

COMPILATION OF  
CANAL TRADE ARTICLES FROM  
***THE ALLEGANIAN***  
A Cumberland, Md. newspaper  
and  
***THE HERALD AND TORCH LIGHT***  
A Hagerstown, Md. newspaper  
and  
***THE SHEPHERDSTOWN REGISTER***  
A Shepherdstown, W. Va. newspaper  
and  
***EVENING STAR***  
and  
***NATIONAL REPUBLICAN***  
Two Washington, D. C. newspapers  
1870

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DECEMBER 2015

## A. PREFACE

Since the initial compilation of newspaper stories, it has become apparent that for the public's general understanding of canaller's life, similar compilations for other years will be beneficial. In 1877 and 1878 the daily newspaper included the particulars regarding the boats, their captain and their individual loads in addition to the name of the coal company. That level of detail was not found in the newspapers of 1870; we compiled what was given.

Articles transcribed from *The Alleganian* are preceded by CA, those from *The Herald and Torch Light* are preceded by H&TL, those from *The Shepherdstown Register* are preceded by SR, those from the *Evening Star* are preceded by ES and those from the *National Republican* are preceded by NR. The articles from *The Shepherdstown Register* and the *National Republican* were copied from earlier compilations of canal trade from those respective newspapers so as to have in one document all the known Canal articles during 1870. We hope this gives a near daily documentation of Canal events.

The reader will notice the occasional article about the Georgetown waterfront. There is an interest to document the location of Georgetown coal wharves where Cumberland coal was delivered. The reader will also notice the occasional article about flour mills, corn mills or coal dealers. These businesses were provided with products brought by canal boats and thus their location and capacity may also be of interest to Georgetown researchers.

The reader will also note several articles documenting the politics of the Canal this year of 1870. Those uninterested in Maryland politics should just skip over those articles.

Please remember that the *National Republican* newspaper was published in Washington, D. C. and thus references to: "The Canal," usually refer to the Washington City Canal, vice the Chesapeake and Ohio Canal.

We hope it is interesting reading.

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## **Canal Trade 1870.**

ES, Tue. 1/4/70, p. 2. **CORPORATION AFFAIRS. - The Chesapeake and Ohio Canal.** - Mr. Beall also offered the following, which was adopted:

*Resolved, &c.,* That the president of said Council appoint a committee of three to confer with the Chesapeake and Ohio Canal Company, the corporate authorities of Georgetown, and General Michler, with reference to the propriety of continuing the Chesapeake and Ohio canal from the third level, in Georgetown, with a wall across Rock creek to the hill this side, and continuing the same level along the western part of this city; and also report the propriety of continuing the canal up Rock creek to Boundary street; and also report the amount of increase of water power this improvement will furnish to Georgetown and Washington, and the facilities it will afford for dry docks to repair vessels at this port, and report by bill or otherwise.

ES, Wed. 1/5/70, p. 1. **Chesapeake and Ohio Canal.** - We took occasion a few days ago to notice the fact, heretofore unprecedented in the history of the Chesapeake and Ohio Canal Company, that at the close of the current year it would have a surplus in the treasury of nearly two hundred thousand dollars, after the payment of all expenses. We now learn from an authentic source that Dam No. 5, the building and repairing of which has been a constant drain upon the resources of the company, had been finished in a manner so solid and permanent that it is not likely to be again the condition of any but a trifling outlay. This dam is a stone structure, which was begun in July 1867. Its length, from the Virginia to the Maryland shore, is nearly eight hundred feet. It is composed of solid stone masonry, twenty-one feet high, twenty feet thick at the base, and twelve or fourteen

feet at the top, laid in cement, upon a foundation of solid rock, and impervious to water. - *Balt. Gazette.*

CA, Wed. 1/5/70, p. 2. **Completion of Dam No. 5.** - For many years there have been breaks at this Dam whenever there was a heavy flood in the river, suspending navigation on the Canal and causing much loss to the Company and to shippers. We are, therefore, glad to be enabled to announce that the substantial stone dam, which has been in progress of construction for several years, was last week completed by Mr. Lewis G. Stanhope, of our town, who had the contract for building it. The work is a massive one, and has been executed under the personal supervision of Mr. S., who has carefully watched it at every step of its progress, and whose success, in its satisfactory completion, is well deserved. - *Hagerstown Herald.*

H&TL, Wed. 1/5/70, p. 2. **Legislative Work.** - The Cumberland Valley Railroad is now busily engaged in extending its road to the Chesapeake and Ohio Canal, and will during the coming summer or fall have it in running order. What is, therefore, of prime necessity for the present, is the completion of the Western Maryland Railroad to Hagerstown. By the time its authorities can do this with the utmost dispatch, they will find a road to give them access to the coal trade of the Chesapeake and Ohio Canal, over which we have no doubt they can make arrangements to run their cars on accommodating terms. Let the road be completed to Hagerstown at once.

ES, Tue. 1/11/70, p. 4. **CORPORATION AFFAIRS. - The Washington [City] Canal Again.** Mr. Emery introduced resolution for appointment of a committee of three members of this Board "to report a bill two weeks from this evening providing for

the effectual cleaning out and making navigable of the Washington [City] Canal; also, that said committee be instructed to enquire and report, at the same time, if an arrangement can be made by which Rock Creek and the Chesapeake and Ohio Canal can be connected with said Washington Canal, and if so the probable cost of said improvement." The resolution was passed and the Chair appointed Messrs. Emery, Stewart and Knight as the committee.

ES, Sat. 1/15/70, p. 2. **Cumberland Valley Railroad Extension in Virginia.** - The annual report of the president of the Cumberland Valley Railroad contains the following reference to the proposed extension of that road across the Potomac and up the Valley of Virginia: "The resolution of the Board to extend their road from Hagerstown to the Chesapeake and Ohio Canal have been already communicated to you, and since August last the work was let to a contractor under terms satisfactory, and he is now engaged in constructing it. The grading and making the road-bed ready for the superstructure will cost about \$96,000, and the rails, ties, water stations, &c., about \$90,000, and we expect to have the same completed and in running order by the 1st of July next. This extension has been located to terminate at Powell's Bend of the Potomac river, with a branch to Williamsport, a distance of about two miles; but since this location a movement has been made by the people of Virginia for a further extension of the road up through the Valley of their State, by the way of Martinsburg and Winchester, or by the way of Charlestown and the Luray Valley. Our action, therefore, as to the terminus on the Potomac will be suspended a few weeks to meet this exigency, and until they shall have determined the route for the further extension of the road, for each of the

proposed routes demands a different point of crossing the Potomac river."

SR, Sat. 1/22/1870, p. 2. About 250 feet of the tow-path of the C. & O. Canal was washed away during the late high water in the Potomac. We understand the damage was occasioned by the force of the current through the waste way of the dam belonging to the Potomac Cement Mill, near this place. It is said the damage sustained by the Canal Company will amount to about \$5,000.

ES, Tue. 1/25/70, p. 2. **CORPORATION AFFAIRS. - What to do With the [Washington City] Canal.** - Mr. Emery, from the Special Committee on the subject, reported a bill enacting: "That the Commissioner of Public Buildings, the Surgeon General U. S. Army, an officer of the Engineers U. S. Army, and officer of the Coast Survey, to be detailed by the Superintendent, the Mayor of Washington, a member of the Board of Aldermen and a member of the Board of Common Council, to be elected by their respective Boards, be, and are hereby, constituted a Board which shall take charge of, direct and superintend the excavation of the Washington [City] Canal from 17th street, eastward; and also the necessary repairs to the walls. The said excavation to be to a depth of not less than four feet below mean low water, but to be carried to a depth as much greater as the soffit of the walls will permit, and the Board may deem advisable. That the Board be authorized and directed to have constructed the unfinished portion of the canal lying between South Capitol and E streets south, and P street south and 2nd street west, to a depth and width conforming to the other portion of the canal." The bill further appropriates \$150,000 for this improvement of the canal, and requests and directs the Mayor to carry the act into full effect immediately on its passage. The Board shall

organize and take in the premises, and urge the work to completion as rapidly as the case will permit. All expenditures shall be made under the sole direction of said Board, provided that all bills before being paid shall be approved by an auditing committee of the Board and the President of the Board. The Board is authorized to employ a clerk at a compensation of \$4 for each day he is actually employed. The Board are authorized to confer with the officers of the Chesapeake and Ohio Canal Company in reference to the improvement of the [Washington City] Canal lying between 17th street west and Georgetown, in order to have the proper and necessary connection with the Chesapeake and Ohio Canal, and report the result to this Board for future action. No person serving in the Board authorized by this act shall receive compensation for his services.

Mr. Emery read a speech in favor of the bill, setting forth some of the advantages to the Corporation and to the citizens, should it be carried into effect, saying his judgment was that the city had in the canal a property of great value; that it cannot afford, under any circumstances, to surrender control of it to any private speculation. All that is wanted to make the canal a permanent paying institution is to make it navigable, and keep it so for all time. With a properly conducted dredging machine the canal can be excavated to its full depth, at a cost not to exceed 30 cents per cubic yard, which for 280,000 cubic yards necessary to be removed, will cost \$84,000. To this add for repairs of walls, &c., \$20,000. We then have \$46,000 of the appropriation to be applied to the unfinished portion of the canal between South Capitol street and E south and P and 2nd west. When the canal is once cleaned to its proper depth it can be kept so, at a cost of \$6,000 per annum. The Government requires 100,000 cubic yards of earth to fill up around the Capitol, and as

much more to fill up and grade the White Lot, for which they will pay 10 cents per cart load, making 30 cents per cubic yard, which would to a great extent repay the Corporation the cost of cleaning the canal. Mr. Emery contended that this improvement would remove all objection to the canal as to its deleterious influence on the health of the city; its pecuniary returns would continually increase; the value of property along its borders will be enhanced, and the demand for labor increased. A large portion of the flour and meal used in the city comes from or through Georgetown. Cumberland coal, Seneca and blue stone, paving blocks, in short all the products of the field, forests and mines can be landed in the city for one-tenth of the cost now paid for cartage. From the Potomac, boats loaded with wood, lumber, fish, oysters, &c., the produce of gardens adjacent to the river may be brought to the doors of our business houses, manufactories and markets. To construct a sewer in place of the canal will cost millions, and entail endless expense in keeping it open. To remove its deposits by flushing or artificial currents is impracticable, and if not, would destroy the channels of both rivers. To narrow the canal will not diminish the cost of deepening or keeping it dredged. Laying out a roadway along the south side of the canal from Maryland avenue to Monument Point, supported by a retaining wall with handsome parapet margined with trees would form a drive or promenade one and a-half miles in length, binding on the public Mall, and the beautiful Agriculture Square. This, in connection with beautiful bridges, gracefully spanning the canal at every street, and the handsome bridge (already promised by Mr. Mullett) connecting the Mall with the White Lot, viewed from many points, especially the Capitol, would be an object of beauty and admiration. Better than all, every dollar of expense that will be incurred in cleaning out and improving the canal,

rendering it healthy and an ornament of the city, would be returned in the receipts for rents and wharfage in five years from the completion of the work.

The bill was ordered to be printed and made the special order this night two weeks.

CA, Wed. 1/26/70, p. 3. **The Canal.** - We learn from the Georgetown press that the winter repairs on the Chesapeake and Ohio Canal are progressing rapidly. A day or two since the river broke in on the tow-path, and completely carried away seventy-nine yards of the southern bank. That damage, however, will not now be repaired, but will be taken in its turn as the working force (which number nearly 200) proceed along the line.

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**Consolidation of Coal Companies -**

Negotiations are pending between the Cumberland Coal & Iron and the Consolidation Coal Companies for a consolidation of interests. The directors of each met at their respective offices last week to deliberate upon the terms of consolidation agreed upon by committee. The *New York Evening Post* gives the following particulars:

The share capital of each of these companies is \$5,000,000. Each company puts into the common stock all the property (railroads, &c.) and privileges, with the exception of the iron furnaces of each. The consolidation will go into effect on March 1, 1870.

Negotiations are now pending with the Borden Mining Company, the American Coal Company and the Hampshire and Baltimore Coal Company, looking to a consolidation of interest with the Cumberland and the "Consolidation."

The advantages expected from the consolidation are principally the avoidance of the present injurious competition in price

between the several companies and a cheapening of management and working arrangements.

In our advertising columns will also be found a notice for a meeting of the stockholders of the Cumberland Coal & Iron Company, to be held on the 19th proximo, to consider and act upon the question of consolidation.

NR, Thu. 1/27/70, p. 2. **Another Canal-Improvement Measure.** - In the Board of Aldermen last evening Mr. Emery, from the special committee appointed to consider the subject of improving the Washington [City] Canal, submitted the following bill, which was ordered to be printed and made the subject of special order February 6.

It enacts that the Commissioner of Public Buildings, the Surgeon-General of the United States Army, an officer of the Engineers of the United States Army, an officer of the Coast Survey to be derailed by the superintendent, the Mayor of Washington, a member of the Board of Aldermen, and a member of the Board of Common Council, to be elected by their respective Boards, be and are hereby constituted a Board which shall take charge of, direct, and superintend the excavation of the Washington [City] Canal, from Seventeenth street west eastward, and also the necessary repairs to the walls, the said excavation to be a depth not less than four feet below mean low water, but to be carried to a depth as much greater as the soffit of the walls may permit and the Board may deem advisable. That the Board be and are hereby authorized and directed to have constructed the unfinished portion of the canal lying between South Capitol and E street south and P street south and Second street west to a depth and width conforming to the other portion of the canal. That the sum of \$150,000, or so much thereof as may be necessary, be and is hereby appropriated,

payable out of the general fund for the purpose of this act. That the Mayor be and is hereby requested and directed, immediately upon the passage of this act, to request the services of the officers of this Government referred to, and to take all other necessary action to carry this act into effect; that the Board shall organize and take action in the premises and urge the work to completion as rapidly as will permit, that all expenditures for the purposes of this act shall be made under the sole direction of the said Board, provided that all bills before being paid shall be approved by the auditing committee of the Board and the president of the Board; that the Board be authorized to employ a clerk, whose compensation shall not exceed the sum of \$4 per day for each day of actual employment; and that the said Board be, and are hereby, authorized to confer with the officers of the Chesapeake and Ohio Canal Company in reference to the improvement of that portion of the canal lying between Seventeenth street west and Georgetown, in order to have the proper and necessary connection with the Chesapeake and Ohio canal, and report the result thereof to this Board for future action; and it further enacts that no person serving in the Board hereby authorized shall receive compensation for his services.

In support of the bill Mr. Emery offered the following remarks:  
[Transcriber's Note; The remarks were similar to those made on 1/25/1870 and for the sake of brevity are not repeated.]

CA, Wed. 2/2/70, p. 3. **Chesapeake and Ohio Canal.** - The Board of Directors of the Chesapeake and Ohio Canal were in session in Annapolis the greater part of last week. From the correspondence of the Baltimore News Association we learn that the subjects the Board had under consideration were "the increase of tolls on the canal, the contract between H. H. Dodge and the Company in

1866 in relation to the water rights at Georgetown, and the controversy with the Cumberland Coal and Iron Company as to which owns the right of way from the Shriver Basin at Cumberland to the canal. Messrs. Brent, Ritchie, Syester and McKaig made arguments before the Board in connection with these subjects. The Board adjourned until 8th of February, when all the subjects will be taken up for final action.

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**Injury to the Canal.** - We learn from the *Shepherdstown Register* that about two hundred and fifty feet of the tow-path of the Chesapeake and Ohio Canal was washed away during the recent high stage of water in the Potomac. The *Register* says that the damage was occasioned by the force of the current through the waste way of the dam belonging to the Potomac Cement mills near that place.

SR, Sat. 2/5/1870, p. 2. **At Work.** - The C. & O. Canal Company has been at work, during the past week, with a force of some 50 or 75 hands, repairing that portion of the Canal bank, a vacancy of about 250 feet, which was washed away during the recent high water, near the dam of the Potomac Mills, near this place. The cost of the repairs will be about \$5,000. They expect to have the work finished in about three weeks. On Monday last a portion of the laborers struck for higher wages, demanding \$2 per day. After a slight interruption the contractors agreed to pay the price demanded, and everything is now moving along rapidly and harmoniously again.

CA, Wed. 2/9/70, p. 3. **C. & O. Canal Board.** - The adjourned meeting of the Board of Directors of the Chesapeake and Ohio Canal Company was to take place at Annapolis yesterday, at which, it is represented, the subjects of an increase of tolls on the canal, and the controversy with

the Cumberland Coal & Iron Company as to the ownership of the right of way from Shriver basin to the canal, were to be acted upon.

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**Consolidation of Maryland Coal**

**Companies.** - Under this caption the New York *Express* of a recent date says:

"The negotiations between the directors of the Coal Companies in the Cumberland region for a grand consolidation have been concluded, and it now remains for the stockholders to ratify the articles of consolidation. The directors of the Consolidation, Cumberland and American Companies have agreed to merge into the Consolidation Coal Company of Maryland, with a nominal capital of \$20,000,000. The Consolidation shares and those of the Cumberland go in at a total of \$5,000,000 for each company, while the American goes in at \$1,875,000, making a total of \$11,875,000. This would leave a wide margin for the absorption of other companies. The Cumberland and Consolidation companies go into the Consolidation share for share, while the American stockholders are to receive \$500 of the new stock for \$400 of their present stock. The Consolidation Company owns the Cumberland and Pennsylvania railroad, while the American Company has more boats and transportation facilities than any other corporation in the Cumberland region. The Consolidation is to retain its fire-brick and iron business separate from the consolidation, or, in other words, the grand Consolidation Company is to confine its operation to the mining and transporting of coal. The directors of the several companies mentioned above calculate that by consolidating all their forces they can reduce expenses largely and be able to improve the value of their respective properties and secure dividends to stockholders in the future. The different companies are now

soliciting the approval of the stockholders to this consolidation scheme.

H&TL, Wed. 2/9/70, p. 2. **Clearspring District Ore Beds.** - In our article last week about the iron ore on Mr. Jas. R. Cushwa's farm, we said that he had within a specified time, taken out 30 tons. We should have added "*per day.*" During the time the parties had been at work over two thousand tons had been hiked. For several days ten workmen took out 35 tons per day. Mr. Cushwa gets 10 cts. per ton for the ore as it lies in the bank.

Since our article of last week was written we have learned that on the adjoining farm of Mr. Middlekauff another ore bank was discovered out of which Messrs. Ahl are hauling ore, *via* the canal to Antietam Iron Works, for which they pay Mr. Middlekauff at the rate of \$1.00 the wagon load. Mr. Cushwa's ore is taken by Messrs. Hines & Co., of Green Spring Furnace. - *Mail.*

NR, Mon. 2/14/70, p. 1. **The Consolidation of Maryland Coal Companies.** - This interesting subject, says the Cumberland *Civilian*, occupies much of the public attention at present, and while many are fearful of evil results, others prophecy much good to result therefrom to all the Cumberland region. The friends of the project argue that the consolidation will enable coal dealers to do away with a shoal of officers in New York, and the numerous "middle men" who eat up all the profits, whereby a general office can be established there, and coal put into market at greatly reduced rates. This cheapening of coal, they argue, must increase the demand, in consequence of which more men must be employed and more coal shipped. They argue further that the necessities of the trade will demand additional outlets, and the consolidation of the companies under one



general head will enable them to work to such an advantage as could never be done while they were constantly underselling each other, and outsiders reaping whatever there was of profits in the business. This, they think, argues the *Civilian*, will enable them to guarantee the completion of the Western Maryland railroad to Cumberland, thus furnishing a third outlet for the trade. The amount required to accomplish this object would not be a heavy item to the combined capital of these companies, and they would not hesitate in the matter.

ES, Tue. 2/15/70, p. 2. There is considerable fluttering here in canal circles of the change which may soon be effected at Annapolis. The late election of Merryman as State Comptroller completing, as it does, the Board of Public Works, who have the appointment of a new Canal Board, is said to be a virtual ousting of the present Canal Board, who have the appointment of all the employees of the Chesapeake and Ohio Canal. The newly constituted Board of Public Works meets in Annapolis on the 17th instant, and will of course at once elect a Canal Board for the ensuing year, upon the party complexion of which will depend the retention of the present incumbents or the reinstatement of the old employees, among whom is J. McH. Hollingsworth, lately Canal Collector at Georgetown.

CA, Wed. 2/16/70, p. 3. **The Canal.** - A correspondent of the *Georgetown Courier* states that the survey of the Canal was resumed on the 17th January by Hon. Thos. H. O'Neal and his assistants. They have surveyed the Seneca Red Stone Quarries, and found that a considerable part of the face of the quarries is on the Canal property, together with the shops, storehouses and other buildings; the large new mill does not, however, trench on the Canal property. The survey is progressing rapidly, and much

encroachment on the rights of the Canal is found along the line. The owners of real estate in this direction are anxious for the continuance and completion of the survey, so that the boundaries of the Canal may be fixed and made permanent.

The same correspondent says that Capt. John T. Fletchall, the Superintendent of the Seneca Division, has a large number of hands employed preparing for the coming season, and that the work will be ready for navigation by the 10th of March.

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**Consolidation of Coal Companies.** - In the House of Delegates, on Saturday last, Mr. Kean presented a memorial of 350 citizens of Allegany county, interested in the coal trade as miners and otherwise, for an amendment to the charter of the Consolidation Coal Company of Allegany county. - The paper states that the act of 1860, chapter 265, incorporating the "Consolidation Coal Company," is in direct defiance of the letter and spirit of the declaration of rights, which declares that "monopolies are odious, &c., and ought not to be suffered." That in said act of incorporation powers never before given to any company in the State for mining or other purposes were granted that company, which the petition recites, and powers being to purchase, lease and hold any property deemed necessary by it for its purposes; at any time, and as often as it may deem necessary, to augment the capital stock by further subscriptions; authorizing all persons and bodies corporate and politic to subscribe to its stock; to subscribe for and take stock in any navigation, canal and railroad company they may deem expedient, to build what railroads they choose, and in addition thereto to purchase, lease, hold or maintain any other railroads, roads or ways, water courses or channels of transportation already or hereafter to be constructed, &c. The petitioners further show that a consolidation

of nearly all the coal companies of Allegany county is about being effected under the unlimited power and authority given by said act of incorporation, and thus a vast monopoly is now being established, dangerous to the liberty and independence of the people, and which will prevent all fair competition by other companies, be detrimental to the best interests of the Chesapeake and Ohio Canal Company, to which the county is largely indebted for its prosperity, destroy the spirit of private enterprise in this community, and, by placing labor at the mercy of capital, will reduce the working-classes to a state little better than serfdom.

H&TL, Wed. 2/16/70, p. 2. **Snow Storm of Last Week.** - Whilst snow fell to the depth of two feet in Cumberland last week, in Baltimore it did not reach six inches; here also it fell to the depth of seventeen inches, whilst in Sharpsburg, it didn't, as we learn, much exceed six inches, thus showing that it was very partial in its sweep. After its fall for a few days, a great deal of sleighing took place, being the first opportunity for indulging in that kind of locomotion this winter has afforded, but the sleighing was soon spoiled, although the fields and road sides are still covered with a pretty thick layer of snow. The weather at present writing (Monday afternoon) is rainy and unpleasant.

ES, Fri. 2/18/70, p. 2. **Chesapeake and Ohio Canal Company.** - The stockholders of the Chesapeake and Ohio Canal Company met at Annapolis yesterday, in the Adjutant General's Office, in the State Capitol, with closed doors, and Governor Bowie in the chair. The Board of Public Works, composed of the Governor of the State, the State Treasurer and Comptroller, did not meet as a board, but were present at the stockholders' meeting. The federal stock, it

is understood, was not separately represented. General Bradley T. Johnson and Mr. J. P. Poe were present, representing the Virginia interest, and ex-Mayor Berret, of this city, to represent the Washington and Georgetown interests. Among others also present were Messrs. W. W. Corcoran, as a private stockholder, and Neilson Poe, one of the directors.

The report of J. H. Gordon, President of the company, was read and adopted.

In it he replies to the resolution of the board of the 19th of January last, calling for the "proceedings of the Board of President and Directors relative to the appropriations by them of the net tolls and revenues to the payment of the preferred debt of the company, for a statement of the amount paid by them under such proceedings, and also their reasons for declining to pay out such net tolls and revenues. He submits a large number of papers in reference to the matter and says it was the desire of the board to resume, at the earliest moment, the payment of the interest upon its bonded debt, which had, for many years, been suffered to accumulate. They found themselves embarrassed, however, in this desire by controversies amongst the bondholders touching the priorities of the bonds by a bill of complaint filed in one of the courts of Baltimore city by the State of Virginia, which made it impossible for them to order any distribution which was entirely satisfactory to everybody until the meeting of the board in December last, when an agreement was laid before them, which furnished what was believed to be a basis of distribution, assented to by all the principal bondholders who had taken part in the controversy. Recognizing the equity and equality of the mode of distribution provided for by this agreement, and it being considered highly desirable that the \$100,000 then in the company's possession should be distributed without delay, the

resolutions of the 9th of December, 1859, were passed. In the meantime, Mr. John S. Gittings and the Chesapeake Bank applied for and obtained from the Circuit Court of Baltimore city an injunction to prevent the further payment of the moneys appropriated by the resolution of the Board, upon the alleged ground that such appropriation was not in strict conformity with the legal and equitable priorities of the bondholders. Under these circumstances, the company employed counsel, Messrs. Marshall and Carter, and have acted since by the advise contained in their opinion.

A report was announced, making grave charges implicating Hon. Alfred Spates, the former President of the canal company, now a State Senator from Allegany county, which will probably lead to replications and proceedings in other quarters. It seems that in December, 1869, the committee on accounts of the canal company, consisting of Messrs. J. H. Gordon, of Allegany, Neilson Poe, of Baltimore, William Thompson, of R., of Montgomery, and D. S. Biser, of Frederick, submitted a report to the Board of Directors reflecting upon the previous management of the canal - in fact, charging a misuse of funds to a considerable amount. This report was yesterday submitted by the Board of Directors to the stockholders' meeting, and lays over until April 12th. The report bears date Annapolis, December 13, 1869. The committee conducted their investigations in Cumberland, but they say Mr. Spates refused to meet them or countenance their proceedings. The first charge is in connection with about \$800, alleged to have been furnished Spates by Isaac R. Maus, superintendent of the Georgetown division, upon the request of Spates, to purchase an ice-breaker, and for which sum it is alleged Spates forwarded a receipt dated Cumberland, December 3rd, 1867, signed by Thomas Sheridan, "for building, ironing,

and painting one ice-breaker for the Georgetown division." This receipt, it is alleged, Sheridan repudiates and pronounces "a fabrication." The committee say "the ice-breaker which was thus attributed to Mr. Sheridan had been built by the superintendent of the Cumberland division and paid for by that officer, and the payment allowed to him in his accounts." They add that the effect of the transaction was to cause the company to pay twice for the same ice-breaker. Another item in controversy is \$400 out of an amount of \$1,465.83, for work done and ordinary expenses in November, 1867, on the Antietam division of John Shay, and \$1,000 for a scow, lumber, and paddle frames, expended at Cumberland. Other small sums are mentioned, in which, ranging from two hundred to two or three thousand dollars, and the items are specified in several cases. One case is cited in which the committee say that "a question being raised whether Mr. George W. Spates or his namesake, the President, had received the money represented by two receipts, it became important to ascertain by whose agency they were fabricated. The report adds: It was found upon examination of them that they were in the handwriting of a young man of excellent character, and an expert penman, employed in the office of the clerk of Allegany county as a recorder. Two of your committee sought an interview with him, and exhibited to him the receipts, informing him at the same time of the fraudulent purpose they had been made to serve. He at once admitted that they were in his handwriting, and stated without any reserve his whole agency in their preparation. He had copied them at the request of Mr. Alfred Spates upon the printed letterheads of H. P. Lasker & Go., furnished to him by Mr. Alfred Spates. The body of the bills and the signatures were all copied by him at the

same time from a manuscript furnished by Mr. Alfred Spates.

A number of other so-called "fabricated" vouchers are instanced for sums of \$100 to \$300, in connection with spurious vouchers said to have come from division superintendents Maus, Shay and Thomas, though the report adds that it is due to these gentlemen to say that nothing has occurred in the course of this investigation to call in question their integrity and good faith in the transactions referred. There are charges in connection with \$10,000 in March, 1858, for condemnation of land in Cumberland for a basin. Several other operations are mentioned, and the report concludes with a declaration from the committee as follows: "Although your committee, from the direct and positive character of the evidence upon the statements of the report rest, would be warranted in proceeding, without further delay, to take decided and peremptory steps to report the violated rights of the company, yet, as Mr. Spates has, in a communication to the president and directors, desired that he may be furnished with a copy of their report, and as your committee would heartily welcome any explanations which would remove and palliate the painful impression which these transactions have made upon their minds, they recommend that a copy of the report be furnished to Mr. Spates, and that he be informed that the board will proceed to act upon it at their next monthly meeting, on Wednesday, 12th January next, at Annapolis, Md.

The Baltimore *Sun*, from which we take these details, says: - "We are in possession of a full copy of the report of the committee of the canal board in reference to Mr. Spates, as above referred to, and also a dispatch from that gentleman asserting that the report is made in malice, and that he can show it to be so."

On Motion of Col. Berret, of Washington, D. C., a resolution was adopted

requesting the board of directors to fund all the overdue coupons upon the preferred debt of the company. Those coupons, it is understood, amount to about two millions of dollars. The meeting was in session for over two hours, and finally adjourned till April 12th. The election for president and directors of the company will take place in June, and is looked forward to with considerable interest. A resolution adopted by the president and directors Feb. 11th - that until otherwise ordered the tolls on coal and coke transported on the canal be at the rate of one quarter of a cent per ton per mile - yesterday received the sanction of the stockholders.

CA, Wed. 2/23/70, p. 3. **Tolls on the Canal.** - The mining and related interests in this county will be glad to know that there is to be no increase, for the present, in the rate of tolls on the Canal. Messrs. Gordon, Poe and Thompson were some time since appointed a committee to inquire and report to the Board of Directors whether any change ought to be made in the existing rates, and after having given the subject due consideration reported that it is inexpedient to alter them, and submitted a resolution to that effect for the action of the Board. At the meeting of the Board on the 11th instant, this resolution, which declares "that until otherwise ordered the tolls on coal and coke transported on the Canal be at the rate of one-quarter of a cent per ton per mile," was adopted, and was subsequently sanctioned by the stockholders at their meeting on the 17th instant.

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**Consolidation of Coal Companies.** - Instead of a single consolidation of the Coal Companies of this region negotiations have been completed for two distinct consolidations of independent Companies, and a third is talked of. The Consolidation, Cumberland, and American Companies

form one corporation, to be operated under the title of the first named. The Central and Maryland also united and are to be worked under the name of the latter. The consolidation of Midlothian and Johnson Mine is the third projected, but as to this we believe arrangements are not yet quite perfected. As far as we can ascertain the weight of public opinion, in the mining regions at least, is against the movement. A great many people look upon it as likely to prove a monopoly, and the miners especially regard it as inimical to their freedom and interests.

ES, Tue. 2/22/70, p. 2. **The Chesapeake and Ohio Canal.** - Among the most important matters connected with the Chesapeake and Ohio Canal presented at the late meeting of directors, held February 17th, at Annapolis, was the report of Mr. John P. Poe, of Baltimore, and Mr. S. Houghton, of Washington, a committee appointed to prepare the draft of a law to make provision for the payment or securing the payments of the bonded debt of the company. The committee's report was accompanied by a bill designed to relieve the canal from State control and place it under the management of trustees independent of the State, but it was considered by the Board of Public Works unconstitutional under the present constitution, and is, therefore, unavailing. It is feared by some that the present constitution irrevocably fixes the canal as a permanent State affair, to be managed according to the varying political administration of the State government, though the last clause of article 12 of the constitution clearly indicates that the State's interest in this and other public improvements therein named may be sold, provided the sale is ratified by the next General Assembly thereafter.

CA, Wed. 3/2/70, p. 3. **The Consolidation of Coal Companies.** - A meeting of the stockholders of the American Coal Company was held in New York on the 21st ult., when the project of consolidation with the Consolidation and Cumberland Coal & Iron Companies was defeated by a decisive vote. This scheme of consolidation, as we have before stated, has developed a good deal of opposition in the mining regions, and it will be gratifying to both miners and boatmen to learn that the American Company have refused to enter into it.

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**The New Wharf.** - We understand that Messrs. Walsh & McKaig yesterday obtained an injunction against the Cumberland Coal & Iron Co., restraining them from interfering with the work connected with the new wharf.

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**A Movement** was made at the late meeting of the directors of the Chesapeake and Ohio Canal company in favor of taking the Canal from under the control of the State of Maryland and placing it under the management of trustees independent of the State, but it was considered by the board of public works unconstitutional under the present State constitution.

H&TL, Wed. 3/2/70, p. 2. **The Railroad Extension to Williamsport.** - We learn with surprise that there are serious doubts whether the Franklin Rail Road Extension will be made into the town of Williamsport. We confess we are surprised and pained to hear of such a suspicion. It was always understood that the road or a branch would be constructed into that place; and the line had actually been surveyed and located to that point. It was a powerful inducement too, operating on many of the land owners, to yield to the Company important concessions in the way of damages, in the right of way over their lands. It is well

known too, that the people there cordially co-operated with the Company in obtaining the right of way, and gave it most material aid and assistance. It would be unexampled now if the Company should abandon that point, and select another two miles below on the Canal, for the purpose of receiving coal, &c., from the Canal.

Such practices cannot be excused; they can hardly be tolerated. It looks very much as if town, and holding out inducements and promises, as its officers certainly did, to the effect that the road would be made there, meant all the while to deceive that people; to use them when they were needed, and then throw them aside. - But perhaps the Canal Board may have something to say in this matter and not be willing that the Rail Road Company shall trifle with the confidence of so large and important a Community as that of Williamsport.

ES, Mon. 3/7/70, p. 1. **The Washington Canal in Congress** - The bill to lease the Washington Canal to the Chesapeake and Ohio Canal Company having been referred to a sub-committee of the House Committee on Railroads and Canal, consisting of Messrs. McGrew, Smith and Prosser, it was expected that it would be reported to the committee this morning and considered, but Mr. McGrew, chairman of the sub-committee, reported that Mayor Bowen had been summoned to appear before them on the subject, and that he would be consulted before the sub-committee reported on the bill.

CA, Wed. 3/9/70, p. 3. **The Cumberland Valley R. R. Extension.** - The people of Williamsport complain that the managers of the extension of the Cumberland Valley Railroad are about to perpetrate a very scurvy trick upon them. After the citizens of the town named have spent their time and

money in working for the interest of the extension, and procured from the owners along the proposed route the right of way at an almost nominal price, the company turns round and gratefully returns the kindness by applying to the President and Directors of the canal to allow them to tap the canal at Powell's Bend, two miles below Williamsport. The Hagerstown papers state that the point at which they now wish to tap the canal is not as desirable for a terminus, on account of the rocky nature of the country, nor is the location as good an one for the canal, it being a point at which during almost every freshet some damage is done. The explanation of this singular and unaccountable breach of faith on the part of the company concerned is that it will cost a trifle more to take the road to Williamsport, than to the point now proposed. The Williamsport folks are very indignant at what they consider a violation of confidence on the part of the Railroad management, and have held a public meeting and prepared an address to J. H. Gorgon, Esq., President of the Canal Company, remonstrating against the Directors of the Canal giving permission for the change to be made.

