

COMPILATION OF  
CANAL TRADE ARTICLES FROM  
*THE ALLEGANIAN*  
A CUMBERLAND NEWSPAPER  
1871  
ALLEGANY COUNTY, MD

Compiled by  
William Bauman  
C & O Canal Association Volunteer  
[wdbauman@visuallink.com](mailto:wdbauman@visuallink.com)

JANUARY 2013



## A. PREFACE

This compilation of newspaper articles about the C. & O. Canal is one of a series. The newspaper was found on microfilm at Frostburg State University, Frostburg, MD. I did not include newspaper editorials because those were opinion pieces. In 1871, *The Alleganian* was published weekly, on Wednesdays, whereas in 1877 and 1878 it was published daily, except Sunday, and so those two compilations have many more pages. Even though of few pages, the following report does offer a glimpse of life on the Canal in 1871.

Readers are encouraged to search the enclosed report for information on their ancestor as their time and interest permits. Feel free to send additional observations for the benefit of others.

William Bauman  
Revised Transcription August 2012  
[wdbauman@visuallink.com](mailto:wdbauman@visuallink.com)



Canal Trade 1871

Wed. 1/18/71, p. 3. **The Cumberland Coal Trade.** - From the annual circular of the statistics of the Cumberland coal trade compiled from official sources by C. Slack, Esq. we take the following points of interest:

The total production of the region during the year 1870 was 1,717,075 tons - a decrease of 165,594 tons, as compared with 1869, though an increase of 386,632 tons over the year 1868. The quantity each Company shipped, and the channels through which it was forwarded are set forth in the following:

<i>Name of Company</i>	<i>To R. R. Tons</i>	<i>To Canal Tons</i>	<i>Local Tons</i>
Consolidation Coal Co.	186,952	165,023	28,732
Maryland Company	95,688	163,666	
American Company	71,158	131,121	
Borden Mining Co.	76,279	71,063	901
Hampshire & Balto. Co.	63,427	16,219	22
do. do. (N'tl Mine)	948	29,375	
Franklin Company	83,449		
George's Creek C & I Co.	68,548	19, 155	
Piedmont C & I Co.	71,015		
Potomac Company	70,795		
Big Vein Company	61,784		
Swanton Company	51,413		
Atlantic & George's Cr'k	50,765		
Barton Company	42,754		
Midlothian Company	16,304	19,876	38
Virginia C & I Company	28,035		
Spruce Hill Company	19,406		
George's Creek Mining C	6,893		
Cumberland C & I Co.	8,485		564
Central C M & M Co.	4,161		
Cooke Mines	1,409	639	112
	<u>1082569</u>	<u>604,137</u>	<u>30,369</u>

Wed. 2/1/71, p. 3. **The Canal.** - The Georgetown *Courier* states that "work on the Canal is being prosecuted with energy. A very heavy job, the building of Lock No. 8, this side of what is known as the Seven Locks, has just been completed. All necessary repairs along the whole line are attended to promptly, as there is a large force employed, and it is not too much to say that when navigation is resumed on the 1st of March, the canal will be then in as

satisfactory a condition as at any time since it was first opened to commerce."

Wed. 2/15/71, p. 3. **Chesapeake and Ohio Canal.** - We learn that the Board of Directors, at their last monthly meeting, resolved that the rate of toll upon coal from Cumberland to Georgetown, for the season of 1871, should be 46 cents per ton - the same that it has been for some years past.

The work of taking out sand bars and making the necessary repairs to aqueducts, bridges, locks, etc., has, we understand, been vigorously prosecuted during the winter, and it is expected that the Canal, throughout its length, will be ready for the resumption of navigation by the 10th of March. Whether the Coal Companies will be ready by that time, has not transpired.

Wed. 3/1/71, p. 3. **The Canal.** - The work of filling the Cumberland Division of the Canal will be commenced this morning, and it is expected that the entire line will be ready for the resumption of navigation by the 10th instant.

Wed. 3/8/71, p. 3. The Georgetown *Courier* says that the Coal Companies are already prepared to receive shipments there, their wharves, with the single exception of that of the Consolidation, being well nigh empty. The same paper states that more thorough repairs have been made on the Georgetown Level during the suspension of navigation than for many previous years.

**Chesapeake & Ohio Canal.** - A meeting of the stockholders of the Chesapeake & Ohio Canal Company was held at Annapolis on Thursday last, Gov. Bowie presiding. A statement from the President of the Canal Company setting forth the cost of mining, shipment of coal, &c., was read:

Office of the Chesapeake & Ohio Canal Co.,  
Hagerstown, Md., February 13, 1871

The following circular is of interest  
at this time:

*Sir* - I herewith give you a detailed  
statement of the cost of mining and  
delivering coal from the Allegany Coal  
Fields of Maryland on board of vessels at  
Georgetown, D. C. I also append a table of  
the rates per ton for freightage charged by  
sailing vessels from Georgetown to the  
points named:

Cost	¢ per ton
Mining	67½
Timber and machinery for track, dumping chutes and superintendence, and tramways and all other expenses, to place coal on board of cars at mines	25
Railroad freight and charges from mines to Canal, average haul 23 miles, over grades 120 feet per mile.	69
Wharfage at Cumberland	5
All other shipping expenses, agencies, taxes, &c.	2½
Toll by Canal from Cumberland to Georgetown, 184 miles, ½ cent per ton per mile	46
Boat freights, transportation charges, &c.	1.40
Transshipment, wharfage, agents, clerk's office, rent, &c., at Georgetown	30
Cost on board of vessels	\$3.85
Add for royalty on the coal	25
	<hr/> \$4.10

This gives the actual cost of coal on  
board of vessels at tidewater.

The following are the rates of charge  
per ton by vessels from Georgetown to the  
points named below during the season of  
1870, viz:

Albany, N.Y.	\$2.25	Augusta, Me.	\$3.00
Bangor, Me.	3.00	Bath, Me.	2.75
Boston, Mass.	2.50	Bridgeport, Conn	2.20
Dighton, Mass.	2.40	Fair Haven, Conn.	2.20
Somerset, Mass.	2.25	Fall River, Mass.	2.25
Salem, Mass.	2.75	Hartford, Conn.	2.75
New Haven, Conn.	2.25	New London, Conn.	2.25
Norwalk, Conn.	2.60	Norwich, Conn.	2.39
Wareham, Mass.	2.50	Hudson, N. Y.	2.23
Hoboken, N. J.	1.90	Jersey City, N. J.	1.90
Troy, N. Y.	2.50	Portsmouth, N. H.	2.65
Wilmington, N. C.	2.00	Richmond, Va.	1.25
New Orleans, La.	4.50	Providence, R. I.	2.00
New York City	1.95	Brooklyn, N. Y.	1.95
Portsmouth, Va.	.90	Charleston, S. C.	2.25
Petersburg, Va.	1.25	Mobile, Ala.	4.50
Portland, Me	2.60	Philadelphia, Pa.	1.25
Wilmington, Del.	1.20	Norfolk, Va.	.90
Savannah, Ga.	2.30	Fredericksburg, Va.	1.25

Annapolis, Md. .60 Havre de Grace, Md .78

These being the principal points to which  
coal from the Maryland Coal Fields are  
shipped. Hence you will see by consulting  
the quotations of the coal market at these  
points during the past year that but little, if  
any, margin is left to those engaged in  
producing coal. I also desire to call your  
attention to the fact that the rates of toll on  
coal over the Chesapeake and Ohio Canal  
are nearly 33½ per cent less per ton per mile  
than any other canal over which coals are  
carried, except the Erie Canal, in the State of  
New York, and one of the Ohio canals.

