

COMPILATION OF  
CANAL TRADE ARTICLES FROM  
***THE ALLEGANIAN***  
A Cumberland newspaper  
and  
***THE HERALD and TORCH LIGHT***  
A Hagerstown, Md. newspaper  
and  
***NATIONAL REPUBLICAN***  
and  
***EVENING STAR***  
Two Washington, D. C. newspapers  
and  
***ALEXANDRIA GAZETTE AND VIRGINIA ADVERTISER***  
An Alexandria, Va. newspaper  
1872

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JANUARY 2016

## A. PREFACE

This compilation of newspaper articles about the C. & O. Canal is one of a series. *The Alleganian*, a Cumberland, Md. newspaper was found on microfilm at Frostburg State University, Frostburg, MD. The *Herald and Torch Light*, a Hagerstown, Md. newspaper, *National Republican* and *Evening Star*, two Washington, D. C. newspapers and *Alexandria Gazette and Virginia Advertiser*, an Alexandria, Va. newspaper were found on-line. Articles transcribed from *The Alleganian* are preceded by CA, those from the *Herald and Torch Light* are preceded by H&TL, those from the *National Republican* are preceded by NR, those from the *Evening Star* are preceded by ES and those from the *Alexandria Gazette and Virginia Advertiser* are preceded by AG&VA,.

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.

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### Canal Trade 1872

CA, Wed. 1/3/72, p. 2. The adjourned stockholders meeting of the Chesapeake and Ohio Canal Company was held at Annapolis on the 29th ult. - Governor Bowie, Comptroller Woolford and Treasurer Merryman, representatives of the State's interest, and John P. Poe, representative of Virginia's interest, were present. President Clarke's report of the operations of the Canal for the eighteen months from June 1st, 1870, to December 1st, 1871, as well as for the three preceding years, was submitted, in conformity with a resolution adopted by the Board of Directors at their meeting in November.

The report shows that from June 1st, 1870, to December 1, 1871, the total gross earnings were \$743,358.37; the total gross expenses for working and maintaining the Canal for the same period were \$322,494.66, and the net revenue was \$420,863.71

The coal tonnage for the present season, from the 10th of March to the 1st of December, is 844,237 tons. This is an increase of 238,530 tons, as compared with

the year 1870. The general tonnage of other descriptions for the present season to 1st December is 110,238 tons. This, compared with last year, shows an increase of 54,742 tons, or nearly 50 percent.

The net revenue for the present season, as compared with the year 1870, shows an increase of \$197,186.54.

The expenses of the year 1871, to 1st of December, as compared with the year 1870, show a decrease of \$47,134.45.

The report of the engineer, Mr. Hutton, accompanying, shows the condition of the Canal as compared with its condition on 1st December, 1869 and 1870, and estimates that the amount required for extraordinary repairs during the winter will be \$24,915.

From March 10th to 1st December there was a total of fifty-two days suspension of navigation, embracing eighteen days by breaks and leaks, thirteen days by strikes, fifteen days by raising sunken boats, and six days by repairing lock gates. These suspensions caused a reduction of revenues, and at the same time, increased expenditures. During the latter part of August, September, and up to the 10th of

October, navigation was barely maintained, on account of the great drought and low stage of water in the Potomac, necessitating the reduction of the tonnage of boats from 110 and 115 to 85 and 90 tons. This state of things caused a reduction in revenues, but did not allow a reduction of expenses. An unusual scarcity of sailing vessels at Georgetown in October and the early part of November caused the coal wharves to be stocked to their capacity, from which a further reduction of shipments by canal resulted, as the companies were compelled to keep boats waiting unusually long before discharging their cargoes. This latter difficulty the trade of the Canal is more or less subject to, but the confident hope is expressed that relief to some extent will be secured by the completion of the Western Maryland Railroad to Williamsport and the connection with the Canal of the Cumberland Valley Railroad.

Tables accompanying the President's report show that of the gross expenditures from June 1870 to December 1871, \$58,804.55 were for extraordinary repairs. - The ratio the expenses for operating and maintaining the Canal for the past 18 months, including the extraordinary repairs, bears to receipts, is at the rate of 43.38 - 100 percent of the gross revenues. The ratio the ordinary expenses for operating and maintaining the canal for the same time bears to the gross receipts is at the rate of 35.45 - 100 percent.

From December 1st, 1868, to June 1st, 1870, the total gross earnings were \$493,107.42; expenditures \$402,827.02. The net earnings from December 1st, 1868, to June 1st, 1870, were \$90,280.40. Of this amount there was expended for construction and extraordinary repairs, \$84,404.32. The ratio of expenses to receipts, including construction and extraordinary repairs, was 81.69 - 100 percent of the gross revenues;

and the ratio of ordinary expenses to gross receipts was 64.57 - 100 percent.

From June 1st, 1867, to December 1st, 1868, the total gross earnings were \$583,637.37; expenditures \$400,469.30. The net earnings were \$183,168.07. Of this amount there was expended for construction and extraordinary repairs \$73,410.18. The ratio of expenses, including construction and extraordinary repairs, to gross earnings, was at the rate of 68.61 - 100 percent; and the ratio of ordinary expenses to gross earnings 56.04 - 100 percent.

The list of officers abolished and employees reduced by the present Board of Directors since August and September, 1870, embraces 2 division superintendents, at \$1,000 per annum; paymaster, salary and expenses, \$1,800; assistant clerk to Treasurer, \$1,200; 2 bosses, each \$540; 7 carpenters, each \$2.50 per day; 3 blacksmiths, each \$2.25; 20 laborers, each \$1.50; together with 2 horses at \$25 each per month, making a saving in the expenditures for the working force of the service of \$23,015. In addition to his duties of the Presidency, the President performs those of General Superintendent and Paymaster, and is under bond in the sum of \$50,000 for the faithful performance of the trusts confided to him.

The repair bonds of the Canal guaranteed by the State of Virginia, which were made the first lien of the net tolls and revenues, have been nearly paid off, the balance still due thereon being \$1,731.67, which amount is due for coupons that the State of Virginia has not yet proved it redeemed.

In twenty-two years, extending from August, 1848, to May 30, 1870, the company had paid, accrued debt and interest and dividends, \$234,807.04, while in the past eighteen months the amount paid to the same creditors, was \$441,333.33.

The next lien upon the net tolls and revenues of the canal is the amount of unpaid and overdue coupons on the "Preferred of Construction Bonds" of the company, the principal of which is \$1,699,500. The annual interest on this class of bonds to be provided for is \$101,970.

Ten years will suffice, in the opinion of the President, to pay off the overdue coupons and accruing interest on these bonds if the business of the canal shall continue in the future as for the past season, when the gross earnings from the 10th of March to the 30th of November were \$486,281.16, and the expenditures from the 1st of January to the 30th of November \$183,558.49, leaving the net revenues \$302,722.67.

Taken altogether this is a highly satisfactory exhibit, and reflects credibility upon the ability and skill in the management of the work.

AG&VA, Thu. 1/4/72, p. 3. **Canal Commerce.** - During the month of December, there arrived here by the Alexandria canal, 63 boats, bringing 15 perches of building stone; 5,613 tons of coal; 112 perches of lime stone and 100 tons of sand. During the same period, there were 41 departures, taking 1,410 sacks of salt, 756,625 bricks, and 30 tons of plaster. The total arrivals for the season were 2,257, and the total departures 2,276.

CA, Wed. 1/17/72, p. 3. *The Cumberland Coal Trade.* - We are indebted to C. Slack, Esq., for a copy of his annual compilation of the statistics of the Cumberland coal trade, giving a tabulated statement of the production of each year from 1842 to 1871, inclusive, and full details of the production of the last year.

The aggregate product of the region for 1871, as shown by these figures, which

are compiled from official sources, is 2,345,153 tons - an excess of 628,078 tons over the production of 1870. The increase from 1,708 tons in 1842 to 2,345,153 in 1871, together with the fact that the production has almost quadrupled since 1864, will serve to show what giant strides this trade is making. The shipments of each Company, and the channels through which they were forwarded; are given in the following:

Name of Company	To R.R. Tons	To Canal Tons	Local Tons
Consolidation Coal Co.	237,276	236,994	31,257
Maryland Coal Co.	151,888	180,953	201
American Coal Co.	78,257	147,397	-
Borden Mining Co.	98,330	107,955	1,371
George's Creek C&I Co.	144,131	47,948	8
Hampshire & Balto. Co.			
" (Midland)	5,446	8,006	-
" (National)	3,956	48,045	57
" (Va. Mines)	94,071	-	2,382
Midlothian Coal & Iron	55,320	72,162	454
Virginia Coal & Iron Co.	81,218	-	-
Franklin Coal Co.	80,447	-	-
Potomac Coal Co.	79,715	-	-
Piedmont Coal & Iron Co.	79,037	-	-
Big Vein Coal Co.	78,870	-	-
Atlantic & Geo.'s Creek	61,753	879	-
Swanton Coal Co.	45,865	-	-
Spruce Hill Coal Co.	31,499	-	164
Barton Coal Co.	31,478	-	-
Lincoln Coal Co.	10,799	-	-
George's Creek Mining	9,564	-	-
	<u>1,458,920</u>	<u>850,339</u>	<u>35,894</u>

*Chesapeake and Ohio Canal Co.* - At the regular monthly meeting of the Board of Directors of the Chesapeake and Ohio Canal Company, held at Frederick, on Friday, a statement showing the earnings and expenses of the canal for the full year 1871 was submitted, the regular report of the President previously presented to the stockholders having only been made up to December. The total revenues for the year were \$494,281.16; the total expenses \$200,112.08 - leaving the net earnings \$294,169.08.

The rate of toll on coal from Cumberland to Georgetown, for the year 1872, was continued, by resolution of the

Board, the same as last year, 46 cents per ton.

A portion of the fines imposed on boatmen during the year, for violation of regulations, was, by resolution of the Board, appropriated to the Boatmen's Benevolent Association of Cumberland.

The balance in the Company's treasury, on the 1st of January 1872, was \$79,150.25.

AG&VA, Wed. 1/17/72, p. 2. At the monthly meeting of the Board of Directors of the C. & O. Canal held at Frederick on Friday, the rate of tolls for the next season was continued at forty-six cents per ton to Georgetown. The amount in the Treasury on the 1st instant was \$79,150.

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**Canal Commerce.** - During the year 1871, there were 2,276 arrivals of boats at the port of Alexandria, bringing 280 bushels oats, 3 tons furniture, 32 perches wrought stone, 6 tons sundries, 408,500 hoop-poles, 2,696 perches rough stone, 2,562 bbls. cement, 1,460 railroad ties, 227,947 tons coal, 1,840 perches limestone, 254 tons sand, and 32 cords wood.

During the same time there were 2,257 departures of boats, carrying 8 bbls. cider, 1,052 bbls. fish, 2,800 bushels oats, 2 hhds. bacon, 1 ton furniture, 3 tons general merchandise, 300 melons, 2,700 sacks salt, 18,000 feet lumber, 7,523,375 bricks, 330 tons plaster, 7 tons sash and doors, 20 tons sand.

Total tonnage - Descending trade 233,982; ascending trade 15,871; total 249,854 tons; increase over 1870, 39,877 tons; coal tonnage 227,947 tons; increase over 1870, 25,702.

Total number of boats passed over the canal during the year 4,533; increase over 1870 of 621 boats.

NR, Sat. 1/20/72, p. 2. **GEORGETOWN AFFAIRS. - Suspended for Repairs.** - The president and directors of the Chesapeake and Ohio canal were in this city last Monday, and in conference with the millers made arrangements with them to draw off the water in the canal on the 5th of February next, to remain closed until the 1st of March, for the purpose of repairing the feeder at the Little Falls, at which time the entire canal will be ready for navigation. In the meantime the millers will put their machinery in thorough repair, ready for the spring operations.

NR, Tue. 1/30/72, p. 4. **GEORGETOWN AFFAIRS. - The Cold Snap.** - Men are engaged cutting ice on the canal for use by the butchers. The river and canal are again closed with ice.

CA, Wed. 2/7/72, p. 3. **The Canal.** - The water, which had been left on the Georgetown level of the canal to supply the mills in that vicinity, was drawn off on Sunday night, and a large force put to work on Monday on the defective feeder near Little Falls. It is the intention to have the whole line open to navigation by the 1st of March.

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\$315.42 of the fines collected on the Canal for violation of regulations were transferred by order of the Board of Directors, to the Boatmen's Benevolent Association of this city, and the amount paid over by President Clarke last week.

AG&VA, Fri. 2/9/72, p. 3. **Canal Navigation.** - Extensive repairs are in progress upon many portions of the Chesapeake and Ohio Canal, and upon the Aqueduct of the Alexandria Canal, but they will all be completed by the 1st of March, and on the 5th of that month President Clarke, expects navigation between here and

Cumberland will be opened for the season. If his expectation should be realized navigation will be resumed much earlier than for many previous years.

AG&VA, Mon. 2/12/72, p. 2. **C. & O. Canal.** - The Chesapeake and Ohio canal is being thoroughly repaired, and it is expected to have it again in full operation by the 5th of March. Nearly 900,000 tons of coal were transported by canal to Georgetown last year. This year the officers hope, with the canal in order, to ship 1,000,000 tons. The different coal companies at Georgetown, D. C., during the suspension of navigation, are making the necessary repairs at their wharves. - Many of the millers are also making improvements and repairs in their establishments in order to be in readiness for the opening of the canal.

CA, Wed. 2/14/72, p. 3. **Western Maryland Railroad.** - W. R. Hutton, Esq., recently connected with the Chesapeake and Ohio Canal, has been appointed Chief Engineer of the Western Maryland Railroad.

AG&VA, Mon. 2/19/72, p. 2. The work on the C. & O. Canal is progressing rapidly. A new feeder, some five hundred feet long, is being built above the first lock, and the canal is being generally strengthened along the whole route. The work is expected to be finished by the 5th of March.

CA, Wed. 2/21/72, p. 3. **The Canal.** - The water was last week withdrawn from the Cumberland level of the canal, for the purpose of making the usual winter repairs, removing obstructions from the basins, and deepening the channel to the wharves, in order to have this avenue of transportation in thorough navigable order by the time fixed for the resumption of business, the 5th proximo.

AG&VA, Mon. 2/26/72, p. 2. About one hundred men are employed on the new feeder of the C. & O. canal near Little Falls, and it is expected that the work will be completed in two or three weeks. Every effort will be made to have the canal ready for navigation as early in March as possible.

AG&VA, Tue. 2/27/72, p. 2. The Cumberland News says: - "Considerable activity prevails at the various boatyards in Cumberland, Md. From each a number of fine new boats have been launched during the winter, and more are on the stocks being rapidly hurried to completion. The addition of new boats to the coal trade the coming season will be upwards of fifty from the Cumberland yards alone, besides a large number built at various points along the line of canal.

CA, Wed. 2/28/72, p. 3. **The Canal.** - The Cumberland Division of the Canal is reported in good order by the Superintendent and the water will be turned on during the present week.

AG&VA, Wed. 2/28/72, p. 3. **Canal News.** - A telegram received here today says that water was let into the Chesapeake and Ohio Canal at Cumberland, temporarily, yesterday, and that the level found to be in excellent order. All the levels will be tried in the same way, within the next few days, and no fears are entertained but that they will all be found to be in the same condition. President Clarke sometime since said that he hoped to have the Canal ready for navigation by the 5th proximo, and his hopes will doubtless be realized, though it is not probable that actual navigation will be commenced by that time. The Alexandria Canal has undergone some repairs during the winter, and some minor work is in progress now, but everything will be ready for the water when it comes from

Georgetown. - The Coal Companies here have made preparations for an increased trade next season, but they will not probably commence active operations before the middle or later part of March.

AG&VA, Tue. 3/5/72, p. 3. **Canal News.** - Water has within the past few days been let in to all the levels of the Chesapeake and Ohio Canal, so as to remove the empty boats. It will immediately be let off again, however, so that the bed of the canal may be cleaned. It was let out of the Alexandria Canal yesterday for that purpose. It is said that it will be let on the whole length of the canal again next Saturday and that navigation will be open to Cumberland next week.

CA, Wed. 3/6/72, p. 2. **Hon. John Ritchie** has introduced a bill in Congress providing for an appropriation to the Chesapeake and Ohio Canal Company of \$150,000 to build a Dam at Little Falls, with a view of securing a permanent and sufficient supply of water for the cities of Washington and Georgetown. The dam and feeder are alleged to be necessary to supply the canal; and it is further alleged that when the water was introduced by the government into Georgetown and Washington it stipulated to keep the dam in repair and to discontinue the supply whenever there was not enough to supply the canal. It is further alleged that during the summer there is not sufficient for both purposes, and that the Canal Company has the legal right to shut off the water from both cities should it choose to do so.