H&TL, Wed. 3/9/70, p. 2. **Public Meeting.**

At a meeting of the citizens of Williamsport, held in the public school house, Feb. 28, to take some action to defeat the purpose of the Franklin Railroad in procuring from the canal company the right to make a coal basin at Powell's Bend, Isaac Gruber, Esq., was selected for President and James E. Hawken was chosen Secretary. After a statement from the President, of the object of the meeting, a committee of three was appointed to draft resolutions, who upon retiring a few moments, submitted the following, which were adopted:

*Whereas*, After waiting for years, and after spending time, money and influence to induce the authorities of the

Franklin Railroad to extend their road to this town, we have heard from undoubted authority that the said railroad company have made formal application to the Chesapeake and Ohio Canal Company for permission to make a coal basin at Powell's Bend, two and a half miles below Williamsport, at a place upon account of hills and rocks, difficult to approach by land - and where upon all ordinary occasions of a freshet in the river the banks overflow - and where no boat can stay with safety during a freshet, and within a few hundred yards of a place that has cost the canal company thousands of dollars to keep in repair, on account of its liability to breaches, &c.; and whereas, the said railroad company, their agents and attorney, for the purpose of obtaining the right of way under more favorable circumstances, and of removing the prejudice of the land owners along the route through our State, have upon all occasions, previous to this, left the people of the town and vicinity under the impression that they would, according to the letter and spirit of their original charter, act 1836, chapter 79, make Williamsport the point where they would receive and deliver coal, &c. Therefore

*Resolved*, That by the Franklin R. R. making application for a coal basin at Powell's Bend, they have forfeited every right to the gratitude of our citizens, and have proven themselves guilty of the basest deception.

*Resolved*, That their objections at this late day, on account of the cost, grade, curves, &c., of the branch into this town, is only another evidence of their duplicity and deception, as we have had the assurance of one of their own Engineers, that the route into town was entirely practical, and their agents have at this time in their possession the right of way to the public basin of the canal, generously donated to them at their own request, by a number of our citizens.

*Resolved*, That Elie Stake, Henry Artz and Charles Embrey, from their long experience in canal affairs, be requested to communicate with Wm. R. Hutton, engineer of the Chesapeake and Ohio Canal and the coal companies of Allegany county, and acquaint them of their experience in regard to the unsafe and unfavorable situation at Powell's Bend for a coal basin.

*Resolved*, That Hamilton Downs, E. P. Steffey and Geo. T. Leiter be requested to prepare an address to be signed by our citizens, and to be presented to the President of the canal, and through him to the Board over which he presides, setting forth more fully our reasons for their not granting permission to the Franklin R. R. to make a coal basin at the point named, and why they ought to be compelled to comply with their past promises to make Williamsport the coal depot.

*Resolved*, That the President of this meeting present in person the address of our citizens to the President and Directors of the canal company.

On motion the proceedings and address be published in the papers of Hagerstown. ISAAC GRUBER, Pres. Jas. E. Hawken, Sec'y.

ES, Sat. 3/12/70, p. 2. **GEORGETOWN. The Coal Trade.** - Navigation on the canals leading to and from Georgetown will soon be resumed, and the coal trade this season promises to be more lively than ever. The Chesapeake and Ohio Canal has been thoroughly cleaned out, and water will be let on to the Georgetown level by Monday morning. Water has been drawn off the Alexandria Canal, and what few repairs are necessary will be made at once.

SR, Sat. 3/12/1870, p. 2. **Stirred Up.** - The citizens of Williamsport, Md., are considerably exercised because the Cumberland Valley Railroad Company

concluded not to run their road by Williamsport but strike the river at some point further down so as to connect with the Shenandoah Valley Railroad. They held an indignation meeting on the 28th ult., and passed threatening resolutions and adopted an address to the Chesapeake & Ohio Canal Company, urging them not to let the railroad cross the Canal except at Williamsport.

ES, Mon. 3/14/70, p. 2. **Affairs in Upper Maryland.** - The work on the Cumberland Valley extension to the Chesapeake and Ohio canal, a distance of six miles from Hagerstown, is being pushed forward with a will, and will be completed about August, opening up a new outlet and fine market for the coal products of the far western part of our State. The original survey of this extension was direct from here to Williamsport, one of the most flourishing towns of our county, where it was proposed to tap the canal. Under this promise the right of way was received for a merely nominal sum, and liberal subscriptions proffered by the Williamsporters. Now, however, the company, imitating the "great monopoly," shows a disposition to ignore Williamsport by passing two and a half miles east of the place, to a point on the canal called Powell's Bend, thus leaving that town entirely out in the cold. This has caused a lively fight between the citizens of Williamsport and the railroad company, the former having already petitioned the canal directors to prohibit the company from tapping the canal at Powell's. The matter has also been brought to the attention of the Legislature, and a bill has been introduced to amend the charter of the railroad company so as to compel the said company to go to Williamsport. The result is looked forward to with much interest. Howard.

NR, Tue. 3/15/70, p. 1. **Alexandria and Vicinity.** - The repairs to the aqueduct at

Catoctin will, it is said, be completed by the 24th instant, and navigation on the Cumberland and Ohio canal be resumed on or about the 1st proximo.

ES, Tue. 3/15/70, p. 2. **Governor Bowie, of Maryland,** sends a long message to the Legislature, showing up the mismanagement of the Chesapeake and Ohio Canal, and recommending that the control of this important work be placed out of the hands of party control; that the President and Directors be selected from individual stockholders of the work, who are to receive no compensation, and that a Superintendent be appointed at a salary of \$8,000 to \$10,000 per annum. Governor Bowie draws a gloomy picture of the condition of the affairs of the canal, without a fixed and stable policy; without a corps of trained and experienced officers; without judicious and systematic economy, paralyzed by perpetual changes in its administration, the victim of abuses, mismanagement and lavish expenditures, its power and influence constantly used in the service of the political organization, which for the time appointed its officers and regulated its direction, and governed by ever fluctuating bodies who had no pecuniary interest in the increase of its revenues and the reduction of its expenses. The debt having priority over the claims of the State, and which by the tenor of the contract between the Canal Company, the State, and the stockholders is absolutely entitled to be paid before the State can have any claim upon the revenue of the Company, has in a period of twenty years under the past management of the Company been steadily increasing, until now the interest in arrear and unpaid, amounts to more than the principal, and the total bonded debt of the Company, principal and interest has reached the enormous sum of four million two hundred thousand dollars, while *the claims of the State have grown, by the non-payment*



*of dividends on her preferred stock and interest on her mortgage debt, to nearly twenty millions of dollars.*

All this shows very convincingly the necessity for divorcing all great works of internal improvement from the blasting influence of politics if we would have them judiciously administered; but if Governor Bowie imagines that his facts and arguments will have any effect in inducing the dominant party in Maryland, or any dominant party for that matter, to voluntarily give up the use of such an influential political machine as the Canal, he will find himself the victim of delusion.

CA, Wed. 3/16/70, p. 3. **The Welsh & McKaig Wharf**, which had for some months past been in course of construction upon the details of a plan prepared by Mr. A. G. Warfield, Assistant Engineer Pittsburg & Connellsville R. R., is under the able supervision being rapidly pushed forward to completion, so as to be ready for the coal trade of the coming season. Its progress has been somewhat retarded by the slow delivery of timber and the unpleasant weather of the past few weeks, but everything is now favorable and its early completion looked forward to with interest by the canal men and others concerned with the coal trade of the region.

With Mr. Warfield's new invention for loading boats, by means of a double chute, which has been applied to this wharf, the boatmen will not only save much valuable time, but is enabled to have his boat loaded without injuring or impairing its timbers or strength, thereby increasing the life of the boat. By the ingenious but simple contrivance the coal can be thrown under both cabins so effectually as to require but little packing or re-arrangement by hand, and the boatmen will not be under the necessity of moving his boat more than half its length, whereas heretofore he has been

compelled to run it the entire length, twice or more, before he could receive his load. Another great advantage is that there is no current to contend with, which will enable boats to be easily managed at the wharf, and also aid greatly in economizing time. We are told that in anticipation of the very large trade the wharf is designed to accommodate, Mr. Warfield has so arranged his switch tracks as to allow the use of a small engine for shifting cars from one track to another, and in moving the loaded cars to any chute on the wharf for the purpose of unloading. Horses will be employed for this purpose until the trade justifies the use of the engine. In the opinion of practical men the new wharf will embrace all of the advantages, without any of the defects, of the present arrangements for the transshipment of coal by the canal at this point, and is being well and substantially built by Mr. H. Vogler, the contractor, who is evidently the right man in the right place. Taken as a whole the wharf is by far the largest of its kind in the country, and is an excellent exponent of the spirit of improvement which is fast taking hold of the people of our Mountain City.

Whether the controversy respecting the right of way for an outlet to the Canal has been finally settled or not we are not aware, some arrangement has, at all events, been effected, and the Canal Company are vigorously at work opening the channel.

ES, Fri. 3/18/70, p. 2. **Chesapeake and Ohio Canal**. - Hagerstown, Md., March 17, 1870.- Editor *Star*: - It will be highly gratifying to the many boatmen and others interested in the Chesapeake and Ohio Canal to learn that an early resumption of navigation may be looked for. The repairs to the extensive break at Blackford's Fording were completed on Saturday, and the canal is now in order to have the water drawn on. In this connection it may not be amiss to mention that the message of Governor

Bowie to our Legislature, showing the enormous indebtedness of the Canal Company, its lavish expenditures and flagrant mismanagement, has created quite a stir here, especially in political circles, the canal always having been a "bone of contention" between the opposing political parties, on account of the great influence that could be brought to bear from this direction during the election campaigns. This message will, for the time being, afford food for the leading editorials in the various partisan papers.

SR, Sat. 3/19/1870, p. 2. The break in the Chesapeake and Ohio Canal a short distance below this place, has been repaired, having finished it the latter part of last week.

H&TL, Wed. 3/23/70, p. 2. **The Chesapeake and Ohio Canal.** - Gov.

Bowie has sent a special message to the General Assembly of Maryland in relation to the condition and management of this work, in which he makes some very important suggestions. After stating the indebtedness of the Company to the State, and commenting upon the present management of the work, the Governor makes the following exhibit:

The expenses of the management of the canal for the year 1870 under the present policy, assuming the expenses of the board of directors to be the same as in 1869, and the present number of officials to be kept at the increased salaries fixed by the new board of directors, would be as follows:

The President's salary	\$2,500.00
Six Directors, (per diem of)	2,984.00
Board and travelling expenses of Directors	1,811.47
One clerk and treasurer	2,100.00
One assistant clerk	1,200.00
One engineer	2,400.00
One paymaster	1,500.00
One Collector at Georgetown	1,500.00
One insp'or of cargoes	900.00

Georgetown	
One harbor master Georgetown	900.00
One collector at Cumberland	1,500.00
One insp'or of cargoes	480.00
Cumberland	
One collector at Hancock	300.00
One collector at Williamsport	300.00
Seven division Superintendents	7,000.00
Cumberland division, 3 bosses at \$45, and 3 horses at \$25 each	2,520.00
Hancock division, 2 bosses at \$25 each	1,680.00
Williamsport division, 3 bosses at \$45, and 3 horses at \$25 each	2,520.00
Antietam division, 3 bosses at \$45, and 3 horses at \$25 each	2,520.00
Monocacy division, 2 bosses at \$45, and 2 horses at \$25 each	1,680.00
Seneca division, 2 bosses at \$45, and 2 horses at \$25 each	1,680.00
Georgetown division, 2 bosses at \$45, and 2 horses at \$25 each	1,680.00
Total	<u>\$41,655.47</u>

The labor statement brings out the fact that the number of "bosses" is out of proportion with the number of hands, as in the case of the Cumberland division where there are one superintendent and three bosses at salaries amounting to three thousand five hundred and twenty dollars, to oversee twenty hands. The other divisions are overlooked at about the same ratio of expense.

In view of the foregoing facts the Governor suggests the passage of a law prohibiting any salary except a nominal one to pay travelling expenses to the president, and of any compensation at all to the directors, and providing for the abolition of paymaster, treasurer, &c., and the employment by the board of public works of the best superintendent who, in their judgment, can be obtained at a salary of say \$8,000 to \$10,000 per annum, for a term of five or ten years, removable only for cause, and of a clerk, say \$2,000 per annum, to be appointed annually, who shall discharge all these duties, who shall, under sufficient

bond, give their whole time and energies to this great work, so important to the State, and who shall make monthly returns to the board of directors and monthly payments into the State treasury.

This arrangement would not cost as much as the present, would secure the services of able and honorable gentlemen as president and directors who have a direct personal interest in the proper management of the canal, would secure a competent and experienced business manager, without which the canal cannot be made remunerative to either the State or bondholders, would give stability and fixedness of purpose to the management, would establish a systematic and permanent policy, would remove the canal from party control and influences, and would, in time, fully pay off the preferred creditors, and return the canal to the State, which has invested in it so largely of the people's means' to be in the future a compensating agent for all these large and burdensome investments.

Under such a vigilant and economical management the gross revenues for the current year 1870 would, in all probability, or certainly in 1871, when it had gotten fully into operation, amount to \$500,000. Deducting for current expenses, \$150,000. There would remain a balance of \$350,000 applicable to the payment of the overdue and unpaid coupons on the bonds, which, it steadily received year by year, will, in a few years, greatly reduce the arrearages of interest, amounting now to more than the principal of the bonds, and possibly extinguish them altogether. - Inasmuch, however, as the accruing interest for each year amounts to one hundred and fourteen thousand dollars, it is manifest that the surplus revenues applicable to the reduction of the interest already accrued must largely exceed this sum, if any expectation is to be

indulged in of the payment of the heavy arrearages referred to.

It is not likely that the political friends of the Governor in the Legislature will pay much attention to his suggestions, because they embrace the idea of saving money at the expense of Democratic office-holders, which "Nasby," and his friends at the "Corners" always have been and always will be *Constitutionally* opposed to.

[Transcriber's Note: The above article appears to be an editorial, however, the salary data should be factual and thus merit inclusion in this transcription.]

H&TL, Wed. 3/23/70, p. 2. **Mr. Sword's Bill.** - The following is a synopsis of the bill introduced in the legislature, by Mr. Sword of this county, in relation to the Franklin Railroad connection with the Canal at Williamsport. The bill will no doubt pass, and if the Company acts wisely it will anticipate its provisions, and do what it ought to have done without such coercive legislation: -

*Whereas*, It hath been represented to this General Assembly that the Franklin Railroad Company is now seeking to connect with the Chesapeake and Ohio Canal at or near Powell's Bend, on the Potomac River, in Washington County; and whereas it appears by the act of 1836, chapter 76, that said Franklin Railroad Company was authorized to connect with said canal "at or near Williamsport," in said county, the meaning whereof obviously was as near said town as practicable; and whereas by the eighth section of the act of 1853, chapter 135, and by the sixth section of the act of 1856, chapter 70, the Legislature of this State reserved the right to alter, amend and repeal the provisions of said acts, and to withdraw and abrogate all the rights, privileges and franchises vested in the said Franklin Railroad Company by said acts, or any other act or acts of

Assembly of this State; and whereas this General Assembly is satisfied that an alteration in said original charter ought to be made; therefore,

Section 1. Be it enacted by the General Assembly of Maryland, That so much of section 1 of the act of 1836, chapter 76, as authorizes the Franklin Railroad Company to connect with the Chesapeake and Ohio Canal at or near Williamsport, be and the same is hereby repealed.

Section 2. And be it enacted, That it is hereby made lawful for said Franklin Railroad Company to connect with the Chesapeake and Ohio Canal at Williamsport, and at no other place; provided, however, that nothing herein contained shall prevent said Railroad Company from crossing said Canal at any point between Hancock in Washington County and Knoxville in Frederick County, in its passage to and across the Potomac River, as provided in the act of 1856, chapter 70.

NR, Fri. 3/25/70, p. 4. **The Chesapeake and Ohio Canal.** - Messrs. W. W. Corcoran, J. G. Berret and a number of the stockholders and directors of the Chesapeake and Ohio canal were at Annapolis on Wednesday, and had an interview with the Committee of Ways and Means of the House of Delegates of Maryland, to which all questions connected with the canal have been referred. The interview was of the nature of a general conference, with suggestions for the consideration of the committee. The recommendations of the Governor in his recent message, in regard to the management of the canal, were approved by the bondholders, whose interests are identified with those of the State. The committee have the subject under consideration.

ES, Fri. 3/25/70, p. 2. A communication in the *Baltimore American* states that the Chesapeake and Ohio Canal Company in December appropriated \$160,000 for the payment of claims against that Company, of which \$58,000 went, says the communication, to the State of Virginia. The Directors say that they now have on deposit between \$79,000 and \$80,000, and the writer wants to know as to the whereabouts of the \$22,000 or \$23,000 difference.

NR, Mon. 3/28/70, p. 1. **The Canal.**

As we stated a few days since, water has been let into the canal on this level, and in twenty-four hours the entire line will be in navigable condition. The loading of boats will be commenced today, and by Monday business will begin pretty briskly. Several of the companies are ready to commence work, and others will perfect their arrangements in a short time. There have been some changes made in the organization and operation of the companies, and this must necessarily cause a little delay, but the probabilities are that a lively trade will be prosecuted during the season. About forty new boats have been built since the close of navigation last fall, there will be enough to prevent any delay by reason of want of means of transportation over this channel. - *Cumberland (Md.) Transcript*, 26th. *Ibid.* p. 4. **The River Front.**

The storm yesterday appeared to have spent most of its fury along the river front of the Potomac. Early yesterday morning the water rose to a height that soon submerged all the wharves extending from Seventh to Thirteenth street, and by 10 o'clock several of them were entirely destroyed.

The fish wharf, at the foot of Eleventh street, about 3 o'clock yesterday afternoon, surged to and fro, and threatened momentarily to become a complete wreck;

but the water having fallen some 12 inches by 4 o'clock, the wharf was saved, the only damage being the displacement of a few planks.

Riley's two wharves, above and below, however, were carried away, entailing a loss to their owner of at least \$1,500.

Fowler's wharf was submerged during the day, and a considerable portion floated off. The office and counting room were filled with water to a considerable depth, and a quantity of cord wood on the wharf was lost. Mr. F. will suffer to the amount of \$1,500.

Johnson's wharf, at the foot of Twelfth street, was carried away, as was also the wharf of Mr. Carter, at Thirteenth street. Loss about \$1,000.

Fay's wharf, at Ninth street, was submerged, but the damage done was trifling, as compared to the others.

The wharf of S. P. Brown, near Seventh street, was destroyed, as also a portion of the wharf nearby where the steamer Vanderbilt is moored. Altogether the damage done to wharf property along the front will not fall short of \$5,000.

There was quite a number of schooners and fishing smacks at the wharves, but we are happy to record that they escaped serious injury, only a few of them being "chuffed." From inquiry of the "oldest captain" we are informed that the Potomac has never before risen so high in so short a time, especially from a south wind and rain of so brief duration.

#### **The Canal.**

A stroll along the banks of the Washington canal yesterday would have convinced anyone that the cry of "mud! mud! mud!" is without foundation, for the turbulent waters had nearly overflowed the banks along the entire route. The only point where it broke its confines was in the vicinity of Eleventh street, the water running

along Louisiana avenue, and filling the cellars of several houses on the north side, which damage was soon repaired by "bailing."

#### **The City.**

We have heard of no special damage by the storm throughout the city, save the uprooting of trees, slight injury to slate and tin roofs, the blowing down of a few signs and awnings, unhinging window shutters, etc., the whole, fortunately, accompanied by no accident to our citizens as far as we have been appraised.

The dwellers along the canal banks, and within a block of that great ditch, were required to hustle out early yesterday morning, and "elevate" such goods as they had in their lower stories. Toward evening, however, the water receded, and the alarm for the safety of some of the tenements was quieted.

A great number of the cellars of houses on the south side of the avenue were flooded by reason of water backing up from the canal.

#### **Alexandria and Vicinity.**

At Alexandria the water was higher than has been known for years. The wharves were overflowed, and the merchants doing business along the river front were hard at work yesterday removing their goods to places of safety. The passengers on the ferry-boats were compelled to take passage in a small boat and be "paddled" to the dock where the steamer lay. The houses located on the marsh ground on the Virginia side of Long bridge are nearly submerged, and the roads in such condition as to completely stop travel over the bridge, carriages being obliged to use the Aqueduct bridge.

Ca, Wed. 3/30/70, p. 2. **MARYLAND LEGISLATURE.** - *C. & O. Canal.* - In response to an order of the Senate, submitted by Mr. Malone, on the 22nd, that "the

Treasurer of the Chesapeake and Ohio Canal Company report to the Senate the amount of revenues received by the said Company during the year 1870, the respective sums received at each of the several points of collection, the amount of surplus funds now in the treasury of the Company and what disposition has been made of the same; if deposited in banks, name the banks, the amounts deposited in each, and the conditions and terms upon which said deposits are made" - the following report was submitted by Benjamin Fawcett,

Treasurer:

Receipts at	Cumberland	\$305671.80
"	Georgetown	56,939.72
"	Williamsport	3,040.50
"	Hancock	2,123.01
"	Lock No. 38	530.42
"	Lock No. 37	785.38
"	Lock No. 30	131.61
"	Houses and Lands	1,400.66
"	Water rents	6,211.00
"	Fines	40.00
	<b>Total</b>	<b>\$376,874.10</b>

The amount now in the treasury of the Company is \$79,660.95

Which is deposited as follows:

In the banking house of A. Brown & Sons	\$75,000.00
In the Second Nat'l Bank of Cumberland	3,506.01
In the First National Bank of Annapolis	1,154.94
	<b>\$79,660.95</b>

Of this sum \$75,000 was deposited in the Banking House of Alexander Brown & Son, in obedience to an order of the Circuit Court for Baltimore city, passed on the 19th February, 1870, in a case pending in that court wherein the Commonwealth of Virginia is complainant and this Company and others are defendants. This deposit bears interest at the rate of five per cent per annum.

On motion of Mr. Malone, on the 25th instant, it was ordered "that the President of the Chesapeake and Ohio Canal Company inform the Senate what was the amount of funds of the Company retained

for expenses, &c., during the winter, remaining in the treasury and depositories of the Company, after deducting the \$160,000 appropriated to pay creditors, by their resolution of December 9, 1869; also, how that amount so retained, and the sum of \$24,904.05, the difference between \$101,565, balance of appropriations, after paying Virginia \$58,435, and the sum of \$79,660.95, reported to the Senate on the 22nd instant as the amount now in the treasury of the Company, has been disposed of."

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*Ibid*, p. 3, **The Canal**. - The process of filling the levels of the Canal has been going on during the whole of the past week, and the first downward bound boat for the season passed through the locks yesterday. Very nearly simultaneously the first upward bound boat came into port, with a cargo of corn from Kelly's ford, consigned to Messrs. Willison & Kelly. The American and Hampshire Companies commenced loading yesterday and the probability is that all the Companies will begin active operation in a day or two.

Advices from the line report there is a heavy freshet extending from the South Branch eastward, and on Monday morning the water from the river ran over the tow-path on the Williamsport Division, and was at the time still rising at the rate of 7 inches per hour. Whether the overflow has occasioned any damage cannot be ascertained until the water has fallen, though if the freshet is of the extent and character represented, it gives room for apprehension that it has. Previous to this occurrence the Canal was represented to be in excellent condition throughout its entire length, and if breaches of embankments or washings have occurred they are not likely to prove of so serious a nature as to retard navigation more than a few days at most.

Later in the afternoon a boat laden with flour arrived from Hancock, indicating that the Canal is free from damage to that point.

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Some changes have recently taken place in the *personnel* of officials connected with Lynn's Wharf and the Companies shipping therefrom. J. G. Lynn, Esq., who, for a number of years has filled the position of Wharf Superintendent, has sent in his resignation. We have not yet heard the names of his successor. Mr. A. L. Miller, who had charge of the outdoor business of the American Company, surrenders that position to accept a position on the Wharf, and is succeeded by Mr. George M. Reid.

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**Preparations for the Coal Trade at Georgetown** - During the winter the agents of the several Coal Companies which make Georgetown their port of transshipment have been industriously engaged in "putting their house in order" for a largely increased trade.

In an article detailing the various improvements, the Georgetown *Courier* says that under the supervision of Capt. John R. Masters, its accomplished agent, and J. H. Sherman, its indefatigable superintendent, the Borden Mining Company has been making all necessary arrangements for the prosecution of its accustomed work during the coming season. A very substantial new tramway from the canal to the river and new tracks and platforms have been erected, and in fact everything arranged in the most satisfactory manner.

The Cumberland Coal and Iron Company has been merged with the Consolidation; both will, however, as hitherto, transact business at their accustomed localities, the agency being under the united control of Messrs. Mehaffy and Winship, the place of business of the latter being designated as Wharf No. 1 and that of the former as Wharf No. 2. Repairs

and improvements have been the order of the day at each wharf. Under Capt. Mehaffy's skilful direction much facility for the discharge and shipment of coal has been effected, the wharf having been filled up, leveled and graded. Steam will also be introduced here at once for the more expeditious hoisting of coal from the canal boats to the trucks. At the lower wharf, under the energetic guidance of Mr. Winship, much money has been and will yet be expended in the construction of new trestle and repair of the old works. Over 8,000 square yards of wharfage have been reclaimed, a substantial sea wall having been built close to Ray's Docks, and at a cost of from \$5,000 to \$6,000 double facilities will be afforded for loading vessels with coal.

At the wharf of Mr. J. P. Agnew new rails and flooring have been placed on the tram-road and repairs made, while the steam apparatus has received every necessary addition for the prosecution of a successful business.

The Central and Maryland coal companies have consolidated, and will, hereafter, do business in the name of the Maryland Coal Company; with S. P. S. Hutson as agent, who for some time past has acted in the same capacity and afforded very general satisfaction therein. Ray's Docks, from which shipments for this company will be made, have been put in thorough repair, affording unsurpassed facilities for dispatch in unloading coal from canal boats and transferring the same into vessels. Already this season six schooners have been loaded here, carrying 1780 tons of coal to different points at the east.

Mr. Maus, the able Superintendent of the Georgetown Division, has returned from an extended inspection, and reports everything in excellent condition; the lock men being at their posts, the embankments

secure, and the accumulations of the past seasons wholly removed.

NR, Wed. 3/30/70, p. 4. **Wharf Property Sold - Steamboat Improvements.** - A walk along the streets forming the river front shows great activity among the wharf-owners and dealers, and all things are being put in order for the opening of small-boat trade. The various wharves are being straightened up, and the prospects for business this spring looks well. Mr. A. P. Hoover has just purchased the lease of Galt's wharf, at the foot of Seventh street, for \$7,000, and proposes to run the saw-mill now in operation.

The steamboats plying on the river are being placed in complete order, in readiness for business. There is a prospect of mail-boats to Norfolk during the coming season. One of these is already announced as under the control of Messrs. S. P. Brown & Son and George H. Plant. She is known as the *Lady of the Lake*, and she is a first-class passenger steamer, of 800 tons burden. She is splendidly furnished, has 30 state-rooms and 75 berths; also, a large and commodious salon, furnished in the very best manner. A fine, safe boat of this class will be a great convenience on this line, and if cared for properly, will be largely patronized by our citizens. We feel confident that the boat is in safe hands.

ES, Sat. 4/2/70, p. 1. **Maryland Legislature** - A report was made by the committee of three which had been appointed to investigate the charges of malfeasance in office made against Mr. Alfred Spates, late President of the Chesapeake and Ohio Canal Company, during his incumbency of that office. The committee submitted a report which was a "vindication of the honor and integrity of that Senator (Mr. Spates) whose character

was involved." This report was unanimously adopted by the Senate.

SR, Sat. 4/2/1870, p. 2. The boating season upon the Chesapeake & Ohio Canal has commenced, and will no doubt be continued with considerable energy. Many persons from this place have gone into the boating business upon the raging *canal*.

NR, Mon. 4/4/70, p. 4. **The Canal.**

The canal seems destined to have an unfavorable start in the trade this season. It has hardly been opened for navigation before a break occurred, the accident this time being caused by a wash in the embankment at the head of the nine-mile level, about forty miles above Georgetown. It will probably be repaired by Monday, however, unless the high water should prevent it. A leak has also occurred at the two-mile level, near Little Orleans, and the water was partly drawn off in order to remedy the defect. At present navigation is almost entirely suspended, owing to the high water in the river, which prevents effectually any passage of big slack water. - *Cumberland (Md.) Transcript, April 2.*

NR, Tue. 4/5/70, p. 4. **The Georgetown Canal.** - The canal, from all accounts will not be in thorough working order for some days yet. Besides the break on the nine-mile level, the superintendent of the Georgetown division thinks the water will have to be turned off at the lower level until Wednesday, to allow of repairs, made necessary by the late rains.

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**A New Canal Bridge.** - The contemplated bridge to cross the canal at Sixth street will make that street across the mall (already graded, with foot walks laid,) available for travel. The bridge will be a plain, substantial structure of wood, with three spans of 25 feet each. There will be a 30



feet wide roadway and 2 feet wide foot walks with railings.

CA, Wed. 4/6/70, p. 2. **MARYLAND LEGISLATURE.** - *Chesapeake & Ohio Canal.* - On the 29th of March the President laid before the Senate a communication from Mr. Gordon, president of the Canal Company, as follows:

Cumberland, March 26, 1870

*To the Honorable the Senate of Maryland.*

Gentlemen: - Your order of the 25th inst., has just been received, and without having the books of the canal company before me, I hasten to respond, and give you the information desired from such notes and memoranda as I have now in my possession.

There was in the treasury of the Canal Company and its depositories on the 9th of December 1869 the sum of \$209,981.64  
And there was received in the month of March 200.00

Making a total then on hand and since received of \$210,181.64

There was paid to Virginia, 9th of Dec	\$58,435.00	
Deposited with Brown & Bro.	75,000.00	
Expended for repairs, officers' salaries, &c.	24,274.72	
Expended for repairs, &c., Jan.	20,183.40	
Expended for repairs, &c., Feb.	27,477.57	
Expended for repairs, &c., March	<u>150.00</u>	
		205,520.69

Leaving a balance now in the treasury of \$4,660.95

By deducting from the sum on hand on the 9th of December, viz. \$209,981.64  
The sum appropriated to pay debts 160,000.00

It leaves in the treasury of 49,981.64  
Which was retained to meet current expenses.

To which add the sum of \$21,904.05

Difference between \$101,565, balance of appropriation of \$160,000 after paying \$58,435 to Virginia and \$79,660.95 reported as paid on the 22nd, and the sum of 200.00

Received in March, and you have \$72,085.69

The whole of this latter sum, as above shown, was expended in repairs and pay of officers and other employees of the company during the months of December, January, February and

March. It appears, therefore, that if the whole sum of \$160,000 had been paid out, the company would have been short the sum of \$16,243 to meet its current expenses until the opening of navigation in the spring.

But in making the appropriation the board calculated that a considerable portion of the coupons intended to be paid were lost, and that others holding them would probably not present them until after the spring trade opened and furnished sufficient funds to meet them, and besides the amount of money required for repairs proved to be a good deal larger than we expected it would have been when the appropriation was made. This was owing to a break in the bank of the canal, and the bad condition of some of the masonry, and the necessity of draining out the channel of the canal at many places along the line.

Very truly yours &c.

J. H. Gordon

President, Chesapeake & Ohio Canal Co.

**Coal Trade by Canal.** - For the week ending 2nd of April, 1870, there were cleared at the port of Cumberland 35 boats laden with coal, shipped by the several companies, as follows:

	Tons, Cwt
American	1,434 14
Consolidation	660 00
" For individuals	650 02
Hampshire	544 00
" For individuals	330 19
Cooke, for individuals	<u>103 18</u>
	3,723 13

27 boats cleared in the month of March - one less than in the corresponding month of last year. The high water prevented loading on Friday and Saturday.

A very large number of boats have arrived from along the line within the past few days and are now awaiting cargoes.

The damage occasioned by the two recent freshets comprised a breach in the embankment on the nine-mile level, about forty miles this side of Georgetown, and a leak at a point near Little Orleans on the

Cumberland Division. These injuries were, however, repaired without occasioning protracted interruption of trade.

NR, Wed. 4/6/70, p. 4. **River Front.** - *Croush's Wharf* - Arrived - Schooner Only Daughter, Headley, from New York, with cargo of hay for Knode & Co.

*Potomac Ferry Wharf* - The steamer Wawaset, Fouke, left this wharf this morning for Cone River and river landings, with passengers and freight.

*Riley's Wharf* - Arrived - Schooner Erie, McAllister, from Philadelphia, with coal for Fowler & Langley.

*Carter's Wharf* - Arrived - Schooner Argo, Taylor, from Philadelphia, with coal for Geo. Bogus.

*Clark's Wharf* - Arrived - Schooner Cornelia, Noyes, from Philadelphia, with coal for Harvey, Clarke & Given.

[Transcriber's Note: These named wharves could have been where Cumberland coal was loaded in Georgetown.]

H&TL, Wed. 4/6/70, p. 2. **The Spates Investigation.** - The following is the report of the proceedings in the Senate of Maryland, on Friday inst., with regard to the charges preferred against Mr. Spates, from which it will be seen that the Committee appointed to investigate those charges has fully and entirely exonerated him:

Mr. Henry, from the special committee of three (Henry, Sellman and Clarke) appointed by the President of the Senate on the 18th of February, "with full power and authority to send for persons and papers, to examine the books, accounts, papers and proceeding of the Chesapeake and Ohio Canal Company, and examine witnesses under oath, to the end that a full and entire investigation may be made of the accounts of the late president of said company, Alfred Spates, as well as all other accounts, books, papers and proceedings of

the present administration of said company," submitted a report which was a full and complete "vindication of the integrity and honor of the Senator whose character was involved."

The report was read by Mr. Henry, at the conclusion of which he submitted the record of the testimony and full proceedings of the committee, with papers of the canal company used by the committee.

Mr. Henry said it had been the understanding with the committee that the papers of the canal company would be returned when the report of the committee was concluded, but since the communication of the president of the company, (Mr. Gordon,) a few days since to the Senate, in reference to some action by the Senate for a return of the papers, the committee did not feel at liberty to return the papers, and he therefore delivered them to the custody of the Senate.

Mr. Earle moved that the report be adopted. Nothing, he said, could be more painful than to be placed in contact with one resting under such grave charges, yet nothing was more pleasant than an exculpation and full vindication. After a long, laborious and thorough investigation of every charge, the committee had fully vindicated the honor of the gentleman - He begged leave to congratulate the Senator from Allegany that he had come out unscathed from the investigation, and his honor and integrity had been upheld by the honorable committee.

Mr. Stephenson moved that the report be printed.

Mr. Grove said it was with great pleasure he had heard the report of the committee. Coming from a county (Washington) next to Allegany, he was not unfamiliar with the charges against the Senator from that county, and knew they were heedlessly and malignantly preferred - congratulated the Senator on his full and

thorough vindication by the committee. He was proud to know that those who have been following his tracks like a wolf have been defeated. He wished it understood in the Senate of Maryland that the parties who undertook this prosecution were the same who tried to indict the Senator before a grand jury of his county, but failed there as they had here. He was glad to shake hands with truth and justice. Truth was on the side of the honorable Senator, and truth would ever rise like oil to the top of water.

