

COMPILATION OF
CANAL TRADE ARTICLES FROM
THE ALLEGANIAN
a Cumberland Md. newspaper
and
BALTIMORE SUN
a Baltimore, Md. newspaper
and
NATIONAL REPUBLICAN
EVENING UNION
DAILY NATIONAL INTELLIGENCER
DAILY MORNING CHRONICLE
and
THE EVENING STAR
five Washington, D.C. newspapers
1866

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Revision 3 NOVEMBER 2020

Canal Trade 1866

A. PREFACE

Since the initial compilation of newspaper stories from the *Alleganian* newspaper 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 *Alleganian* 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 newspaper of 1866; we compiled what was written.

Articles from the Cumberland *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 *Evening Union* are preceded by EU, those from the *Daily National Intelligencer* are preceded by DNI, those from the *Daily Morning Chronicle* are preceded by DMC and those from *The Evening Star* are preceded by ES. Note that all the articles from the *Baltimore Sun*, *The National Republican*, *Evening Union*, *Daily National Intelligencer*, *Daily Morning Chronicle* and *The Evening Star* were found on line, there is some duplication. Where the same boat was reported arriving or departing on subsequent days, in the EXCELL file I only listed the first date. Where the same boat was listed as departing with different cargoes, in the EXCELL file I listed the most informative; e.g. "lime and guano" instead of "fertilizers." This WORD report retains the conflicts.

The boats were listed in a separate spread sheet to identify inconsistencies in spelling. Now Parrott always has two "ts," Fernsner always has two "ns," Embrey always has two "es," and Dunnigan always has three "ns." In some cases, the boat listing only had one name, e.g. "Shupp" in which case the spread sheet was searched to obtain the entire name, e.g. "M. A. Shupp." Thus, this compilation is considered an edited version which should be of help to subsequent researchers.

We hope it is interesting reading.

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Canal Trade 1866.

ES, Sat. 1/13/66, p. 2. **Affairs in Georgetown Coal Shipments** – The closing of the channel by the ice has prevented any shipments this week, but there is a prospect of resuming work at the docks early next week. Of the vessels laden before the closing of the channel, but two were fasted in by the ice. One at Ray’s Docks, the other in the cut near the bar west of the Long Bridge. Several vessels are waiting opportunities to approach the docks to receive their cargoes. By the omission of a figure the shipments from Ray’s Docks last week were published as 279 tons, it should have been 2,798 tons.

The Canal – The water was let in upon this division of the canal this morning. It was expected that the mills would be able to resume operations and boats from near depots to bring loads of produce to town. A gentleman interested in the early resumption of navigation, who has just returned from the feeder, doubts the possibility of obtaining a sufficient supply for those purposes for at least two weeks. He reports a large break in the embankment of the feeder, about four miles from town, upon which workmen are now employed making repairs, and which they think will not be completed in less than two weeks, as it is very difficult to obtain proper material at the points where it is needed. Other gentlemen express hopes of a more speedy commencement of work at the mills.

ES, Wed. 1/17/66, p. 2. **Affairs in Georgetown Port of Georgetown** – No arrivals or departures reported at the custom house. The clerks are now engaged in making up their returns of certificates of enrollments for the quarter ending December 31st, 1865. The return will be considerably increased by the enrollment of boats in the canal trade. The Secretary of the Treasury decided May 1st, 1865, that boats engaged in navigating the

canal are subject to all the provisions of the coasting laws relative to admeasurement, enrollment and license, and tonnage tax, excepting the exceptions specified in the act of July 20th, 1845. Vessels and canal boats paying the tonnage tax are exempt from payment of the 2½ percent internal revenue tax on gross receipts of said vessels. This law not having been enforced heretofore the enrollment list is considerably increased this quarter.

Ibid. p. 3. **DIED - FISK** – At Staunton, Va., January, 11th **CHARLES B. FISK**, a native of Middletown, Conn. Mr. Fisk was considered one of the first civil engineers of this country. He graduated at Yale College with the highest honors; immediately upon which he entered the service of the Chesapeake and Ohio Canal Company as volunteer rodman, from which position, by his untiring industry and devotion to his profession, he became its chief engineer. After the completion of the canal, he was invited by the State of Virginia to become chief engineer of the Covington and Ohio railroad, in which position he remained until the war. His remains have been interred at Oak Hill Cemetery, Georgetown, D.C.

ES, Tue. 1/23/66, p. 2. **Affairs in Georgetown The Canal** – A reliable gentleman acquainted with the operations of the canal, thinks that the water will not be available for manufacturing purposes and the reopening of canal navigation for two or three weeks. The workmen find considerable difficulty in repairing the break at the feeder; the weather and other circumstances have operated to their disadvantage, and greatly delayed the work. The mills have not had a sufficiency of water for their use since the breach was discovered, although it was hoped that they would be able to operate.

CA, Wed., 1/31/66, 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 of our county, for the year 1865, exceeded that of any preceding year by more than one hundred thousand tons. The production for the year just closed is set down at 903,495 tons - an increase of 245,490 tons over the year 1864. The following shows the number of tons the respective companies sent to market the past year, and the channels through which it was forwarded:

<i>Names of Companies</i>	To R. R.	To Canal	Local
American Coal	23,756	64,800	362
Central	42,774	59,427	8
Piedmont	31,799	0	0
Swanton	34,018	2,397	0
Potomac	32,482	0	0
George's Creek	44,826	111	839
Hampshire & Balto.	3,926	36,888	0
Neff Run	799	1,831	0
Consolidation	18,146	24,839	15,113
Borden	17,273	43,210	116
New Hope	9,822	28,069	45
Midlothian	5,161	11,863	28
Barton	5,099	5,197	0
Atlantic & G. C.	16,519	0	0
Savage Mountain	1,652	3,613	3
George's Creek	28,652	0	0
Franklin	41,576	0	0
Cumberland	66,300	57,800	3,180
Blaen Avon	24,362	107	0
Spruce Hill	10,299	0	0
Hampshire & Balto.	70,365	0	980
	<u>540,116</u>	<u>343,262</u>	<u>20,177</u>

During the year the Cumberland & Pennsylvania Railroad delivered to the Baltimore & O. R. R. 368,280 tons - to the Chesapeake & Ohio Canal, 385,235 - to Local 16,017 669,592
 The Cumberland Coal & Iron Co.'s R. Road delivered to the B. & O. R. Road 101,471 tons - to Canal 57,907 - to Local 3,180 162,558
 The Baltimore & Hampshire Coal Co.'s R. Road delivered to the B. & O. R. Road 70,365 tone - to Local 980 tons 71,345
 Total tons, for the year 1865 903,495

ES, Sat. 2/3/66, p. 2. **Affairs in Georgetown**
The Canal – The energetic superintendent of this section of the canal has succeeded in

pushing forward the repairs of the break near the feeder so that they are rapidly approaching completion, and are now sufficiently advanced to enable the superintendent to let the water in, which he intends to have done tonight to enable the mills to begin operations on Monday morning. The canal company has also improved the canal near the aqueduct by moving the derricks of the Cumberland and Borden companies back to the line of the canal; heretofore they were several feet over the line. Superintendent Cameron will soon complete this work also, and have all thing ready for the opening of the approaching season.

The Coal Shipments – The shipments of coal, which were suspended by the closing of river channel, were resumed this week, though shipments were small comparatively. From Ray's Docks 578½ tons were shipped, and from the Consolidation Wharves 203 tons. The coal at the docks can be shipped in a few days under favorable circumstances.

CA, Wed. 2/14/66, p. 3. **Proposed Canal.** - The Legislature, at its late session, chartered a company with a capital of \$3,000,000, to construct a Canal from the Chesapeake Bay to the Potomac. It is the purpose (says the *Baltimore Sun*) of the corporators to cut the canal from a point on the Severn river to the Potomac, or to any branch or tributary thereof. The canal is to commence at Round Bay, a point some twelve miles above Annapolis, on the Severn river, and will run a distance of twenty miles over an almost perfectly level country, to the headwaters of the eastern branch of the Potomac at Bladensburg. It is designed for the accommodation of the Cumberland coal trade, reaching the District of Columbia by the Chesapeake and Ohio canal, which may thence be brought, without trans-shipment, across to Annapolis.

The United States Railroad Journal says we believe this proposed canal will be built, because of its manifest utility and intrinsic

merit. It will shorten the water route from New York to Philadelphia and Baltimore to Washington city about two-fifths of the present distance via the mouth of the Potomac. This is indeed, a cut-off sufficient not only to commend the plan to capitalists, but to assure dividends to shareholders on the real cost of the work.

ES, Sat. 2/17/66, p. 2. **Affairs in Georgetown The Canal** – The water will be drawn off from this level today to afford the workmen employed in improving the canal an opportunity to complete their work. We are informed by reliable gentlemen that the water will not be let on until the 1st of March.

ES, Wed. 2/28/66, p. 2. **Affairs in Georgetown The Canal** – The weather having been favorable during the past week; the repairs and improvements of the canal have progressed rapidly. In a few days it is expected that navigation will be resumed, and the coal supplies begin to arrive at the docks.

ES, Thu. 3/1/66, p. 2. **Affairs in Georgetown The Canal** – The various coal companies have completed the repairs and improvement of their works, so that they are ready for the reception of the cargoes of coal upon the arrival of the fleet from Cumberland. The repair of the Georgetown division of the canal is nearly completed. Indeed, the superintendent expects to let the water in upon this division tonight. The resumption of navigation though will speedily follow.

ES, Fri. 3/2/66, p. 2. **Affairs in Georgetown The Canal** – The water was let in upon the Georgetown Division of the Canal last night, and this morning the large flour mills are again in operation. with a prospect of continuing as long as they have material to operate with. There is no reason to suppose that the re-opening of navigation will not be permanent for the season. The company has been at

considerable expense in repairing and improving the canal, and the Superintendents have been careful to see that the work was substantially done.

ES, Fri. 3/2/66, p. 2. **Affairs in Georgetown The Coal Trade** – Looking to the resumption of the trade, and the reception of supplies from Cumberland, the agents of the various coal companies have made extensive improvements at the docks, and have set their derricks in order for early operations. There remains but a small quantity of the stock of the last season at the wharves, and the agents will soon be rid of that when vessels arrive for cargoes. This week but little was done toward shipping the stock in hand.

ES, Mon. 3/5/66, p. 2. **Affairs in Georgetown The Canal** – From recent advices from Western Maryland, our merchants are gratified to learn that large quantities of produce are being stored at the various depots on the canal, awaiting transportation to this market. We have it from reliable authority that navigation will be resumed throughout the entire line of the canal by the 15th instant. Wood boats are expected to arrive from near landings within a week, but the coal fleet is not expected for two weeks, though some boats may arrive earlier.

Sun, Thu. 3/8/66, p. 4. THIRTY-NINTH CONGRESS – FIRST SESSION – **House**. Mr. Francis Thomas, of Maryland, offered the following, which was agreed to: *Resolved*, That the committee on the District of Columbia be instructed to inquire into the expediency of providing for the construction of an aqueduct across the basin at the mouth of Rock Creek, to pass the water of the Chesapeake and Ohio canal into the Washington canal, and through the Washington canal into the Eastern branch, near the Navy yard, so that cargoes from loaded boats from the Chesapeake and Ohio canal may with facility be unloaded on the banks of the Washington canal and at the Eastern branch,

and thus diminish the cost of coal and of other articles to the citizens of Washington and to the Government of the United States.

ES, Thu. 3/8/66, p. 2. **Affairs in Georgetown The Canal** – There is but little doing on the canal, other than for boatmen to prepare for the resumption of business along the entire route. The only arrivals are boats from near landings with wood, &c.

Sun, Fri. 3/9/66, p. 2. **Chesapeake and Ohio Canal** – This canal is being prepared for the spring trade, and will probably be opened by the 20th. It is expected that the amount of coal to be transported over this waterway during the coming season will be much larger than ever before. About fifteen new boats are on the stocks at the different yards at Cumberland, and every preparation has been made for a heavy traffic.

ES, Fri. 3/9/66, p. 2. **Affairs in Georgetown The Canal** – There are no arrivals reported today. The water is only let in upon this division of the canal, which extends to Seneca, and the boats that may arrive previous to the resumption of navigation though, will only be of the class engaged in carrying produce, wood, &c. The repairs upon this division are complete, except the hanging of a few lock gates. The order to let in the water on all the divisions fixes the time for the 22nd instant, we are informed, and the coal fleet and boats from the Western depots will not begin to arrive before the 1st of April.

ES, Tue. 3/13/66, p. 4. **Affairs in Georgetown The Canal** – The boatmen are gradually resuming their trips to and from this terminus of the Chesapeake and Ohio Canal. So far, the arrivals reported are from landings within twenty-one miles of the town, and the cargoes are of wood and stone, usually the fore runners of the spring trade.

Arrived – Boats Adam Norrie, with stone, and M. C. Dick, with wood to market; and Capt. John Short, with wood to J. M. Fearson.

Departed – Boats Adam Norrie, M. C. Dick, Capt. J. Short, Clipper and J. W. Forbes, light.

CA, Wed. 3/14/66, p. 3. **The Canal.** - If the soft and Spring-like weather of the past few days continues, the Canal will be speedily opened for the Spring trade. We cannot anticipate, however, a fair beginning before the 1st of April. The heavy reduction of the price of coal in the Eastern cities may operate somewhat upon the trade, but the indications are flattering for a heavy business during the ensuing year.

Fire. - Incendiaries are again infesting our city. On Thursday night last the stable of Messrs. Russell & Co., near Lynn's wharf, was destroyed by fire. The loss is estimated at \$1,000. There was an insurance of \$600 on the property. Another stable in the vicinity was fired at the same time, but the incendiarism was discovered before the flames had got under headway.

Sun, Wed. 3/14/66, p. 4. The water was let in upon the Harper's Ferry division of the Chesapeake and Ohio Canal on Saturday, but as that division is a very large one, it will not be filled sufficiently to allow boats to arrive at Georgetown during a less period than three days.

ES, Wed. 3/14/66, p. 2. **Affairs in Georgetown The Coal Shipments** – The difficulty of obtaining vessels suitable for the shipment of coal during a portion of last winter, while the river was open, delayed the transportation until the channel was closed with ice, leaving a few thousand tons at the docks of the various companies. The river being free for navigation, several vessels have arrived and are loading with coal. In a few days the old stock will be removed and the docks ready for the reception

of cargoes of black diamonds fresh from the mines.

ES, Thu. 3/15/66, p. 3. **Affairs in Georgetown The Canal** – We have no arrivals by canal to report.

ES, Tue. 3/20/66, p. 4. **Affairs in Georgetown The Canal** – *Arrived* – Boats E. Stanhope, with wood to market; E. D. Hartley, wheat to Hartley & Bro.; Clipper, wood to market; Cruncher, corn and hay to Wm. Dowling; Josephus, grain and hay to Geo. Waters. *Departed* – Five boats, light.

Thu. 3/22/66, p. 5. A BILL, entitled a supplement to an Act to incorporate the Chesapeake and Ohio Canal Company, passed at December session, eighteen hundred and twenty-three, chapter one hundred forty.

Section 1. *Be it enacted by the General Assembly of Maryland*, That the President and Directors of the Chesapeake and Ohio Canal Company, be and they are hereby authorized and empowered to sell, or otherwise dispose of to the present or any future owner or owners, of the flour mill at Weverton, Maryland, now owned by Joseph H. Meixel and McHenry Grafton, the waste water of the said Canal at the aforesaid village of Weverton, for the purpose of affording sufficient water power to said mill, to enable the present or any future owner or owners of said mill to properly carry on the business of milling.

Section 2. *And be it enacted*, That the said President and Directors of said canal, are also hereby authorized and empowered to grant to the present or future owner or owners of said mill full power and authority to divert the course of said waste water of said Canal, in such manner and to such extent as will enable said owner or owners fully and effectually to carry out the provisions of the preceding section.

Section 3. *And be it enacted*, That all laws or parts of laws inconsistent with the provisions of this act, be, and the same are hereby repealed.

Section 4. *And be it enacted*, That this act shall take effect from and after the date of its passage.¹

ES, Fri. 3/23/66, p. 3. **Affairs in Georgetown The Canal** – The arrivals today are the E. Stanhope, with wood; the Col. A. Spates and Morrison, with wheat and corn, to market.

ES, Sat. 3/24/66, p. 2. **Affairs in Georgetown The Canal** – *Arrived* – E. Tracey, with furniture.

Departed – Seneca, with merchandise to Seneca; J. S. Mackie and Lark, light for Knoxville.

ES, Mon. 3/26/66, p. 2. **Affairs in Georgetown The Canal** – The business upon the canal is gradually increasing. This morning there are several boats at the wharves with flour and produce which have not been registered at the Collector's office, besides which there were registered today the following: *Arrived* – O. T. Snouffer, with flour, grain, lard and eggs to market; R. H. Castleman, wood do.; John Moore, limestone to Castleman; E. D. Hartley, corn to Hartley & Bro.; Capitola, do. to market. *Departed* – E. D. Hartley, with lumber for Berlin.

ES, Wed. 3/28/66. p. 2. **Affairs in Georgetown The Canal** – *Arrived* – Boats Clipper, with wood to market; Cruncher, corn and Hay to Wm. Dowling; G. E. Porter, flour to G. Waters. *Departed* – S. Billmyer, with furniture, salt and cement to Shepherdstown; O. T. Snouffer, assorted freight to Noland's Ferry.

ES, Thu. 3/29/66, p. 2. **Affairs in Georgetown The Canal** – *Arrived* – Boats D. Knode, with flour and wheat; Charles Ardinger, corn, flour,

¹ *Baltimore Clipper*, Baltimore, Md., newspaper.

&c.; Josephus, with wheat and flour to Geo. Waters.

Departed – The Cruncher, manure for Dam No. 11; D. Knode, plaster for Mercerville; Charles Ardinger, do., for Williamsport.

ES, Fri. 3/30/66, p. 2. **Affairs in Georgetown The Canal – Arrived** – Boats John Moore, with limestone to Castleman; O. T. Snouffer, flour to J. G. Waters; E. Stanhope, wood to market; Henry Wade, Jr., and Flodoardo, limestone to Godey & Rheem; John H. Williams, corn and wheat to market.

Departed – John M. Waters, assorted freight to Williamsport; H. Wade, Jr., dry goods, &c., to Antietam, and two boats light.

ES, Sat. 3/31/66, p. 2. **Affairs in Georgetown The Canal – Arrived** – Boats Col. A. Spates and Morrison, with grain, to market.

Departed – The John H. Williams, with wagons

Coal – There were no shipments of coal from the wharves of the principal companies this week. But little remains for shipment, and if vessels expected to arrive reach the wharves early in the week, the wharves will be entirely cleared before the supply for the coming season begins to arrive.

Colonel E. V. White, Mosby's colleague, is a candidate for Sheriff of Loudoun county, and will doubtless be elected.

ES, Mon. 4/2/66, p. 2. **Affairs in Georgetown The Canal** – This morning, we noticed the arrival of the advance boats of the coal fleet from Cumberland – the E. M. Linthicum and Blue Bell – with 221 tons 5 cwt. of coal for the Consolidation Company. The arrival of these boats, however, is no indication of the near approach of the main fleet from Cumberland, as they were loaded last winter, and were kept back by the ice blockade. *Departed* – The Capt. John Short and E. H. Tracey, light.

ES, Tue. 4/3/66, p. 4. **Affairs in Georgetown The Canal – Arrived** – Boats Mollie Reid, limestone; Highlander, do., to S. D. Castleman; William Walsh, with flour, hay and paper, to George Waters.

Departed – William Walsh, with vehicles, to Williamsport; Blue Bell, with iron ore, for Cumberland; Col. A. Spates, assorted freight, to Monocacy. The steam packet *George Washington* resumed her trips to and from the Point of Rocks yesterday.

CA, Wed. 4/4/66, p. 3. **The Coal Business.** - The prospects of an immediate resumption of the coal business are not very encouraging. Though the Spring has fairly opened and the Canal is in good navigable condition throughout, there is the most disheartening inactivity at our coal wharves, on the railroad feeders and at the collieries. The reason for this is a disagreement between the Companies and miners as to the price for mining. At a consultation between the representatives of the various mine proprietors a few days since, it was determined that the rates should be fixed at 50 cents per ton - a reduction of 25 cents from the price paid last year. The miners refuse to accept this, and hence the lock.

Notwithstanding, the rates of freight on the Canal were reduced, at the same time, from \$2 to \$1.50 per ton, we have heard no complaint among the boatmen. All seem willing and anxious to begin operations. When the heavy decline in the price of coal is taken into consideration, it is manifest that the Companies are offering as fair an equivalent for labor as they can with any hope of obtaining remuneration for their investment of capital and the prosecution of business. In view of the downward tendency of all the necessaries of life the price for mining now offered is about equal to that paid last season, and we trust that the miners will see the propriety of making the delay in the resumption of business but temporary.

The Chesapeake & Potomac Canal. - The *Prince Georgian* states that on Thursday of last week the Directors of the Chesapeake and Potomac Tide Water Canal Company held a meeting at the banking house of Jay Cooke & Co., at which several routes for the proposed canal were discussed. The following surveys and estimates for each were ordered to be made. From the Eastern Branch, by way of Jones' Gap, to the Patuxent, crossing probably above the Forks to the Severn; by the same route to the Patuxent, and thence to the head of South River; from Beaver Dam, on the Eastern Branch, by Queen Anne, to South River, thence up Crab's Creek and Spa Crack, immediately back of Annapolis.

ES, Wed. 4/4/66, p. 2. **Affairs in Georgetown The Canal** – Business is rather dull on the canal today. The only arrival registered is the John Moore, with limestone; no departures. The coal companies have not yet received the manifests to indicate the loading of the coal fleet at Cumberland.

Flour and Grain Market – We notice the arrival of the D. Knode, from Mercerville, with 3,800 bushels wheat, consigned to G. Waters. Sales have not transpired. There is a moderate demand for grain, and no material change of prices.

ES, Thu. 4/5/66, p. 2. **Affairs in Georgetown The Canal** – There is an anxious inquiry for the coal fleet, the delay keeping large numbers of laboring men out of employment. They get but little satisfaction from the reports from Cumberland. Some announcing the loading of five boats last week, and others that the miners have just gone to work, and others that the boats will not arrive for some weeks to come. The only arrivals are the Flodoardo and John Moore, with limestone, both of which discharged their cargoes and departed. The cause of delay of the coal fleet is a strike of the

miners for an increase of wages, which the employers have refused to give.

Flour and Grain Market – This morning the boat Charles Ardinger arrived with corn for B. Darby, and flour for George Waters. The demand for flour is inactive, and holders are firm.

Fri. 4/6/66, p. 2. **The Coal Trade** – At present there are some two hundred boats lying at our wharves awaiting the opening of the coal trade, and they are ready and anxious to ship at the reduced rate of freight. Our coal wharves look desolate and forbidding, and the prospect for a change is not *very* bright. The miners in this region have been receiving 75 cents per ton, but owing to the great decrease in the value of coal, the companies have been compelled to reduce the price of mining to 50 cents, and the miners refuse to go in at that price. On Saturday several hundred miners met, we are told, at Jackson, and discussed the matter, when only two out of the entire number were willing to go in at the price offered. The miners should take into consideration the fact that everything is declining in value, and that the companies cannot afford to pay more than 50 cents per ton for mining, while they (the miners) *can* afford to work at that price and make very good wages – say from \$3 to \$4 per day. We trust a speedy arrangement will be made, and the opening of the trade secured at a very early day. – *Cumberland Civilian.*²

ES, Fri. 4/6/66, p. 2. **Affairs in Georgetown The Canal** – *Arrived* – Boats R. H. Castleman, corn and hay to market. E. Stanhope, logs and wood to market. Thomas H. Faile, hay to market. Ellen, flour, hay and corn to George Waters. *Departed* – R. H. Castleman, with salt to Edward's Ferry. E. Stanhope, light. Seneca, assorted freight to Seneca. Ellen, light.

² *Baltimore Clipper*, Baltimore, Md., newspaper.

The Strike Among the Miners – A gentleman acquainted with the mining affairs in the Cumberland region informs us that the strike among the miners is against the reduction of their wages. They demand 60 cents per ton, and the employers refuse to pay over 50. This is the cause of delay in supplying the docks here.

Coal Shipments -The shipments from the wharf of the Cumberland Company amounted to 750 tons this week. We notice several vessels loading at various wharves, and the coming week will considerably diminish the stock remaining from the last season.

Flour and Grain Market – We notice the arrival of the Ellen, from Sharpsburg, with flour, corn, &c., to George Waters.

ES, Sat. 4/7/66, p. 2. **Affairs in Georgetown The Canal** – *Arrived* – Boats D. Knode, wheat to Geo. Waters; Henry Wade, limestone to market; “1788,” limestone to market. *Departed* – Two boats light.

ES, Mon. 4/9/66, p. 3. **Affairs in Georgetown The Canal** – *Arrived* – Boats O. T. Snouffer, with flour to J. G. Waters; Chas. Ardinger, corn and flour to Geo. Waters; “1788,” limestone to Castleman; Sallie Billmyer, corn and wheat to Geo. Waters; Wm. Walsh, hay to Geo. Waters; Capitola, corn and wheat to market; Price Hutson, 95 5 tons coal to Central Company. *Departed* – Chas. Ardinger, with plaster for Williamsport; O. T. Snouffer, tar, &c., to Monocacy, and two boats light.

ES, Tue. 4/10/66, p. 4. **Affairs in Georgetown The Canal** – Business is not as lively as it should be at this point. The only boat arrived today is the Mollie Reed, with limestone to Godey & Rheem. *Departed* – J. M. Masters, with vehicles to Williamsport and Mollie Reed, light.

CA, Wed. 4/11/66, p. 3. **The Coal Business.** – Though the prospects for a resumption of coal operations were by no means flattering last week, some of the companies have made a satisfactory adjustment to the miners and the strike may be considered substantially at an end. The employees of the Borden mines, we understand, went to work on Monday, and the probabilities are that the balance of the Companies will begin shipping during the week. The adjustment was affected by a compromise between the agents and miners, and the mean between the price demanded and that offered was fixed at sixty-five cents per ton. Large fleets of boats are lying here awaiting cargoes; and in a day or two we may look for the usual hum and bustle about our wharves.

ES, Wed. 4/11/66, p. 2. **Affairs in Georgetown The Canal** – *Arrived* – Boats Flodoardo, with limestone to Godey & Rheem; J. W. Waters, sundries to Geo. Waters; Cruncher, wood to market. *Departed* – Three boats, light.

ES, Thu. 4/12/66, p. 2. **Affairs in Georgetown The Canal** – *Arrived* – W. A. Stephens, coal, 105 18 tons to Consolidation Company; American Boy, coal, 108 17 tons to Georgetown Gas Co.; Phebe L. Detmold, wood to J. F. Essex. *Departed* – Capitola, assorted freight to Conrad’s Ferry; P. L. Detmold, assorted freight Reeseville; and four boats light.

ES, Fri. 4/13/66, p. 2. **Affairs in Georgetown The Canal** – Business very dull and the reports from the West are not very encouraging. *Arrived* – Boat Cruncher with stone to market. *Departed* – Sallie Billmyer, assorted freight to Point of Rocks; and Cruncher, do., to Lift Lock No. 15.

Fri. 4/13/66, p. 2. The coal trade is still rather flat, no arrangement having yet been completed between the companies and the miners.

Several companies are filling out old contracts, and paying 75 cents for mining, but as soon as the contracts are filled, they will stop operations, unless the miners will work at reduced prices. It is rumored, as we go to press, that a permanent price has been decided upon by operators and miners, and that the companies will now go to work. – *Cumberland Civilian*.³

ES, Sat. 4/14/66, p. 2. **Affairs in Georgetown The Canal – Arrived** – Boats E. Stanhope, logs and wood to market; Charles Ardinger, hay and wood, and Lidia, with pig iron to George Waters; Seneca, flour, meal and corn to Benj. Darby; Iowa, 118 tons 7 cwt. coal to Georgetown Gas Co.; F. Beck, 109 tons to Cumberland Co.; George Moler, limestone to Godey; John Moore, do., to Castleman. *Departed* – Cruncher, merchandise to Lift Lock No. 13; Charles Ardinger, fertilizers to Williamsport; George Moler, merchandise to Lift Lock No. 34, near Harper’s Ferry, and two boats, light.

The Coal Trade and Shipments – The advices from Cumberland encourage the company agents here to believe that in a week more the coal fleet will begin to arrive. It is reported that the difficulty with the miners has been adjusted and that they will resume operations next Monday. The shipments this week were from the Cumberland Company’s wharf, 665 tons; from the Consolidation wharves, 477 tons; from Ray’s Docks, 119 tons.

Sun, Mon. 4/16/66, p. 4. At a meeting of the Coal Dealers’ Exchange, held on Friday night at the rooms of the Board of trade, the following gentlemen were elected officers to serve one year: President, W. E. Brown; first vice-president, S. C. Magruder; second vice-president, Wm. Guinand; secretary, J. H. Baker; treasurer, G. S. Sheriff. A committee consisting of Messrs. Guinand, Dudley and

³ *Baltimore Clipper*, Baltimore, Md., newspaper.

Miller, was appointed to collect statistics in regard to the Cumberland coal trade, and to apply to the canal company to open the outlet lock at Rock Creek, so as to allow the boats to pass out into the river. Analostan

ES, Mon. 4/16/66, p. 2. **Affairs in Georgetown The Canal – Arrived** – Boats O. T. Snouffer, flour, grain and offal to Geo. Waters; J. B. Thurton, Ohio and A. Lincoln, with 329 tons 17 cwt. coal to Georgetown Gas Co.; John Moore, limestone to Castleman; Captain John Short, wood and rails; Laura, corn and wheat; Cruncher, with stone to market. *Departed* – Iowa, salt to Cumberland; John Moore, furniture, &c., to Harper’s Ferry; Flodoardo, fish, &c., to Harper’s Ferry.

ES, Tue. 4/17/66, p. 5. **Affairs in Georgetown The Miners at Work** – Information has been received in Georgetown that the miners in the Cumberland region have gone to work. The difficulty originated in the demand of the miners for 75 cents per ton for mining. A compromise has been effected which places a large number at work for 60 cents per ton, but a number are out of employment who are willing to work for 60 cents.

The Canal – Arrived – Boats Flodoardo, with limestone to Godey; “1788,” do. to Castleman; Colonel A. Spates, sundries to market. *Departed* – Flodoardo, with fish, &c., to Harper’s Ferry, Cruncher, assorted freight to Lift Lock No. 7.

CA, Wed. 4/18/66, p. 3. **No Canal Shipping Yet.** - We were premature in stating last week that the Companies were about to begin operations, and the strike was substantially at an end. The Borden Company, we are informed, withdrew its offer to the miners - the other Companies are not willing to pay the rates. The Companies generally now offer 60 cents per ton, but the miners refuse to go to

work at that figure and the strike therefore continues.

ES, Wed. 4/18/66, p. 2. **Affairs in Georgetown The Canal – Arrived** – Boats Andrew Johnson No. 2, corn and wheat to Hartley & Bro.; William Walsh, flour, hay and lime to Geo. Waters; Morrison, wheat to market. *Departed* – Boats Seneca, assorted cargo to Seneca; A. Johnson No. 2, do. to Noland's Ferry. Business generally along the line of the canal is remarkably dull.

ES, Thu. 4/19/66, p. 2. **Affairs in Georgetown The Canal – Arrived** – Boats Mollie Reid and Geo. Moler, limestone to Godey. Cruncher, with stone to market. *Departed* – D. Knode, furniture to Guard Lock No. 4; and three boats, light.

Flour and Grain Market. – The C. Ardinger arrived with hay and flour.

The Improvement of the Canal – The contracting for excavating the deposits from the eastern section of the Washington Canal. Mr. P. Farquhar, as also the sub-contractors, Messrs. Murphy & Co., are getting along finely, in taking out the sediment and notwithstanding the late rain has put back the work a little, they can easily have it done in the specified time. Mr. Severson, the engineer in charge of the work, says that if it was necessary to do so he could, with a few more hands, complete this portion of the work in two days, and that the work, with present force will be completed by the middle of June. The deposits from the lower portion of the work are loaded on scows and floated to the Eastern Branch, where they are placed on the low lands west of the mouth of the canal, while this side some is wheeled out on barrows and some shoveled out, and in the vicinity of Maryland avenue the deposit is directly loaded on carts and hauled to the adjacent low grounds.

Messrs. Galt & Brown, who have the contract for constructing the causeway, have already much of their timber on the ground, at the foot of 17th street, and a powerful steam pile driver, which will be put in operation on Monday next, at which time they will set their hands to work, and complete it as speedily as possible.

Coal Shipments – The shipments were not as heavy this week as was anticipated at the close of last week. The reason is the insufficiency of vessels in port to carry off the coal as fast as it arrived. The Hampshire and Baltimore Co. shipped 320 tons; Cumberland Co., 340 tons; Consolidation wharves, 645 tons; Borden Co., 1,182 tons; Ray's docks, 3,100 tons.

The Canal – Arrived – Boat Clipper, with wood; scow, with stone to market and twenty-five boats with coal consigned as follows: To Cumberland Co., 552 13 tons; American Co., 651 15 tons; Borden Co., 124 14 tons; Hampshire and Baltimore Co., 234 06 tons; Phillips & Boose, 113 05 tons; W. R. Snow, 107 09 tons; Central Co., 788 05 tons; Consolidation Co., 103 14 tons.

Departed – The Henry Wade, with sundries to Antietam; Ann Elizabeth, salt to Millstone Point; scow, sundries to Seneca, and twenty-three boats light.

Fri. 4/20/66, p. 3. **The Miners' Strike** – The strike amongst the miners, against a reduction of wages, still continues. The companies first proposed reducing the price of mining from 75 cents to 50 cents per ton. The miners refused to go at this price, and then 60 cents was offered, which they also refused. It was rumored a few days since that a compromise had been affected, and that work would go on at 65 cents. On Tuesday, however, the miners held a meeting at Knapp's Meadow, near Lonaconing, and unanimously agreed to adhere to the old price, and now will not go in for less than 75 cents per ton. This is a most unfortunate state of affairs, for the entire community feels the effects of this stagnation in the coal trade.

Hundreds of boats are lying idle at our wharves, and many of the boatmen, becoming discouraged by the prospect of a continuation of this inactivity, are going home with their teams, to engage in other pursuits. We earnestly hope for a speedy change. – *Cumberland Civilian*.⁴

ES, Fri. 4/20/66, p. 2. **Affairs in Georgetown The Miners** – It was expected that a large number of miners would go to work this week at sixty cents per ton – the price offered by the proprietors. Indeed, it was reported here that they went to work on Monday, and a large number of hands willing to work at that price were not employed. Collector Shaw arrived from Cumberland this morning, reports that they did not go to work. On the contrary, they held a mass meeting in the open fields, near Cumberland, and resolved not to work for less than 75 cents per ton. The supposition is that they cannot hold out much longer.

The Canal – Arrived – Boats Charles Ardinger, flour, hay and paper to Geo. Waters; Cruncher, with stone, to W. Dowling.
Departed – Morrison, assorted cargo to Point of Rocks, and one boat light.

ES, Sat. 4/21/66, p. 2. **THE DISTRICT IN CONGRESS** – The bill introduced by Mr. Ingersoll in the House (and referred to the District Committee) to incorporate the “Washington Canal Company,” names as incorporators Henry Lyles, Wm. J. Murtagh, Thos. Berry, Peter F. Bacon and Chas. Knap. The preamble avers that the Corporation of Washington will lease the Washington canal to the parties named upon their incorporation, and the bill enacts that the said canal shall be narrowed by the filling in on the northern side thereof, from the mouth of Tiber creek into the Potomac at its intersection with 17th street west, and finished in such a manner that the width thereof from 17th street west to 6th street west,

⁴ *Baltimore Clipper*, Baltimore, Md., newspaper.

at the waterline, shall be sixty feet; from 6th street west to B street south, sixty feet at the waterline; and from B street south, to its outlet on the Eastern branch, shall be and remain of its present width; the canal, throughout its whole length and breadth aforesaid, shall have a depth of water in it of at least four feet at all times, and shall cause the sides of said canal to be secured by walls of stone or other material, where necessary, of sufficient strength and height to allow the use of steam vessels therein; the work to be finished by January 1, 1871. The company are required within twelve months from the passage of the act so to complete the canal as to have at least one foot of water at all times, from its western outlet to its eastern outlet, and shall pay to the Corporation of Washington a sum equal to the net average income derived from said canal by the Corporation annually for the last ten years. The company is authorized to collect tolls and let out or rent from time to time any land that may be reclaimed or acquired in any way by reason of narrowing said canal; and said company shall also have the exclusive right to establish a packet boat or boats on the said canal for the conveyance of passengers. The privilege to the company is granted for the term of twenty-five years.

The Canal – Business is dull. There were no arrivals today, and but one departure, the O. T. Snouffer, with an assorted cargo to Noland’s Ferry.

Coal Shipments – The shipments this week have been unimportant. The Cumberland Company shipped 840 tons. The coal agents are looking anxiously for the resumption of navigation.

ES, Mon. 4/23/66, p. 3. **Affairs in Georgetown The Canal – Arrived** – Boats “1788” with wood to S. D. Castleman; Cruncher, with stone to W. Dowling.

Latest from the Coal Region – This morning it was reported at the Collector’s office, near Aqueduct bridge, that the miners had consented to go to work today, at 65 cents per ton. There is a general wish among the laborers at the canal docks that it is true, but they do not rely upon any reports. The best assurance they can have will be the arrival of the coal fleet.

ES, Mon. 4/23/66, p. 3. **The Canal Bridges** – *Editor Star*: My attention has been called to an editorial article in yesterday’s paper, which implies that it is necessary to raise the bridge across the Chesapeake and Ohio Canal Company, in Georgetown, in order to allow the passage of boats loaded with coal and country produce through the town. Allow me to assure you that this is a mistake, and that boats now daily pass under these very bridges, and up to the year 1861 hundreds of boats passed through the town and through the outlet lock into the Potomac river, and the only obstacle at present to doing so is, that during the war the outlet lock was neglected and suffered to get out of repair, but at a comparatively small expense could be put in complete repair for effective use. The bridges about which complaint more especially is made are on Congress, Jefferson, Washington and Green streets. They were all made thirty-seven years ago, when the canal was first started, and constructed in the most durable manner of cut stone, arched over the canal, and paved on the grade on the street on top, and owing to the location of Georgetown, on the side of a hill, sloping towards the river, this grade could not be altered without making it impossible to drag a load from Water to Bridge street by any of the streets mentioned. The wooden bridges over the canal on Potomac and Market streets have been raised above their former grade, and the consequence is, it is almost impossible to get on them with a load from the lower side of the street. All boats built on the canal can pass under our bridges, either loaded or empty, except a certain class built at Cumberland, with extraordinary high

cabins and stables forward, and these, I am informed, are rapidly going out of use, as all new boats are built precisely as they are on other canals, and should be on this, to accommodate themselves to the canal on which they are intended to travel; and, to prevent misapprehension, I will say that these high cabins do not add at all to the capacity of the boats, and are simply a matter of convenience to the boatmen, and so far as the writer has acquaintance with canals, and he has considerable, are built far higher than those used on boats on any other canal in the country.

Water Street Merchant
Georgetown, D. C., April 18th, 1866.

ES, Tue. 4/24/66, p. 4. **Affairs in Georgetown The Canal** – *Arrived* – Boats E. Stanhope, wood and posts to market; scow, hay to Wm. Dowling; S. Billmyer, wheat and corn to Geo. Waters; Cruncher, stone to W. Dowling. *Departed* – Clipper, with lumber, &c., to Lift Lock No. 13; E. D. Hartley, fish, salt, &c., to Berlin; and three boats, light.

Flour and Grain Market – We notice the arrival of the Sallie Billmyer, from Shepherdstown, with corn and wheat, consigned to George Waters.