*Ibid*, p. 3. **The Canal** is reported in good navigable condition throughout, though coal shippers have not yet concluded their arrangements for opening the business of the season. A large number of boats were built in this city and at other points on the line during the winter, and the facilities for

doing a heavy business are largely increased.

AG&VA, Wed. 3/6/72, p. 3. **Canal Navigation.** - President Clarke, of the Chesapeake and Ohio Canal, has announced that water will be let on the whole length of that line on the 7th inst., tomorrow, but should the weather continue as cold as at present, the probability is that the opening of navigation may be delayed some time longer.

AG&VA, Tue. 3/12/72, p. 3. **Canal News.** - Water having been let on the Georgetown level of the Chesapeake and Ohio Canal, the loaded boats that were caught by the freeze in the level last winter, will now be enabled to reach their destination. The crews of the boats that wintered here are beginning to arrive, and are getting their boats ready to start up as soon as water is turned in the Alexandria Canal.

CA, Wed. 3/13/72, p. 3. **The Canal.** - The ice blockage has not yet been raised, and consequently there are no coal shipments by Canal. A channel to the wharves will be opened by the ice-breaker in a day or two, so that loading can commence, but a little soft weather will be necessary to clear the Canal before navigation can be profitably resumed.

AG&VA, Wed. 3/13/72, p. 3. **Canal Navigation.** - Reports from the upper levels of the Chesapeake and Ohio Canal represent the ice is still very thick, but that a few days of mild weather will so soften it that the ice boat will be enabled to force her way through, when navigation will be at once resumed, and no further difficulty need then be apprehended. Contrary to expectations and announcement water was not turned on the Georgetown level yesterday, and it is said will not be turned on the Alexandria Canal until Friday. Some of the boats that

wintered here have left the wharves of the Canal companies and gone to the outlet of the Canal, so as to be ready to start up as soon as navigation is opened.

CA, Wed. 3/20/72, p. 3. **The Canal.** - Though navigation on the Canal has been resumed, the Companies have not yet entered actively on the business of the season. A few boats, laden chiefly with way cargoes, have been cleared, and empty boats are arriving rapidly, but at points on the line there is still difficulty in making progress on account of the floating ice. By next week, however, it is thought the Companies generally will be prepared to begin shipping largely, and as a consequence renewed life and activity will be infused into all branches of trade.

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The "Alaska" and "Theodore Embrey" were the first two boats that started from this port with cargoes of coal this season. They cleared on Friday.

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The ice has at length disappeared from the Potomac in the vicinity of the city. The embargo continued to within a week or two of four months, and but for the intervention of the ice-breaker would probably have fully completed that period.

NR, Sat. 3/23/72, p. 4. **GEORGETOWN AFFAIRS. - The Canal.** - Arrived, boat T. J. Baker, from Williamsport, with 800 barrels of flour to Geo. Waters and 200 barrels to W. H. Dougal.

**The Coal Trade.** - The receipts and shipments of coal at the Consolidation Coal Company's wharf during the past week have been: Receipts, 800 tons; shipments, 1,000 tons.

CA, Wed. 3/27/72, p. 3. **Canal Tonnage.** - From a careful calculation made of the tonnage upon the Chesapeake and Ohio

Canal we learn that there are four hundred and thirty-five serviceable boats upon that thoroughfare employed in the coal-carrying trade, the average tonnage of which is 112 tons per boat - making a total tonnage of 48,720 tons. The average time for a "day and night boat" (and nearly all are such) to make a round trip to tide water and back, is nine days. The usual number of days the canal is open to navigation is about 244, but allowing 18 days for stoppage, from one cause or another, leaves 226 days of boating, or twenty-three trips for each boat, making a sum total of the coal carrying capacity of all the boats on the canal of 1,120,480 tons for the season. From the above statement a pretty correct idea can be gained of what the canal is capable of, and with an active trade, under an auspicious boatman what is likely to be accomplished in the coal business, by that avenue to market. *News.*

NR, Fri. 3/29/72, p. 4. **GEORGETOWN AFFAIRS.** - The boats on the lock leading to Rock creek are detained in consequence of work being done to it.

**The Canal.** - Arrived, boat Catharine F. Waters, from Sharpsburg, Md., with 2,000 bushels of wheat for George Waters; Monocacy, from Monocacy, with 2,000 bushels of corn and 700 bushels wheat for B. Talbot & Son; A. S. Trundle, from White's ferry, with 3,000 bushels of corn for B. Talbot & Son.

AG&VA, Fri. 3/29/72, p. 3. **Canal News.** - The first boat of the season, the R. G. Morris, arrived here yesterday evening with a load of coal to W. A. Smoot. She was speedily followed by the Catherine A. Waters, light, to load with plaster by Lee & Bro. Boats for the American Coal Company are expected to begin arriving tonight, and for the other agencies located here, within a day or two. During the winter Weld and Sheridan have built twenty new first-class



boats for the American Company, some of them carrying 119 tons beneath the hatches. There are now 435 serviceable boats employed in the coal-carrying trade, the average tonnage of which is 112 tons per boat - making a total tonnage of 48,720 tons, and a sum total of the coal-carrying capacity of all the boats on the canal of 1,120,480 tons for the season. Both the Alexandria and the Chesapeake and Ohio canals are now in excellent condition throughout their entire length, and if the generally expressed wish that the latter continue under the supervision of its present efficient management be gratified, the business of the canals for the current, will, it is confidently expected, greatly exceed that of any preceding season.

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**Canal Trade.** - The Cumberland News of yesterday says: Business on the Canal at this place yesterday was remarkably brisk, there having been the extraordinary number of forty-one boats loaded and dispatched from this port, carrying 4,527 11 tons of coal.

NR, Mon. 4/1/72, p. 4. **GEORGETOWN AFFAIRS.** - The receipts of coal on Saturday by the various coal companies were about 1,800 tons.

**The Canal.** - Boat Nettie Graham, from Berlin, Md., has arrived with 1,500 bushels red wheat, 500 bushels white corn, and 100 bbls. flour, to George Waters, and boat Round Top No. 2, 700 bbls. cement, to same. The locks on the lower level of the canal, at the basin, are now repaired, and boats are passing daily at the basin, freely into the river.

AG&VA, Mon. 4/1/72, p. 2. Business on the C. & O. canal last week was flattering, and the season, though late, opens very promisingly. The shipments of coal for the past few days from Cumberland have been

up to an average with the busy part of the season last year, and indications for an increased trade are encouraging.

AG&VA, Tue. 4/2/72, p. 3. **Canal Commerce.** - The following is a statement of the trade of the Alexandria canal for the last three days of March - the only ones the canal was navigable during that month: 29 departures, carrying 50 bushels potatoes, 105 sacks salt, 60 tons plaster, 2 tons groceries. During the same period there were 14 arrivals, bringing 92 tons of cement and 913 tons of coal.

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**Activity at the Coal Wharves.** - The resumption of canal navigation, and the consequent arrival of boats loaded with coal from Cumberland, have produced a great change in the appearance [of] things for several months past have presented, at the coal wharves, and activity and bustle have usurped the place of the lately prevailing quietness.

CA, Wed. 4/3/72, p. 3. **Canal Trade.** - The transportation of coal upon the Canal is becoming quite lively. The protracted wintry weather delayed the commencement of operations until the 18th of March; there were, notwithstanding, 289 boats cleared from the port of Cumberland within the month, carrying 31,728 tons 09 cwt. of coal, 75 tons 12 cwt. fire brick, and 6 tons of other articles. The shipments of coal by companies and individuals were as follows:

American Company	2,797 19
Borden Company	4,791 03
Consolidation Company	9,647 07
George's Creek Company	2,647 14
Hampshire Company	2,098 00
Maryland Company	3,547 15
New Central Company	3,765 08
Individuals	2,433 03
Total	<hr/> 31,728 09

Of this 30,273 07 tons went through, 100 to Berlin, 28 to Harper's Ferry, 336 03 to Antietam, 216 05 to Shepherdstown, 441 02 to Williamsport, and 333 12 to Hancock.

AG&VA, Thu. 4/4/72, p. 3. **The Coal**

**Trade.** - The different coal agencies stationed in this city having prepared their yards, wharves and docks for an increased trade, have commenced to receive coal by canal from Cumberland, and will speedily begin to ship to all points along the upper Atlantic coast. Ten vessels to be loaded by the American Coal Company are already on their way here, and an equal number are probably bound to the other companies. Of the facilities afforded by Alexandria for the shipment of coal it is unnecessary to write, as they are known to all engaged in the trade to far exceed that of any other point on the Potomac and as relates to expenses, it is equally well known that vessels can be loaded here at less cost to their captains than at any other port in the country.

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**Hampshire and Baltimore Coal Company's Yard.** - The new steam machinery and apparatus for the transshipment of coal at the yard of the Hampshire and Baltimore Coal Company having been completed, was put into operation this morning, and the ease and celerity with which the cargoes of canal boats were discharged were the wonder of the many who witnessed the process.

AG&VA, Wed. 4/10/72, p. 2. At a meeting of the Stockholders of the Chesapeake and Ohio Canal Company, at Annapolis, yesterday, President Clarke requested that on account of charges made against him in the Maryland Legislature, an investigation of his accounts might be ordered. The meeting, however, expressed the confidence of the Company in the President by declaring an examination to be unnecessary.

A communication in relation to the outlet lock at Georgetown was read, and a committee appointed to draw up a paper on the matter. The State of Virginia was represented in the meeting by J. P. Poe.

NR, Fri. 4/12/72, p. 4. **The Canal.** - The repair of the lower locks on the Georgetown level was completed yesterday, and at 12 o'clock the water was let in. A few moments after the sills began to show signs of giving away, and before the break could be remedied, the whole of the works were washed away by the current. This will occasion another delay in the canal of a week or so more.

Preparations are being made by the Canal Company to commence at once the bridge over the canal at the foot of Market street, which has so long been out of order.

**While** the workmen at the quarry near College pond were blasting yesterday a stone rolled into the canal, preventing the passage of boats, and to remove the same the contractor offered \$15 to any one who would undertake the job. A colored man standing around at the time accepted the offer, and began the work of removing the stone, which necessitated his getting into the water. A few moments after beginning his task he was taken with a congestive chill, which fact became known to those standing about, and he was soon brought on shore. Dr. L. W. Ritchie was notified, who quickly repaired to the scene and alleviated the man's sufferings.

NR, Sat. 4/13/72, p. 4. **THE C. & O. CANAL. - Proposition to Sell the Branch in the West End.** - The Governor yesterday transmitted to the Board of Public Works the following letter from the president of the Chesapeake and Ohio canal, making a very important proposition. We invite for it a careful perusal:

**Office Chesapeake and Ohio Canal Co.**

**Frederick, Md., April 10, 1872**

*His Excellency H. F. Cooke, Governor of the District of Columbia.*

**Governor:** - The condition of that portion of the Chesapeake and Ohio canal within the limits of Washington city is such as to make it necessary to either fill it up or excavate it. The necessity for maintaining it as a navigable canal, from Twenty-seventh to Seventh street, seems no longer to exist. In prosecuting the great and comprehensive improvements now being done in Washington, in order to make the seat of the national capital worthy of the nation, the time must soon arrive when all that portion of the city south and east of the President's house will be improved to the river front. When this desirable improvement takes place a navigable canal of one and three-tenths miles in length, between Seventeenth and Twenty-seventh streets, would be a great nuisance.

The level of the canal is too low to construct proper bridges across, or to lay sewers under it to accommodate the drainage in that part of the city.

If this canal was the property of the city, and filled up, its bed would give a beautiful avenue or street, one hundred feet wide, already graded for more than a mile along the river front; besides there is a large and valuable wharf near Twenty-seventh street bridge, which would be valuable to the city as a wharf for its own purposes.

The financial condition of the Chesapeake and Ohio Canal Company, and the decrees of the Maryland courts as to the disbursements of its revenues, makes it extremely doubtful whether it has the ability to expend the sums necessary to either fill up or open this branch canal for navigable purposes. I write to lay this subject before your Excellency and the Board of Public Works, with a view to open negotiations for the city of Washington to purchase and

retire the canal company's interest in this branch canal.

The board of directors of the Chesapeake and Ohio canal beg your honorable body to consider this matter, and, if favorably impressed with the proposition, to advise this board of directors, in order that they may lay the whole subject before the stockholders of the Chesapeake and Ohio canal, at their general meeting, on the 5th of June.

I have the honor to be, very respectfully, your obedient servant.

(Signed) James C. Clarke  
President Chesapeake and Ohio Canal.

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**GEORGETOWN AFFAIRS.**

The number of boats arrived, as reported at the collector's office Chesapeake and Ohio canal, during the week ending yesterday, were 192, mostly coal laden.

**The Canal.** - Arrived, boats J. N. Thomas, from Point of Rocks, with 2,500 bushels of corn and 600 bushels of wheat, and Red Eye No. 1, from Berlin, with 400 bushels.

The receipts and shipments of coal during the week ending yesterday were as follows: Consolidation Coal Company, receipts 9,240 tons, shipments 6,029 tons; Maryland Company, receipts 4,070 tons; New Central Company, receipts 3,410 tons, shipments 2,010 tons; Agnew's wharf, receipts 1,300 tons, shipments 1,000 tons; Borden Company, receipts 3,300 tons, shipments 3,000 tons.

CA, Wed. 4/17/72, p. 3. **Chesapeake and Ohio Canal Company.** - A meeting of the stockholders of the Chesapeake and Ohio Canal Company was held at the Executive Chamber, Annapolis, on the 9th instant. There were present the Board of Public Works, representing the State of Maryland; Mr. Z. P. Bigelow, representing the United States; J. P. Poe, representing the State of Virginia, and James G. Berret, representing

the District of Columbia. Gov. Whyte was called to the chair on motion of Mr. Poe, when Secretary Gott presented a communication in relation to the outlet lock at Georgetown, which was read, and a committee appointed to draw up a paper on the matter, Governor Whyte, Colonel Berret and Mr. Poe constituting said committee. The Governor laid before the stockholders a request from President Clarke, as certain charges had been made against him in the Legislature which had been voted down, to have a committee appointed to examine his accounts. A resolution was then adopted that the same was not necessary, as the President's report had been examined and found satisfactory. The meeting was then adjourned until Tuesday, the 23rd inst., at 12 M.

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The rate of coal transportation on the canal has been reduced five cents per ton by a number of Coal Companies, the price paid for shipments to Georgetown being \$1.35 and to Alexandria \$1.40.

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**Another Needed Canal Improvement.** - In an editorial article under this caption, the *Washington Star*, alluding to the importance of the Chesapeake and Ohio Canal to the District, after remarking "that it is due to President Clarke to say that since he has had control of that important work his shrewdness, business tact, good judgment and untiring energy have accomplished wonders in the way of increased business and decreased expenses, due almost altogether to his faithful and efficient management," argues that "one of the most pressing needs of the work is an outlet lock at or above Georgetown. Many boats have cargoes for Washington, or the river front in Georgetown. The inconveniences of locks out of repair and insufficient water in the basin, necessitating a delay of a day or two, in passing each of these boats into and

through Rock creek (with the alternative of going down to Alexandria through the canal to that city, there to be locked into the river and towed up the Potomac to Washington, with great loss of time and at a heavy expense,) was bad enough when but one or two boats passed through Rock creek daily. Now that thirty or forty boats a day pass through - or would pass through if they could - it is a serious matter. An outlet lock will cost only about \$75,000, and its construction, by relieving the jam of boats at Georgetown - they sometimes extend for a mile or more up the canal, awaiting their turn to pass down or to discharge their freight at the coal wharves - would not only save a great amount in time to shippers, but would thus directly benefit the canal company by an increase of trade. Some relief is imperatively demanded, and it is due to the people of Washington that they should not be virtually cut off from this avenue of trade, as they now are. - There is hardly a day in the year that there is not some trouble with the locks or the basin. For weeks the lock at Green street was out of order. The repairs were finished last week, and but three boats had passed through when the lock again gave way, sinking a boat, and now the work has to be done over again. Next it will be sand bars in the basin or some other trouble. The only permanent remedy is an outlet lock directly into the river; and the question is whether the canal company will build it or invite adverse legislation by disregarding the interests of our people. If they will not do the work themselves, why not give the franchise to someone who will? By a charge of two or three dollars on each boat passing through the locks, ( a sum the shippers would willingly pay, as they would save money thereby,) the building of the outlet lock would be a good investment. At any rate, there are citizens of the District who

would be willing to do the work and take the chances."