Very respectfully yours  
James C. Clarke,  
President Chesapeake & Ohio Canal Co.

Wed. 3/15/71, p. 3. **C. & O. Canal.** - In  
accordance with previous announcement,  
the Canal was opened for navigation on  
Friday last. Up to yesterday noon, 50 boats,  
(carrying 5,509.05 tons of coal) had cleared  
at the Cumberland office - 40 boats bound to  
Georgetown and 10 to Alexandria. Several  
of the companies were anxious to reduce the  
freight charges 10 cents per ton, but it was  
finally agreed to pay the last years rates -  
\$1.45 per ton to Georgetown and \$1.50 to  
Alexandria.

In a recent report to the Board of Directors  
of the Chesapeake and Ohio Canal,  
President Clarke makes some important  
suggestions touching the future of this work.

Referring to the tunnel as limiting  
the capacity of the work, and which is  
generally looked upon as an insurmountable  
obstacle to a largely increased trade, Mr.  
Clarke thinks the proximity of the three lift  
locks, about one-fourth mile below the east  
end of the tunnel, has a greater bearing upon  
the question of the capacity of the canal at  
this particular point than the tunnel itself.  
After reciting the observations he has made,  
he argues that by a system of time table and

telegraph one mile in length to work that portion of the canal from the lock just below the east to the west end of the tunnel, the time can be so economized that 1,200,000 tons can be passed over that portion of the canal, assuming the period of navigation to be uninterrupted for nine months.

Again, speaking of the valuable and productive interchange of business between the Canal and the Western Maryland Railroad, that will arise upon the completion of the latter to Williamsport, he is of opinion that it will become necessary to keep open the Canal during the winter season between that point and Cumberland. This, he says, can be readily accomplished by introducing two iron boats, constructed with a view to breaking ice, and have the same propelled by steam power, and, if deemed desirable, those boats could be used in the summer season for towing boats through the tunnel, thereby saving and economizing time at that point if found necessary.

A recommendation is also made that the Canal Company construct three small steam dredges for removing bars and cleaning out the bottom of the Canal. This species of work can only be done now, in the winter season, by the slow process of pick, shovel and wheelbarrow. It is a very unsatisfactory, as well as a very expensive manner of doing this work.

#### **Chesapeake and Ohio Canal Company. -**

The regular meeting of the Board of Directors of the Chesapeake and Ohio Canal Company was held at Hagerstown on Wednesday last. We take the following report of proceedings from the *Mail*:

On motion of Gilmore Meredith, Esq., it was ordered that the Report of the Pres't be adopted, and that the sum of \$19,500 be appropriated to the payment of the necessary expenses of the Canal in the month of February.

On the motion of Hon. Isaac Young the contract between the Pres't and the Consolidation Coal Company was approved. Also that A. H. Blackistone be employed as counsel of the Company for Allegany County on same terms as other counsel of the Company.

On motion of Mr. William Dodge, a committee of four was appointed to examine, count and destroy the coupons paid by Alex. Brown & Sons, financial agents of the Company. Messrs. President, McPherson, Dodge and Young were appointed said committee.

On motion of G. Meredith, Esq., the sum of two hundred dollars was placed in the hands of the treasurer as a contingent fund.

On motion of Dr. W. S. McPherson the Board then adjourned to meet in Cumberland on Wednesday, April 12th, 1871, at the St. Nicholas Hotel, at 10 o'clock A. M.

Wed. 3/29/71, p. 3. *A Leak* on the Georgetown level of the Canal obstructed navigation for a day or two last week, causing a scarcity of boats here on Friday and Saturday, the result of which was very light shipments on those days.

*A Strike* of several days duration occurred among the colored laborers at the coal wharves at Alexandria last week. The agents declined to accede to their demands, and the men finally went to work at the old wages. The *Alexandria Gazette* says that the whole movement was instigated and continued by a few white men, pretended friends of their dupes, and done for the sole and only purpose of making them discontented. As it was it came very near throwing the whole of them out of employment for the entire season.

Wed. 4/5/71, p. 3. *Trade upon the Canal.* - The hum of industry at the boat yards and coal wharves, and the hurrying to and fro of the boatmen, indicate a brisk business upon the Canal, which is sustained by the figures we have obtained from the Canal office. Up to yesterday noon there had been 635 clearances of boats for the season - an increase over last year, to the corresponding date, of 590 boats. During the month of March 545 boats were cleared, carrying 60,049 tons of coal, 127 tons of fire-brick, 5,000 feet of lumber and 5 tons of sundries. The shipments of coal, by companies and individuals, were as follows:

	<i>Tons</i>	<i>Cwt.</i>
American Company	9,972	19
Borden Company	5,982	00
Consolidation Company	16,152	13
George's Creek Company	3,233	00
Hampshire Company	4,015	14
Maryland Company	14,875	14
Midlothian Company	4,197	17
Individuals	1,619	10
	60,049	07

of which 49,237.14 tons went to Georgetown, 9,972.19 to Alexandria, 443.10 to Antietam iron works, 108.14 to Shepherdstown, 104.16 to Williamsport, 106.17 to Hancock and 74.17 to White's Ferry.

There were received and discharges within the month, 170 barrels of flour, 820 bushels of corn, 441 bushels oats, 400 sacks salt, 6 tons merchandize, 58,000 feet lumber and 15,000 shingles.

*Boats Sunk.* - Canal navigation was somewhat interfered with the early part of last week by the sinking of the Consolidation Company's boat *E. M. Linthicum* at Dam No. 5 and the Maryland Company's boat *Charles Embry* at Dam No. 6. The detention was but brief, however, the boats being promptly raised.