A call of the roll was taken on the question of the adoption of the report - When the President (Mr. Compton) was called, he said it was with unalloyed gratification that he had heard the report of the committee, which relieved and cleared the Senator from the damning cloud of suspicion in which persistent detraction had for a while shrouded him. He had served in this Senate for three seasons with the Senator from Allegany county, that during all his intercourse and intimacy with the Senator from Allegany he had never seen or discovered any word or act which would justify an injurious suspicion even. He had observed the development in him to an unusual extent of an unselfish and generous disposition, which, while it was to be admitted, made him liable to what might easily be perverted into a wrong intent. Knowing him as he did he was prepared for this report. It did not surprise him, but he had no word to convey his gratification.

Senators Henkle and Carroll followed the President, bearing testimony to the honorable character of the Senator from Allegany.

On the adoption of the report the vote was: Yeas - Messrs. President, Biggs, Browne, Carroll, Clarke, Earle, Fields, Grove, Henkle, Henry, Hyland, Jump, Kimmell, Maddox, Malone, Miller, Parker, Sellman, Snyder, Stephenson, Timmons,

Welsh, Wilson - 23. Absent, Mr. Denson. Not voting, Mr. Spates.

Three hundred copies of the report and evidence combined were ordered to be printed, and two hundred copies of report; one hundred and fifty copies of report and evidence to be furnished Mr. Spates and fifty copies of report.

NR, Fri. 4/8/70, p. 2. **Canal News.** - Information has been received that sand bars, formed by the recent high water upon the feeder levels of the Williamsport and Antietam divisions of the canal, would be removed by the 5th instant.

A letter from Mr. Masters, division superintendent, dated at Williamsport, states that loaded boats passed that point at 4 o'clock a. m., Tuesday, 5th instant.

Eighteen boats, laden with 1,855 tons of Cumberland coal and 100 tons Virginia gas coal, cleared yesterday.

A boat designed for freighting stone from the Freestone Quarries on Seneca creek was built at the boat-yard of Mr. Frederick Mertens, and yesterday went forward loaded with coal. A considerable number of boats arrived at this port on yesterday. - *Cumberland Transcript, 7th.*

ES, Sat. 4/9/70, p. 1. **Affairs in Montgomery County.** - The Rockville Sentinel of yesterday has the following item:

*Fully Exonerated* - The report of the present Chesapeake and Ohio Canal authorities, charging Col. Alfred Spates with heinous offences, in his management of the financial affairs of the company implicated Mr. Geo. W. Spates, of this county, formerly one of the Superintendents of the canal, as an accomplice in some of the transactions complained of. The action of the Maryland Senate, unanimously and fully disposing of the Company's report leaves this gentleman as perfectly unscathed as it does the late President of the Company.

NR, Sat. 4/9/70, p. 4. **Reform.**

In regard to the financial status the speaker said he was firm in the belief that the city is now in debt fully \$200,000, and this in view of the great promises made by Mr. Bowen. The citizens of Washington have as much trouble to keep the City Hall clean as they have the Washington canal. In regard to the canal, the speaker said that every effort made by the Councils to clean out the canal has been opposed by the Mayor. This we can substantiate on evidence.

CA, Wed. 4/13/70, p. 3. **The Walsh & McKaig Wharf.** - For some days past workmen have been engaged in placing switches and laying tracks to connect this wharf with the Baltimore & Ohio Railroad. A few more days will complete this work, when we will be able to announce the loading and dispatch of boats from the wharf.

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We learn from the Alexandria *Gazette* that Mr. B. McQuade has established a line of freight packets between Alexandria and this city.

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Yesterday was the day named for the meeting of the Board of Public Works at Annapolis. There are conflicting statements as to whether the election of Directors of the Chesapeake and Ohio Canal Company and other works in which the State is a stockholder will take place at this meeting or be deferred until the meeting in June.

H&TL, Wed. 4/13/70, p. 2. **Coal Trade of the Chesapeake and Ohio Canal.** - For the week ending the 2nd of April there were cleared at Cumberland, Md., thirty-five boats, with 3,728 tons of coal. The Alleghanian says: "A very large number of boat have arrived from along the line within

the past few days, and are now awaiting cargoes. The damage occasioned by the recent freshets comprised a breach in the embankment on the nine-mile level, about forty miles this side of Georgetown, and a leak at a point near Little Orleans, on the Cumberland division. These injuries were, however, repaired without occasioning protracted interruption of trade,"

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The Cumberland Transcript, of Tuesday, states that while Messrs. Peter Kreigbaum, John G. Goodman, Abraham Curby, George Huebner and a Mr. Flood were crossing the Potomac in a skiff, just below that city, on Monday, the skiff by some means was upset, and Huebner, Goodman and Flood were drowned. - Kreigbaum swam out, and Curby clung to the skiff, until rescued by Mr. Ziegler, captain of a canal boat which happened to be coming down.

SR, SAT. 4/16/1870, p. 2. The Chesapeake and Ohio Canal is now open to navigation, and so eager are boatmen to secure boats, that a great number must be refused. Last season was the most profitable since the waterway was opened, to the Canal Company as well as to boatmen - hence the rush for boats. The Canal is in splendid condition and everything bids fair for a remunerative business.

CA, Wed. 4/20/70, p. 3. **Coal Trade by Canal.** - For the week ending April 16, 1870, there were cleared at the port of Cumberland 170 boats laden with coal, shipped by the several companies, as follows:

American	3,978 03
Borden	1,778 04
Consolidation (1944 11 to Antietam)	2,872 19
Consolidation, Eckhart Mines	988 08
Hampshire & Baltimore	1,131 18
Maryland	4,195 16
Midlothian	233 10
James Boyce (from Eckhart)	1,455 07

R. G. Rieman & Co.	1,462 16
Mayfield & Hieston (from H. & B.)	327 08
B. McQuade (Cooke Mine)	111 10
T. Gilleece, Hancock (Maryland)	113 15
C. Embrey & Son, Williamsport	107 09
	<hr/>
	13,862 13

6,000 fire bricks shipped to Antietam. Within the week, boat J. T. Davis arrived from Georgetown with 5,000 shingles, 2 tons of plaster and 200 sacks of salt, consigned to Jacob Brengle; and boat Sister Mollie with 50 barrels of flour from Four Locks.

H&TL, Wed. 4/20/70, p. 2. The Cumberland Transcript says that trade is still picking up on the canal, and the Maryland Company commenced shipping yesterday. A great many boats are in port, and others are arriving. Several have gone on the stocks for repairs and the boat-yards present a busy scene. The following is a statement of the trade during the week ending

Saturday, April 9:

American Coal Company	4,123 11
Consolidation Company	2,323 06
For individuals	2,655 01
Hampshire & Baltimore Co.	815 12
Midlothian Company	783 05
Maryland Company	105 15
Cooke Mines	215 10
Individual	668 17
Gas Coal	100 00
Total	11,802 00

These shipments were to the following points:

To Georgetown	11,411 01
To Williamsport	203 10
To Hancock	102 08
To Seneca	82 01
Total	11,802 00

In addition to this there were shipped 62,550 feet of lumber.

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**Another Turnpike.** - Another Company has just been chartered for the building of a turnpike from Four Locks on the Canal to the town of Clearspring, a distance of three miles and a half. The corporators are James R. Cushwa, Samuel

Seibert, Joel Charles, John D. Prather, W. L. Hassett, John D. Tice, Alex. M. Flory, Henry Rowland and John Cowton.

This bed will be constructed on the bed of the present country road from the Four Locks to Clearspring, and is designed to be ultimately extended to the Pennsylvania Line, there to connect with another turnpike road. It will require the issue of \$10,000 of stock which will be divided into shares of \$20 each, all of which will be taken in the neighborhood immediately. Success to the enterprise, for it is such roads which have made our county what it is. - *Mail*.

SR, SAT. 4/23/1870, p. 2. The first lot of shad and herring, via the C. & O. Canal, was brought here on Monday last and sold at 20 cents for shad, and \$2 per hundred for herring.

CA, Wed. 4/27/70, p. 3. **Drowned** - A very sad accident occurred on the Canal, near Patterson's Creek, on Thursday last, by which Michael McCann, captain of a boat, and his little son, lost their lives. By some means the child fell overboard, when the father leaped into the channel in an effort to rescue him and both were drowned. The deceased resided at Hancock and the remains were conveyed thither.

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**The New Wharf.** - The transshipment of coal from the new wharf was commenced last week, and we understand that some eight or ten boats per day have since loaded there. Several of the tracks are yet to be laid, but laborers are busily engaged at this work, and a few days more will witness the completion of an improvement that will prove alike remunerative to the projectors and advantageous to the coal trade. That Mr. A. G. Warfield, the engineer in charge, has shown an intelligent appreciation of the wants of the trade in the construction and

arrangement of this wharf, is simply attested by the ease in working, the rapidity in loading boats, and the admirable facilities for economizing time both to railroad employees in delivering, and boatmen in receiving, cargoes. As a specimen of engineering skill it indicates genius of high order.

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**Coal Trade by Canal.** - For the week ending April 23, 1870, there were cleared at the port of Cumberland 196 boats laden with coal, shipped by the several companies, as follows:

American	4,118 18
Borden	2,321 14
Consolidation (66 09 to Antietam)	3,516 17
Consolidation, Eckhart Mines	1,080 06
George's Creek	215 18
Hampshire & Baltimore	1,310 11
Maryland	4,971 14
Midlothian	544 11
James Boyce (from Eckhart)	1,206 16
R. G. Rieman & Co.	1,576 05
J. B. Turton (Hamp. & Balto.)	331 03
B. McQuade (Cooke Mine)	115 01
Glenn & Gleason (Cooke)	108 08
	21,418 02

10,000 feet of lumber shipped to Georgetown; 2,000 feet to Williamsport; 9,000 fire-bricks and 5 tons fire clay to Antietam.

Within the week the following up freight was reported:

150 barrels of corn, per boat F. A. Mertens, from Hancock.

50 barrels of flour and 10 tons mill offal, per boat J. & H. Korns, from Williamsport.

125 barrels of flour and 250 bushels potatoes, per boat A. F. Kindle, from Four Locks.

50,000 shingles, per boat Mollie R. Spier, from Georgetown.

400 sacks of salt, 11 barrels of fish and half ton rosin, per boat Iowa, from Georgetown, for Geo. Hughes.

The boat J. T. Davis arrived on Monday of this week with 210 sacks of salt,

8 barrels of fish, 12,000 shingles and 1 ton of merchandize, consigned to various parties through Jacob Brengle

NR, Mon. 5/2/70, p. 4. **Aquatic.** - It is expected that during the coming season boating matters will be lively in this vicinity. There are now three regularly organized clubs in the city. The Analostan, boat-house foot of G street; the Potomac, in Georgetown, and the Arlington, foot of Seventh street. The Analostan proposes to inaugurate the season during the second week of May by a flag raising and a review of the boats, 11 in number. The officers of this club are George V. Patten, jr., president; Willie Blanchard, vice president; Joseph Brown, secretary; W. T. Caldwell, treasurer; John Corson, captain; A. M. Tappan, coxswain. The crews of the Naval Academy at Annapolis are expected here in June, and will be the guests of the Analostan, with whom they will race, and there is some talk of a match between Walter Brown and Coulter on the Potomac during the season. [Transcriber's Note: This information may help in locating facilities along the Georgetown waterfront.]

CA, Wed. 5/4/70, p. 2. **Drowned.** - On Friday last the keeper of the canal lock at North Branch discovered an obstruction in one of the wickets of the lock gate, which, on examination, proved to be the body of a man. Coroner Strong was notified of the fact and held an inquest, when it was ascertained that the remains were those of Mr. Solomon Twigg, who resided near Murley's Branch, in this county. The evidence that the deceased had been under the influence of liquor the day previous, and it is supposed that while in this condition he fell into the Canal and was drowned. A verdict of accidental drowning was accordingly rendered.

**The Western Maryland Railroad.** - The survey of the line of the Western Maryland Railroad, between Hagerstown and the Canal, at Williamsport, has been commenced. A corps of engineers under the direction of Col. Boyne, is engaged at the work.

ES, Wed. 5/4/70, p. 2. The stockholders of the Chesapeake and Ohio Canal Company met in Annapolis yesterday. The State was represented by Governor Bowie, Comptroller Woolford, and Treasurer Merryman; the United States by William S. Huntington, Esq.; the city of Washington by Col. James G. Berret; the city of Alexandria by John W. Burke, Esq., and the private stockholders by Messrs. W. W. Corcoran, A. B. Davis, J. H. B. Smith and George S. Brown. The opinion of J. H. B. Smith, Esq., as to the power of the stockholders in regard to the appointment of President and Directors of the Company, was read and approved by the meeting. It is to the effect that for whatever time the President and Directors may be elected, their tenure of office is uncertain, inasmuch as their continuance depends entirely upon the will of any future general meeting of the stockholders. A by-law of the company providing for an annual election of President and Directors at the stated meeting in June was rescinded on motion of Mr. Berret. This action, it is rumored, is a preliminary step in important and sweeping reforms contemplated by the stockholders. It is rumored that Hon. James C. Clarke, of Baltimore county, will succeed Mr. Gordon in the Presidency of the Canal Company at the annual meeting in June.

CA, Wed. 5/11/70, p. 3. **The Canal Trade.** - The Canal is in thorough order throughout, and the coal trade upon it is very brisk. There were cleared from this port within the week ending on Saturday last 221 boats,

carrying in the aggregate 24,313 16 tons of coal, an excess over any previous week in the history of the canal.

For the week the up freights reported were as follows:

80 barrels of flour, per boat B. F. Charles, from Charles' Mill.

800 bushels of wheat and 100 bushels potatoes, per boat Monongahela, from Hancock.

200 bushels oats, per boat Ohio, from Hancock.

15 barrels fish, per boat Ohio, from Georgetown.

153 tons of ice, per boats Iowa, Ohio and Park Agnew, for J. S. Johnson.

19 tons merchandize, per boat American Boy, for George Hughes.

200 sacks salt and 1 ton merchandize, per boat J. T. Davis, for Jacob Brengle.

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**C. & O. Canal Company.** The stockholders of the Chesapeake & Ohio Canal Company held a meeting in Annapolis last week. The State was represented by Governor Bowie, Comptroller Woolford, and Treasurer Merryman; the United States by William S. Huntington, Esq.; the city of Washington by Col. James G. Berret; the city of Alexandria by John W. Burke, Esq.; and the private stockholders by Messrs. W. W. Corcoran, A. B. Davis, J. B. H. Smith and George S. Brown. The opinion of J. B. H. Smith, Esq., as to the power of the stockholders in regard to the appointment of President and Directors of the Company, was read and approved by the meeting. It is to the effect that for whatever time the President and Directors may be elected, their tenure of office is uncertain, inasmuch as their continuance depends entirely upon the will of any future general meeting of the stockholders. A by-law of the company providing for an annual election of President and Directors at the stated meeting in June

was rescinded on motion of Mr. Berret. This action, it is rumored, is a preliminary step in sweeping changes contemplated by the stockholders. The annual meeting of the stockholders will be held in Annapolis on the 7th of June.

ES, Sat. 5/14/70, p. 2. **Georgetown. The Cumberland Coal Trade.** - Last week 49,362 tons of coal were shipped from Cumberland, of which 24,066 tons were by the Chesapeake and Ohio Canal.

NR, Sat. 5/14/70, p. 1. **Alexandria and Vicinity.** - The disorderly behavior of the parties who now frequently assemble at the Virginia end of the Alexandria Canal Aqueduct to witness dog and chicken fights, and similar sports, have become so annoying to the residents of that neighborhood and to persons traveling on the aqueduct road, that the Sheriff of the county has been applied to for the constabulary force to abate what has become a nuisance.

SR, Sat. 5/14/1870, p. 2. **Canal Disaster.** - On Saturday morning last, about 3 o'clock as the Boat "Wandering Boy," was rounding what is known as the "Big Pool," [M.P. 112.50] about 70 miles from Cumberland, she was run into by the "H. Gerdeman," and sunk in about 15 feet of water. From the statement as given us by Milford Spohn, who was on the boat at the time of the disaster, it appears that owing to the dense fog that generally prevails along this portion of the Canal the boat ran aground, and whilst endeavoring to get her off, the "H. Gerdeman" was seen coming up - the boat was warned off in sufficient time - but owing either to carelessness or incapacity upon the part of the steersman, the boat came on in full headway, striking the stern of the "Wandering Boy" with such force as to crush her rudder post, breaking in the whole stern, sinking her in a moment of

time. Fortunately no lives were lost, though Capt. Chapline and his son, who were asleep at the time, narrowly escaped by struggling through the water that rushed through the cabin door and windows. Everything went down in the unfortunate boat. The cargo, 109 tons of coal was owned by the Midlothian Coal Company; the boat by the Hampshire & Baltimore Coal Company. The total loss is estimated at near \$2,000.

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**Drowned.** - On Thursday of last week, George Whalen, a colored man, aged about 23 years, employed by F. H. Irwin, Esq., of Boonsboro, Md., as a driver on the C. & O. Canal, fell from the boat, about one hundred yards below what is known as the Burnt Warehouse, and was drowned. He had just come out from his supper and as he stepped on deck, he stumbled and fell off the stern of the boat. Every effort was made to save him but without success. It is supposed he struck the rudder blade in the fall, and was stunned as he seemed perfectly helpless, and made no effort to take a line that was thrown to him.

CA, Wed. 5/18/70, p. 3. **The Canal Trade** continues brisk. For the week ending the 14th of May 215 boats were cleared at the Cumberland office, laden with coal for Georgetown and Alexandria, carrying an aggregate of 23,559 06 tons. The following up freights were reported:

Five tons mill offal, per boat H. C. Waters, from Sharpsburg Landing.  
75 barrels flour and 2 tons mill offal, per boat J. & H. Korns, from Williamsport.  
186 barrels wheat, per boat Ida & Willie, from Falling Waters.  
140 barrels of flour, per boat Mrs. C. F. Charles, from Charles' Mill.  
2,000 palings and 2 tons sundries, per boat Mollie E. Spier, from Georgetown.



375 hides, 3,000 shingles, 3 tons merchandize and 1 ton coal, per boat Ohio, from Georgetown.

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**Canal Disaster.** - About three o'clock on Saturday morning of last week as the boat "Wandering Boy" was rounding what is known as the "Big Pool," 70 miles East of this point, she was run into by another boat, the "H. Gerdeman," and sunk in about 15 feet of water. Owing to the dense fog that generally prevails along this portion of the Canal the boat ran aground, and while lying thus the "Gerdeman" came on under full headway striking the stern of the "Wandering Boy" with such force as to crush her rudder post, breaking in the whole stern and sinking her almost instantly. Fortunately no lives were lost, although Capt. Chapline and his son, who were asleep at the time, narrowly escaped by struggling through the water that rushed through the cabin door and windows. The cargo, 109 tons of coal, was owned by the Midlothian Coal Company, the boat by the Hampshire & Baltimore Coal Company. The total loss is estimates at near \$3,000.

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**Drowned.** - On Saturday last a negro boatman, named Jerry Carder, was accidently drowned in the Canal in the neighborhood of the lower wharf of the Consolidation Company. A coroner's inquest was held, and a verdict in accordance with the facts rendered.

NR, Wed. 5/18/70, p. 1. **Alexandria Affairs.** - As the 11 o'clock local passenger train on the Alexandria and Washington railroad was on its way to Washington this morning, the cow-catcher struck a milk wagon, containing the owner and a young lady, which had backed down upon the track opposite the canal basin. Luckily, the wagon only was damaged, the occupants escaping without any injury.

H&TL, Wed. 5/18/70, p. 2. **Drowned.** - On Thursday of last week, Geo. Whalen, a colored man, ages about 23 years, employed by F. H. Irwin, Esq., of Boonsboro, Md., as a driver, on the C. & O. Canal, fell from the boat, about one hundred yards below what is known as the Burnt Warehouse, and was drowned. He had just come out from his supper and he stepped on deck, stumbled and fell off the stern of the boat. Every effort was made to save him but without success. It is supposed he struck the rudder blade in the fall, and was stunned as he seemed perfectly helpless, and made no effort to take a line that was thrown to him. - *Shepherdstown Register.*

NR, Fri. 5/20/70, p. 1. **Alexandria Affairs.**  
The lady who was riding with Mr. Joseph Markham, when his milk wagon was run into by the train on the Alexandria and Washington railroad day before yesterday, was considerably bruised. The horse was also badly hurt.

SR, Sat. 5/21/1870, p. 2. **Suicide.** - We regret to state that our town was much excited on Monday evening last by the sad intelligence that Mr. John H. Spohn, a respected citizen of this place, had committed suicide by shooting himself in the forehead with a pistol. His body was found about 5 o'clock in the Catholic graveyard and a Coroner's jury was immediately summoned, who, after hearing all the evidence, rendered the verdict "that the deceased came to his death by his own hands." Mr. Spohn had been for some time suffering a great deal with dyspepsia which at times made him very low spirited. About two weeks ago he lost a small amount in the sinking of the boat "Wandering Boy," on the C. & O. Canal, while in the boating business, which so preyed upon his mind that, added to his previous condition, it

produced temporary insanity, and led him to commit the rash act. He had but removed to this place a little over a year ago from Liberty, Frederick County, Md., and had long been an active member of the M. E. Church, South, and was 58 years of age.

His remains were consigned to the tomb in Elmwood Cemetery, on Tuesday evening and his funeral sermon preached by Rev. W. G. Cross of the M. E. Church, South, aided by Rev. Dr. Bittle of the Lutheran Church. Peace to his dust!

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Our townsman, Mr. W. B. Cost, has recently had built a very large and excellent Canal boat, in Cumberland, which is now plying upon the waters of the C. & O. Canal, laden with coal, for Alexandria. The boat is called the "Lillie Lemon," and is the first 'through' boat bearing a name from Shepherdstown or its vicinity. We don't wonder at *Billy* giving his boat the name he has, and we think he has exercised exceedingly good taste in doing so. He is carrying on an extensive business upon the Canal, having now three boats plying the *raging Canal*. Success to him.

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We learn that a Miss Earhart, 17 years old, daughter of John Earhart, blacksmith, of Williamsport, Md., threw herself into the canal at that town, and perished before assistance could reach her. It seems that the young lady had some difficulty with her father, and under the excitement of the moment, it is thought, committed the rash deed. Her father was arrested and committed to the Hagerstown jail upon the charge of assault with intent to kill his daughter.

NR, Mon. 5/23/70, p. 4. **The Washington Canal. - Suggestions as to its Improvement.** - At the meeting of the Committee on the District of Columbia on Tuesday, a bill and plan for the

improvement of our great nuisance, the Washington canal, will be considered, and we sincerely hope some good will at last result in this direction.

In this connection, we give below the views of a prominent engineer upon the subject. These views were embodied in a letter addressed to Hon. Lewis McKenzie, a member of the District Committee, who has handed the letter to us for publication.

May 16, 1870

Dear Sir: According to your suggestions, I will give you my views in relation to a subject which is to be considered by the Committee on the District of Columbia and which has been a source of complaint since the time to which my memory extends. The Washington canal occupies the position intended by nature for the construction of the principal sewer of the city; near the foot of the Capitol hill it receives the stream of Tiber creek, which should be the main branch sewer. Tiber creek, with its two outlets through the canal, one into the Potomac at Seventeenth street, and the other into the Eastern branch, near the arsenal, divides the city into three parts, respectively occupied by the Capitol, the President's House and the Agricultural Department. By far the larger portion of each of these drains by nature ultimately into the canal. The canal should, therefore, be made the main sewer of the city. But there are two conditions which any such sewer should be made to conform to: first, to be so located and constructed as to receive and conduct throughout its length a constant flood of fresh water; and, second, that it shall discharge its constant at the most remote available point from the residences of the population, and from the wharves of commerce. During the last two years I have frequently mentioned to prominent gentlemen in Washington my plan for converting the canal into a special agent and I will repeat it to you.

From the mouth of Rock creek to the foot of Seventeenth street, the Chesapeake and Ohio Canal Company have constructed and abandoned a canal which has a lock at Seventeenth street of about seven feet lift above ordinary low tide. They have built and abandoned a series of locks letting the water from the canal into Rock creek, and by means of a dam across the mouth of Rock creek, the waters of both that stream and of the Potomac were carried to the foot of Seventeenth street, and there poured down into the upper mouth of the Washington canal, with a fall of seven feet during low tide. By simply closing this mouth at the Washington canal, this fall of seven feet can be distributed uniformly throughout the length of

the great open sewer, causing a moderate current of the water so supplied and carrying the drainage of the city into the Eastern branch, at its junction with the Potomac, and at the extreme end of the city. The first objection which would be heard to this improvement would be from that part of Pennsylvania avenue which was originally a marsh, and whose grade has been fixed so low that the tide ebbs and flows in the basements of the houses, carrying all the impurities of the great stagnant ditch back and forth with its feeble pulsations. The owners of these infected houses might prefer the sluggish fluctuation of filth than to be pervaded with a constant and flowing supply of pure water, always at work at its office of scavenger. Pennsylvania avenue can never be what it should be until its gradient raised high enough to allow of the sewers which pass under it to empty into the canal above high tide. But I suppose that property will continue to dwindle and grow valueless rather than make the temporary sacrifice of raising the grade along the site of the old swamp. Although this condition of Pennsylvania avenue may prevent the improvement I suggest from being carried out as effectually as might otherwise be, still I consider that it would be much more advantageous to the property in question, that the canal should be always filled to the brim with a running stream of purity, than to remain in its present condition, the laboratory of disease.

The next objection would be that the supply of water in Rock creek in dry weather would be insufficient to accomplish the objective of purification, and that it cannot be drawn from the Georgetown level of the Chesapeake and Ohio canal, because it would create a current which would impede the ascending boats. The remedy for such an objection is part of my plan. I believe the time is not far when all boats that are to transfer their cargo to vessels on the Potomac, or continue to the contemplated canal to Annapolis, will be locked down into the river at the head of tide water and be towed to their destination by steam. This would leave but a short distance to the Little Falls dam for the canal to be widened and divided in such a manner as to secure an unimpeded way for ascending boats, while it will pass all the water necessary to turn the wheels of all the mills and factories which may be erected on the now unoccupied banks of Rock creek. This water from the Little Falls, with which I would flush the main sewer, would be none the less effectual by reason of its having previously turned a hundred wheels of thirty feet diameter. If you will stand at Washington and extend your vision along the Metropolitan Branch; the Baltimore and Ohio and the Pittsburg and Connellsville railroads, as far as those swarming hives of iron makers in Pennsylvania, then

sweep your eye over all that fertile and productive region which is included in the angle between the rail road from Washington to Pittsburg, and the railroad from Washington to Lynchburg and Danville to Charleston, you will perceive that it is a territory which produces everything which gives employment to the maintenance in greater abundance and variety than any other part of the United States, such as iron, coal, wheat, hemp, wood, oil, timber, slate, marble, copper, tobacco and cotton and that the whole region is neared by railway to Washington than to any other comparable city in the United States, and penetrated at all points by such railroads as the Baltimore and Ohio and its branches, the Pittsburg and Connellsville, the Virginia Valley railroad, the Shenandoah Valley railroad, the Orange, Alexandria and Manassas railroad, the Washington and Ohio railroad, the Chesapeake and Ohio railroad, the Lynchburg and Danville railroad, the Washington and Fredericksburg railroad, the Washington and Point Lookout railroad, all to be brought for this one focus of Georgetown and Washington, which starts at the southern end of that chain of cities posted along the great streamline highway from the capital of the United States to Boston. When these roads are complete, and in adequate subterranean avenues provided for their ingress and egress, and all obstructions removed from the navigation of the river as high as the upper wharves of Georgetown, and the flow of the Potomac river so regulated as to concentrate its dredging effect in a single definite channel next to the Washington shore, the city can hope to make some rapid strides in emulation of her neighbors, and will use the now wasted energies of the noblest river that runs to the Atlantic, and will, with it flush the stagnant ditch which has been so long a nuisance.

CA, Wes. 5/25/70, p. 2. **Cumberland** is a flourishing town, enlarging in extent and increasing in business and wealth, but the exaggerated estimate some of our citizens place upon unimproved property is utterly preposterous. The award of \$80,000 damages by a jury of condemnation for a few feet of [illegible] front has been the basic staple of conversation, and we may add, of indignant protest, during the past week. Briefly we may state the case thus: The regular outlet for the Shriver basin, leading to the new coal wharf of Messrs. Walsh & McKaig, is under the wharf of the Cumberland Coal & Iron Company. With

this latter Company a majority of the Board of Directors of the Chesapeake and Ohio Canal Company (President Gordon and two of the Directors, we are told, dissenting) entered into a contract, allowing the channel beneath the Cumberland Coal & Iron Company's wharf to be closed, and accepting in consideration therefore the privilege of cutting one or more channels through the adjacent land of the Cumberland Coal & Iron Company and \$1,000 towards paying for the same. In the construction of these channels it would become necessary to cut through a strip of land lying between the Canal channel and the Shriver Basin, the property of Messrs. Walsh & McKaig, in order to give boats free access to the wharf of these gentlemen. Upon this state of facts a jury of condemnation was impaneled to assess the damages Messrs. Walsh & McKaig would sustain in having two ditches cut, sixty and fifty-five feet in width respectively, to furnish an outlet to their own wharf. Arguments pro and con were heard, and after lengthy, if not intelligent deliberation, damages to the extent of \$80,000 were awarded. Although the Board of Directors of the Canal Company were culpably short-sighted in entering into an arrangement whereby the positive rights of the Canal Company were impaired or jeopardized, that affords no excuse for Messrs. Walsh & McKaig claiming excessive damages from a bankrupt corporation, in which the people of the State have already sunk millions, nor does a verdict awarding such damages, in view of the manifest direction of benefits involved, reflect much credit upon the judgment and discernment of the jury making it. If our information is correct, \$43,000 was the sum paid to the Shriver heirs for the entire property lying between the canal and railroad, and certainly no stronger testimony of the exorbitancy and absurdity of \$80,000

damages for cutting ditches through an insignificant strip of it need be offered.

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**Canal Trade.** - For the week ending May 21st, 211 boats laden with coal departed from Cumberland, shipped as follows:

American Company	4,368 11
Borden Company	2,520 01
Consolidation Company	3,141 06
Consolidation, Eckhart Mines	1,302 11
George's Creek Company	693 08
Hampshire & Baltimore Company	666 04
Maryland Company	7,251 16
Midlothian Company	538 09
James Boyce (Eckhart)	1,206 18
R. G. Rieman & Co. (Eckhart)	1,091 12
Mayfield & Hieston (H. & B.)	218 00
Hancock (Cooke)	111 07
M. Sinclair (gas)	110 00
	23,220 03

The following up freights were reported:

- 25 barrels of fish, per boat Park Agnew, from Georgetown.
- 1 wagon, per boat Hibernia, from Georgetown.
- 10 sacks salt, per boat J. T. Davis, from Georgetown.
- 50 barrels flour, per boat James Noble, from Hancock.
- 60 barrels flour, per boat Annie, from Charles' Mill.

H&TL, Wed. 5/25/70, p. 2. **Drowned.** - A colored man, named Jerry Carder, for a long time in the employ of Mr. A. R. Appleman, of this town, but who, a few weeks ago, went to work on the Canal, was drowned near the Coal and Iron Wharf in Cumberland, on the 14th inst. We learn from the Transcript that he fell from his boat in the basin and went to the bottom. His body was recovered and Coroner Strong held an inquest, the verdict of the jury being "accidental drowning."

CA, Wed. 6/1/70, p. 2. **The Board of Public Works on the \$80,000 Scheme.** - At a special meeting of the Board of Public Works, held in Annapolis on the 24th

instant, the following resolutions were adopted in relation to the award of \$80,000 against the Chesapeake and Ohio Canal Company, as damages for cutting through the strip of land between the Canal channel and the Walsh & McKaig wharf:

*Resolved*, That the State's Attorney of Allegany county be, and he is hereby, instructed to enter a caveat in the name of the State of Maryland against the ratification of the inquisition found in favor of Messrs. Walsh & McKaig against the Chesapeake and Ohio Canal Company, and to take such other steps as effectually to prevent the payment of any money by the Canal Company on said account; and that the Attorney General be requested to advise with the State's Attorney of Allegany county as to the steps to be taken.

*Resolved*, That the President and Directors of the Chesapeake and Ohio Canal be instructed not to accept the award made by the jury in favor of Messrs. McKaig and Walsh, and to resist the ratification by the Court of such inquisition.

ES, Tue. 6/7/70, p. 2. **Chesapeake and Ohio Canal - Election of Directors, &c.**

The annual meeting of the stockholders of the Chesapeake and Ohio Canal Company was held in Annapolis, Maryland, yesterday. Governor Bowie said this was the day for the annual election of president and directors of the canal company. Mr. Merryman then nominated James C. Clarke, of Baltimore county, for president of the Chesapeake and Ohio Canal Company, and George S. Brown, of Baltimore city, Gilmore Meredith, of Baltimore city, James G. Berret, of Washington city, Isaac Young, of Montgomery county, William S. McPherson, of Frederick county, and William Dodge, of Washington county, directors. Upon balloting the representatives of all the stockholders present voted for the

above nominees, (Mr. Berret substituting the name of William S. Huntington, of Washington city, for his own,) and they were declared elected.

Mr. Merryman offered a resolution "that the salary of the president for the year coming be fixed at \$10,000, and that a contract be entered into between the board of directors of the canal company and the Hon. James C. Clarke, the president, by which he shall devote his time exclusively to the interests of the canal as president and superintendent." The vote was then taken on the resolution, and it was adopted unanimously. Mr. Merryman offered a resolution that the per diem of the directors be abolished, and that they be paid for their service only their actual expenses, which was adopted.

The forty-second annual report of the president and directors gives an account of the new basin at Cumberland, constructed by their predecessors, of the contracts made with Messrs. McKaig and Walsh for the building of a wharf, and of the litigation which resulted therefrom, of which the public have heretofore been appraised. It (says the report) the shipment of coal at Cumberland continues to increase as it has done and as it probably will, the basin and the wharf constructed upon it by Walsh & McKaig will be necessary to accommodate the increase of trade. This wharf is now loading about fifteen boats per day. The returns of the company show that the average number of trips made by the boats last season falls short of the average of the preceding season, notwithstanding the increased amount of trade. Dam No. 5, which has been the cause of so much annoyance and of such immense and extraordinary outlay of money by the company, is now completed. The bills of working expenses of the canal for the last year show a reduction of \$8,757 compared with the preceding year.