NR, Wed. 4/17/72, p. 4. **GEORGETOWN AFFAIRS. - The Coal Trade.** - The receipts and shipments of coal by the different companies for the week ending yesterday are as follows: Borden Mining Company, receipts 3,300, and shipments 3,600 tons; Agnew's wharf, receipts 1,800, and shipments 1,880 tons; Ray's docks, receipts 4,526, and shipments 4,200 tons; Consolidation Company, receipts 6,861, and shipments 6,662 tons.

**Arrival of Wheat** - Geo. Waters received yesterday, per canal, from Shepherdstown, Maryland, 3,200 bushels of wheat.

AG&VA, Wed. 4/17/72, p. 2. **CANAL COMMERCE.** - Arrivals - Boats G. P. Lloyd, D. Stewart, Major E. L. Moore, A. J. Thomas, E. Stevenson, Gen. Sherman, James Hoy, C. F. Livermore and U. C. Hamilton to American Coal Co. Boat D. S. Taylor, gas coal to Sinclair & Agnew. Boats Samuel Swain, H. A. Garrett and M. S. Fernsner, to Hampshire and Baltimore Coal Co. Boat Red Rye No. 2, for fish. Boats J. A. Davis and Dr. A. A. Biggs, coal, and Carrie H, stone, for Washington, D. C.

Departures - Boats Harvey Fisk, J. R. Anderson, Rechabites, Cherokee Tribe, R. H. Haydock, John W. Bacon, G. P. Lloyd, John S. Fox, Mohawk, Samuel Swain, Anna, D. S. Stewart, Major E. L. Moore, and Quaker City, for Cumberland.

AG&VA, Wed. 4/24/72, p. 2. **CANAL COMMERCE.** - Arrivals - Boats E. Thomas, Dr. J. P. Broderick, Morning Star and James March, to Hampshire and Baltimore Coal Co. Boats W. J. B. Lloyd, A. S. Winteringham, G. A. Pearre, A. J. Clark, Rechabites, M. A. Myers, W. J. Shreve, W. Laird, and D. Cromwell to

American Coal Co. Boat J. L. Motter, gas coal for Washington, D. C.

Departures - Boats Capt. John Weir, Edward Bayer, W. Devecmon, R. S. Grant, H. B. Cromwell, Park Agnew, Amos Thomas, W. J. B. Lloyd, A. S. Winteringham, G. A. Pearre, Dr. J. Broderick and M. A. Myers, for Cumberland.

AG&VA, Thu. 4/25/72, p. 2. **CANAL COMMERCE** - Arrivals - Boats Jas. March, Conrad Waltz, and R. A. Goodwin, to Hampshire and Baltimore Coal Co. Boats Eagle, J. R. Anderson, G. P. Lloyd, Harvey Fisk, D. Stewart, R. H. Haydock, G. W. Walls and M. Lienan, to American Coal Co. Boats Anna McGraw, Sharpsburg and T. P. White, to Maryland Coal Co.

Departures - Boats A. J. Clark, Mrs. C. E. Charles, Morning Sun, W. J. Shreve, William Laird, D. Cromwell, Rechabites, James March, Eagle, Jas. R. Anderson and Anna McGraw, for Cumberland.

NR, Sat. 4/27/72, p. 4. **GEORGETOWN AFFAIRS. - The Coal Trade.** - The receipts and shipments at the different coal wharves during the week ending yesterday were as follows: Consolidation Company, receipts 9,000 tons; shipments 4,800 tons. New Central receipts 5,170 tons; shipments 4,978 tons. Agnew's wharf, receipts 1,500 tons; shipments 900 tons. Borden Mining Company, receipts 3,390 tons; shipments 1,900 tons.

**The Canal.** - Arrived, boat Monongahela, from Hancock, Md., with 25½ tons tanners' bark for John E. Cox, 48½ tons sumac and 90 bushels of wheat for George Waters.

AG&VA, Mon. 4/29/72, p. 2. **CANAL COMMERCE** - Arrivals - Boats Diamond, M. S. Fernsner and P. L. Lemen, to Hampshire & Baltimore Coal Co. Boats U. C. Hamilton, A. J. Thomas, J. S. Davenport,

A. H. Wallis, James Hoy and Henry Keney, to American Coal Co. Boats Jack Topper, Wm. H. Ash and Wm. Doyle, to New Central Coal Company.

Departures - Boats W. W. Shepard, Mollie Reid, F. A. Mertens, Samuel Henry, M. H. Wright, Little Joe, H. Delafield, Cherokee Tribe, U. C. Hamilton and A. J. Thomas, for Cumberland.

AG&VA, Tue. 4/30/72, p. 2. **CANAL COMMERCE.** - Arrivals - Boats Plover, W. Darrow, Goldfinch, D. A. Lowe, M. Sandford, A. Perkins and J. H. Stickney, to American Coal Co. Boats J. C. Stubblefield, Annie, Euphlia, Juniata and Annie Belt, to New Central Coal Co.

Departures - Boats W. Darrow, J. L. Davenport, A. H. Wallach, Jack Topper, H. Keney, J. Hoy, Diamond, Plover, Monocacy, W. H. Ash, Juniata, J. C. Stubblefield, D. A. Lowe and Goldfinch, for Cumberland.

CA, Wed. 5/1/72, p. 3. The Washington *Star*, in a paragraph on the coal trade, says that the different coal companies are embarrassed on account of a lack of vessels by which to ship the coal as it arrives. In consequence of the absence of schooners coal is accumulating in vast quantities at the wharves. Should this state of things continue the wholesale dealers must suffer materially during the season.

NR, Fri. 5/3/72, p. 4. **GEORGETOWN AFFAIRS - A Canal Boat** is sunk on the nine-mile level. Navigation will be suspended for twenty-four hours.

**The Canal.** - Arrived - Boats B. F. Charles, from Clear Spring, with 4,000 bushels of wheat to W. H. Dougall; Nettie Graham, from Berlin, with hay and flour for Geo. Waters.

NR, Mon. 5/6/72, p. 4. **GEORGETOWN AFFAIRS.** - Messrs. Geo. Waters & W. H. Dougal received via canal Saturday from Williamsport 450 barrels of flour.

The canal boat B. F. Charles, from Clear Spring, with 4,000 bushels of wheat, run into a rock in the canal at Foundry Mills, Saturday night, and stove a hole in her bow. She was towed through to the lower level, where the water was drawn off and the damage repaired before the grain was injured.

AG&VA, Tue. 5/7/72, p. 3. **CANAL COMMERCE.** - Arrivals - Boats J. & H. Korn, A. Spier and N. S. Lemen, to New Central Coal Co. Boats Eagle, W. J. Shreve, G. A. Pearre, D. Stewart, G. P. Lloyd and Harvey Fisk, to American Coal Co. Boats C. N. Madore and Park Agnew, to Hampshire and Baltimore Coal Co. Boat Samuel Boyer, to Consolidation Coal Co., Washington.

Departures - Boats G. H. Bradt, Rechabites, D. Cromwell, Wm. Laird, Jas. R. Anderson, Doctor J. T. Davis, C. N. Madore, W. J. Shreve, D. Stewart, Eagle and J. & H. Korn, for Cumberland.

CA, Wed. 5/8/72, p. 3. **Canal Trade.** - During the month of April clearances were issued at the Cumberland offices to 983 boats, laden with 107,309 tons of coal, 21½ tons of lumber, and 8½ tons of other articles. The shipments of coal were 1,557 tons 18 cwt. in excess of those for the month of April, 1871. The shipments by companies and individuals were as follows:

Consolidation Company	31,452 07
American Company	18,696 15
Borden Company	13,395 02
George's Creek Company	5,572 03
Hampshire Company	5,837 17
Maryland Company	7,255 15
New Central Company	18,314 13
Spruce Hill Company	2,009 15

Individuals	4,774 13
Total	107,309 00

Of this, there went through 104,675 10 tons - to Monocacy, 2 10 tons; Antietam Iron Works, 1,241 19; Shepherdstown, 437 03; Sharpsburg, 88 18; Falling Waters, 107 14; Williamsport, 444 08; and Hancock, 103.

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**Navigation** on the canal was suspended about fifteen hours on Wednesday last, in consequence of the sinking across the channel about three miles below the city of the Consolidation Coal Company's boat J. B. Varnum.

AG&VA, Thu. 5/9/72, p. 3. **Coal Trade.** - The Cumberland News of yesterday says that the Maryland Coal Company has resumed the shipment of coal by Canal after a suspension of about two weeks. This Company is one of the largest coal operators in the region, but for the reason best known to the managers, it has not done as large a canal trade as could be desired. The shipments of coal by canal yesterday were thirty-six boats, carrying 4,033 01 tons of coal.

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**Scarcity of Vessels.** - There is a great want of vessels here for the coal trade. Black diamonds are rapidly accumulating upon the wharves for want of transportation.

NR, Sat. 5/11/72, p. 1. **GEORGETOWN AFFAIRS. - The Coal Trade.** - The receipts and shipments of coal during the week ending yesterday, by the different coal companies, has been as follows:

Consolidation Company - Receipts 5,000 tons.

New Central Company - Receipts 5,119 tons, shipments 5,337 tons.

Agnew's wharf - Receipts 2,500 tons, shipments 2,000 tons.

Borden Mining Company - Receipts 2,300 tons, shipments 2,160 tons.

AG&VA, Tue. 5/14/72, p. 2. **CANAL COMMERCE.** - Arrivals - Boats James Hoy, Henry Reed, H. C. Flagg, Thomas Patton, H. B. Cromwell, A. D. Brower, Edward Bayer, John P. Moore, Andrew J. Clark and W. J. B. Lloyd, to American Coal Co.

Departures - Boats Col. Jas. C. Lynn, F. A. Mertens, J. B. Cazeaux, C. Clifton, P. Fleckenstein, H. F. Kindle, Filonia Swain, G. K. Sistare, Thos. H. Faile, Thos. J. Baker, M. S. Fernsner, Alex. Ray, Jas. Hoy, H. C. Flagg and Henry Reed, for Cumberland.

CA, Wed. 5/15/72, p. 3. **At Lock 21** on the Chesapeake and Ohio Canal, near Georgetown, both lower gates were knocked out yesterday, obstructing navigation at that point about eighteen hours.

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**The President** of the Chesapeake and Ohio Canal Company gives notice that the coupons due July 1st, 1854, on the preferred construction bonds of that Company will be paid, on presentation, at the Banking House of Alex. Brown & Sons, Baltimore.

NR, Wed. 5/15/72, p. 1. **GEORGETOWN AFFAIRS. - Cement.** - George Waters received yesterday, per canal, from Hancock, 750 barrels of cement.

**The Canal.** - Arrived, boat B. Talbott, with 200 bushels of wheat and 2,800 bushels of corn for B. Talbott & Co. and Hartley & Bro.

NR, Thu. 5/16/72, p. 4. **GEORGETOWN. Arrival of Wheat** - Canal boat A. S. Trundle, has arrived with 1,750 bushels red wheat to Hartley Bros., which sold at \$2.15.

AG&VA, Sat. 5/18/72, p. 2. **CANAL COMMERCE.** - Arrivals - Boat Lillie Lemen, to Hampshire and Baltimore Coal Co. Boats Juniata, E. E. Spellman, Theo. Embrey and Ben Bissell, to Maryland Coal Company. Boats B. Williamson, Maj. E. L. Moore, G. W. Wallis, R. H. Haydock, G. A. Pearre, Jno. J. Swift and Jno. W. Bacon, to American Coal Co.

Departures - Boats D. Stewart, J. R. Anderson, J. C. Stubblefield, W. P. Wools, W. Devecmon, G. P. Lloyd, M. J. Shreve, Henry Wade, A. H. Grant, Eagle, A. B. Bain, Annie Bell, B. Williamson, G. W. Wallis and Juniata, for Cumberland.

CA, Wed. 5/22/72, p. 3. **The canal boat** "General McClellan," laden with coal, sunk in the Potomac near Lynn's wharf on Thursday night last, but was subsequently raised and started with cargo for tidewater.

AG&VA, Wed. 5/22/72, p. 2. **CANAL COMMERCE.** - Arrivals - Boats J. S. Davenport, Jas. Vandervoort, U. C. Hamilton, A. Perkins, William Darrow and Charles Robb, to American Coal Co. Boats Dr. E. DeLacey and Malcolm Sinclair, to New Central Coal Co. Boat Industry, to Maryland Cola Co. Boat Martha S. Fernsner, to Hampshire & Baltimore Coal Company.

Departures - Boats J. H. Stickney, Ironsides, M. McNally, Robert Marshall, John O'Brien, W. R. Shaw, W. W. Shepard and Martha S. Fernsner, for Cumberland.

AG&VA, Tue. 5/28/72, p. 2. **CANAL COMMERCE.** - Arrivals - Boats Chesapeake, W. H. Boyer, H. Resley and H. W. Dellinger, to George's Creek Coal & Iron Co. Boats D. Cromwell, Kate, Jas. Dayton, W. Laird, D. Stewart, G. P. Lloyd and J. R. Anderson, to American Coal Co. Boats Shenandoah and J. D. Tice, to New Central Co. Boats D. Murphy, L. G. Stanhope and

G. Blackburn, to Maryland Coal Co. Boat Morning Star, to Hampshire & Baltimore Coal Co. Boat P. J. Smith, coal to W. A. Smoot. Boat D. B. Bruce, coal for Washington, D. C.

Departures - Boats Andrew Main, Andy Johnson, M. A. Myers, H. F. Kindle, C. Dubois, Huntington, Thos. H. Faile, R. S. Grant, M. H. Wright, E. V. White, Johnnie & Tommy, Rechabites, E. F. Rizer, Chesapeake, W. H. Boyer, D. Cromwell, and Kate, for Cumberland.

CA, Wed. 5/29/72, p. 2. **The annual** meeting of the stockholders of the Chesapeake and Ohio Canal Company will be held at Annapolis on Monday next.

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**The Canal.** - The *Washington Star*, of Saturday, says that "Captain Maus, superintendent of Georgetown level, reports that the canal is now in better condition than it has ever been before. The new feeder put in on this level last winter works admirably, giving a full supply of water; therefore, there are no complaints from millers and others who were deprived of water a portion of last summer. If the water in the river does not fall lower than it did at its lowest stage last summer (it being very near that stage now,) the supply can be kept up without inconvenience to either the boats or millers."

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**Escape from Drowning.** - On Friday last a little girl of three years fell from the canal boat "Michael Lienan," which was moored to one of the wharves, into the basin. She was rescued with some difficulty, and resuscitated after the application of the proper remedies.

AG&VA, Mon. 6/3/72, p. 2. There will be a meeting today in Annapolis of the Stockholders of the Chesapeake and Ohio Canal. The Baltimore American says: - "It is rumored that those having control of this



great work of internal improvements have determined to make a change in its management, and that Arthur P. Gorman, esq., the present Speaker of the House of Delegates, will take the position of the Hon. James Clarke, the very efficient President of the Board of Directors. A large number of persons interested in the Canal will go to Annapolis this morning to remonstrate against the proposed change, amongst whom is Gen. Bradley T. Johnson, who represents the interest of the State of Virginia."

NR, Tue. 6/4/72, p. 4. **Chesapeake and Ohio Canal Company.** - A meeting of directors of the Chesapeake and Ohio Canal Company was held at the office of Alex. Brown & Sons, in Baltimore, on Friday last. A report was submitted by President Clarke, dated in Frederick, Md., May 31, 1872, as follows:

The earnings of the canal are estimated from 25th May. The estimate, with actual earnings, up to that date, will show the revenues to be for the present month, \$62,113.10; expenses to be provided for, \$18,213.19; showing net earnings for May, \$43,899.91. This shows a decrease, when compared with May of 1871, in gross receipts, of \$6,079.78. This has been caused by the large stock of coal now accumulated on the wharves in Georgetown. The most of the boats are at this time on twelve and fifteen days' trips, while the usual time for a round trip is nine days. The expenses of May include all bills due by the Chesapeake and Ohio Canal Company, of which I am aware. We have collected up every claim against the canal company to 31st May. Our book, letters, papers, &c., relating to the canal, are all in shape and prepared to be turned over. They have all been examined by the auditing committee and found correct.