Wed. 4/12/71, p. 3. *Chesapeake and Ohio Canal Board.* - The Board of Directors of the Chesapeake and Ohio Canal Company will hold a meeting in this city today. At a meeting of the Board of Public Works, which constitutes Governor Bowie, Comptroller Woolford and Treasurer Merryman, held last week, an invitation to visit this region in order to a more intimate acquaintance with the sources from which the coal traffic of the Canal is drawn, was received from President Clarke, and the Board signified their intention to accept it and join the Canal Directors here today.

**Chesapeake & Ohio Canal.** - The receipts of the Chesapeake and Ohio Canal for Tolls for the month of March, 1871, reaches the large sum of \$33,840, exceeding that of any previous year, for the same month, by the sum of upwards of \$30,000. The prospect for a large business on the Canal was never better then now, and every endeavor will be put forth by the President and officers of the Company to make it the most successful year in the history of the Canal, both as regards receipts and the curtailment of expenditures. - *Hagerstown Twice a Week.*

Wed. 4/19/71, p. 3. *Excursion to the Coal Fields.* - Upon the invitation of Hon. James C. Clarke, President of the Chesapeake and Ohio Canal, a number of State officials and other prominent gentlemen joined the Board of Directors of the Canal Company here on Wednesday last, for the purpose of accompanying them on a visit of inspections to the coal fields of this county.

The party arrived here in a special car, which was placed at their disposal by the Baltimore & Ohio Railroad Company, on Tuesday night, 11th instant, and spent Wednesday in viewing operations in conjunction with the transshipment of coal by Canal, and visiting points of interest about Cumberland and its environs - the



Board of Directors of the Canal Company meanwhile holding their monthly meeting.

On Thursday, as per arrangement, an excursion was made to the coal fields, the source of the Canal's trade - the party, with Vice President Millholland, Superintendent Slack and other officials of the Consolidation Coal Company present and solicitous to make the trip entertaining, setting out in a special train over the Cumberland and Pennsylvania Railroad, at 9 o'clock A. M. Mount Savage, Frostburg, the Borden Mines, the mines of the American and Maryland companies at Lonaconing, the Consolidation company's mine at Ocean, were each successively visited, the local officials of the various railroad and mining interests at these points contributing in every way possible to the entertainment of the visitors. The day was spent very pleasantly, and every opportunity afforded the party to acquaint themselves with the extent of the mineral resources of the region and the means for their development. The gentlemen comprising the excursion party, beside officials of the Consolidation company already named, were Mayor Banks of Baltimore; Hon. John Merryman of the Board of Public Works; R. W. Baldwin, Esq. Secretary of the Board; Hon. James C. Clarke President Chesapeake and Ohio Canal; General George S. Brown, William Dodge, W. L. McPherson and Gilmore Meredith, Esqs. Directors; George M. Bokee President Western Maryland Railroad; Col. B. A. Jamison, Robert L. Dobbin, James B. Groome, Wm. Webster, N. Dickerson and John F. Ehlen, Esqs.

On the return trip a meeting was organized - His Honor, Mayor Banks being called to the chair and Mr. Baldwin acting as Secretary. The object of the meeting was stated by Hon. John Merryman to be the adoption of a series of resolutions expressive of the sense of the excursionists for the opportunity afforded them for acquiring a

knowledge of the wonderful mineral wealth of this region by personal examination, and for the kindly welcome and courteous treatment they had experienced. He moved therefore the appointment of a committee for that purpose, and in compliance with the motion the chair named Messrs. Merryman, Brown, Groome, Bokee and McPherson as said committee, who reported the following resolutions:

*Resolved*, That we tender Mr. Cornelius Slack, General Superintendent of the Cumberland and Pennsylvania Railroad Company, our thanks for his kindness and gentlemanly courtesy to us during our trip from Cumberland to Piedmont and return, and for the great pains and interest he has displayed in exhibiting to us the interesting features of the coal fields and mines of Allegany.

*Resolved*, That we tender our thanks to Jas. A. Millholland, Esq., Vice President of said company, for his personal attention to us upon the trip, and for the facilities afforded us for examining for ourselves the exhaustless wealth of Western Maryland.

*Resolved*, That we congratulate the company upon having obtained the services of two such gentlemanly, intelligent and efficient officers.

*Resolved*, That our thanks are due to the superintendents and proprietors of the companies whose mines we have visited, for the uniform courtesy which they have shown us, and which enhanced the pleasure of our trip.

*Resolved*, That our thanks are also due to the Baltimore and Ohio Railroad Company, and especially Vice President King, for placing at our disposal a special car, fitted up for us during the trip.

*Resolved*, That these resolutions be published in the Cumberland papers.

Appropriate responses were made by Messrs. Slack and Millholland to the complimentary reference to them.

The excursionists reached the city about 6 o'clock, expressing themselves highly gratified with all they had seen. The day's entertainment was concluded with an elegant supper at Ferguson and Cruzen's, got up in the inimitable style which distinguishes the cuisine of this establishment.

*Meeting of the Canal Board.* - The Board of Directors of the Chesapeake and Ohio Canal Company held their regular monthly meeting in this city on Wednesday last. Present - James C. Clarke, President; Dr. Wm. S. McPherson, Wm. Dodge, Gilmore Meredith and Gen. G. S. Brown, Directors.

The reports submitted show the earnings of the Canal Company for the month of March to be \$34,000; and the total expenditures for the month to be \$16,000.

The amount appropriated and paid by the Canal Company since August, 1870, to this date, has been for overdue coupons on the Repair Bond Debt, \$116,560; one-half principal and accrued interest on same since July 1st, 1869, \$110,850 - making a total of \$227,410.

The prospect of retiring the whole of the Repair Bond Debt during the present season is now very good. After this the over-due coupons of the preferred bonds are the next payments in priority in accordance with the decision of the Court of Appeals.

An order was adopted to remove the General Office to Frederick, Md.

The Board was in session some three hours, during which time a large amount of business of the above character was transacted.

The Board passed a vote of thanks to Col. E. L. Moore, President Second National Bank, for use of the room furnished by him to the Directors to hold their meeting in.

The Board then adjourned, to meet in Baltimore on the 10th of May, at the banking house of Alexander Brown & Sons.

Wed. 4/26/71, p. 3. *Increase of Pay.* - The early resumption of navigation this season and the heavy business now being done on the Chesapeake and Ohio Canal, have largely increased the labor of the Lock-Keepers. Mr. Clarke, the President of the Company, has been prompt to recognize this fact, and on the 15th instant issued an order increasing their pay. Keepers of single Locks are now to receive \$50 per month; and of double Locks \$75 per month.