The trade on the canal has shown a very large increase during the last year. The number of boats loaded with coal and shipped from Cumberland in 1868 was 4,483, and the number in 1869 was 6,040, showing an increase of 1,557 in the number of boat loads shipped from that point. And the number of tons of coal shipped in 1869 was 663,491, an increase over the preceding year of 178,421 tons. And the probability is that the increase will be still greater this year, and that the canal will be called upon in one or two years at the farthest to carry as much coal as its capacity will enable it to freight. The question, therefore, begins already to force itself upon the company as to how this rapidly growing trade shall be accommodated. The capacity of the canal to carry coal depends upon the number of boats that can pass through the tunnel, and it has been estimated that its greatest capacity does not exceed one million of tons descending freight per annum in its present condition. Therefore, if the canal is expected to accommodate the trade beyond that amount, as it will soon be called upon to do, provision must be made to enlarge the capacity of the canal. The case now pending in the Court of Appeals between the State of Virginia and the company will probably settle all questions of priority among the several classes of creditors of the company. Many friends of the canal are looking to an extension of the work, and it has been estimated by actual survey that a canal can be made between Washington and Annapolis, capable of carrying boats of 275 tons burthen, at a cost not exceeding \$5,000,000.

The board has made an examination of the accounts of their immediate predecessors, and found the late president and one of the superintendents considerably in default to the company.

The receipts for descending freight for the year ending May 31, 1870, were

\$61,889 more than in 1869, and the increase in ascending freight, \$2,972.13. The decrease in repairs was \$15,832. The revenue of the company, derived from all sources, for the year ending 31st May, 1870, amount to the sum of \$379,939.37, and there was a balance of cash in the treasury on the 1st June, 1869, of \$78,011.21 - making a total sum of \$457,750.58, and the expenditures during the year ending 31st May, 1870, were \$332,654.39. Balance in treasury June 1st, 1870, \$125,098.19. Of the above expenditures there were paid on account of old liabilities \$62,423, and for construction, rebuilding, &c., \$70,429. The president closes his report by saying, "with ordinary prudence and fidelity on the part of its managers, the Chesapeake and Ohio Company may, before the end of the next fiscal year, safely undertake to consolidate the interest in arrears upon its bonded debt, and to provide for the regular payment of the interest thereafter to accrue, and for the raising of a sinking fund for the redemption of the principal."

CA, Was. 6/8/70, p. 2. **Canal Coal Trade.** - The transportation of coal upon the canal is not so brisk as it was two weeks ago. We regret to learn that the demand for the article is not encouraging to the mining interests, and that in addition there has been no little trouble to procure vessels to ship from Georgetown and Alexandria to the East. One of the principal companies - the Consolidation - suspended shipping from this point for about ten days but resumed again on Monday. Notwithstanding these drawbacks, the business for the month of May foots up handsomely. 899 boats were cleared from Cumberland within the month, carrying an aggregate of 98,675 18 tons of coal - an excess over the corresponding month of last year of 125 boats and 14,565 11 tons; and 51 boats and 8,039 10 tons above the month of June, 1869, which was

the largest previous month's shipments since the first opening of the canal. The shipments for the month, by companies and individuals, were as follows:

American Company	18,508 00
Borden Company	11,214 00
Consolidation Company	18,576 03
George's Creek Company	2,959 11
Hampshire & Baltimore Company	3,756 14
Maryland Company	29,099 11
Midlothian Company	1,981 12
James Boyce (Eckhart)	5,360 11
R. G. Rieman & Co.	5,304 04
Mayfield & Hieston	863 12
Other Parties	1,050 00
	98,675 18

97,642 14 tons went through, 425 tons to Antietam Iron Works, 216 13 to Williamsport, 206 01 to Shepherdstown and 74 03 to Sharpsburg.

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**Re-organization of the Canal Direction. -**

The Board of Directors of the Chesapeake & Ohio Canal was entirely re-organized Monday by the election of Hon. James C. Clarke, of Baltimore county, as President, and the following directors: George S. Brown, of Baltimore city; Gilmor Meredith, of Baltimore city; James G. Berret, of Washington, D. C.; Isaac Young, of Montgomery county; W. S. McPherson, of Frederick county; and William Dodge, of Washington county.

We doubt if there is a man in the State whose training and qualifications better fit him for the management of a work of this character than do those of Mr. Clarke. - That the administration of the Company's affairs under his guidance will be marked with vigor, the energy and ability of Mr. C. has heretofore displayed in his official connection with other great works of internal improvement give gratifying assurance.

NR, Wed. 6/8/70, p. 4. **A Portion of Long Bridge Destroyed. -** The steamer

Rattlesnake, laden with a thousand tons of coal, left the Consolidation Company's wharf, Georgetown, yesterday afternoon shortly after 5 o'clock for a Northern port. As it neared the Long Bridge the draw on the Virginia side was opened to allow it to pass through. For some reason the steamer, instead of keeping to her course, drifted to the eastward, striking the pier immediately east of the draw and destroying not less than one hundred and fifty feet of the bridge, all of which will have to be rebuilt. The steamer was wedged into the broken timbers, and considerably damaged about the bow and larboard side.

The Long Bridge has for some time past needed thorough repairs, and as travel over it will necessarily be suspended, owing to the above accident, it is to be hoped that Gen. Michler will have the work thoroughly and speedily done.

NR, Fri. 6/10/70, p. 4. **Canal Coal Trade. -**

The transportation of coal upon the canal is not so brisk as it was two weeks ago. We regret to learn that the demand for the article is not encouraging to the mining interests, and that in addition there has been no little trouble in procuring vessels to ship from Georgetown and Alexandria to the East. One of the principal companies - the Consolidation - suspended shipments from this point for about ten days, but resumed again on Monday. Notwithstanding these drawbacks, the business for the month of May foots up handsomely; 899 boats were cleared from Cumberland within the month, carrying an aggregate of 98,675.18 tons of coal - an excess over the corresponding month of last year of 125 boats and 14,565.11 tons, and 51 boats and 8,039.10 tons above the month of June 1869, which was the largest previous month's shipments since the first opening of the canal. The shipments for the month, by companies and individuals were as follows: American

Company 18,598, Borden Company 11,214, Consolidation Company 18,576.09, George's Creek Company 2,359.11, Hampshire & Baltimore Company 3,756.14, Maryland Company 26,099.11, Midlothian Company 1,981.12, James Boyce (Eckhart) 5,360.11, R. G. Rieman & Co. 5,304.04, Mayfield & Hieston 863.12, other parties 1,050 - total 98,675.18; 97,642.14 tons went through, 425 tons to Antietam Iron Works, 216.13 to Williamsport, 206.01 to Shepherdstown and 74.03 to Sharpsburg. - *Cumberland Allegian*.

NR, Sat. 6/11/70, p. 2. After a suspension on the Chesapeake and Ohio canal for about seven hours, caused by the washing out of a lock gate at the seven locks, 16 miles above Georgetown, navigation was resumed last night and boats are now arriving and departing freely.

ES, Mon. 6/13/70, p. 1. **FROM WESTERN MARYLAND.** - Hagerstown, June 13, 1870.

*Dear Star:* - The Hon. James C. Clarke, the newly-elected president of the Chesapeake and Ohio canal, has been in town for several days past, seeking suitable quarters for the establishment of the central office of the company, it being proposed to remove the office at an early day from Annapolis to this place, where a meeting of the directors will be held during the coming month. This point would certainly prove very desirable for the prompt and efficient transaction of the business of this important work, as it would place the office under the immediate personal supervision of Mr. Clarke, who contemplates taking up his residence among us. In conversation with some of our leading citizens on Saturday, Mr. Clarke expressed the determination of devoting his whole time and energies to the discharge of the responsible duties of his position, and from the well-established reputation of this

gentleman, it is generally conceded that he means what he says. He proposes making a number of important changes in the management of the canal, abolishing many superfluous offices, and establishing a system of management throughout its entire length that cannot fail to make it a source of great revenue to the stockholders, instead of a "divvy pool" for a lot of "shysters." Mr. C is a self-made man, of unusual energy, fine business tact, and unequalled social qualities. His appointment has inspired all of us here interested in the welfare of the canal with a fond belief that a new era is about to begin in the management of its affairs.

CA, Wed. 6/15/70, p. 3. **Location of the Canal Office.** - The report that the office of the Chesapeake and Ohio Canal was to be located in Hagerstown, where the newly elected President would take up residence, has not been fully confirmed, and the first meeting of the Board was fixed at Baltimore.

H&TL, Wed. 6/15/70, p. 2. **Chesapeake and Ohio Canal.** - The Board of Public Works, representing the State's Stock in the Chesapeake and Ohio Canal Company, held a meeting last week at Annapolis, and elected Hon. Jas. C. Clarke, State Senator from Baltimore County, President of the Canal, and Messrs. George S. Brown, Gillmor Meredith, Games G. Berret, Isaac Young, William S. McPherson and Wm. Dodge, the latter of this county, Directors.

In connection with this election comes the astounding announcement, that Mr. Clarke's salary had been fixed at **TEN THOUSAND DOLLARS!!** largely more than any officer in the State or any Cabinet Minister at Washington receives for his services. Of course, the announcement is accompanied with the assurance that superfluous offices will be abolished, and



the difference made up in this way, but that, in all probability, will turn out to be a mere "tub thrown to the whale." **TEN THOUSAND DOLLARS** is a big jump from Two Thousand Five Hundred, the amount heretofore paid to the President of the Company, but it is simply in harmony with the general financial policy of the Democratic party of this State, and is a part, and only a small part, of what the people have to pay for their opposition to the great and fundamental doctrine of "equal laws and equal rights," vulgarly called "negro equality!"

It is said that Mr. Clarke will make Hagerstown his future home, and that he will devote his whole time to the interests of the Canal, but even if he should can he earn Ten Thousand Dollars a year? - What think you of this, Democratic farmers and laborers? It is a pretty dear luxury.

Mr. Clarke and his lady paid our town a visit last week, and we think it is quite probable that he may conclude to locate here, provided the office of the Company should be removed to our town.

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On Thursday the new Board of Directors of the Chesapeake and Ohio Canal Company entered upon their duties. A committee was appointed by the President of the Company, James C. Clarke, Esq., to inspect its condition, report as to its requirements, etc.

ES, Sat. 6/18/70, p. 2. **Chesapeake and Ohio Canal.** - A meeting of the Board of Directors of the Chesapeake and Ohio Canal Company was held at Annapolis on Thursday when the recently elected President and the new Board took the oath of office before Judge Robinson; and the President, Hon. James C. Clarke, appointed the following Standing Committees: - Finance - Messrs. Brown, Meredith and McPherson. Construction and Repairs -

Messrs. McPherson, Dodge and Young. Transportation - Messrs. Berret, Young and McPherson. All the above-named Directors were present at the meeting with the exception of ex-Mayor Berret, of this city. The Committee on Construction and Repairs, accompanied by the President, will start to Georgetown soon and make a tour of the entire line of the canal, to thoroughly investigate its condition, requirements, &c.

ES, Tue. 6/21/70, p. 2. **Priority of the Chesapeake and Ohio Canal Debts.** - The Court of Appeals yesterday gave their decision in the case of The Commonwealth of Virginia vs. The State of Maryland, the Chesapeake and Ohio Canal Company and others. The decree of the court reverses the decision of the Circuit Court of this city, and remands the case for further proceedings. As the decision reverses the court below, it is of course favorable to the complainant on some points, and without doubt it established the priority of the repair bonds as claimed by Virginia. - *Baltimore Sun.*

NR, Mon. 6/27/70, p. 4. **G. L. Sheriff**, at his coal office, Four-and-a-half street and Canal, has on hand a large stock of the celebrated Cumberland coal, for family, steam and blacksmith purposes, which he offers at the lowest market rates.

H&TL, Wed. 6/29/70, p. 3. **Western Maryland Railroad.** - We understand that the contracts for the completion of the Western Maryland Railroad to Hagerstown and its connection to Williamsport, will be awarded this week. The bids were very numerous, and it required time to examine them.

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**The President of the Canal.** - On Thursday last, the Hon. James C. Clarke, President of the Chesapeake and Ohio Canal, paid Hagerstown a visit, and spent a

day or two with his friends. We understand that it is his purpose to remove his family to our town and that the Canal office will also be brought here. He is very anxious to purchase a suitable property for a residence, having offered one of our citizens \$9,000 for his property, and another \$10,000, but as yet he has not succeeded in making a purchase. Mr. C. will be quite an acquisition to our town, as will also the location of the office of the Canal to its business.

NR, Thu. 6/30/70, p. 4. **Attempt at Suicide.** - On Tuesday evening Emily Tasp, aged about 20 years, attempted to commit suicide by jumping in the canal. She was rescued by some of her friends before accomplishing the rash act, and taken to her home.

ES, Tue. 7/5/70, p. 2. **A new Post Office** is established at Seneca, Montgomery county, Maryland (on the Chesapeake and Ohio Canal), and William B. Love appointed Postmaster. The office will be regularly supplied by route Georgetown to the Point of Rocks.

NR, Sat. 7/9/70, p. 4. **The Canal Trade.**

Within the month of June there were cleared from the port of Cumberland 838 boats, laden with coal, carrying an aggregate of 91,564.04 tons. The uncertainty of what would be the action of Congress in regard to the duty on foreign coal and other circumstances has checked shipping, and the figures show 7,111 12 tons less than were manifested on the month of May. There are now 400 boats, generally well stocked and equipped, engaged in the transportation business, largely increased wharf and loading arrangements, and the canal throughout the month has been in first-rate boating condition. With these facilities, 25 per cent more coal could have been readily moved forward had the state of the market

warranted the companies in increasing their shipments to that extent. The shipments for the month, by companies and individuals, amounted to 91,564.04 tons. Of this 90,015.09 tons went through, 1,015.04 to Antietam Iron Works, 193.17 to Hancock, and 152.14 to Shepherdstown.

Coal shipments for season compared with last year:

	1869	1870
March	2,080.00	2,834.14
April	77,382.10	76,200.19
May	84,110.07	98,675.18
June	90,636.08	91,564.04
	<hr/>	<hr/>
	255,209.05	269,275.04
Increase		14,066.19

*Cumberland Alleganian, July 7.*

SR, Sat. 7/9/1870, p. 2. **Chesapeake and Ohio Canal.** - There was a meeting of the newly elected president and board of directors of the Chesapeake and Ohio Canal Company, held at Annapolis on Thursday last, when they were sworn into office before Judge Robinson. The President, Hon. James Clarke, appointed the standing committees as follows: Finance - Messrs. Brown, Meredith and McPherson; Construction and Repairs - Messrs. McPherson, Dodge and Young; Transportation - Messrs. Young and McPherson. The committee on construction and repairs, accompanied by the president, will start to Georgetown soon and make a tour of the entire line of the canal, to thoroughly investigate its condition, requirements, &c.

ES, Mon. 7/11/70, p. 2. **Chesapeake and Ohio Canal Company.** - The Board of Directors of the Chesapeake and Ohio Canal will meet at the office of Alexander Brown & Son, Baltimore, tomorrow. It is said the President, Mr. Clarke, has been over the entire route, and will recommend to the board some important changes along the

line. The firm of Alexander Brown & Son has been appointed the depository of the company, and given bond in the sum of \$200,000 for the safety of the funds deposited with them. The stockholders of the company, at their last meeting at Annapolis, adjourned to meet in Baltimore on Wednesday, 13th inst.

ES, Wed. 7/13/70, p. 2. **The Chesapeake and Ohio Canal.** - A meeting of the Directors of the Chesapeake and Ohio Canal Company was held yesterday at the office of Alexander Brown & Sons, bankers, in Baltimore. Hon. James Clarke was called to the chair, and made a statement of the condition of the canal and the finances of the company. The meeting then discussed this subject and routine matters until the hour of adjournment. The entire business of the morning was of a desultory character. Another meeting will be held today. There were present at the meeting Hon. James Clarke, President of the Canal Company; William E. Dodge, of New York; Colonel Berret, of Washington city; Isaac Young, of Montgomery county, and Dr. William S. McPherson, of Frederick, Commissioner of Emigration and Labor.

ES, Thu. 7/14/70, p. 2. **The Chesapeake and Ohio Canal Company** - An adjourned meeting of the stockholders of the Chesapeake and Ohio Canal Company was held yesterday in Baltimore; present, John Merryman, State treasurer, and Levin Woolford, State comptroller of the board of public works, representing Maryland; James G. Berret, representing the United States and the District cities; John P. Poe, Esq., representing the State of Virginia; Mr. Benj. Fawcett, treasurer of the company, acting as secretary.

The committee appointed at the last stockholders' meeting to which was referred

the annual report of the late president and directors, made the following report:

The committee to whom was referred the forty-second annual report of the president and directors of the Chesapeake and Ohio Canal Company have carefully sought information upon the important matters therein contained. They first submit herewith a note of the president, with a report from the engineer, being the latter officer's approximate estimate of the amount to be expended to place the canal in good condition. The committee would state that these estimates are based upon the personal examination of the canal, made since the 1st inst., by the two officers above named. The aggregate amount required will be seventy-seven thousand six hundred and twenty dollars (\$77,620). The expenditure of so large a sum at the various locations named will require the special supervision of a competent engineer, and your committee recommended that the board retain Mr. Hutton in its service, he having proved himself a competent and faithful officer."

In reference to the contracts and leases executed by the late board of directors to H. H. Dodge, on the 17th day of February, 1870, specially referred to them, the committee reported a resolution "that the contracts and leases executed by the late board of directors on the 17th day of February, 1870, in pursuance of the compromise made with H. H. Dodge, are hereby assented to and approved."

As regards the controversy between Messrs. Walsh and McKaig and the company, there has been no action since the filing objections to the confirmation of the award, and they recommend that the president of the canal company take immediate steps to have the whole proceedings in the case dismissed.

The report is signed by John Merryman and James G. Berret.

On motion of Mr. Ritchie, the report of the committee on the late report of the president and board of directors was accepted, and the resolution contained therein relating to the contract and leases with H. H. Dodge was adopted.

The approximate estimate of the engineer for the thorough repair of the canal is as follows: For the Georgetown division, \$21,019; for the Seneca division, \$5,912; for the Monocacy division, \$15,330; for the Antietam division, \$8,064; for the Williamsport division, \$18,080; for the Hancock division, \$3,646; for the Cumberland division, \$5,549; total, \$77,629.

The meeting, without transacting further business, adjourned to meet at the same place on Wednesday, September 21st.

An adjourned meeting of the Board of Directors of the company was held yesterday in Baltimore; present: Hon. J. C. Clarke, president, and Messrs. Wm. E. Dodge, James G. Berret, Isaac Young, and Dr. William S. McPherson. The board abolished the office of paymaster, and devolved his duties upon the president of company. The board also reduced the number of superintendents to five - all to take effect on the first of August next. The appointments were postponed until a full meeting could be had. The following report of the business of the canal was made: Amount of coal shipped in June, 91,564 tons; miscellaneous merchandise shipped, 8,000 tons. The revenue of the canal for the month of June was \$50,855, showing a slight increase over the month of June, 1869. The board then adjourned to meet at Berkeley Springs on the 26th inst.

NR, Sat. 7/16/70, p. 4. **The Chesapeake and Ohio Canal Company - Meeting of Stockholders.** - An adjourned meeting of the stockholders of the Chesapeake and Ohio Canal Company was held yesterday at No. 69 Fayette street. Present, John

Merryman, State treasurer, and Levin Wolford, State comptroller of the board of public works, representing Maryland; James G. Berrett, representing the United States and the District cities; John P. Poe, esq., representing the State of Virginia. Mr. Benjamin Fawcett, treasurer of the company, acting as secretary.

The committee appointed at the last stockholder's meeting, to which was referred the annual report of the late president and directors, made the following report:

This committee to whom was referred the forty-second annual report of the president and directors of the Chesapeake and Ohio Canal Company have carefully sought information upon the important matters therein contained. They first submit herewith a note of the president with a report from the engineer, being the latter officer's approximate estimate of the amount to be expended to place the canal in good condition. The committee would state that these estimates are based upon the personal examination of the canal, made since the 1st instant, by the two officers above named. The aggregate amount required will be seventy seven thousand six hundred and twenty dollars (\$77,620). The expenditure of so large a sum at the various locations named will require the special supervision of a competent engineer, and your committee recommended that the board retain Mr. Hutton in its service, he having proved himself a competent and faithful officer.

In reference to the contracts and leases executed by the late board of directors to H. H. Dodge, on the 17th day of February, 1870, specially referred to us, your committee beg to report that they have examined into the same, and find that all matters connected therewith were thoroughly examined by the late board, and after full and tedious negotiation, the same were finally agreed upon as a compromise of all questions pending between said Dodge and the canal company. We therefore recommend the adoption of the following resolution:

*Resolved:* That the contracts and leases executed by the late board of directors on the 17th day of February, 1870, in pursuance of the compromise made with H. H. Dodge, are hereby assented to and approved.

As regards the controversy between Messrs. Walsh and McKaig and the company, there has been no action since filing objections to the confirmation of the award, and we recommend that the president of

the canal company take immediate steps to have the whole proceedings of the case dismissed.

John Merryman.  
James G. Berrett.

On motion of Mr. Ritchie, the report of the committee on the late report of the president and board of directors was accepted, and the resolution contained therein relating to the contract and leases with H. H. Dodge was adopted.

The approximate estimate of the engineer for the thorough repair of the canal is as follows: For the Georgetown division, \$21,010; for the Seneca division, \$5,912; for the Monocacy division, \$15,350; for the Antietam division, \$8,064; for the Williamsport division, \$18,080; for the Hancock division, \$3,646; for the Cumberland division, \$5,549; total, \$77,620.

The meeting without transacting further business, adjourned to meet at the same place on Wednesday, September 21. - *Baltimore Sun, 14th.*

SR, Sat. 7/16/1870, p. 2. **Large Contract.**

We learn that the Potomac Cement Mills Company, near this place, has received another order for ten thousand barrels of Cement for Washington City. These Mills give employment to a number of hands and is a great help to our community.

**Large Shipment.** - We learn that during the past twelve months, Messrs. Boyer & Colbert, of Downsville, Washington County, Md., shipped from their Warehouse, on the C. & O. Canal, to Georgetown, one hundred and forty six thousand bushels of wheat. This is considered very heavy transportation, and we congratulate our friend Geo. H. Colbert upon his success in business.

NR, Fri. 7/22/70, p. 4. **Excursion to Seneca.** - The annual excursion and inspection of the works of the Seneca Quarry Company took place on Wednesday. At 6 o'clock, a.m., the officers of the

company and their invited guests embarked for the trip, and proceeded up the canal about two miles above Georgetown, when it was discovered that one of the locks was broken and they could go no further. Other conveyance was soon procured and the objective point reached in due season. After an examination of the works and all the points of interest in the vicinity, the inner man was duly refreshed, and the line of march was taken up for Washington, which was reached about 3 o'clock yesterday morning.

Among those who participated in this pleasant trip were Secretary Belknap, Gens. Sherman, Howard, Ballach, Eaton and Williams, Surgeon General Barnes, Mayor Emery, Henry D. Cooke, J. L. Kidwell, A. R. Shepherd, W. S. Huntington, Dr. Lamb of the Soldier's Home, Wm. Forsyth, esq., A. B. Mullett, supervising architect of the Treasury Department, S. O. Niles, and several prominent architects from New York city. The latter came on expressly for the purpose of examining the company's works, and ascertaining their ability to furnish Seneca stone in various sizes.

They expressed themselves highly pleased with the quarries, and said they should do all in their power to secure the introduction of the stone for building purposes in New York. The company have recently put up a number of Forney's patent saws, which work admirably, and they now have in their employ over three hundred men, nearly all of whom are citizens of the District. It is designed to build cottages for the whole number, and lay out the grounds in a regular manner.

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**The Washington Canal.**

In the act making appropriations for sundry civil expenses for the Government for the year ending June 30, 1871, is the following clause relating to the canal:

"That the Mayor of the city of Washington, the Secretary of the Interior, the Commissioner of

Public Buildings and Grounds, the Architect of the Capitol Extension and their successors in office, together with two men to be appointed by the Mayor of the city of Washington, by and with the advice and consent of the Board of Aldermen of said city, are hereby appointed a commission, who shall cause the Washington City Canal, either in whole or in part, to be dredged; or if deemed best, dredged and narrowed, or arched and converted into a sewer; and for the purpose of making this improvement, the corporate authorities of the city of Washington are hereby authorized and directed to levy and collect a tax of \$100,000 upon all taxable property in said city, for defraying part of the expenses thereof, and the sum of \$50,000 is hereby appropriated out of any money in the Treasury not otherwise appropriated, for defraying in part the expenses of the same; and out of any money arising from the sale of any real estate, should any take place belonging to said canal, the Government shall first be indemnified by any money hereby appropriated; the improvements aforesaid to be paid for at the rate of one-third by the Government, and two-thirds by the city as the work progresses, and the total expenditure not to exceed the amount herein provided for."

NR, Sat. 7/23/70, p. 4. **Georgetown Affairs. - The Coal Shipment** from Cumberland by canal during the week ending July 15, amounted to 21,713 tons, against 294,011 of the same month of the previous year.

NR, Tue. 7/26/70, p. 4. **Georgetown Affairs. - Demand for Coal.** - There is a good steady demand for Cumberland coal, for coastwise shipment, and yesterday there was quite a fleet of vessels hailing from Northern and Eastern ports, awaiting cargoes.

#### **Alexandria Affairs.**

**Affray at the Canal Basin.** - A preconcerted attack was made yesterday morning by a large party of colored men and boys from the locality now known as Newtown, upon the canal boatmen assembled at and near the basin. The attack was made with rocks and pistols, and repelled with pistols and guns, and the assailants were finally driven off with one of their members, it is reported, shot in the

thigh. A young man who happened to be walking in that neighborhood at the time, came within an ace of being killed by a stray shot, the ball passing within a few inches of his head. The affray occasioned great excitement and attracted a large crowd. Several arrests were made and the parties properly dealt with.

NR, Wed. 7/27/70, p. 4. **Georgetown Affairs. - Leak in the Canal.**

On Friday last a leak occurred in the canal at the four-mile level, about eleven miles above Georgetown, which was of a nature that necessitated the drawing off of the water in order to repair the damage. Yesterday the necessary repairs were completed and the boats were enabled to pass without interruption.

#### **The Canal.**

There is a full head of water in the canal notwithstanding the drought, and coal-laden boats are arriving freely, the numbered registered thus far in the present month being 163 from Cumberland.

#### **Vessels in Port.**

There are now moored at the docks and anchored in the river fifty large sized schooners awaiting cargoes of coal for Eastern ports. The supply of coal on hand is ample, and the cargo rates are \$4.25 and \$4.50 per ton for run of mine.

NR, Thu. 7/28/70, p. 4. **Alexandria Affairs.** - The *Gazette* of yesterday evening has the following news items:

A valuable horse belonging to Mr. R. H. Gemeny, fell in his tracks yesterday while hauling coal and died. Two mules belonging to Mr. Robert Sorrell fell dead on the tow-path of the canal yesterday, and one belonging to Mr. John Batt fell and died on the tow-path on Saturday last.

NR, Fri. 7/29/70, p. 4. **More Light.** - Since the new bridge over the canal at Sixth street

has been opened to travel that street has become quite a thoroughfare between the city and the Island, and there is a pressing necessity for street lights in that locality, especially near the bridge, where there is on railings to prevent pedestrians following the sidewalk from stepping directly into the canal. At present there is but one solitary lamp, that at the corner of Missouri avenue and Sixth street, between Pennsylvania and Maryland avenues. Will not the city fathers give us more light in this vicinity?

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**The Canal.** - Boats from Cumberland are still arriving freely, and coal continues in good, steady demand, with ample stocks on the docks.

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The Cumberland *Civilian* of yesterday has the following paragraphs:

The excessive heat last week came hard upon the horses and mules drudging upon the canal. Between twenty and thirty fell dead in their tracks. This was probably caused in some measure by hard driving.

NR, Sat. 7/30/70, p. 4. **Chesapeake and Ohio Canal.** - At a meeting of the president and directors of the Chesapeake and Ohio canal, held on Wednesday last at Berkeley Springs, it was agreed to make an appropriation to pay the past due coupons since January 1, 1861, of the repair bonds of the canal company, the bonds having been guaranteed by the State of Virginia, that State paid the interest from 1851 up to 1861. It will require some \$100,000 to pay the coupons up to July, 1869, the period at which the bonds themselves matured, and which at present there is no provision for redeeming.

On motion of Col. Berret, it was ordered that the president take such steps as may be necessary to dismiss all proceedings instituted by the canal company for the condemnation of the lands of McKaig &

Walsh, at Cumberland. The effect of this is a refusal to accept the award of \$80,000 made heretofore by a jury in favor of McKaig & Walsh for lands which the company desired for opening an outlet from the large basin of these gentlemen at Cumberland, for coal boats and shipments.

On motion of Col. Berret, the following was also accepted:

*Resolved.* - That from and after August 1, 1879, all officers of the Chesapeake and Ohio Canal Company will be required to devote their whole time and attention to the duties of the positions they occupy; and that the President be, and he is hereby directed to establish such rules and regulations as to insure compliance with this order, and define the manner of the performance of their respective duties. Nor will any officer or employee be allowed to engage in other business whilst in the service of this company.

On motion of Mr. Brown, it was resolved that it is deemed inexpedient at present to make any further changes in the employees of the company, except for incompetency.

The Board adjourned to meet in Baltimore on Tuesday, the 10th of August.

ES, Mon. 8/1/70, p. 2. **GEORGETOWN The C. and O. Canal.** - During the month of June 855 boats laden with coal have reported at the collector's office, and the tolls have amounted to \$8,786.55.

NR. Mon. 8/1/70, p. 4. **Georgetown Affairs. - The Canal.** - Boats are slacking off, and the arrivals during the past few days have been limited. The stock of coal, however, is ample, and vessels in the river have no difficulty in securing full cargoes.

CA, Wed. 8/3/70, p. 2. **Trade on the Canal.**

The general stagnation in business in the eastern cities, during the heated term, lessened the demand for coal, and as a consequence the transportation upon the canal for the month of July was not as large as in the preceding months of the present

season, or the corresponding month of last year. Within the month 674 boats were cleared at the Cumberland office, laden with 67,185 12 tons of coal. - The shipments by comparison and individuals were as follows:

American company	17,784 00
Borden "	9,922 13
Consolidation "	12,123 10
George's Creek "	1.064 02
Hampshire "	3,416 02
Maryland "	19,535 18
Midlothian "	231 02
James Boyce	779 10
Mayfield & Hieston	314 08
Other parties	20,014 07
	<hr/>
	67,185 12

66,260 02 tons went through. 82 18 to Hancock, 522 14 to Williamsport, 103 17 to Mercerville, 103 08 to Knoxville, and 112 13 to Monocacy.

There were also shipped 16,500 fire-bricks, 5½ tons of leather, 2 tons bones and 1 ton empty barrels.

Within the month the up-freights discharged at Cumberland comprised 24 barrels of fish, 155 barrels flour, 80 bushels of flour, 120 bushels corn, 620 bushels oats, 685 sacks salt, 34 tons general merchandize, 11 tons leather, 700 hides, 7 carriages, 18,000 shingles, 12 tons lumber, and 4 tons marble.

Throughout the month the supply of water has been good, and navigation but slightly interrupted. A small break occurred in the Georgetown division, which required the withdrawal of the water from one of the levels for several days; and we learn that a heavy rain on Saturday last did some damage below Harper's Ferry, which made it necessary to withdraw the water to remove a sand bar, etc., and preventing the passage of boats until Monday evening.

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**Drowned.** - Mr. John Wellinger, formerly a resident of Hagerstown, fell from a canal

boat near Hancock recently and was drowned.

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 The Secretary of the Chesapeake and Ohio Canal Company announces that on and after the 15th of August next the unpaid coupons on the repair bonds will be paid in Baltimore, at the banking house of Alexander Brown & Co.

NR, Wed. 8/3/70, p. 4. **Georgetown Affairs. - The Canal.** - There was quite a fleet of boats registered at the collector's office yesterday, principally laden with coal from Cumberland. The river vessels are thus enabled to load with celerity, and the port is now filled with schooners of all classes of tonnage from the North and East.

NR, Thu. 8/4/70, p. 4. **Georgetown Affairs. - The Canal.** - Boats from Cumberland are again commencing to arrive, the sunken boat near Catoctin having been raised, and the break caused by the late freshet being repaired.

There arrived yesterday morning at the wharves on the river side, eight coastwise schooners, and the channel now presents a lively scene of sails awaiting cargoes of coal.

NR, Fri. 8/5/70, p. 4. **Trade on the Canal.** - The general stagnation in business in the Eastern cities during the heated term, lessened the demand for coal, and as a consequence the transportation upon the canal for the month of July was not as large as in the preceding months of the present season, or in the corresponding month of last year. Within the month 614 boats were cleared at the Cumberland office, laden with 67,185.12 tons of coal. The shipments by companies and individuals were as follows:

American company	17,784 00
Borden company	9,922 13



Consolidation company	12,123 10
George's Creek company	1,064 02
Hampshire company	3,416 02
Maryland company	19,535 18
Midlothian company	231 02
James Boyce	779 10
Mayfield & Hieston	314 08
Other parties	20,014 07
	<u>67,185 12</u>

Throughout the month the supply of water has been good, and navigation but slightly interrupted. A small break occurred in the Georgetown division, which required the withdrawal of the water from one of the levels for several days, and we learn that a heavy rain on Saturday last did some damage below Harper's Ferry, which made it necessary to withdraw the water to remove a sand bar, &c., and preventing the passage of boats until Monday evening. - *Cumberland Alleganian, August 3rd.*

SR, Sat. 8/6/1870, p. 2. **C. & O. Canal.** - The president and directors of the Chesapeake and Ohio Canal held a meeting at Berkeley Springs on the 27th ult., when one of the first things determined was to make an appropriation to pay the past due coupons since January 1, 1861, of the repair bonds of the canal company. The bonds having been guaranteed by the State of Virginia, that State paid the interest from 1854 up to 1861. It will require some \$100,000 to pay the coupons up to July, 1869, the period at which the bonds themselves matured, and at which at present there is no provision for redeeming. The following is the resolution passed by the board on the subject:

*Resolved,* That the sum of twenty eight thousand dollars, or so much thereof as may be necessary be, and the same is hereby appropriated, together with the sum now in the hands of Alexander Brown & Sons, held by order of Court, to produce the sum of one

hundred thousand dollars, to take up and pay the unpaid coupons of the bonds, commonly known as repair bonds of the Chesapeake and Ohio Canal Company, guaranteed by the State of Virginia, and that said Alexander Brown & Sons be, and they are hereby directed to commence the payment of the aforesaid coupons on the 15th of August, requiring in all cases the holders of coupons to present the bonds with the same. It being understood that all payments made under this order shall be in conformity with decision of the Court of Appeals of Maryland and such order as has or may hereafter be passed by the Circuit Court of Baltimore City.

It is because of the facts that Virginia also claims to have paid some of these coupons in the years from 1861 and 1865, that is such as were held in the late Southern Confederacy, and that at the time of the evacuation of Richmond some of these were lost or stolen, that the requirement is made by the court and board that the bonds shall in all cases be presented with the coupons. Any one, therefore in improper possession of the coupons will not be able to obtain the money for them.

NR, Mon. 8/8/70, p. 4. **Georgetown Affairs. - The River Front.** - There is still considerable activity on the river front, owing to the demand for coal for coastwise shipment, and the channel and wharves are dotted by a large fleet of schooners. There is no change in prices, and Cumberland run of mine is still bringing \$4.25@4.50 per ton.

**The Canal.** - Yesterday but few boats appeared above the collector's office from Cumberland, but today it is expected that quite a number will arrive and be registered.