I have executed all leases and disposed of all papers referred to me by the

board. The whole amount of which has been paid on coupons, bonds, interest on same, &c., by your board of directors, since you assumed the management of the canal, has been \$497,805.50. There was in the treasury when we came into power the sum of \$124,477.32, which included the amount then in the hands of Alexander Brown & Sons. There is now in the treasury, and subject to the order of the company, the sum of \$51,339.35 in cash. Tolls accrued but uncollected, which will be available in ten days, \$18,789.31, showing that of the amount paid on bonds, coupons, &c., the sum of \$443,976.18 has been from the net earnings of the canal under your administration in the past two years. I can assure you, gentlemen, the canal is in every respect in a much better condition today than when you assumed the management of it, whatever be said to the contrary notwithstanding. I shall be greatly gratified if the stockholders, at their meeting on the 3rd of June, shall appoint a committee to examine its condition, with power to publish the results of their examination.

I beg to place on the record of your proceedings my grateful acknowledgements of the aid and cheerful co-operation which I have had from all the officers in your service in the many and trying difficulties which I have had to encounter in the two years of my service as executive and superintending officer; and to each of you, gentlemen, I am under great obligations for the aid and assistance you have given me in the discharge of the duties committed to my care. Without the hearty support you have always extended to me, I am sure I could not have succeeded in accomplishing whatever results have been obtained, and, after I shall have submitted your annual report to the stockholders, our official actions will have terminated; they will then be passed upon, and criticized alike by friend and foe. I feel assured, gentlemen, we need fear no

criticism or examination from any quarter. -  
*Baltimore American of yesterday.*

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**GEORGETOWN AFFAIRS.**

**The Canal.** - Arrived - Boats Round Top No. 1, from Hancock, with a cargo of bark, and Round Top No. 2, from same place, with 735 barrels of cement for Geo. Waters.

AG&VA, Tue. 6/4/72, p. 2. **C. & O. Canal.** - At a meeting of the stockholders of C. & O. Canal Co., held in Annapolis, yesterday, Arthur P. Gorman was elected President of the Company, to succeed Mr. Clarke. A new Board of Directors was also elected. Three of the Directors were re-elected, namely: Messrs. George S. Brown, J. G. Berret and Gilmore Meredith. The three new Directors are Messrs. Greenbury M. Watkins, Daniel S. Biser and Michael Bannon. This election was made according to the instructions given by the Maryland Board of Public Works, who have the control. The proxies of the State of Virginia, and other stockholders voted for Mr. Clarke and the old Board of Directors. It was ordered that hereafter the locks on the Canal shall be closed and work suspended on Sundays.

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**COMMERCIAL**

**Canal Commerce.** - During the month of May there were 370 arrivals of boats, bringing: 94,000 hoop-poles; 800 bbls. cement; 39,200 tons coal; 338 perches limestone. During the same period there were 365 departures of boats, carrying: 558 bbls. fish; 1,740 bushels grain; 1 ton groceries; 40 bushels potatoes; 212 sacks salt; 4,750 feet lumber; 742,000 bricks; 7 bbls. cement; 30 perches stone; 48,000 staves; 51 tons plaster.

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**CANAL COMMERCE.**

Arrivals - Boat B. R. Summers, to New Central Co.; boats H. Willison and

Mattie, to George's Creek Coal Co.; boats Chas. Robb, R. Marshall and A. Perkins, to American Coal Co.; boat M. S. Fernsner, gas coal to Sinclair & Agnew; boat Henry Wade, limestone, to E. Francis; boats Mrs. C. E. Charles and Thos. Stackpole, coal to Washington, D. C.

Departed - Boats Geo. Snyder, M. Lienan, U. C. Hamilton, W. R. Shaw, Geo. Hutton, E. Stevenson, John O'Brien, J. T. Davis, A. J. Clarke and Hanson Willison, for Cumberland.

*Ibid*, p. 3. **The Coal Trade.** - Those who have read the statements of the amount of Cumberland coal shipped from this port, published weekly in the Gazette, will have observed that there has been a gradual increase since the canal navigation was resumed, the shipments last week amounting to nearly nine thousand tons. That this increase will continue until all the coal sent down the Chesapeake and Ohio Canal is brought here for transshipment, cannot be doubted when the superior advantages for conducting the coal trade in this city are considered. These advantages apply to the consumer and to the vessels engaged in the trade, and the captains of these vessels are gradually becoming aware of them. As regards the consumer, the coal shipped here is of superior excellence, that is, is not broken up so fine as it must necessarily be in Georgetown, because here the canal boat lies alongside of the vessel, and the bucket that is filled in the former is dumped directly into the hold of the latter without any mediate handling, and with such a slight fall as hardly to break the largest lumps. Then the coal can be sold here at cheaper rates than it can be in Georgetown, for the saving in the labor of handling it amounts to more than the extra toll on the Alexandria Canal. To the vessels the advantages are manifold. When they go to Georgetown they have to employ a tug; they have to go through two bridges - which are closed from sunset to

sunrise - and when loaded they have to wait for favorable tides, and if they draw over fourteen feet of water they run aground on any ordinary tide. All these advantages, in addition to the saving of the distance of sixteen miles, and receiving the same rates of freight, can be avoided by stopping here where the water is twenty feet deep in the docks, and of any required depth in the channel, and when vessels of six hundred tons can be loaded in six hours, and sail whenever they want to, whether that be day or night. It is understood that the facilities enumerated above have induced other coal companies besides those whose agencies are already located here, to contemplate the establishment of their depots in this city at an early date, and the sooner they come the more profitable will be their business, and the more satisfaction will they give those from whom they receive orders.

CA, Wed. 6/5/72, p. 2. The management of the Chesapeake and Ohio Canal Company was changed at the annual meeting of the stockholders at Annapolis on Monday, by the substitution of new appointees for a majority of the old Board of Directors. The State's interest, a controlling one, was represented by Governor Whyte and treasurer Davis, of the Board of Public Works, and her vote cast for the following ticket: For President - Arthur P. Gorman, of Howard county. For Directors - Geo. S. Brown and Gilmor Meredith, of Baltimore, Jas. G. Berret, of Washington city, Daniel S. Biser, of Frederick county, Greenbury M. Watkins, of Montgomery county, and Michael Bannon, of Anne Arundel county. Messrs. Brown, Meredith and Berret are the only members of the old Board continued. The President's salary was reduced to \$4,000 per annum, and the office of General Superintendent is to be re-established at about the same salary. A resolution complimentary to the zeal, fidelity and

intelligence with which Mr. Clarke discharges the duties of President of the Company and the efficient manner in which the Board of Directors co-operated with him was adopted. Previous to the election Mr. Clarke presented the annual report of the President and Directors, which is a most satisfactory and gratifying exhibit. The late hour at which we received it precludes even the presentation of an abstract this week. It must suffice for the present to say that the admirable results accomplished afford ample proof of the ability and efficiency displayed by the outgoing administration in managing this great work of internal improvement. Mr. Gorman, the new President, is a gentleman of energy and ability, and will no doubt give his zealous attention to the performance of his new duties. As a member of a previous Board of Directors he acquired some experience in canal management. The new members of the Board are also well and favorably known in the State.

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**CANAL COMMERCE** - Arrivals - Boats  
 W. Darrow, J. Vandervoort, J. A. Alexander, Henry Keney, Chas. Clifton, W. J. Boothe, jr., W. W. Sheppard, A. H. Wallis, M. Sandford, James How, Plover and David A. Lowe, to American Coal Co.; boats J. & H. Korns, Viola H. Weir and Mollie E. Spier, to New Central Coal Co.; boat Jas. March, to Hamp. & Balto. Coal Co.; boats Jeremiah Dick and A. Spier, to Maryland Coal Co.

Departures - Boats Park Agnew, J. M. Hedding, James Noble, Henry Wade, Chas. Robb, W. T. Allen, R. Marshall, W. Darrow, A. B. Bain, A. Perkins, B. R. Summers, Annie Bell, J. A. Alexander, J. Vandervoort, J. & H. Korns, Viola H. Weir, C. Clifton and W. J. Boothe, Jr., for Cumberland.

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*Ibid*, p. 3. **Canal Trade.** - During the month of May there were cleared at the

Cumberland office 997 boats, freighted with 110,879 tons 3 cwt. of coal, 27,000 feet of lumber, and 21½ tons of other articles. The shipments of coal do not reach by 10,000 tons the shipments of May, 1871, but are in excess of those of any other month in the history of the canal. Its present navigable conditions and the number of properly equipped boats would have insured a much larger business, had the markets in the Eastern cities warranted it. The shipments of coal by companies and individuals, for the month, were as follows:

Consolidation Company	25,224 00
American Company	19,081 06
Borden Company	14,937 08
George's Creek Company	7,351 04
Hampshire & Balt. Company	5,020 06
Maryland Company	5,033 14
New Central Company	23,577 04
Spruce Hill Company	2,785 12
Individuals	7,868 09
Total	<u>110,879 03</u>

Of this, 107,716 10 tons went through, 1,708 08 Antietam Iron Works, 558 09 to Williamsport, 309 18 to Hancock, 285 05 to Shepherdstown, 109 15 to Four Locks, 104 13 to Edwards' Ferry, 99 10 to Point of Rocks, and 91 08 to Sharpsburg.

Within the month the up-freights discharged at Cumberland consisted of 146 barrels flour, 14,000 lbs. mill offal, 135 bushels potatoes, 84 barrels fish, 901 sacks salt, 135 tons iron water pipe, 92,400 feet lumber, 4,000 shingles, 6,400 staves and 13 tons of other articles.

NR, Sat. 6/8/72, p. 4. **GEORGETOWN AFFAIRS.** - The steamer Minnesota, from Harper's Ferry, was detained on her down trip from that place yesterday three hours at the Six Locks, on the canal, on account of the mitre sill of one of the locks giving away.

**The Receipts and Shipments of Coal** for the week ending yesterday were as follows:

Consolidation Company - receipts 4,065 tons, shipments 6,870 tons; New Central - receipts 6,207 tons, shipments 6,870 tons; Agnew's wharf - receipts 2,400 tons, shipments 2,500 tons; Maryland Company - receipts 1,410 tons, shipments 5,392 tons; Borden Company - receipts 5,050 tons, shipments 4,409 tons.

NR, Wed. 6/12/72, p. 4. **GEORGETOWN AFFAIRS. - Riot on the Coal Wharf.** - Monday evening, about 5 o'clock, a disturbance occurred on the Consolidation Coal Company's wharf between the gangs of colored laborers employed there loading and unloading the coal cars, resulting in a general knock down, in which several of the participants were badly injured. The fact was made known to the officer in charge of the Third precinct station-house, who dispatched two officers to the scene, but before they reached the wharf the rioters had left for parts unknown. The officers, upon inquiry, learned that three men named Samuel Pope, Wm. Edenboro and Thos Wright had been engaged in the affray, and warrants were immediately procured for their arrest from Justice Buckey. The officers succeeded in securing Pope and Edenboro shortly afterwards and conveyed them to the station, from whence they were taken to the Police Court yesterday. Judge Snell, after hearing the evidence, decided that no law was violated, as the wharf was private property, and the court, under the law, had no jurisdiction. The prisoners were therefore discharged.

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**Corn** - The canal boat E. B. Hartley arrived yesterday from Berlin, with 3,800 bushels of white and yellow corn; sold to arrive.

**Tan Bark** - George Waters received yesterday, per canal boat Monongahela, for J. E. Cox, 65 cords of tan bark.

**Cement** - Arrived, boat D. A. Carl, from Hancock, with 800 barrels cement for George Waters.

AG&VA, Thu. 6/13/72, p. 2. **CANAL COMMERCE.** - Arrivals - Boats John H. Parrott, jr., Jno. J. Swift and J. H. Stickney, to American Coal Co.; boats Jos. H. Woodburn and M. McNally, to Hampshire & Baltimore Coal Co.; boats R. M. Sprigg and Dennis Murphy, to Maryland Coal Co.

Departures - Boats Eagle, C. F. Livermore, Jos. L. Motler, Horace Resley, R. H. Haydock, M. Blocher, Geo. Sherman, A. H. Grant and John H. Parrott, jr., for Cumberland.

AG&VA, Fri. 6/14/72, p. 3. **Sunday Law.** - The late order issued by the directors of the Chesapeake and Ohio Canal, suspending navigation on Sundays, will go into effect next Sunday. Persons living along the line of the canal regret this as they anticipate trouble from the boatmen.

CA, Wed. 6/19/72, p. 3. **Assault with a Knife.** - A boatman named William Gallaher assaulted Mr. George Reid, wharf agent of the American Coal Company, with a knife, on Monday afternoon, inflicting a cut on the side of Mr. Reid's face. Gallaher was arrested and upon a hearing before a Justice of the Peace was fined \$8 and costs.

ES, Fri. 6/21/72, p. 4. **GEORGETOWN. - The Weekly Coal Trade.** - The receipts and shipments of the different coal companies this week have been as follows:  
Consolidation company, receipts, 6,301 tons; shipments, 4,301 tons. Ray's docks, receipts, 4,921; shipments, 5,542 tons.  
Borden Mining Company, receipts, 2,700 tons; shipments, 2,300 tons. Agnew's wharf, receipts, 2,000 tons; shipments, 1,000 tons.

#### **ALEXANDRIA.**

**Boy Drowned.** - On Saturday last, a boy named John Herbert, about 15 years of age, said to be from this city, fell from the canal boat Linnet in slack water, above dam No. 4, near Cumberland, Md., and was drowned. His body was recovered on Sunday.

AG&VA, Tue. 6/25/72, p. 2. **CANAL COMMERCE.** - Arrivals - Boats C. Dubois, Rechabites, J. R. Anderson, A. Main, Kate, Samuel Henry, C. F. Livermore, G. W. Wallis and R. H. Haydock, to American Coal Co.; boat Morning Star, to Hampshire and Baltimore Coal Co.; boats N. S. Lemen, City of Hamburg and A. Johnson, to New Central Coal Co.; boat Alaska, for ice; boats Robin and Wm. Morehead, coal for Washington, D. C.

Departures - Boats D. Stewart, M. A. Myers, G. P. Lloyd, W. J. Shreve, M. Fannon, Major E. L. Moore, C. Dubois, Jas. R. Anderson, Andrew Main, Rechabites and Iowa, for Cumberland.

CA, Wed. 6/26/72, p. 3. **Chesapeake and Ohio Canal.** - The newly elected President and Directors of the Chesapeake and Ohio Canal Company qualified at a meeting held in Baltimore last week. A resolution removing the office of the Company to Annapolis was adopted; as was also a resolution directing the President to employ a competent engineer to accompany him on a visit of inspection of the whole line of the canal, to ascertain what repairs, if any, are necessary for its proper navigation the present year, and that James C. Clarke, Esq., be invited to accompany the President and engineer on their tour of inspection. In accordance with the arrangement Messrs. Gorman, Clarke and Hutton reached this city yesterday morning, and immediately proceeded down the line of canal.

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The suit between the Consolidation Coal Company and the Chesapeake and

Ohio Canal Company, involving the title to the outlet of the Shriver Basin, which has been pending on the equity side of the Circuit Court for upwards of a year past, was last week decided by Judge Motter in favor of the Canal Company.

AG&VA, Wed. 6/26/72, p. 2. **CANAL COMMERCE.** - Arrivals - Boats J. H. Stickney, U. C. Hamilton, John H. Parrott, jr., R. S. Grant, A. H. Grant, A. J. Clark and Jas. A. Alexander, to American Coal Co.; boats Dr. J. P. Broderick and Wm. M. Price, to Hampshire & Baltimore Coal Co.; boat F. Swain, to Maryland Coal Co.; boats H. Gerdeman, P. J. Baker, J. M. Lefever and Ida & Willy, to New Central Coal Co.

Departures. - Boats Samuel Henry, Kate, C. F. Livermore, N. S. Lemen, G. W. Wallis, R. Haydock, Alaska, Juniata, J. H. Stickney, City of Hamburg, U. C. Hamilton, John H. Parrott, jr., R. S. Grant, A. H. Grant and H. Gerdeman, for Cumberland.

AG&VA, Mon. 7/1/72, p. 2. The trade of the C. & O. Canal increased in the month of June, as compared with the previous month.

AG&VA, Tue. 7/2/72, p. 2. **CANAL COMMERCE.** - Arrivals - Boats M. P. C. Morris, Georgiana Blackburn, John E. Silver and Col. J. C. Lynn, to New Central Coal Co.; boats Ben. Long, J. V. Norman and J. D. Tice, to Maryland Coal Co.; boats M. H. Wright and James March, to Hampshire & Baltimore Coal Co.; boats W. Laird, jr., Alex Ray, J. Vandervoort, D. A. Lowe and Plover, to American Coal Co.; boats Minnie Topper, C. Segerson and Hero, to George's Creek Coal Co.