Wed. 5/3/71, p. 3. *Canal Trade.* - The business upon the Chesapeake & Ohio Canal shows that what were considered some years ago wild and extravagant calculations of ardent friends of the work, are now being realized. There were cleared at the Cumberland office within the month of April, just closed, 955 boats, carrying 105,751.02 tons of coal, 201.05 tons of fire-brick, 1,542 bushels of potatoes, 26,200 feet of lumber and 18½ tons of sundries. The coal shipments were 29,550.03 tons in excess of those of the corresponding month of last year; and 7,075.04 tons greater than for the month of May last, which showed the largest month's business in the history of the Canal, previous to that of the month just closed. The shipments by companies and individuals, were as follows:

	<i>Tons</i>	<i>Cwt.</i>
American Company	16,886	10
Borden Company	10,887	00
Consolidation Company	31,042	03
George's Creek Company	5,500	09
Hampshire Company	5,512	17
Maryland Company	26,762	14
Midlothian Company	6,411	02
Individuals	2,748	07
	<hr/>	
	105,751	02

Of this, 103,758.07 tons went through, 1,207 tons to Antietam iron works, 223.03 to Shepherdstown, 209.10 to Williamsport, 105.13 to Harpers Ferry, 100.12 to Edwards

Ferry, 96.11 to Monocacy and 50.06 to Hancock.

Of up freights, there were reported and discharged within the month, 186 barrels of flour, [illegible], 89 sacks of salt, 50 barrels of fish, 30 tons of sundries and 172,000 shingles.

*A Steam Canal Boat* arrived here a few days since and after taking on a cargo of coal cleared for Georgetown. She is simply a screw propeller on a small scale and though it is claimed that she has been in successful operation for some time past on the lower Divisions of the Canal, there is nothing novel other than one of propulsion or application of the motive power.

Wed. 5/10/71, p. 3. *Quick Work on the Chesapeake and Ohio Canal.* Mike Quigley is a crack captain on the Chesapeake and Ohio Canal, and is famous for the number of trips he makes during the season. His boat, the *John Wier*, is one of the best appointed on the canal and his team of six mules is of the very finest kind. Last Saturday morning at 9 o'clock, Mike began loading his boat at the Duke marble quarries three miles above Harpers Ferry, took on 74 blocks, some of them weighing four tons; left at 6 o'clock, reached G Street wharf in this city before daylight on Monday morning, discharged his cargo and was on his way back before sundown of the same day. This is regarded as the quickest work ever done on the canal, and Mike won a bet in doing it.

The fleet of vessels loading Cumberland coal at Georgetown for Northern ports is still very large. In fact it rather increases than diminishes. The coal business on the canal, too, is better than ever known before, and President Clarke is exerting all his energies to the work of keeping the canal in perfect order and facilitating navigation. - *Washington Republican*.

Wed. 5/17/71, p. 3. A lock gate at Seven Locks, on the Chesapeake and Ohio Canal, washed out on Friday, preventing the passage of boats for about five hours.

*Cumberland Coal* retains its hold well upon the consumer, and we hear of large transactions in it. It is gratifying to know that manufacturers, owners of steamers and others who appreciate the value of a first-class steam generator, have been so ready to adopt the Cumberland coals. These coals are offered in the market today at \$6.50 from schooners hoisted on rail of steamer or delivered in carts - \$7 alongside in barges. - *N. Y. Engineering and Mining Journal*.

*Chesapeake and Ohio Canal.* - At the monthly meeting of the Board of Directors of the Chesapeake and Ohio Canal Company, held in Baltimore, on Wednesday last, the President, Hon. James C. Clarke, submitted a report showing the earnings of the canal for the month of April to have been \$61,000 and the expenditures \$14,000, leaving \$47,000 to be applied to the payment of the debts of the company. The business during April was the largest ever known in one month since the opening of the canal, and the business this month so far is fully equal to that done in April. The recent rains caused a rise in the Potomac to such an extent that the berms of the canal were overflowed on the Hancock, Monocacy and Georgetown divisions, but no serious damage was done. Navigation was fully resumed in forty hours. The board of directors have resolved to pay twenty-five percent more of the principal of the repair bonded debt this month. When this is done it will show seventy-five percent on the principal and all of the overdue coupons on this class of indebtedness paid during the year the present administration has had charge of the canal. The shipment of coal

for May, up to the date of the report, averaged 4,500 tons per day from Cumberland.

Wed. 5/24/71, p. 3. *Killed on the Canal.* - A youth, who answered to the Christian name of Eugene, (surname unknown) came to a violent death on Wednesday evening last, on the Canal, about forty miles East of this city. While the boat "Greenless," Barney McQuade, master, on which the deceased was employed as a tow-boy, was passing through McKenny's Lock, he attempted to pass the towline over the lock gate and in doing so slipped and fell between the boat and lock wall. When extricated life was extinct, the motion of the boat having crushed him to death, almost instantaneously. His remains were brought hither and an inquest held upon them by Coroner Strong, when a verdict in accordance with the facts was rendered.

*Payment of Canal Preferred Debt.* - Official notice is given by Hon. James C. Clarke, President of the Chesapeake and Ohio Canal Company, that the third installment of 25 per cent of the principal of the Repair bonds of the Company, guaranteed by the State of Virginia, with interest thereon to the 20th instant, will be paid on the presentation of said bonds at the banking house of Alexander Brown & Sons, Baltimore.

Wed. 6/7/71, p. 3. *Canal Trade.* - The business of transporting coal over the Canal continues brisk. During the month of May 1,105 boats were cleared at the Cumberland office. Their aggregate cargoes footed up 120,921 tons 12 cwt. of coal; an increase of 15,170.11 tons over the month of April; and 22,245.15 tons more than were shipped in the month of May of last year. In addition to the coal there were shipped East 45.12 tons of fire-brick, 12,000 feet lumber, 26 tons pig iron and 7½ tons sundries. The

shipments of coal, by companies and individuals, were as follows:

	<i>Tons</i>	<i>Cwt.</i>
American Company	19,216	01
Borden Company	13,888	06
Consolidation Company	36,833	06
George's Creek Company	5,971	10
Hampshire Company	5,161	13
Maryland Company	28,530	11
Midlothian Company	7,367	09
Individuals	3,952	17
	120,921	13

Of this, 118,742.19 tons went through, 1,316.13 to Antietam Iron Works, 217.19 to Shepherdstown, 422.12 to Williamsport, and 221.10 to Hancock.

Of up freights, there were reported within the month, 131 barrels of flour, 602 bushels of corn, 500 bushels oats, 191 bushels mill offal, 1,502 sacks salt, 255 barrels fish, 110 kegs powder, 15 tons merchandise, 126,000 feet lumber, 37,000 shingles and 25 tons plaster.

