

COMPILATION OF
CANAL TRADE ARTICLES FROM
THE ALLEGANIAN
THE DAILY NEWS
and
THE DAILY TIMES
three Cumberland newspapers
and
THE HERALD and TORCH LIGHT
a Hagerstown, Md. newspaper
and
NATIONAL REPUBLICAN
DAILY NATIONAL REPUBLICAN
DAILY MORNING CHRONICLE
and
EVENING STAR
four Washington, D. C. newspapers
and
ALEXANDRIA GAZETTE
and
ALEXANDRIA GAZETTE AND VIRGINIA ADVERTISER
two Alexandria, Va. newspapers
1872

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JANUARY 2016
Revision 1 JANUARY 2020
Revision 2 MARCH 2023
Revision 3 JUNE 2023

A. PREFACE

This compilation of newspaper articles about the C. & O. Canal is one of a series. *The Alleganian* and *The Daily Times*, two Cumberland, Md. newspapers were found on microfilm at Frostburg State University, Frostburg, MD. The *Daily News*, a Cumberland, Md. newspaper, *Herald and Torch Light*, a Hagerstown, Md. newspaper, *National Republican*, *Daily National Republican*, *Daily Morning Chronicle* and *Evening Star*, four 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 *Daily News* are preceded by DN, those from *The Daily Times* are preceded by DT, those from the *Herald and Torch Light* are preceded by H&TL, those from the *National Republican* are preceded by NR, those from the *Daily National Republican* are preceded by DNR, those from the *Daily Morning Chronicle* are preceded by DMC, those from the *Evening Star* are preceded by ES, those from the *Alexandria Gazette* are preceded by AG and those from the *Alexandria Gazette and Virginia Advertiser* are preceded by AG&VA.

Revision 2 includes 10 additional articles from the Cumberland *Daily News*.

Revision 3 includes 24 additional articles from the Alexandria *Gazette*.

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

William Bauman
January 2016
Revision 1 January 2020
Revision 2 March 2023
Revision 3 June 2023
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Canal Trade 1872

DN, Mon. 1/1/72, p. 1. **THE CHESAPEAKE AND OHIO CANAL COMPANY** – On Friday last at the meeting of the Stockholders, at Annapolis, President Clarke, of the Chesapeake and Ohio Canal Company, submitted his Report, which follows entire, with extracts from the papers accompanying the Report:

OFFICE OF THE CHAESAPEAKE AND OHIO CANAL COMPANY

FREDERICK, MD., Dec. 13, 1871

To the Stockholders of the Chesapeake and Ohio Canal:

Gentlemen: in obedience to the above resolution, I herewith proceed to lay before you, in as brief and concise a manner as possible at this date, statements of the earnings, operations and cost of working and maintaining the Canal from the 1st of June, 1870, to the 1st of December, 1871.

The total gross earnings for the period above mentioned has been	\$743,358.37
The total expenses for working and maintaining the Canal for the same time has been	<u>322,494.66</u>
Showing net revenues for the above period to be	\$420,863.71

In order to meet the views of the Board of Directors, which I presume was to lay before the Stockholders a full and explicit statement of their management of this property, I have arranged statements "A" to show the earnings and expenses in each month for the past eighteen months.

The accompanying tables marked "B" and "C," show the earnings and expenses of the Canal for the three preceding years.

With this report will be found table "D," showing what reductions of force and expenses have been made in operating the Canal.

Also statement "E," showing the priorities of liens upon its net tolls and revenues, and payments which have been made upon the same, in accordance with the decision of the Court of Appeals of Maryland at the April term of 1870.

As navigation will not close upon the Canal until the 20th of December, a full statement of the revenue for the present season cannot be

made, nor can a full statement of the tonnage which will be carried the present season be now given. We have, therefore, only given a statement of revenues and tonnage for the present season up to the 1st of December.

Our estimates are, that the revenues accruing in December (provided we can keep the Canal open) will be equal to the expenses of December.

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 110,239 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), will show the condition of the Canal at present, and as compared with its condition on 1st December, 1869 and 1870, and the amount to be expended in extraordinary repairs during the present winter. From a recent trip of inspection over the line I fully concur in his opinion.

Statement "F" shows the comparison of gross and net earnings and expenses of the Canal for 1870 and 1871.

Statement "G" refers to the Construction Bonds and the amount of interest that will be due on the 1st of July, 1872; also the creditors of the Potomac Company, the sinking fund, and the State of Maryland.

Statement "H" shows the amount paid on bonds and coupons and interest on certificates of debt representing coupons funded from August, 1848, to 1st December, 1870.