Departures - Boats John S. Fox, E. V. White, M. Sandford, H. C. Flagg, E. E. Spellman, Noble Grand, W. J. B. Lloyd, H. B. Cromwell, F. P. White, M. P. C. Morrison, Mary H. Wright, Park Agnew, J. B. Turton, Wm. Laird, jr., Ben Long, A. S.

Winteringham and Alex Ray, for Cumberland.

CA, Wed. 7/3/72, p. 3. **Canal Trade.** - During the month of June 934 boats were cleared at the Cumberland office, laden with 104,296 tons 5 cwt. of coal, 30,000 feet of lumber, 29,850 staves, 16,800 fire-bricks, and 4½ tons merchandise. The shipments of coal, by companies and individuals, were as follows:

American Company	17,916 07
Borden Company	13,901 08
Consolidation Company	25,088 08
George's Creek Company	7,275 02
Hampshire & Balto. Company	4,186 16
Maryland Company	5,586 12
New Central Company	21,892 00
Spruce Hill Company	2,684 17
Individuals	5,764 15
Total	<u>104,296 05</u>

Of this 102,445 15 tons went through, 678 09 tons to Antietam Iron Works, 668 10 to Williamsport, 228 19 to Shepherdstown, 98 10 to Point of Rocks, and 77 to Hancock. The up-freights and discharged at Cumberland, comprised 199 barrels of flour, 675 bushels of corn, 200 sacks mill offal, 240 barrels potatoes, 135 tons iron castings, 1,115 sacks salt, 25 tons plaster, and 7 tons merchandise.

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**Meeting of the Directors of the C. & O. Canal.** - The Directors of the Chesapeake and Ohio Canal Company, A. P. Gorman, Esq., President, held a meeting on Saturday last, pursuant to adjournment, at the banking house of Alexander Brown & Sons, Baltimore. All the members were present. The President reported that he had made a visit of inspection of the line of the canal from Cumberland to Point of Rocks, in company with Wm. R. Hutton, engineer of the Western Maryland Railroad, &c., and James C. Clarke, Esq., late President of the Canal Company. They left Cumberland on

Tuesday morning and reached the Point of Rocks on Friday night. That not having completed the inspection of the other portion of the canal, the engineer was unable to make his report at that meeting. Mr. Gorman stated to the board that the trade of the canal had increased for the month of June, as compared with the previous month, and that the average number of boats loading at Cumberland daily was about forty. The board then adjourned, with the understanding that the report of the engineer of the condition of the canal, &c., would be made at the regular monthly meeting, to be held in Annapolis on Thursday, July 11th. It was stated that the office of the company had already been removed to Annapolis, in conformity with the resolution passed at the previous meeting. The subject of the appointment of a canal superintendent was not discussed.

AG&VA, Wed. 7/3/72, p. 3. **Canal Commerce** - During the month of June there were 320 arrivals of boats at this port bringing 8 tons spoked, 55 tons ice, 34,777 tons coal, and 154 perches limestone.

During the same period there were 323 departures of boats from this port carrying 88 bbls. fish, 1 ton furniture, 685 sacks salt, 500 feet lumber, 591,500 bricks, 15,000 barrel staves and 25 tons plaster.

NR, Thu. 7/4/72, p. 4. **GEORGETOWN AFFAIRS. - Cement** - Arrived boat Round Top No. 2, from Hancock, with 815 barrels of cement, for George Waters.

NR, Sat. 7/6/72, p. 4. **GEORGETOWN AFFAIRS.** - The receipts and shipments of coal by the different coal companies during the week ending yesterday has been as follows: Consolidation Company, receipts, 6,176 tons; shipments, 6,376 tons. New Central Company, receipts, 5,211 tons; shipments, 5,371 tons. Agnew's wharf,

receipts, 1,400 tons; shipments, 1,000 tons. Borden Mining Company, receipts, 4,863 tons; shipments, 4,600 tons. Maryland Company, receipts, 1,463 tons; shipments, 2,067 tons.

**Corn.** - Arrived, canal boat A. S. Trundell, from Edward's Ferry, with 2,000 bushels of white corn for Hartley & Bro.

NR, Fri. 7/12/72, p. 4. **GEORGETOWN AFFAIRS. - Mr. Geo. Waters** is in receipt of 750 barrels of cement, per canal, from Hancock, Md.

NR, Sat. 7/13/72, p. 4. **GEORGETOWN AFFAIRS. - The Coal Trade.** - The receipts and shipments of coal by the different companies this week have been as follows: Borden Mining Company, receipts 3,300 tons and shipments 2,600 tons; Agnew's wharf, receipts 1,600 tons and shipments 1,200 tons; Ray's docks, receipts 4,193 tons and shipments 4,382 tons; Consolidation Company, receipts 6,280 tons and shipments 2,600 tons. Business has been moderate this week, owing to the absence of schooners and the lack of laborers on the coal wharves.

**Mr. Wm. H. Godey** died yesterday morning at ten o'clock, after an illness of some months. Mr. Godey was prominently known in this city, where he was engaged in the lime business. He was fifty-six years of age, and leaves a wife and six children to mourn his loss.

CA, Wed. 7/17/72, p. 3. **Meeting of the Directors of the C. & O. Canal.** - The Board of Directors of the Chesapeake and Ohio Canal met in Annapolis on Thursday last. President Gorman submitted a report showing that when the present Board of Directors entered upon the discharge of their duties on the 17th of June, there was to the credit of the Company in the various depositories \$32,987.71, independent of

\$50,985 placed in the hands of Alex. Brown & Sons, to pay the coupons due January 1st, 1855, on preferred construction bonds. The current expenditures from 25th May to 30th June inclusive were \$17,773.66. There was shipped during the month of June 104,296 tons of coal, and the total revenue accruing during the month was \$56,759.28. The gross revenue of June, 1872, exceeds that of June 1869 and 1870, but shows a decrease as compared with 1871. This decrease, the President says, can only be accounted for in one way, viz: the suspension of mining operations in the Pennsylvania mines in 1871 created an unusual demand for Cumberland coal, which could not be expected to continue after the resumption of mining operations in that State, and which was fully resumed in the beginning of the present season. Notwithstanding this decrease in the revenue, the President expresses the opinion that by rigid economy in the expenditures the net results for the present year will prove entirely satisfactory to the creditors of the Company. There was on the 30th instant in the various depositories of the Company the sum of \$60,610.51. The President says: "The condition of the basin in Rock Creek and the outlet lock at that point was such that it was impossible for boats drawing four feet of water to pass out of the canal, and two of Morgan & Co.'s boats had been seriously injured in consequence thereof. I have directed the Superintendent to put in two lock gates and clean out the basin so as to pass boats drawing four feet six inches, but I am satisfied that it will be utterly impossible to keep this portion of the canal in proper condition for the passage of loaded boats without the use of a steam dredge." The other business transacted was merely routine. There was no change of officials. The Board adjourned to meet in Annapolis on Tuesday, the 13th of August.

NR, Sat. 7/20/72, p. 4. **GEORGETOWN AFFAIRS. - The Coal Trade.** - The receipts and shipments of coal by the different companies for the week ending yesterday are as follows: Borden Mining Company, receipts, 3,200, and shipments 3,050 tons; Agnew's wharf, receipts 1,200 and shipments 500 tons; Ray's docks, receipts 4,100 and shipments 4,554 tons; Consolidation Company, receipts 5,371 and shipments 5,298 tons. The trade has not been very brisk this week, owing to the continued scarcity of schooners and the lack of laborers on the coal wharves. Quite a number of loaded boats are lying in the canal waiting to be unloaded. It is represented that ordinary laborers can make \$2 per day at the coal wharves.  
**Tan Bark.** - J. E. Cox yesterday received, per canal, from Hancock, a full load of tan bark.

AG&VA, Mon. 7/22/72, p. 3. **Local Brevities.** - The canal basin yesterday was crowded with boats, and for some distance up the canal they were moored. The sight was a very enlivening one. The coal trade here is steadily increasing.

NR, Tue. 7/23/72, p. 4. **GEORGETOWN AFFAIRS. - George Waters** yesterday received a full cargo of cement from Hancock, Md., per canal.

NR, Fri. 7/26/72, p. 4. **GEORGETOWN AFFAIRS. - Receipts of Grain.** - Arrived, canal boat J. N. Thomas, from the Point of Rocks, with 2,000 bushels of wheat, and 1,200 bushels of white and yellow corn, for J. G. Waters.

NR, Sat. 7/27/72, p. 4. **GEORGETOWN AFFAIRS. - At Seneca, Md.** - Wednesday afternoon last, two women under the influence of liquor made application to a canal boat captain to be transported to



Williamsport, Md., where they lived, and accordingly stepped upon the boat for the trip. The captain ordered them off, when the old lady attempted to jump to another boat nearby and fell into the canal and was drowned. Her body was buried nearby. The daughter was sent to her home. The case being that of accidental drowning, no inquest was held.

**The Coal Trade.** - The receipts and shipments of coal for the week ending yesterday has been as follows:  
 Consolidation Company - receipts 7,200, shipments 7,150; Maryland Company - receipts 1,580 tons, shipments 1,400 tons; New Central Company - receipts 2,325 tons, shipments 2,600 tons; Agnew's wharf - receipts 1,400 tons, shipments 950 tons; Borden Mining Company - receipts 3,590 tons, shipments 3,500 tons.

H&TL, Wed. 7/31/72, p. 4. **Canal Receipts** - The following are the receipts for tonnage of the Chesapeake and Ohio Canal Company for the week ending Saturday, June 20th: Cumberland \$13,426.20, Georgetown \$2,113.68, Hancock \$103.52, Williamsport \$37.88. Total \$15,681.32. President Gorman has just returned from a trip over the whole Canal, and found the whole line in working condition.

AG&VA, Fri. 8/2/72, p. 3. **Canal Navigation Interrupted.** - On Tuesday morning last two lock gates were washed out of the Chesapeake and Ohio Canal at Harper's Ferry, and navigation was suspended for twenty-four hours. The necessary repairs were completed on Wednesday morning, but boats had hardly commenced passing when three other gates were washed out at the same place, and the interruption to navigation was consequently prolonged.

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**Canal Commerce.** - During the month ending July 31st, 331 boats arrived here, bringing 36,255 tons of coal, 4 tons of lumber, 48 tons of ice, and 171 tons of limestone. During the same period there were 328 departures, carrying 6 tons of salt and 16 tons of staves.

NR, Mon. 8/5/72, p. 4. **GEORGETOWN AFFAIRS.** - **Grain** - Arrived, canal boat J. N. Thomas, with 3,000 bushels of wheat and 70 barrels of ear corn for J. G. Waters.  
**The Canal.** - The tolls collected on the Chesapeake and Ohio canal for the month ending July 31 amounted to \$13,208, being an excess of \$5,000 over last month. The tolls received at Cumberland for the same month were \$9,000 over the amounts received July 1871, showing an increase of \$11,000. The number of boats arriving has also increased, being 1,017 last July, against 800 in July, 1871.

CA, Wed. 8/7/72, p. 3. **Canal Trade.** - In the month of July there were issued at the Cumberland offices, clearances to 913 boats, laden with 101,690 tons 15 cwt. of coal, and 17 tons of other articles. The shipments of coal by companies and individuals, were as follows:

American Company	15,951 10
Borden Company	13,730 15
Consolidation Company	26,200 14
George's Creek Company	6,781 10
Hampshire & Balt. Company	3,639 19
Maryland Company	2,553 17
New Central Company	21,714 12
Spruce Hill Company	1,569 11
Individuals	9,548 07
Total	<hr/> 101,690 15

Of this, 99,867 tons 8 cwt. went through, 691 12 to Antietam Iron Works, 562 14 to Williamsport, 112 12 to Hancock, 110 06 to Shepherdstown, 98 09 to Point of Rocks, 93 07 to Harper's Ferry, 87 06 to Berlin, and 68 01 to White's Ferry.

Of up-freights there were reported and discharged at Cumberland 136 barrels of flour, 300 bushels mill offal, 455 sacks of salt, 34 tons cast iron water pipes, 193,200 feet of lumber, 6 tons of plaster and 2 tons other articles.

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Four lock gates were broken out at Weverton, on the Chesapeake and Ohio Canal last week, obstructing navigation at that point about forty hours.

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**Drowned.** - On Monday morning Harry C. Dowden, a bright little fellow of eight years, son of Mr. Lloyd Dowden, of this city, fell into the Shriver basin from a canal boat and was drowned before assistance could be rendered.

H&TL, Wed. 8/7/72, p. 4. **Canal Affairs** - An Annapolis Correspondent of the Baltimore *American*, under date of August 2, says the receipts of toll on the Chesapeake and Ohio Canal for the week ending Saturday, July 27, were - Cumberland \$6,247.37, Georgetown \$1,866.25, Hancock \$69.97, Williamsport \$36.94; total \$8,220.53. An accident occurred at Lock 31, Weverton, near the line of Frederick and Washington counties, on Wednesday afternoon. A canal boat ran into and broke four lock gates and then sunk. A large force was placed on the broken portion, all the water drawn off, four new gates made, the coal taken from the boat and the hulk raised, and the canal put in operation by eight o'clock this morning. The meeting of the Directors has been changed from Tuesday, the 13th inst., to Wednesday, the 14th, in this city.

NR, Sat. 8/17/72, p. 4. **GEORGETOWN AFFAIRS.** - **The Coal Trade.** - The receipts and shipments of coal by the different companies for the week ending yesterday are as follows: Borden Mining

Company, receipts, 3,300, and shipments, 3,600 tons; Agnew's wharf, receipts, 1,800, and shipments, 1,880 tons; Ray's docks, receipts, 4,526, and shipments, 4,200 tons; Consolidation Company, receipts, 6,861, and shipments, 6,662 tons.

**Arrival of Wheat.** - Geo. Waters received yesterday, per canal, from Shepherdstown, Maryland, 3,200 bushels of wheat.

**An Unfortunate Case.** - Yesterday morning a man named Henry Ingle arrived in this city from Cumberland, Maryland, on the canal boat J. C. Hoffman, very ill, and in consequence of his poverty was unable to obtain medical attendance. Word was sent to the Third precinct police station, and Dr. Ritchie was dispatched to attend him. The Doctor pronounced Mr. Ingle's sickness to be intermittent fever, and after suitable medicines were given him he was removed to the Washington asylum.

CA, Wed. 8/21/72, p. 3. **C. & O. Canal.** - The Board of Directors of the Chesapeake and Ohio Canal company held their monthly meeting at Annapolis on Wednesday last. The President reported that the gross earnings of the Company for the month of July were largely in excess of any corresponding period since the completion of the canal, exceeding those of July of last year by \$11,455.71. The reduction of expenses, as compared with the corresponding month of last year, were also \$2,021.17. The services of one of the harbor masters at Georgetown have been dispensed with, as well as one of the bosses and regular repair hands under him, which will result in a reduction of the ordinary expenses of from twelve to fifteen hundred dollars per annum.

The report of W. R. Hutton, Esq., Chief Engineer of the Western Maryland Railroad, who, in company with Hon. J. C. Clarke, the late President, and Hon. A. P.

Gorman, some time since made a tour of inspection over the Canal, was read. The report says:

The examination having been made at a time when the canal was full of water, the state of the bottom and slopes could not be accurately ascertained, nor that of such parts of masonry as were below water-line, and any reference to them is based on previous observations or reports of superintendents.

1st. The excavations of the bottom and slopes of the prism or waterway has greatly improved its condition, so that it is now better than for years past, and nothing is required to preserve the existing facilities for navigation than to remove, as they occur, such bars as are formed by storms. But there are considerable distances where the channel is too narrow for loaded boats to pass each other.

The estimate of cost of enlarging the waterway to its original dimensions, its capacity restored and cost of transportation reduced to a minimum, is roughly estimated at \$75,000, but the Engineer renews his recommendation that not more than from \$10,000 to \$12,000 be expended per annum.

