

point, canal boats were tugged across the river to Wrightsville, from which point they continued their way on the Susquehanna and Tidewater Canal for ultimate destinations in Baltimore, Philadelphia, or New York.

But operation during Pennsylvania Canal Company ownership experienced many vicissitudes. Locks and aqueducts deteriorated; floods wrought not infrequent damages to bridges, locks, tow-paths, and the like. "Boating" was suspended for months. After 1865, there was no use of the Western Division; after 1889, little use could be made of the Juniata from above Newport; after 1894, use of the Susquehanna and Tidewater Canal having ceased, the old West Branch and the North Branch canals could accept cargoes for canal ports only as far as Columbia; in 1901, the Pennsylvania Canal Company discontinued all of its water-way activity.

Various records of the years of corporate ownership of the Pennsylvania Canal, documentary and printed, have come into the possession of the Bureau of Land Records of the Department of Internal Affairs and may be regarded as allied to the Records of the Board of Canal Commissioners, 1825 - 1857. These records may be thought of as belonging to two main groups:

1. Pennsylvania Railroad Company Canal Papers
2. Pennsylvania Canal Company Canal Papers

1. PENNSYLVANIA RAILROAD COMPANY CANAL PAPERS - Office Copies

W2-i. A. 1. T. Haskins DuPuy, chief engineer, to
J. Edgar Thomson, president, Penna.