Frederick Bochner, a boy of about 14 years, fell into the Canal at the Consolidation Coal Company's wharf, while suffering from an epileptic fit on Thursday afternoon last, and was drowned.

Wed. 6/14/71, p. 2. The coal-laborers strike at Georgetown, according to our advices, is about arrested, as the places of the strikers were supplied with other laborers who were willing to work at the price paid. Some rioting has occurred, caused by the strikers interfering with those who sought to work in their stead. Whilst labor could not be secured the coal was sent to Alexandria, and, though causing the shippers some little trouble, the principal loss fell on the strikers. - *News, 9th.*

In the foregoing our neighbors of the *News* certainly treat lightly a very weighty matter. The "some little trouble" to the shippers, which they sum up as the effect

of the negro coal-heavers' strike, gives no adequate idea of the extent of the damage inflicted upon this region. A line of boats ten miles in length lies in the Canal this side of Georgetown awaiting the discharge of their cargoes, and the arrivals here of empty boats are in consequence small in number. The clearances from this port are reduced fully one-half, and there is a falling off in the Canal revenues from tolls alone of perhaps \$1,100 per day. To this must be added an aggregate loss to the boatmen of \$3,000 per day, and when we take into the estimate the loss to the Mining and Railway Companies, to the miners and wharfs, with the consequent damaging effect upon all branches of trade, the "some little trouble" will assume very extensive proportions. The facilities for discharging coal at Alexandria are quite limited, and if the Companies were all to transfer their consignments of coal there, as it would appear the *News* assumed, the trade could in no wise be accommodated. The only boats now arriving here are from Alexandria or such as the crews themselves have unloaded at Georgetown. Up to yesterday morning there was no general resumption of work among the strikers, but the opinion was entertained by those best informed that work would be resumed during the day.

Wed. 6/28/71, p. 3. The canal boat "Linnett" sunk on the Five-mile Level on Sunday, and several hours hard work was required to remove the obstruction to navigation.

*C. & O. Canal.* - The President and Board of Directors of the Chesapeake and Ohio Canal Company had a meeting at Frederick, on Thursday, at which the usual standing committee were appointed for the ensuing year. They are as follows:

Finance - Messrs. George S. Brown, Gilmore Meredith and Dr. W. S. McPherson.

Construction and Repairs - Messrs. W. S. McPherson, Wm. Dodge and Isaac Young.

Transportation - Messrs. J. C. Berrett, I. Young, William Dodge, Gilmore Meredith and W. S. McPherson.

The trade of the canal from 6th June to the 16th of June was materially affected by the strike in the District of Columbia of laborers engaged in unloading coal. Since their resumption of work the trade of the canal continues promising for large shipments.

The fourth and last installment of the repair bonds and accrued interest, which by the decision of the Court of Appeals was made the first lien, will be entirely liquidated during the month of July next. The next lien under the decision of the Court of Appeals will be the preferred bonds.

Wed. 7/5/71, p. 3. *Canal Trade.* - The shipments of coal via the Canal, notwithstanding the interruption occasioned by the strike of the coal heavers at Georgetown, foot up handsomely for the month of June. There were 992 boats cleared within the month, carrying 107,211 tons 10 cwt. of coal. Compared with the corresponding month of last year, there is an increase of 15,647.06 tons, but 13,710.03 tons less than were shipped in the month of May. There were also shipped East 76.16 tons fire-bricks, 40,000 feet lumber and 6 tons sundries. The shipments of coal by companies and individuals, were as follows:

	<i>Tons</i>	<i>Cwt.</i>
American Company	18,797	04
Borden Company	13,677	08
Consolidation Company	28,880	11
George's Creek Company	5,897	07
Hampshire Company	7,242	01
Maryland Company	25,731	07

Midlothian Company	5,343	06
Individuals	1,638	06
	<hr/>	
	107,211	10

Of this, 106,056.11 tons went through, 716 tons to Antietam Iron Works, 226.05 to Shepherdstown, 100.08 to Williamsport and 112.06 to Hancock.

The up-freights reported and discharged consisted of 309 barrels of flour, 2,873 bushels of corn, 663 bushels oats, 46,000 pounds mill offal, 839 sacks of salt, 70,900 feet lumber, 10,000 shingles and 30 tons merchandise and sundries.

7/12/71, p. 3. *Homicide at Paw Paw, W. Va.* - A lamentable occurrence, resulting in the death of Joseph Wagoner, a resident of this city, and the reported death of Alfred Mose, a resident of Sharpsburg, Washington County, transpired at Paw Paw, W. Va. on the 4th instant. The deceased were engaged in boating on the canal, and, with three or four other boatmen, the whole party considerably under the influence of liquor, left their boats, which were lying on the seven mile level, near the Canal tunnel, and proceeded across the river to the store of Mr. Leonidas Bevans, at Paw Paw. There they demanded liquor of the person in charge, Dr. Campfield, upon whose refusal to furnish what they required, they became violent and uncontrollable and set about destroying the goods. Finding it impossible to restrain them, Dr. Campfield obtained a revolver, with which he fired several shots among the boatmen, some of the discharges taking effect upon Wagoner and Mose, as above stated, when the whole party fled from the store and returned to their boats. Upon examination it was found that the wounds of the two men were of a very serious nature, and Wagoner was at once brought to his mother's residence here and Mose conveyed to his home at Sharpsburg. Wagoner survived until Thursday afternoon, and the injuries sustained by Mose are also reported

to have resulted fatally. A jury was summoned by Coroner Strong, and an inquest held over the remains of the first named, but a verdict as to the manner in which he came to his death is suspended for want of evidence, the fact that the shooting took place in West Virginia causing delay in securing attendance of the witnesses who are cognizant of the circumstances.

A boy employed on the canal boat S. S. Cunningham, in the Consolidation Coal Company's line, was struck on the head by a passing boat and instantly killed near Shepherdstown, on Wednesday last, while lying asleep on the deck with the upper part of his person resting over the guard plank.