NR, Tue. 8/9/70, p. 4. **Alexandria Affairs.** The *Gazette* of yesterday evening has the following news items:

**Appearances** at Fishtown were more lively this morning than usual. Coal vessels were loading with the product of the Cumberland mines and discharging the product of the mines of the Schuylkill; a Philadelphia steamer was discharging salt, and several river craft were landing their cargoes of watermelons.

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**Georgetown Affairs.**

**New Wharf.** - The corporation is having a new and substantial wharf at the foot of High street, on the site of the late ferry slip. When completed it will be a decided improvement, and afford increased accommodations to vessels arriving at this port. The work is being prosecuted under the supervision of Street Commissioner R. R. Shekel.

**Break in the Canal.** - Information was received here yesterday of a break in the culvert on the canal near Point of Rocks. In consequence no boats beyond that point are arriving, but in a few days the canal will be in navigable order again along the entire route.

CA, Wed. 8/10/70, p. 2. **The Coal Trade** shows signs of reviving. - There were 126 boats, laden with 12,732 tons of coal, cleared the last week, and the probability of that number of clearances for the present week will be considerably larger.

Some damage has been done along the line of Canal by heavy rain the last week. A large road culvert, between Berlin and the Point of Rocks, was washed out on Saturday morning last. We understand that a large force, under the direction of the President, was immediately set to work and will continue working night and day until navigation is restored, which is expected to be accomplished in a few days. The disaster has, however, not interfered with boating at this point, as there are a considerable number of boats here awaiting cargoes.

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 The demand for coal, we are glad to state, has shown improvement within the past week. A large fleet of schooners from Eastern and Northern ports received cargoes at Georgetown, and the heavy accumulations of coal there were in consequence considerably reduced.

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**The Western Maryland Railroad** is said to be now in a fair way for speedy completion to Williamsport, the contracts having all been awarded, and the estimate of the engineer, based on these contractors, shows that the entire cost would be realized from sales of the bonds of the company.

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**Chesapeake and Ohio Canal.** - The business of this corporation, says the *Frederick Examiner*, will be the smallest this year that has been in the last ten. The wharves at Cumberland and Georgetown are overloaded, and the demand for coal has in a measure ceased. Shippers are looking to the European war to create a demand, in starting up furnaces and iron mills now out of blast. But this cannot occur the present season, and consequently the canal is not a success this summer. - *Baltimore American*.

It is quite clear that the *Frederick Examiner* does not know what it is writing about. With the single exception of last year, the business on the canal had been one-third larger this year than that of any year within the last ten, while the shipments of 1870 are but 5,123 tons short of those of 1869. The following shows the amount of coal transported from the opening of navigation to the close of July in each year from 1860, inclusive:

1860	145,859 11
1861	52,801 18
1862	46,078 05
1863	105,666 18
1864	106,054 18
1865	150,787 11

1866	174,829 11
1867	217,286 16
1868	212,472 18
1869	341,584 03
1870	336,461 07

NR, Wed. 8/10/70, p. 4. **Georgetown Affairs. - The Break** in the Chesapeake and Ohio canal at the culvert near the Point of Rocks will be repaired today, and boats stopped above will be enabled to descend. The boats detained are mostly loaded with coal, but several of them contain flour, wheat and corn, which is much needed here just now by our millers.

NR, Thu. 8/11/70, p. 4. **Georgetown Affairs. - The Canal.** - Business is very slack on the canal. The steam packet Minnesota started yesterday with the mail to Seneca, not being able to proceed further, owing to the water being drawn off above that point, than as far as Harper's Ferry, the repairs to the culvert at Point of Rocks not having been completed yesterday.

**Arrival of Wheat.** - The schooner Margaret Ella, Captain J. S. King, arrived yesterday from Alexandria with 2,000 bushels now red wheat, consigned to Hartley & Bro. There was also two or three arrivals of boats by canal with cargoes of wheat.

ES, Fri. 8/12/70, p. 2. The Cumberland *Alleghanian* says that the coal trade on the Chesapeake and Ohio canal shows signs of reviving. There were 126 boats, laden with 13,732 tons of coal, cleared from Cumberland during last week, and the probability is that the number of clearances for the present week will be considerable larger.

NR, Sat. 8/13/70, p. 4. **Georgetown Affairs. - The Canal.** - There are no boats arriving yet from above Seneca. The break in the culvert near Point of Rocks has not

yet been repaired, but it is expected that it will be completed in time to permit the passage of boats on Monday. The steam packet Minnesota will start on her regular trips to Harper's Ferry on and after Monday next.

SR, Sat. 8/13/1870, p. 2. **Child Drowned.**

A child aged about 5 years, son of John Whittington, was drowned in the C. & O. Canal, near Mercerville, a few days ago. A jury was empanelled by Mr. Samuel Boyer, who rendered a verdict of accidental drowning.

On Monday evening last, while Mr. Samuel Clark, residing at Dam No. 6, who has been employed for some time as a watchman on the B. & O. Railroad, was burning some brush he fell into the burning pile, and when discovered by his friends was burned terribly, the flesh from one side being almost entirely burned away. He was carried to his home, and after lingering in intense agony until Thursday last, death put an end to his sufferings.

NR, Tue. 8/16/70, p. 4 **Georgetown Affairs. - The Canal.** - The break in the canal near Point of Rocks, having been repaired, yesterday at 10 o'clock the first two coal boats for several days reported at the register's office from Cumberland. There are about 250 coal-laden boats on the way here, and by Wednesday or Thursday morning the whole fleet will have arrived. Owing to the accident to the canal the docks of the Borden and Cumberland Coal & Iron Companies, also that of Ray's, have been cleaned dry of the "black diamonds," but in a day or two they will commence filling up again. The demand for coal, however, for coastwise shipment is only fair at present, and we do not notice more than a dozen schooners in port awaiting cargoes. The price of Cumberland coal for run of mines is still \$4.25@4.50 per ton.

**Improvement.** - The Cumberland Coal & Iron Company are constructing houses for the introduction of steam machinery in unloading coal boats at the wharf on the canal, in front of the warehouse of A. H. Brandt, east of the Aqueduct bridge.

**Board Meeting.** - The board of directors of the Chesapeake and Ohio canal meet at Baltimore today for the purpose of electing a harbor master and other officers to be located here, as also to transact other business in the interest of the canal.

**Merchants' Exchange.** - In anticipation of the arrival of several boats laden with wheat and corn, the Merchants' Exchange will formally reopen at 11 o'clock this morning.

ES, Wed. 8/17/70, p. 2. **GEORGETOWN.**  
**The Canal.** - A very large number of boats are reporting at the Collector's Office, nearly all of them with coal.

NR, Wed. 8/17/70, p. 4. **Georgetown Affairs. - The Canal.** - There was some few arrivals of coal boats yesterday contrary to expectation, as there are about two hundred and fifty on their way here, but it is supposed that one of the boats has stuck on the sand bar at nine mile level, and will have to be drawn over the bar before those in the rear can proceed.

**Experimental Trip.** - The steam canal boat "R. H. Castleman," started on the first trip yesterday morning, and should her machinery work satisfactorily, will continue as far as Cumberland, and return with a load of coal.

NR, Thu. 8/18/70, p. 4. **Georgetown Affairs. - The Port.** - The wharves along the river front are quiet, the large fleet of schooners noticed a few days ago having loaded with coal, and departed on their destination eastward.

**The New Wharf.** - The wharf now in course of construction, at the foot of High street, it is expected, will be completed by the end of this week. The work is being done in a most substantial and creditable manner by Joseph R. Deeter, contractor, under the supervision of R. R. Shekel, street commissioner.

**The Canal.** - Yesterday the canal presented a lively scene in the arrival and loading of coal boats. Throughout its entire length navigation is in excellent condition; and should nothing occur in the way of breaks, boats will constantly arrive until the close of navigation. There are several boats with grain on the way, which are expected to reach here today, when our mills will be in active operation.

#### **Alexandria Affairs.**

A colored boy, named Isaac Robinson, hailing from Prince George's county, Maryland, arrived here yesterday evening on the Washington Ferry boat, with a broken leg and in destitute circumstances. He was sent from the wharf to police headquarters, where his fractured limb was set by Dr. Powell, after which he was taken to the alms-house. His story does not speak well for the charity of Georgetown and Washington. It is as follows: He was a hand on board a canal boat which traded to Georgetown; his leg was accidently broken while on his way down the canal; when he arrived in Georgetown he applied for pecuniary and surgical assistance, which were refused him, and he was directed to go to Washington; in Washington his appeals received a similar response, and it was not until he managed to reach this city that his wound was even dressed.

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**Chesapeake and Ohio Canal Directors Meeting.** - The president and directors of the Chesapeake and Ohio Canal Company met yesterday, at the office of Alexander Brown & Sons, pursuant to adjournment.

Present, Hon. James C. Clarke, president, and Messrs Young and Dodge. Messrs Berret and Meredith were absent. Mr. R. Hutton, chief engineer of the company, was granted leave of absence for some months, to enable him to accept an appointment from the James River and Kanawha Coal Company of Virginia, to make a survey for the proposed extension of that work. After transacting the usual routine business of the canal, the board adjourned to meet at Cumberland n the 15th of September next. - *Baltimore Sun*.

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**Rates of Hauling.** - The coal cart men have adopted the following uniform rate for hauling coal from the river front, and the rate has been agreed to by all the dealers on the front save one. From the river front to the canal, 40¢ per ton; to south of E street north, 50¢; south of L street north 60¢; south of O street north 65¢; north of O street to Boundary street, \$1; west of Nineteenth street, 75¢; east of Second street east to Eleventh street east, 75¢; east of Eleventh street east, \$1; to consumers south of L street, 60¢ per ton. These rates are higher than have heretofore been charged, but it is claimed that the business requires the employment of expensive teams, which must be paid for at living prices.

NR, Fri. 8/19/70, p. 4. **Georgetown Affairs. - The Canal.** - Business on the line of the canal continues lively, and boats are arriving and departing freely.

NR, Sat. 8/20/70, p. 4. **Georgetown Affairs. - Mule Drowned.** - A valuable mule, belonging to James Flanagan, broke his halter yesterday morning and started down the towpath, but walked into the canal near the station and was drowned. The captain of the boat recovered the dead animal, and putting a rope around his neck, took him in tow to Cumberland yesterday in

order to satisfy his owner that the mule "came to his death by drowning."

NR, Mon. 8/22/70, p. 4. **Georgetown Affairs. - The Canal.** - There are quite a fleet of coal boats lying above aqueduct bridge, which arrived here late Saturday night, and awaiting registration at the collector's office this morning. The river is nearly deserted of sailing craft, and the demand for coal for shipment is merely nominal.

NR, Tue. 8/23/70, p. 4. **Georgetown Affairs. - The Canal.** - The arrivals of coal boats yesterday were lively, and they are now stretched a distance of at least three miles above the aqueduct awaiting registration. There are but few vessels on the river front, and coal is now accumulating at the docks of the companies here.

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**Drowned.** On Saturday afternoon a colored man named Charles Johnson, a hand on one of the Seneca stone boats, fell overboard in the canal, near Seven Locks, and was drowned. The body had not been recovered up to a late hour yesterday afternoon.

CA, Wed. 8/24/70, p. 3. **Homicide.** - The canal boat "Thomas H. Faile" was the scene of a terrible crime on Wednesday night last. The boat tied up at Oldtown in this county, on the evening of that day, and on the subsequent morning the captain, Henry Miller, was found lying on deck with his skull fractured and in a dying condition, and the boat abandoned by the hands connected with it, a white man named Evans and a negro. The injured man, who is a resident of the Western section of Washington county, survived until Friday morning, and before his death revived sufficiently to make the statement that Evans was the perpetrator of the deed and that the negro was not implicated in it. The injuries, it is supposed,

were inflicted with a hatchet, which was found on the boat. The advance payment which the Captain had received from the Company for whom he was carrying coal was found in his pocket, hence it is assumed that robbery was not the motive which actuated the deed. Measures were at once taken for the arrest of the guilty party and he was apprehended near Hagerstown. The negro was also captured and will be held as a witness. A dispatch from the Sheriff of Washington county on Monday evening stated that both the men are now in his custody. Sheriff Layman will proceed to Hagerstown and take charge of them in the course of a few days.

NR, Wed. 8/24/70, p. 1. **Georgetown Affairs. - Canal.** - We have no change to notice in canal activity. Boats from Cumberland are arriving regularly and hundreds of hands find employment in unloading and massing coal on the several docks. Coastwise vessels are scarce and wanted, and cargo prices of run of mine coal still remain at \$4.25@ \$4.50 per ton.

NR, Thu. 8/25/70, p. 4. **Georgetown Affairs. - The Canal.** - Boats still continue to register at the collector's office quite freely, and the number of arrivals since the 1st inst. foot up 520 boats, including some laden with grain. Vessels are still in demand for coastwise shipment, and the docks are now rapidly filling with Cumberland coal.

NR, Fri. 8/26/70, p. 4. **Georgetown Affairs.- Wharf Completed.** - The public wharf at the foot of High street was completed yesterday afternoon, and is now open for use. The work was done by Messrs. Dexter & Barnes under the supervision of Street Commissioner R. R. Shekel, and gives complete satisfaction to the authorities. Messrs. Dexter & Barnes will at once proceed to rebuild the adjoining

wharf of Mr. Sweeny, which has been out of repair for some time.

**Canal.** - Business still continues lively on the line of the canal, and the new wharf of the Cumberland Coal and Iron Company, adjoining A. H. Bradt's, having been completed, boats will commence unloading there this morning, steam having been introduced for the purpose, thus enabling boats to clear with facility.

NR, Sat. 8/27/70, p. 1. **Georgetown Affairs. - "Capital Mills."** - Yesterday our reporter was invited to visit the above flour mills, on Water street, between Warren and Lingan streets, recently purchased by Messrs. Tenney, Davidson & Co., of John Davidson, esq. They were formerly known as the "Model Mills," and for fine machinery, with the latest modern improvements, and the order and cleanliness with which they are kept, well deserved the appellation. It is here where the "William H. Tenney Best Family Flour," is made, a brand that is now coming into use in our local markets, and which favorable competes with brands of Georgetown flour that have had a reputation for their superiority throughout the length and breadth of the United States. The mills front 71 feet on Water street, and with a warehouse adjoining, for the storage of flour, have a total front of 111 feet. The mill proper is brick, three stories in height, with an attic story, the roof covered with metal. Its depth is 42 feet, extending to the canal, affording admirable facilities for receiving wheat either from canal, river or wagons. The attic story is used for their superior receivers and fine bolting cloths. The third floor contains a counting room, patent wheat cleaner, and is used for the reception of grain from the canal. On the second floor is a middling burr, three pair of burrs, and a packing room. The large iron wheel, propelled by water from the canal, extends

from the basement to the third story, and on the first story is the master wheel, which moves all the machinery through each story to the attic, besides conveying wheat to each floor and garner without manual labor. We learn that the mills turn out an average of 100 barrels of flour every twenty-four hours. They are well worth a visit, and the gentlemanly proprietors take pleasure in showing the interesting features of the mills and the manufacture of flour to all who call. The firm act on the belief that however superior the machinery of their mills may be, good flour can only be made from good wheat, and hence they give their personal attention to the selection of choice wheat for their "Wm. H. Tenney Best Family Flour." In another column will be found the advertisement of Messrs. Tenney, Davidson & Co., giving particulars about their flour.

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**Newly Appointed Harbor Master.**

The president of the Chesapeake and Ohio Canal Company has recently appointed Mr. John H. Kindle harbor master for the Georgetown division of the canal. The new appointee has already exhibited his fitness for the position in regulating the large fleet of boats which have arrived since the break in the canal, near Point of Rocks, and boatmen speak in high praise of his endeavors in keeping the passage clear for descending and ascending boats, thus avoiding the "jams," which heretofore frequently occurred near this point, and agents of coal companies here and our millers are well pleased with the appointment of Mr. Kindle.

**Vessels for Coal.** - Arrived at the wharf of the Borden Mining Company the following schooners: S. W. Bunnell, Capt. Bunnell, from Providence for Fair Haven, Massachusetts; B. C. Terry, Capt. King, from and for Jersey City; J. F. Durfee, Capt. Musty, from and for Fall River, Massachusetts; Carlton Jayne, Capt. Brown,

from and for Fall River; Daniel Brown, Capt. Grinnell, from and for Fall River; M. E. Graham, Capt. Fountain, for Wareham, Massachusetts.

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**Boat Sunk.** - On Thursday afternoon, as the canal boat Iowa, Capt. Callan, was going out partly loaded, she came in contact with the boat Seneca Chief, loaded with wood and corn, near the waste way, knocking her bow in and causing her to sink in a few minutes. A force was put to work at once to unload the sunken boat, and it was raised yesterday and hauled down to short level for repairs.

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**The Canal.** - There is nothing special to note on the canal, and boats from Cumberland with coal continue to arrive regularly, the navigation throughout the line being in excellent condition. A few grain boats arrived here yesterday.

SR, Sat. 8/27/1870, p. 2. **Murder.** - At Oldtown, Allegany County, Md., on Thursday morning of last week, Capt. Henry Miller, of the canal boat "Thomas H. Faile," was found lying on the deck of his boat, weltering in his blood. He was badly beaten about the head, having his skull severely fractured, and has since died. When found, there was no one with him on the boat. The boat had tied up at Oldtown on the evening previous, and it is supposed the fiendish act was committed by a white man and a negro, as both were employed on the boat and could not be found next morning. The suspicious parties were subsequently arrested in Washington county.

NR, Mon. 8/29/70, p. 1. **Georgetown Affairs. - Canal Shipments.** - The shipment of coal last week by the several companies here for distant points, was as follows: Ray's docks 4,717, Consolidation Company 5,010, Borden 2,500, Agnew's 300. Total 12,527 tons. Vessels are still scarce and wanting.

**Arrived.** - The steamer Virgin, of New York, arrived here on Saturday, and will load with several thousand tons of Cumberland coal.

NR, Tue. 8/30/70, p. 4. **Georgetown Affairs. - The Canal.** - There was a large fleet of boats from Cumberland arrived Sunday night and yesterday, and the coal companies are busy in unloading and re-shipping to northern and eastern port. Employ is now given to hundreds of poor people as coal-heavers, and "Old Bradt" is doing well.

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**The River Front.** - At the wharves there is some little animation, several schooners having arrived with grain, and others loading with coal. The latter article is now in abundant supply, and vessels experience no delay in receiving full cargoes. There is no change in price, coal being put on shipboard at \$4.25@4.50 per ton.

CA, Wed. 8/31/70, p. 2. The coal trade is not so brisk here since the commencement of hostilities in Europe as before, as the coastwise schooner leaving our port, carrying large quantities of coal to the steamers of the North German line and the Bremen line, the former laid up in New York and the latter in Baltimore, have ceased running altogether for the present. In consequence the coal boats on the canal, which arrive as numerous as ever, lumber the Potomac wharves and coal docks in piles, mountain high, awaiting shipment. - *Washington Star.*

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*Ibid.*, p. 3. **The Murder near Patterson's Creek.** - Sheriff Layman returned from Hagerstown, on Friday afternoon last, having in his custody the white man and negro employed on the boat of the recently murdered Henry Miller. The men were arrested by officer Socy, of Clearspring,

near that place. When summoned to surrender the negro at once threw down the club he was carrying, while the white man avowed his determination to resist, but readily yielded to the persuasion of a drawn revolver. The latter has several aliases, and indifferently went by the names of Lewis and Evans, but states that his real name is John Howard. He is represented to have originally come from Georgia with the Confederate army, which he deserted here. - Since then he has been a boat hand on the Canal. He is a man of perhaps not over thirty years of age, about five feet eight inches in height, and of thin but muscular build. The negro, whose name is Joseph Johnson, is a full-blooded African in appearance, is stout and well-built, and by the dying statement of Miller as reported is exonerated from active participation in his murder. The negro's story is that Howard sought to secure his co-operation in the murder, but that he had endeavored to dissuade him from it, when he (Howard) committed the deed alone. - The reason for his flight with Howard he explains as arising from fear that if found near the scene of the tragedy he would be seized as the guilty party, and having as he supposed no witness to prove his innocence would suffer the penalty of the law. The money in the Captain's possession, less than \$100 we understand, was the motive for the deed, contrary to the impression otherwise arising from the fact that the amount received from the American Coal Company, for which he was boating, as an advance on his load, remained in his pocket undisturbed. This apparent contradiction is reconciled by the negro's statement that Howard was alarmed by the approach of footsteps in the vicinity before he succeeded in securing it. After the murder the men came on to Cumberland, and then again started Eastwardly, striking into Washington county. As to the motive for the deed and in some of the details



Howard, we are informed, agrees to the correctness of the negro's statements, but persists in implicating him in the crime.

NR, Thu. 9/1/70, p. 4. **Georgetown Affairs. - Cutting Affray.** - About 9 o'clock on Tuesday night, the usual harmony on the canal was somewhat disturbed and excited by a cutting affray on a canal boat lying a short distance above the aqueduct. It appears that John Dodson, employed on the boat "Cunningham," has entertained for some time a grudge against a boatman named Joseph Garish, and at the same time mentioned above made a desperate assault upon him with a pocket-knife. Garish was cut across the breast and neck, besides having his lower lip split open. Yesterday morning Officer Rodgers arrested Dodson, who was taken to the Police Court, and committed to jail in default of \$2,000 bail to answer a charge of assault and battery with intent to kill. Dr. Williams attended to the injured man, and pronounced his wound, not of a fatal nature.

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**The Canal.** - Business on the canal is still lively, and coal and grain boats are coming in freely.

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**The Port.** - There are but few coastwise schooners in port for coal, and the docks are commencing to pile up with the products of the Cumberland mines.

NR, Fri. 9/2/70, p. 1. **Georgetown Affairs.** Affairs at the coal depots have been very quiet during the past few days in consequence of the scarcity of vessels.

NR, Sat. 9/3/70, p. 4. **Georgetown Affairs. The Canal.** - Business is a little slack on the canal, though coal boats continue to arrive regularly. Owing to the scarcity of river crafts the docks are accumulating with coal. Grain is scarce and wanted, especially

choice wheat, and we note no arrival by canal since Thursday.

SR, Sat. 9/3/1870, p. 2. **Trial of Steamer on the C. & O. Canal.** - Last week the steam canal boat "R. H. Castleman," Capt. Castleman commanding, direct from Georgetown, D. C., on an experimental trip, and bringing an assorted cargo of salt, tar, plaster, watermelons, machinery and rail road for the Duke marble quarries, near Harpers Ferry, recently purchased by and now being worked by parties in Washington, arrived at that place, which demonstrates that canal navigation can be performed by steam. A writer in the *National Republican* says: "This is not the first time an attempt has been made to navigate these waters with steam. Nearly twenty years ago the father of the same gentleman who commands the present boat from this point, navigated the Shenandoah from this point to Front Royal in a little steamer planned and built by himself. Thus it will be seen that steam canal boating runs in the family.

"On Monday the *Castleman* will commence loading with a cargo of marble from the Duke Quarries, and return to Washington. This will be the first cargo of marble ever sent from West Virginia to that city. It will be followed during the next week by two others, destined for New York, to fill orders, already received. The Duke Quarries produce three distinct qualities of marble, each in great abundance. That now being shipped is of the black mottled species, resembling the Egyptian in color and texture, but possessing softer and better working qualities.

NR, Mon. 9/5/70, p. 4. **Georgetown Affairs. - Cruelty to Animals.** - The society for the prevention of cruelty to animals would find a wide field of labor were they to visit the line of the canal and observe the condition of the horses and mules employed

in towing canal boats. Not one out of ten of the animals can be found but what has lacerated sides and shoulder, caused by the chafing of chains and ropes, and their appearance in most cases is such as to awake the strongest sympathy in behalf of the poor dumb brutes. If no improvement can be made in the present style of gearing we would suggest that the boats on the canal to be propelled by steam, and thus do away with the service of horse-power. Navigation by this means would be more expeditious as well as economical, which is demonstrated from the fact that most of the first-class canals of the country are now traversed by steam propellers.

**Canal.** - Business on the canal is less active now owing to want of coastwise vessels. Coal boats from Cumberland arrive steadily.

NR, Tue. 9/6/70, p. 4. **Coroner's Inquest.** - A few weeks ago, a colored man, named Charles Johnson, was accidentally drowned from a canal boat while in the vicinity of Seven Locks. The body was recovered and interred, but since that time some of the friends of the man started a story that he had been foully dealt with, and asked an investigation. Accordingly on Sunday, the 28th of August, Coroner Dr. Potter had the body exhumed, empanelled a jury, and a post mortem examination made by Dr. J. F. Hartigan. Owing to the absence of several witnesses, further proceedings were postponed until Sunday last, when the jury met at the First ward station, and proceeded to examine the witnesses. A number of persons were questioned, but their evidence did not throw any light on the subject.

Dr. Hartigan testified that he made the post mortem examination, but on account of decomposition could not ascertain what caused death, from chest or abdomen. He found a cut in the head, over the left eye, which had been made before death. There was no fracture of the skull.

He could not account for the wound, which must have been made before he fell into the water. After a review of all the evidence, the jury returned a verdict that Charles Johnson came to his death at the Seven Locks, in Montgomery county, Maryland, by drowning, after having received a blow on the left side of the head; and that the said blow was inflicted in a manner which they were unable to determine from the evidence before them.

After the verdict was rendered Capt. Kramer, the captain of the boat, who had been under arrest, was discharged.

CA, Wed. 9/7/70, p. 2. **Trade upon the Canal.** - There were cleared from the port of Cumberland, in the month of August, 636 boats, laden with 69,681 tons of coal, - an increase of 22 boats and 2,498 08 tons over the month of July. In the early part of the month some damage was done along the line of the Canal by heavy rains, the most serious of which was the washing out of a road culvert near Berlin, the repair of which required the laying of 78 perches of masonry besides heavy filling, and about thirty miles of the Canal had to be refilled after the damage was repaired. This required the stoppage of navigation on that portion of the line for eight days. It interfered, however, but little, if any, with the business of the month. The coal companies, with the exception of the "American," had a sufficiency of boats here for all their requirements; and had the demand for coal in the Eastern cities justified it, a much large quantity would have been shipped than the figures foot up. The shipments by companies and individuals, were as follows:

	Tons
American Company	16,167 16
Borden Company	8,459 09
Consolidation Company	17,120 03
Hampshire & Baltimore Company	444 17
Maryland Company	18,050 15
Midlothian Company	2,694 17

R. G. Rieman & Co.	1,879 00
James Boyce	786 07
Other individuals	4,080 16
Total	<u>69,684 00</u>

Of this, 68,466 02 tons went through, 302 tons to Hancock, 422 10 to Williamsport, 170 17 to Sharpsburg Landing, and 322 11 to Antietam Iron Works.

There were also shipped East 40,000 feet of lumber, 16,230 fire-bricks and 10 tons of sundries.

Of up-freights to Cumberland, within the month were 147 barrels of flour, 6 tons mill offal, 750 bushels wheat, 363 bushels corn, 367 bushels oats, 110 bushels potatoes, 785 sacks salt, 27,300 shingles, 1,225 hides, 12 tons powder, 30 tons anthracite coal, and 10 tons groceries and other merchandise.

NR, Wed. 9/7/70, p. 4. **Georgetown Affairs. - Georgetown Flour Mills Their Location and Capacity.**

Yesterday we took a hasty glance at and through the several flour mills in this vicinity, and that our readers may form some idea of the whole magnitude. we will briefly enumerate their location and capacity, and show their abundant facilities not only to supply our own wants with the great 'staff of life.' but likewise to manufacture flour for other domestic markets and shipment to foreign countries. Our water-power is immense, and when fairly developed, will far surpass that of Lowell or any other place in the United States. The quality of Georgetown flour has a reputation for excellence not surpassed elsewhere, and some of our family brands have a world-wide celebrity. The most important fact worthy of mention is, that many of our millers are receiving large orders for the South American market, a trade heretofore almost exclusively held by the Richmond mills, which fully demonstrates the superiority of the brands and the capacity of

the mills here to supply that important section of the world.

A. H. Herr and James S. Welch's "Columbia Mills" are located within the corporation limits, near the Aqueduct, and run eleven pairs of burrs. It is at these mills that the famous "Jas. S. Welch Family Flour" is manufactured, and, their capacity is about 300 barrels per day.

Messrs. Herr & Welch have another mill, known as the "Pioneer," located near the south end of the corporation market. It has nine run of burrs, and was built about two years ago, under the immediate supervision of Mr. James S. Welch. The mill was constructed at a great outlay of money, and ranks among the finest mills in the United States. Its capacity is from 250 to 300 barrels of high grade family flour per day, such as "National Mills," and "Royal York" brands, which find a ready market in Baltimore, Philadelphia, New York and Boston.

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

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

George Shoemaker & Co.'s "Riverside Mills" are just below the Columbia Mills, and run four pairs of burrs, with a capacity of from 100 to 150 barrels per day. Here is manufactured the "Waverly Family," "Riverside" and "Magnolia"

brands, the latter a superior high grade extra, for which there is a ready demand.

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

Tenney, Davidson & Co.'s mill is near the Aqueduct bridge, runs four pairs of burrs, and has a capacity of about 125 barrels per day. A superior quality of family and extra flour is here manufactured, which is in good request in Georgetown, and a considerable quantity finds its way to the Richmond market. The "Wm. H. Tenney Best Family Flour" is also produced at this mill.

C. T. Edmonston & Co.'s "Lock Mills" are situated about three miles above town, on the line of the canal, and run two pairs of burrs, with a capacity of 120 barrels per day. The "Peabody Family" and extra flours come from these mills, and find good request in our market.

There are a number of other mills contiguous to Georgetown, among which is John Darby & Son's "Chesapeake Mills," situated at Seneca, about 22 miles from here, and near the line of the Chesapeake and Ohio canal. This mill runs five pairs of burrs, with a capacity of 100 barrels per day. The "Chesapeake" is a high grade of extra, and always finds a ready market; as does, also the "Caledonia Family," manufactured at the above mills.

Independent of the flour mills, Mr. Mark Young successfully runs a corn mill. This mill is located on the line of the canal, a few steps from the "Columbia Mills." It runs two pairs of burrs, and by improved machinery grinds from 500 to 600 bushels of meal per day.

From our hurried visit we conclude that the Georgetown mills have facilities for

manufacturing daily from 1,500 to 2,000 barrels of flour, requiring from 7,000 to 10,000 bushels of wheat per day to keep them in operation. The bulk of grain is received by way of the Chesapeake and Ohio canal, and a great deal comes by wagon from neighboring counties of Montgomery and Prince George, Maryland; but the supplies are not always sufficient to satisfy the demand, and millers are compelled to seek other sources, ordering large quantities from New York, Alexandria and Baltimore markets. Farmers, therefore, will see the importance of Georgetown as a grain market, and as prices generally rule high, they would save money and time by bringing wheat, corn and other grain here, instead of shipping to Baltimore and other distant markets, where full prices are not always obtained.

NR, Fri. 9/9/70, p.4. **Alexandria Affairs. Unknown Dead Man.** The dead body of an unknown white man, apparently about 60 years old, was discovered yesterday evening floating in the canal, between Slater's and the Washington & Ohio railroad bridge, by John Petit, Robert Murphy and a man named Dougherty. The captain of a coal boat, bound up, stopped and had the body pushed ashore and tied to a stake. It was afterward brought to the jail yard, where a coroner's inquest was held upon it at 6 o'clock by Justice Beach. No external evidence of violence being visible, the jury, of which W. L. Penn was foreman, returned a verdict of supposed accidental drowning. On the body were found a silver watch and a pocket knife. A bunch of keys was sewed up securely in the bottom of his right-breeches pocket, with black thread. One of the keys was made of brass, and was about three inches long, the other two were of rusty iron, and had the appearance of such as belong to meat chests and smoke houses.

The deceased had on a suit of perfectly new dark blue woolen clothes, such as are sometimes worn by United States soldiers and sailors, and a blue woolen shirt. He wore no vest. He had been recently shaved, but had a small tuft of gray beard below the chin on the neck; hair shorter behind than on the top of the head; sallow complexion; lips compressed; forehead rather inclined to be flat and slightly receding; about five feet four inches high, and weighed about 120 or 130 pounds; was what would be called a small old man. The corpse was not the least swollen and from appearances could not have been in the water more than ten or twelve hours. There was a slight scratch on the forehead that bled freely, which was probably caused by taking it out of the water. The interment was made immediately after the examination.

#### **Georgetown Affairs.**

**Canal.** - Boats still arrive regularly, and the canal is now in excellent order. We notice several schooners at the wharves taking in coal for Northern and Eastern ports.

NR, Sat. 9/10/70, p. 4. **Georgetown Affairs. - The Port.** - The river front yesterday presents rather a cheery appearance, the wharves, as far down as Rock creek and as high up as the Aqueduct, being occupied by steamers and schooners in loading and unloading.

NR, Mon. 9/12/70, p. 4. **Georgetown Affairs. - Canal.** - The canal presented a very dull appearance yesterday, there being not more than a half dozen boats above the aqueduct to be registered at the collector's office today. Grain-laden boats come down slowly, and wheat is wanted in this market.

NR, Wed. 9/14/70, p. 4. **Georgetown Affairs. - The Coal trade.** - During the past twenty four hours the various coal companies doing business in Georgetown

have received 2,203 tons of coal, whilst their shipments have reached 2,451 tons.

**Canal.** - The business along the canal is comparatively dull. During the past twenty four hours there have been twenty nine arrivals with an average of 108 tons each, consigned to the various coal companies located in this city, while the departures were 260, mostly light.

ES, Thu. 9/15/70, p. 2. **The Canal and its Connection.** - The following letter and comments explain themselves: -  
Cumberland Valley R. R. Co.  
*Office of the President*  
Carlisle, Pa., 12th Sept, 1870.

*Mr. A. Watson* - Dear Sir: The completion of the Cumberland Valley R. R. to the Chesapeake and Ohio Canal only awaits the right to let the water of the canal into the slips, which we dare not do without the authority of the Canal Board. I have heretofore explained to you the resolution of the old board on this subject. May I invoke the aid of Washington to compel the board to repeal the *proviso* in their resolution of the 20th April, 1870? Unless this be repealed, we cannot deliver coal or lumber to the canal. I do not know who compose the present board, and would be obliged for any information you can give me, that I may make an effort to unite with the canal, which I think would put a large tonnage upon the canal.

Respectfully, Fred'k Watts, President

It appears from the above that the Cumberland Valley railroad is now completed to connect with the Chesapeake and Ohio canal, about one hundred miles above this city. This railroad connects with the principal anthracite coal and white pine regions of the State of Pennsylvania. Its president in a former letter stated that one hundred thousand tons of hard coal and white pine lumber could be shipped by this route annually to this city, and at a much

less price than the present routes. Why the canal company should refuse this connection, with such a large amount of new business, is passing strange, and especially at this time, when hundreds of boats are idle by reason of no sale for Cumberland coal to German steamers now laid up on account of the war. Is this refusal of the canal board to connect with the railroad instigated by Maryland and Baltimore, to discriminate against Washington and in favor of Baltimore? This city owns a large interest in the canal, which has never paid anything, and now that a connection is offered by which its business may be largely increased to the advantage of this city, the canal company refuses. As the president of the railroad company invokes the aid of Washington to compel the canal company to grant the connection, this should be promptly given by resolution at the next session of the Councils, and also by the city press.