The whole time navigation has been suspended, for 10th March to 1st December of the present season, and the causes of the same, are as follows:

Canal Trade - 1872

By breaks and leaks	18 days
By strikes of boatmen and laborers at coal wharves	13 days
Raising sunken boats on Georgetown, Monocacy, Antietam, Hancock and Cumberland Divisions	15 days
Replacing lock-gates, broken out	<u>6 days</u>
Total	52 days

This caused our revenue to be reduced, and at the same time our expenses to be considerably increased.

During the latter part of August, September, and up to the 10th of October, we were barely able to keep up navigation on account of the great drought, and low stage of water in the Potomac river. We had to require boats to reduce their tonnage from 110 and 115 tons to 85 and 90 tons.

While this state of things caused a reduction of our revenues, it did not enable us to reduce our expenses.

In October and the early part of November an unusual scarcity of sailing vessels occurred at Georgetown.

By this the coal wharves soon became stocked to their capacity. Again, the shipment of coal was reduced, as the Companies were compelled to keep boats waiting unusually long before discharging their cargoes.

The latter difficulty, the trade of the Canal is more or less subject to. We confidently hope, however, for relief to some extent from this cause when the Western Maryland Railroad is completed to Williamsport, and the connection with the Cumberland Valley Railroad is made, as they will offer new outlets for the Cumberland coal freighted over the Canal.

When those new channels are open, the coal trade of the Canal will soon reach from one million to twelve hundred thousand tons during the season of nine months navigation.

The water will be drawn from the Canal on the 20th of December, when the usual and customary winter repairs will be made. Materials for this purpose have been secured and are deposited at the various points where they will ne needed. It is the intention of the Board,

the weather permitting, to put the Canal in the best possible condition to meet the trade of 1872.

Respectfully submitted, by order of the Board of Directors.

James C. Clarke, *President.*

Statement "A"

Gross monthly earnings from June 1, 1870 to Nov. 30, 1871	\$743,358.37
Gross monthly expenditures (including extraordinary repairs of \$58,804.54)	<u>322,494.66</u>
Net monthly earnings	\$420,863.71

Statement "B"

Gross monthly earnings from Dec. 1, 1868, to June 1, 1870	\$493,107.42
Gross monthly expenditures (including construction and extraordinary repairs of \$84,404.32)	<u>402,827.02</u>
Net monthly earnings	\$90,280.40

Statement "C"

Gross earnings from June 1, 1867, to Dec. 1, 1868	\$583,637.37
Gross monthly expenditures (including construction and extraordinary repairs of \$73,410.18)	<u>400,469.30</u>
Net monthly earnings	\$183,168.07

Statement "D"

The following is a list of Officers abolished and Employees reduced by the present Board of Directors since August and September, 1870:

2 Division Superintendents at \$1,000 each per annum	\$2,000.00
1 Paymaster, salary and expenses \$1,800 per annum	1,800.00
1 Assistant Clerk to Treasurer at \$1,200 per annum	1,200.00
2 Bosses at \$540 each per annum	1,080.00
7 Carpenters at \$2.50 each per day	5,310.00
3 Blacksmiths at \$2.25 each per day	2,025.00
20 Laborers at \$1.50 each per day	9,000.00
2 Horses at \$25 each per month	<u>600.00</u>
Total amount for the year	\$23,015.00

By a resolution of the Board of 16th June, 1870, the President, was required, in addition to his duties as President, to perform the duties of General Superintendent of the Canal and to discharge the duties of Paymaster. He is required to give bond in the sum of fifty thousand dollars (\$50,000.00) for the faithful performance of the trust confided in him.

Statement "E"

Canal Trade - 1872

At the April term of the Court of Appeals of Maryland, the "repair bonds" of the Chesapeake and Ohio Canal, guaranteed by the State of Virginia, March 15, 1849, were made the first lien upon the net tolls and revenues of the canal. At the date of maturity of these bonds, July 1, 1869, the indebtedness of the canal company was as follows, as shown by statement E, accompanying the President's report:

For principal of bonds	\$200,000.00
Unpaid coupons from July, 1852, to July, 1869	<u>204,000.00</u>
Total	\$404,000.00
Amount of accrued interest on principal of repair bonds from July, 1869 to July, 1871, when the last payment was made	<u>22,500.00</u>
Total	\$426,500.00
The payments upon this debt have been as follows:	
Appropriated to coupon account July, 1870	\$100,000.00
Paid to State of Virginia, on account of coupons redeemed by her as guarantor, Dec. 1869	58,435.00
July, 1871	37,173.33
November, 1871	<u>6,660.00</u>
	\$202,268.33

Leaving amount of principal and interest due on repair bonds	\$224,231.67
Appropriated to repair bond account, October, 1870	\$53,750.00
March, 1871	55,250.00
May, 1871	55,500.00
July, 1871	<u>58,000.00</u>
	\$222,500.00
Leaving amount still due	<u>\$1,731.67</u>

There was paid on this debt by the former Board in December, 1869, \$58,435.