In addition to which the following estimates are submitted for extraordinary repairs to be made during the present season, and during the time of suspension of navigation:

Remove rocks from Seneca feeder	\$100
Repairs to Culverts	615
Repairs to towpath bridge, Edward's Ferry	650
Repairs to bridge at Noland's Ferry	150
New bridge at Georgetown, iron	2,600
Underpinning the wall at Young's Mill, Georgetown	120
Protection at high wall, Great Falls	2,400
Riprap of guard bank No. 4	1,500
Repair of slope-wall, dam No. 5	120
Lock-houses at locks 52 and 63½	2,600
Repairs and raising tow-path, beyond ordinary force	2,300
	<u>13,155</u>

In addition to the foregoing the following to be expended during the next winter:

For repairs of locks on all divisions	\$6,000
Extension of lining wall of feeder No. 1 and repairs of old wall, &c.	*4,000
Repairs to culvert, at Edge's Mills above lock 8, Kanawa & Hancock	1,050
Slope walls and riprap below guard bank 5	1,700
Flume of dam No. 5	120
Tonoloway aqueduct, with timber	2,500
Tonoloway aqueduct, of masonry	6,000
Other aqueducts above Williamsport	900
	<u>\$22,270</u>

\*Relatively to cost of work already done.

When desirable to repair Seneca aqueduct it should be done for about \$2,800. Each arch of Monocacy for about \$2,300.

It is recommended also to expend about \$10,000 per annum in excavation of bottom of slopes to original dimensions.

If the canal company wish to provide facilities for boats transferring their cargoes to the Western Maryland railroad, the preparation of 400 feet of front will cost about \$500; if a plank fencing should be needed the amount will be increased to \$800.

He also states that some of the aqueducts are in very bad condition, but may stand for some years, and recommends that no expensive repairs be made on them at present.

There were no charges made in the officers of the canal. The board was in session over three hours, and a large amount of routine business was transacted. The Board of Directors adjourned to meet in Baltimore, on Monday, the 16th of September. The date of the meeting of the stockholders of the canal has been changed from the 4th to the 17th of September, at Annapolis.

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**The Coal Trade.** - The trade has been brisk this week, with plenty of schooners and loaded boats arriving per canal. Business promises still better for next week, as

freights are steady here and dull in Philadelphia. - *Washington Star*, 16th.

ES, Wed. 8/21/72, p. 4. **GEORGETOWN.**

**Arrived.** - canal boat Round Top Cement No. 2, with tan bark, to John E. Cox.

NR, Fri. 8/23/72, p. 4. **GEORGETOWN AFFAIRS. - Arrival of Wheat.** - Arrived, canal boats E. B. Hartley, with 3,500 bushels of wheat to Hartley & Bro; Medley, with 3,500 bushels of red wheat to B. Talbot & Son.

**Nearly a Goner.** - Yesterday morning, about 9:30 o'clock, the Dolly Varden mule belonging to Messrs. Wheatley Bros., of whom mention has been made before in the *Republican*, was taken suddenly ill with cramps, and had not the timely knowledge of the faithful driver been brought into service, Messrs. Wheatley & Bros. would have been losers to the amount of \$500.

NR, Sat. 8/24/72, p. 4. **GEORGETOWN AFFAIRS. - The Receipts** of the Chesapeake and Ohio canal for the week ending Saturday, August 17, were: Cumberland, \$9,084; Georgetown, \$2,713.93; Hancock, \$86.79; Williamsport, \$60.79; total, \$11,946.39.

**The Coal Trade.** - The receipts and shipments of coal by the different coal companies during the past week have been as follows: Consolidation Company - receipts 6,836 tons, shipments 6,639 tons; Ray's docks - receipts 4,840 tons, shipments 2,651 tons; Agnew's wharf - receipts 880 tons, shipments 880 tons; Borden Mining Company - receipts 3,300 tons, shipments 1,500 tons. Total receipts 15,856 tons; total shipments 11,670 tons. The trade has been good; vessels are desired; freight rates about the same as reported last week.

AG&VA, Mon. 8/26/72, p. 3. **LOCAL NEWS.** - A large fleet of vessels engaged in the coal trade arrived up Saturday and yesterday - as many as forty sails being in sight at one time yesterday; and the port for the last two nights has been illuminated with their lights.

CA, Wed. 8/28/72, p. 3. **The** sinking of a boat in the tunnel level of the canal on Saturday prevented the passage of boats at that point until yesterday, at which time the sunken craft was again got afloat and navigation resumed.

NR, Wed. 8/28/72, p. 4. **GEORGETOWN AFFAIRS.** - It is reported that the canal boat Hollander sunk on the tunnel level, about 156 miles above Georgetown.

AG&VA, Fri. 8/30/72, p. 3. **Arrival of a Fleet.** - A large fleet of vessels employed in the coal trade arrived yesterday, and last night the stream in front of the city, from the upper coal wharves to Jones' Point, was illuminated with their lights and presented a very beautiful appearance. Some of the vessels hauled into the docks this morning and some went on up to Georgetown.

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**Temporary Suspension of Canal Navigation.** - A loaded boat belonging to the Borden Coal Company has sunk in the Chesapeake and Ohio Canal, twenty-four miles this side of Cumberland, and delayed the passage of loaded boats for four days.

CA, Wed. 9/4/72, p. 3. **Canal Trade.** - In the month of August clearances were issued at the Cumberland Office to 948 boats. laden with 104,790 tons 11 cwt. of coal, 151 07 tons of fire brick, 3 11 of lumber and 4 15 of other articles. The shipments of coal, by companies and individuals, were as follows:

American Company	14,231 14
Borden Company	13,578 12

Consolidation Company	28,431 11
George's Creek Company	5,645 12
Hampshire & Balt. Company	5,682 03
Maryland Company	9,580 06
New Central Company	18,923 16
Spruce Hill Company	766 10
Individuals	7,950 07
Total	<u>104,790 11</u>

Of this, 102,418 tons 4 cwt. went through, 1,107 13 to Antietam Iron Works, 671 13 to Williamsport, 212 01 to Shepherdstown, 114 13 to Mercerville, 111 16 to Falling Waters, 98 04 to Point of Rocks and 56 07 to Berlin.

Of up-freights there were discharged at Cumberland within the month, 120 barrels of flour, 350 bushels mill offal, 964 bushels wheat, 1,130 sacks salt, 148,500 feet of lumber, 34 tons of iron castings and 13 tons other articles.

NR, Fri. 9/6/72, p. 4. **GEORGETOWN AFFAIRS.** - The mills along the canal were again obliged to suspend operations yesterday, owing to the low water in the canal.

**Arrival of Grain.** - Arrived canal boat Monocacy, with 3,300 bushels of wheat and 300 bushels of corn to B. Talbot & Son.

The water about Cumberland is very low. In consequence of the low water the boats are carrying 110 tons instead of 120 tons of coal as formerly.

The receipts of toll of the Chesapeake and Ohio canal, for the week ending Saturday last, were as follows: From Cumberland, \$6,424.60; Georgetown, \$4,301.75; Hancock, \$45.69; Williamsport, \$67.01 - total, \$10,839.65.

AG&VA, Fri. 9/6/72, p. 2. The Potomac is reported to be lower than it has been for twenty years, and as one of the consequences the flouring mills at Georgetown have suspended operations. The president of the Chesapeake and Ohio

Canal Company has made arrangements through that channel to furnish the necessary water power, so that work may be resumed.

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Last month 104,000 tons of coal were brought from Cumberland to Georgetown and this city, being 13,000 tons more than in the corresponding month last year.

NR, Thu. 9/12/72, p. 4. **GEORGETOWN AFFAIRS.** - **Cruelty.** - On several occasions charges have been brought against captains of canal boats for mistreating their hands, which have passed heretofore unnoticed. About one week ago a captain of a canal boat from Cumberland caused to be placed upon the tow path one of his crew he had shipped to that place, and during the passage to this city was taken with rheumatism. The heartless captain upon reaching Georgetown gave the unfortunate man no attention and suffered him to remain in agony until the boat was ready to start back on her trip, when in the dark of night (12 o'clock) he caused the sick man to be placed upon the shore. When he found that he had been left alone he began screaming for help; and the noise soon brought several officers to the scene, where they found the man suffering the greatest pain. He was removed to the station-house, where medical assistance was provided, and he remained there until he was able to leave.

Tuesday afternoon, about 3 o'clock, a boy about thirteen years of age was found on the tow-path of the canal, above the Aqueduct bridge, suffering with the chills and fever. He was brought to the station-house, and his father, who lives in Alexandria, telegraphed for. The boy said he had been sick for several days, and that the captain of the canal boat on which he was employed put him ashore, refusing to take care of him any longer. Yesterday afternoon he was returned to his home in Alexandria.

NR, Mon. 9/16/72, p. 4. **GEORGETOWN AFFAIRS.** - On Saturday Messrs. Hartley & Bro. received 2,800 bushels of wheat, rye and corn per canal. B. Talbot & Son received 2,200 bushels of wheat per canal. **Canal Receipts** - The receipts for tolls upon the canal for the week ending Sept. 7, 1872, were: Cumberland \$15,870; Georgetown \$1,200; Hancock \$85.09; Williamsport \$91; total \$17,207.04. It is feared that when the sunken boats in the canal are raised and the loaded boats are coming down that the water will become low and necessitate the stopping of the mills. Fearing this, they are now working constantly in order that the firms may fill as many engagements as possible ere the shutting-off season.

AG&VA, Mon. 9/16/72, p. 3. Both the Alexandria and the Chesapeake and Ohio canals are now in good navigable condition throughout their entire lengths, and boats are arriving and departing daily.

CA, Wed. 9/18/72, p. 3. **Several** of the coal companies shipping by canal experienced a scarcity of boats on Friday and Saturday, by reason of the sinking of a boat at Sandy Hook a day or two previously, causing a temporary interruption to navigation at that point. The coal shipments for the week were somewhat curtailed in consequence.

NR, Wed. 9/18/72, p. 4. **GEORGETOWN AFFAIRS.** - **The Grain Market.** - The canal boat J. N. Thomas arrived yesterday with 300 bushels of rye, 2,750 bushels of wheat, 570 bushels of white corn, and a lot of flour, for J. G. Waters.

AG&VA, Thu. 9/19/72, p. 3. **Local Brevities.** - A boat belonging to the Consolidation Coal Company sunk in the Cumberland level of the Chesapeake and Ohio canal, on Monday last, and the water

was let off on Tuesday. The consequent interruption to navigation has not yet been experienced in this city, but will not probably continue longer than one day.

NR, Sun. 9/21/72, p. 4. **GEORGETOWN AFFAIRS.** - **Receipts of Grain.** - Geo. Waters received yesterday 2,000 bushels of wheat, 72 bushels of corn and 70 barrels of choice extra flour.

The receipts of the Chesapeake and Ohio Canal Company for the week ending September 14, 1872, were: Cumberland, \$6,873.35; Georgetown, \$2,006; Hancock, \$61.53; Williamsport, \$34.25 - total \$8,960.13.

**The Coal Trade.** - The receipts and shipments of the different coal companies this week are as follows: Borden Mining Company, receipts 3,800 and shipments 3,800 tons; Agnew's wharf, receipts 1,200 and shipments 1,500 tons; Ray's docks, receipts 7,164 and shipments 7,972 tons; Consolidation Company, receipts 6,316 and shipments 9,700 tons. The present has been the busiest week of the season along the coal wharves. The stock on hand is very low, and many of the wharves are entirely clear. Coal vessels are arriving freely, and a fleet of thirty sails, many of them loaded with merchandise for District merchants and street contractors' materials, is reported down the river.

CA, Wed. 9/25/72, p. 3. **CONDENSED LOCALS.** - President Gorman of the Chesapeake and Ohio Canal gives official notice through the Baltimore papers that the coupons of the Company's preferred construction bonds, due July 1855, are now payable at the Banking House of Alexander Brown & Sons, Baltimore.

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A. P. Gorman, Esq., President of the Chesapeake and Ohio Canal, accompanied

by Engineer Patterson, is now making a tour of inspection along the line of the Canal.

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*Ibid*, p. 4. **Chesapeake and Ohio Canal.** - The monthly meeting of the Board of Directors of the Chesapeake and Ohio Canal Company was held at Barnum's Hotel, Baltimore, on the 16th instant. All the members of the Board were present, consisting of Hon. A. P. Gorman, President, James G. Barrett, George H. Brown, D. S. Biser, Gilmer Meredith, M. Bannon and J. M. Watkins, Esqs. The following report of the condition and operations of the canal, for the month ending 31st August, was submitted by the President:

**Office Ches. & Ohio Canal Co.**

**Annapolis, Md., Sept. 14, 1872.**

*To the Board of Directors of the Chesapeake and Ohio Canal Company:*

**Gentlemen** - The number of tons of coal shipped from Cumberland during the month of August was 104,190 tons 11 cwt., which is an increase as compared with corresponding period of 1871, of 13,475 tons 11 cwt.

The total earnings of Canal for the month were \$58,818.53. The expenses other than contingent account were \$15,392.52, showing net earnings to be \$43,426.01. The increase in revenue, as compared with corresponding period of 1871, is \$3,892.93, viz:

Revenue for August	1872	\$58,818.53
Revenue for August	1871	54,925.60
Increase in favor of	1872	<u>\$3,892.93</u>

Notwithstanding the decrease in expenses, as compared with 1871, there is included, in the estimate of expenses for permanent works and extraordinary expenses incurred the sum of \$2,550.13; and for material for lock gates and repairs of bridges, \$3,277.16.

The work of a permanent or extraordinary character which has received attention during the month was riprapping

the berm bank at Grove's culvert, which has been completed.

Riprapping guard bank No. 4. - This work is being done as rapidly as possible, but cannot be completed for some days yet. It was recommended by W. R. Hutton, engineer, in his late report.

The dredging or cleaning out of Basin at Williamsport. - This basin, as I am informed, has not been thoroughly cleaned for years, but in view of the increased trade at that point it was absolutely necessary for the work to be done.

The riprapping of tow-path and guard-bank below dam No. 5, as recommended by W. R. Hutton, engineer, has been commenced.

The bridge over Noland's Ferry, which was estimated would cost for repairing \$150, was directed to be made, but the timbers were found in such a rotten condition as to require the construction of a new bridge, which is now being built.

The repair of sustaining wall below Lock 17, Great Falls, 120 feet in length and 52 feet high, was directed to be made in conformity to suggestion of Mr. Hutton, but when the accumulation at foundation was removed so as to commence a sustaining pier of five feet in length and fourteen feet wide, it was found that the main wall was in a more precarious condition than it was possible for Mr. Hutton to ascertain.

As an accident at this point would suspend navigation for a long time, I directed that an additional sustaining wall be built the entire length, 120 feet, to be carried above water line. The Engineer, Mr. Patterson, and Superintendent of Division, concur in the opinion that this was a necessary precaution, and a large force of workmen are now engaged upon the work.

The work on feeder at Dam No. 1 has been expensive, but if it had been neglected a sufficient supply for navigation alone would not have been secured on

Georgetown Level during the exceptionally low state of the river.

Other extraordinary expenses have been incurred, all of which are included in the estimate of expenses.

During the month navigation has been somewhat interfered with by the break in berm bank at Bull's Hollow, on August 11th; the small culvert at this point not being large enough to carry off the water, it rose above the berm bank and caused the break, which delayed navigation for twenty four hours.

The loss of lock-gates has also been great during the month, but as a sufficient number of gates were on hand to replace those lost the detention in navigation was inconsiderable.

The low state of water in the Potomac river has however caused great trouble and delays. At Cumberland the supply has not been sufficient for navigation; no water passed over the dam for several days, and the back-water above the dam was so low that it was necessary to dredge a channel across the mouth of Wills' Creek to pass to and from the canal to Lynn's Wharf. As the supply of the first fifty miles below Cumberland is received at this point, nothing but the greatest economy in the use of water on the part of the officers has enabled us to pass boats drawing four feet six inches.

On the 24th of August the boat "Hollander" was sunk on the Tunnel Level by the carelessness of the parties in charge of the boat. As the water was so low the level could not be drawn off, we were compelled to unload the boat as she lay under the water. This accident caused a suspension of navigation for sixty hours. To have drawn off the water would have caused a suspension of five or six days.

On the other Divisions the supply of water has been sufficient for wants of navigation, except on the Georgetown

Division, where the supply has not been sufficient for purpose of navigation and to supply the various mills.

The extension of wall and other improvements at the feeder above Georgetown made by our immediate predecessors, and the extraordinary work done by your direction in the past two months, has, however, enabled us to give the mills a fair supply of water as compared within the past two years. During the first ten days of present month it has, however, been necessary to require them to suspend operations during the day and resume at night.