CA, Wed. 4/25/66, p. 3. **The Miners' Strike** is not yet at an end, and hence there are no coal shipments by Canal.

ES, Wed. 4/25/66, p. 2. **Affairs in Georgetown The Canal** – *Arrived* – Scow Camp, with timber to Herr & Welch; boats Cruncher, stone to W. Dowling, and Geo. Moler, limestone to Godey; Six Days, with cement to Geo. Waters. *Departed* – “1788,” merchandize to Edward’s Ferry; Laura, fish, salt, &c., to Knoxville, and two boats, light.

ES, Thu. 4/26/66, p. 2. **Affairs in Georgetown The Canal** – *Arrived* – American Boy, 110 tons coal to Georgetown Gas Company; John

Moore, limestone to Castleman; John H. Williams, flour, grain and hay to market. Cruncher, stone to W. Dowling.
Departed – The Six Days, with salt to Hancock; S. Billmyer, fish, salt and cement to Shepherdstown; Cruncher, lumber to Lift Lock No. 7, and three boats, light.

ES, Sat. 4/28/66, p. 2. **Affairs in Georgetown The Canal** – *Arrived* – The Charles Ardinger, with flour; John B. Turton, 110 tons coal to Georgetown Gas Company; Cruncher, with stone to W. Dowling.
Departed – The Charles Ardinger, with salt to Charles Mill; Seneca, with merchandize to Seneca.

The Coal Miners – Information has been received here, by way of the New York companies, that the miners have gone to work, and coal will begin to arrive in a few days, early next week. Orders, in anticipation of the arrival of coal, have been received by the agents here. The information is considered reliable by the agents. It is not stated upon what terms the miners resume operations.

ES, Mon. 4/30/66, p. 2. **Affairs in Georgetown The Canal** – *Arrived* – D. Knode, flour and wheat to George Waters; Capt. J. Short, wood and rails to market.
Departed - The John H. Williams, fish to Monocacy; Mill Boy, lime, cement, &c., to Berlin; and two boats, light.

Gratifying Information from the Coal Region – This morning, a telegraphic dispatch was received at Ray's Docks from the agents at Cumberland, informing the agents of companies here that the boats have commenced loading for Georgetown. This information is very encouraging to the agents, but especially to the workmen, hundreds of whom have been out of employment since the opening of canal navigation.

CA, Wed. 5/2/66, p. 3. **The Coal Trade.** - We are pleased to state that the miners' strike is at last at an end. The rate at which the miners went to work was sixty cents per ton, a compromise between the prior demand and that the Companies originally offered. All the various interests of the county have suffered by the delay in the commencement of mining operations. and it is a matter of general gratification that the Spring Coal trade has actually opened.

Fri. 5/4/66, p. 6. **Coal Trade Resumed** – On Monday last, work was resumed at all the mines in the Allegany coal region, a compromise having been affected between the companies and the miners. The price now being paid is 65 cents per ton, and the probability is that the coal trade will now be quite active for some time. A great many boats have been lying idle during the entire season, but they are now doing a brisk business. Some thirty-five boats have already left this port laden with black diamonds, and twice that number will leave during the next three days. The resumption of trade at the mines and on the canal will greatly enliven business in the city, which has been almost paralyzed. – *Cum. Civilian.*⁵

DNI, Fri. 5/4/66, p. 3. **The Alexandria Canal.** By the action of the City Council, last night, it will be seen that the proposition of Messrs. Quigley, Wells and Dungan to lease the Alexandria Canal for ninety-nine years at \$1,000 per annum has been accepted so far as the Corporation is concerned, and a deed prepared, which will doubtless be satisfactory for the transfer of the canal property to the above named parties. By the term of the deed, the canal is to be thoroughly repaired throughout its entire length, and kept in proper navigable condition, and to be used for canal purposes only. Whenever the toll, wharfage and dockage received in one year shall exceed

⁵ *Baltimore Clipper*, Baltimore, Md., newspaper.

fifteen percent of the sum of \$300,000, in that event, after deducting the current expenses of the year, the surplus shall be paid to the Alexandria Canal Company. It is further agreed that the Canal Company may at any time during the time of the lease repossess the canal, with all the improvements, &c., by paying to the lessees the sum of \$300,000, and in default of the payment of rent for twenty days, or for the breach on the part of the lessees of all or any of the covenants, then the company reserve the right to repossess themselves of the work with all or any improvements that may have been made.

The whole subject will be brought before the stockholders at the meeting of the Canal Company, on the 7th instant, but it is generally understood that the parties named above will lease the work on the conditions named in the deed as cited. – *Alex. Gazette.*

Sat. 5/5/66, p. 1. **The River Channel and the Georgetown Canal Bridges.** – On Monday night, in the Common Council, the bill appropriating \$2,500 to improve the channel of the Potomac, near Easby's Point, was amended to include \$2,000 for the improvement of the Anacostia channel, from the mouth of the canal to Greenleaf's Point, both appropriations being contingent on the outlet lock at Rock Creek being put in working order by the Chesapeake and Ohio Canal Company.

While the bill was under consideration, Samuel A. Peugh, Esq., of the Second Ward, read the following letter addressed to him by an influential and well-posted merchant in Georgetown:

Georgetown, April 21, 1866.

Mr. Samuel A. Peugh – Dear Sir: - According to your request, I write to you concerning the principal points on the subject about which I had a conversation with you this afternoon.

First, as there seems to be an idea among many of the citizens of Washington that Georgetown refuses to raise the canal bridges in the town, and is opposed to any parties

raising them, because they desire them to be there as an obstruction to trade, and to prevent boats going any farther, let me assure you it is an entirely erroneous one.

It is as much to the interest of Georgetown as of Washington to have boats of all sizes pass freely through the town, because the space within the limits of the town west of those bridges, and on the canal, available for landing purposes, is limited in extent; and between those bridges and beyond them, gives on the canal and basin more than three times the landing room there is west of them. Besides, many of our coal merchants are located beyond those bridges, and it was frequently more convenient to have boats laden with produce come through out into the river, and discharge their cargo on one of the river wharves.

Before the war this was done daily during the time when the canal was navigable. It cannot be done now, because the outlet lock is out of order, and that is out of order because during the war the Government had possession and charge of all that part of the river front, both on the Georgetown and Washington side, and no care was taken of the lock. It is now filled up around the gates with sand, &c., which would have to be thoroughly cleaned out, and it would also probably require new gates.

All the boats built on the canal can pass under those bridges loaded, except some few built at Cumberland with very high cabins and also stables forward. Many that can go through loaded cannot go back lightly, being then higher out of the water. The objections to raising the bridges are these: The four under which there is difficulty in some boats passing are on Congress, Jefferson, Washington and Green streets. They are solidly built of cut stone in a manner to be almost imperishable, paved on top, and the top of all of them somewhat above the former grade of the streets at those points. Our town is built on a hill sloping towards the river, and if the grade of those streets was increased, it would be almost

impossible for a loaded wagon, cart or dray, to haul a load from Water up to Bridge street, thereby rendering our streets unfitted for the business of an active commercial town.

These bridges were built thirty-six years ago, when the canal was made in the best manner under the direction of the originators of the canal Company, and by them thought to be of sufficient height to permit the passage under them of any boat that would navigate the canal; but the boat builders at Cumberland started building a class of boats with very high cabins, and then wanted the bridges altered to suit their boats. Now, so far as I know on other canals in the country, boats are constructed to suit the canal on which they are to run, not the canal changed, years after it has been made, to suit other sizes of boats that may be built.

This question of raising the bridges was agitated among the people of our town six or seven years ago, when we were competing with Alexandria for the coal trade. We desired to make coal wharves between the basin and the river, and then, with the strongest incentives to do so for what we thought our own benefit, we came to the conclusion that we could not raise these bridges, if the grades of these streets would thereby necessarily be made steeper. I am informed that soon afterwards an ordinance was passed by our Corporation, which is still in effect, permitting the Canal Company to take down those bridges and replace them by iron ones, provided they were placed on the present grade of the streets.

Nearly all the boats conveying produce can pass under the bridges at any time, and all the boats built lately or now building at Cumberland, I am informed, are constructed with their cabins lower, so as to pass under these bridges.

The chief difficulty in a boat with a high cabin coming back light, is at the Congress St. bridge, because the other bridges below it are over short levels between locks, and the water in them can easily be lowered; but this is at the end of a level of four miles,

and it takes a long time to lower the water. It is now proposed, and I have no doubt it will soon be done, to put stop gates between this and High St. bridge on the canal. The distance between these gates and the next lock will not be more than 500 feet, and the water in a level of that length can lowered in five minutes sufficiently to let any boat go under the bridge.

I could say more on this subject, but I think I have said enough to convince any candid man that it is an erroneous idea to suppose that Georgetown wishes in any way to thwart the free passage of boats in the canal through the town.

With reference to the improvement of the channel, I will state that Washington has about two-thirds as much waterfront beyond the channel we are making wider and deeper, as Georgetown has.

The New York line of steamers lands at the G street wharf, and most of the goods that come from the North by water are carried by vessels that come through this channel. During the war when Washington was made a great depot for supplies of all kinds, the Government recognized the superior convenience of that part of your waterfront between the mouth of Rock Creek and Easby's wharf, and the larger part of the supplies received by water was landed there, and the whole of that space covered with store-houses to receive them. Our Corporation appropriated last fall \$5,000, and this spring \$1,000, to make up a deficiency to pay for the work then done, and now it requires \$5,000 more to make the cut 70 feet wide instead of 35 feet. Of this we have appropriated \$2,500, and only wish you to aid, where I think you have almost as much interest as we have, with a like sum of \$2,500, which is all we ask of you against \$8,500 appropriated by us.

Respectfully, yours, &c.,

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⁶ *Price-Current, and Commercial Advertiser*, Washington, D.C.

DNI, Tue. 5/8/66, p. 3. **The Improvement of the Canal.** – Yesterday morning the Canal Board awarded the contract for the construction of the causeway from the foot of Seventeenth street across the mouth of the Washington canal to Monument Point, to Thomas J. Galt and Wilson E. Brown.

CA, Wed. 5/9/66, p. 3. **Coal Trade by Canal,** since the commencement of season up to Saturday evening, May 5th:

<i>Companies</i>	<i>Boats</i>	<i>Tons</i>
Borden Coal Company	13	1,417
Consolidation Co.	6	654
American Coal Co.	17	1,853
Central C. M. & M. Co.	19	2,071
Cumberland C. & I. Co.	9	971
New Hope Coal Co.	14	1,526
Hamp. & Balt. Coal Co.	3	327
Miscellaneous (to 9 points this side of Georgetown)	11	1,199
Georgetown Gas Co.	8	872
Total	100	10,900

Thu. 5/10/66, p. 3. **Distinguished Visitors.** Our town was on Friday last visited by Mayor Chapman, of Baltimore, and the Engineer and Assistant Engineer of the Western Maryland Rail Road. Their visit was a brief one, as it might be expected would be the case, when it is stated that their object was to select a terminus for the Western Maryland Rail Road. To men of discernment it did not require a tedious investigation to show this point as, above all others, the most advantageous for that purpose, which could be selected, and which will be selected, if the company have a particle of regard for their own interests, and desire to secure to themselves a large and paying coal trade. They are, we understand, endeavoring to reduce the grades on the Mountain east of Hagerstown with the expectation of making the road, when completed to this point, one of the great coal roads of the country.

They have it in contemplation, as the result of their visit and examination, as we learn from the *Herald*, to make Williamsport a

coal depot, or transshipping point, until the road is extended into the heart of the coal region. The canal from Cumberland to Williamsport, is rarely injured by freshets, as is the case between Williamsport and Georgetown, and a regular supply of coal can always be secured at the Williamsport depot.

The road will cross the Conococheague near Williamsport, and immediately west of the town, is a meadow at or below the level of the canal, affording ample space for an extensive basin, where any amount of coal can be unloaded and transshipped on board the cars, the track running immediately north of the basin.⁷

ES, Thu. 5/10/66, p. 2. **Affairs in Georgetown The Canal** – The wharves and docks presented a very lively appearance this morning. The boats from Cumberland, with coal, are arriving, and the derricks generally are in operation. The receipts of coal during the week past were as follows: - By Phillips & Boose, 1,017 tons 9 cwt.; Borden Co., 1,320 tons 9 cwt.; Consolidation Co., 567 tons 19 cwt.; American Co., 1,079 tons 18 cwt.; Cumberland Co., 436 tons 13 cwt.; Central Co., 1,008 tons 4 cwt.; Hieston & Co., 107 tons 4 cwt.; W. R. Snow & Co., 220 tons 2 cwt.; Hampshire and Baltimore Co., 219 tons 5 cwt. The boats will not arrive in a fleet, as last season, but the receipts will be steady, not creating the confusion that attended last year's operations.

DNI, Sat. 5/12/66, p. 3. **The Canal Improvement.** – The work of removing the deposits from the Washington city canal is being pushed forward, but doubts are expressed whether, if the force of workmen is not augmented, the work can be completed in the time specified. It is presumed, however, that the contractor knows best, and that he will use all energy to hasten the completion of this desirable improvement. At the junction of the canal with Tiber creek, a large amount of the

⁷ *Maryland Free Press*, Hagerstown, Md., newspaper.

deposit has been removed and carted away. The accumulation at this point formed a solid bed of sand and earth, and it was consequently removed with comparative ease, and occasioned no fear that digging into it would prove detrimental to the health of the workers. Above this point, however, where the canal crosses Maryland avenue, there is a collection of filth and corruption horrible to behold, and we opine that its' removal will be affected with much inconvenience to the workmen. Proper disinfectants will be used, however, and no danger need be apprehended on account of the stirring up of the corruption, as it will be promptly removed to a safe distance. From this point down to where the canal crosses Virginia avenue the air is somewhat impregnated with the odors not only from the matters deposited in the canal, but from the decaying carcasses of dogs and cats, several of which could have been seen and smelled yesterday, by anyone passing along the canal. Objections are made, on the Board of Health, to stirring up the deposits at this time, but that cannot have a more deleterious effect than to endure the canal as it now is.

West of the bridge crossing the canal at Virginia avenue a large gang of workmen, white and colored, are also engaged in removing a deposit which has become somewhat hardened, though not to the same extent as that at the mouth of the Tiber. Above the bridge a dam has been thrown up, and here another gang of workmen are at work. Yet another dam is being constructed further up, near the New Jersey avenue bridge. These dams are very necessary, for between the Virginia avenue bridge and the Eastern terminus of the canal there is a flow of water, and if unobstructed, a serious interference with the workmen would be occasioned.

Mr. Severson, the engineer of the canal, yesterday commenced a survey preparatory to the construction of the causeway at Seventeenth street.

DMC, Tue. 5/15/66, p. 4. **Georgetown Affairs.** – *The Alexandria Canal* – It is rumored among the Georgetown merchants that the canal is to be opened to Alexandria as soon as the necessary repairs can be made. The aqueduct bridge will require extensive repairs, and many breaks in the canal banks in Virginia will also need repairing, and several improvements are to be made. At a meeting of the directors of the Alexandria Canal Company, last week, Captain Booth was elected president, and he is known to be an energetic businessman, hopes are entertained that the matter will be pushed forward without delay. The company cannot recover possession of the bridge at present, as in consequence of the damage to the Long bridge, it is required for the use of the Government.

The Canal – On Sunday and yesterday the arrivals of coal consigned to the various companies were as follows: Central, 331 tons; Cumberland, 226 tons; Borden, 110 tons; Hampshire and Baltimore, 217 tons; American, 111 tons; Consolidation, 110 tons; Phillips & Boose, 120 tons.

Departed – Boats M. O. Blacken, Harlem and Westfield to Cumberland, light.

Coal Shipments – The river wharves are thronged with vessels awaiting cargoes of coal, which does not arrive in sufficient quantities to supply the demand for transportation. Last week the several companies shipped nearly 9,000 tons from this point to various Northern markets.

ES, Tue. 5/15/66, p. 4. **Affairs in Georgetown The Canal** – The arrivals today were the Cruncher, with stone to W. Dowling; the John Moore, with limestone to Castleman; and thirty-six boats with coal consigned as follows: - To J. C. Hieston, 101 tons; Central Co., 774 tons 3 cwt.; Hampshire and Baltimore Co., 773 tons 10 cwt.; Phillips & Boose, 446 tons; Borden Co., 513 tons 17 cwt.; Consolidation

Co., 663 tons 14 cwt.; American Co., 546 tons 2 cwt.

Departed – The James Shaw, with fish to Hancock; Cruncher, assorted freight to Lift Lock No. 11, and sixteen boats light.

CA, Wed. 5/16/66, p. 3. **Coal Trade by Canal**, for the week ending with Saturday May 12th, and for the season:

Companies	For Week		Season
	Boats	Tons	Tons
Borden Coal Co.	18	1,962	3,379
Consolidation Co.	11	1,199	1,853
American Co.	24	2,616	4,469
Central Co.	24	2,616	4,687
Cumberland Co.	13	1,417	2,388
New Hope Co.	13	1,417	2,943
Hamp. & Balt. Co.	17	1,853	2,180
Miscellaneous (to 9 points this side of Georgetown)	6	624	1,852
Total	126	13,734	25,752

ES, Fri. 5/18/66, p. 2. **Affairs in Georgetown**

The Canal – *Arrived* – Boats Col. A. Spates, with flour to market; Cruncher, with stone to Wm. Dowling; Capt. J. Short, and P. L. Detmold, with wood to market; and thirteen boats with coal, consigned as follows: - To Phillips & Boose, 115 tons 7 cwt.; American Co., 222 tons 7 cwt.; Hampshire and Baltimore Co., 225 tons 1 cwt.; Central Co., 444 tons 15 cwt.; Consolidation Co., 403 tons 9 cwt.; Cumberland Co., 222 tons 13 cwt.; Borden Co., 110 tons 19 cwt.

Departed – Boats D. Knode, with fish and salt to Middlecamp Basin; Cruncher, with fertilizers to Little Falls Dam; Morrison, with fish, &c., to Monocacy; and thirteen boats, light.

ES, Mon. 5/21/66, p. 2. **Affairs in Georgetown**

- **The Canal** – *Arrived* – Boats Robin, with bark; George Moler, limestone; Capitola, corn and wheat; S. Billmyer, corn to market, and twenty-six boats with coal, consigned as follows: To the Central Co., 679 14 tons;

Borden Co., 431 05 tons; American Co., 878 09 tons; Cumberland Co., 113 12 tons; Consolidation Co., 113 17 tons; Hampshire and Baltimore Co., 840 17 tons; Phillips & Boose, 115 05 tons.

Departed – Boats George E. Porter, salt; Col. A. Spates, sundries to Edward's Ferry; L. M. Mayer, sundries to Cumberland, and 18 boats light.

Fatal Accident – This morning, as a boat was being unloaded at the derricks of the Hampshire and Baltimore Co., a colored man, named Joseph Carter, standing under a loaded iron tub, which was hoisting from the boat, was almost instantly killed by the tub accidentally springing from the hook and falling upon his head.

ES, Tue. 5/22/66, p. 4. **Affairs in Georgetown**

The Canal – *Arrived* – Boats Cruncher, with stone, Clipper, with ice, and twenty-five boats with coal consigned Hieston, 110 tons 10 cwt.; American Co., 261 tons 4 cwt.; W. R. Snow, 117 tons 17 cwt.; Central Co., 672 tons 2 cwt.; Phillips & Boose, 446 tons 11 cwt.; Consolidation, 234 tons 7 cwt.; Hampshire & Baltimore Co., 113 tons 13 cwt.; Borden Co., 323 tons 7 cwt.; Cumberland Co., 115 tons 19 cwt.

Departed – The Cruncher, with assorted freight to Little Falls Dam, and thirty-three boats, light.

Mule Thieves About – Last night, Capt. Frank Berger, of the canal boat W. H. Berger, had three mules (his towing team) stolen from him. The mules were fastened to a stake on the tow-path, between the aqueduct and the old foundry, and the thieves cut the lines and carried the mules off.

CA, Wed. 5/23/66, p. 3. **Coal Trade by Canal**, for the week ending with Saturday May 19th, and for the season:

Companies	For Week		Season
	Boats	Tons	Tons
Borden Coal Co.	16	1,744	5,123

Consolidation Co.	7	763	2,616
American Co.	28	3,052	7,521
Central Co.	28	3,052	7,739
Cumberland Co.	13	1,308	3,696
New Hope Co.	12	1,308	4,241
Hamp. & Balt. Co.	15	1,635	3,815
Miscellaneous	6	654	2,537
Total	124	13,516	37,298

ES, Thu. 5/24/66, p. 2. **Affairs in Georgetown**

The Canal – Arrived – The Flodoardo with limestone; Clipper, with ice to Pettibone; and twenty boats with coal consigned as follows: To American Co., 547 14 tons; Cumberland Co., 336 12 tons; Central Co., 673 17 tons; Borden Co., 339 10 tons; Hampshire & Baltimore Co., 220 01 tons; Phillips & Boose, 108 08 tons.

Departed – The John Moore, fish and sundries to Harper’s Ferry, and twenty-one boats light.

Drowned – Yesterday afternoon a little boy about 12 years old, a son of Mr. W. R. Fowler, who resides at the corner of Green and Bridge streets, went with a playmate to the outlet lock at Rock creek, carrying with them a dog which they intended to duck. In trying to put the dog in the water, the little fellow unfortunately fell overboard and was drowned. The body was recovered.

DMC, Fri. 5/25/66, p. 4. **Georgetown Affairs.**

– *The Canal* – Information has been received by the collector that on the morning of the 22nd instant a break occurred in the canal near Williamsport. The damage will soon be repaired. The following is a list of consignments of coal to the various companies yesterday: American Company, 125 tons; Central Mining Company, 117 tons; Phillips & Boose, 115 tons; Cumberland Coal and Iron Company, 112 tons.

Departed – Four boats, light.

ES, Fri. 5/25/66, p. 3. **Affairs in Georgetown**

The Canal – Arrived – Scow, with red stone, to Peters; boats Cruncher, wood, to W. Dowling; P. L. Detmold, do., to Essex; George Moler,

limestone; and six boats with coal, to J. C. Hieston & Co., 112 tons; American Co., 227 tons 10 cwt.; Phillips & Boose, 115 tons 2 cwt.; Cumberland Co., 112 tons 6 cwt.

Departed – The Wm. Laird, Jr., sundries, to Cumberland; P. L. Detmold, dry goods, to Seneca; Cruncher, sundries, to Lift Lock No. 11; Thomas Patton, salt, to Hancock; and nine boats, light.

A letter from Jacob B. Masters, superintendent of the Williamsport division, dated the 22nd, announces a breach in the four-mile level, near Williamsport, that will require all this week to repair. This will account for the non-arrival of boats from beyond that point.

Sun, Sat. 5/26/66, p. 2. **Break in the Canal** –

The Williamsport *Free Press* states that operations along the line of the Chesapeake and Ohio canal are now suspended in consequence of an extensive break in that work some few miles below that place, which, it is said, will take a week or ten days to repair.

DMC, Sat. 5/26/66, p. 4. **Georgetown Affairs.**

– *The Canal* – Arrived – Boats Cruncher, wood, to W. Dowling; P. L. Detmold, do., to Essex; George Moler, limestone; and six boats with coal, to J. C. Hieston & Co., 112 tons; American Co., 227 tons 10 cwt.; Phillips & Boose, 115 tons 2 cwt.; Cumberland Co., 112 tons 6 cwt.

Departed – The Wm. Laird, Jr., to Cumberland; P. L. Detmold, to Seneca; Thomas Patton, to Hancock; and nine boats, light.

ES, Mon. 5/28/66, p. 2. **Affairs in Georgetown**

The Canal – Arrived – Boats H. Wade, Jr., limestone to Godey; Chopper, limestone to Pettibone; Peter Hein, grain to market; and Cruncher. wood to W. Dowling. There are no arrivals from the vicinity of Williamsport and consequently no information relative to the progress of repairs at the breach in the four-mile level.

Departed – Henry Wade, merchandise to Antietam, J. H. Williams, sundries to Edward’s ferry, and one boat light.

ES, Tue. 5/29/66, p. 4. **Affairs in Georgetown The Canal** – The inclemency of the weather, combined with other causes, prevents the usual activity of business along the canal today. The arrival of the boat Ingomar, with 116 tons 13 cwt., coal for the Hampshire and Baltimore Co., brings the assurance that the breach in the canal at the Four-mile level has been repaired, and the way is open for the coal trade with Cumberland. The O. T. Snouffer arrived yesterday with flour, grain and offal for J. G. Waters.

The Fire at the Aqueduct Bridge – Yesterday afternoon, about 4 o’clock, the walking way of the aqueduct bridge was discovered to be burning. The workmen in the vicinity extinguished the flames before any material damage was done. It is supposed that the fire was accidentally communicated by colored men, who were smoking there, dropping the fire and ashes from their pipes.

CA, Wed. 5/30/66, p. 3. **Coal Trade by Canal**, for the week ending with Saturday May 26th, and for the season:

<i>Companies</i>	<i>For Week</i>		<i>Season</i>
	<i>Boats</i>	<i>Tons</i>	<i>Tons</i>
Borden Coal Co.	17	1,853	6,976
Consolidation Co.	8	880	3,496
American Co.	30	3,330	10,851
Central Co.	30	3,300	11,039
Cumberland Co.	13	1,417	5,113
New Hope Co.	12	1,344	5,585
Hamp. & Balt. Co.	16	1,744	5,659
Miscellaneous	7	763	3,300
Total	133	14,631	51,919

ES, Thu. 5/31/66, p. 2. **Affairs in Georgetown The Canal** – The arrivals of boats yesterday and today have concentrated a fleet extending from the lower dock to three miles above the aqueduct. Of course, the great mass of these

are boats in the coal trade, detained above by the breach near Williamsport, but there are some few among them with other cargoes. The officers of the canal say that this fleet has observed the regulations and preserved better order than any fleet of similar size that has yet arrived. The boats registered are the Geo. Moler, with limestone to Godey, Sallie Billmyer, corn and wheat to G. Waters, one light, and thirty-eight boats with coal consigned as follows: - To American Co., 109 tons; Cumberland Co., 445 tons 9 cwt.; Hampshire and Baltimore Co., 545 tons 2 cwt.; Borden Co., 1,300 tons; Central Co., 1,458 tons 10 cwt.; W. R. Snow & Co., 112 tons 4 cwt.; Consolidation Co., 115 tons 9 cwt.; J. C. Hieston, 223 tons 18 cwt.; Phillips & Boose, 116 ton 12 cwt.

Departed – Boats Idaho, salt to Cumberland, George Moler, lumber to Lift Lock 35; Iowa, salt to Cumberland; A. Johnson No. 2, do., to Noland’s Ferry, and twenty boats, light.

ES, Fri. 6/1/66, p. 2. **Affairs in Georgetown The Canal** – *Arrived* – Thirty-four boats with coal consigned as follows: - To the Central Co., 878 tons 11 cwt.; Cumberland Co., 464 tons 16 cwt.; Consolidation Co., 338 tons 8 cwt.; Hampshire and Baltimore Co., 550 tons 2 cwt.; Borden Co., 440 tons 12 cwt.; Phillips & Boose, 462 tons 2 cwt.; American Co., 539 tons 19 cwt.; J. C. Hieston & Co., 115 tons 8 cwt.

Departed – Boats Mollie Reed, lumber to Point of Rocks; Morrison, fish to Monocacy; Seneca, assorted cargo to Seneca; Six Days, fish to Shafer’s Mill. The total amount of toll received along the entire line of the canal will exceed \$40,000 for the month of May.

AG, Fri. 6/1/66, p. 3. **Alexandria Canal &c.** – The Georgetown letter of the Washington *Star* says: - “The lessees of the Alexandria Canal, P. Quigley & Co., have begun the work of digging out the earth which has accumulated in the bed of the canal since it was closed about five years ago, preparatory to an early resumption of trade with Alexandria. The lessees, Quigley, Wells

and Dungan, have obtained from the company a lease of 99 years at the rate of \$1,000 per annum, and they expect it to be remunerative investment. The Aqueduct remains in the possession of the Government and the company cannot obtain it until the Long Bridge has been completed, and it is not certain that they will obtain possession even then. There is considerable opposition here to the use of the Aqueduct for any purpose other than a common highway; and this with the Government's own necessity for such a connection with the south side fortifications, may operate against the surrender of the Aqueduct to the company."

Georgetown is doing her best to prevent the use of the Canal, which will so benefit Alexandria, and every obstacle to the re-possession of the Aqueduct will be thrown in the way of the lessees, but, we hope, without effect. The Aqueduct is not a government necessity.

ES, Tue. 6/5/66, p. 4. **Affairs in Georgetown The Alexandria Canal** – The hands employed by the lessees of the Alexandria canal have resumed their work again, the lessees expressing themselves as satisfied that they will obtain possession of the Aqueduct in a reasonable time. In a few moments after writing the above, a gentleman remarked that the lessees are about to throw up the [illegible], that they had but few hands employed on the work; and that a land owner on the Virginia shore declared that he would give them \$1,000 to continue the present mode of connection with the Maryland shore. It would appear from this rumor, and from the declaration of the Virginia farmers, that the lessees themselves are not certain of the success of their scheme and that opposition comes from the Virginia side as well as from Maryland and the District of Columbia.

The Canal – Arrived – Boats Peter Hein, hay to market; Robin, bark to market; Clipper, bark to Pettibone; Mill Boy, flour, wheat and offal to

Hartley & Bro.; and twenty-one boats with coal, consigned as follows: American Co., 313 15 tons; Cumberland Co., 229 11 tons; Hampshire and Baltimore Co., 443 12 tons; Central Co., 973 11 tons; Hieston & Co., 109 09 tons; Phillips & Boose, 229 04 tons; Borden Co., 323 03 tons, Consolidation Co., 112 tons. *Departed* – Boats Industry, fish and salt to Hancock, and 25 boats light.

CA, Wed. 6/6/66, p. 3. **Coal Trade by Canal**, for the week ending with Saturday, June 2nd, and for the season:

Companies	For Week		Season
	Boats	Tons	Tons
Borden Coal Co.	16	1,744	8,720
Consolidation Co.	11	1,210	4,706
American Co.	33	3,537	14,448
Central Co.	32	3,488	14,527
Cumberland Co.	12	1,320	6,433
New Hope Co.	11	1,210	6,795
Hamp. & Balt. Co.	15	1,635	7,194
Miscellaneous	3	330	3,630
Total	133	14,534	66,454

During the month of May, 574 boats cleared from Cumberland, carrying 63,269 tons of Coal, the largest business, for any single month, in the history of the Canal.

DMC, Wed. 6/6/66, p. 4. **Georgetown Affairs.** – *The Alexandria Canal* – There are but a few laborers now employed in repairing the canal between this point and Alexandria, and the lessees are not at present disposed to make any great exertions to repair the canal, as they believe that it will not be possible to obtain possession of the Aqueduct bridge. There appears to be a strong opposition to the opening of the canal by parties in Virginia, as well as in Maryland and the District of Columbia.

ES, Thu. 6/7/66, p. 2. **Affairs in Georgetown The Canal** – Arrived – Twenty boats with coal, consigned as follows: To Hampshire and Baltimore Co., 540 14 tons; Central Co., 408 02 tons; Consolidation Co., 348 19 tons;

Borden Co., 218 tons; Phillips & Boose, 113 tons.

Departed – Twenty-six boats light.

Engineer's Office of Washington Canal, June 6th, 1866. – *Hon. Richard Wallach, Mayor of the City of Washington*: Sir: I am happy in being able to report what the excavations of that part of the Washington City Canal east of Third street is finished to the depth contemplated for the present, except the slight obstruction formed by the Railroad bridge at Maryland avenue, which the Railroad Company will soon remove, and that the tide now flows regularly through this part of the canal to the depth of from three to five and a half feet, carrying off not only the great quantity of filth flowing from the Capitol sewers, which has been a source of the greatest annoyance to this section, but all other matter discharged into the canal that will float is also freely off, and the purifying effect of so large a quantity of fresh water flowing through with every tide, is sensibly and agreeably felt.

The causeway at 17th street is expected to be so far advanced as to enable us to put the tide-gates in operation by the end of this month certain, and possibly by the 25th of this month, when we will have a daily flow of some eight or ten million cubic feet of comparatively pure water constantly moving *in one direction* through the entire length of the canal.

The excavations on that part of the Chesapeake and Ohio Canal, near Rock Creek, will be finished in fifteen days from this time, which will furnish the city canal with an additional volume of clear water of two feet deep and about forty feet width.

Thus far there has not been the least unusual illness among the laborers employed on this work, nor have I been able to learn that there has been a single case of illness along the canal resulting from the excavations; though great care has been taken to carry out your directions and the advice of the Board of Health, in the application of disinfectants.

And now, as all the excavations at first contemplated being made on the Washington Canal before next winter, from which the least danger was apprehended, are finished, and as no evil has resulted from it, but much good, by purifying the air and in making the canal partially navigable during high tide, I would most respectfully suggest the propriety of submitting to the Board of Health the question whether we may not, with entire safety, enlarge the flow of water, and still further improve the navigation by removing some of the most prominent sand bars from that part of the canal between 3rd and 8th streets. The sand of which these bars are mainly composed, is not very foul, and it can be conveyed in scows direct to the causeway at the foot of 17th street, and there deposited under water, where it will be quite harmless, and where it will contribute towards the formation of that work, and such as may be left elsewhere can be thoroughly disinfected.

Very respectfully, B. Severson
 Engineer in charge of the canal improvement.

ES, Fri. 6/8/66, p. 2. **Affairs in Georgetown The Canal** – Arrived – Boats John Moore, limestone to Castleman; H. Wade, Jr., limestone to market, and sixteen boats with coal to Central Co., 441 11 tons; Consolidation Co., 441 17 tons; Phillips & Boose, 213 03 tons; American Co., 327 tons; Cumberland Co., 216 09 tons; and Borden Co., 107 06 tons.
Departed – Boat Lidia, with salt to McCoy's Ferry, and 26 boats light.

DNI, Mon. 6/11/66, p. 2. **New Light and Enterprise**. – The Towing Company of Georgetown have with great energy increased their facility for towing boats on the river to Alexandria, which entirely obviates the necessity for rebuilding the aqueduct at Georgetown. I have seen the proposal from an enterprising merchant, president of the towing company, offering to tow canal boats to Alexandria and back for four cents a ton. This, with the prospect of so altering the bridges in

Georgetown over the canal, will accomplish all the citizens of Washington or Alexandria can desire. It will leave the coal trade open to fair competition to the three cities.

The lease of the canal given to some *recent* citizens of Alexandria will certainly be abandoned. The coal companies of New York, consulting their true interests, will ship by the river, paying four cents per ton to the towing company, and saving one half-day's time, rather than by the Alexandria canal. The parties having this *pretended* lease admit that unless the coal companies agree to pay eight cents per ton, it will not be sufficiently profitable to keep the canal in order. With these advantages so plainly shown, there can be no difficulty in Congress making the present aqueduct a permanent and free bridge, affording as it does the nearest and most available crossing to the beautiful National Cemetery at Arlington. The additional fact that two and a half miles of the finest water power in the United States is rendered of no avail by this (aqueduct) obstruction over the port of Georgetown is a further inducement for Congress to make it a free bridge and protect the true interests of the District.

Having no direct representation in Congress, the citizens of Georgetown can with confidence hope that the representatives of the States will deal justly by them and allow them to develop this important water privilege.

Columbia.

EU, Tue. 6/12/66, p. 2. **Georgetown Items.** *Canal Trade* – Arrived – Boats M. Lieman, American Coal Company, 108 tons 5 cwt; J. T. Chaplin, Borden Company, 114 tons 10 cwt; John P. Moore, American Company, 111 tons; Brown Bones, Cumberland Coal and Iron Company, 107 tons 10 cwt.; Mineral, Central Company, 110 tons 14 cwt; Ceres, Phillips & Boose, 114 tons 5 cwt; Mill Boy, corn, from Berlin; Lydia A. Kimble, Hampshire and Baltimore Company, 111 tons 10 cwt.

Departures – Boats Nannie McGraw, James F. Hilton, Clipper, M. A. Moore, Thomas Hassett, G. W. Birdsall, Creole, Liona, Gipsy Queen, E. Corning, John Mayer, Van Lear Sprigg, Richard Bender, Star of Cumberland, H. L. Gilbert, W. Devecmon, D. Lynn, Harlem, American Boy, C. Slack, Henry Delafield, D. Stewart, Northfield, Vallie, Defiance, Iowa, R. H. Haydock, F. Swain, J. E. Sullivan, Bronx, Unexpected, G. K. Sistare, Forrest Rose, Ohio, U. C. Hamilton, W. J. Shrieve, George Albert, J. W. Wellington, W. H. Wilson, N. B. Blacker, T. H. Faile, Harry Conrad, G. W. McCulloch, Six Days, Arkansas Traveler, Mohawk, A. Schell, W. H. Boteler, Mary Little, H. F. Kindle, John B. Turton.

ES, Tue. 6/12/66, p. 4. **Affairs in Georgetown The Canal** – Arrived – Boats Six Days, with bark; O. T. Snouffer, with wheat to market; and the Mill Boy, with corn to market; and nineteen boats with coal, consigned to the Central Co., 335 tons; American Co., 545 tons 18 cwt.; Hampshire & Baltimore Co., 222 tons 13 cwt.; Phillips & Boose, 453 tons 19 cwt.; Borden Co., 820 tons 16 cwt.; J. C. Hieston & Co., 109 tons 11 cwt.

Departed – The Six Days, with salt to Hancock; W. H. Boteler, salt to Knoxville and twenty-six boats, light.

The Aqueduct Bridge – Mr. Quigley, one of the lessees of the Alexandria canal, was at the aqueduct this morning to give notice to Virginians that after tomorrow there would be no passage for them over the Aqueduct Bridge; and that if they want to come to Georgetown or Washington they must go up to the Chain Bridge or down to the Long Bridge, as he designs to tear up this bridge, preparatory to reopening the canal.

CA, Wed. 6/13/66, p. 3. **Coal Trade by Canal**, for the week ending with Saturday June 9th, and for the season:

Companies	For Week		Season
	Boats	Tons	Tons

Borden Coal Co.	18	1,980	10,700
Consolidation Co.	9	999	5,705
American Co.	26	2,834	17,282
Central Co.	35	3,944	18,371
Cumberland Co.	12	1,320	7,753
New Hope Co.	14	1,554	8,349
Hamp. & Balt. Co.	11	1,199	8,393
Miscellaneous	9	990	4,620
Total	124	14,720	81,173

The Coal Trade. - The coal trade over the Chesapeake & Ohio Canal is just now encouragingly active. If the shipments are maintained to anything like the extent they have been since the beginning of the season there will probably be a larger quantity of coal transported this year than in any preceding one since the opening of the canal. The transportation by the B. & O. Railroad is also largely on the increase.

EU, Wed. 6/13/66, p. 3. **Georgetown Items Alexandria Canal and Aqueduct** - Mr. Quigley, Lessee of the Alexandria Aqueduct, visited our city yesterday and stated that he had received authority, from the military authorities, to tear up the road over the Aqueduct bridge, preparatory to repairing that structure for the use of the company which he represents. He notified the farmers and others residing in Virginia that if they wished to visit Washington or Georgetown they must do so by the Long Bridge or Chain Bridge, as none but the military would be permitted to cross the Aqueduct. This occasioned much consternation among those interested, and loud and deep were the murmurs of disapprobation and dissatisfaction at the notice. But we are happy to state that Mr. Quigley has not been allowed to have things altogether his own way, for in the afternoon, an officer from General Augur's headquarters came to the bridge, and notified that gentleman that he would not be permitted to interfere with the travel over the road. This morning we noticed a number of workmen engaged in tearing up the foot-way, but the road is undisturbed, and vehicles

continue to cross as usual. We shall take occasion at a future time to refer to this bridge question more fully.

