
Do do W. M. C. Fairfax	111 84	
		352 21
		<u>\$105,864 24</u>

Paid this year, under the head of General Construction, viz: For purchase of materials, and hire of Carpenters, Stone Cutters and Masons, Bricklayers, Superintendents and Laborers, engaged in completing the Road Arches at Four Mile Run—including the Cartage and labor employed in filling behind the walls of the water and road Culverts and raising the earth above top of Arches		\$8048 16
Paid Roach & Rogers, under their Contract for Embankment on 9th section N. Four Mile Run side being for the 13th Estimate inclusive	- -	9149 84
Paid the same, in part of 14th Estimate	- -	500 00
Paid the expenses of a Committee of three gentlemen to, at and from Richmond, with petition to Legislature, &c.	- -	296 81
		<hr/> 17,994 81
Payments made this year, under the head of Potomac Aqueduct	- -	67,407 88
Less payments to Engineer for salary, which was transferred to Engineering account	- -	575 00
		<hr/> 66,832 88
Thomas W. Smith, being a further payment made to him, this year, on account of his bill (not yet entered to Aqueduct account) for Engines, Machinery and labor	- -	2500 00
Engineer Department, including salary to Engineer Officers: pay, being salary of President, Clerk and Treasurer	- -	1844 50
		950 00
Incidental expenses—of Office in Town	- -	24 01
Balance due Mr. Fairfax at last annual Statement	- -	15 15
Balance of cash remaining to be expended by the Engineer of Potomac Aqueduct	- -	473 39
Balance in hands of Treasurer Canal fund	- -	141 01
Do do Aqueduct do	- -	15,088 49
		<hr/> 15,702 89
		<hr/> \$105,864 24

Statement of Machinery and unexpended materials on hand, at the Potomac Aqueduct, 24th April, 1335, as per list furnished by the Engineer.

2 Steam Engines, with all the connecting gearing and Machinery together with the Scows &c. containing the same—cost	8711 07
2 Horse Pile Engines with apparatus	1747 56
2 Hand Engines do	1735 59
Mud Machinery	2305 49
Pumps 2848 34 gearing 753 95	3602 29
10 Scows of various sizes and 1 boat	3659 12
2 Double Derricks for removing Granite	448 93
4 Winches and 1 Crane	678 00
20 Mud Buckets for hoisting mud	80 00
59 Shovels, 42 Wheelbarrows and 15 Crowbars	244 00
1 Cart and 5 horses with harness for each	476 00
Smith Shop Tools, &c.	291 12
1 Mortar Mill 163 47 25 Drills for Quarrying 60	223 47
Hoops and Staves for Pumps	173 25
Granite cut for piers No. 1 and 2, including purchase and Landing	1471 02
Cutting 1625 38 sharpening tools 340 51	1965 89
Patterns cutting 159 41	159 41
Implements for setting	136 02
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2540 bags Hydraulic Cement	3732 34
499 casks common Lime	3208 57
56,746 feet N. C. and white pine Lumber	638 44
46 Piles \$111 Pitch, Tar and Oakum 15 50	788 10
8169 lbs. Iron 371 62, Chain Cable 96 29	126 50
2298 lbs. Grass and Tarred Cordage, new	467 91
A quantity of old rigging	281 02
63 Takle Blocks 195 75, 4 Spur Wheels 26 40	66 82
222 15	
Add, remnant of an Invoice of timber remaining to be shipped from Wilmington, N. C. (paid for)	309 81
	<hr/>
	\$34,217 55

The prices affixed to the above are at cost and the whole amount of Machinery and Materials (including all which has been worked up) is paid for within about \$3000