Naturally those who are leasing water are complaining, and consider it a great hardship to be required to suspend operations at any time; but as the primary object of the Canal is to afford navigation, I gave positive instructions to the officers in charge to keep up navigation as long as there was sufficient water, and discontinue the supply to the mills so long as it was absolutely necessary. To increase the supply on this Division when the Potomac is as low as at this time, I am satisfied, involve the construction of a more permanent dam, or when the outlet locks are built above Georgetown the narrow part of the Canal will at once be relieved, and the free flow of water to Rock Creek will be ensured, which is not now the case, but is one of the great troubles on the Georgetown Level, for the reasons that during the busy season on the Canal the loaded boats awaiting to discharge their cargoes clog the Canal for a mile or more above Georgetown and prevent the free flow of water, and also the boats will then (when the new outlet is built) be able to lock into the river and use the Basin to lie in and get largely increased storage and shipping facilities on both sides of the river, which can only be had by this plan.

Since the 12th instant there has been plenty of water along the line.



The balance in the various banks the 31st of August was \$147,510.19.

I therefore respectfully recommend that the sum of \$50,985 be appropriated to pay the coupons due July 1855, on the preferred construction bonds.

Respectfully submitted  
A. P. Gorman, President

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On the 17th instant a meeting of the stockholders of the Canal Company was held in the Executive Chamber, Annapolis, when President Gorman presented his quarterly report, whereupon the following resolutions were unanimously adopted:

*Resolved*, That the quarterly report of the President and Directors of the Chesapeake and Ohio Canal Company, this day made to the stockholders, presents most gratifying results of the operations of the canal during the said period, and the thanks of the stockholders are hereby tendered the present Board for the efficiency and success of their management.

*Resolved*, That the Secretary of this meeting be requested to transmit to the President and Directors a copy of these resolutions.

The meeting was adjourned till October 4th, 1872, at Annapolis, at 12 M.

CA, Wed. 10/2/72, p. 3. **CONDENSED LOCALS.** - President Gorman and Engineer Patterson, of the Chesapeake and Ohio Canal, arrived here on Thursday evening, having completed their inspection of the entire line of Canal.

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The low stage of water in the river is interfering seriously with canal navigation, and boats now clearing from this port are not able to carry anything like their capacity.

H&TL, Wed. 10/2/72, p. 3. President Gorman of the Chesapeake and Ohio Canal gives official notice through the Baltimore

papers that the coupons of the Company's preferred construction bonds, due July, 1855, are now payable at the Banking House of Alexander Brown & Sons, Baltimore. - *Cumb. Alleganian.*

NR, Fri. 9/27/72, p. 4. **GEORGETOWN AFFAIRS. - Canal Receipts.** - The following are the receipts of the Chesapeake and Ohio Canal Company for the week ending Saturday, September 21, 1872: Cumberland \$11,192.57; Georgetown \$2,182; Hancock \$47.77; Williamsport \$159.26. Total \$13,581.60.

NR, Wed. 10/2/72, p. 4. **GEORGETOWN AFFAIRS. - A Boy Abandoned** - Yesterday morning a boy named John Gordon, aged about fifteen years, was found abandoned on the canal, where he had been left by the captain of a canal boat from Cumberland. The boy was taken in charge by the police of the Third precinct station, and he was afterwards removed to the hospital.

CA, Wed. 10/9/72, p. 3. **Chesapeake and Ohio Canal.** - The monthly meeting of the Board of Directors of the Chesapeake and Ohio Canal Company was held at Annapolis on Friday last. President Gorman submitted a report in which he refers to his recent trip of inspection over the line of the canal and says that "the repairs ordinary as well as the work of a permanent character heretofore ordered are being well and satisfactorily done." A detailed statement of them is given hereafter. The earnings of the canal for the month of September were \$56,873.42; expenditures, \$15,203.39. The increase in tonnage as compared with corresponding period of 1870 is 25,015 tons; decrease as compared with 1871 of 13,586 tons. This decrease is attributed mainly to the extraordinary low state of water in the Potomac river, navigation being so seriously

interfered with on the Cumberland division that it was found necessary to reduce the tonnage of boats from one hundred and twenty to ninety and one hundred tons. Notwithstanding this, there is an increase in the revenue as compared with corresponding period of 1870 of \$18,169.50, and decrease as compared with 1871 of \$1,848.30; while the increase in the revenue from June 1st to October 1st, as compared with 1871, is \$11,740.50.

The sum of \$50,985 was appropriated to pay the coupons for January, 1856, on the preferred construction bonds of the Company, payment of the same to be made at the banking house of Alexander Brown & Cons, Baltimore, on or after the 15th instant. The next meeting of the Board will be held at Annapolis on the 7th prox.

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**CONDENSED LOCALS.** - A serious break occurred in the Alexandria canal the early part of last week, requiring a large force of laborers and several days to repair it.

H&TL, Wed. 10/16/72, p. 4. **Resignation of a Canal Official.** - We regret to learn that our old personal friend, Jacob B. Masters, Esq., whose official conduct we have heretofore had occasion to commend, has resigned his position on the Chesapeake and Ohio Canal. Mr. M. has been connected with the Canal for many years, running through a number of administrations, and has discharged his duties faithfully and acceptably. In whatever new field of labor he may engage, we wish him that success which we have every reason to believe he will deserve.

AG&VA, Thu. 10/17/72, p. 2. To obviate the objections which exist to other modes of steam propulsion, on canal boats, and to bring it within the requisite demands of economy and convenience, Messrs. Defrees & Prall, of Washington, have succeeded in

driving a canal boat, in which the propelling power is derived from the reaction or recoil of water taken in through a pipe at the bow and forced out through a nozzle under the bottom of the boat at a high velocity. To effect this they use "Prall's Automatic Steam-Condensing Force Pump," which is constructed without pistons, piston-rods, &c. As it is driven by the direct action of the steam, an engine is dispensed with, thus saving cost and the service of a skilled engineer. The pump is so simple that a small boy can attend to it. It can be put upon a boat at less cost than the cost of a team of six mules. A trial of the boat was made in the Chesapeake and Ohio Canal, above Georgetown, on Tuesday last. A number of gentlemen were aboard, and all thought the plan must succeed.

AG&VA, Sat. 10/19/72, p. 2. **Maryland Coal for Bombay.** - That the effect of the present high prices for coal in England is being sensibly felt in the United States is evident by the fact that within a few days past the Consolidation Coal Company, of Georgetown, has received orders, transferred from Liverpool, England, for large quantities of Cumberland coal to be shipped to Bombay, Point de Gal, Auden, (East Indies,) Madeira, Alexandria, (Egypt,) Rio Janeiro, Aspinwall, St. Thomas, Martinique, Havana, Valparaiso, and several other distant points. This circumstance is unprecedented in the history of the Cumberland coal trade. The coal will be mainly shipped in foreign bottoms from Georgetown. The American bark Orient is now loading at the Consolidation Company's wharves for Aspinwall. In a few days quite a number of foreign vessels will doubtless be in the Potomac to fill the orders referred to. - *Wash. Star.*

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**Coal Shipments** - The shipments of Cumberland coal from this port during the

week ending today were as follows: By the American Coal Company, 3,197 tons; by the Hampshire & Baltimore Coal Company, 1,696 tons; and by J. P. Agnew, 805 tons.

NR, Fri. 10/25/72, p. 4. **GEORGETOWN AFFAIRS. - Canal Business** - The receipts of the Chesapeake and Ohio Canal Company for the week ending Saturday, October 19, 1872, were: Cumberland \$6,459.52; Georgetown \$2,300; Williamsport \$196.53; Hancock \$63.24. Total \$9,019.29.

**Harness Thieves.** - Yesterday morning early, while the mules belonging to the canal boat William Marbury were tied to the picket rope on the tow path of the canal, some unknown thieves took from the mules their halters and turned the animals at large. Officer Harper recovered the mules later in the day and turned them over to their owners.

AG&VA, Thu. 10/31/72, p. 2. A statement published by the President of the Chesapeake and Ohio Canal, shows that the total revenue of that work for September was \$52,621.65, and the net revenue for that month was \$32,623.82.

AG&VA, Mon. 11/4/72, p. 3. **Canal Commerce.** - The following is a statement of the commerce on the Alexandria Canal for the month of October: *Descending Trade* - Iron 110 tons, coal 30,737 tons, limestone 156 perches, wood 54 cords; boats 297.

*Ascending Trade* - Castings 2 tons, salt 87, shingles 2, bricks 320, staves 21, plaster 50; boats 279.

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**Coal for the West Indies.** - The Georgetown Courier says: - "Vessels are in port loading with coal for St. Thomas, Damerara, and Martinique, and other vessels destined for East Indian ports have been chartered and are on the way out. These orders for American coal, as we have

heretofore mentioned, were transferred from Liverpool to New York, and the orders for Georgetown were received through the house of S. L. Merchant & Co., of the former city.

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**LOCAL BREVITIES.** - A mitre-sill at Muddy Branch, on the Chesapeake and Ohio Canal, was washed out on Saturday last, and navigation, in consequence, will be suspended until tomorrow.

CA, Wed. 11/6/72, p. 3. **The Canal.** - The masonry of Seneca Lock, on the Chesapeake and Ohio Canal, twenty miles west of Georgetown, gave way last week, and seriously interfered with navigation. The coal shipments of the week were considerably curtailed in consequence.

CA, Wed. 11/6/72, p. 3. **Canal Trade.** - For the month of October 942 boats (carrying 99,374 tons 4 cwt. of coal, 20,000 feet of lumber, 40,000 staves, and 29½ tons of other articles,) were cleared at the port of Cumberland. The shipments of coal, by companies and individuals, were as follows:

American Company	16,134 06
Borden Company	12,073 11
Consolidation Company	28,757 09
George's Creek Company	797 04
Hampshire & Balt. Company	5,955 00
Maryland Company	13,268 14
New Central Company	14,769 10
Individuals	7,618 10
Total	<u>99,374 04</u>

Of this, 94,802 tons 3 cwt. went through, 1,786 06 to Williamsport, 1,703 04 to Antietam Iron Works, 564 01 to Shepherdstown, 194 to Harper's Ferry, 104 17 to White's Ferry, 100 03 to Hancock, 78 09 to Point of Rocks, and 59 01 to Little Slackwater.

NR, Sat. 11/9/72, p. 4. **GEORGETOWN AFFAIRS. - The Receipts** and shipments

of coal by the different companies for the week ending yesterday has been as follows: Borden Mining Company, receipts 2,685 tons, shipments 1,480 tons; Ray's docks, receipts 4,827 tons, shipments 3,578 tons; Agnew's wharf, receipts 200 tons, shipments 800 tons; Consolidation Company, receipts 5,267 tons, shipments 4,580 tons.

**The Canal.** - Arrived, boats Monongahela, with tan bark for J. E. Cox; E. F. Wheeler, with 3,000 bushels of wheat, 170 barrels of apples and 200 barrels of flour for Geo. Waters; Seneca, with 100 barrels of flour, 300 bushels mill feed, 900 bushels of wheat and 1,100 bushels of corn to W. H. Dougall; W. Marbury, with 3,600 bushels of white and yellow corn to Hartley & Bro.

CA, Wed. 11/13/72, p. 3. **Chesapeake and Ohio Canal.** - At the regular meeting of the Board of Directors of the Chesapeake and Ohio Canal in Annapolis on Thursday last, President Gorman furnished his usual monthly exhibits of the business and condition of the Canal. The revenue from tolls during October amounted to \$55,934.08, which compared with the corresponding month of 1871, shows an increase of \$4,722.75. The increased tonnage was 11,499 tons, an encouraging indication of the growth and expansion of the coal trade. President Gorman said that notwithstanding the very gratifying increase in the revenue of the company, he was satisfied it would have been much greater had there not been a deficiency in the supply of water during the first ten days of the month, when the company was compelled to restrict boats to four feet draught, thereby reducing the tonnage of each boat. He called the attention of the directors to the question of an increased supply of water at Cumberland and Georgetown, and said that from the best data he could get the loss of revenue to the company in the past two

years because of the deficient supply has not been less than \$25,000. The directors adopted resolutions appropriating money for a steam pump for the Cumberland division and for building a dam at the Little Falls. The date for closing the canal was fixed for December 5th, unless it is the opinion of the President that navigation can be safely continued for a longer period.

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From present indications the boating season on the Chesapeake and Ohio Canal is likely to be brought to a premature termination, through the prevalence of the horse disease. The stock belonging to almost every boat arriving here is more or less infected, and numbers of boats are tied up at various points along the line with disabled horses or mules. The clearances from this port are decreasing in number daily, and navigation will in all probability be brought to a standstill within the next week. The visitation will entail serious loss on the Canal Company, coal shippers and boatmen, and is greatly to be deplored.

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**Drowned by Falling from a Canal Boat.** - The *Washington Star* says that about 3 o'clock on Saturday morning "Capt. John Snyder fell from his boat, the *Mary Edwards*, near Chain bridge, and was drowned. He was steering, and the tiller broke, which pitched him overboard." The deceased was a resident of this city and his remains were subsequently brought on here and interred on Monday.

NR, Fri. 11/15/72, p. 4. **GEORGETOWN AFFAIRS.** - The receipts of the Chesapeake and Ohio Canal Company, for the week ending Saturday, November 9, were: Cumberland, \$15,240.81; Georgetown, \$1,734; Hancock, \$206.20; Williamsport, \$64.39 - total, \$17,245.40.

NR, Sat. 11/16/72, p. 4. **GEORGETOWN AFFAIRS. - The Canal.** - The number of boats arrived in Georgetown during the week ending yesterday, as reported at the collector's office, Chesapeake and Ohio canal, has been 114.

**The Coal Trade.** - The total shipments of coal from Cumberland during the week ending November 9 have been 53,543 09 tons; during the year, up to that date, 1,994873 15 tons. The receipts and shipments by the different coal companies in Georgetown during the week ending yesterday have been as follows: Borden Mining Company - receipts 1,540 tons; shipments 1,650 tons. Agnew's docks - receipts 400 tons; shipments 960 tons. Ray's docks - receipts 3,960 tons; shipments 4,659 tons. Consolidation Company - receipts 3,491 tons; shipments 4,885 tons. The shipment of coal from Cumberland has fallen off considerably during this time, owing to the horse epidemic.

AG&VA, Sat. 11/16/72, p. 3. **Coal Shipments.** - The shipments of Cumberland coal from this city for the week ending today were as follows: By American Coal Company, 2,209 tons; by J. P. Agnew, 1,685 tons; and by the Hampshire and Baltimore Coal Company, 1,462 tons.

AG&VA, Mon. 11/18/72, p. 3. **The Horse Disease.** - The horses affected by the prevailing disease, and by this, nearly all in our city are referred to, continue to improve slowly and each day the number seen on the streets increases. Some of the secondary symptoms, observed in the north such as dropsy, have made their appearance, but as yet only a few of the diseased animals have exhibited them. Eight or ten boats arrived by the canal this morning, and it is reported that the arrivals will increase in a few days inasmuch as the sick mules recover more rapidly than horses. The Cumberland News

of Saturday says: "The dire effects of the epidemic on the Chesapeake and Ohio Canal are shown by our report of the canal trade this morning. But twelve boats cleared at the Collector's office yesterday, which is less than one-third the average number this season. As we have before stated every horse and mule employed on the canal is more or less affected. One or two boatmen stated yesterday that their mules were apparently recovering, though the horses seemed to be getting worse." It is rumored that some of the cows on Shuter's Hill have been attacked by the disease, and a similar distemper prevails among the deer in the western counties.

ES, Thu. 11/21/72, p. 4. **Arrived.** - canal boat D. Billmyer, with 3,900 bushels of wheat to Geo. Waters; boat E. F. Wheeler, with 3,300 bushels of wheat, 182 barrels flour and 56 barrels apples to Geo. Waters; boat E. B. Hartley, with her ox and mule teams, to Hartley & Bro., with 3,800 bushels wheat.

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**GEORGETOWN.**

**The Canal.** - President Gorman, of the C. & O. Canal, is determined to keep the canal open for navigation until he is compelled to close it on account of the ice. The receipts of the canal for the week ending Saturday, Nov. 16th, were, from Cumberland, \$7,264.57; Georgetown, \$1,700; Hancock, \$166.27; Williamsport, \$158.69. Total, \$8,289.50. It is thought that in consequence of the epizootic among the horses of the canal the receipts will fall off about \$1,200 this month.

**Business.** - Business is much improved today. The horse epidemic is rapidly disappearing both from our city and along the line of the Chesapeake and Ohio Canal. Coal boats begin to arrive freely.