Wed. 7/19/71, p. 3. *Boatmen's Strike.* - The large business upon the Canal was suddenly stopped on Wednesday last by what is called a "strike of the boatmen." In seeking an explanation of the trouble we have found that the affair is a good deal in coal and that it looks as much like a struggle among the mining companies as to which shall get their coal to market cheapest, as a contest between the companies and boatmen. It appears that one of the larger companies has been in the habit of extracting a bonus of \$5 for loading outside boats, that is, boats belonging to individuals, which do not pay trippage to the company. On the first of July two other companies, as an offset to this, reduced the freight five cents per ton to *outside boats* running in their lines, and one or more of the companies increased the trippage of some of their boats \$5. On Wednesday it was rumored that the company first referred to, proposed a reduction of five cents per ton freight for all their boats, with the addition of the \$5 bonus to "outsiders." This was the straw that broke the camel's back. About one o'clock on that day a body of boatmen proceeded to McKaig & Walsh's wharf and prevented the

workmen from loading; they next went to the Consolidation wharf and dismissed the loading force there; and then to Lynn's wharf where the same thing was done. The plan was so suddenly carried out that no counter action was taken by the wharf or coal companies. On Thursday, Capt. Boothe, of the American company, which had not reduced the rate of freight, agreed at once to a bare \$5 trippage on a certain class of its boats, and loading for this company was re-commenced. The other companies are also loading under some arrangement, which, however, from the talk among the boatmen, is not perfectly satisfactory, and the indications at present are that the shipments will not be nearly so large as they have been for some months past.

It is due to the Boatmen's Benevolent Society, an association recently organized among the boatmen for the purpose of mutual aid in case of misfortune or sickness, to state that they wholly disavow the statement, which had gained some currency, that they inaugurated or were in any manner the cause of the strike.

An association entitled the "Boatmen's Benevolent Society" was organized last week by a number of persons engaged in the occupation of boating on the Chesapeake and Ohio Canal. It is officered as follows: President George Rossworm; Vice President Peter Quigley; Secretary L. W. Turner; Treasurer Jacob Brengle; Directors John Cole, John Wilson, G. H. Brooks, John Seaman. Quite a number of the boatmen have connected themselves with it.

Sunday boating on the Chesapeake and Ohio Canal is prohibited. The order formerly passed by the Board of Directors to that effect is to be rigidly enforced on and after the first Sunday in August.

The Cumberland Coal & Iron Company's old basin, near the Wills Creek bridge, is being dredged with a view to render it navigable for lumber boats, Peter Hein, Esq., having leased the property for a lumber yard.

Wed. 7/26/71, p. 3. *Another Break on the Canal.* - The damage on the Canal at Mercersville was scarcely repaired before another serious breach in the tow-path near Sharpsburg was reported. It is represented to be forty to fifty feet in extent and several feet below the bed of the canal. A considerable number of upward-bound boats are on this side of the washed out level, and shipments from this port will not in consequence be interfered with at present. Several days, it is understood, will be required to make the necessary repairs and toward the latter part of the week the trade will probably begin to feel the effect of the obstruction to navigation at that point by a scarcity of boats here.

*Murderous Assault.* - James Scott, the captain of a canal boat on the Chesapeake and Ohio Canal, made a murderous assault on a boatman named John Smith, at Four Mile Run, between Alexandria and Georgetown, on the night of the 15th instant. Smith received a [illegible] cut in the back, when he jumped off the boat and swam ashore. He was afterwards picked up by a farmer and taken to Alexandria. On examination his wound was pronounced of a serious but not necessarily fatal character. Scott was arrested for committing the assault when his boat reached Sandy Hook, but subsequently made his escape from the officers who had him in charge.

The break in the Chesapeake and Ohio Canal at Mercersville, five miles from Dam No. 5, which greatly interfered with navigation last week, has been repaired and

boats are again arriving in sufficient numbers to accommodate the trade.

Wed. 8/2/71, p. 2. *The Canal Trade* during the month of July, was interrupted by the "boatmen's strike" and two "breaks" on the Antietam Division of the Canal, and as a consequence the shipments of coal did not come up to those of the preceding month, by 24,576 tons. There were cleared for the month from the Cumberland office 757 boats, carrying 82,635.07 tons of coal and 40 tons of other articles. This is 15,449.15 tons more than were shipped in the corresponding month of last year. The shipments of coal, by companies and individuals, were as follows:

	<i>Tons</i>	<i>Cwt.</i>
American Company	14,698	01
Borden Company	11,712	06
Consolidation Company	19,974	03
George's Creek Company	4,553	12
Hampshire Company	2,421	05
Maryland Company	20,026	10
Midlothian Company	4,429	17
Individuals	4,819	13
	82,635	07

Of this, 80,452.05 tons went through, 167.12 to Noland's Ferry, 111.08 to Berlin, 116.03 to Knoxville, 697.19 to Antietam Iron Works, 225.07 to Shepherdstown, 110.09 to Falling Waters, 530.00 to Williamsport and 224.04 to Hancock.

Of up freights there were reported and discharged at Cumberland, 154 barrels flour, 134 bushels wheat, 1,000 bushels oats, 3 tons corn meal, 398 sacks salt, 10 tons merchandize, 129,000 feet lumber, 25,000 shingles and 50,000 laths.

*The Canal.* - The breach in the tow-path of the Canal below Sharpsburg landing was repaired on Thursday and boats are again arriving at this port in sufficient numbers to accommodate the trade. The larger number of boats were, however, on this side of the

break when it occurred and there may in consequence be a scarcity here by the latter part of the week.

Wed. 8/9/71, p. 2. *The Canal.* - Another break occurred yesterday morning on the Canal near Mercersville, in the vicinity of the [illegible] . The probability is that there will be boats enough arriving here to avoid interruption in shipments until the latter part of the current week.

Wed. 8/16/71, p. 3. *The Canal.* - Boats again began arriving freely at this port yesterday afternoon, and coal shipments have been actively resumed. The breach near Mercersville, which caused the suspension of navigation, occurred on Tuesday, the 7th. It was closed on Thursday morning and the water turned on. The same evening heavy leaks occurred in the bottom of the canal at the point of the breach and on each side of it, and it was found necessary to draw off the water again and dig out, puddle and concrete. For some ten to twelve miles along this locality the limestone rock comes up so near the bottom of the canal and is so porous and cavernous that it is said to be almost impossible to prevent leaks. Some idea of the extent of the breach can be had from the fact that a force of fifty men were engaged night and day, from the 7th to the 13th, in making the repairs.

*The filth* caused by allowing mules to feed and run at large on the road under the basin wharf has given rise to a good deal of complaint, and we are glad to state that the Supervisor of Streets is taking measures to remedy the matter.

*Arrested for Larceny.* - A colored man named Charles Johnson was taken under arrest by policeman Bender, on Friday, on the charge of purloining several articles of male wearing apparel - coat, pants and boots



- from the shoe shop of Mr. John Wolf, in the Southern section of the city. The articles were found concealed on a boat lying at the basin wharf, on which Johnson had also secreted himself. A hearing before Justice Hobrock resulted in his [illegible].

Wed. 8/23/71, p. 3. *Boating permitted on Sunday.* - The order prohibiting boats from passing through the locks of the Chesapeake and Ohio Canal on Sunday has been suspended.