Canal Trade - Arrivals - Prairie Flower, Central Co., 111 tons 10 cwt.; Henry Reed, American Co., 108 tons 4 cwt; Muskingum, Phillips & Boose, 107 tons 2 cwt.; A. J. Thomas, Central Co., 108 tons 1 cwt.; Kate Korns, Central Co., 108 tons 3 cwt.; Mary H. Wright, Hampshire and Baltimore Co., 110 tons; John Moore and Flodoardo, limestone. Departures - J. T. Chaplin, John O'Brien, Geo. Waters, Juniata, James Hoy, Col. A. Spates, Andrew Johnson, Washington Irving, Mill Boy, J. & H. Korns, J. W. Shank, B. Williamson, D. Pomeroy, Ida, Mary Willard, James Shaw, O. T. Snouffer, J. Vandervoort, Clara D., Palmer, Mollie, Muskingum, Mollie Reid and James Noble.

ES, Wed. 6/13/66, p. 2. **Affairs in Georgetown The Canal** - Arrived - Boats Flodoardo and John Moore, with limestone to the kilns, and 11 boats with coal, to American Co. 214 tons 11 cwt.; Hampshire and Baltimore Co., 110 tons; Cumberland Co., 104 tons 15 cwt.; Phillips & Boose, 107 tons 2 cwt.; Central Co., 853 tons 17 cwt.

Departed - Boats Mill Boy, fish to Berlin; O. T. Snouffer, salt to Point of Rocks; Mollie Reed, fish and salt to Harper's Ferry; and twenty-three boats, light.

The Aqueduct Bridge Again - Yesterday afternoon, an officer of the Gen. Augur's staff went to the Aqueduct and notified the superintendent of the work of tearing up the bridge, done under the order of the lessees of the Alexandria Canal, that they must not interfere in any way with travel over the bridge. The hands were, however, again at work this morning tearing up the footway. It is a matter of great complaint, especially among the farmers and their patrons in Georgetown. Those who desire to visit the National Cemetery at

Arlington, are also complaining. The footway is now sufficiently demolished to prevent pedestrians from crossing without danger to life and limb.

EU, Thu. 6/14/66, p. 3. **Georgetown Items.**

The Aqueduct Bridge – The work of tearing up the footways on this bridge continues, but the wagon road remains undisturbed. Travel still continues uninterrupted between our city and Virginia; and the lessees, Mr. Quigley, had the bridge over the canal strengthened and put into good condition for vehicles, thus improving, rather than injuring travel. The experience of the time that has elapsed since the conversion of the aqueduct into a military road has demonstrated the absolute necessity of a bridge over the Potomac in our neighborhood, and it will be a great outrage to the people of a large portion of Virginia, Maryland and the District of Columbia, to deprive them of the use of this bridge. The Alexandria Canal Company, of course, have a claim upon the bridge, also; but the public at large have superior claims to it. We are opposed *in toto* to the Alexandria canal, regarding it, as we do, as a great and flagitious outrage upon Georgetown, and would be glad to see it remain forever in its present condition. But if this cannot be the case, why cannot a compromise be had for a wagon and footbridge over the river, to be constructed on the piers of the Aqueduct? This bridge could be elevated some ten or twelve feet, thus avoiding all interference with the canal, and an immense amount of money saved to the Government. A bridge from Georgetown to the Virginia side is absolutely necessary and must be built sooner or later, and that in the immediate neighborhood of the aqueduct.

Canal Trade – Arrived – Boats Seneca, with flour from Darby’s Mill, near Seneca, to Benj. Darby; D. C. Bruce, Consolidation Co., 109 tons 9 cwt. of coal; Chesapeake, Borden Co., 107 tons 18 cwt.; Mary & Anna, Phillips & Boose, 110 tons 12 cwt.; Clearspring, Central

Co., 107 tons 10 cwt.; Fair Play, Borden Co., 110 tons; Kate, J. C. Hieston & Co., 110 tons 11 cwt.; M. F. Hammond, Central Co., 112 tons 12 cwt.; George Long, Borden Co., 110 tons; Industry, Central Co., 118 tons 6 cwt.; Henry Wade, limestone from Antietam; and seven boats not reported or registered at the Collector’s office.

Departed – Boats Brown Bones, Geo. E. Porter, Thomas Patton, Idaho, C. DuBois, Price Huston, George Moler, A. J. Thomas, E. F. C. Young, Golden Eagle, Flodoardo, Wm. Elder, Jessie Hill, M. P. C. Morrison, Fred Mertens, Clipper, Mary & Anna, D. C. Bruce, Chesapeake, Kate, John P. Moore, Prairie Flower, L. A. Kimble, Central, M. Lienan, M. H. Wright, John E. Russell.

EU, Fri. 6/15/66, p. 2. **Georgetown Items.**

Port of Georgetown – Departures – Boats John E. Russell, P. Hein, Henry Reed, George Long, H. J. Kenah, Kate Korn, J. M. Mackie, Onward, Fair Play, A. J. Thomas, C. P. Taylor, W. A. Brydan, A. Lincoln, Linnet, Clearspring, J. B. Cazeaux, Maude, M. F. Hammond, Industry, T. J. Nimard, Economy, Silver Wave, H. B. Cromwell, Hibernia.

Canal Trade – Arrived – Boats Economy from Seneca with wood and rails; C. P. Taylor, American Coal Co., 104 tons 16 cwt.; Thomas J. Nimard. Consolidation Co., 108 tons; J. B. Cazeaux, American Co., 108 tons; Onward, Borden Co., 107 tons 18 cwt.; Linnet, Consolidation Co., 118 tons; H. B. Cromwell, American Co., 109 tons; A. Lincoln, W. R. Snow & Co., 109 tons 2 cwt; Hibernia, Central Co., 113 tons 13 cwt.; Golden Rule, Central Co., 110 tons; Loretta, 110 tons 16 cwt.; Captain Stout.

EU, Sat. 6/16/66, p. 3. **Georgetown Items.**

Canal Trade - Arrived – Boats J. M. Smith, Hampshire Co., 108 tons 6 cwt. of coal; John Cowden, Borden Co., 110 tons 10 cwt. coal; A. C. Greene, Borden Co., 108 tons 8 cwt.; Henry

Kenny, American Co., 108 tons 5 cwt.; G. P. Lloyd, American Co., 108 tons 5 cwt.; Hudson, Cumberland Coal and Iron Co., 110 tons 17 cwt.; Martha, Borden Co., 114 tons 16 cwt.; Wandering Boy, Hampshire and Baltimore Co., 106 tons 14 cwt.; there were eight other boats arrived but not registered at the Collector's office.

Departed – Boats Robert Emmett, Seneca, Henry Wade, R. I. Getty, Loretta, Golden Rule, A. Johnson No. 2, A. C. Greene, Capt. J. Short, John Cowden, G. P. Lloyd, J. M. Smith, Hudson, Henry Kenny, Advance.

EU, Mon. 6/18/66, p. 3. **Georgetown Items**
The Aqueduct – We regret to learn that a strenuous effort is being made by the Alexandria Canal Company to close the aqueduct as a public road to and from Virginia. The interests not only of Georgetown, but also of Washington, would be seriously affected by preventing the farmers of Virginia from bringing their produce to these two markets, otherwise than by the Long Bridge or the Chain Bridge.

The distances of the carriage inevitably heightens the price of the article, and what our poor people now especially want is cheap provisions. There is no reason whatever that the well-being of the people of Georgetown and Washington should be sacrificed to the speculations of a canal company, or any other monopoly in the world. The Aqueduct must continue what is the natural highway between the neighboring counties of Virginia and the District, and our people are greatly indebted to General Augur for the action he has taken in the matter.

ES, Mon. 6/18/66, p. 3. **Affairs in Georgetown**
The Canal – Arrived – Boats D. Knode, with flour and grain to Geo. Waters; P. Hein, with posts; Geo. Moler and John Moore, with limestone; and thirty-four boats with coal, consigned as follows: To Phillips & Boose, 546 07 tons; Borden Co., 313 16 tons; Hampshire

and Baltimore Co., 325 13 tons; American Co., 650 14 tons; Central Co., 1,409 02 tons; Consolidation Co., 329 05 tons; Cumberland Co., 323 03 tons.

Departed – Vigilant, with salt to Cumberland; P. Hein, lumber, to Lift Lock; D. Knode, with sundries to Mercerville; L. Smith, salt to Hancock; and sixteen boats light.

Excursionists – Saturday afternoon, at 5 o'clock, Jacob Snively, Esq., President, and the Board of Directors of the Chesapeake and Ohio Canal, arrived at Georgetown on their tour of inspection, in their beautiful excursion boat *Washington*, Captain James Piper. The party left Cumberland, Tuesday morning and were accompanied through each division by its superintendents, and thoroughly inspected every office, station, lock, dam and bridge belonging to the company, and we are gratified to hear them reporting the canal in excellent order.

EU, Tue. 6/19/66, p. 3. **Georgetown Items.**
The Aqueduct Again – We paid a visit this morning to the aqueduct, and everything we saw there plainly indicated the intention of those who claim it as theirs, to let the water into it at no distant date. Carpenters and caulkers were plying their craft there and patching up the poor concern with all the skill and efficiency wood, hemp and tools could lend them. Boats then are once more to swim through it, and men and beast may travel round the world to get to Georgetown and Washington, rather than part by this way to either place. The interests of both sides are to be sacrificed to a rotten concern that has never yet paid the interest on its debts, and our citizens are to have high markets because a bankrupt company and its lessees think in their blindness to retrieve their desperate fortunes by an operation that never has paid, and never will pay, until the toxin of the world's death shall ring through creation. But more of this anon.

CA, Wed. 6/20/66, p. 3. **Coal Trade by Canal**, for the week ending with Saturday June 16th, and for the season:

<i>Companies</i>	<i>For Week</i>		<i>Season</i>
	<i>Boats</i>	<i>Tons</i>	<i>Tons</i>
Borden Coal Co.	17	1,853	12,553
Consolidation Co.	16	1,760	7,465
American Co.	20	2,180	19,462
Central Co.	33	3,631	22,002
Cumberland Co.	12	1,344	9,097
New Hope Co.	10	1,110	9,459
Hamp. & Balt. Co.	14	1,540	9,933
Miscellaneous	10	1,100	5,720
Total	132	14,518	95,691

Coal Business over the Baltimore & Ohio Railroad. - At the last monthly meeting of the Baltimore & Ohio Railroad, it was shown that exclusive of the large quantity of coal brought from the Allegany region for the use of the Company, 89,073 tons of bituminous and gas coals had been transported for the trade, being 19,068 tons more than the largest number of tons transported in any previous month in the history of the Company. It was added that, with the rapid increase of double track, the large and increasing equipment of locomotives and cars by the company, and with the great demand for the coals from the line of the road for manufacturing, railway and marine purposes, that a continuous and heavily increased business might be anticipated in the future. This flattering development of our mineral resources is creditable alike to the energy and activity of the various mining companies and the extensive and comprehensive arrangements of the Baltimore & Ohio Railroad to foster the trade. Recently the company has ordered the construction of an additional hundred of three-pot hopper coal cars to meet the growing demand for transportation facilities. [Transcriber's Note: The three-pot hopper car was still in service in 1866.]

EU, Wed. 6/20/66, p. 3. **Georgetown Items**

Canal – Arrived – Boats Robin and Walter Quigley with bark and Scow with stone and Mill Boy with wheat and corn to market; and seventeen boats with coal, consigned to the Consolidation Co. 874 tons 1 cwt.; American Co., 422 tons 7 cwt.; Central Co., 444 tons 19 cwt.; Cumberland Co., 224 tons; Borden Co., 107 tons; Hampshire and Baltimore Co., 118 tons.

Departed – Boats – Scow with merchandise to Edward's Ferry; Jennie Lind with sundries to Knoxville; P. Quigley with fish to Hancock; and eighteen boats light.

ES, Wed. 6/20/66, p. 2. **Affairs in Georgetown The Canal** – *Arrived* – Boat Morrison, with corn to market, and twenty-one boats with coal, consigned as follows: - To Hieston & Co., 221 tons 16 cwt.; Central Co., 107 tons 13 cwt.; American Co., 546 tons 1 cwt.; Cumberland Co., 423 tons 9 cwt.; Borden Co., 444 tons 10 cwt.; W. R. Snow & Co., 105 tons 11 cwt.; Phillips & Boose, 110 tons 11 cwt.

Departed – The Charles Ardinger, with fish and sundries to Williamsport, and fifteen boats, light.

EU, Thu. 6/21/66, p. 3. **Georgetown Items.** *The Aqueduct* – We understand that the aqueduct is now a subject of investigation before a committee of Congress. How this committee will act in the matter, we do not know, but if the interests of the whole District are not to be sacrificed to the sordid views of a few adventurers and speculators, the verdict will be in favor of Georgetown and Washington, as against Quigley and company. Our readers may not be generally aware that previously to the construction of the aqueduct the intercourse between Georgetown and the opposite shores of Virginia, was carried on by a ferry, established under a charter from the corporation by General Mason, and afterwards by Mr. Bradley, that was run to Analostan Island, which is connected by a broad wall with our sister state. After the completion of the

aqueduct, this ferry went down, and the communication between the District and Virginia was continued as best it might. Here was a manifest injustice. Our markets were supplied from Virginia, but the aqueduct no sooner spanned the river than this source of supply was comparatively cut off and Georgetown found herself like a city in a state of siege.

The question naturally arises here – Can the interest of the whole communities be rightfully sacrificed to the gain of a few monopolies, called companies, or strolling adventurers who are rich enough to bribe legislatures and corporations to back them in their schemes of plunder? Common sense and humanity decide in the negative, and we trust that Congress will not despise their verdict. Two courses are open to the action of this honorable body. They may either continue the aqueduct as a bridge as it now is; or if they determine that Quigley and company may reconvert it into a canal, they should compel them, before allowing them the rights to do so, to build a public road over it by which the produce and general commerce of the neighboring counties of Virginia may be transported to our markets, and thus indemnify in some measure Georgetown for the wrongs she has sustained from the Alexandria Canal Company.

There is no reason in life that the comfort and prosperity of our people should be driven to the wall to make way for Mr. Quigley or any other speculating mountebank. The canal never paid and never will pay, and the apparent repairs now going on there, may be only an ingenious way Mr. Quigley has of snaring the unwary into the purchase of the rotten concern; and if the Congressional Committee who have the matter now under examination were to act in consequence with justice, they would have that gentleman up before them for fraudulent pretenses. Mr. Quigley has had already enough out of our people. The blood of a half million of men has

been poured out to enrich him and other remorseless contractors with plethoric wealth. Why not be satisfied with his present blood-money and not work to increase it by starving the markets of Georgetown and Washington? Mr. Quigley should be satisfied with the harvest of iniquity he has already reaped.

Canal – Arrivals – Flying Cloud, consignee, Central Co.; M. J. Patrick, Borden Co.; J. H. Thomas, Consolidation Co.; W. Hutchinson, American Co.; Zella & Minnie, Central Co.; Lloyd M. Mayer, consignee, Phillips & Boose; John R. Sutton, consignee, W. R. Snow & Co.; Happy Traveler, Hampshire and Baltimore Co.; Ann Eliz, Cumberland Coal and Iron Co.; W. H. Boteler, Central Co.; John G. Lynn, Hampshire and Baltimore Co.; J. B. Varnum, Consolidated Co.; W. H. Wilson, Central Co.; Charles O. McCord, Central Co.

ES, Thu. 6/21/66, p. 2. **Affairs in Georgetown**
The Canal – *Arrived* – Boats Flodoardo, limestone; Economy, lumber; E. Stanhope, wood to market; and 23 boats with coal, consigned as follows: - To American Co., 866 tons 5 cwt.; Borden Co., 324 tons 19 cwt.; W. R. Snow & Co., 223 tons; Phillips & Boose, 2234 tons 4 cwt.; Central Co., 552 tons 12 cwt.; Hampshire and Baltimore Co., 216 tons ; Consolidation Co., 219 tons 11 cwt.
Departed – Boats Mill Boy, fish to Berlin; Robin, grain and seeds to Little Orleans; Morrison, salt and lime to Conrad's Ferry; Lillie, salt to McCoy's Ferry; and 17 boats, light.

EU, Fri. 6/22/66, p. 3. **Georgetown Items.**
Canal Arrivals – John Bacon consignee American Company; Charles Clifton, do.; Henry Wade cargo of limestones; Ursula & Estella consignee Cumberland Coal and Iron Company; Governor Shaw, do.; E. Corning, Consolidated Company; Amazon, Hampshire and Baltimore Company; Mary A. Moore, Borden Co.; O. D. Robbins, Central Co.; M. V.

& M. E. Kroon, Borden Co.; Minna, Central Company; James Mullin, cargo limestone; William Darrow, American Company; J. Wilson, Hampshire and Baltimore Company; Lucy Martin, Borden Co.; D. Lynn, Central Co.; Iowa, W. R. Snow & Co.; Fannie Ortman, Central Company.

The Coal Business – The coal wharves are very much crowded, and the business is rapidly increasing. The present wharf frontage is too contracted, being only about half a mile; but a draw through the Aqueduct Bridge would remedy this and open up a frontage of nearly three miles. Cumberland coal is in great demand, and is even shipped in large quantities from this port to Oregon. A greater extent of frontage is absolutely necessary, and should at once be attended to.

DMC, Fri. 6/22/66, p. 4. **Georgetown Affairs.**
 – *The Aqueduct Bridge* – The business portion of the community are considerably exercised in relation to the prospective stoppage of travel over the Aqueduct bridge, naturally fearing that it will materially interfere with trade between that city and the Virginia side of the river. Unquestionably there should be some thoroughfare to connect the opposite banks, for it would be an anomaly in this age of enterprise and progress if a place of the size and importance of Georgetown should be cut off from a considerable share of its trade by the want of a bridge.

The Canal – Arrived – Boats Flodoardo, limestone; Economy, lumber; E. Stanhope, wood to market; and 23 boats with coal, consigned as follows: To American Company, 866 tons 5 cwt.; Borden Company, 324 tons 19 cwt.; W. R. Snow & Co., 223 tons; Phillips & Boose, 231 tons 4 cwt.; Central Company, 552 tons 12 cwt.; Hampshire and Baltimore Company, 217 tons; Consolidation Company, 219 tons 11 cwt.

Departed – Boats Mill Boy, fish, to Berlin; Robin, grain and seed, to Little Orleans; Morrison, salt and lime, to Conrad's Ferry; Lillie, salt, to McCoy's Ferry; and 17 boats, light.

ES, Fri. 6/22/66, p. 2. **Affairs in Georgetown The Canal** – *Arrived* – Boats Mary Little, with bark; Six Days, with cement; Ida Mullin, with limestone for market, and nineteen boats with coal, consigned as follows: - To Central Co., 658 tons 1 cwt.; Hampshire and Baltimore Co., 460 tons; Borden Co., 446 tons 18 cwt.; Cumberland Co., 220 tons 13 cwt.; Consolidation Co., 109 tons 13 cwt.; W. R. Snow & Co., 111 tons 17 cwt.

Departed – The Six Days, salt for Round Hill Cement Mill, and 12 boats, light.

EU, Sat. 6/23/66, p. 3. **Georgetown Items.**
Canal Arrivals – Beatrice Snowden consignee Central Co.; Bettie P. Boose, M. A. Edwards, Central Co.; James Dayton, American Co.; J. P. Roman, Hampshire and Baltimore Co.; W. A. Stephenson, do.; James S. Mackie, do.; Unexpected, Borden Co.; J. & H. Korn, Central Co.; W. W. Shepherd, American Co.; C. Slack, Borden Co.; A. H. Grant, American Co.; H. J. Kenah, Consolidation Co.

ES, Sat. 6/23/66, p. 2. **Affairs in Georgetown The Canal** – *Arrived* – Boat J. H. Williams, with wheat to Talbott, and seventeen boats with coal, consigned – To Hampshire and Baltimore Co., 218 tons 9 cwt.; Central Co., 443 tons 8 cwt.; Consolidation Co., 445 tons 6 cwt.; Phillips & Boose, 216 town 8 cwt.; American Co., 332 tons 16 cwt.; Borden Co., 220 tons 9 cwt.

Departed – J. H. Williams, sundries to Monocacy; Mary Little, salt to Hancock, and seventeen boats, light.

Coal Shipments – There was a scarcity of vessels this week, and the shipments were generally small. Hampshire and Baltimore Co.

652 tons; Borden Co., 290 tons; Ray's Dock, 485 tons; Consolidation Wharves 749 tons.

EU, Mon. 6/25/66, p. 3. **Georgetown Items Canal Arrivals** – J. W. Birdsall, Cumberland Coal and Iron Co.; James Dayton, American Co.; J. P. Roman, Hampshire and Baltimore Co.; W. A. Stephens, Consolidated Co.; Unexpected, Borden Co.; J. & H. Korn, Central Co.; W. W. Shepherd, American Co.; Mary Willard, Central Co.; C. Slack, Borden Co.; A. H. Grant, American Co.; A. Clark, do.; H. J. Kenah, Consolidated Co.; Seneca, Benj. Darby flour and coffee; John Young, Wm. Ruth; Defiance, Borden Co.; Pearl, Consolidated Co.; George E. Porter, Central Co.; Lady of the Lake, Hampshire and Baltimore Co.; Mollie, Central Co.; Mary Alice, Hampshire and Baltimore Co.; William Laird, Jr., American Co.; Linnet, Consolidation Co.; Price Huston, Central Co.; Henry Delafield, American Co.; Andrew Johnson, Central Co.; F. H. Walcott, Consolidated Co.; Harry Conrad, Central Co.; Laura, Hampshire and Baltimore Co.

Bathing in the Canal – Several negroes were arrested yesterday by the police for bathing in the canal. They were brought before Justice Buckey, who severely reprimanded them for their indecent conduct and [illegible] them.

Repairs – Workmen are engaged in repairing the aqueduct prior to the opening of the canal.

ES, Mon. 6/25/66, p. 2. **Affairs in Georgetown The Canal** – *Arrived* – Peter Hein, with hay; Col. A. Spates, corn and bark, to market; Seneca, with flour, corn and offal, to Benj. Darby; O. T. Snouffer, corn and wheat, to J. G. Waters; and thirty-three boats with coal: - To Cumberland Co., 224 tons 6 cwt.; Central Co., 657 tons 3 cwt.; American Co., 320 tons 19 cwt.; Hampshire and Baltimore Co., 666 tons; Borden Co., 111 tons 6 cwt.; Phillips & Boose,

106 tons 2 cwt.; Consolidation Co., 445 tons 9 cwt.

Departed – P. Hein, with lumber, to Seneca; and thirteen boats, light

Temperance on the Canal – The most pleasant matter that has come to our knowledge upon the line of the Chesapeake and Ohio Canal is a very general turning of the boatmen to the temperance cause. Although the coal fleet has been very large this month, and frequently large numbers of boats arrive together at the docks, the trouble of mining men for violating the regulations has been very little, and the energetic harbor master, who is constantly brought in contact with the boatmen, says he has had no trouble.

Flour and Grain Market – We notice the arrival of the Sallie Billmyer, from Shepherdstown, with corn to Geo. Waters; the O. T. Snouffer, with corn and wheat to J. G. Waters, and Col. A. Spates, with corn and bark to market.

CA, Wed. 6/27/66, p. 3. **Coal Trade by Canal**, for the week ending with Saturday June 23rd, and for the season:

Companies	For Week		Season
	Boats	Tons	Tons
Borden Coal Co.	15	1,660	14,213
Consolidation Co.	10	1,120	8,305
American Co.	29	8,161	22,623
Central Co.	32	3,529	25,522
Cumberland Co.	12	1,320	10,417
New Hope Co.	9	1,017	10,476
Hamp. & Balt. Co.	11	1,210	11,143
Miscellaneous	4	440	6,160
Total	122	13,448	109,139

EU, Thu. 6/28/66, p. 3. **Georgetown Items. The Aqueduct** – It is expected that water will be let into this old canal by the 20th of July or first of August. A bridge, according to rumor, will be erected over the structure, and thus will the communication of Georgetown and Virginia be continued. We hope this report will prove true,

and that the manifest injustice contemplated by Quigley & Co., will never be consummated.

Canal Movements – On Monday last, while overlooking the canal at Sandy Hook, Md., for a half hour, some half dozen boats passed through the lock, bound down with coal, while over this number passed up, without cargoes, for Cumberland. The toot of the horns could be heard all night long.

Canal Arrivals – Clearspring, consigned to the Central Co.; Onward, Borden Co.; W. J. Shrieve, American Co.; Mohawk, Cumberland Coal and Iron Co.; Clipper, Great Falls Co.; Prairie Flower, Central Co.; J. W. Wellington, American Co.; A. Chamberlain, do.; Katskill, Cumberland Coal and Iron Co.; E. Stevenson, American Co.; Edward Boyer, do.; Vallie, Phillips & Boose & Co.; H. F. Kindle, Borden Co.; C. F. Livermore, American Co.; C. H. Reitzell, Central Co.; Geo. Long, Borden Co.; J. W. Schnuck, American Co.; Golden Rule, Central Co.; Industry, do.; John O'Brien, American Co.; John Gordon, Borden Co.

EU, Fri. 6/29/66, p. 3. **Georgetown Items.**
The Aqueduct Bridge at Georgetown – Mr. Henderson, from the Committee for the District of Columbia, reported a bill relating to the Aqueduct bridge of the Alexandria Canal Company over the Potomac river at Georgetown. The first section, after reciting the amounts received at different times by the Canal Company from the United States, aggregating \$300,000, to secure the payment of which the Corporation of Alexandria were required to deposit the stock in said company held by them in the hands of the Secretary of the Treasury in trust for the payment, and to be sold under certain circumstances, provided that the Secretary of the Interior be authorized and required to open negotiations with the Alexandria Canal Company for the purchase of said Aqueduct bridge, and that the Company may transfer to the United States all right and

title therein: *Provided*, that the amount loaned to that Company, with interest at six percent, per annum, shall be used in payment of the amount agreed upon, and *provided* that the city of Georgetown shall enter into a contract to construct a suitable draw in said bridge to admit of the passage of vessels, and to so reconstruct the bridge within its jurisdiction over the Chesapeake and Ohio Canal and its connections, as to allow the passage of canal boats from said canal into the Potomac river. It provides, further, that the Secretary of the Interior shall take a deed to the United States for this purchase, such as shall be approved by the Attorney General. If the Secretary shall be unable to agree relative to the purchase, he may petition to the Supreme Court of the District for proceedings to condemn and transfer the bridge for public use, and the Court is empowered to appoint not less than three nor more than twelve commissioners to appraise the property. The Secretary is empowered to make the collection authorized on the Corporation of Georgetown.

The New Canal – The corporators of the Potomac and Chesapeake Tidewater Canal Company held a meeting yesterday at the banking house of Jay Coke & Co. A report was made by the engineer, Col. Seymour, that three different routes from the Eastern Branch to the Chesapeake had been surveyed, all of which were practicable. It is expected that the company will commence operations in a short time.

Canal Arrivals – Flodoardo, consigned to the Consolidated Co., cargo limestone; Isabelle, ditto; Harry Fisk, American; Jessie Hill, Hampshire and Baltimore Co.; U. C. Hamilton, American Co.; J. E. Russell, Central Co.; William Alder, Central Co.; C. Van Tassel, Cumberland Coal and Iron Co.; M. H. Wright, Hampshire and Baltimore Co.; D. Stewart, American Cp.; James Vandervoort, ditto; Fair Play, Borden Co.; Loretta, ditto; Judge

Douglass, Central Co.; Jeremiah Dick, ditto; A. J. Thomas, American Co.; James Noble, ditto.

ES, Fri. 6/29/66, p. 2. **Affairs in Georgetown The Canal – Arrived** – The Flodoardo, with limestone to the kilns, and seventeen boats with coal, assigned to the Cumberland Co., 223 tons 9 cwt.; Central Co., 546 tons 10 cwt; Consolidation Co., 117 tons 7 cwt.; American Co., 550 tons; Hampshire and Baltimore Co., 217 tons 17 cwt.; Borden Co., 217 tons 7 cwt. *Departed* – The Seneca, sundries to Seneca, and fourteen boats, light.

Flour and Grain Market – The market is dull, though the demand for high grade flour is as active as during several weeks past. The supply is unequal to the demand. The D. Knode, from Mercerville, with corn and a small lot of flour, to George Waters arrived this morning.

EU, Sat. 6/30/66, p. 3. **Georgetown Items.** *The Condition of the Canal* – The waters of the canal stagnate in such a volume at the Aqueduct bridge that the alluvia arising therefrom must necessarily produce malaria of some sort. Will Mr. Quigley & Co., who seem to have the interests of Georgetown so much at heart, do something to remedy the nuisance? The truth is Quigley & Co., care not whether the people of Georgetown inhale sickness and death with every breadth that plays through air or water, if they only profit by the operation. If they were undertakers, they would pray to heaven every night on both knees for a full sweep of the cholera among us.

Canal Arrivals – James Noble consigned to the American Co.; R. H. Haydock, ditto; Broadway, Cumberland Coal and Iron Co.; E. F. C. Young, American Co.; Martha, Borden Co.; Nannie McGraw, Central Co.; W. H. Berger, ditto; Vigilant, Borden Co.; Shenandoah, Central Co.; Ohio, Hieston & Co.; Lark, Consol. Co.; Wand, H. & Balt. Co.;

Knickerbocker, Cumberland Coal and Iron Co.; L. A. Kimble, H. & Balt. Co.; Ino, Consol. Co.; Molly Mack, Borden Co. *Departures* – J. F. Master, O'Donnell; Northfield, Swain; Advance, Riley, K. V. McCann; Central, Rhinehart.

EU, Tue. 7/3/66, p. 3. **Georgetown Items.** *Canal Arrivals* – Scow, cargo stone; Henry Reed, American Company, cargo 108 tons of coal. Forest Rose, Central, 114 tons; J. B. Fenton, W. R. Snow & Co., 106 tons; General Grant, C. C. & I. Co., 111 tons; D. Hoadley, Consolidation Co., 108 tons; Lucy Hall, Borden, 109 tons; John P. Moore, American Co., 113 tons; Mary Little, Hampshire and Baltimore Co., 108 tons; J. W. Seaman, Borden, 108 tons. *Canal Departures* – Lark, Patrick Brady; J. E. Russell, L. A. Male; Winder, Capt. Brown; Industry, James Noble; Wm. Elder, Capt. Caswell.

ES, Tue. 7/3/66, p. 4. **Affairs in Georgetown The Canal – Arrived** – The Clipper and Muncher, with ice to Great Falls Ice Co.; E. Stanhope, wood to E. Stover; Robin, bark to market; Scow, stone to market; and eleven boats with coal to Phillips & Boose, 107 05 tons; Central Co., 223 17 tons; American Co., 222 02 tons; W. R. Snow & Co., 106 16 tons; Consolidation Co., 118 04 tons; Borden Co., 218 04 tons; Hampshire & Baltimore Co., 108 tons. *Departed* – Robin, with salt to Little Orleans, and 21 boats light.

CA, Wed. 7/4/66, p. 3. **Coal Trade by Canal,** for the week ending with Saturday June 30th, and for the season:

Companies	For Week		Season
	Boats	Tons	Tons
Borden Coal Co.	16	1,760	15,973
Consolidation Co.	8	896	9,481
American Co.	24	2,616	25,239
Central Co.	36	3,924	29,446
Cumberland Co.	12	1,344	11,761

New Hope Co.	4	448	10,924
Hamp. & Balt. Co.	11	1,210	12,353
Miscellaneous	4	440	8,112
Total	113	12,638	123,289

The shipments of coal, at Cumberland, for the past two months, are considerably larger than those of any two months in the history of the Canal. The following shows the footing up:

May	567	boats, carrying	62,503.03	tons
June	553	boats, carrying	60,785.19	tons
Total	1,120	boats, carrying	123,289.02	tons

ES, Thu. 7/5/66, p. 2. **Affairs in Georgetown That Dangerous Place** – We have before called attention to the dilapidated condition of the bridge over the canal at the aqueduct, which is the only way to Arlington, except by boat, or by a long route to the Chain bridge. Yesterday it was crossed by vehicles carrying families. They would never have attempted it had they known that the only support is a single post on the west side, and all that keeps it up from the center to the east side, where it is depressed several feet, is a few old nails. It is wonderful that no accident has occurred there.

The Canal – Arrived – Boats Economy, wood to market; and twenty-eight boats with coal, consigned as follows: To J. C. Hieston & Co., 108 10 tons; Hampshire & Baltimore Co., 442 02 tons; American Co., 862 tons; Borden Co., 556 02 tons; Consolidation Co., 221 01 tons; Central Co., 650 17 tons.

Departed – Fifty-one boats light.

Cement – We noticed the arrival this morning of the boat Sarah Ann, from Hancock, Md., with a large cargo of cement, consigned to Geo. Waters.

EU, Fri. 7/6/66, p. 2. **Georgetown Items.**
Canal Arrivals – Signet, Central Company, 114 tons; Adam Norrie, Consolidated Company, 105 tons; H. B. Cromwell, American Company, 114 tons; M. Sandford, American Company, 105 tons; Robert Marshall, American Company, 109 tons; Flying Cloud, Central Company, 112 tons; W. J. Booth, American Company, 111 tons; A. C. Greene, Borden

Company, 112 tons; Neptune, Cumberland Coal and Iron Company, 109 tons; Neptune, do., 109 tons; Fulton, do., 116 tons; C. Moland, Central Company, 111 tons; Westfield, Central Company, 110 tons.

Canal Departures – George Waters, master Thomas Adams; Unexpected, master S. Buchanan; M. Sandford, master H. Ardinger; Ingman, master J. Monarty; H. B. Cromwell, master W. H. McDonald; M. J. Gatrell, master J. H. Gatrell; Signet, master Peter Quigley; Neptune, master Peter Kelly; Juniata, master Thomas Donnelly; F. P. White, master Samuel Lynch.

EU, Mon. 7/9/66, p. 3. **Georgetown Items.**
A Proposed Railroad Bridge Across the Potomac – We hear the company who have purchased the Alexandria Canal propose to erect an aqueduct bridge across the Potomac. Above this aqueduct an iron bridge is projected to be built wide enough for the accommodation of wagons and other vehicles, and also a railroad track, it is further said; that the Washington and Georgetown Street Railroad is to be continued from its present terminus along Bridge street, and to cross over this bridge to the Virginia side. It is understood land has already been secured for the purpose of erecting a suitable depot for the use of the Railroad Company and for a sufficient number of dwellings to accommodate the employees of the Company.

ES, Mon. 7/9/66, p. 2. **Affairs in Georgetown The Canal** – *Arrived* – The Maude, light; Mancher, ice to Great Falls Ice Co.; Little Bob, hay and corn; Economy, staves and wood to market; E. Stanhope, wood to do.; and 12 boats with coal to Central Co., 659 tons 16 cwt.; American Co., 442 tons 2 cwt.; Cumberland Co., 114 tons 5 cwt.; Borden Co., 109 tons 13 cwt.

Departed – The Maude, with sundries to McCoy’s Ferry, and 14 boats, light.

EU, Tue. 7/10/66, p. 3. **Georgetown Items.**

Canal Arrivals – James F. Hitch, 110 tons, Cumberland coal, consigned to the Central Company.

Departures – Three Brothers, Captain Seaman; O. D. Robbins, Capt. Mills; M. Reid, Capt. Mitchell.

CA, Wed. 7/11/66, p. 3. **Coal Trade by Canal**, for the week ending with Saturday July 7th, and for the season:

Companies	For Week		Season
	Boats	Tons	Tons
Borden Coal Co.	19	2,090	18,063
Consolidation Co.	2	224	9,705
American Co.	24	2,616	27,855
Central Co.	29	3,161	32,607
Cumberland Co.	12	1,332	13,093
New Hope Co.	1	108	11,032
Hamp. & Balt. Co.	9	990	12,343
Miscellaneous	4	448	8,560
Total	100	10,969	134,258

EU, Wed. 7/11/66, p. 3. **Georgetown Items.**

Canal Coal Company – Arrivals – Golden Eagle, consigned to the Central Company, 110 tons Cumberland coal; John B. Turton, consigned to J. C. Hieston & Co., 108 tons 18 cwt. Cumberland coal; John S. Lyman, consigned to the Hampshire and Baltimore Co. 112 tons 15 cwt.

Departures – A. H. Grant, Captain Brown; Chesapeake, Captain Call; Gov. Shaw, Captain Shaw; C. Alvina, Capt. Merryman; Ward, Captain Myers.

ES, Wed. 7/11/66, p. 2. **Affairs in Georgetown**

The Canal – *Arrived* – Boats Flodoardo, with limestone to the kilns, and 14 boats with coal, consigned to Cumberland Co., 218 tons 11 cwt.; Borden Co., 662 tons 14 cwt.; American Co., 229 tons 9 cwt.; J. C. Hieston & Co., 108 tons 18 cwt.; Hampshire and Baltimore Co., 112 tons 15 cwt.

Departed – Boats Flodoardo, with salt to Harper's Ferry; Wave, do., to Cumberland; and 18 boats, light.

EU, Thu. 7/12/66, p. 3. **Georgetown Items.**

Coal Wharf – It is really surprising to see the rapidity with which the coal boats are unloaded, and the great activity shown in so doing. It would be well for our curious citizens to make an observation of the canal coal wharf, if they desire an insight to the manner in which business is done there by the sons of toil.

Arrivals – New Hope, 110 tons Cumberland coal, consigned to the Central Company; H. Delafield, 103 tons 18 cwt., consigned to the American Company; William Laird, Jr., 104 tons 14 cwt., consigned to the American Company; Worth, Borden, 110 tons; Industry, Central, 107 tons 14 cwt.; Vigilant, Borden, 108 tons 17 cwt.

Departures – George Moler, Capt. George Knott; Central, John Rhinehart; Amazon, Thomas McLaky; H. F. Kindle, H. Miller.

ES, Thu. 7/12/66, p. 2. **Affairs in Georgetown**

The Canal – *Arrived* – Boats Mancher, with ice; Capt. J. Short, with wood; E. Stanhope, wood, to market; Economy, wood to Pettit; Geo. Moler, limestone to the kilns; and twenty-two boats, with coal, to Cumberland Co., 221 tons; Central Co., 880 tons 2 cwt.; American Co., 543 tons 10 cwt.; Borden Co., 551 tons 16 cwt.; Hampshire and Baltimore Co., 111 tons 4 cwt.; W. R. Snow & Co., 106 tons 10 cwt.

Departed – Twenty-seven boats, light.

EU, Fri. 7/13/66, p. 3. **Georgetown Items**

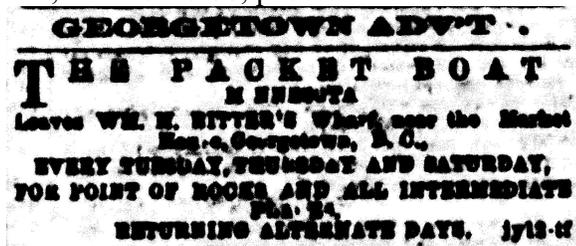
Port of Georgetown - Departures – E. Stanhope, Capt. R. S. Creamer; Yankee, Capt. C. Murray; Wm. Laird, Jr., Capt. J. Robertson; George W. Cahon, Capt. C. G. Kroth.

Arrivals – John Cowden, consigned to the Borden Co., with 111 tons 7 cwt. Cumberland coal; Lady of the Lake, Hamp. & Balt. Co., 112 tons; Mary Alice, Hamp. & Balt. Co., 108 tons; Mary McGraw, Central Co., 108 tons.

ES, Sat. 7/14/66, p. 2. **Affairs in Georgetown The Canal – Arrived** – The Clipper, with ice to market; and Morrison, light, and 31 boats with coal, consigned as follows: - To Cumberland Co., 546 tons; Borden Co., 451 tons 1 cwt.; Central Co., 1,306 tons 1 cwt.; American Co., 774 tons 12 cwt.; Hampshire and Baltimore Co., 220 tons; J. C. Hieston & Co., 107 tons. *Departed* – The Judge Douglass, with salt to Williamsport, and 35 boats, light.