**Arrived.** - Canal boat D. Billmyer, with 3,900 bushels of wheat to Geo. Waters;

boat E. F. Wheeler, with 3,300 bushels of wheat, 182 barrels flour, and 56 barrels apples, to Geo. Waters; boat E. B. Hartley, with her ox and mule teams, to Hartley & Bro., with 3,800 bushels wheat.

NR, Thu. 11/21/72, p. 4. **GEORGETOWN AFFAIRS.** - **The Steamer Speedwell** is loading at the Consolidation Coal Company's wharf for St. Thomas, W. I., with 650 tons of coal.

**The Canal.** - Up to three o'clock yesterday afternoon there had only been nineteen arrivals of boats reported at the collector's office, Chesapeake and Ohio canal.

The horse disease at Cumberland, Maryland, shows no signs of abatement. Nearly all the horses are more or less affected by the disease. Numerous deaths from the disease are reported daily. This, of course, is seriously affecting the business of the canal.

**The Coal Trade.** - Owing to the epizootic on the Chesapeake and Ohio Canal, there will be short supplies of Cumberland coal in this market during the coming winter. All the coal companies are behind in their receipts of coal, and it is estimated by shippers that it will require at least one hundred thousand tons more coal to fill their orders now in hand for shipment coastwise. Many vessels now leaving light for the want of coal to load them. This scarcity of coal is having bad effect on the foreign trade, which has of late turned to this country, and many orders now in the hands of the coal agents cannot be filled this year on account of the short supply. Among the orders in hand are cargoes for St. Thomas, Martinique, Demara, Cuba and other islands in the East Indies; in fact, the coal trade for the balance of this season is at an end, as the canal will be closed by order of the board of directors on the 5th of December, and no boats under any circumstances can leave

Cumberland after the 30th of the present month.

**Mules vs. Oxen.** - The canal boats Nettie Graham and E. Bradfield Hartley started Monday together from Berlin for this city, the former drawn by two mules and a horse suffering from the epizootic, and the latter drawn by two oxen and a mule. The Nettie Graham started off with a jump and kept a steady go on to Georgetown, reaching the city ten hours ahead of the Bradford Hartley; but the Hartley did not meet with so good luck, as the mules from the start showed a determination to go at their own gait, and no other. Late last night the Hartley put in an appearance at her wharf with her cargo of 3,600 bushels of wheat for Messrs. Hartley & Bro., towed by her team of two oxen and a mule. Her arrival created quite a sensation, it being the first case of the kind ever witnessed on the canal, and, of course, caused many persons to congregate on the wharf to witness the sight. The captain, after the boat had been made fast, invited those on the wharf into the office, where they partook of a substantial repast, after which they retired, giving three hearty cheers for the canal boat E. Bradford Hartley and her namesake.

AG&VA, Thu. 11/21/72, p. 3. **The Break in the Canal.** - A Large force was put to work this morning on the repairs to the Alexandria canal, at the break at Four-mile Run - so much larger that Mr. Hunter, the Superintendent of the canal, says that the necessary repairs can be completed within ten days. Other persons, however, say the accomplishment of such a feat is not possible, but even if it were, navigation on the Chesapeake and Ohio canal, by orders already issued, will be suspended on the 5th proximo, and so, as heretofore stated in the Gazette, the canal trade, so far as Alexandria is concerned, may be said to be closed for the winter.

ES, Fri. 11/29/72, p. 4. **GEORGETOWN.**

**The Canal.** - President Gorman and the directors of the Chesapeake and Ohio canal company have ordered some improvements to be made upon the permanent works after the close of navigation. The boats, in consequence of the epizootic among the horses, have fallen off from forty a day to twelve or fifteen. The disease is now among the horses of the coal mines, and it is probable that the coal trade of both the canal and railroad will hereafter be seriously affected. Should the present good weather continue, the resumption of general travel upon the canal may be soon expected. The number of boats week before last over the line was 126; last week, 96 - a decrease of 30. The number of tons of coal shipped from Cumberland during the week ending November 16th, was 14,219 10; during the week ending November 23rd, 10,706 07, a decrease of 3,513 tons 3 cwt. The receipts of the canal for the week ending November 23, 1872, were: - Cumberland, \$8,830.46; Georgetown, \$2,822.79; Hancock, \$184.66; Williamsport, \$86.37 - total, \$11,844.48. It is now thought this month the receipts of the canal will fall off over fifteen thousand dollars.

NR, Tue. 12/3/72, p. 4. **GEORGETOWN AFFAIRS. - Frozen Up.** - The ice in the canal above Georgetown is reported to be about two inches thick. The ice-breakers are at work opening a channel, in order that the loaded boats above can pass down and return.

AG&VA, Wed. 12/4/72, p. 3. **LOCAL BREVITIES.** - The shipments of Cumberland coal from this port may be said to have virtually ceased for the winter. No more coal can reach here by the Alexandria canal this season. Navigation will soon be

suspended on the Chesapeake and Ohio Canal, and the stock on hand is hardly more than will supply the city until next spring. Several vessels that were to have loaded here, among them the Grace Webster, that was to have loaded for Port de France, Martinique, have been, or will be, sent to Baltimore to take on their cargoes.

AG&VA, Fri. 12/6/72, p. 1. **Alexandria** - The Alexandria correspondent of the Washington Chronicle says: - "Our manufactories consist of two planing mills, a brass and iron foundry, machine shops of the Orange, Alexandria and Manassas and the Washington and Ohio railroads, two plaster mills, two flour mills, and several small wheat and corn mills, and Mount Vernon Cotton Factory, three cabinet factories, a ship-yard, a large tannery, occupying half a square of ground, a pottery, several brick and lime kilns, one of the best cracker factories in the country, two distilleries, two cigar factories, and several coach and wagon factories.

"Another source of employment to labor is the coal companies. The American, represented by Captain Boothe, the Baltimore and Hampshire, represented by George P. Hutton, esq., and Mr. J. P. Agnew, who represents several companies. These agencies employ between 220 and 300 laborers the greater part of the year, to say nothing of the trade brought here by vessels that come to carry away the coal and the large trade with the canal men, who nearly all purchase their supplies in our city. There are several hundred of this class of persons to be supplied with food and clothing, and it amounts to a pretty large sum in the course of a year."

NR, Sat. 12/7/72, p. 4. **GEORGETOWN AFFAIRS. - A Sunken Boat** is reported in the canal, on the Seneca level, causing a delay in the arrival of boats.

**The Grain Market** - Messrs. Hartley & Bro. received yesterday, per canal, 3,600 bushels of wheat, which sold at \$1.90.

**Canal Business.** - During the week ending Saturday, November 30, eighty-six boats cleared from Cumberland on the canal, carrying 9,710 tons of coal. The receipts for the same time were: from Cumberland, \$2,897.19; Georgetown, \$1,232.16; Williamsport, \$258.43; Hancock, \$93.06 - total, \$5,470.85. The canal is now entirely open for navigation.

**Navigation** between this city and Alexandria, on the canal, is now interrupted by the sinking of a boat, belonging to the Consolidation Company, twenty-two miles above Georgetown. In response to a letter President Gorman says he will keep water in the canal and run his ice-breakers as long as possible. The work of repairing the Alexandria canal is still in progress, and it was reported yesterday that water would be let on today.

AG&VA, Mon. 12/9/72, p. 3. **C. & O. Canal.** - Notwithstanding the determination of President Gorman to keep open the Chesapeake and Ohio canal to the latest possible moment of the season, the coal arrivals have so much slackened that the work for the season may be pronounced to be over. The arrivals of the coming week will probably be limited to boats which have already been some time enroute from Cumberland, or boats from intermediate points on the canal. The receipts for the past week were as follows: Borden 450 tons; Agnew 600 tons; Ray's 1,771 tons; Consolidation 1,612 tons. The Borden shipped 800 tons, Agnew 1,200 tons, Ray's 4,174 tons, Consolidation 1,218 tons. The total receipts for the year will reach 820,000 tons.

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**Canal News.** - Boats were arriving freely at Georgetown this morning, six for the American Coal Company alone having reached there before ten o'clock. The canal will be kept open as long as weather permits, so that as much coal as possible can reach tidewater before the winter sets in. Work is progressing on the repairs to the Alexandria Canal at the Four Mile Run break, but the most sanguine don't expect any more coal to reach here by the canal this season.

ES, Tue. 12/10/72, p. 2. **GEORGETOWN.**

The cold snap has seriously interrupted navigation on the Chesapeake and Ohio canal as well as the Potomac river, and if it continues a few days longer will entirely suspend navigation, except by the iron-clad steamers of the New York and Washington steamship line, which usually run all winter.

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**ALEXANDRIA**

**C. & O. Canal.** - The coal arrivals have so much slackened that the work for the season may be pronounced over. The arrivals of the coming week will probably be limited to boats which have already been some time enroute from Cumberland, or boats from intermediate points on the canal. Work is progressing on the repairs to the Alexandria Canal at the Four Mile Run break, but the most sanguine don't expect any more coal to reach here by the canal this season.

NR, Thu. 12/12/72, p. 4. **GEORGETOWN AFFAIRS.** - **Rock Creek** and the canal are frozen over.

NR, Sat. 12/14/72, p. 4. **GEORGETOWN AFFAIRS.** - **The Canal** along the entire length is frozen over, and the ice is being gradually broken by the ice breakers. The canal boat Theo. Embrey, with cement for



George Waters, arrived yesterday after a struggle of ninety hours.

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**Meeting of Directors of the Chesapeake and Ohio Canal.** - The board of directors of the Chesapeake and Ohio Canal Company met at Barnum's Hotel, in Baltimore, on Thursday. Present, A. P. Gorman, president; Col. J. G. Berret, M. Bannon, G. S. Brown, G. Meredith, D. S. Biser and G. M. Watkins.

President Gorman submitted his report, dated Annapolis, December 10, 1872, showing that the revenues of the canal company for November, 1872, were \$35,725.53, a decrease of \$11,770 from the same month of 1871. Coal shipments for the month 62,385 tons, a decrease from November last of 21,942 tons. The president says:

"During the entire month of November the canal was in good navigable condition, except the last day of the month, when it was closed by ice, and therefore this decrease in tonnage and revenue is mainly attributable to the epidemic among the horses and mules along the line. On the 9th the disease made its appearance, prior to which time the daily average clearances of boats from Cumberland were 36, average daily tonnage 3,741 tons. From the 11th to the 16th November, inclusive, the daily clearances were 21 boats and 2,410 tons. From 18th to 29th, inclusive, the daily clearances were only 14 boats and 1,618 tons. On Saturday, the 30th, the canal was blocked by ice and only 4 boats cleared, with 446 tons. Notwithstanding these unavoidable interruptions and loss of revenue for the month, it will be gratifying to the board to know that the tonnage of the canal from the 1st day of June last to the 30th of November, inclusive, shows an increase as compared with the corresponding period of 1861 of 5,587 tons, viz: Coal shipped from Cumberland from

June 1 to November 30, 1872, inclusive, 563,102 tons; same time 1871, inclusive, 557,515 tons; increase in 1872, 5,587 tons.

"The expenses, ordinary, extraordinary and pay officer for the month were \$17,200.75. In addition there was expended for permanent works \$2,644.64. Total expenses for the month, \$19,845.39. There remains in the treasury, after deducting the above payments, the sum of \$125,431.31; to which add accrued revenue collectable within the next ten days, \$8,300.09; total, \$133,791.89.

"This large balance will enable us to pay another of the overdue coupons on the preferred construction bonds, and leave a balance of \$82,806.39 in the treasury, which will be sufficient to defray all ordinary expenses until to opening of navigation next spring.

"I therefore recommend that the sum of \$50,985 be appropriated to pay the coupon due July, 1856, and that notice be given that it will be paid on and after the 16th instant, which, if ordered, will make the appropriations to that account since the 1st of January, 1872, \$254,925, of which amount \$152,955 has been derived from the revenues of the company since your advent into office on the 16th of June last."

In conformity to the recommendation of the president, \$50,985 was appropriated to pay coupon due July, 1856. The report for the quarter ending 30th of November was submitted and ordered to be presented to the stockholders on the 17th instant. In addition to the regular report of the president, he stated that he had been compelled to break ice during the past week to relieve loaded boats, but the water has been ordered to be drawn off on Monday next. The results of the trade, notwithstanding the disease among the horses, and the ability of the company to pay another coupon and yet leave \$82,000 in the

treasury for water repairs, will be gratifying to all.

NR, Mon. 12/16/72, p. 4. **GEORGETOWN AFFAIRS. - Coal.** - The receipts of coal during the past week were 3,391 tons, and the shipments were 3,798 tons.

**The Canal.** - Orders have been issued by Superintendent Maus, of the Chesapeake and Ohio canal, for the ice-breaker to go up the canal and bring in all loaded boats which are this side of Seneca, in order that he may draw the water off, as directed, by tomorrow. The water will remain in the Georgetown level for the present.

AG&VA, Mon. 12/16/72, p. 3. **C. & O. Canal.** - The Georgetown correspondent of the Baltimore Sun says: "The president of the Chesapeake and Ohio Canal Company has fulfilled his promise of keeping open the canal until the latest period possible in the season. Notwithstanding the ice, boats have with the aid of an ice breaker, managed to work through, but canal commerce will cease absolutely next week and the water be drawn off the upper levels. The ice breaker has been sent up the canal and will bring in all boats now due."

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**LOCAL BREVITIES**

The superintendent of the C. & O. Canal sent his ice-breaker up the canal last week with orders to bring down all the loaded boats this side of Seneca so that the water might be drawn off today as directed. The water will remain in the Georgetown level for the present.

NR, Fri. 12/20/72, p. 4. **GEORGETOWN AFFAIRS. - Canal Business** - The receipts of the Chesapeake and Ohio Canal Company for the week ending December 14, 1872, were: Cumberland, \$2,868.69; Georgetown, \$900; Williamsport, \$87.93.

ES, Sat. 12/21/72, p. 8. **GEORGETOWN. Coal Trade.** - Owing to the cold weather and the lack of coal at the wharves, the coal business has been entirely suspended for the season. Only a few thousand tons were shipped during the week past. The present year would have been the most successful one ever known in the Cumberland coal trade, had it not been for the unfortunate prevalence of the horse disease, which for a time caused a total suspension of the coal shipments via the Chesapeake & Ohio canal to Georgetown and Alexandria from Cumberland. By this epidemic the Chesapeake and Ohio canal lost the transportation of at least 100,000 tons of coal for shipment from Georgetown this fall. All the companies are largely short, and among those most unfortunate are the companies who held large orders for shipment to foreign ports. Among the orders which remain unfilled are large orders on account of Messrs. S.L. Merchant & Co., of New York, who sent here their largest orders for shipments of coal to Havana, St. Thomas, Martinique, Demarars, Madeira, Aspinwall, Rio, Point De Galle, Bombay, Aden, Alexandria and other eastern ports. So far the orders on foreign accounts have been from the Consolidation Coal Company at Georgetown, and the American Coal Company at Alexandria. Doubtless all the companies will, during the next year, do more or less of this trade.

NR, Mon. 12/23/72, p. 4.

**GEORGETOWN AFFAIRS.** - The coal business is now at an end for the season. The orders now in hand by the different companies will not, in all probability, be filled until next season. Among the many orders are some on account of Messrs. S. L. Merchant & Co., of New York, for Eastern ports.

AG&VA, Mon. 12/23/72, p. 3. **Coal Trade.**

- The Washington Star of Saturday says: - Owing to the cold weather and the lack of coal at the wharves, the coal business has been suspended for the season. Only a few thousand tons were shipped during the week past. The present year would have been the most successful ever known in the Cumberland coal trade, had it not been for the unfortunate prevalence of the horse-disease, which for a time caused a total suspension of the coal shipment via the Chesapeake & Ohio canal to Georgetown and Alexandria from Cumberland. By this epidemic the Chesapeake & Ohio canal lost the transportation of at least 10,000 tons of coal for shipment from Georgetown this fall. All the companies are largely short, and among those most unfortunate are the companies who held large orders for shipments to foreign ports. Among the orders which remain unfilled are large orders on accounts of Messrs. S. L. Merchant & Co., of New York, who sent there their largest orders for shipments of coal to Havana, St. Thomas, Martinique, Demarara, Madeira, Aspinwall, Rio, Point De Galle, Bombay, Aden, Alexandria, and other eastern ports. So far the orders on foreign account have been from the Consolidation coal company at Georgetown, and the American coal company at Alexandria. Doubtless all the companies will, during the next year, do more or less of this trade.