*Drowned.*- A colored boy employed on a canal boat on the C. & O. Canal, Capt. J. H. L. Hunter, was recently drowned in the Potomac near Shepherdstown, while swimming across the river. The boy was known as Charley Howard.

*Drowning of an Employee of the Consolidation Coal Company.* - A colored man named Charles Johnson, an employee at the Georgetown wharf of the Consolidation Coal Company was drowned last week, and the verdict of the Coroner's Jury was that the Company through carelessness, by reason of the unsafe and dangerous conditions of its wharf, was responsible for the death of the deceased.

Wed. 8/30/71, p. 3. *Drowned.* - Coroner Strong on Wednesday morning last held an inquest on the remains of a man named John Jennings, who was drowned in the Canal on the preceding night. Jennings, accompanied by two companions, all belonging to a company of roving horse traders, was encamped a few miles from town, walking along the track of the Baltimore and Ohio Railroad on his return to camp, when he fell over the embankment into the Canal. The deceased was from Washington, D. C., and leaves a wife and large family of children.

*Sunken Boat.* - The canal boat "Hero," laden with coal, sunk in the river near the locks, on Thursday evening, a leak having been caused by the boat coming into contact with a boulder at the bottom of the stream. The cargo was transferred to another boat, and the "Hero" raised on the day following.

*Homicide on a Canal Boat.* - The Washington Star of Monday says: "A quarrel took place on the boat *F. H. Mertens*, on the Chesapeake and Ohio Canal, near the chain bridge, about 6 o'clock on Saturday afternoon, between two men - Milton Ward (white) and John Lewis (colored) and during the difficulty Ward struck Lewis with the butt end of a gun knocking him overboard, into the canal where he was drowned. Ward escaped by swimming ashore. About 9 o'clock yesterday morning officers O'Brien, Dangler and Cunningham, of the third precinct, who had been detailed to pursue Ward, came up with the boat *Mertens* at Magazine Locks, and took the Captain into custody as a witness. Officer O'Brien having received information that Milton Ward was aboard of an up-bound boat; continued his pursuit, and on overhauling the canal boat *Spielman*, Captain O'Neil, boarded her. The Captain denied the presence of Ward on board his craft, but the officer having good reason to believe otherwise, continued his search in every part of the boat. His diligence was rewarded by finding his man nicely stowed away under some loose hay in the feed cabin of the boat. The officer took him into custody, and after properly securing him, brought him to the Chain bridge where the coroner's inquest was being held. Deputy Coroner Hartigan ordered him to be committed, and officer O'Brien took him in charge and safely lodged him in jail.

"The following verdict was rendered by the coroner's jury: That the deceased came to his death at about half-past four

o'clock, on the 19th day of August, 1871, on the Chesapeake and Ohio Canal, near the Chain Bridge, by drowning, from the canal boat *F. H. Mertens*, and the jury further find that the drowning resulted from a blow received from the hands of Milton Ward, from the butt-end of a gun, which knocked him overboard."

The body of Lewis was turned over to officer Sebastian, of the sanitary force, who had it buried in the vicinity of the Chain bridge. Ward, the alleged murderer, was committed to jail. He is a man about 27 years old, and his home is in Cumberland.

Mr. O. D. Barrett has been retained to defend Ward, who is a rather intelligent looking man, and claims that he acted in self defense, that he had [illegible] that Lewis was about to attempt to kill him, that he (Ward) got the gun to defend himself, that Lewis advanced on him in a threatening manner, that he (Ward) struck him (Lewis) with the butt end of the gun, that [illegible], and that he (Ward) jumped overboard to try to save him, but failed.

Wed. 9/6/71, p. 3. *Canal Trade*. - The movement of coal upon the Canal, for the past ten days, has been as brisk as at any time during the season. There were 848 clearances of boats at the Cumberland office, in the month of August, with cargoes aggregating 91,315 tons 9 cwt. of coal - in increase of 8,680.05 tons over the month of July, and 21,531.09 tons more than were shipped in the month of August, 1870. The shipments by companies and individuals, for the month, were as follows:

	<i>Tons</i>	<i>Cwt.</i>
American Company	16,380	12
Borden Company	10,688	13
Consolidation Company	23,810	09
George's Creek Company	5,803	16
Hampshire Company	1,945	02
Maryland Company	21,300	19
Midlothian Company	6,263	13

Individuals	5,122	05
	<u>91,315</u>	09

Of this, 90,043.14 tons went through, 522.07 tons to Antietam Iron Works, 327.01 to Shepherdstown, 317.03 to Williamsport, and 105.04 to Hancock.

Of up freights, reported within the month, there were 163 barrels of flour, 430 bushels of wheat, 10 tons mill offal, 2 tons melons, 938 sacks salt, 99,000 feet lumber, 36,000 shingles and 5½ tons sundries.

*Death from the Kick of a Mule*. - A colored boy, employed as a driver on the canal boat *F. A. Mertens*, was kicked in the stomach by one of the mules of his team, at the Four Locks, on Thursday last, sustaining internal injuries which terminated fatally on Saturday morning. The remains were brought to this port and an inquest held over them by Coroner Strong, a verdict being rendered in accordance with the facts. The deceased was nearly grown and was perhaps twenty years of age. He hailed from Washington City, and answered to the name of John. - His family name is unknown.

Wed. 9/13/71, p. 3. *The Canal*. - The low stage of water in the Potomac is interfering very seriously with Canal navigation. Boats are restricted to a draught of but four feet, and in consequence are compelled to carry light cargoes. Even under this arrangement there is scarcely depth enough of water to prevent them from sticking. If the drought is protracted a few days longer business on the Canal must come to a stand-still.

Wed. 10/4/71, p. 3. *Canal Trade*. - There were cleared at the Cumberland office within the month of September 993 boats, laden with 104,150 tons 2 cwt. of coal, and 20 tons of sundries. The coal shipments exceeded those of the month of August 12,834.13 tons, and of the month of September last year 39,243 tons. The

shipments by companies and individuals were as follows:

	<i>Tons</i>	<i>Cwt.</i>
American Company	17,713	15
Borden Company	13,175	15
Consolidation Company	27,553	09
George's Creek Company	6,079	10
Hampshire Company	4,210	06
Maryland Company	22,229	06
Midlothian Company	7,619	04
Individuals	5,563	09
Total	104,150	02

Of this total, 101,635.02 tons went through, 1,291 to Antietam Iron Works, 531.03 to Shepherdstown, 107.10 to Harpers Ferry, 77.19 to Berlin, 102.08 to Sharpsburg Landing, 311.06 to Williamsport and 93.14 to Hancock.