Coal Shipments – The shipments this week have been very fair, and the rumor that a large number of vessels are on the way to this port, excites expectation that the shipments of the coming week will at least equal them. The coal shipped amounts to 161 tons from the Consolidation wharves; Borden Co., 456 tons; Cumberland Co., 1,727 tons; Hampshire and Baltimore Co., 1,822 tons; Ray’s Docks, 8,094 tons.

NR, Mon. 7/16/66, p. 3.



The above advertisement first appeared on July 12, 1866 and ran daily for 1 month.

ES, Mon. 7/16/66, p. 2. **Affairs in Georgetown The Canal** – On Friday evening, the work of excavating the canal lying between 17th street and Rock Creek, was completed, and the dam at Rock Creek being cut away, quite a current of water was directed into it, and now passes through the entire length.

The Canal – Arrived, twenty-six boats with coal, consigned to Central Co. 871 tons 9 cwt.; Borden Co., 762 tons 19 cwt.; American Co., 655 tons 6 cwt.; Cumberland Co., 103 tons 3 cwt.; Hampshire and Baltimore Co., 218 tons 17 cwt.

Departed 21 boats, light.

Flour and Grain Market – The market opened this morning with a prospect of little activity. The Charles Ardinger arrived this morning from Williamsport with flour to George Waters and corn to B. Darby.

EU, Tue. 7/17/66, p. 3. **Georgetown Items. Progressing** – The improvement of the Aqueduct bridge, by the way of resuming the water course through that now renowned structure, is progressing rapidly, and it is expected that, to the gratification of some and the chagrin of others, it will soon be in readiness for the passage of canal barges.

The Wharves – Business is very active on the wharves. A large number of coal vessels have already arrived, and others are looked for daily. These vessels will give plenty of employment to the hands connected with the wharves, and, in spite of the hot weather, show that business must be attended to.

Canal Arrivals – Joseph Noble, Commercial Coal Co.; M. V. & M. E. Kroon, Borden; Thresa Long, do.; W. H. Wilson, C. C. & I.; Dr. Grimes, Borden; Mary H. Wright, H. & Balt. Co.; Diligent, Borden; M. J. Gatrell, ditto; D. Stewart, American; Mary Willard, Central.

ES, Tue. 7/17/66, p. 2. **Affairs in Georgetown The Canal – Arrived** – Boats Cruncher, empty; Little Bob, with wood; Mancher, ice to market; and twenty-one boats, with coal, to Borden Co., 333 tons; Hampshire and Baltimore Co., 420 tons 5 cwt.; Cumberland Co., 537 tons 1 cwt.; W. R. Snow & Co., 1,064 tons; Central Co., 437 tons; American Co., 337 tons 12 cwt. *Departed* - Twenty-seven boats, light.

CA, Wed. 7/18/66, p. 3. **Coal Trade by Canal**, for the week ending with Saturday July 14th, and for the season:

Companies	For Week		Season
	Boats	Tons	Tons

Borden Coal Co.	16	1,760	12,823
Consolidation Co.	0	00	9,705
American Co.	32	3,488	31,343
Central Co.	34	3,672	36,279
Cumberland Co.	12	1,320	14,413
New Hope Co.	1	112	11,144
Hamp. & Balt. Co.	14	1,540	14,483
Miscellaneous	3	333	8,893
Total	112	12,225	146,083

EU, Wed. 7/18/66, p. 3. **Georgetown Items**
Sun Stroke – Philip Sayles, a colored laborer on Ray’s coal wharf, while wheeling coal from the wharf to a vessel, received a stroke from the sun, under the influence of which he fell into the water, and was not rescued from his watery grave until life was quite extinct. Justice Hockey held an inquest over the body of the unfortunate man. The jury rendered a verdict of death by accidental drowning.

Canal Arrivals – General Grant, Cumberland Coal and Iron Company; Lichie, Borden Company; Thomas Porter, American Company; Sallie Ardinger, Borden Company; John Water, limestone; M. E. Baxter, do.; H. Schull, American Company.

Departures – George R. Lester, Mary H. Wright, W. H. Button, Clipper, Gen. Grant, Susquehanna, Thomas Porter, Jesse Wall, E. Stanhope, A. J. Thomas, Mary Willard, Dr. Grimes, H. Schull and Diligent.

EU, Thu. 7/19/66, p. 2. **Georgetown Items.**
The Wharves assume a more business-like appearance today than they have for some days previous, the arrivals are becoming more frequent, and all seem to be busy in unloading, tallying, &c. The employees on the coal wharf are very active in unloading the many coal boats that are now lying before the office of the Canal Coal Company. There all is activity and business-like.

Canal Arrivals – Thomas Smith, W. V. B.; J. M. Stickney, American; C. P. Taylor, do.; Arkansas Traveler, Borden.

Departures – Sallie Ardinger, C. P. Taylor, Prairie Flower, Defiance and W. H. Magruder.

Thanks – We offer our sincere thanks to the active and efficient Collector of the Chesapeake and Ohio Canal Company, Colonel Hollingsworth, for having so kindly and accurately given us the report of the arrivals and departures at his office during the past month. The above gentleman is well known and highly esteemed by those of our citizens who are acquainted with his social and business qualifications.

ES, Thu. 7/19/66, p. 2. **Affairs in Georgetown The Canal** – Arrived – The Geo. Moler and Flodoardo, with limestone to the kilns; Muncher, with ice to the Great Falls Co., E. Stanhope and Economy, with wood to market; and thirty boats with coal, consigned as follows: American Co., 988 09 tons; Central Co., 987 08 tons; Borden Co., 765 17 tons; Hampshire and Baltimore Co., 324 11 tons; Cumberland Co., 107 07 tons; and forty-six boats light.

Drowned – On Tuesday, a colored man, named Philip Taylor, employed at Ray’s docks, in wheeling coal from the wharf to a vessel, fell overboard and drowned. The supposition is that he was sun stroke and fell at work, which caused him to fall overboard. The body was recovered about 6:30 o’clock p. m. A jury of inquest returned a verdict of accidental drowning, and the body was delivered to the relatives for burial.

EU, Fri. 7/20/66, p. 2. **Georgetown Items.**
Bad Condition of a Bridge – That portion of the aqueduct bridge crossing the Chesapeake and Ohio Canal, is in an exceedingly bad condition, there being many holes and breaks, which if not repaired may prove detrimental to life, limbs and property. We therefore hope that for public safety the proper authorities will attend to the matter as speedily as consistent. We would not speak of this matter were it not for the deep

interest that we feel in the safety of pedestrians and vehicles.

Canal Arrivals – Henry Kenny laden with 100 tons of coal and consigned to the American Company; Knickerbocker, 100 tons of coal consigned to the C. C. and I. Co. J. F. Hitch, 108 tons of coal to the Central Company.
Canal Departures – Clipper, Captain H. F. Stone; A. Ray, Captain J. F. Swain; J. Torbeth, Captain T. O'Donnell.

ES, Fri. 7/20/66, p. 2. **Affairs in Georgetown The Canal** – *Arrived* – The Clipper with ice to the Great Falls Co.; and seven boats with coal, consigned as follows: - To Central Co., 108 tons; American Co., 881 tons 14 cwt.; Borden Co., 223 tons 1 cwt.; Cumberland Co., 1,004 tons 12 cwt.

Departed – The M. Lemor, with lumber, &c. to Williamsport, and twenty-two boats, light.

EU, Sat. 7/21/66, p. 2. **Georgetown Items.**
The Canal Aqueduct – The foreman of a gang of workmen who were engaged yesterday in driving piles into the bed of the Potomac river, beneath the aqueduct bridge, to support that structure, had a notice issued by Mayor Addison and served upon him during the day, warning him that the planting of such obstructions in the river would subject the party performing the work to arrest and imprisonment. Under order, however, from the contractors, Messrs. Quigley, Wells and Dungan, the foreman continued the work, and in the evening a police officer appeared on the Virginia side of the river with a warrant for his arrest. The authority to serve the warrant within the jurisdiction of the State of Virginia was denied, and the arrest had not been made up to dark last night.

Canal Coal Arrivals – Myers & Henson, 104 tons 10 cwt. for Hampshire and Baltimore Co.; F. P. White, 108 tons 18 cwt. for Central Co.; M. P. C. Morrison, 107 tons 5 cwt. for Central

Co.; M. F. Hammond, 108 tons 1 cwt. for Central Co.; John E. Silver, 106 tons 12 cwt. for Central Co.; K. Korn. 100 tons 12 cwt. for Central Co.

Departures – A. Main, J. W. Arrington; J. V. Norman, Capt. R. Montgomery; W. A. Brydan, Capt. J. Burkholter; J. C. Hieston, Capt. H. Keech; C. Van Tassel, Capt. H. McCann.

ES, Sat. 7/21/66, p. 2. **Affairs in Georgetown The Canal** – *Arrived* – Twenty boats with coal, consigned to Hampshire and Baltimore Co., 437 tons 18 cwt.; American Co., 438 tons 2 cwt.; Cumberland Co., 221 tons 17 cwt.; Central Co., 1,090 tons 11 cwt.

Departed – The E. D. Hartley, with fish to Berlin, and twelve boats, light.

Coal Shipments – The shipments this week exceed those of any week this season, and there are vessels enough in port to make a good beginning for the coming week. Borden Co., 2,952 tons; Cumberland Co., 3,571 tons; Hampshire and Baltimore Co., 1,547 tons; Consolidated Wharves, 1,436 tons; Ray's Docks, 9,207 tons.

The Canal Bridges – We learn from a gentleman who was present at the late meeting of the Board of Directors of the Chesapeake and Ohio Company, at Berkeley, that they appropriated the amount requisite for raising the canal bridges in this city, and that plans and estimates are to be prepared at once. With this outlet for the coal trade, our businessmen think the necessity for the "reconstruction" of the Alexandria aqueduct is not apparent, as carriage of coal by river to Alexandria will be less than by the canal.

The Aqueduct Pile Driving – Yesterday, the pile driving machine was set in operation again at the Alexandria aqueduct, and succeeded in driving several piles in the river bed. The Mayor notified the operators that they must stop, and anyone found driving a pile there

should be arrested. Today the machine is not at work, and we understand that the engineer has adopted a different plan for the strengthening of the trunk. Mayor Addison has expressed a determination to keep the river clear of obstructions between the piers of that aqueduct.

Sun, Mon. 7/23/66, p. 4. The directors of the Chesapeake and Ohio Canal Company are said to have appropriated at their last meeting the requisite funds for raising the canal bridges in the city of Georgetown, which will insure safe and easy connection with our city canal, and defeat the plans of the schemers who have been trying to get the latter in their own hands.

EU, Mon. 7/23/66, p. 3. **Georgetown Items**
Rock Creek – A canal boat tied up near the new bridge on this creek, broke loose on Saturday night, during the storm, and went over the dam, and was smashed to pieces.

Canal Arrivals – Arrivals at the office of the Canal Collector are as follows: O. T. Snouffer consigned to J. G. Waters laden with sundries; A. C. Greene to Borden Company, cargo 112 tons coal; W. Hutchinson to American Company 109 tons; S. H. Birdsall to Cumberland Coal and Iron Company, 109 tons coal; Judge Douglass, Central Company, 115 tons; Ida, to Central Company, 110 tons coal; Jerry Dick, Central Company, 107 tons; O. D. Robbins, to Central Company with 100 tons of coal.

Departures – Central, Captain John Rhinehart; Clearspring, Captain Rhinehart; John Truston, Captain O. Robey; John E. Silver, Captain T. Turner; N. Wagner, Captain Maynus; M. Sandford, Captain N. Ardinger.

ES, Mon. 7/23/66, p. 2. **Affairs in Georgetown.** – The Freshet – The heavy rain Saturday night caused quite a freshet in Rock Creek and other small streams emptying into the Potomac, and the drift was heavier than for some time past, but so far, we have heard of no

serious damage upon the canal or river. A boat belonging to Mr. S. D. Castleman, broke loose from the lime kiln wharf, in Rock Creek, and floated down to K street bridge, where her cabins were carried away by coming in contact with the bridge. The river and the canal indicate that the rain was quite heavy west and north as in the district limits.

The Canal – *Arrived* – Boats Mancher, ice to market; Little Bob, with hay; Catocin, sundries to market; Seneca, sundries to B. Darby; O. T. Snouffer, to J. G. Waters; and twenty-four boats with coal, to Hampshire & Baltimore Co., 223 14 tons; W. R. Snow & Co., 112 03 tons; American Co., 514 tons; Cumberland Co., 2,201 tons; Central Co., 978 17 tons; Borden Co., 221 14 tons.

Departed – Thirty boats, light.

Grand Larceny – Yesterday, roundsman Boarman arrested John Mahoney, colored, for the larceny of \$9.90 from John H. Wilson. Wilson was employed at Castleman lime-kiln, and had been paid off Saturday night, when [he] noticed that one of the boats had broken loose in Rock Creek. Wilson wrapped his money in an apron and put it in a barrel, and went out to help secure the boat, leaving the accused in the office. When he returned the accused was gone, and the money also. When arrested, the money was found on Mahoney, and Justice Buckey sent him to jail for court.

EU, Tue. 7/24/66, p. 3. **Georgetown Items.**

Canal Arrivals – Advance consigned to the Borden Coal Company with 113 tons of Cumberland coal; D. Lynn, Borden Company with 109 tons Cumberland coal.

Departures – Alex. Walsh, Captain Patrick Welles; Fulton, Captain Brown; O. T. Snouffer, Captain George Knott; Ida, Captain Brown; C. Moore, Captain Smith; J. Graham, Captain Lemon; T. Chieftain, Captain Bowers; A. Perkins, Captain Rowlands.

ES, Tue. 7/24/66, p. 2. **Affairs in Georgetown The Canal – Arrived** – Clipper with ice to Great Falls company, and sixteen boats with coal consigned to Hampshire and Baltimore Co., 327 tons; Cumberland Co., 214 tons 18 cwt.; Central Co., 326 tons 8 cwt.; Borden Co., 446 tons 5 cwt.; Hieston, 111 tons 19 cwt.; American Co., 438 tons 9 cwt.
Departed – The O. T. Snouffer with salt to Noland’s Ferry; Judge Douglass, do. to Noland’s Ferry; and twenty-six boats, light.

The Obstructions – We are informed that the piles which were driven under the Aqueduct a few days ago, and which called for the action of the Mayor and Councils at the last meeting of the Corporation, were dragged out yesterday, leaving the way under the Aqueduct unobstructed.

CA, Wed. 7/25/66, p. 3. **Coal Trade by Canal**, for the week ending with Saturday July 21st, and for the season:

Companies	For Week		Season
	Boats	Tons	Tons
Borden Coal Co.	13	1,430	21,258
Consolidation Co.	0	0	9,705
American Co.	24	2,616	33,959
Central Co.	31	3,379	39,658
Cumberland Co.	12	1,320	15,733
New Hope Co.	7	777	11,921
Hamp. & Balt. Co.	14	1,540	16,023
Miscellaneous	7	770	9,663
Total	108	11,832	157,915

NR, Wed., 7/25/66, p. 3.

GEORGETOWN ADVT.

CANAL TRAVEL.

The steam packet boat
GEORGE WASHINGTON
 is making her regular trips between Georgetown and Harper's Ferry, carrying passengers and freight. Leaves E. B. Barrett's wharf, Congress street, every **MONDAY, WEDNESDAY, and FRIDAY.** For further information apply to
 Jy24-6t Captain **JOHN MOORE.**

The above advertisement first appeared on July 24, 1866 and ran daily for 1 month.

EU, Wed. 7/25/66, p. 3. **Georgetown Items Canal Arrivals** – Ursula & Estella, 108 tons 10 cwt. Cumberland coal consigned to the C. C. & I. Co.; Gov. Shaw, 118 tons coal, do.; Robert Marshal, 116 tons coal consigned to the American Co.; W. H. Berger, 107 tons 3 cwt. coal consigned to the Central Co.; George Moler, limestone; John Cowden, 107 tons 9 cwt. coal, consigned to the Borden Co.; George Waters, 108 tons, consigned to the Central Co.; Mohawk, 107 tons 10 cwt. coal to C. C. & I.
Departures – John Cowden, Captain John Gorman; James Dayton, A. Mills; Maryland, B. Brown.

ES, Wed. 7/25/66, p. 2. **Affairs in Georgetown The Canal – Arrived** – Boats Mancher, with ice to the Great Falls Co.; Geo. Moler, limestone to the kilns; and thirteen boats with coal, consigned to Hampshire and Baltimore Co., 330 tons 10 cwt.; American Co., 328 tons 8 cwt.; Central Co., 320 tons 18 cwt.; Cumberland Co., 321 tons 6 cwt.
Departed – Fifteen boats, light.

 This morning there was a temporary suspension of labor at the derricks, the canal boats having all discharged their cargoes. The hands, however, remained at the derricks waiting the arrival of boats on the way with coal. There are a number of vessels at the wharves, and the hands were employed in stowing away their cargoes for the Eastern depots.

EU, Thu. 7/26/66, p. 3. **Georgetown Items. Appearance of the Canal Coal Wharf** – The coal arrivals are becoming very casual, in consequence of which labor was entirely suspended yesterday. The employees, however, remain at the derricks awaiting the arrival of boats. Only two arrivals today, Lady of the Lake with 111 tons 5 cwt. of coal, consigned to H. & Balt. Co.; and Loretta, 108 tons to Borden Co.

Departure of Coal Boats – Thomas Hassett, Captain Dronam; Ann Eliza, Captain Strader; Wm. Devecmon, Captain Maloney; Amazon, Captain Malosky; Juniata, Capt. Donnell.

ES, Thu. 7/26/66, p. 2. **Affairs in Georgetown The Canal** – *Arrived* – Boats E. Stanhope, wood to market; Flodoardo, limestone to the kilns; and 20 boats with coal, consigned as follows: - American Co., 553 tons 6 cwt.; Hieston & Co., 117 tons 10 cwt.; Central Co., 757 tons 10 cwt.; Borden Co., 435 tons 13 cwt.; Hampshire and Baltimore Co., 226 tons 19 cwt. *Departed* – Boats Seneca, assorted cargo to Seneca; Geo. Moler, salt to Lift Lock 35; and 20 boats, light.

Sun, Fri. 7/27/66, p. 2. **Chesapeake and Ohio Canal** – During the past week 108 boats left Cumberland, Md., over this canal, carrying 11,832 tons of coal, making for the season 157,915 tons sent to market.

EU, Fri. 7/27/66, p. 3. **Georgetown Items. Canal Arrivals** – Mary Willard, 111 tons 15 cwt. coal consigned to the Central Company. *Departures* – Vigilant, Keystone, Creole, Zella & Minnie.

EU, Sat. 7/28/66, p. 3. **Georgetown Items. Canal Arrivals** – W. H. Wilson, 111 tons 18 cwt. coal; Harlem, 108 tons, consigned to C. C. & I. Co.; Mollie, 106 tons 11 cwt. coal to Central Co.; Mary Alice, 110 tons, 11 cwt. coal to Hampshire and Baltimore Co.; P. Martin, 107 tons 5 cwt. coal to C. C. & I. Co.; Filonia Swain, 115 tons 9 cwt. coal to Central Co.; Capitola, wheat and corn. *Departures* – Mollie, H. Willison, F. Swain.

ES, Sat. 7/28/66, p. 2. **Affairs in Georgetown The Canal** – *Arrived* – Boat Capitola, wheat and corn to market; and 12 boats with coal, consigned as follows: - Cumberland Co., 322 tons 8 cwt.; B. F. McQuade, 113 tons; Central Co., 530 tons 2 cwt.; American Co., 104 tons 7

cwt.; Hampshire and Baltimore Co., 110 tons 11 cwt.

Departed – Boats Catoctin, fruits to Lift Lock 29; Gen. Grant, salt to Hancock, and 12 boats, light.

The Coal Shipments – The shipments of coal this week are fully up to the expectations of the agents. The Borden Co. shipped 3,912 tons; Cumberland Co., 2,900 tons; Hampshire and Baltimore Co., 1,715 tons; Consolidation Co., 2,946 tons; Ray's Docks, 7,340 tons.

EU, Mon. 7/30/66, p. 3. **Georgetown Items Canal Arrivals** – U. C. Hamilton, 112 tons 15 cwt. Cumberland coal consigned to the American Co.

Departures – C. H. Reitzell, W. W. Shepherd, Price Huston.

ES, Mon. 7/30/66, p. 2. **Affairs in Georgetown The Canal** – *Arrived* – The Little Bob, with wood, and Six Days, with cement and lumber to market; E. Stanhope, wood to market; and sixteen boats with coal consigned to the Central Co., 330 14 tons; Borden Co., 334 03 tons; American Co., 652 18 tons; Cumberland Co., 113 tons; Phillips & Boose, 107 07 tons. *Departed* – The F. Mertens, with fruits to Cumberland, J. H. Williams, merchandize to Monocacy, and twenty-nine boats light.

The Boatmen and the Internal Revenue – One of the most unwelcome visitors to the Canal boatmen at the docks this season is the Deputy Collector, who is making collections of the Internal Revenue due from them. The idea of having their boats tied up and locked; for neglecting to pay the tax, is terrible to many of them, and they hail the official when he approaches as the “Internal Revenue Man,” but the cash must come, though it draws an eye tooth.

EU, Tue. 7/31/66, p. 3. **Georgetown Items.**

Obstruction in the Canal – In consequence of a large rock having fallen in the canal above Harper’s Ferry, there was but one arrival, which was the Liona with 111 tons 11 cwt. coal consigned to the Hampshire and Baltimore Company. The obstruction having been removed; boats are expected this evening.

ES, Tue. 7/31/66, p. 2. **Affairs in Georgetown The Canal** – *Arrived* – Boats Clipper, with wood, and Economy, with staves to market; and five boats with coal: - To American Co., 110 tons 7 cwt.; J. C. Hieston, 111 tons 16 cwt.; Central Co., 108 tons; Hampshire and Baltimore Co., 111 tons 11 cwt.
Departed – Boat Capitola, with merchandise to Conrad’s Ferry, and 19 boats, light.

The Tonnage Tax – The act of Congress, approved March 3rd, 1865, increased the tonnage tax on all vessels from 10 to 30 cents per ton, per annum, and relieved all vessels paying the tonnage tax from the payment of the internal revenue tax of 2½ percent on the gross receipts, as provided by section 186, act of June 30, 1864. The Deputy Collector caused quite a commotion among the boat masters on the canal yesterday, by collecting the tonnage tax from them, they having no idea of what it was for, supposing it was an additional tax under the internal revenue laws, until they were corrected. The law will be strictly enforced by the Custom House officers.

CA, Wed. 8/1/66, p. 3. **Coal Trade by Canal**, for the week ending with Saturday July 28th, and for the season:

Companies	For Week		Season
	Boats	Tons	Tons
Borden Coal Co.	18	1,980	23,238
Consolidation Co.	0	0	9,705
American Co.	24	2,616	36,575
Central Co.	35	3,815	43,473
Cumberland Co.	19	2,090	17,823
New Hope Co.	5	672	12,593
Hamp. & Balt. Co.	14	1,554	17,577
Miscellaneous	5	560	10,223

Total 121 13,287 171,207

EU, Wed. 8/1/66, p. 3. **Georgetown Items.**
Arrivals and Departures of Coal Boats – Charles Green, 109 tons to the Borden Company; Prairie Flower, 110 tons 6 cwt. to the Central Company; James Noble, 108 tons 10 cwt., to the American Company.
Departures – Lidia, A. Johnson, Hudson, Dr. Grimes, M. J. Gatrell, J. A. Suter, Gipsy Queen.

Sun, Thu. 8/2/66, p. 2. **Chesapeake and Ohio Canal** – During the past week 121 boats left Cumberland, Md., over this canal, carrying 13,287 tons of coal. The trade over the canal for the season now reaches 171,207 tons of coal.

EU, Thu. 8/2/66, p. 3. **Georgetown Items.**
Arrivals of Coal Boats – Consigned to the Central Company: J. E. Russell, 110 tons 7 cwt.; Prairie Flower, 110 tons 7 cwt., M. F. Hammond, 108 tons; M. E. Bolter, 112 tons; Clearspring, 113 tons 3 cwt.; John Tilner, 107 tons 19 cwt.

Consigned to the American Company: J. R. Church, 109 tons 17 cwt.; R. H. Haydock, 109 tons 8 cwt.; Harry Funk, 116 tons 2 cwt.; James Noble, 108 tons 10 cwt.

Consigned to the Borden Company: Charles A. Green, 109 tons; Sallie Ardinger, 112 tons 2 cwt.; Defiance, 113 tons 9 cwt.; Mary A. Moore, 109 tons.

Departures – Katskill, Wayne, D. Stewart, Defiance, M. F. Hammond, Harry Funk.

EU, Fri. 8/3/66, p. 2. **Georgetown Items.**
The Aqueduct Bridge – Sentries are now posted at the ends of this bridge to stop horses with vehicles from crossing. All travel across the Potomac is now by the way of the Chain and Long bridges.

Arrivals and Departures of Coal Boats. –
Consigned to the American Company: A.
Schell, 100 tons 11 cwt.

Consigned to the Borden Company:
Lucy Martin, 101 tons 7 cwt.

Consigned to the Cumberland Coal and
Iron Company: James Gunning 109 tons 13
cwt.

Departures – Chesapeake, G. S. Colton, A.
Schell, Clearspring and Sister Mollie.

EU, Sat. 8/4/66, p. 3. **Georgetown Items.**
The Aqueduct Bridge – The Secretary of War
has informed the lessees of the Aqueduct
Bridge, that he entertains no such idea as giving
up this structure for the purposes required by
the lessees. The bridge is of vast importance to
the Government, furnishing as it does a wagon
route to all military posts on the Virginia side
of the Potomac, and as such must be continued
as a bridge.

Our citizens will be glad to hear this
good news, and so will our farmers, who find it
the most direct route to our markets. That free
communication between the District and
Virginia is necessary must be apparent to all,
and we therefore hope the bridge will never
again be turned over to the Canal Company.
We learn today that the lessees have already
discharged the hands and have discontinued the
work.

Arrivals and Departures of Coal Boats –
Consigned to the Central Company: Jeremiah
Dick, 111 tons 19 cwt.; O. D. Rollins, 108 tons
4 cwt.

Consigned to the American Company:
D. Pomeroy, 110 tons 15 cwt.

Consigned to the P. & B. Company,
Vollia, 108 tons 9 cwt.

Departures – James Mitchell.

ES, Sat. 8/4/66, p. 2. **Affairs in Georgetown**
The Canal – Arrived – Boats Charles
Ardinger, with flour to Geo. Waters; Seneca,
with corn and wheat to Benj. Darby; Sallie

Billmyer, wheat to Geo. Waters; and 19 boats
with coal, consigned as follows: To Hampshire
and Baltimore Co., 442 10 tons; Central Co.,
436 05 tons; American Co., 656 04 tons;
Cumberland Co., 445 07 tons; John S. Ahl, 118
06 tons; Phillips & Boose, 108 09 tons.

Departed – Boat Chas. Ardinger, with
merchandise to Weverton, and 29 boats light.

The Coal Shipments – The shipments of coal
from the docks this week have been very fair,
and there is a prospect of good shipments
during the coming week. The shipments are as
follows: By the Hampshire and Baltimore Co.,
1,300 tons; Cumberland Co., 2,000 tons;
Borden Co., 2,617 tons; Consolidation
wharves, 1,742 tons; Ray's docks, 3,062 tons.

Flour and Grain Market – We note the
arrival of the Charles Ardinger, with a small lot
of flour, and the Sallie Billmyer, from
Shepherdstown, with corn and wheat to George
Waters; and the Seneca, from Seneca, with corn
and meal to B. Darby.

EU, Mon. 8/6/66, p. 3. **Georgetown Items.**
Coal Wharf – This wharf is owned by the
Borden Mining Company, and is used for the
reception and disposal of Cumberland coal to
merchant vessels and such other parties as
desire to purchase. It is not as supposed by
many who have an idea that it is devoted
exclusively to vessels. Any party can buy coal
in quantities of 10 tons, and from that to 2,000.
Business here is very lively, there being a great
number of hands who are constantly employed.

Arrivals and Departures of Coal Boats –
Consigned to the Cumberland Coal and Iron
Company: Washington Irving, 107 tons;
Neptune, 108 tons.

Consigned to the American Company:
Henry King, 107 tons; B. Williamson, 109 tons
5 cwt.; C. DuBois, 106 tons.

Departures – Golden Rule, M. Lienan, J. G.
Greenless, C. Slack, D. Pomeroy.

EU, Tue. 8/7/66, p. 3. **Georgetown Items.**
Thanks – We desire to offer our thanks to Colonel Hollingsworth, canal collector, and Charles J. Peck, Esq., cargo inspector, for their kindness in furnishing us with the list of arrivals and departures of canal boats.

Arrivals and Departures of Coal Boats – Consigned to the American Company: A. Main, 104 tons 6 cwt.
 Consigned to the Borden Company: D. Lynn, 116 tons 10 cwt.; George Long, 110 tons 8 cwt.

Departures – H. F. Kindle, Henry Reed, Seneca, D. Palmer, A. Campbell, A. J. Thomas, F. Beck, Jessie Hill, A. C. Greene, Central.

ES, Tue. 8/7/66, p. 2. **Affairs in Georgetown The Canal** – The water is very low in the Canal today, greatly to the disadvantage of the boats waiting to discharge cargoes, especially the coal boats. The water in the river is also very low and this may account in some measure for the scarcity in the Canal. *Arrived* – Boat Col. A. Spates, with wheat to market, and fourteen boats with coal: To Central Co., 322 tons 12 cwt.; Cumberland Co., 426 tons 11 cwt.; Borden Co., 546 tons; Hampshire & Baltimore Co., 107 tons 7 cwt.; American Co., 104 tons 6 cwt.
Departed – The Seneca, assorted cargo, to Seneca; and thirteen boats, light.

Flour and Grain Market – We notice the arrival of the Ellen, from Sharpsburg, with flour, wheat and corn to Geo. Waters; and the Col. A. Spates, with wheat, to market.

CA, Wed. 8/8/66, p. 3. **Coal Trade by Canal**, for the week ending with Saturday August 4th, and for the season:

Companies	For Week		Season
	Boats	Tons	Tons
Borden Coal Co.	15	1,650	24,888
Consolidation Co.	0	0	9,705
American Co.	15	1,635	38,210

Central Co.	21	2,310	45,785
Cumberland Co.	17	1,870	19,693
New Hope Co.	6	672	12,265
Hamp. & Balt. Co.	2	220	17,797
Miscellaneous	5	560	10,783
Total	81	8,907	180,126

Monthly Statement for 1866, to 1st August

May	567 Boats	62,503 tons
June	553 "	60,785 "
July	471 "	51,540 "
Total	1,591 "	174,729 "

EU, Wed. 8/8/66, p. 3. **Georgetown Items.**
Break in the Canal – In consequence of the low water in the canal, occasioned by the breaking of the dam above the Collector's Office, during the recent heavy rains, the boats cannot possibly be brought into the harbor. The Directors of the canal company are having the breakage remedied, and it is hoped and expected by the anxious boatmen and other parties interested that the canal will be in running order about the latter part of the present week.

Arrivals and Departures of Coal Boats – Consigned to the Borden Company: Advance, 107 tons 17 cwt.; John Cowden, 105 tons 1 cwt.

Consigned to the Central Company: F. P. White, 100 tons, 8 cwt.; C. Alvin, 107 tons, 1 cwt.

Consigned to the Cumberland Coal and Iron Company: Ann Eliza, 105 tons 15 cwt.; George Molar, cargo of lime.

Departures – Jeremiah Dick, John Cowden, C. Van Tassel, Advance, Fulton, E. Corning, S. J. Cross, Dove, Iowa.

ES, Wed. 8/8/66, p. 2. **Affairs in Georgetown The Canal** – *Arrived* – E. Stanhope, with wood to market; George Molar, with limestone to kilns; and 7 boats, with coal, consigned to Cumberland Co., 322 tons 18 cwt.; W. R. Snow & Co., 166 tons 14 cwt.; American Co., 109 tons; Borden Co., 223 tons 11 cwt.

Departed – Sallie Billmyer, with merchandize to Shepherdstown, A. Van Corlear, lumber to Williamsport, and 20 boats, light.

The low water in the Canal, which has caused much inconvenience to boatmen having cargoes for delivery during yesterday and today, was caused by the washing out of a portion of the first dam, about 4 miles above Georgetown. The Superintendent has set a sufficient number of hands to work to remedy the evil as speedily as possible. The Mills have all been stopped to give the boats at the wharves an opportunity to get to the derricks. The coal companies are very anxious to have the water up to its level in order to discharge of the cargoes now at hand. The Millers are just as anxious to continue operations steadily.

Sun, Thu. 8/9/66, p. 4. **Georgetown Affairs** – The revenue of the Chesapeake and Ohio canal during the month of July was, by boats arriving in Georgetown, \$15,920, and from those departing, \$2,012.

EU, Thu. 8/9/66, p. 3. **Georgetown Items.** *Canal Water Shut Off* – In consequence of a break in the canal, as reported a short time ago, the Collector of the port has shut off the water communications with the several mills that are supplied by the canal. This will no doubt be unpleasant to the millers, but being a necessity, it is admissible.

Arrivals and Departures of Coal Boats – Consigned to the Borden Company: Vigilant, 112 tons 8 cwt.; Fair Play, 110 tons 6 cwt.; Martha, 111 tons; Advance, 107 tons 17 cwt.; J. T. Chaplin, 115 tons 14 cwt.

Consigned to the Central Company: Juniata, 108 tons 9 cwt.; Golden Eagle, 112 tons, 2 cwt.

Consigned to the P. & B. Co.: Old Abe, 103 tons.

E. Corning, cargo of wood.

Departures – Golden Eagle, Stuyvesant, C. Alvin, Star of Cumberland, Alex. Ray, F. P. White.

ES, Thu. 8/9/66, p. 2. **Affairs in Georgetown The Canal** – *Arrived* – The Pontoon, with wheat to market; Economy, with wood; and Scow, with red stone, to market; E. D. Hartley, with corn, to Hartley & Bro.; Catocin, light, and fourteen boats, with coal, consigned: - To Central Co., 435 tons 11 cwt.; B. F. McQuade, 106 tons 2 cwt.; Cumberland Co., 115 tons; Borden Co., 333 tons 14 cwt.; Phillip & Boose, 219 tons 8 cwt.; American Co., 318 tons 13 cwt.

Departed – Boats Ida, with salt, to Old Town; Geo. Moler, do., to Point of Rocks; Economy, lumber, &c., to Lift Lock No. 7; Col. A. Spates, assorted freight, to Edward's Ferry; and eight boats, light.

Flour and Grain Market – We notice the arrival of the Ironsides with flour, corn, &c., to Geo. Waters; and the Ben. Darby, the Pontoon, with wheat to market; the E. D. Hartley, with corn to Hartley & Bro.; and several boats with produce not yet reported.

ES, Fri. 8/10/66, p. 2. **Affairs in Georgetown The Canal** – *Arrived* – Boat Ellen, with flour to Geo. Waters; O. T. Snouffer, flour and grain to R. D. Johnson; and Flodoardo, with limestone, to the kilns; and Westfield, with wood, to market; and eight boats with coal, to Central Co., 337 tons 6 cwt.; Cumberland Co., 107 tons; Hartley & Bro., 109 tons 18 cwt.; American Co., 323 tons 7 cwt.

Departed – The E. D. Hartley, salt, to Berlin; Ellen, do., to Sharpsburg; and twenty-seven boats, light.

There is but little doing on the line of the canal. Few boats at the coal docks, and none unloading. The canal water is low, but sufficient for navigation by occasionally checking the mills. The Potomac is unusually low – lower than it has been for several years.

EU, Sat. 8/11/66, p. 3. **Georgetown Items.**
The Bridge over the Canal – On this end of the Aqueduct, says the *Georgetown Courier*, is in such a dilapidated condition as to forbid travel over it. As a precautionary measure black guards are stationed at either side of the bridge; but no progress made in its repairs. We submit whether it would not be wisdom for our business men at once to raise a subscription for the purpose, as only a small sum is necessary to afford the country people ingress to and egress from the city. Something should at once be done to prevent diversion of trade from our city on account of the negligence of those whose duty it is to repair this bridge.

Arrivals and Departures of Canal Boats. – Consigned to the Cumberland Coal and Iron Company: Broadway, 107 tons 14 cwt.; Brown Bowers, 118 tons 9 cwt.

Consigned to the Central Company: Forest Rose, 113 tons 2 cwt.

Consigned to the American Company: W. A. Gillot, 109 tons 5 cwt.; M. Sandford, 108 tons 16 cwt.

Capitola, grain, consigned to Talbott & Hartley.

Departures – Loretta, A. Johnson No. 2, Forest Rose.

ES, Sat. 8/11/66, p. 2. **Affairs in Georgetown The Canal** – *Arrived* – Boats Andrew Johnson No. 2, grain, to Hartley & Bro.; J. H. Williams, do., to B. Talbott and Hartley; Sarah Ann, bark, to market; Ironsides, flour, corn and lime, to George Waters; Six Days, 759 barrels cement, to do.; Capitola, grain to Talbott and Hartley; and ten boats with coal, to Phillips & Boose, 114 tons 2 cwt.; Borden Co., 108 tons 11 cwt.; Cumberland Co., 533 tons 18 cwt.; Central Co., 216 tons; American Co., 218 tons.

Departed – The J. H. Williams, merchandize to Monocacy; Ironsides, potatoes, to Williamsport; Sarah Ann, empty barrels, to Hancock; O. T. Snouffer, assorted freight, to

Point of Rocks; A. Johnson No. 2, salt, plaster and sundries, to Noland's Ferry; Six Days, empty barrels, to Hancock; and sixteen boats, light.

Flour and Grain Market – We notice the arrival of the A. Johnson No. 2, with grain to Hartley & Bro.; J. H. Williams and Capitola, with grain to P. Talbott and Hartley & Bro.

Coal Shipments – The shipments for this week are as follows: Hampshire & Baltimore Co., 1,662 tons; Borden Co., 2,597 tons; Cumberland Co., 2,350 tons; Ray's Docks, 5,721 tons.

EU, Mon. 8/13/66, p. 3. **Georgetown Items Arrivals and Departures of Coal Boats.** – Consigned to the Cumberland Coal and Iron Company: F. Mertens, 107 tons, 7 cwt.; Gen. Grant, 106 tons, 8 cwt.; Broadway, 107 tons, 14 cwt.; Brown Bowers, 113 tons, 9 cwt.

To the American Company: M. Sandford, 108 tons, 15 cwt.

To the Central Company: W. Elder, 103 tons, 6 cwt.

Departures – L. Smith, Captain Short, C. Ceres, H. L. Gilbert, E. Stanhope, F. Mertens, Broadway.

EU, Tue. 8/14/66, p. 3. **Georgetown Items.**
The Aqueduct Bridge – The Secretary of War has notified the Mayor that the Aqueduct Bridge will be put in order for travel as rapidly as possible, thus removing all fear as to its being put to any other use. Both our city and Washington will be benefitted by this arrangement, and the farmers of Virginia may rest assured that no obstacle will be placed in their way to prevent free access to our city across this bridge. The thanks of our citizens are justly due to the untiring energies of those who have been successful in effecting this desirable arrangement.

Something New – While making the usual observation, our attention was called to the steam-hoister used for the purpose of unloading coal boats without the need of horse power, which is erected at the foot of Frederick street, and used by the Hampshire Coal Company. This is an invention of our worthy fellow-citizen Joseph Duvall, proprietor of the iron foundry in this city, and is a perfect success. We congratulate Mr. Duvall, and hope that he may realize the full worth of this great invention.

Arrivals and Departures of Coal Boats – Consigned to the Central Company: W. Elder, 103 tons 6 cwt.; Mary Willard, 118 tons, 1 cwt.; Mollie, 108 tons; Shenandoah, 111 tons 11 cwt.