Assuming, however, that the connection will soon be made, which only awaits the action of the canal board to let the water into the basins, how exceedingly necessary that the commission lately authorized by Congress to improve the canal in this city, should be immediately constituted, which only awaits the action of the Board of Aldermen. And further, does not this new connection with the hard coal and white pine lumber regions of Pennsylvania settle the question of the opening of the [Washington] City Canal for navigation from the Navy Yard to Georgetown, so that coal and lumber by this new route, as well as soft coal, wood, lumber, stone, brick, sand, lime and cement from the river and canal can be brought into the very heart of the city, thereby saving at least a hundred thousand dollars annually in the haul alone, besides a large reduction in price from the cheaper freight connections.

A. Watson

NR, Thu. 9/15/70, p. 4. **Georgetown Affairs. - Canal.** - During the past twenty-four hours there have been ten arrivals of boats laden with an average of 110 tons of coal, each consigned to various dealers here. **Departures.** - During the same period there have been nineteen departures, mostly light, for various points along the line. **The Coal Trade.** - Since our last report there has been received here 1,890 tons of coal, whilst the shipments reach 1,844 tons.

NR, Sat. 9/17/70, p. 4. **Georgetown Affairs. - Canal.** - The business on the canal is comparatively light. During the past twenty-four hours the arrivals have reached fifteen, whilst the departures number twenty.

NR, Mon. 9/19/70, p. 4. **Georgetown Affairs. - Shipments of Coal.** - During the week ending Saturday, the amount of coal shipped from Cumberland by canal was 16,961.13 tons; while the shipments from this port to Northern and Eastern cities foot up 10,000 tons.

NR, Tue. 9/20/70, p. 3. **Georgetown Affairs. - The Canal.** - There were no boats in yesterday, and the line of the canal presented a dull appearance, owing to a break near Williamsport, Maryland. The damage has been repaired, and boats are expected this morning, when activity throughout the line will be resumed.

NR, Thu. 9/22/70, p. 4. **Georgetown Affairs. - The Canal.** - We noticed considerable activity on the line of the canal yesterday, the break having been repaired near Williamsport, and thus enabling boats to pass through. Coastwise vessels are in demand, and coal is accumulating at the docks. The cargo price is steady at \$4.25 @ \$4.50 per ton for run of Cumberland mines.

NR, Fri. 9/23/70, p. 4. **Georgetown Affairs. - Canal Business.** - The appearance of the canal yesterday was lively, with a line of coal-laden boats extending from the Aqueduct a distance of more than two miles above. The coal-heavers were in their merriest mood at the prospect of uninterrupted employment until the close of navigation in unloading boats.

NR, Sat. 9/24/70, p. 4. **Georgetown Affairs. - River Front.** - We notice several coastwise vessels in port, several having arrived at the coal docks yesterday, where they are being loaded with dispatch with Cumberland coal.  
**Canal.** - Boats continue to arrive freely, and the canal yesterday was completely stocked with vessels, and business on the entire line is remarkably brisk.

NR, Mon. 9/26/70, p. 4. **Georgetown Affairs. - Coal Trade.** - The receipts by canal of Cumberland coal last week were 8,730 tons, and the shipments coastwise amounted to 6,028 tons.

NR, Tue. 9/27/70, p. 4. **Georgetown Affairs. - New Canal Packet.** - The new steam packet "Eureka," Capt. Phil. Craig, started from Congress street wharf yesterday morning on a trial trip as far as Great Falls. She had a select party of ladies and gentlemen on board; and the packet returned in the evening, the party being delighted with the trip and the satisfactory movement of the "Eureka."  
**The Canal.** - The appearance of the canal is still lively, and boats continue to arrive as usual without interruption. There is a full head of water, and the canal is in most excellent condition.

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**Needs Repair.** - The bridge spanning the canal at Seventh street is now in a very

dilapidated condition, the flooring on either side for foot passengers being rotted away. As it is the duty of the commissioner of the canal to keep the several bridges in repair, we call the attention of that officer to the bridge in question, that needed repairs may be made at once.

CA, Wed. 9/28/70, p. 2. **While** the suspension of the trips of the German steamship by reason of the war in Europe, and other untoward circumstances, have combined to depress the coal trade of this region, we may extract a grain of comfort from the fact that the demand for Cumberland coal on the New England seaboard has largely increased. The receipts of the products of our mines at Boston from the 1st of January to the 18th of September, 1869, were 109,919 tons. From the 1st of January to the 18th of September, 1870, they reached 142,546 tons - an increase of 32,627 tons. During the same time the receipts of anthracite coal fell off 49,232 tons and of Nova Scotia coal 1,885 tons. This is a very encouraging indication that the manufactures of that section are fairly beginning to recognize the merits of the semi-bituminous coal of this region for manufacturing and steam-generating purposes. The experiments of last year, during the strike in the anthracite coal field, appear to have been productive of lasting results in New England at least, and upon these results, as developed in the increasing consumption of Cumberland coal this year, it is reasonable to assume that its superiority will be so fully demonstrated by continued use as to ultimately supersede the anthracite for manufacturing purposes to a much greater extent, if not altogether.

NR, Wed. 9/28/70, p. 4. **Georgetown Affairs. - Canal.** - There is a slack in canal business, and but few boats arrived

yesterday. Coastwise vessels are wanted to take in coal for Northern and Eastern cities.

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**Steam on Canals.** - The arrival of the steamer *Cathcart*, at G-street wharf, from Schuylkill Haven, with a cargo of anthracite coal, is proof conclusive that steam can be used for navigating canals, and especially for transporting coal direct from the Schuylkill mines to this District, thus avoiding the expense of trans-shipment at Philadelphia. It is said that the run from Philadelphia to Schuylkill Haven can be made in twenty-four hours. Several trips from Philadelphia to this place have been made in fifty-three hours, running time.

NR, Thu. 9/29/70, p. 4. **Georgetown Affairs. - Canal Boat Detained.** - About 1 o'clock yesterday afternoon it was announced here that the lock gates at Weverton, Maryland, had been washed out, and that no boats would descend from above that point until the gates were repaired, which will probably be today.

**The Canal.** - The usual number of coal boats reported this morning, and we notice the arrival of several coastwise schooners to load with the Cumberland product.

NR, Fri. 9/30/70, p. 4. **Georgetown Affairs. - Repaired.** - The damage done to the lock gates near Weverton, Md., having been repaired during Wednesday night and yesterday, about 125 boats reported at the register's office.

**The Canal Boat *Colbert*** arrived yesterday with a cargo of flour & corn, consigned to Burroughs & Dongal.

NR, Sat. 10/1/70, p. 4. **Georgetown Affairs. - The Canal.** - The late rains have done no damage to the line of the canal as far as heard from, and boats continue to arrive regularly.

#### **Alexandria Affairs.**

**Canal Boat Sunk.** - The canal boat E. F. C. Young struck an old spike just outside of the outlet lock, this morning and sunk.

SR, Sat. 10/1/1870, p. 2. Our citizens are purchasing coal of Mr. W. B. Cost, making preparations for winter. Prices for lump per ton \$5, and run of the mine \$4.50. During the freshet last week, in the Potomac, some forty tons of coal was washed off the wharf, belonging to Mr. Cost.

[Transcribers Note: In this same edition was a long story about this freshet which principally came down the Shenandoah river, sweeping everything on the canal from Harpers Ferry to Georgetown. The specifics of the canal destruction were not cited because the destruction was from Lynchburg down the valley.]

ES, Mon. 10/3/70, p. 1. **THE GREAT STORM.** [This long account has been excerpted.] **Damage to the Canal.**

The Chesapeake and Ohio Canal has been considerably injured between Weverton and the Harper's Ferry lock. With all the energy with which the company now repairs damages, some weeks must elapse before complete navigation can be resumed. *Ibid.*, p. 2. **The Chesapeake and Ohio Canal.** - No very reliable information relative to the extent of the canal damages between here and Harper's Ferry has been received. Above that point there was no material rise in the water, and no damage sustained. As the President of this company is an energetic man, it is presumed that he will fully establish himself in the confidence of the business community by prompt and energetic action on this occasion.

Mr. R. E. Fugitt returned here this morning from the Great Falls, and reports another sudden rise in the river at that point at six o'clock a.m., but from what cause no one could tell.



NR, Mon. 10/3/70, p. 1. **THE GREAT FLOOD.** - On Saturday morning last the merchants of Washington and Georgetown, doing business along the line of the river front and in the vicinity of the canal, were stricken with surprise on visiting their stores to find that, without a moment's warning, and while they were totally unprepared for it, a terrible freshet from the upper Potomac had angrily swept down with resistless force, and after considering such slight obstacles as interfered, had completely submerged and destroyed property and worse still, sacrificed human lives. Within thirty years past there has not occurred so fearful a flood, and although the damage done is not yet fully apparent, when it is ascertained, the aggregate amount will astonish even those who, during the excitement, visited the several points, and awestruck watched the mighty element in its seething, surging flood.

#### **In Washington.**

The streets along the river bank were totally submerged, the wharves strained and torn from their location, while vast piles of cord wood and lumber were swept away as so many chips. The river was filled with drift of every possible description, while occasionally the dead bodies of various animals were observed floating down the stream. The steamboats plying between this city and points on the lower Potomac labored exceedingly in keeping clear of the mass of debris which was floating down with the current.

#### **The Bridges.**

Both the Long bridge and the railroad bridge adjoining were among the first objects of solicitation, and at an early hour on Saturday crowds had gathered to see whether either or both could withstand the torrent. They were soon satisfied, for after the 5 a.m. train had crossed, it was determined to stop the travel, and in a little while the Long bridge was deemed so unsafe that parties were

forbidden to cross. These precautions were wise, for soon an immense portion of the Chain bridge, which gave way about 6 o'clock a.m., and in the timber and debris, together with the flood, in its force succeeded in breaking away two spans of the southern end of the bridge, and the old brick causeway actually crumbled away, and was washed, portion by portion, down the river until now but little remains.

Yesterday the locality of these bridges was visited by thousands of persons. The railroad bridge is in very rickety condition, and it is more than probable that before the patrons of the *Republication* shall have finished the reading of this report, the entire structure will be carried off. The brick and about three hundred feet has been swept away by the flood.

The Long bridge will also suffer terribly, as from the looks of the woodwork yesterday afternoon it had been terribly shaken, and fears were expressed that the greatest part of it will be carried down the stream before daylight.

The navy yard bridge, now being completed, was under water for several hours on Saturday, but no damage was done to it.

#### **The Canal and vicinity.**

This much berated ditch was also a point of interest from the fact that the sudden rise of the water in the river had caused it to overflow its banks at several points, the water rushing through the streets contiguous to it at a rapid rate. Sixth, Ninth, Tenth, Eleventh and Fourteenth streets were the principal points of interest, the inhabitants of the blocks between Louisiana avenue and C street being completely hemmed in by a body of water four feet deep, while the cellars and basements of the dwellings and business houses were completely submerged, in some instances the water standing to a height of five feet during the day. The water kept steadily advancing, and

soon there was to be found four feet in the basement at the Fountain hotel, corner of Sixth street and the avenue, the same depth at Russell & Leonard's, Ninth street and the avenue, and about the same in the cellar of the establishment of Messrs. A. R. Shepherd & Bros. At Middleton & Beall's, adjoining the St. James hotel, the water was about two feet in depth.

About 3 o'clock it broke into the cellar of the St. James, but by the prompt action of the proprietor, Mr. Bunker, and a full force of assistants, its progress was stayed for an hour or two; but gaining headway, Mr. Bunker promptly secured the services of Columbia steam fire engine, which had the effect of keeping the cellars dry.

At the establishment of Messrs. Harvey & Holden, corner of Eleventh street and the Avenue, business was brought to a stand-still by 3 o'clock p.m., the water having risen to such height as to extinguish the fires in the ranges.

The basement of the National hotel and Dubant's restaurant, on the northern corners of Sixth street, were covered with water at an early hour, causing a cessation of business.

The water in the cellar of the St. Marc hotel reached a depth of eight inches, and it is stated by the proprietor, Mr. John H. Semmes, that it has never before been known to raise sufficiently high to enter the cellar.

The news-boys, boot-blacks and idlers assembled in large numbers in the vicinity of the streets named above, and amused themselves greatly at witnessing the efforts of the residents of the locality to navigate to dry ground. Boats, scows, rafts, logs, (and one enterprising genius brought out a bath-tub,) were used as a means of transportation. At Tenth street, a colored man created much amusement by using a plank with a raised seat, *a la race-boat*. His

ingenious use of the paddle elicited much applause.

At those points where the water commenced on the streets on which the canal bridges were located, the proprietors of a lot of carts did a thriving business in "ferrying" pedestrians across. The street-cars were eagerly availed of as a mode of transit across the miniature lake formed on Seventh street. Yesterday, although the water had receded, all the basements along the south side of the avenue in the localities given, were left full of water, and today the merchants will have a busy time in "bailing out," provided the rains of yesterday do not bring down another flood.

#### **Incidents of Yesterday.**

The immense crowds which collected along the river and canal banks yesterday gave evidence of the great interest felt by thousands of our people in the results of the freshet. All day long the crowds remained in the vicinity of the Long bridge watching the current, and the hundreds of wreckers busily engaged in catching drift wood and articles of furniture which had been swept down by the tide. One of these enterprising parties was fortunate enough to catch the body of a piano, which was hauled to shore at Fourteenth street, and was eagerly inspected by the waiting ones.

The water from the canal receded yesterday morning, leaving the streets in a horrible condition. All day long the proprietors of Avenue business-houses remained at their establishments making their arrangements for the work of today, and we hear of one or two who have secured the services of the steam fire engines to pump them out.

The losses of our merchants will, in many cases, be exceedingly heavy, among these we hear that Mr. John A. Baker is a heavy loser from having a large amount of guano spoiled. Mr. John Murphy, a young coal and wood dealer in the northern section

of the city, lost 140 cords of wood, which were swept down with the current.

**Georgetown and Vicinity Yesterday.**

A more doleful aspect could scarcely be imagined than the river front at Georgetown yesterday. All the wharves, from Aqueduct bridge as far down as Rock creek, were submerged, and the timber of which they were composed rocked to and fro at the mercy of the rapid current of the Potomac, momentarily denoting complete demolition.

Although the water has rapidly receded since noon of Saturday, Water street yesterday afternoon resembled a miniature river, and the warehouses adjoining the wharves on the west side, stood as beacons in the midst of an ocean, being surrounded on all sides with water to a considerable depth.

The lumber yards of Messrs. Pickrell, Wheatley and Libby were literally afloat, and their losses by washed away timber must be considerable, the extent of which can only be ascertained after the subsiding of the waters.

While the loss of property cannot at this time be computed, the sacrifice of life must be heavy, from rumors that reached here from the vicinity of Harper's Ferry, where it is represented that houses and whole families have been swept into eternity in the brief space of the twinkling of an eye.

At the Aqueduct bridge, where an immense quantity of debris from above has been wedged beneath one of the piers, the upright hand of a child was discovered on Saturday afternoon protruding above the rubble. In the great anxiety to recover the body, a rush was made by several persons on the wedged mass, which loosened and gave way by the motion, when the body of the unfortunate little innocent sank and disappeared, being carried away by the angry torrent.

A new frame structure on the fish wharf, belonging to Mr. Power, was washed

away on Saturday afternoon and completely demolished by coming in contact with the obstructions near the Long bridge.

On the same afternoon, and nearly at the same hour, two full-rigged schooners nearby were washed from their moorings, one of which was carried down the stream as far as Easby's Point, where it was landed high and dry upon the flats. The other vessel was more fortunate, her anchors having been dropped, which held fast, thus securing her from material damage. The vessels had come to port to load with coal only a day or two previous.

Messrs. King & Dickson are sufferers to a great extent, by the loss of a great quantity of wood and coal, wharfed on the line of the rising waters.

The canal was cut by authority, we learn, on Saturday afternoon on the level above the Chain bridge, thus diverting the water into the Potomac channel. In consequence of this action all the water is out below that point, and our several flour mills have been brought to a sudden standstill, and will doubtless so remain for some time to come, as it is impossible to ascertain what damage the canal has sustained above the Chain bridge, though it is the opinion of experienced canal men that the injury is very serious from the washing away of tow path and the damage to the locks.

Competent parties very much question the propriety of the canal, as they assert that the water in the level above the Chain Bridge on Saturday afternoon was not above its usual head, and while the mills here are just in their season of activity, should it be ascertained that there was no pressing ground for turning off the water by cutting the canal, the parties should be held accountable to those who will be the great losers by the suspension of their business for an indefinite period.

About 11 o'clock yesterday morning rain again set in, which continued during the day with slight intervals, but coming from a different direction it is not expected that the effluents of the upper Potomac will be affected thereby, though it is said that the great body of water which has descended within the past few days is principally from the Monocacy section and that the bulk of the flood is behind the regions of Hancock and Catoclin.

Mr. E. Moody, living near Eades' mills, about two miles above Georgetown, visited the low lands near his residence about 1 o'clock on Saturday morning to look after a quantity of sheep and cattle he designed bringing to market during the morning. He found them all safe, and retired to bed. Two hours later he was the loser of two hundred and seventy head of sheep and six fine beeves, the whole having been swept off by the flood.

#### **In Past Times.**

There have been innumerable freshets in past times, and from a diary kept by Mr. Drill, of Georgetown, who was a miller, we find that the most memorable floods occurred on October 8th and 9th, 1847, when the Potomac reached a point one foot higher than in June, 1848; but on April 20, 1852, the river rose two feet and one inch higher than the previous freshets, the cause being the melting of snow and rain in the Alleghany range of mountains. By this flood the canal was damaged to an extent of \$80,000, which amount was borrowed shortly afterwards by the Chesapeake and Ohio Canal Company from the State of Virginia to put the work in repair. Davidson & Lyon, on Water street, Georgetown, then suffered considerable loss in flour, which was at the time stored in their warehouses, and Mr. Joseph Libbey lost large quantities of lumber, cord wood, &c., as did other doing business contiguous to the above named parties.

The oldest residents give it as their opinion that the present freshet, in extent of damage, far exceeds all previous floods in this locality, and that the water has risen several inches higher than ever before known.

Last night, at 8 o'clock, the Potomac was rapidly rising, and fears were entertained that the incoming tide would materially add to the loss of wharf property.

The steamers, E. C. Knight, of the New York line, and the Lady of the Lake, of the Norfolk line, were still at their berths, Georgetown, the water on the wharves being of a depth which precluded the possibility of either vessel taking in freight until it subsides.

#### **At Harper's Ferry - A tale of Horror Forty Persons Drowned.**

By an express which left Harper's Ferry at 12 o'clock on Saturday night, we have received the details of one of the most frightful and thrilling catastrophes that has ever overtaken a hapless community. Two score lives are ascertained to be lost; property, representing the toll full accumulation of years, has been swept in an instant to utter destruction, and hundreds of wretched fellow beings, houseless, homeless and stripped of all they possessed, wander amid a scene of desolation and destruction where yesterday happy homes smiled in the midst of scenery of picturesque loveliness. Men, women and children have been swept in an instant to a watery grave, and before the very eyes of and almost within reach of agonized relatives and friends, who were unable to stretch out a hand to their relief - who now stand in need of a relieving hand themselves.

#### **The Flood**

almost equals that of 1852 in its destruction of property, while it far exceeds it in its destruction of life. For two days the rains along the banks of the Potomac river had been very heavy, and on Friday afternoon

the waters began to rise. For a time no serious apprehensions were felt, but as evening approached the boiling current of the streams continued mounting higher and higher, with a steadiness and rapidity that begat alarm. About 6 p.m. apprehensions were felt for the safety of the bridges spanning the river, and some of the more timid or the more cautious counseled the

#### **Evacuation of the Island.**

This island is situated in the Shenandoah river, opposite Loudoun Heights. Its tenability in season of flood has been a sensitive point with the occupants, and they sturdily maintained their ground. The island has a large flouring mill upon it and about fifteen or twenty dwelling houses. After dark the flood came down from the upper river in increased volume, and the waters rose more rapidly than ever. They poured in between the island and the heights, and all were then thoroughly alarmed. But it was too late, and further escape was impossible. The torrent swept along with indescribable velocity, bearing down on its bosom timber, trunks of trees and all manner of debris, which darted past with arrow swiftness, and precluded the possibility of any boat crossing their mad and headlong courses, even could it have lived in those wild waters.

In a short space of time the flood swept over the whole island, submerging it to a depth of ten to fifteen feet, and carrying everything before it. Only a few of the most substantial houses, together with the large brick flouring mill, were left standing. The neat little cottages were floated from their foundations and dashed against each other - sometimes overturned, when they would seem to melt before the relentless rush of water as if they had been made of card board. From the mainland, the details of the catastrophe were invisible; only the lights of the mill could be seen - a beacon watched with quaking hearts till the cold dawn of day

came to lighten the scene that was - in no figure of speech - heartrending. With their houses many of the inmates had gone down the stream. But

#### **A Fearful Sight**

remained that might well sicken the stoutest heart and blanch an iron cheek. In several dwellings, yet standing were men, women and children - some screaming frantically and pleading for assistance; other waving signals for relief which no human hand could render, and still others calm and quiet in mute attitudes of despair.

As was afterwards learned one aged woman had expired during the night in an agony of terror that bore down her wasted strength. It was still impossible for any boat to live in the furious stream, and all day long the wretched inmates of the beleaguered houses were watched by the scarcely less wretched crowd of persons on the mainland. A first, a second, and then a third house was seen during the day to yield to the violence of the current, and, oscillating to and fro, to sweep down the stream, with its lost living freight of shrieking, praying victims. Later in the day a boat got near enough to the island to admit of a rope, with a basket arranged to run through it, to be rigged to a house containing seventeen inmates; these were all got off in safety just before dark. In that transfer an incident occurred which is not excelled in thrilling power by any scene imagined in romance. An infant had been placed in the basket without being tied, and when about half-way down the basket tilted, and the little innocent rolled over to the very edge. A thrill of terror shot through the multitude who were spectators, and hearts stopped beating and men covered their eyes with their hands. One instant more and the baby would have been plunged into the boiling tide. A quick, strong pull on the rope jerked the basket back to a level; it was drawn toward the house again, the baby securely fastened to it, and lowered safely

into the boat amid the acclaims and sobs of the spectators.

As nearly as can be ascertained the total number of lives lost will not exceed 35 or 40. It was reported that bodies had been recovered several miles down the stream at Berlin, but we are yet without the particulars.

#### **Destruction of Property.**

All the railroad track and bridges between Harper's Ferry and Shenandoah City are washed away. The Shenandoah City bridge comprised three spans of eighty feet each. Passengers, baggage and mail are now being transferred from Harper's Ferry to Halltown by stage. From the later place the track is perfect. The main stem of the Baltimore and Ohio railroad sustained no damage, and trains are running through on regular time. The entire destruction of railroad property was confined to the Winchester branch.

The water rose to within three feet of the

#### **Large Iron Bridge**

connecting Maryland and Virginia over the Potomac at Harper's Ferry, completely inundating the hotel and Adams' express building, and cutting off all communication between the depot and town except by boats. The water is now rapidly falling, and has receded four feet since 4 p.m. The weather is clear, and doubtless a calm, star lighted night will look down upon a scene of wreck and desolation which no imagination can adequately picture. No estimate of the aggregate loss can yet be formed, but it is immense.

ES, Tue. 10/4/70, p. 2. The letter of the President of the Cumberland Valley Railroad Company, published in the Council proceedings, will demand attention. Here is an important line of railroad completed to the Chesapeake and Ohio Canal, with basins constructed, and only awaiting the water to be let in to commence the shipment of all

the hard coal and white pine lumber that may be needed for one hundred miles on the line of the canal, and furnishing the necessary supplies to Georgetown and Washington cheaper than by the present routes. The president thinks that one hundred thousand tons annually would be shipped over the new route. This very largely increased business is prevented by a resolution of the Canal Board, recognizing as valid the act of the Legislature of Maryland passed on the last day of the session, forbidding the connection. The act was clearly unconstitutional, and should have been ignored by the Canal Board, and the connection allowed to take place at once, constitutionality to be determined by an appeal to the courts; and we call upon the Canal Board to reverse their action at the next meeting of the board this month, without regard to the hasty act of the legislature. Again, it would be satisfactory to know who were the authors of this act, which discriminates so largely against the trade of this city. It is singular that no new lines of trade can be contemplated or completed to this city, but opposition lines in Maryland, or the influence of Baltimore prevent their consummation. However, as this important connection must soon take place, notwithstanding all opposition, it is submitted that the canal company should take immediate measures to clean out for navigation the canal from 17th street to Georgetown, or, if not, to surrender this portion of the canal to the city; and the commission lately authorized by Congress to improve the city canal should act at once that the canal from the navy yard to Georgetown may be put in navigable order at the earliest period possible, in order that wood, lumber, stone, brick, lime, cement, ice, and many other commodities from the river and canal, as well as hard coal and lumber by this new route, may be landed near the center of the city. It is estimated

that more than one hundred thousand dollars would be saved to the people annually in hauling alone, besides the reduction in price consequent upon completion and the cheaper freight connections.

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**GEORGETOWN**

**The Late Freshet.** - Letters were received here today by a prominent merchant, announcing that the water in the vicinity of Berlin and Point of Rocks was twenty inches deep on the railroad track at the later point, which was higher than ever before known, and that the stores at both places were flooded, causing great damage to goods and merchandise, among the sufferers being several Georgetown merchants, who had merchandise stored there. The packet boat Minnesota is detained at Edwards' Ferry. Capt. Titter reached here last night, and reports that the water at Edwards' Ferry was within seven inches as high as 1852, but that the devastation far exceeded that memorable occasion. He says the break near the Ferry is not favorable for immediate repair, as there is no available earth near at hand, and he thinks a temporary dam will have to be constructed across the canal, that boats may obtain earth from above and convey it to the bank, when it can be carted to the break. The tow-path above Seneca and the berm bank opposite are badly broken, and will take some time to repair them. News from Seneca mills reached here on Monday evening. The mills are uninjured, the water in Seneca creek not having overflowed its banks, as previously reported here. The current in the Potomac was very strong this morning, occasioned by the rain above yesterday, though the tide was at its ordinary height.

NR, Tue. 10/4/70, P. 1 **THE GREAT FLOOD.** - The waters of the Potomac and Washington canal receded during Sunday night, and yesterday morning saw the

business men of this vicinity wading through the mire and mud which had been deposited in cellars, yards and streets, intent upon making up the account of losses.

**The Damage to the Bridges and Railroad.**

The destruction of the Long and Chain bridges is a matter of much moment to many of our citizens, as well as the residents of the adjoining counties in Virginia who gain access to our markets with their produce. An examination by officers detailed for the purpose yesterday disclosed the fact that the Long bridge was injured greatly - about one half of the causeway having been carried away, besides the great portion of the woodwork, which is torn and twisted in every direction. Three spans of the Chain bridge have been carried away, and months must elapse before it can be placed in condition for travel.

In consequence of the scarcity of funds in the hands of General Michler it is doubtful whether the bridges can be properly repaired until an appropriation from Congress.

**The Railroad and Bridge.**

Yesterday afternoon Receiver Clephane and other officers of the Washington, Georgetown and Alexandria railroad made a tour of observation over the bridge and road. Although much injured the damage done the company is not near so great as at first supposed, and Mr. Clephane gives it as his opinion that \$3,000 will be all that is necessary to place everything in running order. The officers propose at once to repair, and to this end a large force of men were engaged yesterday who will today be placed at work.

**The Losses**

The losses by the flood in this vicinity, although heavy, do not amount to near as much as first supposed. Nearly all the residents of the south side of the Avenue, from Sixth to Twelfth streets, lost by the damage done to their cellars. Besides those

mentioned in the *Republican* of yesterday, we hear of Messrs. Harvey & Holden, who by the stoppage of business and loss of perishable material, lose about \$2,000; Messrs. Bryan & Bro., grocers, \$200; Messrs. Geo. W. Bunker & Co., St. James hotel, \$500; Messrs. A. R. Shepherd & Bro., about \$1,000; Messrs. Russell & Leonard, \$1,000; Dubant's restaurant, \$500; Scott & Broughton, Fountain hotel, \$800; and many others in smaller amounts.

#### **The Steam Fire Engines as Work.**

Mayor Emery yesterday notified Chief Engineer Holmes to render all the assistance possible with the fire department to such citizens as might need their services. Accordingly two of the engines were busy all day in pumping out cellars.

#### **Sanitary Work.**

The sanitary officers, as also other policemen, are notifying parties whose cellars have been overflowed to use lime in their cellars, as suggested in the *Republican* yesterday, and in some cases parties think that they should give them time to have the debris removed. Some cellars which have been filled, from the stench, appear to be very foul.

#### **The Result in Georgetown.**

At Georgetown the waters have subsided, and the river at noon yesterday rolled on in its usual course, the tide being at its natural height.

Water street, as might be expected, was a scene of considerable confusion, hundreds of white and colored men being engaged during the day in removing *debris* caused by washing and in cleansing the ground floors of warehouses that had been filled with yellow mud to the depth of several inches.

We visited the line of destruction from the Aqueduct bridge as far down as Rock creek, and ascertained, through careful inquiry, that the losses sustained by our people were fortunately far below previous

estimates, probably not exceeding from \$10,000 to \$12,000, including damages to stock and injury done the several wharves.

Among the principal sufferers are Edmonston & Co., who lose about \$1,000 in grain and empty flour barrels; F. L. Moore, \$1,000 in Peruvian guano stored on Water street; the New York Steamship Company, \$1,000, occasioned by flooding of their warehouse and injury done goods stored therein; Evan Lyons, about \$200, in loss of wheat and plaster; William Clabaugh, \$200, by injury done his wharf and flooding of his cellar; Burroughs & Dougal, a similar sum; Edward Ridgeway, cooper, \$500; H. P. Gilbert, \$300 stock; Tyler & Hyde, agents of Philadelphia Steam Packet Company, about \$800; and R. Cropley and other to smaller amounts.

The hose of the steam fire engine "Henry Addison" was kindly loaned by the fire commissioners of the town, and were effectively used yesterday in cleaning out stores and washing lumber of the accumulated mud.

The lumber yards of Messrs. Pickrell, Libbey and Wheatley, sustained comparatively little damage on the occasion, losses to the three gentlemen being computed at a few hundred dollars each.

Most of the wharves are more or less injured, but we notice that Pickrell's, constructed more than 20 years ago, and Hyde and Tyler's remain as intact as when first built, notwithstanding the greatest strain and the very *acme* of the flood centered there.

There was but little injury done the shipping, one or two vessels only having slipped their cables. The steamship E. C. Knight, of the New York line, and the Lady of the Lake, of the Norfolk route, are at their wharves, as are also several coastwise schooners, which must remain "locked in" until the draw of the Long Bridge is repaired to enable their passage through.



The canal is at a stand-still, all the water on the Georgetown level having been drawn off and the mills consequently stopped. Should the weather continue favorable it is expected the cut-off below Chain bridge will be repaired by the end of the present week, and the mills enabled to resume operations in the early part of the coming week.

It was reported here yesterday morning that the mills at Seneca had been swept away, though many regard the rumor without foundation in fact.

Owing to the want of communication we have not been able to gather any reliable information from the line of the canal between here and Harper's Ferry, but it is presumed that the canal has not materially suffered, as there is no important rise in the Potomac above that point, and as we have a \$10,000 per annum president of the canal, who is an energetic officer, and a full treasury at his command, we have confidence that the repairs and resumption of canal navigation will be very soon restored.

There was nothing done on Change yesterday, there being no demand for wheat, and the only mill now running hereabouts is that of Mr. Evan Lyons, on Rock creek, the freshet having interfered with his operations only a few hours on Saturday.

Mr. R. E. Fugitt, of our town, returned yesterday from the vicinity of Great Falls, and reports that when he left, at 7 o'clock in the morning, there was a sudden rise in the Potomac, the water being within one foot of the highest point of the falls, and he thinks that the bulk of the freshet is still behind, as the waters from the mountain ranges above have not reached the upper Potomac tributaries.

CA, Wed. 10/5/70, p. 3. **Trade upon the Canal.** - In the month of September there were cleared at the Cumberland office 599

boats, laden with 65,015 05 tons of coal, shipped by companies and individuals, as follows:

American Company	15,780 18
Borden Company	6,817 11
Consolidation Company	11,182 18
George's Creek	1,256 03
Hampshire Company	116 16
Maryland Company	17,965 00
Midlothian Company	885 06
R. G. Rieman & Co.	2,204 12
James Boyce	849 19
Other individuals	7,956 02
	<hr/>
	65,015 05

Of this, 63,202 03 tons went through, 538 03 to Antietam Iron Works, 214 04 to Shepherdstown, 141 04 to Sharpsburg, 582 03 to Williamsport, 112 02 to Four Locks, and 225 06 to Hancock.

There were also shipped East, within the month 17,000 feet of lumber, 9,000 fire-bricks and 8 tons sundries.

Of up freights there were reported at Cumberland, 126 barrels of flour, 1,200 bushels wheat, 211 bushels corn, 1,375 sacks of salt, 8,000 feet lumber, 36,500 shingles, 800 hides, and 7 tons merchandize.

The recent flood in the Shenandoah and other tributaries of the Potomac, did considerable damage to the Canal at several points. Between Harper's Ferry and Weverton a large portion of the embankment was washed away, and several small breaks are reported on the lower divisions of the work. Large forces are employed in repairing the breaches, and our latest intelligence encourages the hope that navigation will be fully restored within three weeks.

NR, Wed. 10/5/70, p. 1. **THE POTOMAC RIVER. - The Freshet in Georgetown.**

The topic among all classes yesterday was the late freshet. A letter received from above by a well-known merchant here, states that at Berlin and Point of Rocks the

water was higher than ever known before, being twenty inches above the railroad tracks at Point of Rocks. The stores and private houses were all flooded, and large quantities of merchandise were destroyed among the sufferers being several Georgetown dealers who had goods on storage there.

Capt. Wm. H. Ritter, of the packet Minnesota, reached here on Monday evening. He reports his boat as being detained at Edward's Ferry, owing to the break in the canal near that point. He says the water at that Ferry reached a mark within seven inches as high as in 1853, but that the destruction to property was more disastrous than on that eventful occasion. The Captain thinks the break near Edward's Ferry not favorable for speedy repair, as the earth to reconstruct the bank will have to be brought from a great distance above, and that a temporary dam will have to be thrown across the canal, and boats employed to convey the earth as near as possible to the break, and then carted to the required point.

Above Seneca the tow-path and the berm bank opposite has been washed away, and several days must elapse before it can be repaired.

Information direct from Seneca was received here on Monday evening. The mills (reported to have been carried away) remain intact, and our informant states that the water in the creek there did not rise to a height to overflow its banks.

The Potomac here yesterday was at its usual height, but the current was unusually strong in the morning, owing to the descending waters from above, made rapid by the rain of Monday evening. The steamer E. C. Knight, Captain Johnson, and Lady of the Lake, Captain Denty, loaded with flour yesterday, the former for New York and the latter for Norfolk. The Knight started yesterday afternoon, the draw at the Long bridge, not interfering with her

passage. The Lady of the Lake will leave this morning, Captain Denty not willing to risk the cross-current through the Long bridge draw, as his vessel is wider and draws more water than the New York steamers.