Of up-freight, there were reported as discharged at Cumberland 286 barrels flour, 40 bushels wheat, 1,324 bushels corn, 6,500 lbs corn meal, 4,440 lbs. mill offal, 420 sacks salt, 116 barrels cement, 126,500 feet lumber, 10 tons plaster and 14 tons sundries.

p. 2. *The Coal Interest.* - According to the *Washington Star* of Saturday evening last, the scarcity of schooners for the transshipment of coal at Georgetown had caused considerable accumulation of coal at the wharfs. The circumstance has not, however, as yet occasioned any reduction in shipments from this port.

Wed. 10/11/71, p. 3. *Circuit Court* - The proceedings of the Circuit Court during the past week were as follows: . . .

Wednesday, October 4.

Barton Coal Co. vs. Robert S. McKaig. Pearre, Gordon and Cahill for plaintiff; Walsh and McKaig for defendant. Motion to continue. Over-ruled.

Thursday, October 5.

Barton Coal Co. vs. R. S. McKaig resumed. - This is an action of *assumpsit* to recover from the defendant compensation

for the use of the canal boats Richard Bender, Miami, Van Lear Sprigg and Jenny Lind, which McKaig built for the company and for the value of which he recovered a judgment some time since. The plaintiff claiming that he used the same for his own benefit and without paying there for. Unfinished.

Friday, October 6.

Barton Coal Co. vs. McKaig. The whole day was consumed in hearing the evidence in this case.

Saturday, October 7.

Barton Coal Co. vs. McKaig. Resumed. Argument of counsel. Submitted to Jury at 1:40 p. m. Verdict for plaintiff \$233.36.

Wed. 11/15/71, p. 3. *Chesapeake and Ohio Canal Co.* - A meeting of the Board of the Chesapeake and Ohio Canal Company was held in Baltimore last week. All the members of the board were present. The report for the month of October showed the receipts to be \$52,816.20, expenses \$15,025, leaving a net earning of \$37,791.20. It was stated that the difficulty of procuring vessels at Georgetown and the very low water had diminished the revenue of the month. An appropriation of \$75,000 was made to pay unfunded coupons accrued prior to July, 1854. This series is now the first lien on net tolls and revenues of the canal.

Wed. 11/22/71, p. 3. Navigation on the Canal was obstructed from Saturday evening until Monday by the sinking of a boat at Terrell's Lock, about eight miles below town.

A colored boy employed on the boat Davenport accidentally fell into the lock near the canal tunnel, while endeavoring to open the lock gate, on Saturday morning last, and was drowned.

*The Canal.* - Navigation will be suspended and the water drawn off the Chesapeake and Ohio Canal on Wednesday, the 20th of December, in order to make the usual winter repairs.

Wed. 12/6/71 The canal boat "Vandervoort" had her hull cut through by the ice in her upward trip, and sunk at the Consolidation Company's wharf on Saturday morning.

Ice of considerable thickness formed during the cold snap of last week, making excellent skating but bringing coal shipments by canal to pretty nearly a stand-still.

Wed. 12/13/71 *Chesapeake and Ohio Canal.* - The early appearance of wintry weather has had the effect of arresting shipments by the canal before the time fixed by the Board of Directors for stopping operations for the season. Ice has proved troublesome for the past ten days, but by the aid of ice-breakers is expected to keep the channel open sufficiently to enable boats caught along the line to get to their winter harbors before drawing off the water. The shipments of coal from Cumberland for the season largely exceeded those of any previous year. From the annexed statement, made up from the books of the Canal office, it will be seen that there were 847,973 tons and 19 cwt. shipped, whilst last year the aggregate was 606,707.19 - showing an increase for the present year of 241,266 tons.

*Shipments of Coal, Etc., per Chesapeake and Ohio Canal, from Cumberland, for the year 1871.*

Months	To Georgetown & Alexandria Tons, Cwt.	Antietam Tons, Cwt.	Shepherdstown Tons, Cwt.	Williamsport Tons, Cwt.	Hancock Tons, Cwt.	Other Points Tons, Cwt.	Total Tons, Cwt.	Other Articles Tons, Cwt.
March	59,210.13	443.10	108.14	104.16	106.16	74.17	60,049.07	141.00
April	103,758.07	1,207.00	223.03	209.10	50.06	302.16	105,751.02	285.00
May	118,742.19	1,316.13	217.13	422.19	221.10		120,921.13	91.02
June	106,056.11	716.00	226.05	100.08	112.06		107,211.10	122.16
July	80,452.05	697.19	225.07	530.00	224.04	505.12	82,635.07	40.10
August	90,043.14	522.07	327.01	317.03	105.04		91,315.09	9.10
September	101,635.02	1,291.00	531.03	311.06	93.14	287.17	104,150.02	20.10
October	83,028.10	1,752.19	775.16	1,300.01	330.01	688.10	87,875.17	25.10
November	79,388.19	2,398.10	599.15	1,305.13	310.09	323.14	84,327.14	295.00
December	2,726.07	236.07	437.06	103.05		233.07	84,327.00	295.00
Totals	825,043.97	10,582.05	3,672.09	4,704.14	1,554.11	2,416.13	847,973.19	1,030.18

Wed. 12/20/71 *Sinking of a Canal Boat and Narrow Escape of the Crew.* - On Monday morning last, between 3 and 4 o'clock, the canal boat *Wave*, lying at the outlet lock in Rock Creek, near Georgetown, sprang a

leak, and in a few minutes went to the bottom. The captain and two men, who were asleep in the cabin at the time, finding themselves submerged, sprang from their bunks, and finally managed to get out of the cabin, two of them crawling out of the window, and one escaping through the door. The *Wave* was badly cut by the ice in her passage down the canal, which accounts for the accident.

Wed. 12/27/71 *An Item of Interest to Bondholders of C. & O. Canal Co.* - The President of the Chesapeake and Ohio Canal Company, Hon. James C. Clarke, gives notice through the Baltimore papers, that the unfunded coupons of the preferred construction bonds of the Company, due in July 1852, January and July 1853, and January 1854, will be paid upon presentation at the office of Alex. Brown & Sons, Baltimore.

In conformity with President Clarke's order, the water was drawn from the Chesapeake and Ohio Canal on the 20th instant, except upon the divisions between Georgetown and Mercersville, which were left open until the 23rd instant, to allow the grain boats to reach their winter quarters.

In an altercation near Georgetown, on the 17th inst., between a white man, named William Wilson, employed on the canal boat "A. L. Miller," and a negro named Charles Morse, employed on the boat "Star," the former struck the latter on the head with a stone, knocking him insensible. The injured man was taken on board his boat, which proceeded up the canal, and it is reported subsequently died from the effects of his injury at Six Locks, near the Great Falls. We have heard no confirmation of the report.