Consigned to the Cumberland Coal and Iron Company: Ichabod Crane, 112 tons 8 cwt.

Consigned to the American Company: W. J. Boothe, 112 tons 15 cwt.

S. Billmyer, wheat and grain.

Departures – New Hope, Catoctin, Mary Willard, Mollie, I. Crane, P. Quigley, W. J. Boothe, Shenandoah.

ES, Tue. 8/14/66, p. 2. **Affairs in Georgetown The Canal** – *Arrived* – The Captain Short, with wood to market; Lark, with sundries; S. Billmyer, wheat and flour; Seneca, with flour to market, and six boats, with coal to Phillips & Boose, 109 tons 16 cwt.; Cumberland Co., 112 tons 8 cwt.; American Co., 112 tons 15 cwt.; Central Co., 329 tons 5 cwt.

Departed – The Catoctin, with melons, &c., to Lift Lock 29; and 11 boats, light.

Flour and Grain Markets – the rain effectually prevents outdoor operations, and the market is very dull. We notice the arrival of the boats Sallie Billmyer, with wheat and flour to George Waters, and Seneca, with flour.

The River Front – The wharves today are occupied with vessels from the Aqueduct to

Rock Creek, and the appearance of the river is much the same as during the rebellion, when the Government transports were so numerous. The bay and river craft are fairly represented at the lower wharves, and the fleet of coal transports is unusually large. There are few boats in the canal, and the water continues low, and the receipts of coal are nothing compared with the demand and the facilities for shipping. The coal banks are rapidly disappearing, and it will require very rapid receipts from the mines to replace them.

The Aqueduct Bridge – This morning, workmen were engaged in repairing the bridge over the canal at the aqueduct, as directed by the War Department. The weather is unfavorable for rapid progress, but the bridge will in a few days be fit for service, and heavy wagons and teams may pass over as safely as ever.

CA, Wed. 8/15/66, p. 3. **Coal Trade by Canal**, for the week ending with Saturday August 11th, and for the season:

<i>Companies</i>	<i>For Week</i>		<i>Season</i>
	<i>Boats</i>	<i>Tons</i>	<i>Tons</i>
Borden Coal Co.	9	981	25,869
Consolidation Co.	0	0	9,705
American Co.	14	1,540	39,750
Central Co.	20	2,200	17,985
Cumberland Co.	18	1,998	21,691
New Hope Co.	6	660	12,925
Hamp. & Balt. Co.	0	0	17,797
Miscellaneous	4	448	11,231
Total	71	7,827	186,953

EU, Wed. 8/15/66, p. 3. **Georgetown Items Coal Basin in Cumberland** – We are informed by Mr. Essex, who returned from Cumberland this morning, that the shipping of coal in that place is comparatively light. We may draw an inference from this fact of an increase in the price of Cumberland coal during the ensuing winter.

Canal – No Arrivals – There were no arrivals of coal boats this morning on account of the lowness of water in the canal. There are a few boats on the way, and should the water rise sufficiently between this and noon, boats may be expected before 6 P.M.

DMC, Wed. 8/15/66, p. 2. **Georgetown Affairs.** *The Canal* – The water in the canal continues low, and there are but few boats in. The receipts of coal are far below the demand and the facilities for shipping to other points. The coal banks are rapidly disappearing, and it will require very rapid receipts from the mines to replace them. The following are the arrivals and departures for yesterday:

Arrived – The Captain Short, with wood to market; Lark, with sundries; S. Billmyer, wheat and flour; Seneca, with flour to market; and six boats, with coal, to Phillips & Boose, 109 tons 16 cwt.; Cumberland Co., 112 tons 8 cwt.; American Co., 112 tons 15 cwt.; Central Co., 229 tons 5 cwt.

Departed – The Catoctin, with melons, &c., to Lift Lock 29, and 11 boats, light.

EU, Sat. 8/18/66, p. 3. **Georgetown Items.** *Canal Arrivals* – Consigned to the Central Company: George Albert, 111 tons coal; Harry Conrad, 107 tons. To the P. & B. Company: Keystone, 113 tons; Muskingum, 111 tons. *Departures* – Keystone, George Albert, A. J. Thomas, Charles Ardinger.

EU, Mon. 8/20/66, p. 3. **Georgetown Items** *The Coal Trade* – Owing to the condition of the canal, and the lowness of the water, receipts for coal are almost suspended. Most of the companies, however, have a supply on hand, and a large number of vessels are loading, and others waiting to be loaded, for Northern and Southern ports. This morning one boat, the John W. Seaman, arrived with coal for the Borden Co., which is the forerunner of a large number of others on their way from

Cumberland, and soon the large number of idle hands will resume work.

Arrivals via Canal – Sallie Billmyer with 3,400 bushels of wheat. John W. Seaman, 108 tons of coal to Borden Co.

ES, Mon. 8/20/66, p. 2. **Affairs in Georgetown The Canal** – The fleet of coal boats expected has not yet arrived. What is the reason of the delay is not fully understood by the attaches of the Canal Company. The dam has been repaired, the water is up to its proper level in this division, they have no information of accidents or breakage from any of the western divisions, boats were reported passing dam No. 5 two or three days ago, two or three loaded boats have since arrived and discharged their cargoes, and they see no reason why others should not be here. The John W. Seaman arrived about 10 o'clock this morning, with 108 tons coal to the Barden Company, and the captain reports that other boats are on the way, and will be here today. The Economy, with wood to market, and the Morrison, light, have also arrived.

Departed – Boats O. T. Snouffer, sundries to Point of Rocks, and two boats, light.

P. S. – Just as we finished writing the above, another boat of the Borden Company arrived, and from the boatmen we learn that after the boats passed dam No. 5 the water was drawn off to repair a leak that threatened a breach in the canal at Harper's Ferry, which caused the delay.

Flour and Grain Market – The market opened with a lively demand for flour, considerably exceeding the supply. Grain – We notice the arrival of the Sallie Billmyer, from Shepherdstown, with 3,400 bushels wheat to Geo. Waters, and the E. D. Hartley, with wheat for George Waters, and Hartley & Bro.

EU, Tue. 8/21/66, p. 3. **Georgetown Items.**

Flour and Grain Market – Arrivals – Sallie Billmyer from Shepherdstown, Va., with wheat for George Waters and E. D. Hartley from Berlin, Md., with wheat for George Waters and Hartley & Bro.

The Coal Trade – The large fleet of coal boats mentioned in our report yesterday has since arrived, and all the companies are busily engaged receiving the coal. Forty-seven boats have already reported at the collector’s office, and it is supposed there are about one hundred and fifty boats in the fleet, requiring about four days to discharge their cargoes.

CA, Wed. 8/22/66, p. 3. **Coal Trade by Canal**, for the week ending with Saturday August 18th, and for the season:

Companies	For Week		Season
	Boats	Tons	Tons
Borden Coal Co.	6	654	26,523
Consolidation Co.	0	0	9,705
American Co.	12	1,296	41,046
Central Co.	23	2,484	50,469
Cumberland Co.	32	3,424	25,115
New Hope Co.	10	1,090	14,015
Hamp. & Balt. Co.	1	111	17,968
Miscellaneous	3	327	11,558
Total	97	9,386	186,034

EU, Wed. 8/22/66, p. 3. **Georgetown Items**
The Bridge at the Aqueduct – As bridges seem to be the subject that most interests our people at present, we are glad to announce that the repairs on the bridge across the canal, at the Aqueduct, are completed and travel fully resumed. Although the present structure is perfectly safe now, it is liable at any time to be damaged and made unsafe by canal boats running against the posts that support it, and as it is a settled question that the Aqueduct is to be used hereafter only as a bridge, we hope there ere long the proper authorities will cause to be built a good and substantial bridge across the canal.

Coal Trade – Arrival of Boats – Central, J. F. Hitch, Zella & Minnie, J. & H. Korn,

George C. Callan, W. H. Berger, Golden Rule, Thomas Hassett, with 810 tons to Central Company.

M. A. Myers, A. H. Grant, J. J. Swift, J. W. Bacon, W. Baird, Jr., with 520 tons to American Company.

Neptune, Broadway, Bowery, Gen. Grant, Harlem, Hoboken, C. A. Rapallo, with 753 tons to Cumberland Coal and Iron Company.

M. A. Moore, with 117 tons to Borden Company.

EU, Thu. 8/23/66, p. 3. **Georgetown Items.**

Overboard – A rather amusing scene, to the spectators, occurred on the canal yesterday. Two jolly boatmen, John H. Reed and Joseph Nuse, got into a quarrel, and to settle their difficulty appealed to fists, Reed striking Nuse a blow over his poppets that sent him overboard into the canal. Officer Nunbermaker, who was up on the boat, got Nuse by the hair of his head and pulled him out of the water. Nuse, instead of thanking the officer, threatened to strike him. They were both arrested, and fined \$3.41 each.

Arrivals via Canal – Jim Gunning, Colonel Moore, Sister Mollie, Fulton, Knickerbocker, Gowauls, with 640 tons of coal to Cumberland Coal and Iron Company; Robert Marshall, John H. Platt, Alexander Walsh, A. Chamberlain, E. Stevenson, Edward Boyer, Henry Delafield, with 750 tons of coal to American Company; C. O. McCord, Hibernia, Prairie Flower, John E. Silver, Gipsy Queen, M. P. C. Morrison, Gibbs & Clay, with 769 tons to Central Company; Vancluse, Mollie and Kate, with 225 tons to Phillips & Boose; George Moler, limestone, to William H. Godey; L. M. Mayer, 119 tons coal to J. H. T. McPherson, agent, Capitola, and with wheat, corn and rye to Benson Talbott.

ES, Thu. 8/23/66, p. 2. **Affairs in Georgetown The Canal** – *Arrived* – The Richard Johnson,

with limestone, to the kilns, and twenty-five boats with coal consigned as follows: - To W. R. Snow & Co., 108 tons 15 cwt.; American Co., 861 tons 3 cwt.; Central Co., 755 tons; Cumberland Co., 761 tons 3 cwt.; Phillips & Boose, 113 tons 3 cwt.; Captain, 111 tons 18 cwt.; New Hope, 112 tons 19 cwt.

Departed – Boats Geo. Moler, with sundries, to Harper’s Ferry; American Boy, salt, to Cumberland; Richard Johnson, merchandize, for Harper’s Ferry; and thirty-three boats, light.

The Bridges – The contractors for the work of erecting the bridges over the Chesapeake and Ohio Canal, at Congress, Jefferson, Washington and Green streets, have commenced their work in earnest. This morning, workmen were engaged in taking up the pavement at the Congress street bridge, and the iron work will be speedily prepared and at the spot to be permanently placed in position.

EU, Fri. 8/24/66, p. 2. **Georgetown Items.**
Serious Accident – This morning about nine o’clock, a colored man by the name of George Garner, employed at Ray’s coal docks, in attempting to get a shovel which was lying over the hoisting machinery, had his leg caught between one of the wheels and a post, cutting his leg entirely off about half way between his foot and knee. Drs. Mackell, Peter and Donoghue were called, and amputated his leg above the knee.

Arrivals via Canal – Anna Richard, 100 tons of coal to Cumberland Coal Co.; Capt. J. Short, wood for market.

Canal – The arrival of boats is temporarily suspended in consequence of Lock 37 being out of order, but it is supposed that they will begin to arrive some time today.

EU, Sat. 8/25/66, p. 3. **Georgetown Items.**
Died of his Wounds – George H. Garner, the colored man who had his leg torn off in the

machinery at Ray’s docks yesterday, died last night at about 6 o’clock. He was about 50 years of age, and before the war he was a slave and belonging to a gentleman in Leesburg, Virginia. Garner left his house, and with his family, came to the District to enjoy freedom, where he met with the above sad fate.

The Canal – There have been no arrivals of coal since our report yesterday. Two boats arrived: the Seneca with sundries to Benjamin Darby and O. T. Snouffer with wheat and corn to J. G. Waters.

ES, Sat. 8/25/66, p. 2. **Affairs in Georgetown**
The Canal – *Arrived* – There are no canal boats at the dock today, the last arrival was the J. P. Roman, with mill stores to Dan Winthrop. The delay is not positively accounted for but it is supposed that the water is drawn off at Shepherdstown to repair the Mountain Lock, as we stated yesterday. We notice today the arrivals of the Economy and Stanhope, with wood to market; the Seneca, with sundries, to Benj. Darby; and the O. T. Snouffer, with wheat and corn to J. G. Waters.

Departed – The Capitola, with merchandise, to Conrad’s Ferry; S. Billmyer, do., to Shepherdstown; Cath. Moore, lumber to Seneca; and ten boats, light.

EU, Mon. 8/27/66, p. 3. **Georgetown Items**
The Coal Trade – Canal boats began to arrive on Saturday night and continued to arrive all day yesterday. The following have reported at the Collector’s Office: Bettie, 108 tons coal to George H. Plant; “1778,” Golden Eagle, Jeremiah Dick, F. P. White, William Elder, with 550 tons coal to Central Company; Lucy Martin, Arkansas Traveler, Defiance and D. Lynn, with 330 tons coal to Borden Company; Jack, Kate, George A. Pearre, Rip Van Winkle, Mary Jane, Fannie Ortman, A. Van Corlear, M. Sandford, Mary Mertens, Jessie Hill with 1,100 tons to Cumberland Company; W. H. Wright, J. N. Magruder with 220 tons to Hampshire and

Baltimore Company; J. W. Schnuck, J. W. Wellington with 222 tons to American; also Col. Alfred Spates, master J. T. Jones, from Monocacy, with wheat, corn and apples for market.

Departed to Port Deposit, 13 boats, light.

ES, Mon. 8/27/66, p. 2. **Affairs in Georgetown**

The Canal – Arrived – The arrival of boats from the western terminus of the canal indicates that the route is in navigable order throughout. The arrivals reported today are the Col. A. Spates, with wheat, corn and apples to market, and thirty-three boats with coal consigned to George H. Plant, 329 tons 18 cwt.; Central Co., 532 tons 14 cwt.; Borden Co., 663 tons 12 cwt.; American Co., 233 tons; Cumberland Co., 1,575 tons; Hampshire and Baltimore Co., 327 tons.

Departed – Eighteen boats, light.

Flour and Grain Market – The market opened this morning with a lively demand for high grades Flour and Wheat. We notice the arrival of the D. Knode, with wheat and corn, from Mercerville, and the Maude, from the Four Locks, with corn to Geo. Waters.

EU, Tue. 8/28/66, p. 2. **Georgetown Items.**

Arrivals via Canal – Alexander Ray, F. P. White, Henry Wade, Jr., William Elder, Susan J. Criss, Shenandoah, with 660 tons coal to Central Co.; James Vandervoort, U. C. Hamilton, Harry Fisk, with 330 tons to American Co.; Unexpected, D. Lynn, J. T. Chaplin, Onward, with 430 tons to Borden Co.; M. A. Edwards, W. Beall, with 220 tons to Cumberland Co.; W. Devecmon and Emma, with 223 tons to Hampshire and Baltimore Company.

Departed – Eighteen boats, light, for Cumberland.

Canal – Information reached here this morning that “dam No. 5” was broke. We have not been able to ascertain the correctness of this report.

ES, Tue. 8/28/66, p. 2. **Affairs in Georgetown**

The Canal – Arrived – Laura, with wheat and corn to market; Ellen, wheat and staves to George Waters; Maude, corn to market; Henry Wade, limestone to the kilns; Scow, with stone to United States, and sixteen boats with coal to Geo. H. Plant, 133 tons 2 cwt.; J. H. T. McPherson, 1,116 tons; Cumberland Co., 253 tons; Central Co., 213 tons 14 cwt.; American Co., 221 tons 15 cwt.; Borden Co., 332 tons 2 cwt.; Hampshire and Baltimore Co., 111 tons 2 cwt.

Departed – Arkansas Traveler, sundries to Cumberland; Unexpected, salt to Williamsport; Laura, do., to Knoxville; N. M. Blacker, do., to Hancock and Cresap’s Mill; Ellen, do., to Sharpsburg; and eighteen boats, light.

There is a scarcity of water in the canal again and the coal agents and mill owners are again in commotion. The said agents demand that the water shall be shut off from the mills to allow the boats to reach the docks and the millers protest against the delay of their operations. There is no breach that the officials here are aware of. A rumor has reached New York that Dam No. 5, but if it is so it is not known here. It is more probable that the feeder at the Little Falls is not sufficient to furnish the water to this level for navigation and mill purposes at the same time.

Flour and Grain Markets – We notice the arrival of the Laura, with wheat and corn, to market. Ellen, from Sharpsburg, with wheat and Maude, from Four Locks, with corn to George Waters.

CA, Wed. 8/29/66, p. 3. **Coal Trade by Canal**, for the week ending with Saturday August 25th, and for the season:

Companies	For Week		Season
	Boats	Tons	Tons
Borden Coal Co.	14	1,526	28,049
Consolidation Co.	1	87	9,792
American Co.	12	1,296	42,342
Central Co.	15	1,635	52,104

Cumberland Co.	18	1,962	27,077
New Hope Co.	8	880	14,895
Hamp. & Balt. Co.	6	660	18,568
Miscellaneous	1	110	11,668
Total	75	8,156	204,495

EU, Wed. 8/29/66, p. 3. **Georgetown Items Found His Horse** – John McMullen, a boatman, had his horse stolen from him over two years ago, and this morning found him in the possession of an old colored man by the name of Sam Williams, who says he traded for the horse in Alexandria. The horse is marked with the Government brand, and is awaiting an examination.

The Canal – A meeting has been called for Friday next, to be held at the Market-house Hall, for the purpose of taking into consideration the lowness of the water in the canal. The call is signed by all the principal business firms in the city, and a large attendance is expected.

Arrivals via Canal – C. A. Trumpower, Ann Eliza, Henry Kenny, D. DeKalb, Flying Cloud, with 668 tons coal to Cumberland Company. The water in the canal is very low, so low that a number of boats got aground yesterday about a mile above town.

ES, Wed. 8/29/66, p. 2. **Affairs in Georgetown The Canal** – *Arrived* – E. D. Hartley, with corn, to Hartley & Bro.; Geo. Moler, with limestone to W. H. Godey; the Catherine Moore, with wood, to market, and twelve boats, with coal, to Cumberland Co., 859 tons 5 cwt.; Central Co., 217 tons 18 cwt.; Borden Co., 111 tons 2 cwt.; George H. Plant, 111 tons 2 cwt. *Departed* – The Ellen, with salt, to Sharpsburg; Minnesota, do., to Cumberland; E. D. Hartley, do., to Berlin; Seneca, merchandise, to Seneca; O. T. Snouffer, sundries, to Point of Rocks; D. Knode, fertilizers, to Guard Lock No. 4; and twenty boats, light.

The supply of water is rather uncertain, and the boats reach the wharves with difficulty.

The mills are all shut off today to increase the depth of water. A number of laden boats are reported above, awaiting opportunity to come to the docks.

Flour and Grain Market – The market steady, with a lively demand for high grade Flour. We notice the arrival of the J. M. Waters, with flour to Geo. Waters and lime to B. Darby.

EU, Thu. 8/30/66, p. 3. **Georgetown Items Arrivals and Departures via Canal** – Martha Banks, Ichabod Crane, Star of Cumberland, J. C. Hieston, W. J. Booth, J. A. Alexander, with 660 tons coal to Cumberland Company; Kate Korn, Mollie, Nannie McGraw, C. H. Reitzell, O. D. Robbins, with 540 tons coal to Central Company; L. A. Kimble, Robert Emmett, with 220 tons to Hampshire and Baltimore Company; Loretta, Fair Play, John Cowden, George Long, with 428 tons to Borden Company. Catharine Moore and E. Kanhoss, with wood to market.

Departures – Col. A. Spates, with sundries for Edward's Ferry; Maude, with dry goods, salt and lumber for McCoy's Ferry; J. H. Williams, with fertilizers, lumber and melons to Monocacy Basin; Ironsides, with bone dust and melons for Williamsport; and 30 boats light.

The Canal Meeting – An important meeting has been called for Friday night, to be held at the Market-house Hall, for the purpose of taking into consideration the lowness of the water in the canal. The call is signed by the principal business men in the city, as will be seen by reference to our advertising columns.

DMC, Thu. 8/30/66, p. 4. **Georgetown Affairs.** – *The Canal* – Arrived – E. D. Hartley, with corn, to Hartley & Bro.; George Moler, with limestone, to W. H. Godey; the Catharine Moore, with wood, to market; and twelve boats, with coal, to Cumberland Co., 859 tons 5 cwt.; Central Co., 217 tons 18 cwt.; Borden

Co., 111 tons 2 cwt.; George H. Plant, 114 tons 2 cwt.

Departed – The Ellen, with salt, to Sharpsburg; Minnesota, do., to Cumberland; E. D. Hartley, do., to Berlin; Seneca, merchandise, to Seneca; O. T. Snouffer, sundries, to Point of Rocks; D. Knode, fertilizers, to Guard Lock No. 4; and twenty boats, light. The supply of water is rather uncertain, and boats reach the wharves with difficulty. The mills were all shut off yesterday to increase the depth of water. A number of laden boats are reported above, awaiting opportunity to come to the docks.

ES, Thu. 8/30/66, p. 3. **Affairs in Georgetown The Canal** – *The Directors – A Movement of the Boatmen* – The Board of Public Works, of Maryland, consisting of Governor Swan, State Comptroller Jump and State Treasurer Fowler, had a meeting at Annapolis on the 27th instant, for the purpose of appointing the President and Directors of the Chesapeake and Ohio Canal. The law requires an annual election; but it is a rule not to change the Board under two years. The following gentlemen were appointed: President – Jacob Snively, of Hancock, Md., re-elected. Directors – Hon. H. Addison, of Georgetown, D. C.; Charles Abert, of Montgomery county; C. Stake, of Williamsport; L. Brengle, of Frederick; Dorsey Herbert, of Hagerstown; and Horace Resley, of Cumberland, Md. The selection gives general satisfaction to those interested in the prosperity of the canal and the regions through which it passes.

A petition to the President and Directors is now being circulated among the boatmen and boat owners, asking the Board to pass an order for the closing of the locks from 12 o'clock Saturday night until 12 o'clock Sunday night, prohibiting the running of boats during the 24 hours of the Sabbath day. The petitioners say that the running of the boats on the Sabbath day does not add to the revenue of the Canal Company, Coal Companies, or any others in business on the canal, and suggest that after a

fair trial of the system, the Board will never have cause to countermand the order.

The water is low in the river, and the canal is not in condition for navigation and manufacturing purposes at the same time.

Arrived – E. Stanhope, with wood, to market; and twenty-seven boats with coal: - To Cumberland Co., 865 tons 12 cwt.; Central Co., 753 tons 14 cwt.; American Co., 543 tons; Borden Co., 431 tons 16 cwt.; Hampshire & Balt. Co., 110 tons.

Departed – Col. A. Spates, merchandise, to Edward's Ferry; Maude, do., to McCoy's Ferry; J. H. Williams, salt, to Lift Lock No. 27; Ironsides, fish, salt and fertilizer, to Williamsport; and twenty-seven boats, light.

EU, Fri. 8/31/66, p. 3. **Georgetown Items Chesapeake and Ohio Canal** – The merchants and manufacturers met at Market-house Hall at 12 o'clock today. George Hill, Esq., called the meeting to order, and nominated Jenkins Thomas, Esq., as chairman, and Mr. Richard Cropley secretary.

Mr. Thomas took the chair, and stated the object of the meeting was to take into consideration some plan to have the supply of water in the Chesapeake and Ohio Canal increased.

Mr. Hill moved to appoint a committee of five to draft resolutions in regard to the object of the meeting, and the Chair appointed the following gentlemen, viz.: George Hill, Jr., J. S. Welsh, James A. Agnew, George Waters and A. Ross Ray.

Mr. Hill moved that the committee be instructed to so draw up the resolution as to include the coal, milling and manufacturing interests of the District; and the committee were so instructed.

The committee, after a short consultation, offered the following preamble and resolutions:

At a meeting held, in pursuance of public notices; representing the coal trade, milling business, manufactories, and the

general trade by the canal, whose business has been most seriously affected by the frequent interruptions of navigation, caused by low water on the first level or division of the canal, producing embarrassment and consequent loss; and as it is believed that the low water at Georgetown is caused, if not altogether, certainly in a great measure, by the neglected condition of the dam or feeder.

Therefore, be it *Resolved*, That a committee of five be appointed to confer with the President and Directors of the Chesapeake and Ohio Canal Company, at their next meeting, and make known their grievances, and respectfully request that an appropriation be made to raise the dam so as to afford a sufficient and permanent supply of water, and thereby give an uninterrupted business on the entire line of the canal.

Be it further *resolved*, That this meeting adjourn to assemble on the 8th day of September, at the same hour and place.

The gentlemen that were on the committee to draft the resolutions were appointed to confer with the Canal Board, with the addition of Capt. T. J. Mahathy.

Mr. Hill moved that the committee be instructed to request the company to move their place of meeting from Washington to Georgetown, which was agreed to, and on motion the meeting adjourned to meet again on the 8th day of September next.

The Canal – This morning the water is higher in the canal than it has been for some days. The mills are all running and the boats are afloat. How long this will last, remains to be seen.

Arrivals and Departures via the Canal – Bronx, G. W. Birdsall, Katskill, with 324 tons of coal to Cumberland Co.; Forest Rose, with 110 tons coal to Central Co.; Amazon, H. Willison, with 220 tons to Hampshire and Balt.; Keystone and Muskingum, with 222 tons to G. H. Plant; Martha, 112 tons to Borden Co.; A.

Lincoln, 110 tons to J. C. Hieston & Co.; W. J. Shrieve, G. K. Sistare, 220 tons to American Co.; Economy, with wood to Pettit & Stake; Cruncher, with wood to Pettibone; E. Stanhope, with wood to market; George Molar, with limestone to W. H. Godey.

Departures – Economy, with sundries to Cumberland; John M. Waters, with furniture, lumber and guano; and 24 boats light.

Sun, Sat. 9/1/66, p. 1. Chesapeake and Ohio Canal – At a meeting of the State Board of Public works, held in Baltimore on Monday last, the following gentlemen were elected officers of the Chesapeake and Ohio Canal Company for the ensuing year: President – Jacob Snively. Directors – F. Dorsey Herbert, A. Kershner Stake, L. J. Brengle, Horace Resley, Charles Abert and H. Addison.

EU, Sat. 9/1/66, p. 3. Georgetown Items. The Work on the Canal Bridges. – Messrs. Wm. Duval & Co., who have the contract for building the iron bridges across the canal, are compelled to resort to blasting in removing the keystones of the arches, and even then, find it tedious work; the stones that the arch is formed of being between four and five feet long. The bridge across Green street has been removed, and the mason work to support the iron one is being done. A large number of hands have been at work nearly two weeks removing the old bridge in Congress street, and it will take another week to accomplish the job.

Chesapeake and Ohio Canal – At a meeting of the State Board of Public Works, held in Baltimore on Monday instant, the following gentlemen were elected officers of the Chesapeake and Ohio Canal Company, for the ensuing year: President, Jacob Snively; Directors: F. Dorsey Herbert, A. Kushner Stake, L. J. Brengle, Horace Resley, Charles Abert and H. Addison.

Arrivals and Departures of Canal Boats –

L. R. Fechtig, Aliquippa, Yonkers, Fred Beck, Broadway, Lucy Hall, 616 tons coal to Cumberland Co.; John Young, Jr., John G. Lynn, Myers & Henson, and Mary Little 430 tons coal to Hampshire & Balt. Co.; Vigilant, 109 tons to Borden Co.; Clearspring, W. H. Berger, Industry, Harry Conrad, 480 tons to Central Co.; Old Abe, 112 tons to G. H. Plant; William Walsh, 108 tons to J. H. T. McPherson; Capt. John Short, wood to market.
Departed 18 boats light.

ES, Sat. 9/1/66, p. 2. **Affairs in Georgetown The Canal** – The water continues low. *Arrived* – The John M. Waters, with flour and lime to Geo. Waters. Manchester, with wood, to Pettibone. Economy, do., to Pettit & Stake, Mill Boy, wheat, to market. Flodoardo, limestone, to the kilns. Six days, cement and lumber, and Captain Short, wood, to market; and thirty boats, with coal, to Plant, 498 tons 16 cwt.; Hampshire & Baltimore Co., 443 tons; J. C. Hieston & Co., 218 tons 7 cwt.; Central Co., 540 tons 19 cwt.; J. H. T. McPherson, 223 tons 5 cwt.; W. R. Snow & Co., 110 tons 19 cwt.; Cumberland Co., 644 tons 16 cwt.; American Co., 105 tons; Borden Co., 220 tons.
Departed – The Six Days, assorted freight, to Hancock. John M. Waters, do., to Charles' Mill. Economy, do., to Rushville, and forty-one boats, light.

Coal Shipments – The shipments this week have been better under the circumstances than was expected. In consequence of the low water, the company agents have been delayed in their receipts, but the shipments were by the Hampshire & Balt. Co., 1,600 tons; the Cumberland Co., 5,176 tons; by the Borden Co., 1,222 tons; from the Consolidation Wharves, 770 tons; and from Ray's Docks, 3,111 tons.

ES, Mon. 9/3/66, p. 2. **Affairs in Georgetown The Canal** – *Arrived* – The Little Bob, with wood, and the Diamond, with bark, to market,

and eighteen boats with coal, to Cumberland Co., 1,101 tons 18 cwt.; Central Co., 225 tons; J. V. L. McKaig, 111 tons 6 cwt.; S. P. Brown, 110 tons 8 cwt.; Borden Co., 230 tons 7 cwt.; Hampshire & Baltimore Co., 107 tons 2 cwt.
Departed – The Little Bob, with merchandize to Edwards Ferry; General Grant, lumber to Berlin; and fifteen boats, light.

The occasional delay of the mills still, continues in order to furnish water for navigation.

In the last annual report of the President and Directors of the canal we find the following statement made nearly a year ago by Charles P. Manning, Engineer and Superintendent, relative to the cause of all the complaint now heard among the Millers and Merchants on the Canal: "Owing to the great draught of water from Dam No. 1, chiefly requisite for milling, rather than the legitimate purpose of the canal, the time is rapidly approaching, if it has not already arrived, when the construction of a new and larger feeder canal in lieu of and entirely apart from the existing narrow and unsubstantial one at this dam, should be commenced, and diligently prosecuted to an early completion. At present the consumption of water for milling purposes in Georgetown exceeds four millions of gallons per hour, or enough to furnish lockage to tide-water for forty loaded boats, and a like number of empty ones back again. The cost of constructing the proposed new feeder will probably be less than, but not exceed \$25,000." From this it appears that Engineer Manning at least anticipated the difficulties that now cause so much complaint.

The Flour and Grain Market – The market opened with a lively demand for choice brands of flour, but no inquiry for inferior grades.
Arrived – The Charles Ardinger, from Williamsport, with flour and corn; and the Sallie Billmyer, from Shepherdstown, with flour, wheat and corn to George Waters.

Ibid, p. 3. **Georgetown Items.**

Arrivals and Departures via Canal – J. M. Stickney, 105 tons coal American Co.; Communipaw, General Grant, Harlem, W. Bell, Mohawk, 530 tons Cumberland Co.; Chesapeake, J. W. Seaman, G. W. Spates, Molly Mack, 420 tons Borden Co.; Euphria, 114 tons Central Co.; Happy Traveler, 107 tons H. and Balt. Co.; Bowery, M. E. Hammond, Henderson, F. Mertens, 420 tons Cumberland Co.; New Hope, 114 tons, J. H. T. McPherson, Jenny Lind, 111 tons, John L. McKaig; Diamond, with bark to market.
Departed – Six Days with sundries to Shaper’s Lock; General Grant with sundries to Cumberland, and 28 boats light.

Violation of the Sunday Law. – Smith Pettit, John King and Patrick Shelby, were employed yesterday to repair the boiler of the steam packet *George Washington*, running on the canal between Georgetown and Harper’s Ferry, and when so engaged were arrested by officer Martin, and taken before Justice Buckey. The boat makes three trips a week, and leaves here on Monday morning at seven o’clock. These men were employed yesterday to repair her boiler so that she could make her regular trip on Monday. In the examination of the case, the captain of the boat said that it would require about two hours and a half to make the repairs. Justice Buckey thought there would have been sufficient time to make the necessary repairs on Monday morning, and that the work was unnecessary labor on Sunday. He therefore fined the men \$2.50 each.

ES, Tue. 9/4/66. p. 2. **Affairs in Georgetown**
The Canal Bridges – The contractor for the new bridges over the Chesapeake and Ohio Canal are progressing as rapidly with their work as the circumstances will permit in order to make the new work as substantial as possible. The removal of the old stone bridges was as difficult a job as the new work will be, but the bridge at Green street has been

removed, and the builders are preparing the frame of the iron structure. Workmen are now engaged in removing the bridge at Congress street, and the difficulty they experience in removing the stones attest the faithfulness of the masons who built the bridges. It has been frequently remarked that such work is rarely met with.

The Canal – Arrived the E. Stanhope, with wood, to market; H. J. Wade, limestone, to Godey; Sallie Billmyer, flour and wheat, to Geo. Waters, and seven boats with coal: - To Cumberland Co., 325 tons 4 cwt.; American Co., 111 tons 4 cwt.; Central Co., 217 tons 3 cwt.; Geo. H. Plant, 108 tons 10 cwt.
Departed – Thirteen boats, light.

CA, Wed. 9/5/66, p. 3. **Coal Trade by Canal**, for the week ending with Saturday September 1st, and for the season:

Companies	For Week		Season
	Boats	Tons	Tons
Borden Coal Co.	6	648	28,697
Consolidation Co.	0	0	9,792
American Co.	11	1,199	43,541
Central Co.	17	1,853	53,957
Cumberland Co.	36	3,960	31,037
New Hope Co.	7	777	15,672
Hamp. & Balt. Co.	6	666	19,234
Miscellaneous	5	110	12,228
Total	88	9,663	214,158

EU, Wed. 9/5/66, p. 3. **Georgetown Items**
Shameful – The attention of the Sanitary authorities is respectfully called to the space under the south end of the bridge crossing the canal at the aqueduct, which is being used as a public privy. This must be stopped at once, as it will endanger the health of the whole neighborhood.

A Vacancy to be Filled – The Canal Board, which meets today, will appoint a superintendent for Hancock Division, in place of Thomas Hassett, deceased.

Canal – The quantity of water in the canal is sufficient today for all purposes, and it is supposed that it will remain so the balance of the season.

Arrivals and departures via the Canal – Ursula & Estella, Gov. Shaw, with 221 tons coal Cumberland Co.; Ohio with 109 tons to W. R. Snow & Co.; J. A. Suter, W. H. Boteler, Mollie Reid, 341 tons Central Co.; R. H. Haydock, 110 tons to American, Florence, H. and Balt. Co.; L. M. Mayer, 116 tons to J. H. T. McPherson; Sister Mollie, 104 tons coal to Cumberland Co.
Departed – Diamond with salt to Little Orleans; Ohio with salt to Cumberland; and 11 boats light.

DMC, Wed. 9/5/66, p. 4. **Georgetown Affairs**
The Canal – Arrived – The E. Stanhope, with wood, to market; H. J. Wade, limestone, to Godey; Sallie Billmyer, flour and wheat, to George Waters; and seven boats with coal – to Cumberland Company, 325 tons 4 cwt.; American Company, 111 tons 4 cwt.; Central Company, 217 tons 3 cwt.; George H. Plant, 108 tons 10 cwt.
Departed – Thirteen boats, light.

ES, Wed. 9/5/66, p. 2. **Affairs in Georgetown**
The Canal – The rains have produced a beneficial effect upon the canal, increasing the water to fully six feet on this level. The reason that the number of arrivals is not large is the fact that one of the lock gates above the Falls is being repaired. *Arrived* – Nine boats, with coal, consigned as follows: - To Cumberland Co., 316 tons 8 cwt.; W. R. Snow & Co., 109 tons 5 cwt.; American Co., 110 tons 3 cwt.; J. H. T. McPherson, 116 tons 3 cwt.; Central Co., 220 tons 7 cwt.; Hampshire and Baltimore Co., 111 tons.
Departed – The Ohio, with salt, to Cumberland, and ten boats, light.

EU, Thu. 9/6/66, p. 3. **Georgetown Items.**

The Aqueduct Question Again – We stated a short time ago that it was a settled question that the old aqueduct was to be used hereafter only as a bridge. The question, or the “ghost.” has again appeared, and the people now begin to fear that they are to be deprived of the use of the aqueduct altogether. Whether this be so or not, hands are again at work on the Alexandria canal, and it is inferred that the lessee expects to get the consent of the government to put water into the aqueduct. There is one thing pretty sure, that the aqueduct, in its present condition, is not sufficiently strong to hold water, and the company will either have to build a new aqueduct or support the old one by driving piles between the stone piers. The former will not pay, and the latter will not be allowed by the Corporation; so that we think our citizens need not give themselves any trouble about the question at present.

Important Proceedings of the Chesapeake and Ohio Canal Board – It is reported that the Board has made several important changes in its officers. Charles P. Manning, Engineer and general Superintendent, has been removed, but as yet no one has been appointed in his place. Denton Jacques was appointed to fill the vacancy of Thomas Hassett, deceased, as superintendent of Hancock Division. The committee of five, who were sent from this city to present a petition to the Board from the merchants and manufacturers in regard to the supply of water in the canal, have returned without accomplishing any good. Mr. Cameron, superintendent of the Georgetown Division, has *not* been removed, as was thought to be the case.

Arrivals and Departures via the Canal – A. Schell, Andrew Main, 214 tons of coal to American Co.; Thomas Hassett, Juniata, 214 tons coal to Central Co.; American Boy, 100 tons coal to W. R. Snow & Co.; Eldorado, limestone to W. H. Godey; Economy, wood to market; J. G. Greenless, 110 tons coal to H. &

Baltimore Co.; Jim Gunning, 106 tons coal to Cumberland Co.; George Molar, limestone to W. H. Godey.

Departed- Sallie Billmyer, with salt fish to Guard Lock No. 3; Cruncher, manure to Seven Locks; Mill Boy, plaster to Berlin, and eight boats light.

EU, Fri. 9/7/66, p. 3. **Georgetown Items.** *The Canal* – In consequence of a lock gate being out of order at Monocacy, there were no arrivals yesterday. This morning, however, the following have reported at the Collector's Office: Cruncher, light to Thomas Dowling; C. A. Rapallo, 105 tons coal to Cumberland Company; H. F. Kindle, 107 tons coal to Borden Company; Bettie, 100 tons to G. H. Plant.

Departed – A. Johnson No. 2, Neptune, George Moler, E. B. Hartley, Cruncher with sundries and eight boats light.

DMC, Fri. 9/7/66, p. 4. **Georgetown Affairs.** – *The Canal* – Arrived – The Andy Johnson No. 2, with grain, to Hartley & Brother; Flodoardo, with limestone, to the kilns; Economy, with wood, to market; George Moler, limestone, to Godey; and eight boats with coal – to Cumberland Company, 219 tons 14 cwt.; W. R. Snow & Co., 109 tons 11 cwt.; American Company, 214 tons 9 cwt.; Central Company, 214 tons 19 cwt.

Departed – The Sally Billmyer, with fish and salt, to Harper's Ferry; Andy Johnson No. 2, assorted cargo, to Noland's Ferry, and fourteen boats, light. The water in the canal is abundant at present, but there are few boats arriving. The new Board of Directors was in session on Wednesday at Berkeley Springs, Berkeley county, Virginia, and the suggestions relative to the improvement of the canal and other matters of importance were laid before the directors for their consideration. Information has been received in Georgetown that C. P. Manning, the superintendent and chief engineer, has been removed.