There was nothing done on Merchants' Exchange yesterday, the mills being stopped owing to the injuries to the canal and no supply of water, and consequently there is no need of grain.

We learn that in consideration of the present state of affairs consequent upon damage done to the Chain and Long bridges, rendering them impassable, the lessees of the Georgetown and Alexandria aqueduct bridge have generously reduced the tolls over that structure 25 per cent. As there is no other means of communicating with the District by wagon travel at present than by the aqueduct route, this action on the part of the lessees is very commendable.

#### NR, Thu. 10/6/70, p. 1. **Georgetown Affairs. - Our Town Yesterday. -**

Exceeding quietness was observable on the marts of business yesterday, the damage by the late flood precluding anything like a lively resumption of trade, though the countenances of nearly all our merchants were wreathed in smiles, notwithstanding the severe test they are subjected by the "dead-lock" in which they are environed.

President Clarke, of the Chesapeake and Ohio canal, was in town on Tuesday night, and imparted the encouraging information that he has employed a gang of some five hundred laborers, whom he has placed at work night and day to repair the damages done on the line of the canal, and he expects the work will be completed in about twenty days, when canal navigation will be resumed from Cumberland to this point.

An additional force has been set to work on the Georgetown division, and it is

asserted that water will be turned in this level within a period of eight or ten days, when our flour mills will be enabled to resume operations.

There are now eighteen sail of coastwise vessels in port, and the accumulated piles of coal lately noticed on our docks are rapidly diminishing to make up cargoes for Northern and Eastern markets.

The Aqueduct bridge presented a rather lively appearance yesterday in the passage to and fro of wagon teams coming and going from our local markets, and in view of the importance of country trade from the Virginia side it is suggested that the bridge company further reduce tolls, that Georgetown and Washington may be recipients of fresh garden and dairy products daily from the other side.

The damage done by the late freshet to the wharves of the Philadelphia Steam Packet Company not having been repaired, the propeller New York, of that line, which arrived on Tuesday evening, proceeded to Hartley's wharf above, where she is now taking in back freight.

#### **Alexandria Affairs.**

**The Damages** to the Chesapeake and Ohio canal by the late freshet are, it is thought, not so serious as they were at one time supposed to be, and hopes are now entertained that the necessary repairs can be completed in twenty days.

ES, Fri. 10/7/70, p. 2. **GEORGETOWN.**  
**The Canal.** - Large forces are employed repairing the damages along the line of the Chesapeake and Ohio Canal, and navigation will be fully restored within three weeks. It will cost between \$80,000 and \$100,000 to place the work in running order.

NR, Fri. 10/7/70, p. 4. **Georgetown Affairs.** - **Our Merchants** on Water street are brushing up, and their places of business

lately flooded are beginning to assume their wonted appearance. The business yesterday on that thoroughfare was quite lively, there being an active demand from Washington and Georgetown dealers for flour, corn meal, oats, &c., which brought full prices.

NR, Sat. 10/8/70, p. 4. **Georgetown Affairs.** - **Our Wharves.** - Early next week the work of rebuilding and repairing our wharves, injured by the flood, will be commenced, and the work prosecuted to early completion.

**The Canal.** - By Monday night it is expected that the break on the canal, near the Chain bridge, will be repaired, when water will be turned in this level, and our mills enabled to resume operations.

#### **Alexandria Affairs.**

**Intelligence** received at the office of the American Coal Company, in this city, is to the effect that the chief breaks in the line of the Chesapeake and Ohio canal caused by the late flood, are at Harper's Ferry and on the Georgetown level. A large force is employed in making the necessary repairs, and navigation will, it is now supposed, be resumed between the 22nd and 25th instant.

NR, Tue. 10/11/70, p. 1. **Georgetown Affairs.** - **The Mills and Canal.** - Our flour mills still remain at a stand-still, owing to no water in the canal, but since the freshet advantage has been taken by the proprietors in cleaning out and making necessary repairs to their mills. The break near Chain bridge is nearly repaired, and Mr. Kindle, in charge of the work, informs us that on Wednesday water will be turned into the Georgetown level, and that by the middle of next week the entire length of the canal will be in navigable order, light boats being already enabled to proceed to Cumberland from a point near Harper's Ferry.

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**Coal.** - We noticed yesterday the loading of several schooners at the docks here with Cumberland coal for Eastern ports, and the supply here is rapidly disappearing, though in the course of a few days ample quantities will arrive to meet any coastwise demand.

CA, Wed. 10/12/70, p. 2. **Chesapeake and Ohio Canal.** - The damages to the Canal by the recent flood in the Potomac were greater than any since the disastrous flood of April, 1852, which caused a suspension of navigation for three months. We have from an official source the following detailed statement of the damages sustained: - Below Harper's Ferry, where the Shenandoah enters the Potomac, the first serious break occurred, which required nearly 600 feet of wall and tow-path to be put up. On the nine-mile level, Monocacy Division, there were four breaks, measuring together 630 feet, but none of them more than three feet below bottom. On the eight-mile level, below Edward's Ferry, five breaks - one 250 feet long, washed out sixteen feet below bottom - one 180 feet long, twelve feet below bottom - one 40 feet long, eight feet below bottom - two on berm side 160 feet in length, but not below bottom. On feeder level three-fourths of a mile below Seneca dam, a small break. At Great Falls, a break 80 feet long and about thirty-six feet deep. At Dam No. 1 guard bank broken for 300 feet; this bank averages six feet high. Between the seven and five mile posts, two small breaks. On the Georgetown level, three miles above town, a break 245 feet long, nearly one half of it about ten feet below bottom. At different other places the tow-path was much washed, and the Canal obstructed by sand bars. Several locks were more or less injured.

President Clarke organized working forces at the various points as quickly as possible, and last week had 950 men and 200 horses and carts employed between

Harper's Ferry and Georgetown, working day and night. We learn that the repairs were sufficiently advanced to justify the commencement of filing the levels on yesterday, and if there are no unforeseen drawbacks, it is expected that navigation will be resumed throughout the line by Monday next.

NR, Wed. 10/12/70, p. 4. **Georgetown Affairs. - About the Canal.** - Mr. George Waters was in receipt of a letter yesterday morning from Berlin, in which the writer states that water was turned in that level of the canal, on Monday night, and boats from that point may be expected here on Friday night or Saturday morning. The writer speaks in glowing terms of President Clarke, whose energy in directing the repairs to the canal surpassed all expectation, as it was thought, from damage to the line by the late freshet, it would require at least a suspension of navigation for a period of one month. Mr. Clarke also asserted that the water would not be turned off in December, as was the case last year, but that navigation would be kept open until the last moment, when the canal might be frozen over, at which time advantage would be taken to clean out the bed. Information yesterday from the break above Chain bridge was to the effect that water would be turned in this level last night, enabling the mills here to resume operations in the course of today.

NR, Thu. 10/13/70, p. 1. **Georgetown Affairs. - The Canal.** - Water was turned in the Georgetown level yesterday 12 o'clock, and today it is expected that our mills will resume operations.

*Ibid.*, p. 4. **The Washington [City] Canal. What shall be done with it?**

Besides the market-house franchise, the Pennsylvania avenue pavement and the river channel improvement, Congress at its late session passed a law providing for the

improvement of the Washington [City] Canal, which has so long been a source of great annoyance, ridicule and disease to this community, and now that the Avenue and market-house projects are well under way, and the work of river improvement soon to commence, the *Republican*, true to its pledge to work for the welfare of the whole people, proposes to do what it can to relieve our city of the disgusting ditch which has for years made the capital of the nation the laughing stock of its visitors. In order that our readers may thoroughly understand the present status of the canal we print entirely the law as passed by Congress.

#### **THE LAW OF CONGRESS**

The bill as approved is as follows:

*Be it enacted, etc.,* That the Mayor of the city of Washington, the Secretary of the Interior, the Commissioner of Public Buildings and Grounds, the Architect of the Capitol Extension, and their successors in office, together with two men to be appointed by the Mayor of the city of Washington, by and with the advice and consent of the Board of Alderman of said city, are hereby appointed a commission, who shall cause the Washington [City] Canal, either in whole or in part, to be dredged, or if deemed best dredged and narrowed, or arched and converted into a sewer. And for the purpose of making this improvement the corporate authorities of the city of Washington are hereby authorized and directed to levy and collect a tax of \$100,000 upon all taxable property in said city for defraying part of the expenses thereof, and the sum of \$50,000 is hereby appropriated, out of any money in the Treasury not otherwise appropriated, for the purpose of defraying in part the expenses of the same; and out of any moneys arising from the sale of any real estate, should any take place, belonging to said canal, the Government shall first be indemnified for any moneys hereby appropriated; the improvements aforesaid to be paid for at the rate of one third by the Government and two thirds by the city as the work progresses, and the total expenditure not to exceed the amount herein provided for.

The two gentlemen selected by the Mayor, and confirmed on Monday evening last by the Board of Aldermen, are Messrs. S. H. Swetland and William Dixon, two gentlemen well known in this community; and as their confirmation fills the commission, it is proposed to at once hold a meeting and decide upon what action shall be taken. And here it would be well to state that the attacks made upon Mayor Emery in connection with the canal have been entirely gratuitous and without just reason. The members of the commission named in the bill could not act until the two men had been confirmed by the Board of Aldermen, and this was not done until three days ago. The fact that immediate action has been taken with a view to commencing work promptly is proof positive of the interest felt in the subject by the Mayor and his anxiety to hasten the completion of all the preliminaries. The tax bill recently passed levies 18 cents on the hundred dollars for the canal improvement. This will probably net for the present year about \$70,000 - a sum amply sufficient to carry on the work until next year.

The projects for improving the canal are nearly as numerous as the different styles of pavement offered for the Avenue, and the commission will have to use great discretion in preparing their plan. Some of the canal doctors say it should be narrowed; some that it should be cleaned out and left at its present width; others that it should be arched over, and numerous other ideas in regard to the work have been advanced. The recent freshet has probably exploded the arching scheme, but the other plans will, it is thought, receive due consideration. The meeting of the commission will be held in a few days, when, doubtless, some definite action will be taken. It is to be hoped that a plan will soon be adopted, the work speedily begun, and our city relieved of the present

fearful nuisance, as our "big ditch" is now generally known.

ES, Fri. 10/14/70, p. 2. **GEORGETOWN. The Coal Trade.** - During the week ending October 8th, 1870, the shipments of coal from Cumberland by canal amounted to 10,142 02 tons, making a total for the season thus far of 476,810 tons.

NR, Fri. 10/14/70, p. 1. **Georgetown Affairs. - The Canal.** - Today it was expected that a large fleet of coal-laden boats from Cumberland will arrive here. The head of water in this level is about eighteen inches below mark, and in order to get the usual height of six feet it will be necessary to raise the embankment at the cut-off above Chain bridge.

NR, Sat. 10/15/70, p. 1. **Georgetown Affairs. - Sunday Law Abolished,** - The regulations of the Chesapeake and Ohio canal in regard to boating prohibited the passage heretofore of boats through the locks on the canal on Sundays, and consequently at whatever point of the line they happened to be on the Sabbath day, they were compelled to tie up until Monday morning. At a meeting of the directors on Wednesday the Sunday clause of their regulations was abolished, and boats in future will navigate at all times while the canal is in condition. It was also resolved at the meeting to substitute Hagerstown, Md., in place of Annapolis, as the locality for the main office of the company.

ES, Mon. 10/17/70, p. 1. **Chesapeake and Ohio Canal Board** - The board of Directors of the Chesapeake and Ohio Canal Company at their last meeting passed a resolution removing the office of the company from Annapolis to Hagerstown, and elected N. C. Dickinson, secretary and treasurer. The board adjourned to meet in Baltimore, on the

27th. Mr. Dickinson is from Montgomery county, and succeeds Mr. Benjamin Fawcett of the same county.

NR, Mon. 10/17/70, p. 1. **The Washington [City] Canal - It is to be Dredged.** - The commission appointed under the act passed by Congress for the improvement of the Washington [City] Canal met on Saturday afternoon at the Interior Department. There were present Judge Otto, Acting Secretary of the Interior; Mayor Emory. Gen. N. Michler, Commissioner of Public Buildings and Grounds; S. H. Swetland and Wm. Dixon, Mr. Edward Clark, architect of the Capitol, was unavoidably detained. The commission organized by the election of Mayor Emory as president, and Mr. S. H. Swetland as secretary. After a short discussion it was decided that the plan of improvement should be to dredge the canal its entire length to a depth of four feet below low water mark. Messrs. Gen. Michler, S. H. Swetland and William Dixon were appointed a committee to prepare the specifications for the work. The commission seemed unanimous in the desire to have the work speedily commenced. The specifications will be ready for publication in a few days.

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*Ibid.* p. 2. **The Washington [City] Canal.** The action of the commission appointed to adopt a plan and carry forward the work of improving the Washington [City] Canal is satisfactory to the great mass of people. We are pleased to note the promptitude evinced on the part of the gentlemen comprising the commission, and the earnestness they evince in providing for a speedy commencement of the work. As we understand it the idea of the commission is simply to dredge the canal its entire length in order that a permanent stream of water may be constantly flowing through, thus carrying off the sewage of the city, and at the same time

affording boatmen opportunity to landings at every point that may be desired.

The improvement is one of great magnitude, and a mode of meeting the expense to be incurred has been provided; and as there are hundreds of laboring men in this city who need the work which will be afforded to them, it is to be hoped that the specifications may be speedily prepared, the contract promptly let, and the nuisance which has so long existed in our city to the detriment of health and property may be abated, and the Washington canal made available for commercial purposes.

NR, Thu. 10/20/70, p. 1. **Georgetown Affairs. - The Canal.** - There is now a good head of water in the canal, but owing to some temporary break a number of boats are detained some distance above town. It is expected that the needed repairs will be finished today, and the boats and their cargoes get down.

NR, Tue. 10/25/70, p. 1. **Public Buildings and Grounds in the District. - Annual Report of Gen. N. Michler.**

#### **THE CANAL.**

The report quotes the act of Congress appointing the Canal Commission, and says: The commission has met, and after mature deliberations, has concluded to thoroughly dredge the [Washington City] canal. Subsequent considerations may suggest additional alterations in the course and dimensions of the canal, so as to make it a paying institution, as well as an ornament to the city. Should the corporation open the streets, and rows of trees be planted along its banks, the canal may become a useful thoroughfare, instead of a disgusting nuisance.

CA, Wed. 10/26/70, p. 3. **Chesapeake and Ohio Canal Board.** - The board of directors of the Chesapeake and Ohio Canal Company

at their last meeting passed a resolution removing the office of the company from Annapolis to Hagerstown, and elected N. C. Dickinson, secretary and treasurer. The board adjourned to meet in Baltimore, on the 27th. Mr. Dickinson is from Montgomery county and succeeds Mr. Benjamin Fawcett of the same county.

NR, Wed. 10/26/70, p. 4. **The Canal.** - In accordance with the act of Congress, the [Washington City] canal is soon to be thoroughly dredged and cleaned. General Michler and Messrs. Dixon and Swetland, canal commissioners, are making the necessary preparation for active operations. The soil taken from the canal is to be deposited in the following places: In the dyke near Seventeenth street; near the Monument, between the island and the Monument grounds; on the Botanical Garden grounds, and in the marshy grounds near the mouth of the canal, on the Eastern branch.

NR, Thu. 10/27/70, p. 4. **The Washington Canal.** - A meeting of the commission charged with the duty of cleaning out the Washington [City] Canal was to have been held yesterday afternoon at the office of the Secretary of the Interior, but owing to the fact that the Secretary was very busy, and Mr. Clark, architect of the Capitol, absent by reason of a prior engagement, and adjournment was had until today.

The committee consisting of General Michler and Messrs. Dixon and Swetland, appointed to prepare specifications, have performed their work, and are ready to report what they have perfected. These specifications, it is presumed, will be adopted and at once be advertised.

NR, Fri. 10/28/70, p. 4. **The Canal.** The [Washington City] canal is at last to be cleaned out and made navigable. The

commission lately organized met yesterday, there being present Mayor Emery, Secretary Cox, Gen. Michler, and Messrs. Clark, Swetland and Dixon. It was decided to dredge the [Washington City] Canal its entire length, four feet on the side and six feet in the center below the lowest tide.

Proposals for doing the work have been invited, with the stipulation that the work must be commenced in fifteen days after the awarding of the contract, and finished by the 1st of July 1871, the successful bidder giving bond in the sum of \$40,000 for the carrying out of the contract.

It is the intention of the commission to push the work vigorously, and by the 1st of July at furthest, the city will be rid of one of its nuisances, and the maligners of the city will have lost one of their standing causes of complaint.

NR, Mon. 10/31/70, p. 4. **The Canal Improvements.** - According to data obtained from the office of the United States coast survey the following will be the depth of the [Washington City] Canal when dredged according to the specifications of the commissioners; To 4 feet below the plane of lowest tides, its depth of water at times of lowest tides will be 4 feet; at mean low tide, 5.9 feet; at mean high tide, 8.8 feet; at highest tides, 11.7 feet; and between mean low and mean high tides the average depth will be 7.85 feet.

NR, Tue. 11/1/70, p. 4. **Improvement of the Canal. - The Washington Aqueduct Major Elliot Placed in Charge.**

A recent order from the War Department relieves Gen. N. Michler from the further charge of the Washington aqueduct and the improvement of the channel of the Potomac river as provided for by the act passed at the last session of Congress, and places the work in the charge of Major George H. Elliot, United States Engineers. This change

has been made in view of the fact that the duties of Gen. Michler, as superintendent of public buildings and grounds, are sufficient to occupy all his time. In fact, the special commissions on which he has been placed in connection with local improvements have rendered his position one of very great labor. This change, it is understood, will not affect the status of Mr. Theodore Samo, the civil engineer of the aqueduct, who will still be continued by Major Elliot. The work of improving the channel will be conducted on the plans as prepared by Gen. Michler.

SR, Sat. 11/5/1870, p. 2. It appears from a recent meeting of the Board of Directors of the C. & O. Canal, held in Baltimore, that the recent break in the canal this side of Harpers Ferry, caused by the extraordinary flood from the Shenandoah, was four hundred yards in length, and was repaired in 16 days, it being navigable for light boats in fourteen days, and heavy boats in sixteen days. There were employed upon the work of repairs 1,250 men, day and night, and 250 carts. The cost of the repairs was \$40,000.

CA, Wed. 11/9/70, p. 3. **Canal Trade.** - The transportation of coal upon the Canal has been quite brisk for the last two weeks. For the week ending on Saturday, last, 180 boats departed from Cumberland, laden with 19,774 04 tons. For the month of October (embracing the period of suspension by the repair of breaks) 541 boats carrying 50,442 04 tons were cleared. The shipments for the month by companies and individuals were as follows:

American Company	10,083	11
Borden Company	5,610	13
Consolidation Company	13,305	09
Hampshire & Baltimore Co.	2,973	11
Maryland Company	12,644	15
Midlothian Company	1,339	02
Individuals	4,483	03
	<hr/>	
	50,442	04



Of this, 47,448 12 tons went through, 1,252 09 to Antietam iron works, 642 13 to Williamsport, 339 08 to Shepherdstown, 221 17 to Four Locks, 116 12 to Two Locks, 216 10 to Hancock, and 204 03 to Harper's Ferry.

The up freights reported at Cumberland, within the month, embraced 160 barrels of flour, 490 bushels wheat, 250 bushels rye, 1,100 bushels corn, 1,165 sacks salt, 100 bushels potatoes, 2,300 hides, 66,000 shingles, 3 tons castings, and 3½ tons merchandize.

NR, Fri. 11/11/70, p. 4. **The Washington [City] Canal. - Opening the Bids for Dredging and Improving it.** - Yesterday, at 12 m., the commission for improving the [Washington City] Canal met in the office of Mayor Emery for the purpose of opening the bids for the same. There were present Mayor Emery, Architect Clark, Hallett Kilbourn and Wm. Dixon. The office was filled with anxious spectators, most of them interested in the bids being opened.

Twenty four different individual and companies had sent in proposals, some of them two or three, for different amounts. Each bid was opened by Mayor Emery, read aloud by Mr. Kilbourn, and recorded by J. H. Swetland, who was acting as clerk. The following are the proposals and the order in which they were opened.:

Gleason & Tenley, three bids - for west section, \$180,000; east section, \$80,000; whole line, \$210,000; no bond. E. F. Randall, east section, \$60,000. Charles B. Church, whole length, \$179,000; bond imperfect. Peter Campbell, whole length, \$67,240. Ralph R. Osgood, east section, \$100,000. Charles H. Eslin & Co., three bids - west section, \$135,000; east section, \$85,000; entire, \$220,000; no bond. Isaac L. Gibbs, whole length, \$139,000. John W. Van Hook, whole length, \$127,000. James Fitzpatrick and Samuel Cross, bid 65 cents

per cubic yard; no bond. Sam. Y. Payne, whole length, \$135,000; no bond. William Buchley, east section, \$31,567.63¾. Thomas P. Morgan, three bids - west section, \$91,000; east section, \$39,000; whole length, \$130,000; he also proposes to extend the seawall at Seventeenth street for \$6,500. J. H. Teemyer & Co., whole canal, \$88,800. Jos. R. Deeler and William A. Wilson, section No. 1, \$94,350; section No. 2, \$46,000; no bond. J. V. W. Vandenberg & Co., whole length, \$75,000. A. D. Tucker, three bids - west section, \$90,000; east section, \$50,000; whole length, \$140,000. G. V. Lauring & Co., whole length, \$95,000. James A. Tait, two bids - east section, \$41,200; whole length, \$113,200; no bond. James E. Woodruff, whole canal, \$50,250. Alfred Lee & Co., whole canal, \$87,500. J. J. Joyce, whole length, \$39,500; no bond. J. W. Howard & Co., whole length, \$60,500. T. Adams & Son, whole canal, \$146,000; also a proposition to build canal wall in the vicinity of Seventeenth street and reclaim certain lands, \$196,000.

As will be seen from the above the bidders raised somewhat in their estimates, one being as low as \$39,000, and the highest being \$230,000. The lowest bid, accompanied with the bond, as required by law, was that of James E. Woodruff, on whose bond appears the names of Alfred Lee and G. H. Giddings. Lee also appeared as one of the bidders. The contract has not yet been awarded, the commission desiring to examine fully all the bids, and to make the award to only a responsible party, and one who will vigorously prosecute the work.

NR, Sat. 11/12/70, p. 4. **A Canal Visitor.** - Judge Wright, Commissioner of Canal of the State of New York, arrived in the city yesterday, and is stopping at the metropolitan. By invitation, he visited the

Mayor's office during the day, and spent some time in discussing with Mayor Emery the project of cleaning the [Washington City] Canal, the best mode of procedure, and also the best manner of conducting it after it shall have been cleaned and improved.

NR, Tue. 11/15/70, p. 1. **WASHINGTON [City] CANAL.** - A meeting of the Canal Commission was held yesterday morning in the office of the Secretary of the Interior. Ten o'clock was the time fixed for the meeting, and at that hour Mayor Emery, General N. Michler, Hallett Kilbourn and William Dixon, Esqs., of the Commission, assembled in the room of the Chief Clerk, awaiting the pleasure of the Secretary, who is also a member of the Commission.

About 11 o'clock the Secretary signified his readiness to go into session, and the members entered his office. Mayor Emery presided, with Mr. S. H. Swetland as secretary. The first business in order was the reading of the minutes of the session of Saturday.

#### **This Disclosed the Fact**

that at the meeting Secretary Delano announced that he was in favor of narrowing the canal and forming with the dirt removed new ground, of which, by the Secretary's calculation, there could be made a stretch 250,000 feet long by fifty feet wide. Mayor Emery opposed the idea, as he contended that the commission had already decided to dredge, and the entire width was necessary for commercial purposes. Secretary Delano then moved that the commission re-advertise for proposals not only for dredging but for narrowing the canal to a uniform width of fifty feet. This proposition was negative by a vote as follows: Yeas - Secretary Delano and Mr. Edward Clark; nays - Mayor Emery, General Michler and Messrs. Kilbourn and Dixon. The minutes having been corrected in several places, in

accordance with the suggestions of Secretary Delano, were adopted, and

#### **The Business of the Day**

commenced. Mr. Dixon from the committee appointed to ascertain from Mr. Peter Campbell information in regard to his bill, reported that they had waited upon the bidder and had a conversation in regard to his ability to perform the work. Mr. Campbell was quite reticent, and seemingly afraid that what he said to the committee might affect his bid. He was asked if he had a dredge and other machinery necessary to do the work. He replied that he could obtain everything needed. If the contract was awarded him he would explain more fully as to his facilities.

Gen. Michler said that his impression from the conversation of Campbell was that he would not be able to do the work properly, and in the manner prescribed by law, and complete it as required. He evidently had not the necessary machinery.

Secretary Delano: Why is this scrutiny necessary in this particular bid?

Gen. Michler said that in view of the fact that this appeared the lowest legitimate bid it was necessary to scrutinize it. Very few persons had the appliances to finish this work in the time required by the specifications, therefore the committee were desirous of satisfying themselves that in case the contract was awarded to this bidder the work would be done to the satisfaction of the commission.

Secretary Delano: Well, all I want to do is to have the labor done to the best interests of the Government.

Gen. Michler said that as far as he understood the case they wanted to give this contract to someone who will do the work, not to have it sold to a third party. He had inquired of experienced men the lowest price for which the filth in the canal could be removed, and they had all agreed that 30

cents per yard was the lowest sum possible for it to be done without loss.

There was 300,000 cubic yards to be moved, and the bid of Mr. Campbell seemed out of proportion to a satisfactory job.

Secretary Delano said he wanted the action of the committee to be of such a character as would

#### **Bear Congressional Investigation.**

He did not see anything in the statement of the committee which would interfere with Mr. Campbell's successful completion of the work. But there were other bids lower than Mr. Campbell's; would it not be well to look after them?

Mr. Dixon asked if it would not be better to consider the bids as they passed, commencing with the lowest bid. A discussion ensued in regard to the legality of certain of the bids, in which Judge Otto, Assistant Secretary of the Interior, who was present at the request of Secretary Delano, took part. During the discussion Mr. Swetland was dispatched to the City Hall to obtain the original bids. At the close of the discussion Secretary Delano remarked that he did not care anything about the combinations spoken of; he desires to see the work well done, and as cheap as possible.

Gen. Michler replied that the commission was in charge of the matter, and it was their duty to see it properly completed.

Secretary Delano: Well, I don't suppose anyone keeps these dredges on hand; we only want to be satisfied that the successful bidder can find them if we want them.

Mr. Swetland having returned with the original bids, Mr. Kilbourn opened them and read over to the Secretary of the Interior five separate documents, proposing to do the work for sums ranging from \$39,000 to \$75,000. These bids were evidently the

work of the same party or parties, and the combination trick was very apparent.

Gen. Michler said that the five bids should all be thrown out, as it was evident there was collusion. He instanced the practice of the engineer bureau as a precedent for such action.

Mayor Emery said that he had been credibly informed that none of these parties were responsible, and that they would accept no contract unless it could be obtained at the highest figure, and then probably they would sell out. In order to dispose of the whole matter, Mr. Kilbourn moved to throw out the bids of Joy, Woodruff & Co., Howard & Co., J. V. W. Vanderburg, and Alfred Lee. This was agreed to - ayes, Gen Michler, Mayor Emery, and Mr. Kilbourn; nays, Secretary Delano, and Mr. Dixon.

The question being, what action should be taken on the bid of Peter Campbell, Mr. Dixon asked permission to say a word.

#### **Mr. Dixon's Objections.**

He must object to acting in the matter now because he did not believe that the specifications were legal, not having been approved by all the members of the commission. He complained that in preparing the specifications he, as a member of the committee appointed for the purpose, had been ignored. He was particularly opposed to that part of the paper reading as follows:

"It is particularly understood that every bidder will be required to satisfy the commission that he has the necessary machinery and appliances to begin and complete the work in the required time, and in accordance with this specification."

He also made objection to the section of the specification relative to placing the earth on the ground; that left too much power in the hands of the commission.

General Michler (interrupting) said the places designated were exactly as agreed upon so far as designated at all - others

being only talked - and not in control of the commission.

Secretary Delano here took occasion to say that he had been mistaken in signing the specifications. Had he know what he did now, he would not have done so.

Mayor Emery said that the specifications had been specially submitted to the engineers of the commission, General Michler and Mr. Clark, and they had heartily approved then; therefore, he (the Mayor) had accepted them.

**Mr. Dixon Continuing,** said that he had positively refused to sign the paper. He then made a few remarks on the placing of cobble stones of Pennsylvania avenue, but finally came back to his subject, and said that it was wrong in the specifications to prescribe where the contractors should commence. That should be left to his pleasure.

**Charges of Bribery.**

One fact, said Mr. Dixon, I am certain of. Efforts have been made to bribe two members of this commission by offers of fine houses worth from \$10,000 to \$12,000 each.

This announcement fell like a thunder-clap, and the gentlemen present looked at each other.

General Michler: I should like to have the names of the members, and know who attempted bribery.

Mr. Dixon. It was not General Michler, I assure you.

The General. I guess not, sir.

In concluding, Mr. Dixon moved that the bids of Peter Campbell be accepted.

Secretary Delano said that in view of the grave statement just made, he would suggest the practicability of commencing the entire canal proceedings anew, taking fresh advertisements based on new specifications.

Mayor Emery said this was the first he had heard of the bribery story. He could

not think that there had been any such proceeding.

Mr. Dixon said that he had been visited by quite a number of persons. They besieged him at his home to procure the specifications to be prepared in accordance with their desires.

Mayor Emery: Do you make any charge against any member of the commission?

"No, sir," positively replied Mr. Dixon.

Mr. Dixon was pressed to give the names of the persons who attempted to bribe the commission. He at first declined to give any name, but finally said that he was met, while in company with Mr. Swetland, late one of the commission, by a party who said that they must not draw the specifications too tight, and said that a fine house for each of them could be obtained in such an event.

Mr. Kilbourn. I move the gentlemen be requested to give the name of the party.

Mr. Dixon. I will not; Mr. Swetland can do so if he chooses.

Mr. Swetland was appealed to tell what he knew. That gentleman said that he had no objection. The person he supposed Mr. Dixon referred to was Mr. R. M. Hall, who did meet them one day, and did say the words which he alleges; but he (Mr. Swetland) thought it was one of Mr. Fall's jokes, and treated it as such.

Mr. Dixon. Mr. Hall had approached me before.

Secretary Dixon. What was the proposition?

Mr. Dixon. Well, in speaking of the specifications he said we must not tie him up too tight. In conversation with Mr. Swetland, I told him I would consent to nothing that was not fair and square, and he said that was his decision, but added, if we do not get the money the contractors will.

Secretary Delano. In view of the facts which have appeared here, I think we had better

**Commence De Novo.**

He suggested this as a matter of policy. The city has had a good deal of talk about it, and everything seems to combine to give argument for the capital removal. He threw out these remarks in a friendly way, and did not mean to cast a shadow on the action of the majority of the commission.

Mayor Emery said that for eight or ten years the people of Washington had been laboring to procure the cleansing of the canal. They had now got the work so far advanced that he did not want to see it stopped by such a ridiculous story as had been heard. Because the two gentlemen met Mr. Hall and he spoke in a jocose manner to them he did not see any reason that the work on the canal should be stopped. For his part he was willing to

**Take the Responsibility,**  
if any there was, to have the work done speedily and by competent persons.

Mr. Kilbourn spoke in the same strain, and urged that the award be made at once.

The Secretary of the Interior stated that, in view of the remarks made by Mr. Dixon in regard to the circumstances connected with the preparation of the specifications, and because, when he signed those specifications, he was ignorant of the circumstances alluded to by Mr. Dixon, and that he had not since becoming Secretary of the Interior, had time to examine the law under which proceedings were being had, and was ignorant as to what had previously been done, he desired to withdraw his signature from the specifications.

Mr. Dixon repeated his motion that the contract be awarded to Peter Campbell.

Gen. Michler said that, in order to come to a vote, he would second the motion.

Mr. Dixon said that he had inquired as to Mr. Campbell's bond, and found that Sayles J. Bowen was assessed at \$23,530 worth of real estate; R. C. Hewitt, \$25,478, making an aggregate of \$49,003.

Mayor Emery said that Mr. Hewitt, one of Campbell's bondsmen, had stated to him that if he (Campbell) got the contract he would not be able to complete it without he could make his money out of the job. His own impression was that should the commission award the contract to him, it would occasion a great deal of trouble.

At this junction the Secretary, with Judge Otto, retired for a few moments conversation. Upon returning, the Secretary said: Well, gentlemen, what is the question?

The Mayor announced that the vote would now be taken on the award to Campbell; this was done, and resulted in the rejection of his bid. Yeas - Secretary Delano and Mr. Dixon. Nays - General Michler, Mayor Emery and Mr. Kilbourn. The announcement being made, the following dialogue ensued.

Secretary Delano. "Well, gentlemen, you know what bid you want to accept. What is the use of wasting time; let us have the bid."

Mayor Emery. "We will take the next bid."

The Secretary. "I presume it is all settled anyhow."

The next bid was that of J. H. Teemyer & Co. for \$88,800. Accompanying the bid was the following:

**Admiral Porter's Endorsement.**

Washington, D. C., November 11, 1870.  
*Hon. M. G. Emery, Mayor of Washington, President of Commission for Improvement Washington Canal:*

Sir: I understand that Messrs. J. H. Teemyer & Co. are bidders for the improvement of the Washington canal.

I have known these gentlemen for a long time and take pleasure in recommending them as energetic, reliable and thoroughly competent men.

They have done a great deal of work for the Navy Department under my immediate supervision and in every case have faithfully executed their

contract to my entire satisfaction and to that of the Department. They have all the necessary machinery and appliances for dredging, and can be depended upon to execute the work with dispatch.

The Department has given them several contracts for this kind of work, all of which were completed within the given time and in the best manner.

I hope these gentlemen will receive the favorable consideration of the commission.

Very respectfully, your obedient servant,  
DAVID D. PORTER.

Mr. Dixon asked who were the sureties, and the reply was Messrs. John O. Evans and Franklin Rives.

A discussion ensued on the merits of the firm, which was interrupted by Secretary Delano, who hastily spoke: Gentlemen, I suppose there is no need of wasting any time on this; let's decide it.

The vote was taken, and resulted in the affirmative, Messrs. Delano and Dixon voting no. So the contract was awarded to Messrs. Teemyer & Co.

On Motion of Mr. Kilbourn, a committee was appointed to ascertain the ability of the gentlemen, and then the commission adjourned.

**The Successful Bidders** are gentlemen well known in this community as contractors of strict integrity and sterling energy. They represent the American Dredging Company of Philadelphia, which is more largely engaged in this business than any other firm in this country. They have the contract for dredging the Susquehanna and Schuylkill rivers, do all the work for the city of Philadelphia, have now a force at work in the Dutch Gap Canal, and are also dredging in the Monongahela river, near Pittsburgh. On two occasions the company have dredged the Georgetown channel. They have manufactured a number of their patent dredges which meet the unanimous approval of the naval officers who have witnessed their workings.

The commission is to be congratulated in having the bid of this company to accept, as there is no doubt that their facilities for doing the work speedily are greater than could be obtained elsewhere. They state that they will be at work with two dredges in fifteen days, and propose to put four machines at work at the opening of spring. The contract will probably be signed tomorrow.