EU, Sat. 9/8/66, p. 2. **Georgetown Items.** *Arrivals and Departures via Canal* – Neptune, Theodore Embrey, Emma Rhinehart, Mary Alice, 430 tons coal to Cumberland Co.; Price Huston, W. H. Berger, 219 tons to Central Co.; J. P. Morse, B. Williams, C. DuBois, 338 tons to American Co.; Ingomar, 107 tons to H. & Balt. Co.; Thresa Long, H. F. Kindle, Dr. Grimes, 320 tons to Borden Co.; Pennsylvania, 111 tons to New Hope Co.

Departed – Sarah Ann, bone dust, &c., Hancock, and nine boats light.

DMC, Sat. 9/8/66, p.4. **Georgetown Affairs.** – *The Canal Bridges* - The workmen are engaged, under the superintendence of Mr. Duvall, the contractor, in removing the stone bridges over the canal at Green and Congress streets, and already most of the material in the Green street bridge has been removed, while the work on the other is pretty far advanced. At these streets permanent iron bridges will be erected; and in a short time, the stone structures at Jefferson and Washington streets will be removed and will be replaced by iron bridges, which may be lifted so as to allow the passage of boats.

ES, Sat. 9/8/66, p. 2. **Affairs in Georgetown The Canal** – *Arrived* – The Economy, E. Stanhope and John Short, with wood to market; and twenty-nine boats with coal: - To Cumberland Co., 860 tons 11 cwt.; Borden Co., 435 tons 5 cwt.; G. H. Plant, 226 tons 6 cwt.; American Co., 328 tons 18 cwt.; Central Co., 871 tons 19 cwt.; Hampshire and Baltimore Co., 218 tons 2 cwt.; J. H. T. McPherson, 112 tons 4 cwt.

Departed – Thirteen boats, light.

Coal Shipments – By the Cumberland Co., 2,110 tons; Borden Co., 270 tons; Consolidation Wharves, 510 tons; Ray's Docks, 2,030 tons.

A Seizure – Collector Hollingsworth has seized all boats with coal consigned to J. H. T. McPherson. Mr. McPherson is dead, and no one is responsible for the tolls, hence the seizure of the boats, and also 170 tons coal on the wharf.

EU, Mon. 9/10/66, p. 3. **Georgetown Items Chesapeake and Ohio Canal** – An adjourned meeting was held in the new Market Hall, on Saturday last, by the merchants, manufactures, and others interested in the canal. The meeting was called to order by the chairman, Mr. Jenker Thomas.

The chairman of the committee, Mr. George Hill, Jr., appointed to confer with the Directors of the Company, submitted the following report:

“The proceedings of said meeting were placed in the hands of Mr. Hill, chairman, with authority to proceed to Berkeley Springs, and act for the committee in carrying out the wishes of the meeting as expressed in the resolution under which they were appointed. Before proceeding to wait upon the Board, the chairman, supposing the Mayor of the town, being a director, would so consult the interests and wishes of his constituents, as to lay aside all personal feelings for the good of the community, and cooperate with the committee, called at his office on the _ day of September, and expressed a wish to consult with him, and act harmoniously in the matter. Instead of being received in the spirit in which he approached his Honor, he was rudely repulsed by the declaration that he (the Mayor) wanted, and would have no intercourse with him on the subject, and was directed to leave his (the Mayor’s) office, which he did.

The chairman than proceeded to wait upon the Board to discharge the duty which was devolved upon him, and was met by Mr. Ringgold, its Secretary, with a request from the Board, based upon a motion made by Mr. Addison, that he should deliver to him any papers, resolutions, or other matter in his

possession, growing out of the meeting of August 31, that they might be laid before the Board. That not being considered the manner in which he understood himself as being instructed to “confer with the President and Directors,” &c., the chairman declined acceding to Mr. Ringgold’s request, and was compelled consequently to return without accomplishing the object for which he was appointed. In view of the strange if not discourteous proceeding of the Canal Board, as well as the reprehensible conduct of the Mayor, it is recommended that a committee be appointed to prepare such resolution for the action of this meeting as shall be deemed proper under the circumstances.”

The report, on motion of Mr. Hill, was referred to a committee, consisting of Messrs. S. Copley, L. C. Helston, D. L. Shoemaker, Capt. Masters and R. A. Shinn.

Further time was asked by the committee to report, which was granted, and the meeting adjourned.

The next meeting will be held on the 17th instant, at the same place and hour.

Arrivals and Departures via Canal – Sarah Ann, Colonel Moore, Emma Rhinehart, Mary Alice, Hoboken and M. O. Shea, with 870 tons coal to Cumberland Company; D. Pomeroy, 109 tons coal to American Company; Lady of the Lake and M. H. Wright, 217 tons coal to Hampshire and Baltimore Company; W. H., Golden Rule, Prairie Flower, M. E. Barger Bolton and Cornella Alvina, with 550 tons coal to Central Company; Dr. Grimes, Lewis Smith, M. V. & M. E. Kroon, with 329 tons coal to Borden Company; Little Bob, with wheat and hay to market; Captain John Short, wood to market; Colonel A. Spates, with grain to market; N. M. Blacker, with 112 tons coal to J. H. T. McPherson, (signed by collector of tolls), Ceres and Vallie, with 217 tons of coal to George H. Plant.

Departed – R. D. Johnson, with lumber to Lock No. 35, and 14 boats light.

ES, Mon. 9/10/66, p. 2. **Affairs in Georgetown The Canal** – *Arrived* – The D. Knode, with flour and corn, to George Waters; Col. A. Spates, with wheat, corn, oats and rye, and Laura, with wheat, to market, and eighteen boats, with coal: To American Co., 1,005 tons; Central Co., 404 tons 19 cwt.; W. R. Snow & Co., 145 tons 11 cwt.; G. H. Plant, 446 tons 3 cwt.; J. H. T. McPherson, 116 tons 13 cwt.; Borden Co., 331 tons 4 cwt.; Hampshire & Baltimore Co., 227 tons 4 cwt.; Cumberland Co., 106 tons 18 cwt.

Departed – R. D. Johnson, with lumber to Lift Locks No. 35, and seventeen boats, light. The water is plentiful, the lock-gate that was being repaired is completed, the way is open, and the boats are beginning to arrive in quick succession.

Flour and Grain Market – We notice the arrival of the Col. A. Spates, with wheat, corn, oats and rye, and the Laura, with wheat Saturday after our report closed, the D. Knode, from Bakersville, with flour and corn arrived, and this morning the Sallie Billmyer, from Shepherdstown, with wheat and corn, consigned to Geo. Waters.

EU, Tue. 9/11/66, p. 3. **Georgetown Items.** *The Coal Trade* is very brisk, equal to any time during the season. A large number of boats are arriving, keeping Col. Hollingsworth, the Collector, busily engaged collecting tolls. There are a large number of vessels in port loading and awaiting their turn to be loaded with coal for distant ports. The following number of boats have reported since our report yesterday: Six boats to Cumberland Company, 644 tons; five boats to Central Company with 544 tons; two boats to H. & Balt. Company, 221 tons; four boats to G. H. Plant, with 440 tons; four boats to American Company, with 448 tons; three boats to Borden Company, with 340 tons.

Departed – D. Knode, with guano and bone dust to Mercerville; Cruncher, with lime, &c., to Little Falls; and eighteen boats, light.

ES, Tue. 9/11/66, p. 2. **Affairs in Georgetown The Canal** – *Arrived* – Twenty boats, all with coal, consigned as follows: - To Cumberland Co., 749 tons 1 cwt.; J. C. Hieston & Co., 1,085 tons 5 cwt.; Borden Co., 218 tons 7 cwt.; American Co., 519 tons; Central Co., 547 tons 12 cwt.; G. H. Plant, 107 tons 16 cwt.

Departed – The Cruncher, with fertilizers to Lift Lock No. 11, and 24 boats, light.

CA, Wed. 9/12/66, p. 3. **Coal Trade by Canal**, for the week ending with Saturday September 8th, and for the season:

Companies	For Week		Season
	Boats	Tons	Tons
Borden Coal Co.	10	1,102.07	29,799.07
Consolidation Co.	0	0	9,792
American Co.	13	1,528.03	45,069.03
Central Co.	31	3,351.12	57,308.12
Cumberland Co.	13	1,500	32,537
New Hope Co.	0	0	15,672
Hamp. & Balt. Co.	10	1,098	20,332
Miscellaneous	23	2,473.16	14,701.16
Total	100	11,053.18	225,211.18

EU, Wed. 9/12/66, p. 3. **Georgetown Items Arrivals via Canal** – Alexander Walsh, John H. Platt, Robert Marshall, J. W. Bacon, 635 tons coal to American Company; Nannie McGraw, Joseph F. Hitch, C. H. Reitzel and Mollie, 482 tons to Central Company; W. Birdsall, 106 tons to Cumberland Co.; A. E. McQuade, Robert Emmett and Liona, - tons to Hampshire and Baltimore Co.; J. Turton, 110 tons to W. R. Snow & Co.

Departures – Seneca, with sundries to Seneca; Capitola, with sundries to Conrad's Ferry, and 25 boats light.

DNI, Wed. 9/12/66, p. 2. **MORE ABOUT THE CANAL, OR GREAT DITCH OF THE CITY** – Mayor Wallach this evening submits to the Councils a report from the engineer in chief of the Washington canal

which has so long occupied the public mind. Under the present plan of operations, much has already been done towards removing the nuisance, and great hopes are entertained for the future. The engineer states that “the work is now so far advanced as to insure a strong current of comparatively pure water, constantly flowing in one direction, through its entire length, and with sufficient force to carry off all the drainage of the city, and all the floating matter that finds its way into the canal.” “All the expenditures of the work to this date, including the cost of the lock gates, which are under contract, amount to \$37,993.23; deducting this sum from the \$75,000 appropriated, leaves a balance of \$37,091.77”

The part of the improvements accomplished consist of excavations east of Third street to a level slightly below low water; in the formation of an extensive basin at the west end of the canal, at Seventeenth street, and in so cleansing the bed of the eastern section of the Chesapeake and Ohio canal as to conduct the water of Rock Creek through the section into the basin. The basin is formed by connecting the pier at the foot of Seventeenth street with Monument Point by means of a causeway of nine hundred feet in length. Within this causeway are placed tide-gates that are perfectly automatic in their operations, yielding readily to an opening by the first inward pressure of the rising tide.

In this connection, the engineer devotes some space to considering the question of navigation of the eastern and western branches of the Potomac. He also considers the subject of rendering the canal navigation, within the city, by at first *excavating a channel of fifty feet in width and a depth of four feet below a line of the lowest tides, which will give a depth of water of eight or nine feet.* This might be done in four months, and the earth, &c., removed – say 58,320 square feet – sold for upwards of \$60,000, a sum more than adequate to pay the entire cost of the operation. *Wash. Cor. Baltimore Sun.*

Most of the above views appear sensible and practical. There is no excuse, now that the cholera term is over, for not proceeding at once to carry out the more important part of the program – *that of reducing the width of the canal in the business part of the city to half its present one*, and dredging deep a channel fifty feet wide. The public will, however, not agree to Mr. Severson’s idea of selling the deposits, which are substantially sand and ordinary earth only. They are needed to fill up the remaining half of the great ditch. What is wanted in respect to the canal is action – action *now*, not the next month nor the next year. Attend to this especial business just as a good proprietor does with his private business! It will certainly be a bright day for Washington when its public authorities take hold of that great nuisance – the canal – just as if it laid upon their own estates.

The Canal – Arrived – Twenty boats, all with coal, consigned as follows: - To Cumberland Co., 749 tons 1 cwt.; J. C. Hieston & Co., 1,085 tons 5 cwt.; Borden Co., 2,187 tons; American Co., 549 tons; Central Co., 347 tons 12 cwt.; G. H. Plant, 107 tons 16 cwt.

Departed – The Cruncher, with fertilizers to Lift Lock No. 11, and twenty boats, light.

ES, Wed. 9/12/66, p. 2. **Affairs in Georgetown**
The Canal – Arrived – The Seneca, with flour, grain and wood, to B. Darby; O. T. Snouffer, flour and wheat to J. G. Waters, and twenty-two boats with coal: To the Cumberland Co., 227 tons 3 cwt.; Hampshire and Baltimore Co., 435 tons 3 cwt.; Central Co., 758 tons 1 cwt.; American Co., 542 tons 9 cwt.; W. R. Snow & Co., 113 tons 8 cwt.; Borden Co., 106 tons 12 cwt.

Departed – The S. Billmyer, salt and sundries to Shepherdstown; O. T. Snouffer, salt and plaster to Noland’s Ferry; Seneca, merchandize, to Seneca; Capitola, do., to Conrad’s Ferry; Laura, salt to Berlin; Beckett,

lumber to Lift Lock No. 7; and twenty-seven boats, light.

Flour and Grain Market – Flour demand active; holders firm. We notice the arrivals of the Seneca, with flour and grain to B. Darby; the O. T. Snouffer, with flour and wheat to J. G. Waters; the Maude, from the Four Locks, and the Mill Boy, from Berlin, with corn to Geo. Waters

EU, Thu. 9/13/66, p. 3. **Georgetown Items Arrivals and Departures via Canal** – Flodoardo, with limestone to W. H. Godey; Capt. J. Short, wood to market; E. Stanhope, with wood to J. C. Hieston & Co.; James Hoy, H. B. Cromwell, M. A. Myers, 327 tons coal to American Co.; C. H. Reitzell, Mollie, G. Callan, “1788,” George Albert, Wm. Elder, Hibernia, J. & H. Kornes, James Shaw, F. P. White, Kate Kornes, A. J. Thomas, 1,293 tons coal to Central Co.; Atlanta, 100 tons to G. H. Plant; Chesapeake, M. J. Gatrell, M. A. Moore, Unexpected, 441 tons to Borden Co.; M. O. Blacken, 114 tons to Cumberland Co.; Wm. Devecmon, 111 tons to Hampshire and Baltimore Co.

Departures – Laura, melons and fruits to Knoxville; Beckett, with salt to Little Falls; O. T. Snouffer, with salt, lumber and coal to Noland’s Ferry; S. Billmyer, with feed and salt to Shepherdstown; Beckett, with dry goods and other merchandise to Little Falls; Col. A. Spates, with plaster to Conrad’s Ferry; and 28 boats light.

Business still remains brisk. All the companies have their full number of hands at work unloading coal. Today there are not so many vessels loading with coal as usual but it is expected that a number will arrive in port early tomorrow.

DNI, Thu. 9/13/66, p. 2. **REPORT OF THE ENGINEER IN CHARGE OF THE CANAL IMPROVEMENT** – We have read with much interest the able report to Mayor Wallach of

Mr. Severson, engineer in charge of the canal improvement. It is an eminently clear and rational document. Although we have little faith in the idea of a great through coal or other considerable transit by the canal, at its outlet at the Navy Yard or at the proposed one at the Arsenal, via James’ Creek, yet a deep channel through the city is needed for that effective drainage which will secure us from miasmas breeding pestilence. Moreover, in a great city, such as Washington already is, to say nothing of the not distant future, if peace shall benignly smile upon the late warring sections, the deep-channeled canal proposed would afford many local advantages under proper regulations. The cost of effecting the objects proposed by Mr. Severson is the merest bagatelle, as compares with their obvious importance. If they are adopted as a whole, and put through with vigor, two or three years will show a vast improvement in the city, and a great addition to its valuation.

ES, Thu. 9/13/66, p. 2. **Affairs in Georgetown The Canal** – *Arrived* – The Flodoardo, with limestone, to Godey; Scow, with stone, to market; E. Stanhope, wood, to Hieston & Co.; Cruncher, empty; Capt. J. Short, wood, to market; Geo. Moler, limestone, to the kilns, and twelve boats, with coal: - To J. H. T. McPherson, 115 tons 11 cwt.; Cumberland Co., 110 tons 7 cwt.; Borden Co., 335 tons 19 cwt.; Central Co., 611 tons 14 cwt.; American Co., 118 tons 3 cwt.; Hampshire and Baltimore Co., 110 tons 18 cwt.

Departed – The Beckett, with merchandise, to Lift Lock No. 7; Col. A. Spates, with fertilizers, to Edward’s Ferry; and eighteen boats, light.

EU, Fri. 9/14/66, p. 3. **Georgetown Items. Arrivals and Departures via Canal** – Mill Boy, from Berlin, with corn to Hartley & Brother; Maude, from Steel’s warehouse, with corn and flour to George Waters; Ironsides, with flour and lime, to George Waters: George Molar, with limestone, to Wm. H. Godey; Economy,

wood to market; and fifteen boats with coal as follows: American Company 824 tons; Cumberland Company 438 tons; Central Company 327 tons; George H. Plant 328 tons; Hampshire and Baltimore Company 116 tons; J. H. T. McPherson 116 tons. Total 1,618 tons. *Departed* – Mill Boy, with fertilizers and salt, to Berlin; George Molar, with dry goods, groceries, &c., to Lock No. 35; Maude, with sundries to Steel's warehouse; Cruncher, with guano, to Lock No. 11; Beckett, with bricks, to Little Falls, and eighteen boats light.

DMC, Fri. 9/14/66, p. 4. **Georgetown Affairs.** – *The Canal* – Arrived – The Flodoardo, with limestone, to Godey; Scow, with stone, to market; E. Stanhope, wood, to Hieston & Co.; Cruncher, empty; Captain J. Short, wood, to market; George Moler, limestone, to the kilns; and twelve boats with coal: To J. H. T. McPherson, 115 tons 11 cwt.; Cumberland Company, 110 tons 7 cwt.; Borden Company, 335 tons 19 cwt.; Central Company, 644 tons 14 cwt.; American Company, 108 tons, 3 cwt.; Hampshire and Baltimore Company, 110 tons 18 cwt.

Departed – The Beckett, with merchandise, to Lift Lock No. 7; Colonel A. Spates, with fertilizers, to Edward's Ferry; and eighteen boats, light.

EU, Sat. 9/15/66, p. 3. **Georgetown Items.** *Arrivals and Departures via Canal* - Ohio, with 107 tons coal to J. C. Hieston & Co.; Rip Van Winkle, P. Stuyvesant, 213 tons coal to Cumberland Co.; Defiance, George Long, C. Slack and Arkansas Traveler, 437 tons to Borden Co.; U. C. Hamilton, 111 tons to American Co.; Virginia McCulloh, Old Abe, 221 tons to G. H. Plant; L. A. Kimball and Amazon, 216 tons to Hampshire and Baltimore Co.; Gibbs & Clay, Harry Conrad, Clearspring and M. E. Hammond, 423 tons to Central Co. *Departures* - Ohio, with lumber to Cumberland, and 11 boats light.

The water will be drawn off the canal tonight for the purpose of removing the large stones that have fallen into the canal in removing the bridge on Congress and Green streets. The water will be turned in again on Sunday night, so that navigation will be stopped but one day.

ES, Sat. 9/15/66, p. 3. **Affairs in Georgetown The Canal** – *Arrived* – The Mill Boy, corn to Hartley & Waters; Maude, corn and flour to Geo. Waters; Ironsides, lime and flour to do.; Economy, wood to market; and forty boats with coal: - To Cumberland Co., 765 tons 9 cwt.; American Co., 653 tons 14 cwt.; Central Co., 971 tons 10 cwt.; George H. Plant, 503 tons 9 cwt.; Borden Co., 548 tons 6 cwt.; Hampshire and Baltimore Co., 439 tons 16 cwt.

Departed - The Mill Boy, with salt and fertilizers for Berlin; Geo. Moler, merchandise to Harper's Ferry; Maude, sundries to Williamsport; Cruncher, fertilizers to Lift Lock No. 11; Beckett, sundries to Lift Lock No. 7; Ohio, salt to Cumberland; and forty boats, light.

Coal Shipments – The shipments of coal from the wharves and docks foot up as follows, this week: Borden Co., 853 tons; Cumberland Co., 3,247 tons; Hampshire and Baltimore Co., 1,300 tons; Consolidation Wharves, 1,441 tons; Ray's Docks, 5,048 tons.

The Georgetown Aqueduct – The Alexandria *Gazette* of yesterday afternoon says: - “The Secretary of War has ordered General Canby, commander of the Department of Washington, to turn over to the lessees of the Alexandria Canal the Aqueduct over the Potomac at Georgetown, on the 20th instant.” The *Journal* says: - “It is due to Judge Underwood to state that he has been untiringly engaged for some week past in endeavoring to remove from the minds of the Secretary and other Government officials, impressions which had been created by the gross misrepresentation of Georgetown property-holders and those in their interest.

Through the energetic efforts of the lessees, and the valuable co-operation of Judge U, the facts have been fairly laid before the Secretary, and the rights and privileges so long and so successfully withheld by such unscrupulous measures, have been restored, and, we trust, permanently secured to our citizens." We know that Judge Underwood and Gen. Welles (one of the lessees) have had several interviews with the Secretary of War and General Canby in reference to the matter; but have reason to believe that the announcement that the Aqueduct will be immediately surrendered to the lessees on the 20th instant is, to say the least, premature.

EU, Mon. 9/17/66, p. 2. **Georgetown Items**
The Merchants and Millers met today, pursuant to adjournment, with Mr. Thomas in the chair and Mr. Cropley as secretary.

The chair called the meeting to order, and called for the report of the committee on Mr. George Hill's report in regard to his interview with Mayor Addison and the Canal Board, at Berkley Springs, in Virginia.

Mr. Cropley, chairman of that committee, stated that the committee had made no written report, but had unanimously agreed that the action of the Canal Board in regard to the matter was perfectly satisfactory to them, and asked to be discharged from further consideration of Mr. Hill's report.

Mr. Hill arose and stated that he did not wish to get up a controversy with the committee, but he desired them to state whether he had done his duty or not. Mr. Addison had made a report to the city councils in regard to his visit to the Mayor's office; that the personal difficulties between him and Mr. Addison had been settled to the satisfaction of both some months past; and all this slang from Mr. Addison was false.

Mr. Samuel Cropley said that the committee did not wish Mr. Hill to visit Mr. Addison in regard to the matter, but only wished him to present the resolutions passed at

the meeting to the Canal Board for their action; that he did not think the refusal of the Board to have a personal interview with Mr. Hill was intended to be disrespectful.

Mr. Hill again urged that the committee say either that he had or had not done his duty.

Mr. Shoemaker said, as one of the committee, he did not wish to condemn either the Canal Board, Mr. Hill, or Mr. Addison; but if he voted to condemn either it would be Mr. Hill.

Mr. Helston here presented a minority report and explained that he had concurred in the majority report, but had since changed his mind.

After considerable debate as to the report being read, Mr. Helston withdrew it, after which a vote was taken on the request of the committee to be discharged, and the meeting voted to discharge.

Mr. Helston asked that his report be read, which was done. The report was that Mr. Hill had discharged his duty, and resolved that this meeting vote him a vote of thanks.

The vote was then taken, five voting in the affirmative, and four in the negative.

The meeting then adjourned.

Arrivals and Departures via the Canal – Harry Fiske, David Stewart, J. W. Wellington, and J. Vandervoort, 430 tons of coal to the American Co.; J. V. Norman and W. H. Wilson, Central; Filonia Swain, W. H. Boteler and J. A. Suter, 417 tons to the Central Co.; A. Van Corlear and Broadway 225 tons to the Cumberland Co.; W. A. Brydan and A. C. Greene, 230 tons to the Borden Co.; J. M. Smith, Mary Little, John G. Lynn, John Young and H. Willison, 550 tons to Hampshire and Baltimore Co.; Six Days, with lumber and cement to George Waters; Southfield, with wood to market; Idaho, 112 tons 10 cwt. coal to G. H. Plant.
Departed – Ohio, with salt to Lock No. 13; Little Bob, with sundries to Edward's Ferry; Six days, with sundries to Hancock; and forty light boats.

DMC, Mon. 9/17/66, p. 4. **Georgetown Affairs.** – *The Canal* – Arrived – the Mill Boy, corn to Hartley and Waters; Maude, corn and flour to George Waters; Ironsides, lime and flour to do.; Economy, wood to market; and forty boats with coal: To Cumberland Company, 765 tons 9 cwt.; American Company, 653 tons 14 cwt.; Central Company, 971 tons 10 cwt.; Borden Company, 548 tons; Hampshire and Baltimore Company, 439 tons 16 cwt.; George H. Plant, 503 tons 9 cwt. *Departed* – The Mill Boy, with salt and fertilizers, for Berlin; George Molar, with merchandise, to Harper’s Ferry; Maude, sundries, to Williamsport; Cruncher, fertilizers to Lift Lock No. 11; Beckett, sundries to Lift Lock No. 7; Ohio, salt to Cumberland; and forty boats, light.

Coal Shipments – The shipments of coal from the wharves and docks foot up as follows this week: Borden Company, 853 tons; Cumberland Company, 3,247 tons; Hampshire and Baltimore Company, 1,300 tons; Consolidation Wharves, 1,441 tons; Ray’s Docks, 5,048 tons.

ES, Mon. 9/17/66, p. 2. **Affairs in Georgetown The Canal** – Arrived – The Six Days, with cement and lumber to Geo. Waters; Southfield, wood to market and eighteen boats with coal: To J. C. Hieston & Co., 113 tons; Cumberland Co., 331 14 tons; Hampshire and Baltimore Co., 544 02 tons; Central Co., 439 12 tons; American Co., 216 06 tons; G. H. Plant, 112 05 tons; Borden Co., 114 14 tons. *Departed* Little Bob, merchandize, to Edward’s Ferry; Six days, merchandize to Hancock; J. Vandervoort, merchandize to Point of Rocks; and eighteen boats light.

Sun, Tue. 9/18/66, p. 4. **The Alexandria Canal** – The Secretary of War has ordered Gen. Canby, commander of the department of Washington, to turn over to the lessees of the Alexandria canal, the aqueduct over the

Potomac at Georgetown, on the 20th instant. The return of the aqueduct to its rightful owners will enable the lessees to resume the work of repair upon the canal immediately, and put the structure in order in time, it is hoped, to secure a portion of the fall trade of the Chesapeake and Ohio canal. – *Alex. Gazette.*

CA, Wed. 9/19/66, p. 3. **Coal Trade by Canal**, for the week ending with Saturday September 15th, and for the season:

Companies	For Week		Season
	Boats	Tons	Tons
Borden Coal Co.	12	1,320	31,119.07
Consolidation Co.	0	0	9,792
American Co.	6	654	45,723.03
Central Co.	27	2,943	60,251.12
Cumberland Co.	13	1,430	33,967
New Hope Co.	13	1,456	17,128
Hamp. & Balt. Co.	16	1,760	22,092
Miscellaneous	3	333	15,034.16
Total	90	9,896.00	235,107.18

EU, Wed. 9/19/66, p. 3. **Georgetown Items The Break in the Canal** – A letter dated Mercerville, Saturday 15th instant, states that a break about twenty feet long occurred last Friday on the feeder level, below Dam No. 4, and that the repairs would be made so that boats would be able to pass by Tuesday morning. Boats may be looked for this evening.

Arrivals and Departures via the Canal – Euphlia and Mollie Reid, with 218 tons of coal to the Central Co.; W. H. Wilson, 111 tons to the Hampshire and Baltimore Co.; W. Lind, Jr., 108 tons to the American Co.; Economy, with wood to market; Mill Boy, with wheat to Hartley & Bros. *Departed* – Twenty-six boats light.

Thu. 9/20/66, p. 3. At a meeting of the Board of Directors of the Chesapeake and Ohio Canal, held at Bath, a short time since, a slight reduction in the toll on coal was made.

At the same meeting several changes were made in the Collectorship of tolls, among

which was the removal of H. S. Miller, at this place, and the appointment of Mr. J. V. L. Ensminger in his place.⁸

EU, Thu. 9/20/66, p. 3. **Georgetown Items.** *The Canal* – No arrivals of coal yet. All the coal companies are idle and there is not a coal boat at the wharf today up to twelve o'clock. It is supposed that boats will commence to arrive some time today, as the breach in the canal has been repaired. We notice the following arrivals: Economy and Mill Boy, with wood to market; Flodoardo and George Molar, with limestone; Capitola, with wheat and corn.

Accident and Narrow Escape – Yesterday, about noon, two military officers were driving on the tow-path, and when near the Aqueduct their horse became unmanageable and plunged down the embankment of the canal. The buggy turned over three times and landed at the edge of the river. Strange to say, neither of the gentlemen were hurt, nor was the buggy broken.

Sun, Fri. 9/21/66, p. 2. **The Canal Extension** – The Annapolis *Gazette* states that the long-talked-of canal to connect the Chesapeake and Ohio Canal with the Chesapeake Bay, has been definitely decided upon. The canal will be commenced at once. The route will pass near Indian Landing, at the head of Severn river, thence to the Magothy river. This route will exclude Annapolis from any of the benefits of the proposed canal.

EU, Fri. 9/21/66, p. 3. **Georgetown Items.** *Arrivals and Departures via Canal* – The coal boats commenced to arrive yesterday evening, and there is a large fleet waiting in this level their turn to unload.

The following boats have reported at the Collector's office: Thomas Hassett, Industry, Juniata, W. H. Berger, Walter Beall, Prairie Flowers, 650 tons coal to Central

Company; Onward, David Lynn, Advances, J. T. Chaplin, 448 tons to Borden Company; H. Willison, General Washington, Ingomar, Happy Traveler, J. N. Magruder, 548 tons to Hampshire and Baltimore Company; M. O. Blacken, 112 tons to G. H. Plant; Sarah Ann, with bark to ___ Fox.
Departed – Flodoardo, with sundries to Lock 35, above Harper's Ferry; Mill Boy to Berlin, with salt and fertilizers; Capitola, with sundries to Conrad's Ferry; Mary, with hardware to Little Falls; Industry, with melons and fruit to Cumberland; Cruncher, with ashes, lime and other manure to Lift Lock No. 10; and 10 boats light.

ES, Fri. 9/21/66, p. 2. **Affairs in Georgetown The Canal** – The laboring gangs are at work again today discharging the cargoes of boats arrived from Cumberland with coal for the various wharves and docks of the coal companies. *Arrived* – The Sarah Ann, with bark, to Cox; and twenty-two boats with coal: - To Central Co., 864 tons 5 cwt.; G. H. Plant, 224 tons 16 cwt.; Borden Co., 675 tons 1 cwt.; Hampshire and Baltimore Co., 432 tons 14 cwt.; American Co., 216 tons 11 cwt.
Departed – Capt. J. Short, with lime and cement, to Lift Lock No. 11; Industry, with salt, to Hancock; Cruncher, with fertilizers, to Lift Lock No. 11; and twelve boats, light.

EU, Sat. 9/22/66, p. 2. **Georgetown Items.** *Arrivals and Departures via Canal* – Iowa, with 100 tons to W. R. Snow & Co.; Pennsylvania, 112 tons coal to G. H. Plant; C. Alvinia, Judge Douglass, Walter Beall, P. Florence, P. Quigley, M. E. Boxier, Geo. E. Porter, Nannie McGraw, C. H. Reitzell, C. O. McCord, Jenny Dick, with 1,189 tons coal to Central Co.; John Cowden, Martha, Vigilant, 300 tons to Borden Co.; Florence, Mary H. Wright, Robert Emmet, 386 tons coal to H. & Balt. Co.; Harlem, Golden Eagle, Aliquippa, Ann Eliza, Spuyten Duval, 535 tons to

⁸ *Maryland Free Press*, Hagerstown, Md., newspaper.

Cumberland Co.; W. W. Shepherd, Jessie Hill, W. Darrow, 324 tons to American Co. *Departed* – Pennsylvania, with lime and cement to Cumberland; R. Beckett, with tar, pitch, &c., to Little Falls; Southfield, with guano and bone dust to Lock 22; and 28 boats light.

Ibid, p. 3. **Georgetown Items.**

The Aqueduct – The Alexandria Gazette of yesterday says: “Today was the day appointed by the Government for turning over to the lessees of the canal the Alexandria aqueduct, but in consequence of the inability of the quartermaster to remove the bridges and other Government property located in that vicinity, a request was made to the lessees this morning for a few days delay. A large force is at present employed on the remaining portion of the Alexandria canal, but a great deal of work has yet to be performed, and after possession of the aqueduct has been achieved, it will require at least sixty days before navigation can be resumed.”

This is rather a damaging admission to the friends of that work, as the surrender of the aqueduct has been urged in order that the canal might be used immediately for the passage of boats. Sixty days, to which we may probably safely add a margin of twenty or thirty more, will bring us to the end of the boating season.

ES, Sat. 9/22/66, p. 2. **Affairs in Georgetown The Canal** – *Arrived* – The Capt. John Short, Southfield and E. Stanhope, with wood to market, and twenty-seven boats with coal to W. R. Snow & Co., 108 tons 17 cwt.; J. C. Hieston, 216 tons 8 cwt.; Hampshire and Baltimore Co., 377 tons 12 cwt.; Central Co., 817 tons 6 cwt.; Plant, 212 tons; Borden Co., 222 tons 13 cwt.; Cumberland Co., 618 tons 18 cwt.; American Co., 105 tons 17 cwt.

Departed – The R. Beckett, sundries, to Lift Lock No. 7; Southfield, with fertilizers to Lift Lock No. 22, and twenty-five boats, light.

The boats are arriving and departing as regularly as before the late detention by the breach in the canal.

Coal Shipments – The shipments from the various wharves and docks this week were as follows: - Cumberland Co., 807 tons; Hampshire and Baltimore Co., 809 tons; Consolidation, 1,288 tons; Ray’s Docks, 2,830 tons.

Drowned in the Canal – This morning a cow, belonging to Mr. J. N. Fearson, got into the canal, between High and Congress streets, and was drowned.

EU, Mon. 9/24/66, p. 2. **Georgetown Items Arrivals and Departures via Canal** – John R. Turton, Catharine Moore, John Moore, 330 tons to J. C. Hieston & Co.; Fair Play, H. F. Kindle, Thresa Long, 328 tons coal Borden Co.; G. K. Sistare, W. Darrow, 218 tons American Co.; J. L. Tilghman, A. E. McQuade, 216 tons to H. & Balt. Co.; Zella & Minnie, Andy Johnson, Price Huston, Mollie, Gipsy Queen, Shenandoah, 530 tons to Central Co.; M. O. Blacken, 110 tons to G. H. Plant. *Departures* – Little Bob, with salt to Seneca; Mill Boy, with salt and plaster to Berlin; Sarah Ann, with salt to Hancock.

ES, Mon. 9/24/66, p. 2. **Affairs in Georgetown The Canal** – The business along the line of the canal opened lively this morning. The derricks at the coal and mills are all in full operation, and the boats are arriving steadily with supplies for the merchants.

Arrived – The O. T. Snouffer, with flour, wheat and offal, to J. G. Waters; the S. Billmyer, with flour, wheat and corn, to Geo. Waters; the Cruncher, with wood to market; Seneca, flour, corn and offal, to B. Darby; Mill Boy, corn, to Hartley & Bro.; J. C. Hieston, with wood, to market; Little Bob, with hay, to market; and sixteen boats, with coal: - To G. H. Plant, 340 tons 4 cwt.; Hampshire and Baltimore Co., 329

tons 6 cwt.; J. C. Hieston, 193 tons 7 cwt.; to Captain, 107 tons; American Co., 119 tons 16 cwt.; Central Co., 432 tons 12 cwt.; Borden Co., 319 tons 13 cwt.

Departed - R. Beckett, sulphur to Lift Lock No. 7; Sarah Ann, salt, to Hancock; Mill Boy, salt, plaster, to Berlin; Little Bob, salt, to Rushville; and fourteen boats, light.

Flour and Grain Market – We notice the arrival of the S. Billmyer from Shepherdstown, with flour, wheat and corn; D. Knode, from Bakersville, with same, to George Waters; O. T. Snouffer, with flour, wheat and offal to J. G. Waters, and Seneca, with same to B. Darby; Mill Boy, with corn to Hartley & Bro.

EU, Tue. 9/25/66, p. 3. **Georgetown Items.**
Arrivals and Departures via Canal – To the Cumberland Company, five boats, with 548 tons coal; American Company, two boats, 218 tons coal; Central Company, nine boats, 988 tons coal; G. H. Plant, three boats, 328 tons coal; Borden Company, five boats, 548 tons coal; Cruncher, wood to market; Robert Beckett, empty; O. T. Snouffer, wheat to J. G. Waters.

Departures – Ellen, with sundries to Sharpsburg, and 18 boats light.

CA, Wed. 9/26/66, p. 3. **Coal Trade by Canal**, for the week ending with Saturday September 22nd, and for the season:

Companies	For Week		Season
	Boats	Tons	Tons
Borden Coal Co.	12	1,320	32,439
Consolidation Co.	0	0	9,792
American Co.	16	1,760	47,483
Central Co.	27	2,943	63,194
Cumberland Co.	12	1,296	35,263
New Hope Co.	8	888	18,016
Hamp. & Balt. Co.	12	1,320	23,412
Miscellaneous	4	448	15,482
Total	91	9,975	245,082

Sun, Wed. 9/26/66, p. 4. The Georgetown aqueduct was today turned over to the lessees

of the Alexandria canal, by order of Gen. Canby. The Alexandria canal will therefore be opened immediately, and a good deal of the coal trade of the Chesapeake and Ohio canal, heretofore monopolized by Georgetown, will flow towards Alexandria, as before the war.

EU, Wed. 9/26/66, p. 3. **Georgetown Items**
The Aqueduct – By order of Brevet Major General Canby the charge of the aqueduct was turned over today to the lessees of the Alexandria Canal by Chief Quartermaster, Department of Washington, M. I. Ludington. Thus, it will be seen that after today all travel across the aqueduct will be stopped. The canal has been placed by the lessees under the superintendence of W. R. Singleton, Chief Engineer, who has commenced the repair of the aqueduct, and who, we understand, is preparing plans and specifications for a new suspension bridge, and will in a few days advertise for proposals to construct the same. It is intended to accrue the present structure by sufficient braces to sustain the water until the new work can be prepared for erection, and it is expected that such arrangements will be made so that the erection will take place during the winter months, as then there will be no interruption of the trade.

Arrivals and Departures via Canal – S. Billmyer, flour to J. G. Waters; Economy, wood to market; George Molar, limestone; six boats with 618 tons coal to Cumberland Co.; John Moore, 91 tons coal to Geo. H. Plant; three boats with 321 tons coal to Hampshire and Baltimore Co.; two boats with 220 tons coal to American Co.; nine boats with 982 tons coal to Central Co.; one boat with 109 tons coal to W. R. Snow & Co.; two boats with 238 tons coal to Borden Co.
Departed – Seneca, with sundries to Seneca Creek; Economy, with guano to Seneca Creek; and 15 boats light.

DNI, Wed. 9/26/66, p. 3. **GEORGETOWN MATTERS – The Canal** – An important improvement was commenced yesterday by Superintendent Cameron – an improvement that is all important to the companies with the opening of the way to Rock Creek, by the construction of the new bridge over the canal, below High street. The improvement is the repair of the tide lock from Rock Creek into the Potomac. It is a very difficult undertaking, as the lock has been totally unfit for use for six years past, during which time various unsuccessful attempts were made to render it serviceable. The Government expended \$50,000 in an effort to make the lock useful during the rebellion, but failed. It is to be hoped Superintendent Cameron will be more successful.

Arrived – The Ellen, flour and grain, to George Waters; S. Billmyer, flour, to do.; and eighteen boats with coal: - To G. H. Plant, 222 tons 4 cwt.; Cumberland Co., 511 tons 1 cwt.; Borden Co., 327 tons 16 cwt.; Hampshire and Baltimore Co., 241 tons 19 cwt.; W. R. Snow & Co., 109 tons; American Co., 112 tons 2 cwt.; Central Co., 541 tons 15 cwt.

Departed – Ellen, with salt, &c., to Sharpsburg; and seventeen boats, light.

ES, Wed. 9/26/66, p. 2. **Affairs in Georgetown The Canal** – Arrived – The Charles Ardinger, wheat and lime, to Geo. Waters; Scow, with stone, Economy, with wood, to market, Geo. Moler, limestone, to the kilns and eighteen boats, with coal, to Cumberland Co., 321 15 tons; American Co., 331 06 tons; Central Co., 868 tons; Borden Co., 344 13 tons; Hampshire & Baltimore Co., 110 10 tons.

Departed – Seneca and Economy, with merchandize and fertilizers to Seneca; and Charles Ardinger, plaster, to Conrad's Ferry; and ten boats light.

The Aqueduct – By an order from General Canby, the Aqueduct was turned over to the lessees of the Alexandria Canal yesterday, as

stated in the *Star*, and today the ends are blockaded to prevent passage over it. This, we presume, was done in anticipation of the immediate beginning of the work of removing the carriage way and repairing the trunk; but this morning several wagons and some cattle passed over, the teamsters and drovers taking down the barricades and afterwards replacing them. Plans are now being considered for a very extensive improvement at the Aqueduct, which, if perfected, will preserve the communication between Virginia and the District at this point. One of the plans is that of Mr. Singleton, the Chief Engineer of the Canal, for the rebuilding of the Aqueduct this winter. Another is that of Mr. Rives, formerly an engineer on the Washington Aqueduct, which contemplates the construction of a bridge over the Aqueduct, with a wagon-way and foot-way; and a railroad suspension-bridge beside it. It is possible other plans will be submitted.

ES, Thu. 9/27/66, p. 2. **Affairs in Georgetown The Canal** – Arrived – Boat Flodoardo, with limestone, to Godey, and fifteen boats, with coal, to Cumberland Co., 430 10 tons; Hampshire & Baltimore Co., 237 12 tons; American Co., 452 12 tons; Borden Co., 317 13 tons.

Departed – The George Moler, with lumber, &c., to Harper's Ferry; James Hoy, salt to Lift Lock 34; Flodoardo, salt to Lift Lock 36; R. D. Johnson, &c., to Lift Lock 36; Brom Bones, salt to Miller's basin; and 17 boats light.

The Aqueduct – The barricades at the ends of the Aqueduct bridge have been removed, and we hear that the President of the Alexandria Canal Company has directed that the way shall be kept open for the passage of wagons, &c., as long as they do not interfere with the work of refitting the Aqueduct for use.

EU, Fri. 9/28/66, p. 3. **Georgetown Items.**

Fatal Accident – Last night a colored man by the name of Thomas Cooper, employed on the

canal boat Communipaw, fell through a hole at the Cumberland Coal Company wharf, a distance of about twenty-five feet and was killed almost instantly. His body was taken in charge by his friends.

ES, Fri. 9/28/66, p. 2. **Affairs in Georgetown The Canal** – Arrived – Boats Henry Wade, Jr., limestone, to the kilns; Mill Boy, wheat, to Hartley & Bro.; Six Days, with cement, and D. Knode, with flour and grain to Geo. Waters, and thirteen boats, with coal, to G. H. Plank, 447 03 tons; Cumberland Co., 111 tons; Central Co., 319 tons; American Co., 111 17 tons; Hampshire and Baltimore Co., 218 16 tons; Borden Co., 218 04 tons.

Departed – The Six days, with salt, &c., to Shafer's Mill; Mill Boy, sundries, to Berlin; D. Knode, fertilizers, to Lift Lock No. 41; S. Billmyer, sundries to Shepherdstown; and sixteen boats light.

EU, Sat. 9/29/66, p. 3. **Georgetown Items.** *The Iron Canal Bridges* – Unless this work progresses faster than it is at present the complaints of the citizens who are most inconvenienced by the work, will be many and loud. They have already asked for a temporary foot bridge to be put across the canal at Congress street. The Corporation have refused to do so, but have passed a resolution requesting Messrs. Wm. Duvall & Co., the contractors, to have it done. They may or may not do it, and it is hardly likely they will.

The Aqueduct is still open to travel, although a large number of hands are at work upon it. The floor, consisting of two thicknesses of 2-inch boards, which the Government put down, is being removed, and under it is at least twelve inches of mud, which it will take some considerable work to remove. From present appearances, there will be but little business done on the Alexandria canal this season.

EU, Mon. 10/1/66, p. 3. **Georgetown Items**

The Trade of our City – It is the policy of corporations and companies to pursue a course that is most calculated to benefit themselves, regardless of the effect it may have on others, and so long as they keep within the bounds of law and justice no one has a right to complain.

Some time ago the Chesapeake and Ohio Canal Company petitioned the Corporation of Georgetown to pass an ordinance allowing them to remove the stone bridges that cross the canal at Congress, Jefferson, Washington and Green streets, and erect iron lift or draw bridges, so that boats could pass under them. After due deliberation as to the relative advantages or disadvantages to the trade of our city the petition was granted, and the Canal Company went to work tearing down the bridges.

In the meantime the lessees of the Alexandria Canal were trying to get possession of the aqueduct, and our people were trying as faithfully, and they thought, at the same time, successfully, to prevent them; and the friends of the law authorizing the removal of the bridge supposed that by the passage of the law (and probably it was the strongest reason in favor of granting the petition) that they would thereby prevent the lessees from getting possession of the aqueduct, and retain it for all time as a bridge. In less than a week after the contractors had commenced removing the bridges, the Chesapeake and Ohio Canal Board met at Berkley Springs, Va., and passed a resolution (we are told) requesting the President of the United States to give the lessees of the Alexandria Canal immediate possession of the aqueduct.

And the consequence is, the trade from that portion of Virginia is cut off from us, and sent to Washington. A large portion of the coal trade will pass through to Alexandria, and, if the people of Washington choose, they can get the balance; for what inducement would there be to coal shippers to pass Alexandria and Washington, and come here to get their coal, if they could obtain it at either of those places.

Of course the aqueduct is private property, and the owners have, no doubt, the best right to it, and it means that the corporation, in trying to get the Government to hold possession of it, have made two outlets to the trade of Georgetown, and rendered it a mere station, instead of the main terminus of the Chesapeake and Ohio Canal. The thing looks as if somebody has been deceived.

Arrivals and Departures via the Canal – Six Days, with cement to George Waters; five boats to Hampshire and Baltimore Company, 583 tons of coal; three boats, with 326 tons of coal to the Borden Company; two boats, with 226 tons, to the Central Company; one boat, 104 tons, to the Cumberland Company.
Departed – Ten boats, light.

ES, Mon. 10/1/66, p. 2. **Affairs in Georgetown The Canal** – *Arrived* – Sixteen boats with coal, consigned as follows: - To the Borden Co., 332 tons; Central Co., 648 tons 11 cwt.; Cumberland Co., 336 tons 3 cwt.; Hampshire and Baltimore Co., 838 tons 9 cwt.; W. R. Snow & Co., 405 tons 8 cwt.
Departed – Thirteen boats, light.

The Aqueduct – The workmen in the employ of the lessees of the Alexandria Canal commenced the removal of the flooring from the Potomac aqueduct this morning. They have progressed [illegible] to suspend communication by that route between the Maryland and Virginia shores with wagons or horses. The communication will be hereafter by the Long Bridge to Washington and the Chain Bridge three miles above this town.

Pig Iron – We notice the arrival this morning of the canal boat Maude, from the Four Locks, Washington county, Md., with about 100 tons of pig iron, consigned to G. Waters, who is the agent here of the celebrated Green Spring furnace.

EU, Tue. 10/2/66, p. 3. **Georgetown Items.**
Arrivals and Departures via the Canal – Capt. J. Short, with wood, to market; Maude, with flour and pig-iron, to George Waters; John H. Williams, with grain, to market; three boats, with 321 tons coal, to Hampshire and Baltimore Company; one boat, with 126 tons, to G. H. Plant; two boats, with 214 tons to W. R. Snow & Co.; eleven boats, with 1,235 tons, to Central Company; two boats, with 220 tons, to Cumberland Company; three boats, with 337 tons, to American Company; one boat, with 103 tons, to Borden Company; one boat, to J. C. Hieston, with 107 tons.

Departed – J. M. Waters, with salt, to Williamsport, and seven boats light.

Iron Ore – The canal boat Southfield arrived here one day last week with 108 tons of iron ore, to J. C. Hieston, to be shipped North. This is the first arrival of this metal since the war.

CA, Wed. 10/3/66, p. 3. **Coal Trade by Canal**, for the week ending with Saturday September 29th, and for the season:

Companies	For Week		Season
	Boats	Tons	Tons
Borden Coal Co.	8	880	33,319
Consolidation Co.	0	0	9,792
American Co.	14	1,526	49,009
Central Co.	32	3,488	66,682
Cumberland Co.	19	2,090	37,353
New Hope Co.	10	1,120	19,136
Hamp. & Balt. Co.	17	1,870	25,282
Miscellaneous	11	1,232	16,714
Total	111	12,206	257,288

For the Month of September, 416 Boats, containing 43,618 tons, cleared this port for Georgetown.

EU, Wed. 10/3/66, p. 3. **Georgetown Items**
Settling a Difficulty – Isaac T. Jones and John H. Schoff, two canal boat captains, had a dispute yesterday about the hiring of hands, one accusing the other of persuading his hands to leave him, when the he was given and they pitched into each other, just about this time

Officer Nunemaker came along and settled the difficulty by wrestling both of them. Justice Buckey fined then \$3.50 each. Gentlemen should not let their angry passions rise, etc.

Arrivals and Departures via Canal – Boat Cruncher, with wood to Thomas Dowling; four boats, with 430 tons coal to Hampshire and Baltimore Company; one boat, with 106 tons of coal to Central Company; one boat, with 115 tons of coal to G. H. Plant; and the George Molar, with limestone.

Departed – Thomas Hassett, with furniture, to Cumberland; James Shaw, with furniture to Cumberland; and twenty-three boats, light.

The Coal Trade – Receipts of coal have been small for the last few days, but few vessels are loading at the wharf. All the companies have a large amount of coal on hand, the supply being greater than the demand, at present.

ES, Wed. 10/3/66, p. 3. **Affairs in Georgetown The Canal** – *Arrived* – The E. Stanhope, with wood, to market; Cruncher, do., to Thomas Dowling; Geo. Moler, limestone to Godey; John Moore, wood, to Marston & Co.; and ten boats with coal: - To American Co., 217 tons 4 cwt.; G. H. Plant, 115 tons 14 cwt.; Central Co., 317 tons 7 cwt.; Hampshire & Baltimore Co., 431 tons 10 cwt.

Departed – The Muncher, merchandise, to Lift Lock No. 15; and thirteen boats, light.

Laying in Fuel – The tearing up of the old bridge floor on the Aqueduct affords a rare opportunity for poor families to lay in fuel, and this morning many women and children are profiting by it. Much of the timber of the floor and the trunk is totally unfit for use in the refitting of the Aqueduct, and being thrown aside in heaps by the workmen, is speedily removed by the women and children.

Sun, Thu. 10/4/66, p. 4. **Georgetown Affairs** –

Yesterday 500 coffins were shipped per canal for Antietam, for use in reinternment of Federal soldiers.

Thus far 250 canal boatmen have complied with the tonnage tax law for craft engaged in the coal trade. Four boats, however, are detained for non-compliance.

EU, Thu. 10/4/66, p. 3. **Georgetown Items.** *Arrivals and Departures via the Canal* – George Molar, with limestone to W. M. Godey. Six boats with 657 tons coal to H. & Balt. Co.; two boats, with 230 tons to American Co.; six boats, with 650 tons to Central Co.; four boats, with 423 tons to Cumberland Co.; three boats, with 353 tons to Borden Co.

Departed – Cruncher, with merchandise to Lock No. 18; George Molar, with cement to Lock No. 35, above Harper's Ferry; J. H. Magruder, with salt to Cumberland and 15 boats light.

Sun, Fri. 10/5/66, p. 2. **Chesapeake and Ohio Canal** – During the month of September 416 canal boats cleared at Cumberland for Georgetown, with 13,638 tons of coal. The shipments for the season now reach 257,689 tons.

EU, Fri. 10/5/66, p. 3. **Georgetown Items.** *Arrivals and Departures via the Canal* – One boat with 109 tons coal, to G. H. Plant; one boat with 108 tons coal to J. C. Hieston; two boats, with 214 tons to American Company; three boats with 322 tons to Cumberland Company; three boats with 330 tons to Central Company; Flodoardo with limestone to S. D. Castleman.

Departed – Mill Boy, with sundries, to Berlin; Judge Douglass, with sundries, to Cumberland; Col. A. Spates, with sundries, to Monocacy; and 17 boats, light.

DMC, Fri. 10/5/66, p. 4. **Georgetown Affairs.** – *The Canal* – Arrived – The Colonel A. Spates, with wheat to market, and twenty boats

with coal, consigned to Central Co., 661 tons 11 cwt.; Cumberland Co., 533 tons 7 cwt.; American Co., 225 tons 19 cwt.; Borden Co., 333 tons 12 cwt.; Hampshire and Baltimore Co., 334 tons 9 cwt.

Departed – The John E. Silver, with lime and cement, to Lift Lock 21; American Boy, with salt to Cumberland; and twenty-one boats, light.

EU, Sat. 10/6/66, p. 3. **Georgetown Items.**

Arrivals and Departures via the Canal – Four boats to Cumberland Company, 420 tons coal; six boats to Central Company, 663 tons coal; two boats to American Company, 216 tons coal; two boats to Borden Company, 225 tons coal; Cruncher, wood to market; Ironsides, flour, apples and lime; Capitola, with wheat; Ceres, 109 tons coal to G. H. Plant.

Departed – Ironsides, with barrels, to Williamsport; Happy Traveler, with lumber, to Cumberland; Andy Johnson No. 2, with salt, to Noland’s Ferry; and 12 boats light.

ES, Sat. 10/6/66, p. 2. **Affairs in Georgetown**

The Canal – Arrived – Boats Ironsides, flour, apples and lime, to various merchants; Cruncher, wood, to market; Capitola, wood, to market; A. Johnson, flour and grain, to Hartley & Bro.; and nineteen boats with coal – to Hampshire and Baltimore Co., 218 11 tons; G. H. Plant, 228 11 tons; Cumberland Co., 316 05 tons; Central Co., 663 01 tons; American Co., 341 02 tons; Borden Co., 225 07 tons.

Departed – The Ironsides, barrels, to Williamsport; Happy Traveler, salt, to Hancock; A. Johnson, salt, to Noland’s Ferry; and fifteen boats light.

The Coal Shipments – The shipments this week have been very light. The Borden Co. shipped 867 tons; Hampshire and Baltimore Co. 1,021 tons; Consolidation wharves, 828 tons; Ray’s Docks, 4,000 tons.

Robbery – Last night, a lock-tender on the canal named George Johns, being slightly inebriated, laid down on some logs near the aqueduct and fell asleep. James Coleman, a well-known individual passing along, noticed him, and set to work to rob him. He took a pair of new boots from John’s feet and \$4 from his pocket. He was seen in the act by a citizen, who notified Officer Harper, and the culprit was speedily arrested and taken to the station. This morning he was sent to jail for court by Justice Buckey.

EU, Mon. 10/8/66, p. 3. **Georgetown Items**

Arrivals and Departures via the Canal – Two boats with 226 tons of coal to American Co.; five boats, with 558 tons of coal to Central Co.; five boats, with 548 tons of coal to Cumberland Co.; Seneca with flour to Benjamin Darby; E. Stanhope and Little Bob, with wood to market.

Departed – Capitola, with sundries to Conrad’s Ferry; Little Bob, with coal and manure to Edward’s Ferry; and thirteen boats light.

DNI, Mon. 10/8/66, p. 3. **The Canal** – Arrived

– Boats Ironsides, flour, apples and lime to various merchants; Cruncher, with wood to market; Capitola, do., to do.; A. Johnson, flour and grain, to Hartley & Brother; and nineteen boats, with coal: - To Hampshire and Baltimore Co., 218 tons 11 cwt., G. H. Plant, 228 tons 11 cwt.; Cumberland Co., 316 tons 5 cwt.; Central Co., 663 tons 1 cwt.; American Co., 311 tons 2 cwt.; Borden Co., 235 tons 7 cwt.

Departed – The Ironsides, barrels, to Williamsport; Happy Traveler, salt, to Hancock; A. Johnson, do., to Noland’s Ferry, and fifteen boats, light.

The Coal Shipments – The shipments this week have been very light. The Borden Co. shipped 867 tons; Hampshire and Baltimore Co., 1,021 tons; Consolidation wharves, 328 tons; Ray’s Docks, 4,000 tons.

ES, Mon. 10/8/66, p. 2. **Affairs in Georgetown The Aqueduct** – Chief Engineer Singleton, of the Alexandria Canal Company, appears to have changed his mind relative to the opening of the Alexandria canal this season. This morning he was arranging for an energetic prosecution of the work on the aqueduct, with a view to have it ready for the reception of water by the 1st of November. As soon as the work is finished at the Virginia end of the aqueduct, the bridge over the Chesapeake and Ohio canal, that connected with the aqueduct bridge will be removed; but for the accommodation of persons having business near the aqueduct, a narrow foot bridge will be constructed at that point.

Flour and Grain Market – We notice the arrival of the boats Seneca, from Seneca, with flour, to B. Darby; the Sallie Billmyer, from Shepherdstown, and the D. Knode, from Bakersville, with flour, wheat and corn, to George Waters.

The Canal – Arrived – Boats Seneca, with flour, E. Stanhope, with wood to market; Scow, with stone; Little Bob, with wood, and thirty boats with coal to Central Co., 554 02 tons; G. H. Plant, 457 18 tons; Hieston & Co., 111 tons; Cumberland Co., 1,208 02 tons; Hampshire and Baltimore Co., 239 02 tons; American Co., 444 19 tons; Borden Co., 114 03 tons.

Departed – Capitola, merchandize to Conrad's Ferry; Little Bob, sundries to Edward's Ferry, and twenty-one boats light.

Accident – Last night, two mules belonging to boatmen on the canal, fell over the embankment near Lynch's distillery. One was killed and the other was seriously injured. The owner of the one killed claims damage from the canal company.

ES, Tue. 10/9/66, p. 2. **Affairs in Georgetown The Canal** – *Arrived* – Boats Catherine Moore and Southfield, with wood, to market; Sallie

Billmyer, wheat, to Geo. Waters; and seven boats with coal: - To Hampshire and Baltimore Co., 110 tons 7 cwt.; Central Co., 220 tons 10 cwt.; G. H. Plant, 113 tons 1 cwt.; American Co., 112 tons 16 cwt.; Cumberland Co., 112 tons 16 cwt.

Departed – Boats Cruncher, with sundries to Lift Lock No. 9.; and Industry, with lumber to Hancock, and ten boats, light.

EU, Wed. 10/10/66, p. 3. **Georgetown Items. Arrivals and Departures via the Canal** – Sallie Billmyer, with wheat to George Waters; D. Knode, with wheat and flour to George Waters; 2 boats with 221 tons coal to Borden Company; 3 boats with 335 tons to G. H. Plant; 1 boat to J. C. Hieston, 107 tons coal; 3 boats with 322 tons coal to Cumberland Company; George Molar with limestone.

Departures – Seneca, with sundries to Seneca Creek; Cruncher, with dry goods, &c., to Lock No. 16, and ten boats, light.

Iron Bridges across the Canal – Messrs. Wm. Duval & Co. have a large number of masons at work building the abutments to receive the iron bridges, and seem desirous to have the work done as soon as possible.

CA, Wed. 10/10/66, p. 3. **Coal Trade by Canal**, for the week ending with Saturday October 6th, and for the season:

Companies	For Week		Season
	Boats	Tons	Tons
Borden Coal Co.	11	1,237 14	34,556 14
Consolidation Co.	0	0	9,792 00
American Co.	14	1,658 12	50,767 12
Central Co.	30	2,990 02	69,672 02
Cumberland Co.	25	2,850 09	40,263 09
New Hope Co.	0	0	19,136 00
Hamp. & Balt. Co.	12	1,343 17	26,625 17
Miscellaneous		1,987 18	18,701 18
Total	92	12,068 12	269,455 12

ES Wed. 10/10/66, p. 2 **Affairs in Georgetown The Canal** – *Arrived* – The D. Knode, with wheat and flour, to Geo. Waters; Geo. Moler, with limestone, to W. H. Godey; and ten boats,

consigned as follows: - To Central Co., 439 tons 4 cwt.; Cumberland Co., 212 tons 12 cwt.; Hieston & Co., 107 tons 2 cwt.; Borden Co., 115 tons 17 cwt.; Plant 111 tons 16 cwt.; W. R. Snow & Co., 107 tons 14 cwt.

Departed – The Seneca, with merchandize, to Seneca; Cruncher, do., to Lift Lock No. 15; Catoctin, do., to Lift Lock No. 29; D. Knode, with salt to Mercerville; and fourteen boats, light.

EU, Thu. 10/11/66, p. 3. **Georgetown Items.** – *Great Flood – Immense Loss of Property* – Rock Creek is higher today at twelve o'clock m, than it was ever known, and still rising. Dwelling houses, sheds, stables, fences, wood, coal and thousands of feet of lumber are being carried away. It is impossible to estimate the loss at present. J. C. Hieston & Co. have lost considerable. Wm. Dowling's loss will be heavy. Dickson & King, wood and coal dealers, will lose over 100 cords of wood. Pennington & Brown have had 120 tons of coal swept away. Walter Godey, ice dealer, will probably be the heaviest loser. W. H. Godey will lose a great deal in lime, his kilns being flooded. Two wooden bridges came down, one of them about fifty feet in length.

The Potomac is not as high as probably it will be, but it is now on most of the wharves. From Congress to Washington, in Water street, the water is up to the hubs of cars. Lumber dealers are moving their lumber as fast as possible to places of safety. J. L. Simms & Bros.' planing mill is flooded and some of their sheds are already swept away.

A telegraph dispatch was received from Harper's Ferry a few hours ago stating that the water is higher in the Potomac than it has been for many years, so we may expect that it will be much higher here than it is at present.

Arrivals and Departures via the Canal – Southfield, with wood to market; five boats, with 550 tons of coal to Central Co.; four boats, with 440 tons of coal to Cumberland Co.; one

boat with 113 tons of coal to the Hampshire and Baltimore Co.; one boat, with 112 tons of coal to the Borden Co.; one boat with 107 tons of coal to W. R. Snow & Co.; one boat with 109 tons of coal to J. C. Hieston & Co.; two boats, with limestone, to W. H. Godey.

DNI, Thu. 10/11/66, p. 3. **GEORGETOWN MATTERS -The Canal** – *Arrived* – The D. Knode, with wheat and flour, to George Waters; George Moler, limestone, to W. H. Godey; and ten boats, consigned as follows: - To Central Co., 439 tons 4 cwt.; Cumberland Co., 212 tons 12 cwt.; Hieston & Co., 107 tons 2 cwt.; Borden Co., 115 tons 17 cwt.; Plant, 111 tons 16 cwt.; W. R. Snow, 107 tons 11 cwt. *Departed* – The Seneca, with merchandise, to Seneca; Muncher, do., to Lift Lock No. 15; Catoctin, do., to Lift Lock No. 29; D. Knode, with salt, to Mercerville; and fourteen boats, light.

ES Thu. 10/11/66, p. 2. **Affairs in Georgetown The Canal** – *Arrived* – The Flodoardo, limestone, to Godey; and thirteen boats with coal: - To Central Co., 550 tons 8 cwt.; J. C. Hieston & Co., 109 tons 18 cwt.; Cumberland Co., 340 tons 15 cwt.; Borden Co., 222 tons 10 cwt.; Hampshire and Baltimore Co., 224 tons 16 cwt.

Departed – The M. O, Blacker, lime and cement, to Lift Lock No. 18; S. Billmyer, merchandize, to Shepherdstown; Central and Clearspring, fruits, to Cumberland; and twelve boats, light.

EU, Fri. 10/12/66, p. 3. **Georgetown Items.** *The Storm* – The rain storm, which commenced on Wednesday, still continues and at this writing there are no signs of abatement. Business is almost suspended, and all the talk is about the high water and the expected great rise in the Potomac; and notwithstanding the assurance we have that the world will not be destroyed by water any more, we verily believe that if one of the descendants of Noah should

proclaim his intentions to build an Ark, our people would at once engage rooms.

Rock creek, after having done all the damage it can, has quietly subsided, and is now confined within the bounds of its banks, and the great fear now is the rise in the Potomac.

Lumber merchants are securing their lumber with ropes. Flour merchants are moving their flour to the upper stories. The coal companies, of course, will be unable to render themselves much assistance, and if the water gets to their docks they will, no doubt, lose considerable.

There can be no reliable estimate of the losses yesterday. Evan Lyons will probably be the heaviest loser, his dam being entirely washed away, besides the lose of other property. \$10,000 will not more than cover his losses. Walter Godey's will be at least \$2,500. Wm. Dowling's \$3,000. S. D. Castleman will lose heavily, and besides those we mentioned yesterday there are a great many others whose losses are not yet known.

The Canal – There have been no arrivals of boats since yesterday morning, and fears are entertained that the canal has been badly broken, but as yet the fact is not known. Mr. Cameron, the superintendent of the Georgetown division, started up the canal yesterday, but has not returned. Considering the great amount of water that has fallen. it would be almost a miracle if the canal is not badly damaged. The following boats which were here yesterday morning have reported at the Collector's office: Myers & Henson, Ingomar and John Young, with 347 tons of coal to Hampshire and Baltimore Company; W. J. Booth, with 108 tons coal to American Company; Filonia Swain and Wm. Elder, with 220 tons coal to Central Company; H. F. Kindle, with 109 tons coal to Borden Company; G. W. Birdsall, with 110 tons of coal to Cumberland Company.

Departed - Six boats, light.

DMC, Fri. 10/12/66, p. 4. **Georgetown Affairs.** – *The Canal* – Arrived – The Flodoardo, limestone, to Godey; and thirteen boats with coal – To Central Company, 550 tons 8 cwt.; J. C. Hieston & Co., 109 tons 18 cwt.; Cumberland Company, 340 tons 15 cwt.; Borden Company, 222 tons 10 cwt.; Hampshire and Baltimore Company, 224 tons 16 cwt. *Departed* – The M. O. Blacken, lime and cement, to Lift Lock 18; S. Billmyer, merchandise, to Shepherdstown; Central and Clearspring, fruits to Cumberland, and twelve boats, light.

EU, Sat. 10/13/66, p. 3. **Georgetown Items** *The Canal* – Superintendent Cameron returned yesterday evening from up the canal and reports several breaks in the Georgetown division. At Watt's Branch, a breach about seventy feet long has been made in the towpath and berm, in consequence of the culvert being insufficient to pass the great body of water from that stream. The level at Cabin John Run is injured, and would have been badly broken, but fortunately the waste gate had been left out at the canal the Government dug to run stone up to the water works, thus letting the water out nearly as fast as it came in. Mr. Cameron left the Seven Locks yesterday at one o'clock, and says the river was not up to the canal at that time by about six inches, it however, has risen a great deal since then, and of course is now over the canal. All the damage done up to yesterday at one o'clock, on this level, had been done by the creek, which was higher than ever before. Mr. Cameron says it will take two weeks to repair the damage already done. There is no news from above the Georgetown division.

Fall of a Wall – About forty feet of the wall of the canal above Congress street, fell last night. It is just in the rear of Mrs. Kenley's property, but no damage was done, we believe, except the falling of the wall.

The Steam Packet, George Washington, is at Seven Locks, being unable to get home in consequence of the breaks in the canal. She has passengers on board, and is out of provisions.

EU Mon. 10/15/66, p. 3. **Georgetown Items**
A Dangerous Undertaking – We stated in *The Union* of Saturday that the steam packet *George Washington* was at Seven Locks, with passengers, unable to get to town in consequence of the breaks in the canal. Unexpectedly, however, the little steamer came whistling into town on Saturday evening all safe and sound. Upon inquiry we were informed by Captain Moore, her owner, that as soon as the river raised to the level of the canal he put on steam and darted by the breaks, and thus made her way home. His passengers, consisting mostly of ladies, were unwilling to venture in the boat and were conveyed to town in carriages. Captain Moore is an energetic man, and the only one who has succeeded in running regularly a steam packet between here and Harper’s Ferry, for which he certainly has the thanks of the traveling public.

The Canal – We have no further news since Saturday of the damage done to the canal. Work on the coal wharves is suspended, except the loading of a few vessels lying at the docks, and for some days to come the busy hum and cheerful voices of the coal heavers will be hushed.

Canal Boat Wrecked – The canal boat *Economy*, loaded with wood for our market, got loose from where it was tied and was swept into the break of the canal, near Cabin John’s Run, where it grounded, and, it is said, badly damaged.

ES Mon. 10/15/66, p. 2 **Affairs in Georgetown**
The Canal – Navigation on the Canal has been suspended in consequence of damage to the dams and embankment. The officers here have

no information as to what damage has been done to the upper divisions, but there are three or four breaches in this division, generally at points recently repaired. Most of them are slight and they will be repaired in two weeks. Efforts have been made to hear from the upper division, but so far without avail. It is said that the posts are down at various points of the telegraph lines to Cumberland. It is feared that the next news from the Superintendents of those divisions will be the announcement of considerable injury to the Canal.

The Aqueduct – The workmen in the employ of the Alexandria canal lessees are rushing the work of the aqueduct in order to have it completed before the close of the season. A large number of men are at work today.

The Coal Docks – The derricks are all quiet, and the laborers usually employed in working them have dispersed, there being no laden coal boats at the wharves, and none likely to arrive for some days. The workmen will now be employed in loading vessels at the wharves with the coal in hand, which is not a great quantity, and if vessels arrive as fast as they can be loaded, the supply will not last much longer than the time required to repair the breaches in the Georgetown division of the canal.

EU Tue. 10/16/66, p. 3. **Georgetown Items**
The Canal – Col. Hollingsworth, the Collector of Tolls, received a letter this morning dated Edward’s Ferry, October 14, from Geo. W. Spates, Superintendent of the Second Division of the canal, saying that boats are passing over his division, which extends from Seneca to Harper’s Ferry. He states that there are no breaks in his division, though several places have been washed very much, and several heavy sand bars have been formed. We have no reliable information from above Harper’s Ferry. His report says the canal is badly broken above that place; but this can hardly be true, as

persons have come from Harper's Ferry who say they have heard of no breaks above that place.

Alexandria Canal – We are informed by one of the officers of the Alexandria Canal, that the damage done to it by the late heavy rains was very trifling, the cost of repairing will not exceed fifty dollars. The damages done was the washing up of a small wooden trunk which had been laid under the towpath to allow a small stream to go under instead of over it, and the washing of a small tunnel in the embankment even with the bottom of the canal, which was a benefit as it drained the standing water out of the canal, which was desirable.

ES Tue. 10/16/66, p. 2. **Affairs in Georgetown The Canal** – There are no arrivals or departures recorded at the Collector's office. We are glad to hear from the upper divisions of the canal, that the damages are very slight comparatively, and that many reports in circulation here, such as that Cumberland was nearly one-half submerged, are false. The rain was very light beyond South Mountain, and the water in the river at Hancock only raised three feet. The following from Superintendent George W. Spates to Collector Hollingsworth, dated Sunday, 14th, 6 p. m., at Edward's Ferry, gives an encouraging account from the second or Antietam division.

Sir: I am happy to inform you that boats are now passing over my division from Seneca up. I have no breaches, though many places have been washed very much. Several heavy sand bars. I had several miles of canal entirely covered up by the river. The river is now falling, and when practicable I will give you a more detailed report.

Very respectfully,

Geo. W. Spates, Superintendent.

On the Georgetown or first division, there are two breaches, one at Cabin John, the other at Muddy Branch. These can be speedily

repaired, and navigation will be resumed probably within two weeks.

ES Wed. 10/17/66, p. 2 **Affairs in Georgetown The Canal** – There are no arrivals or departures recorded, and the business of the canal, except in preparing for the resumption of navigation, is suspended. The water is sufficient for manufacturing purposes, and the mills are generally in good working order and in operation. Superintendent Cameron, with his workmen, commenced repairing the branches yesterday, and there is no doubt that all will be right again in less than two weeks. The news from upper divisions announce no breaches above this division, and the probability is that the coal fleet will concentrate in the second division, and soon after the breaches are repaired, the boat will arrive here in rapid succession.

Thu. 10/18/66, p. 4. It is stated that some fifteen hundred coffins have arrived at the Antietam Cemetery, near Sharpsburg, Md., transported upon the Chesapeake and Ohio Canal, from Washington city, during the past few days, for the enclosure of the remains of the Federal soldiers to be reinterred at the said Antietam Cemetery. The work of taking up the remains and reintering them, have already commenced.⁹

DNI, Thu. 10/18/66, p. 3. **GEORGETOWN MATTERS – The Canal** – There are no arrivals or departures recorded. The news from upper divisions announces no breaches above this division, and the probability is that the coal fleet will concentrate in the second division, and soon after the breaches are repaired, the boats will arrive here in rapid succession.

The Causeway and the Washington Canal. Now that the storm is over, opportunity is afforded of noting the benefits resulting from the construction of the causeway at the foot of

⁹ *Maryland Free Press*, Hagerstown, Md., newspaper.

Seventeenth street. It stood the test nobly, and had the coffer dam been removed, no danger whatever would have been apprehended. This removal has now been effected, and yesterday workmen were engaged in preparing for the erection of a house in the causeway for the residence of the lock tender. Eldorado Island was literally submerged, and during the storm the tide-gates of the causeway were at one time elevated to their utmost height, and yet no damage was done. It is estimated, however, that but for the existence of the causeway, the flood in the portions of the city bordering the canal would have been from one and a-half to two feet higher than it was. The flood, too, acted, to some extent, as a cleanser, although where the large streams came in, as at Third street, piles of sand were left. These can, however, be readily removed.

The work commenced on the city canal in April last, had for its object the improvement of its sanitary condition by directing the flow of the tide water of the Potomac in one direction through the entire length of the canal, instead of permitting the tides to enter at each end, moving backward and forward at a sluggish rate, carrying with it and constantly agitating the foul discharges of the sewers within the business parts of the city, as heretofore. All of this proposed benefit is now most satisfactorily obtained by a constant flow in one direction of a large volume of comparatively pure river water, by which all foul matter flowing into the canal from the sewers or other sources is at once thoroughly deodorized and carried away by the strong current far beyond the bounds of the city, leaving the air along the course of the canal pure and wholesome.

The sanitary part of the improvement being thus satisfactorily accomplished, it now becomes manifestly important to have the canal deepened: first, for the purpose of commerce and secondly, by thus increasing the volume of water flowing through the canal, increasing its capacity for dilution and its power for purifying

the air, for there is nothing equal to flowing water for purposes of purification.

Fri., 10/19/66, p. 3. Robert L. Mills, a boatman, was arrested in Georgetown on Wednesday, by Officers Sherwood and Mastin, for stealing rope from the canal boats Sister Molly and Mary Edwards. He had a hearing before Justice Buckey and was sent to jail to answer the charges at court.¹⁰

ES Mon. 10/22/66, p. 2 **Affairs in Georgetown The Canal** – The news from the breaches is encouraging, promising a resumption of navigation earlier than was at first anticipated. The repairs, when completed, will be sufficient to endure all the pressure of ordinary freshets in the Potomac. Superintendent Cameron determining that the work shall not be slighted. He is of opinion that boats will be able to pass through to this terminus on Thursday, but boatmen think the care taken with the repairs will be likely to delay their passage a day or two longer. The resumption then, with the work well done, will be satisfactory.

Rumored Destruction of Seneca Mill – This morning, some boatmen came to town with the report that Seneca Mill, with the warehouse, was entirely destroyed by fire Saturday night. This news bears the appearance of possibility, as another boatman declared that he saw a dense smoke in that direction, but did not know the cause of it. The mill has just been rebuilt, it having been destroyed in 1854, and the warehouse is also entirely new. It is the property of John Darby & Son, and said to be one of the finest mills in that section of the country, valued at \$20,000, upon which there was but a partial insurance. The stock in the warehouse was light, probably not over 500 barrels of flour, and the grain still less. Mr. B. Darby left the mill Saturday, and had not received information of the disaster at noon today.

¹⁰ *National Republican*, Washington, D.C.

CA, Wed. 10/24/66, p. 3. **Coal Trade by Canal**, for the two weeks ending with Saturday October 29th, and for the season:

Companies	For Week		Season
	Boats	Tons	Tons
Borden Coal Co.	7	762.07	35,319.10
Consolidation Co.	4	432.11	10,214.11
American Co.	23	2,496.11	53,264.08
Central Co.	23	2,392.04	72,664.06
Cumberland Co.	13	1,508.03	41,714.12
New Hope Co.	0	0	19,136.00
Hamp. & Balt. Co.	16	1,758.07	28,381.04
Miscellaneous	19	1,994.05	20,696.03
Total	105	11,344.11	280,300.03

Reduction of Tolls on the Canal. - It is a source of congratulation that the President and Directors of the Chesapeake & Ohio Canal have reduced the tolls on that avenue of trade 20 percent. It will benefit not only the coal interests, but all classes of our people and stimulate greatly our material prosperity.

Boatmen! Miners! Citizens Generally! when you go to the polls today remember that you are indebted mainly to Col. Maulsby, for the reduction of 20 percent on the Canal tolls. All our material, commercial and laboring interests are incalculably benefitted by this reduction.

EU, Fri. 10/26/66, p. 3. **Georgetown Items**
The New Bridges across the Canal – Our citizens, and especially those who are accustomed to cross the canal at Congress street, will be glad to learn that tomorrow Messrs. Wm. Duvall & Co., will commence to erect the bridge across the canal at that street. Of course, it will require several days to complete the work.

EU, Sat. 10/27/66, p. 3. **Georgetown Items**
The Canal – After nearly two weeks of incessant labor, the repairs of the Chesapeake and Ohio Canal are completed, and the canal is ready to receive the water, and as soon as the workmen complete the foundation for the columns to support the iron bridges across the

canal at Congress street, which will probably be done by Monday, the water will be let in and navigation resumed, and our markets again replenished with grain and other produce, which has been rather sealed for several days past, causing prices to run up considerably. It will also be a godsend to the large number of hands that are furnished employment at the coal docks and who have been deprived of the indispensable “green-backs” for the last two weeks, and also of the grocers, who have been accustomed to receiving a large share of the earnings of the dusky coal heavers. In fact, all business men look upon the coal trade as a direct benefit to their business.

The Aqueduct – Although this structure is under repairs so as to make it water-tight, we yet have our doubts about it being filled with water. The feeling of our city is strongly averse to it being used for the purpose of an aqueduct. They claim it as a public highway and are ill-disposed to see it used for any other purpose, and if the lessees yet meet with strong opposition, and are finally deprived of the use of it, they need not be surprised. That our citizens feel strongly disposed to test the question in the courts is very natural. We do not give the above from anything that has been done, but only name it as the feeling of the people, who say their business will be injured by having a large amount of trade cut off, to which they are justly entitled.

ES, Sat. 10/27/66, p. 2. **Affairs in Georgetown**
Coal Shipments – The shipments this week have been rather light, probably for want of vessels to carry the coal for which orders have been received. The stock on hand at the beginning of the week has been greatly diminished, and some of the companies have hardly enough to load more than a vessel or two. The water is expected to be let in today, which will bring down the nearest boats, on Monday, and afford the companies opportunity to continue their shipments without

intermission. The Borden company has shipped several hundred tons, but in the absence of the books we could not ascertain precisely how much. The Cumberland company 107 tons; the Hampshire and Baltimore Company 836 tons; Ray's Docks 2,958 tons.

DNI, Thu. 11/1/66, p. 3. **GEORGETOWN AFFAIRS – The Canal** – The coal fleet is arriving rapidly, and the cargoes are being discharged as speedily as the derricks can be operated. The *arrivals* are the John Moore, with wood to market; scow, with stone to Government; and fifty-nine boats with coal consigned: To Central Co., 1,860 tons 8 cwt.; Hampshire and Baltimore Co., 775 tons 14 cwt.; Cumberland Co., 874 tons 1 cwt.; Borden Co., 867 tons 18 cwt.; American Co., 1,531 tons 16 cwt.; Geo. H. Plant, 218 tons 10 cwt. *Departed* – The R. Beckett, groceries; C. Moore, lumber, &c., to Lift Lock No. 13; and thirty boats, light. The boats waiting to discharge their cargoes extend three miles above the aqueduct.