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*Ibid.* p. 4. **The River Front.**

The wharves along the entire river front, from the bridge to the arsenal, are crowded with crafts of various descriptions discharging cargoes of coal, wood, lumber, and merchandise. A short visit to and conversation with the owners of both wharves and vessels discloses the fact that there exists a unanimity of sentiment in regard to the proposed opening of the channel in accordance with the plan set for a petition published in the *Republican* a few days ago. In the vicinity of Seventh street affairs look lively.

CA, Wed. 11/16/70, p. 3. **Drowned.** - On Monday morning last a colored boy employed on the boat Julia Manning, which was moored in the Canal near the Locks at this place, fell overboard and was drowned. It appears that at an early hour in the morning the captain and one of the hands left the boat to get the mules, the boy at the time being employed in some work about the cabin. On their return he was missing, and inquires being made from persons in the neighborhood it transpired that when last seen the boy was standing near the pump on his employer's boat. Search was at once instituted, and his lifeless body recovered from the water near the point indicated. Coroner Strong was notified of the occurrence, and held an inquest over the remains, when a verdict of accidental frowning was rendered.

NR, Wed. 11/16/70, p. 3. **Chesapeake and Ohio Canal.** - The Chesapeake and Ohio canal board, which met in Georgetown on Thursday last, adjourned on Friday afternoon. The question of the water supply to millers was thoroughly discussed, and the matter resulted in the board directing the engineer to carry out to the letter the contracts with the leases of water on the Georgetown level. In the coal trade last week 12,230 tons were received and 12,197 tons shipped.

NR, Fri. 11/18/70, p. 4. **The Washington [City] Canal. - The Work to be Commenced.** - Yesterday morning Messrs. J. H. Teemeyer & Co., the successful bidders for dredging the canal, received an official notification from Mayor Emery that their bid (\$88,800) had been accepted, subject to the report of the committee appointed to investigate the validity of the bond. The committee were prepared to report favorably on the bond, but did not do so on account of the absence of Gen. Michler.

Messrs. Teemeyer & Co. are active, energetic businessmen, and have taken prompt measures for carry out the contract. Two dredging machines will certainly arrive within fifteen days, and immediately thereafter work will be commenced. The people have reason to congratulate themselves that the contract has been thus awarded, as it insures an honest, prompt and speedy riddance of the canal nuisance.

NR, Mon. 11/21/70, p. 4. **The Canal.** General N. Michler and Hallet Kilbourn, esq., a sub-committee on the canal commission, who were sent to Philadelphia in order to ascertain whether the contractors, Messrs. J. H. Teemyer & Co., had facilities for the work at their disposal, as was represented to the commission, have

returned and will present their report to the commission today. They found that the statements of the gentlemen were true in every particular, and that some of the dredges are already on the way to Washington. Mr. Kilbourn says "that they found the contractors had enough machinery at their disposal to fill the entire canal." This proves that the commission were right in awarding the contract as they did, and, for the last time, we may assure our readers that the work will be speedily commenced and vigorously pushed to a successful completion. Then will another of our eyesores have disappeared, and additional zest given to the furthering of similar improvements where they are needed.

NR, Tue. 11/22/70, p. 1. **The Washington [City] Canal.** - A meeting of the canal commission was held at the Mayor's office, City Hall, yesterday afternoon. The commission was called to order by Mayor Emery - present, Gen. Michler, Mayor Emery, Architect Clark, and Messrs. Kilbourn and Dixon, with Mr. Swetland as clerk.

Mr. Swetland stated to the commission that it would be impossible for the Acting Secretary of the Interior to attend the session.

The minutes of the last meeting were read by the secretary, and at the request of Mr. Dixon were passed over informally, as there were some few corrections he wished made.

#### **The Committee Report.**

Gen. Michler, from the committee appointed to ascertain whether Messrs. Teemyer & Co. were responsible and prepared to carry out the contract if awarded them, reported that he and Mr. Kilbourn had proceeded to Philadelphia and various other points and had ascertained beyond a doubt that the gentlemen were well prepared and

had the means and appliances at their disposal to carry out the contract.

**All Right.**

On motion of Architect Clark the report of the committee was accepted, the president authorized to notify Messrs. Teemyer & Co. that their bid had been accepted, and the Mayor and General Michler requested to draw up and execute the contract.

**Mr. Dixon Votes Aye.**

Mr. Dixon, not seeming to vote, the Mayor inquired his opinion on the motion, when he replied, "well, if the majority vote in favor of it, of course I vote aye." The Mayor inquired if there was any further business, when Mr. Dixon said he wanted the minutes corrected in one or two places.

The correction asked was in regard to a conversation between Mr. Swetland and himself about preparing the specifications. After quite an animated discussion on the question, and the relating of a number of incidents in connection with it, with which to satisfy each that the other was wrong, on motion of Mr. Clark, it was agreed that the minutes should be corrected so as to meet the approval of both Mr. Swetland and Mr. Dixon, and the meeting adjourned.

Immediately on the adjournment of the meeting Mr. Emery handed the following:

**Letter of Acceptance**

to J. H. Teemyer, who was present:

Mayor's Office, City Hall  
Washington, November 21, 1870.

*J. H. Teemyer & Co., contractors:*

Gentlemen: Your bid for dredging the canal is hereby accepted, and you are notified to enter into the contract without delay. Very respectfully,

M. G. Emery,  
President of the Commission for the Improvement of the  
Washington Canal.

**Mr. Teemyer Ready.**

As soon as the contents of the letter were read by Mr. Teemyer that gentleman promptly stepped forward and signified his readiness to sign the contract at once. To

this the Mayor would not agree, as the paper had not yet been inspected by the Secretary of the Interior, and he did not care to move further in the matter before submitting them for his approval

Mr. Teemyer stated to the commission that two dredges were now on the way to Washington, and were expected every day, and immediately on their arrival the work would certainly be commenced.

CA, Wed. 11/23/70, p. 3. **Inspection of the Canal.** - Yesterday the Board of Directors of the Chesapeake and Ohio Canal started from this city on a trip of inspection over the line. We are indebted to President Clarke for an invitation to accompany the party, and regret that circumstances prevented its acceptance.

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**The Canal.** - As will be seen from the official notice in another column, the Canal will be closed to navigation on the 13th proximo, and the water drawn off to allow the usual winter repairs to the work on the 20th.

NR, Wed. 11/23/70, p. 4. **THE [Washington City] CANAL.** - The *Chronicle* of Monday last contained a long article purporting to be the details of an interview between a reporter of that paper and Mr. Peter Campbell, a wood measurer under the late municipal administration. The object of the publication was evidently intended to throw discredit upon the [Washington City] Canal contract as awarded, and aims to show that there has been foul play in the award. As the gentlemen connected with the canal commission are so well known, it is needless for us to attempt any explanation of their action. But as the statement of Mr. Campbell is so full of inconsistencies it is proper that some notice should be taken of it in order that they may be exposed.



In the first place, the specifications under which the advertisement was awarded were drawn with the greatest care, and met the approval of the majority of the commissioners, among them General N. Michler and Mr. Edward Clark, two Government officials, whose reputation for practical and scientific attainments we presume none will gainsay. So that the slur upon them, and the hint that the contract is in law vitiated, is of no effect.

In the second place, the question of bond is referred to. And if notice must be taken of this point, it would seem even worse for Mr. Campbell's bid, in view of the fact that the bond was worthless in law. Mr. Bowen, who is named as one of the bondsmen, is assessed, as per the exhibit of Mr. Dixon, at a trifle over \$23,000. Mr. Campbell says he but recently justified on a bond of \$50,000. And now he appears as Mr. Campbell's bondsman in \$40,000. Mr. Hewitt, who is assessed at over \$24,000, Mr. Campbell says justified lately for \$30,000. And now we find him as a bondsman in \$40,000. How is this? Are these gentlemen, with a known property, as given, competent to bond in three times the amount? But Mr. Hewitt, who is so much spoken of by Campbell, says that he did not go upon the bond. He only became surety that, in case Peter got the contract, he would bond.

The statement of Mr. Hewitt, as made to Mayor Emery, and as announced by his honor in the commission, has never been denied by Mr. Hewitt, notwithstanding Mr. Campbell says so.

Mr. Hewitt stated positively to our reporter, in the presence of two gentlemen, no later than Monday morning, that the Mayor was about correct, as reported in the *Republican*, and we republish the statement as made at the Interior Department.

"Mayor Emery said that Mr. Hewitt, one of Campbell's bondsmen, had stated to him that if he (Campbell) got the contract he would not be able to complete it without he could make his

money out of the job. His own impression was that, should the commission award the contract to him, it would occasion a great deal of trouble." From this statement it would seem that Mr. Hewitt did not have as much confidence in Mr. Campbell and his bid, as Mr. Campbell would seem to think.

### **The Machinery Question**

is dwelt upon by Mr. Campbell, and he says that he assured the commission he had the control of all the necessary appliances. Here is the report of Mr. Dixon and Gen. Michler on the subject as published in the *Republican* of November 15.

Mr. Dixon from the committee appointed to ascertain from Mr. Peter Campbell information in regard to his bill, reported that they had waited upon the bidder and had a conversation in regard to his ability to perform the work. Mr. Campbell was quite reticent, and seemingly afraid that what he said to the committee might affect his bid. He was asked if he had a dredge and other machinery necessary to do the work. He replied that he could obtain everything needed. If the contract was awarded him he would explain more fully as to his facilities.

Gen. Michler said that his impression from the conversation of Campbell was that he would not be able to do the work properly, and in the manner prescribed by law, and complete it as required. He evidently had not the necessary machinery.

Secretary Delano: Why is this scrutiny necessary in this particular bid?

Gen. Michler said that in view of the fact that this appeared the lowest legitimate bid it was necessary to scrutinize it. Very few persons had the appliances to finish this work in the time required by the specifications, therefore the committee were desirous of satisfying themselves that in case the contract was awarded to this bidder the work would be done to the satisfaction of the commission.

Secretary Delano: Well, all I want to do is to have the labor done to the best interests of the Government.

Gen. Michler said that as far as he understood the case they wanted to give this contract to someone who will do the work, not to have it sold to a third party. He had inquired of experienced men the lowest price for which the filth in the canal could be removed, and they had all agreed that 30 cents per yard was the lowest sum possible for it to be done without loss.

There was 300,000 cubic yards to be moved, and the bid of Mr. Campbell seemed out of proportion to a satisfactory job.

Mr. Campbell's bid for the work was \$67,240, he had estimated that but for 200,000 yards of dirt would be removed, when Gen. Michler said there are 300,000. Quite a difference, as will be seen, and one which, if Campbell's bid had been accepted, would have been a serious matter in the successful completion of the improvement.

The attempt to implicate May or Emery, as evinced by Campbell,

**Is Most Cruel and Unfair.**

As ascertained by our reporter, the conversation, as detailed between the Mayor and Hewitt, took place after the contract was awarded, and could not affect the result. The Mayor, as a practical man, said then, as he did in the meeting, that Campbell's bid was too low for an honest fulfillment of the contract.

**Campbell's Story of Bribery,** as between Messrs. Teemyer & Co. and himself, is pronounced by that firm to be maliciously false from beginning to end. On the contrary, Campbell's emissaries came to the gentlemen named and offered to withdraw Campbell from the competition if they (Teemyer & Co.) would pay him (Campbell) \$5,000. This proposition they say was made, and the reputation of Mr. Teemyer and his partners as honorable men in this community is so well assured, that we are firm in the belief nine tenths of the people will accept the statement as worthy of credence.

In Campbell's statement he lays great stress upon the fact that

**"Two Young Gentlemen,** who hold corporation offices," had waited upon him to bribe him or to see if he would sell out. Our reporter has been busy for two days in hunting up those "young men," and although all the corporation employees "of tender years" have been interviewed, they all

**Deny Having Any Complicity**

in the arrangement. One of the "young gentlemen holding a corporation office," appeared much exasperated at the question, and blurted forth: Young Gentlemen - "Pete Campbell \$5,000! Why if it had been offered him he would have jumped at it. I have thought a good deal about that canal business, and can readily see what a nice job there was in the affair for election purposes. We all know that Campbell and his friends are opposed to the administration of Mayor Emery and the Reform Party, and are doing everything in their power to break down the good work they are doing. They intend to make a desperate attempt to get control of the city at the approaching election.

"Now the arrangement, I believe, was this: Campbell would get the contract, trifle along at the canal during the winter and spring, and fifteen days before the election 2,000 voters could be imported, become registered and be thrown to work on the canal to carry the election for the purposes of Mr. Campbell and his friends. This job could have been accomplished if well worked; but it was so transparent that 'the engineer was foist by his own petard, and Campbell was checkmated.'" Whether the young corporation official was correct in his ideas, we leave for the consideration of the public; but we are satisfied that the action of the commission in awarding the contract was correct, and will prove to have been the wisest arrangement which, under the circumstances, could be made, to result in the greatest good for the Government, the city, and the removal of the canal nuisance.

NR, Tue. 11/29/70, p. 4. **The Washington [City] Canal.** - The contract for dredging the Washington [City] Canal by Messrs. J. H. Teemyer & Co., was executed at the Mayor's office yesterday. The first dredge will arrive early today, to be followed in a day or two by two others, now being towed up the Potomac river. The work of dredging

will be commenced tomorrow in the basin at the eastern end of the canal (its junction with the Eastern branch). The dredges, it is estimated, will take up about three hundred cubic yards of dirt or more each day and the contractors state that in the eastern section they expect to be able to finish about a mile a month.

The work at the basin, where the dredge will commence today, is of such a character as to necessitate the use of scows, of which a sufficient number have been provided. The energy and vim displayed by the contractors is indeed commendable, and render the success of the enterprise, within the specified time, thoroughly assured. The contractors propose to spare no means by which they can perform their work thoroughly, and for this our people will be ever grateful. With the work on the canal well under way, the market house foundations being laid, and Pennsylvania avenue almost completed, our city on Monday next will greet Congress with a conscious pride in having at least commenced, in good shape, the valuable improvements provided for by Congressional enactment last winter.

#### **The Contract.**

The contractors for the work are John H. Teemyer, John O. Evans and Franklin B. Colton doing business under the name and style of J. H. Teemyer & Co. They agree to dredge and clean out the Washington [City] Canal its entire length and breadth including the outlets to the river channel, the depth of four feet at the sides and six feet in the center below the lowest tides, for the sum of \$88,800, and to deposit the earth so removed in conformity with the specifications, and under the direction of the committee; provided that they shall not be required to do any work more than is designated in the specifications, nor be held responsible for any delay caused by the commissioners or superintendent, or for obstructions to the

work not under their control, or that of the commission; the commission agreeing to remove any obstruction to the work over which the contractors have no control. They agree that all the work done shall be subjected to a

#### **Rigid Inspection**

before being accepted, and such as does not conform to the specifications shall be rejected. They agree to commence work within fifteen days from the execution of the contract and complete it by the 1st day of July 1871. Payments to be made from time to time as the work progresses; the commission reserving 20 per cent, which shall be paid when the entire work is completed. No payment to be made for a less amount than one quarter of a mile. No member of Congress, officer or agent of the Government, shall be admitted to any share herein, or any benefit arising therefrom.

#### **The Specifications**

provide that the earth removed shall be placed as follows: On and against the dyke extending south from the Seventeenth street wharf - so much as shall be directed to raise the Seventeenth street wharf; on the grounds north of the Monument lot; on the hollow at the west end of the navy yard. Sand and gravel to be placed where the commission shall direct. The commission reserves the right to designate such other places of deposit as they may deem necessary. The dredging to commence at either or both ends as the commission may direct.

CA, Wed. 11/30/70, p. 2. **C. & O. Canal.** - Although the water will not be drawn off the Chesapeake and Ohio Canal until the 20th proximo, some of the Coal Companies have already suspended operations by this channel. Of the leading companies the Borden stopped shipping on Saturday last, and for a week past the Consolidation has only been freighting boats for way traffic. The American and Maryland will probably

continue their shipments until the time announced by the President of the Canal Company for the close of navigation.

ES, Wed. 11/30/70, p. 2. **The [Washington City] Canal Improvement.** - Messrs. Teemyer & Co., contractors for dredging the Washington [City] Canal, yesterday received two of their dredging machines from Philadelphia, and they will be put at work on the eastern section just as soon as the commission indicates the point where the deposits are to be made. The machines are both in excellent condition, and are well manned by experienced workmen. Two other machines are expected here today or tomorrow, which will be placed on the western section, the first work to be done being to open the channel at the mouth of the canal communicating with the river channel. It is likely that work will be commenced tomorrow morning near the basin in the eastern section.

NR, Thu. 12/1/70, p. 1. **Alexandria Affairs. - Navigation** was impeded on the canal yesterday by a sunken boat at the Four Mile Level. The obstruction, however, was speedily removed, and boats are now arriving and departing freely.

NR, Fri. 12/2/70, p. 4. **The Washington [City] Canal. - The Work of Dredging Commenced.** - The two steam dredges, of which mention has heretofore been made in the *Republican*, were yesterday placed at work at the eastern terminus of the [Washington City] Canal, and at 12 'clock precisely the first bucket of mud was lifted. The start was made in the presence of the Mayor, Gen. Michler and Mr. Kilbourn, of the canal commission, with a number of gentlemen who had been invited to be present. The commencement was entirely satisfactory, and the work, so well commenced, will be continued without any

cessation. Within a few days, two more dredges will arrive and be placed at work in the canal at the western terminus.

ES, Sat. 12/3/70, p. 1. **ALONG THE POTOMAC.** - The River Front reporter of *The Star*, having concluded his observations downstream, was dispatched on a fresh cruise from the Aqueduct Bridge to the Washington Monument.

#### **A Lovely Sunset.**

Sunday evening found him on the bridge, where an extensive view could be had of the river and surrounding country. A long string of canal boats, extending from the bridge to the curve above, were moored, bow to stern, along the river side of the canal. Their four-footed engines were snorting on the bank, and taking in fuel while waiting for somebody to kick. On the hill above, the buildings of Georgetown College are conspicuous. The river is rippled slightly by the dying breeze; and the sun is fast sinking behind the hills of the Virginia shore, leaving that side of the river veiled in the tremulous, mysterious shadows of twilight.

Below the bridge, where the fading sunlight rests on the water, the effects of light and shade are wonderfully lovely. Beautiful mother-of-pearl tints are seen, and where the sun's rays strike the windows of the factories they are reflected in the river in long, wavering lines of fire. The dome of the Capitol rises above its surroundings, and, outlined against the clear sky, resembles the summit of a snow-capped mountain.

#### **The Shipping.**

Near at hand, and beneath us, as we stand on the lower side of the bridge, are the coal wharves, with staunch schooners moored alongside. The dinginess, not to say blackness, observable here finishes the shading of the picture

Descending the long flights of steps we are in the midst of the coal yards, with

the bridge high above us. The waste water from the aqueduct is spouting out at a dozen places, and describes a graceful curve as it splashes into the Potomac in a feathery spray. Keeping downstream, along the pier heads, we pass numerous trim schooners from Providence and Jersey City.

#### **Wharf Rats.**

Presently the Sabbath stillness is broken by a hammering and rattling of wood and iron, and we come upon a number of boys engaged in stealing spikes, which they are wrenching out of the rotten planks and timbers. At first they seemed about to take to their heels; but on second thought they continued their hammering. Shakespeare tells us:

"Ships are but boards, sailors but men; there be land-rats and water-rats, land-thieves and water-thieves."

A new definition, however, describes such urchins as those mentioned as wharf-rats. They extort toil from all kinds of freight, unless it be bars of iron or blocks of stone. They bag lumps of coal, handfuls of corn, and, occasionally make way with a bit o hawser, the handle of a grindstone, or the leg of a stove. Great pests are these wharf-rats, and it is seldom their sins (or a policeman) find them out.

#### **A Tub from Philadelphia**

is next encountered. She is schooner-rigged, high out of the water, square in the bow, narrow in beam, and looks generally as though she might have been built by the mile and cut off to suit.

Now we come to fishing boats, and seines spread to dry; a heap of plaster rock; piles of wood and lumber; the New York steamer "Valley City;" the little tug "Zeta;" more lumber and wood, and then the building of

#### **The Potomac Boat Club,**

which was erected less than a year ago. It has a spacious gallery, commanding a fine view of the river, rooms for the use of the

club and accommodation for their boats. Boating received a great impetus last season, and the Potomac Club has a long list of members, and is in a flourishing condition. The same may be said of

#### **The Analostan Boat Club,**

whose boat house is just visible below in the bend of the river. Looking at the broad expanse of water, now tranquil as a land-locked lake, and gleaming silvery white in the light of a new moon, one wonders that there are not more boat clubs, more boats, more young men to engage in the healthful pastime of rowing. A regatta on the Potomac every summer should be one of the attractions of our city.

#### **Lumber Piles and Wood Piles**

obstruct our further progress along the water edge, and turning landward we come to the lower bridge over Rock Creek. On the banks nearby are scattered a number of red stone flags, such as are being laid down about the Capitol. These are from

#### **The Seneca Quarries,**

in Montgomery county, Maryland. This property passed into the hands of the present stockholders some three years ago, since which time over \$100,000 have been expended in opening quarries and building additional mills for sawing and dressing the stone, which is a red sand stone, quite valuable for building materials and flagging purposes. The Smithsonian Institute is built of this stone, and the beautiful pavement in front of the Treasury extension, of flags six feet by three, is from these works. The quarries and mills are immediately on the line of the Chesapeake and Ohio canal, twenty-four miles from this city. The stone lies very clear, runs to a great depth, and is apparently inexhaustible. Between three and four hundred hands are employed; the machinery is of the most improved kind, and the water-power capable of doing double the present work. These quarries are owned by a company composed of wealthy capitalists

of Washington and Georgetown; Dr. Kidwell, president.

From the mouth of Rock Creek to

### **The Washington Monument**

navigation is rather difficult for a pedestrian, and as the shades of evening were falling fast, we dropped "kellick." The following afternoon we headed down the street, until the Monument bore on our starboard bow, and then stood to the northward. On the port side was a dreary waste, which here and there a pig, goat or cow nibbling the scanty herbage; and on the starboard hand, a row of tumble-down, white-washed sheds, looking as deserted and dilapidated as if they had been standing unoccupied for a hundred years or more. Around the foot of the Monument are clustered more shabby sheds, and the only signs of life visible are the animals before mentioned, and numerous hens. From one of these sheds came the wailing and grunting of porkers, who are doubtless lamenting the near approach of Christmas. The Monument itself, with its dilapidated wooden steps, the doorways barricaded with rough boards, and the rough covering on its summit, is a picture of dilapidation and decay. North and west are seen the sluggish water of the canal, and beyond, looking up stream, the noble Potomac glistening in the sunshine.

NR, Sat. 12/3/70, p. 1. **Alexandria Affairs. C. & O. Canal.** - The water in the canal will be drawn off on the 20th instant, and from now until that date boats along the line will be returning to lay up for the winter. The tolls during the past month amounted to nearly \$9,000 receipts at this end of the line, with a total of 775 arrivals during the month.

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**The Canal.** - During the month of November there were 209 arrivals of boats at this place, bringing 39,000 bricks, 380 perches of stone, 71 tons cement, 21,006 tons of coal, and 258 perches limestone.

During the same time there were 206 departures carrying 40 tons of salt and 171,000 bricks.

SR, Sat. 12/3/1870, p. 2. **Trip of the Canal Board.** - *A Pleasant Party.* - The President and Board of Directors of the Chesapeake & Ohio Canal Company, together with a party of invited guests, arrived at our town early on Thursday evening last from Cumberland. They tarried with us through the night, and very hospitably entertained a number of our most prominent citizens on board of their elegant little craft, the "Lady Washington." Repairing on board at the invitation of President Clarke and Dr. McPherson, Frederick county's efficient representative on the Board, we found a large assemblage of old friends and new ones. The press was well represented by Charles Cole, Esq., of the Frederick Union, and Col. J. W. Baughman, of the Citizen. Allegany county gave to the party Col. Alfred Spates, formerly President of the company, and now State Senator from that county, Capt. J. E. Cruzen, a genial soul who evidently knows how to 'keep a hotel,' and who had the boat and party in charge, and Mr. Mulvaney, the efficient Superintendent of the Cumberland division, while old Washington was represented by our former townsman, Col. A. K. Stake, Capt. George Heyser, Col. Wm. Dodge, present member of the Board, Denton Jacques, Esq., Superintendent of this division, old Montgomery gave her contribution to the party in the person of Mr. Young, a gentlemen whose acquaintances we were pleased to make, and who ably represents the interests of his county in the Board of Directors. While the guests were in the enjoyment of good speeches and good cheer, the Williamsport Band made itself heard, and added the delight of sweet music to the occasion. An addition to the assembled guests was here made by the arrival of Maj. H. K. Douglas, of

Hagerstown, and W. P. Maulsby, Jr., and Mr. Baughman, the Junior of the Citizen, whom, together with Mr. A. Ritter, present member of Legislature, and Mr. Thomas Wolf, made up the whole party from Frederick, several of whom were called for and made some hitting remarks. Thus the evening passed away in a spontaneous flow of good humor, witty speeches and pleasant jokes, and at a late hour the party dispersed well pleased, and wishing the excursionists a delightful voyage over the quiet waters of the Canal, and safe arrival at their destination. - *Williamsport Pilot*.

The above party, as they were on their way down the Canal, visited our town on Friday night last, and were agreeably entertained for several hours in the parlors of the Entler Hotel, by Hon. A. R. Boteler, and other citizens of our town. The party seemed to be in fine spirits, and clever gentlemen.

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**Drowned.** - On Monday last the body of a man was found in the Potomac river on the Virginia shore, opposite the Two Locks, about six miles below this place. Justice Long, informed of the fact, proceeded to the scene and summoned a jury of inquest, and upon an investigation the body proved to be that of a Mr. John Cummings, a respectable young man in the employ of Mr. March, contractor on the railroad. He was dressed apparently for a journey, and had been absent some two or three weeks, but no uneasiness was felt by his friends, as his whereabouts were thought to be known. Mr. Cummings was comparatively a stranger here, but those who knew him speak of him as [a] very worthy young gentleman, and there is certainly a mystery about his sad fate which time even may fail to unravel. No marks of violence were found on his person, and the complete order of his clothing defeats any theory of foul play. But who assisted him over the

river and what were the particulars of his sorrowful end it were hard indeed to determine. - *Williamsport Pilot*.

NR, Mon. 12/5/70, p. 1. **The [Washington City] Canal Commission.** - A meeting of the [Washington City] Canal commission was held on Saturday last at Mayor Emery's office. The principal business transacted was the appointment of an executive committee of four from the commissioners, consisting of the following members: Gen. Michler, William Dixon, Hallett Kilbourn and the Mayor as chairman. To these gentlemen is confided the full powers of the commissioners, and they have been instructed to see that the work is going on in accordance with the contract they have entered into with Teemyer & Co. There was then some discussion as to the place in which they should meet in future. Mayor Emery said they could have rooms in the Kimmell house, on C street, over the Police court, free of charge, and which belonged to the city.

Mr. Swetland informed the Commission that they could have the use of his office on Seventh street, between E and F streets, if they desired it, and said that for his own convenience he wished the Commission to meet there.

Mr. Kilbourn said the suggestion of Mr. Swetland was a good one for one reason only, which just struck him at the moment, and it was that by meeting there they might have the presence of the Secretary of the Interior, who would only have to step across the street to unite with them.

The resolution to make Mr. Swetland's office the place of meeting was then agreed to, and also that their meetings officially shall be on the first and third Wednesday of each month.

The commission then adjourned, and all seemed perfectly satisfied that the work of cleaning out the great, dirty, raging, grand

canal of our city is going on, and that the nuisance will be abated.

Teemyer & Co. have dredges at work already, and more are on the way, which will arrive during today and be set to work.

CA, Wed. 12/7/70, p. 2. **Canal Trade.** -

The weather has continued favorable to navigation upon the Canal, but the several coal companies have ceased shipping for the season. A few more cargoes will be sent forward by individuals engaged in the trade to fill contracts and supply demands along the line. For the month of November 695 boats were cleared at the Cumberland office, laden with 76,753 tons, 9 cwt. of coal. The shipments by companies and individuals, were as follows:

	Tons	Cwt.
American Company	16,772	11
Borden Company	7,132	15
Consolidation Company	19,367	07
Hampshire & Baltimore Co.	2,132	01
Maryland	22,066	08
Midlothian	765	00
Individual shippers	8,517	07
	76,753	09

Of this, 70,880 07 tons went through, 2,934 14 tons to Antietam iron works, 1,518 18 to Williamsport, 656 10 to Shepherdstown, 215 15 to Berlin, 209 06 to Hancock, 116 13 to Sharpsburg, 113 04 to Mercerville, 108 15 to Edward's Ferry, and 86 06 to Four Locks.

There were, also, shipped eastward, within the month, 29,000 feet of lumber, 11,700 fire-bricks, and 4 tons sundries.

The up-freights reported and discharged at Cumberland, within the month, embraced 290 barrels of flour, 305 bushels of wheat, 3,796 bushels corn, 307 bushels rye, 1,290 bushels oats, 925 bushels mill offal, 2,226 sacks of salt, 10 tons powder, 2 tons merchandize, 1,025 hides, 64,000 shingles, 27,700 barrel staves and

heading, 11 tons anthracite coal, 50 tons plaster, and 10 cords of wood.

SR, Sat. 12/10/1870, p. 2. **Personal.**

In our last issue we mentioned the recent visit to our town of the President and Directors of the Chesapeake and Ohio Canal Co. Amongst those who accompanied them were our esteemed editorial brethren of Frederick city, Messrs. Baughman of the *Citizen*, and Cole of the *Union*, whom we greatly regretted not to have had an opportunity of greeting with the right hand of good fellowship. But their stay in town was too brief to allow us the pleasure.

In their respective papers they thus refer to the visit. The Frederick *Citizen* says:

"Friday evening the *Washington* reached Shepherdstown, about dark, and anchored for the night. It was soon determined to visit Shepherdstown, and some eight or ten of the party - notwithstanding the heavy shower of rain falling - were quickly at the ferry shouting for the boat to pass us over to the Potomac, to old Virginia's shore. In due time the party were safely landed on the opposite side, and surmounting difficulties encountered in the darkness of the night, and the rush of waters, we reached Entler's Hotel. All this we endured to testify our gratification at the political regeneration and disenthralment of the white men of West Virginia. Entler is a prince of good fellows, and, it may be said in very truth knows how to keep a hotel. The party was at once invited into the parlor, and as a preventative to taking cold, Entler speedily produced a pitcher of smoking hot whiskey punch. The Hon. A. R. Boteler, hearing of our presence, honored us with a visit, in spite of the storm, and entertained us for some time with his charming conversation. We finally returned to the *Washington* and were good humouredly laughed at by those who remained on board,



not having been sufficiently patriotic themselves to venture out on such night as that. But we hung our hats and coats by the stove to dry, and said we were amply compensated by the consciousness that we had discharged a patriotic duty."

The Frederick *Union* says:

"The scenery in this vicinity is grand beyond description. About 5 o'clock we arrived opposite Shepherdstown, Va., where we stopped for the night. It was right here that Rumsey put the first steamboat in motion. A number of our party started out in the rain to go over to Shepherdstown and while there spent a very pleasant hour with Hon. A. R. Boteler. When they returned their hats and coats were filled with snow and next morning the ground was covered with it to the depth of about two inches."

NR, Mon. 12/12/70, p. 4. **Alexandria Items.** - A Mule was stolen from a canal boat at the basin. The thief got off with the animal.

ES, Tue. 12/13/70, p. 1. **Chesapeake and Ohio Canal.** - On Thursday last, the first meeting of the Board of Directors of the Chesapeake and Ohio Canal was held here since the removal of the general office of the company at Hagerstown.

While the general tonnage of coal and other merchandise shows 70,000 tons less than the year 1869, the revenues show but \$49,000 less, notwithstanding the large expense caused by the disastrous flood on that portion of the canal from Harper's Ferry to Georgetown, in October last. The company during the year has paid up all the interest on the repair bonds to October 1st, 1870, amounting to \$140,000, and has taken up one-fourth of the principal, amounting to \$50,000, thus showing \$190,000 paid out of the net earnings during the year 1870. There remains in the treasury a sufficient sum to

put the canal in good condition to receive the trade of 1971.

We learn from the report of the president to the board that considerable repairs to culverts and other masonry will be required during the winter; two locks on the Georgetown division to be rebuilt, the aqueduct at Williamsport is to be rebuilt, and a new bridge across the canal at that point to be erected; and several locks on the Monocacy. A revision of the toll-sheet, which has not been changed since 1857, was ordered by the board. Several applications were presented for permission to erect feed stores on the line of the canal, which were referred to the president. One hundred thousand dollars, or so much thereof as may be found necessary, was appropriated, to be expended during the suspension of navigation, to put the canal in good condition to meet the trade of the coming year. - *Hagerstown Twice-a-Week*, 10th inst.

NR, Sat. 12/17/70, p. 4. **Fire on the Chesapeake Canal.** - The steam packet "Eureka," Captain Philip S. Craig, of Georgetown, was completely consumed by fire, while laying at Edward's ferry, on the Chesapeake and Ohio canal, about thirty miles above Georgetown, on Tuesday night last. The loss was about \$5,000, on which there was an insurance of \$3,000 in the Ætna Fire Insurance Company, of Hartford. This is the same boat on which Mr. Heyworth, of Washington, was injured in September last.

CA, 12/14/70, p. 2. **Chesapeake and Ohio Canal.** - A meeting of the Board of Directors of the Chesapeake and Ohio Canal was held at Hagerstown on Thursday last. In the recent visit of inspection over the line it was ascertained that a large amount of work is necessary to put the Canal in good condition for the trade of 1871. From the *Twice a Week*, which gives an abstract of the

proceedings of the Board, we learn that the work to be done comprises repairs to culverts and other masonry, the rebuilding of two locks on the Georgetown division and the aqueduct at Williamsport, the erection of a new bridge across the Canal at the latter point, and repairs to several locks on the Monocacy. Hancock and Cumberland Divisions also require extensive repairs.

A revision of the Toll Sheet, which has not been changed since 1857, was ordered by the Board. The President was also empowered to prescribe such rules for the government of employees as in his judgment the interest of the Canal Company required, to insure economy and responsibility of its employees.

Several applications were presented for permission to erect feed stores on the line of the Canal, which were referred to the President.

Appropriations amounting to \$16,000 were ordered, to pay working expenses for the month of November.

One hundred thousand dollars, or so much thereof as may be found necessary, was appropriated, to be expended during the suspension of navigation, to put the Canal in good condition to meet the trade of the coming year.

The usual routine business being transacted, the Board adjourned to meet in Baltimore on the 10th day of January, 1871.

NR, Tue. 12/20/70, p. 4. **The [Washington City] Canal - Meeting of the Commission.**

- A meeting of the [Washington City] Canal commission was held at the office of the secretary yesterday; all the members present except Secretary of the Interior. After a discussion of the progress of the work it was suggested that the term of the contract (six feet dredging in the center) would undermine all the bridges except the "brick bridge;" and Mr. Follansbee was appointed

to superintend the removal and replacing of such bridges as would interfere with the dredging operations.