Flour and Grain Market – We notice the arrival of the E. D. Hartley, from Berlin, with wheat to Geo. Waters and Hartley & Bro.

ES, Fri. 11/2/66, p. 2. **Affairs in Georgetown The Canal** – *Arrived* – Boats George Moler, with limestone to the kilns; O. T. Snouffer, with wheat to J. G. Waters; Seneca, with sundries, to B. Darby; E. Stanhope, with wood to market; Capt. Short, do.; and nineteen boats with coal, consigned as follows: - Hampshire and Baltimore Co., 450 tons 3 cwt.; Central Co., 445 tons 3 cwt.; G. H. Plant, 224 tons 10 cwt.; American Co., 649 tons 13 cwt.; Consolidation Co., 218 tons 2 cwt.; Cumberland Co., 264 tons 10 cwt. *Departed* – The Maude, with barrels to McCoy's Ferry; Lewis Smith, with salt to Hancock; and twenty-eight boats, light.

ES, Sat. 11/3/66, p. 2. **Affairs in Georgetown The Canal** – Arrived – Henry Wade, Jr., limestone to the kilns; Sarah Ann, bark to market; D. Knode, flour, grain and apples to Geo. Waters; Charles Ardinger, wheat and apples; John Chaney, apples; Ironsides, flour and apples to market, and seventeen boats with coal, consigned to Dixon & King, 111 12 tons; Dodge, 110 01 tons; Hampshire and Baltimore Co., 327 15 tons; American Co., 429 14 tons; Boyer & Watson, 113 09 tons; Central Co., 489 08 tons; Consolidation Co., 113 03 tons; Borden Co., 213 11 tons.

Departed – The Six Days, with barrels to Shafer's Mill; D. Knode, with salt and plaster to Shepherdstown, and thirty-one boats light. During the month of October, notwithstanding the two weeks obstruction of navigation, the arrivals were 322; departures, 258; the tolls upon which amounted to \$13,420.

Coal Shipments – The coal companies have been shipping as rapidly as the receipts of supplies from the mines and the arrival of vessels would permit, and quantities foot up as follows: - By the Borden Co., 1,040 tons; Cumberland Co., 1,320 tons; Hampshire and Baltimore Co., 1,538 tons; Consolidation wharves, 300 tons; Ray's Docks, 5,810 tons.

ES, Tue. 11/6/66, p. 2. **Affairs in Georgetown The Canal** – The fleet of boats having arrived, unloaded and dispersed, the rush of business at the derricks is over for the present, and the arrivals and departures will be as steady as before the freshet occurred. The *arrivals* recorded today are the Mill Boy, with wheat and corn to George Waters; Col. A. Spates, wheat to market; Capt. J. Short, wood, to market; Flodoardo, limestone to Godey; and eleven boats with coal consigned: To Snow, 110 tons 5 cwt.; Georgetown Gas Co., 100 tons; American Co., 329 tons 19 cwt.; Consolidation Co., 219 tons 13 cwt.; Central Co., 333 tons 12 cwt.; Borden Co., 112 tons 11 cwt.

Departed – The Mill Boy, with salt to Berlin; R. D. Johnson, lumber, &c., to Lift Lock No. 35; and twenty-five boats, light.

ES, Thu. 11/8/66, p. 2. **Affairs in Georgetown The Canal** – *Arrived* – Eleven boats, with coal, consigned to the American Co., 218 tons; Cumberland Co., 539 tons 10 cwt.; Borden Co., 112 tons 3 cwt.; Central Co., 325 tons 7 cwt.; Hampshire and Baltimore Co., 110 tons 17 cwt. *Departed* – The M. P. C. Morrison and Wandering Boy, with 1,800 coffins, to Grove’s Landing, above Antietam; “1788,” with hay, to Grove’s Landing; Jenny Lind, salt to Lift Lock No. 7; Col. A. Spates, merchandise, to Monocacy; Base Line, salt, &c. to Lift Lock No. 11; and nineteen boats, light.

Flour and Grain Market – The Sallie Billmyer arrived this morning with a heavy cargo, consisting of wheat, flour, corn, lard and apples to G. Waters.

ES, Fri. 11/9/66, p. 2. **Affairs in Georgetown The Canal** – *Arrived* – The John Moore, with wood to market; Henry Wade, Jr., limestone to Godey; S. Billmyer, wheat to George Waters, and thirteen boats with coal to the Consolidation Co., 552 05 tons; Cumberland Co., 216 tons; Central Co., 218 tons; Hampshire and Baltimore Co., 111 tons; Blank, 111 15 tons; Borden Co., 220 14 tons. *Departed* – The Wm. Walsh, with lumber to Falling Waters, and fifteen boats light.

The Seneca Mills – We are informed that the Messrs. Darby design to rebuild their flour mill at Seneca, the destruction of which, by fire, we announced some days ago, as soon as the season favors the work.

ES, Sat. 11/10/66, p. 2. **Affairs in Georgetown The Alexandria Canal** – It was supposed that the Alexandria Canal is in condition for the transportation of coal to Alexandria. Under this impression, the boat John P. Moore, with

coal for the Alexandria cotton factory, was passed over the aqueduct at 10 o’clock by the captain, but we hear she stuck in the mud just below the aqueduct, and had to be lightened. At noon, another boat, laden with coal, was about to enter the aqueduct, but had considerable difficulty in working in, on account of the insufficient depth of water, before she succeeded. It was suggested that to allow this boat to pass the Georgetown mills ought to be stopped, but the suggestion was not adopted.

The Coal Shipments – The coal shipments this week have been very light, on account of the non-arrival of boats for cargoes. The weather has been rather unfavorable for the vessels which cleared last week, and we hear that a number have gone no further than Hampton Roads, on account of foggy weather and the want of favorable winds, and the same reason is given for the non-arrival of vessels on the way to this port for coal. The only shipments reported are from Ray’s Docks, 1,612 tons; Hampshire and Baltimore Co., 728 tons.

Flour and Grain Market – Arrived the D. Knode, Ellen and J. M. Waters, with flour, wheat, corn and apples, to Geo. Waters. The apples received last week have all been disposed of by the previous consignees; but those arriving are of superior varieties, in better condition, and are held at \$3 to \$5 per barrel.

The Canal – *Arrived* – The E. Stanhope, with wood to market; E. D. Hartley, wheat and corn to Hartley & Bro.; J. M. Waters, with lime, and Geo. Moler, limestone, and ten boats with coal to the American Co., 210 01 tons; Cumberland Co., 218 02 tons; Central Co., 220 08 tons; Borden Co., 119 07 tons; Consolidation Co., 114 19 tons; Hampshire and Baltimore Co., 107 16 tons. *Departed* – The E. D. Hartley, with fish and salt to Berlin, and 11 boats light.

ES Mon. 11/12/66, p. 2 **Affairs in Georgetown Waste of Water** – A view of the Alexandria Canal Aqueduct this morning is enough to satisfy any reasonable observer that the trunk wants a little more done to it than has yet been done, to make it safe. Little streams are pouring out from the bottom and sides of the trunk in many places; and if they increase in size as rapidly as they have in number, the Aqueduct will be of but little use to the canal company.

The Canal – Arrived – Boats O. T. Snouffer, with wheat; Morrison, with corn; Cath. Moore, with wood to market; Fred. Beck, with corn to Geo. Waters; and 13 boats with coal: - To J. C. Hieston, 112 tons; Borden Co., 106 tons; Central Co., 765 tons 3 cwt.; W. J. Booth, 1113 tons 1 cwt.; Cumberland Co., 108 tons 19 cwt.; Hampshire and Baltimore Co., 112 tons 15 cwt.
Departed – Boats Morrison, to Seneca; Geo. Moler, to Lift Lock No. 35; S. Billmyer, to Shepherdstown; E. D. Hartley, to Berlin, with merchandise; and 25 boats, light. The boats are not arriving very rapidly.

Flour and Grain Market – The boat Ironsides, from Williamsport, arrived this morning with flour and apples, consigned to Geo. Waters.

ES, Tue 11/13/66, p. 2. **Affairs in Georgetown The River Front** – The arrival of a number of vessels at the upper wharves for coal, and of others at the lower wharves bringing supplies to our merchants and receiving cargoes for other ports, gives to that locality an appearance of activity more cheerful than at the close of the past week. The favorable weather will doubtless increase business along the entire front during the week.

The Canal – Arrived – The Capitola and John H. Williams, with wheat, corn and oats to market; D. Knode, wheat, flour and apples, Flodoardo, limestone to the kilns; Base Line,

with wood to market, and eighteen boats with coal consigned as follows: - American Co., 435 01 tons; Snow, 111 07 tons; Plant, 114 09 tons; Central Co., 382 07 tons; Hampshire and Baltimore Co., 337 09 tons; Consolidation Co. 112 tons.

Departed – John H. Williams, salt, &c., to Edward's Ferry; R. Beckett, lead to Lift Lock 7; Capitola, merchandise to Conrad's Ferry; O. T. Snouffer, salt, &c., to Noland's Ferry, and 20 boats light.

The Aqueduct – This morning there are indications of future improvements of the aqueduct. It is said that the water will be drawn off from the trunk in order to stop the numerous leaks from which the water has been flowing into the river for several days past. This of course will suspend the passage of boats to Alexandria until the work is completed.

CA, Wed. 11/14/66, p. 3. **Coal Trade by Canal**, for the two weeks ending with Saturday Nov. 10th, and for the season:

Companies	For Week		Season
	Boats	Tons	Tons
Borden Coal Co.	9	1,001.08	37,211.00
Consolidation Co.	6	668.19	11,680.14
American Co.	25	2,738.03	57,161.03
Central Co.	25	2,744.08	76,203.14
Cumberland Co.	10	1,078.07	43,560.05
New Hope Co.	0	0	19,136.00
Hamp. & Balt. Co.	12	1,320.02	30,384.04
Miscellaneous	9	972.11	22,286.03
Total	96	10,532.18	297,623.03

ES, Thu 11/15/66, p. 2. **Affairs in Georgetown The Canal** – Arrived – The Seneca, with flour, meal and grain, to Ben. Darby; Mill Boy and Charles Ardinger, with flour and grain, to Geo. Waters; Scow, with red stone; Little Bob, with corn, to market; and nineteen boats with coal, consigned as follows: - To Cumberland Co., 317 06 tons; American Co., 651 11 tons; Consolidation Co., 119 02 tons; Hampshire and Baltimore Co., 100 09 tons; Borden Co., 116 05 tons; Central Co., 514 14 tons.

Departed – The Mill Boy, with salt, &c., to Berlin; Little Bob, with salt, &c., to Edward’s ferry; and eighteen boats light.

Apples from Maryland – During two weeks past, the receipt of apples from Maryland farmers have been much greater than for eight years before, and much greater than ever before in so short a time. The apples were consigned to Messrs. George Waters and B. Darby, and up to this time the clerks and salesmen in the houses of thee well-known merchants have been kept busy in filling orders from all parts of the District. The first cargoes were rapidly disposed of, hardly affording time for the attendants to select and barrel them. In the three or four thousand barrels received, were counted nearly thirty varieties, including many of the choice varieties of fall apples. We noticed among the last receipts Rambo, yellow, green, Ross and Sweet Pippins, English, Red streak, Dr. Wates, Pejic’s, Vander Wirt, Cart house, Smokehouse, Catton, Maiden’s Blush, Hoops, Paradise, Dr. Cotton, China and Belie Flower, all in good condition.

Flour and Grain Market – We notice the arrival of Mill Boy and Charles Ardinger, with flour and grain to George Waters; the Seneca, with flour, meal and grain to B. Darby; and the Little Bob, with corn.

Sun, Fri. 11/16/66, p. 2. **Chesapeake and Ohio Canal** – During the present year 297,623 tons of coal have been transported over this canal from Cumberland, Md. – It is stated that Richard Sprigg has been appointed superintendent of the canal, vice Lloyd Lowe.

ES, Fri. 11/16/66, p. 2. **Affairs in Georgetown A New Canal Superintendent** – Yesterday, the directors of the Chesapeake and Ohio Canal held a special meeting at their office in Washington. Among the business transacted was the removal of John Cameron, Esq., for the past three years superintendent of the first

division of the canal, and the appointment of Mr. Isaac Morse, of Colesville, Md., in his stead. Mr. Cameron has been identified with the history of the canal for many years, and has always been considered as a competent and faithful officer. Mr. Morse, his successor, has filed the position of superintendent of this division of the canal, and is highly esteemed by his numerous acquaintances here and along the canal route.

The Canal – Arrived – The Six Days, with cement, and seventeen boats with coal consigned as follows: - To J. C. Hieston, 110 05 tons; Consolidation Co., 107 07 tons; Hampshire and Baltimore Co., 218 17 tons; American Co., 549 01 tons; Cumberland Co., 140 13 tons; Borden Co., 226 03 tons.

Departed – The S. J. Criss, salt to Millstone Point; Six Days, empty barrels to Round Hill Cement Mills; the Base Line, manures to Lift Lock No. 10, and sixteen boats light.

Sun, Sat. 11/17/66, p. 4. The directors of the Chesapeake and Ohio Canal have removed John Cameron, Esq., for the past three years superintendent of the first division of the canal, and appointed Mr. Isaac Morse, of Colesville, Md., in his stead.

ES, Sat. 11/17/66, p. 2. **Affairs in Georgetown A Murder at the Great Falls.** – Several captains of coal boats, who arrived last night, report that the dead body of a colored man who lived at the Great Falls, and was employed in attending the canal locks there, was found in the lock on Thursday. The body appeared to have been chopped with an axe and was horribly mutilated. Suspicion rested upon his wife, and she was arrested. The boatmen being in haste to reach the docks did not stop long enough to inquire into the details, or even ascertain the name of the murdered man.

The Canal – Arrived – Boats Base Line, John Moore, E. Stanhope and Capt. J. Short, with

wood to market, and the George Moler, with limestone to the kilns; and thirteen boats with coal – to Consolidation Co., 229 17 tons; Central Co., 108 01 tons; Cumberland Co., 428 07 tons; American Co., 327 tons; Hampshire and Baltimore Co., 222 tons.

Departed – Boats Minnesota, with salt to Cumberland; Seneca, merchandise to Seneca; C. P. Dayton, salt to Cumberland, and eighteen boats light.

Coal Shipments – On account of the [illegible] of vessels to arrive this week, the shipments of coal from the various depots have been very light. From the Borden Co. wharf, 707 tons; Hampshire and Baltimore Co., 150 tons; Ray’s Docks, 450 07 tons.

CA, Wed. 11/18/66, p. 3. **Trade by Canal**, for the week ending with Saturday Nov. 24th, and for the season:

Companies	For Week		Season
	Boats	Tons	Tons
Borden Coal Co.	11	1,243.00	40,627.03
Consolidation Co.	8	905.05	14,788.15
American Co.	25	2,700.05	62,034.11
Central Co.	26	2,909.11	81,767.07
Cumberland Co.	12	1,288.15	46,035.18
New Hope Co.	0	0	19,136.00
Hamp. & Balt. Co.	11	1,249.14	32,741.12
Miscellaneous	12	1,287.01	24,889.14
Total	105	11,783.11	322,019.00

Sun, Tue. 11/20/66, p. 4. **Georgetown Affairs**
The amount of coal at the docks is larger at present than for several months past. The demand for vessels at present is great, and freights have advanced considerably. Saturday and today 23 canal boats, with 2,128 tons of coal arrived from Cumberland.

Alexandria Affairs – The managers of the Chesapeake and Ohio canal have lately removed Lloyd Lowe, superintendent, to make place for Richard Sprigg. Wm. Dowden, keeper of the locks at Cumberland, has been removed, and Wm. Wineow appointed in his stead.

ES Tue. 11/20/66, p. 2. **Affairs in Georgetown The Canal** – *Arrived* – Boats E. D. Hartley, wheat, to Hartley & Bro.; Col. A. Spates, wheat and corn, to B. Talbott; O. T. Snouffer, flour and grain, to J. G. Waters; Flodoardo, limestone, to the kilns; and ten boats with coal, to Borden Co., 218 tons 9 cwt.; American Cp., 106 tons 5 cwt.; W. R. Snow & Co., 101 tons 6 cwt.; Central Co., 439 tons 17 cwt.; Consolidation Co., 217 tons 5 cwt.; Cumberland Co., 107 tons 14 cwt.; Hampshire and Baltimore Co., 110 tons 17 cwt.

Departed – Boats C. O. McCord and G. W. Spates, with 500 coffins each to Sharpsburg, for the Antietam battle ground, and twelve boats, light.

Flour and Grain Market – We notice the arrival of the E. D. Hartley, with wheat to Hartley & Bro.; Col. A. Spates, with grain to B. Talbott, and O. T. Snouffer, with flour and grain to J. G. Waters.

The Bridges – The bridges over the canal at Green and Congress streets are gradually approaching completion, and those thoroughfares will soon be open for passengers.

CA, Wed. 11/21/66, p. 3. **Coal Trade by Canal**, for the week ending with Saturday Nov. 17th, and for the season:

Companies	For Week		Season
	Boats	Tons	Tons
Borden Coal Co.	10	1,126.05	39,384.08
Consolidation Co.	20	2,202.16	13,883.10
American Co.	20	2,173.03	60,334.06
Central Co.	24	2,654.02	78,857.16
Cumberland Co.	11	1,186.18	44,747.03
New Hope Co.	0	0	19,136.00
Hamp. & Balt. Co.	10	1,107.14	31,191.18
Miscellaneous	11	1,314.10	23,600.13
Total	106	11,765.08	310,435.09

Canal Officers. - At a recent meeting of the Directors of the Chesapeake & Ohio Canal Company, Mr. *Richard Sprigg*, was appointed Superintendent of the Western division of the Canal, in place of Mr. *Lloyd Lowe*, and Mr.

Isaac Morse, of Montgomery county, Superintendent of the Eastern division, in place of Mr. *John Cameron*. Mr. *William Wineow* has been appointed keeper of the locks at this point, in place of Mr. *William Dowden*.

ES Thu. 11/22/66, p. 2. **Affairs in Georgetown The Canal** – *Arrived* – The E. Stanhope, with wood; and thirteen boats with coal, consigned to: - American Co., 340 tons 3cwt.; Georgetown Gas Co., 110 tons 14 cwt.; Central Co., 321 tons 5 cwt.; Consolidation Co., 322 tons 19 cwt.; Hampshire and Baltimore Co., 220 tons 7 cwt.; Cumberland Co., 110 tons 11 cwt.

Departed – The Col. A. Spates, assorted cargo to Edward’s Ferry; Mary, bricks, to Lift Lock No. 7; and twelve boats, light.

The inactivity apparent along the canal this week was caused probably by an accident to a lock at Berlin, fifty-five miles from this level, which delayed the boats west of that point. The lock has been repaired by this time, and business at the wharves and docks is expected to be more active.

ES, Fri. 11/23/66, p. 2. **Affairs in Georgetown The Canal** – *Arrived* – Boats Andy Johnson, wheat and corn, to Hartley; Morrison, corn to market; Mill Boy, corn to Hartley; and seven boats with coal to Central Co., 331 09 tons; Hampshire & Baltimore Co., 109 12 tons; Borden Co., 229 19 tons; American Co., 106 17 tons.

Departed – The Mill Boy, with sundries, to Berlin; O. F. Snouffer, assorted cargo, to Point of Rocks; and twelve boats light. Few boats have arrived today, but a large number are on the way and expected.

ES, Sat. 11/24/66. p. 2. **Affairs in Georgetown.** – *The Canal* – *Arrived* – Boats Capitola, with grain and apples to B. Talbott; D. Knode, with wheat and apples to G. Waters; Capt. Short, with wood to market; Sallie Billmyer, wheat to G. Waters; Six Days, flour,

cement and shingles; Josephus, with corn; R. D. Johnson, limestone to Castleman; and twenty-nine boats with coal, consigned to American Co. 819 tons 13 cwt.; Borden Co., 336 tons 7 cwt.; Central Co., 994 tons 16 cwt.; Hampshire and Baltimore Co., 256 tons 6 cwt.; Consolidation Co., 222 tons 19 cwt.; W. R. Snow & Co., 108 tons.

Departed - The C. Moore, with lumber to Berlin; Capitola, merchandize to Conrad’s Ferry; Richard Johnson, do. to Lift Lock 31; and 21 boats, light.

Coal Shipments – The shipments were better this week than last week, owing to the fact that a few more vessels were obtained. The orders are heavy for so late a date in the season, but the difficulty has been in the scarcity of vessels. The Hampshire and Baltimore Co. shipped 400 tons; Borden Co. 1,752 tons; Cumberland Co. 1,225 tons; Ray’s Docks 3,609 tons.

ES Mon 11/26/66, p. 2. **Affairs in Georgetown The Canal** – *Arrived* – The Ironside, with lime, to market; Geo. Moler, limestone, to Godey; Charles Ardinger, sundries to George Waters; and seventeen boats, with coal, to Cumberland Co., 320 tons 4cwt.; American Co., 437 tons 6 cwt.; Snow, 112 tons 16 cwt.; Hampshire & Baltimore Co., 446 tons 1 cwt.; Consolidation Co., 335 tons 10 cwt.; Borden Co., 229 tons 1 cwt.

Departed – Sallie Billmyer, salt to Lift Lock No. 35; Six Days, barrels, to Round Hill Cement Mill; Andy Johnson, salt, to Noland’s Ferry, Base Line, sundries, to Lift Lock No. 11; Ironsides, do., to Williamsport; and fourteen boats, light.

Flour and Grain Market – We notice the arrival of the boats Josephus, from Berlin, with wheat and corn, shelled and in cob; the J. M. Waters, with flour, corn and lime, from Williamsport; Charles Ardinger, from same place, with flour, wheat, corn and apples; Antietam, with flour and wood, from

Mercerville, to George Waters and Benj. Darby.

ES Tue. 11/27/66, p. 2. **Affairs in Georgetown Drowned** – This morning notice was left at the station house for the corner to hold an inquest in view of the body of Henry Parks, a colored boatman, who fell overboard from one of the Canal boats, near the Aqueduct, yesterday, and was drowned. The messenger reported the case as accidental drowning.

The Canal – Arrived – The Flodoardo, with limestone, to the kilns, and E. Stanhope, with wood, to market. Twenty-four boats were registered in the past twenty-four hours, with coal, consigned: - To Consolidation Co., 550 tons 1 cwt.; Hieston & Co., 225 tons 3 cwt.; Central Co., 992 tons 17 cwt.; Cumberland Co., 102 tons 5 cwt.; Borden Co., 335 tons 12 cwt.; American Co., 327 tons 8 cwt.; Hampshire & Balt. Ci., 112 tons 12 cwt.

Departed – The Industry, with salt, to Little Tonoloway; J. H. Williams, with salt and sundries, to Edward’s Ferry; Sallie Billmyer, shingles, to Williamsport; and twenty-two boats, light.

CA, Wed. 11/28/66. P. 3. **The Proposed Canal to Annapolis.** - A meeting of the corporators of the Chesapeake Bay and Potomac River Tide Water Canal Company held in Washington on the 22nd instant, at which the report of the engineer, S. H. Leveet, Esq., was read. The following brief abstract of the document we copy from the *Star*:

The proposed canal from here to Annapolis will be but 34 miles, instead of 190 by the Potomac and Chesapeake line, a saving of 156 miles, and from 24 to 36 hours to all the markets of the East. It is stated that the cost of transportation from Cumberland to New York will be 55 per cent less; to Philadelphia 35 less, and to Baltimore 34 less, than if sent by the Baltimore and Ohio Railroad.

As contrasted with the cost by the present water lines from Cumberland to the eastern markets, it would cheapen the cost of transportation

to New York 10 per cent, to Philadelphia 11 per cent, and to Baltimore 12 per cent; reducing the cost of coal at New York 54 cents, at Philadelphia 50 cents, and at Baltimore 43 cents. To the local trade of the District of Columbia the advantages are stated to be equally important. From Washington the cost of transportation would be 13 per cent less to New York, 26 per cent less to Philadelphia, 38 per cent less to Harve de Grace, and 40 per cent less to Baltimore than if sent via the Potomac river, Chesapeake Bay and inland canal route. The size of the canal and locks are to be of the same dimensions of those of the Delaware and Raritan canal, thus admitting the largest class of boats trading with New York and Philadelphia without transshipment, and of a capacity to pass vessels of 270 tons burthen.

It is estimated that the canal can be constructed from Washington to Baltimore for \$3,850,000. As shown in the analysis of canals and railroads accompanying the report, all of the Atlantic coast canals between New York city and Pamlico sound are of the first-class investments of the country. The Chesapeake and Albemarle canal yields an annual net revenue of 21 per cent on its cost; the Delaware and Raritan canal 24 per cent; the Chesapeake and Delaware 10 per cent; and the mismanaged Chesapeake and Ohio canal 7½ per cent on its capital, while the Baltimore and Ohio railroad pays 17¼ on its cost of construction.

ES, Wed. 11/28/66, p. 2. **Affairs in Georgetown The Canal – Arrived** – Boats Henry Wade, Jr., with limestone, to Godey; E. D. Hartley, grain and hay, to George Waters; Antietam, flour and wood, to do.; and twenty-one boats with coal, consigned: - To J. C. Hieston, 112 tons 19 cwt.; Hampshire and Baltimore Co., 342 tons; Central Co., 557 tons 12 cwt.; Georgetown Gas Co., 110 tons 16 cwt.; Cumberland Co., 433 tons 19 cwt.; American Co., 211 tons 16 cwt.; Borden Co., 333 tons 14 cwt.; Consolidation Co., 231 tons 15 cwt.

Departed – Cruncher, with sundries to Lift Lock No. 15; Geo. Moler, do., to Harper’s Ferry; Mary, sundries, &c., to Lift Lock No. 7; E. D. Hartley, salt, &c., to Berlin; and twenty-seven boats, light.

Flour and Grain Market – We notice the arrival of the Sallie Billmyer, with wheat and corn to George Waters.

Sun, Thu. 11/29/66, p. 2. **Chesapeake and Ohio Canal** – The quantity of coal transported over this canal, during the present year, reaches 322,019 tons, including 11,783 tons last year.

ES, Fri. 11/30/66, p. 2. **Affairs in Georgetown The Canal** – Arrived – Boats John Moore, with wood; Little Bob, corn and hay, Mill Boy, with wheat, and twenty-two boats with coal – To Hampshire and Baltimore Co., 222 19 tons; Hieston & Co., 222 03 tons; Central Co., 344 10 tons; Consolidation Co., 224 17 tons; Cumberland Co., 427 05 tons; American Co., 757 11 tons; Borden Co., 224 18 tons.

Departed – Boats J. M. Waters, salt and plaster to Cumberland; Minnesota, salt to Cumberland; Charles Ardinger, sundries to Williamsport; Little Bob, sundries to Edward’s Ferry, and twenty-four boats light.

ES, Sat. 12/1/66, p. 2. **Affairs in Georgetown The Canal** – *Arrived* – Boats Morrison, with corn; Capitola, grain, meal and pork; and nine boats with coal, consigned: - To Central Co., 330 tons; American Co., 106 tons 9 cwt.; Hieston & Co., 119 tons 4 cwt.; Hampshire and Baltimore Co., 113 tons 13 cwt.; Consolidation Co., 115 tons 6 cwt.; Cumberland Co., 111 tons 7 cwt.; Borden Co., 114 tons 2 cwt.

Departed – The Mill Boy, with plaster to Berlin; Diamond, with salt to Little Orleans; Morrison, sundries to Edward’s Ferry; and 17 boats, light. The total number of boats that arrived at this terminus during the month of November was 456. The amount of tolls collected was \$14,000. Of the boats 378 brought cargoes of coal, amounting to over 40,000 tons; the remainder were freighted principally with produce, flour and grain.

CA, Wed. 12/5/66, p. 3. **Escaped from Jail.** - On Friday night last, Barney McQuade, George

Freeman, John Dooly, Patrick Degan, and Robert George, alias Butler, (colored) escaped from jail by cutting through the upper floors and roof. McQuade, Freeman and George were committed for larceny; Dooly for horse stealing; and Degan was serving a sentence of Court for assault and battery. The Sheriff offers a reward of \$150 for the apprehension of the parties.

Drowned. - A negro man, named John Thomas, driver of the Canal boat "Dove," was drowned on Thursday night last, by falling into the lock at Oldtown. Another negro, whose name we have been unable to learn, was drowned in the canal at Higgins' farm, near Orleans, the same night.

Coal Trade by Canal, for the week ending with Saturday Dec. 6th, and for the season:

<i>Companies</i>	<i>For Week</i>		<i>Season</i>
	<i>Boats</i>	<i>Tons</i>	<i>Tons</i>
Borden Coal Co.	6	566.11	42,627.03
Consolidation Co.	4	413.06	15,788.15
American Co.	15	1,648.10	65,034.11
Central Co.	31	3,502.07	86,767.07
Cumberland Co.	0	0	46,035.18
New Hope Co.	0	0	19,136.00
Hamp. & Balt. Co.	2	255.05	34,741.12
Miscellaneous	10	1,904.11	26,889.14
Total	77	8,289.10	336,991.00

ES, Wed. 12/5/66, p. 2. **Affairs in Georgetown Canal Navigation** – The season for navigating the canal by boats in the coal trade is drawing to a close, as nearly every coal boat master that leaves for the western depots expresses an intention to tie up for the season. The supply of coal at the docks is not so large as at the close of navigation last winter, but probably sufficient to meet all demands until navigation is resumed. The boats engaged in bringing produce, wood, limestone, bark and materials for the mills and manufactories, will continue their trips until ice is formed thick enough to prevent them pushing through. Information has reached here that the water will be drawn off the canal west of Hancock on or about the 15th instant.

The Canal - Arrived – Boats Geo. Moler, limestone to Godey; Henry Wade, J., do., John Moore, with wood; and fourteen boats with coal: - Cumberland Co., 212 tons 12 cwt.; Central Co., 443 tons 7 cwt.; Consolidation Co., 223 tons, 11 cwt.; Hieston & Co., 114 tons 15 cwt.; American Co., 326 tons 7 cwt.; Borden Co., 232 tons 15 cwt.

Departed – Boats F. Beck and G. W. Spates, 1,000 coffins for Antietam; R. Beckett, sundries to Lift Lock No. 7; and twelve boats, light.

ES, Fri. 12/7/66, p. 2. **Affairs in Georgetown The Canal** – The rumor that the water will be drawn off from the upper division of the canal on the 15th instant, turns out to be incorrect. It was probably based on a supposition that as the water was drawn off in December last year, it would be the same this year. It seldom occurs that the water is drawn off so soon; the usual time for drawing in being during the month of February. It is true that many boatmen were talking of tying up for the season, but the navigation will not be suspended on that account. *Arrived* – Boats E. Stanhope, wood; Cath. Moore, bark; Morrison, corn in the ear; Capt. Short, wood; and twenty-four boats with coal: - To American Co., 542 tons 3 cwt.; Central Co., 1,234 tons 8 cwt.; Borden Co., 411 tons 8 cwt.; Consolidation Co., 223 tons 13 cwt.

Barney McQuade Broke Jail – News reached here this morning from Cumberland that Barney McQuade, a notorious character on the canal, who has several times been in the hands of the Metropolitan Police for various offences, and was lately confined in the jail at Cumberland for larceny, succeeded in escaping from his cell Wednesday night, tied his jailor hand and foot, and took the keys and released the prisoners. A large reward has been offered for his apprehension.

ES Mon. 12/10/66, p. 2 **Affairs in Georgetown The Canal** – *Arrived* – Boats Base Line, wood to Pettit & Stake; Mary A. Moore, wood to market; and twenty-four boats with coal – Central Co., 790 tons 5 cwt.; Hampshire and Baltimore Co., 223 tons 7 cwt.; American Co., 992 tons 5 cwt.; Borden Co., 229 tons 1 cwt.; Consolidation Co., 228 tons 7 cwt.; Cumberland Co., 214 tons 5 cwt.; Capt. Wagley, 113 tons 9 cwt.; J. C. Hieston, 111 tons 10 cwt.; W. R. Snow & Co., 112 tons 5 cwt.

Departed – Boat Cruncher, with fertilizers to Lift Lock No. 18, and fourteen boats, light.

Flour and Grain Market – We notice the arrival of the Antietam, from Mercerville, with 807 bbls. flour and 100 bushels corn to George Waters.

ES, Wed. 12/12/66, p. 2. **Affairs in Georgetown - The Canal** – *Arrived* – The Morrison, with corn, and five boats with coal, consigned as follows: American Co., 224 04 tons; Hampshire and Baltimore Co., 111 19 tons; Central Co., 555 19 tons.

Departed – The R. Beckett, with merchandise to Lift Lock 8; Morrison, with lumber to Edward's Ferry; Ellen, with salt, &c., to Shepherdstown; A. C. Green, with coffins to Sharpsburg.

Flour and Grain Market – We noticed the arrival of the boat Hartley with grain, to George Waters. The clerks and employees of various flour and grain houses are busily engaged in storing the cargoes received within a few days past.

ES Thu. 12/13/66, p. 2. **Affairs in Georgetown The Canal** – *Arrived* – The George Moler, with limestone to Godey, and five boats, with coal: - To Central Co., 227 tons 2 cwt.; to W. R. Snow & Co., 328 tons 9 cwt.

Departed – Thirteen boats, light.

The season for navigation is drawing near its close. A few boats are expected to arrive from the western terminus; after which, the arrivals will be irregular, bringing produce, wood and stone from the nearer landings.

ES, Fri. 12/14/66, p. 2. **Affairs in Georgetown The Canal – Arrived** – The O. T. Snouffer, from Point of Rocks, with flour and grain; and D. Knode, from Mercerville, with 4,660 bushels wheat to George Waters; E. D. Hartley, with corn on the ear to George Waters; Base Line, do., to market; E. Stanhope, wood to do.; Colonel A. Spates, wheat and corn to B. Talbott; and seven boats, with coal, consigned as follows: P. Quigley, 115 tons 17 cwt.; Central Co., 450 tons 6 cwt.; J. C. Hieston, 102 tons 4 cwt.; Borden Co., 110 tons 18 cwt. *Departed* – The George Moler, coal to Harper’s Ferry; E. D. Hartley, salt to Berlin; and eleven boats, light. All is quiet and dull along the line of the canal, except the mills, which continue to be in full operation. The gangs of laborers at the derricks loiter about the coal agencies awaiting the arrival of the few boats expected, which will end the season for their labor at the docks for the year 1866. Ice is forming quite rapidly on the upper levels of the canal, and will shortly impede navigation and bring the ice-breakers into service.

The Canal – If the present cold weather continues, the Chesapeake and Ohio canal will be closed shortly.

ES Mon 12/17/66, p. 2. **Affairs in Georgetown The Canal – Arrived** – The Charles Ardinger, flour and grain; Mary, with corn; Loretta, corn and wheat; D. Knode, flour and wheat; and the John Moore and Capt. J. Short, with wood; four boats, with coal: - To Central Co., 228 tons; Consolidation Co., 224 tons. *Departed* – The Muncher, with iron and coal to Lift Lock 12; O. T. Snouffer, salt and sundries to Noland’s Ferry; Charles Ardinger, old rope, salt and plaster, to Williamsport; Col. A.

Spates, salt and sundries to Edward’s Ferry; D. Knode, sundries to Shepherdstown; and nine boats, light.

EU Tue. 12/18/66, p. 3. **Georgetown Items Out of Employment** – The suspension of the coal trade, in our city, will throw about five hundred colored laborers out of employment; and, unless they have saved of their earnings, during the busy season, a sufficient amount to keep them through the winter, the majority of them will have to leave the District to find employment, or run the risk of suffering. Many of these people could find good homes on plantations in Maryland and Virginia, if they would seek them.

Dangerous Bridges – Some of the wooden bridges across the canal are in a fearful condition, having in the flooring holes large enough for a small-sized man to fall through, and the one across the canal at Frederick street about to fall down. Those whose business it is to keep these bridges in repair should attend to this matter.

The Canal – Business upon the canal is nearly suspended for this season. There have been but one or two arrivals this week. It is said that about thirty boats loaded with coal have left Cumberland, but it is not likely they will get here this winter, as boatmen will be afraid to venture, and will most likely tie up nearest their homes.

DNI, Tue. 12/18/66, p. 2. **REPORT OF THE ENGINEER OF THE WASHINGTON CANAL** – We publish elsewhere an interesting report from Mr. Severson, the engineer in charge of the canal improvement. It contains some important facts and some invaluable suggestions. He is satisfied that the canal can not only be cleansed, but made highly useful to trade, and there is a manifest improvement from the expenditure already made. We shall treat of some of the topics suggested hereafter,

more at length. We simply now call attention to what is said about the city drainage, to the proposed alteration of the course of the Tiber down Third street, of the bed of the river from the Virginia to the Maryland side, and of the straightening of the canal. The river improvement will add so much to the health, the commercial facilities, and to the lot area of the city, that it seems to us there ought to be no hesitation about entering upon the undertaking. It will be seen that Mr. Severson is decidedly opposed to the canal passing from under the control of the city. [Transcriber's Note: Mr. Severson's entire report was provided on page 1 of this newspaper, however, it was much too long for this report.]

CA, Wed. 12/19/66, p. 3. **The Canal.** - Navigation on this thoroughfare has closed and the basins are crowded with boats "tied up" for the winter, while the coal wharves present an abandoned and cheerless aspect. The trade was unusually heavy during the season.

ES, Sat. 12/22/66, p. 2. **Affairs in Georgetown The Ice** - The increase of ice seems to have suspended navigation - there for the present Rock Creek is firmly closed, and was covered with juveniles this morning, who were enjoying the opportunity for skating. The Potomac is entirely frozen over, and the ice was thick enough to interfere with the trips of vessels to and from this port. The weather appears to be again moderating (12 o'clock) and the ice may speedily disappear from the river and we hear that Superintendent Spates, of the Monocacy division of the Canal, is now here with his ice breaker to open the way for boats to arrive and depart, and there are some few anxiously expected. The ice breaker will start out Monday.

The Canal - The canal is thickly coated with ice, and no boats have arrived or departed since the 20th, when the arrivals were the J. H. Williams, with corn to market; Capitola, with

pork to market; Base Line, with wood; and three boats with coal: To Central Co., 333 tons 16 cwt.

Departed - The Cruncher, with merchandise to Lift Lock No. 18; the J. H. Williams, do., to Edward's Ferry, and two boats, light.

Coal Shipments - The shipments of coal this week were as follows: Cumberland Co., 260 tons; Borden Co., 308 tons; Hampshire and Baltimore Co., 1,300 tons; Ray's Dock, 3,054 tons.

DNI, Mon. 12/24/66, p. 3. **GEORGETOWN MATTERS -The Canal** - The canal is thickly coated with ice, and no boats have arrived and departed since the 20th, when the arrivals were the J. H. Williams, with corn to market; Capitola, with pork to do.; Base Line, with wood; and three boats with coal: To Central Co., 111 tons 4 cwt.

Departed - The Muncher, with merchandise to Lift Lock No. 18; the J. H. Williams, do., to Edward's Ferry; and two boats, light.

CA, Wed. 12/26/66, p. 3. **Cutting Affray.** - A negro man, in charge of a canal boat lying at one of the wharves in this city, was assaulted with a knife by another negro on Thursday night last and stabbed through the cheek. The injured negro alleges that the other was prowling about the boat for the purpose of stealing, and when ordered off made the assault upon him. Dr. B. A. Dougherty dressed the wound, which, though painful, is not serious.

ES, Sat. 12/29/66, p. 2. **Affairs in Georgetown The Canal** - Business on the line of the canal is very dull, navigation being effectually closed by the ice, which is very thick. There are a few way-bills out that have not been reported to the Collector, and the few boats are no doubt locked up by the ice above. It is reported here that two boats with cargoes were at the Seven Locks, about ten miles above, and that one of them, laden with cooper's stuff, has sunk.