There has been paid by the present Board, \$366,333.33.

The first lien now existing upon the net tolls and revenues of the Canal, under the decree of the Court of Appeals, is the unpaid and overdue coupons on the "Preferred or 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. (See Statement G.)

Statement "F."

Statement of Expenses of operating Canal from 1st Jan., 1870, to 1st Dec. 1870, compared with the Expenses of operating the Canal from 1st Jan., 1871 to 1st Dec., 1871.

	1870		1871
January	\$20,954.03	January	\$14,593.78
February	28,607.31	February	20,483.50
March	20,046.35	March	16,523.68
April	22,396.20	April	14,587.15
May	18,263.73	May	16,755.63
June	21,913.67	June	18,200.55
July	19,980.34	July	17,515.34
August	17,448.51	August	16,420.44
September	30,029.33	September	14,840.95
October	15,838.93	October	15,025.00
November	15,214.54	November	18,000.00
		Treasurer's contingent account	608.47
	<u>\$230,692.94</u>		<u>\$183,538.49</u>

Decrease of expenses in 1871 as compared with 1870, \$47,134.45, or 20 40/100 percent.

Statement of Net Revenues of Canal for 1870, as compared with Net Revenues of 1871.

Net earnings from Jan. 1, 1870, to Dec. 31, 1870	\$108,748.70
Net earnings from Jan. 1, 1871, to Nov. 30, 1871	<u>305,935.24</u>
Increase of net earnings in 1871 over 1870, or 1.81 32/100 percent	\$197,186.54
The gross earnings for the year 1870 were	\$357,349.52
The gross earnings for the year 1871 were	<u>\$486,281.16</u>
Increase in 1871 over 1870, or 36 8/100 %	\$128,931.64

Statement "G."

Amount of Preferred Construction Bonds issued by Company, date of issue and maturity of same.

Total amount	\$1,699,500.00
Due in 1882	\$49,000.00
Due in 1883	407,500.00
Due in 1884	850,000.00
Due in 1885	<u>393,000.00</u>
	\$1,699,500.00

Statement "H."

Amount paid on account of Bonds and coupons from Aug., 1848, to June 1, 1870	\$234,807.04
From June 1, 1870 to December 1, 1871	<u>441,333.33</u>

Total	\$675,140.37
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Ibid, p. 2. We publish this morning in full the Report of President Clarke to the Stockholders of the Chesapeake and Ohio Canal Company, with some interesting extracts from tables referred to as accompanying the Report.

From the exhibit of President Clarke, it will be seen that the past season has been the most successful one in the history of the Company – doing more work and bringing larger revenues, with less proportionate working expenses, and a heavier cancellation of indebtedness of the Company than for any previous year.

The management which has in a great measure by its exertions secured this satisfactory and creditable state of affairs deserves the thanks of the public and of the Stockholders.

DNR, Mon. 1/1/72, p. 4. **GEORGETOWN AFFAIRS** – Officer Hesse Saturday arrested two colored men, named John Curry and A. Evans, upon the suspicion of having stolen from the canal boat *Michael O'Connor*, two sets of harness.

Boat Sunk – We learn that a canal boat, belonging to the Cement Mills Company, below town, laden with some 800 barrels of cement, destined for Washington city, sank in the Chesapeake and Ohio canal last week near Harper’s Ferry. A large quantity of the cement was saved. The sinking of the boat was caused by a stone cutting a hole through the bottom. – *Shepherdstown (Md.) Register*

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 ration 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.

DN, Wed. 1/3/72, p. 2. **THE CHESAPEAKE AND OHIO CANAL COMPANY –**

Engineer's Report – To the President and Directors of the Chesapeake and Ohio Canal Company: - Gentlemen: I have the honor to submit herewith an estimate of the amount necessary to be expended for repairs during the present winter, beyond the cost of maintaining the regular force on the line. I have provided only for such work as is necessary for safety, and for the anticipated business of the Canal, although a larger quantity could be done with ultimate economy to the Company.

No estimate is made for opening to navigation the Washington Canal, recommended by the Committee on Construction, which it is supposed will be done without expense to the Company. The excavation of Rock Creek can best be made in the summer by dredging with a proper machine, and, moreover, the authorities of the District have been called upon to remove this material which is, for the most part, washed from the streets and sewers of the cities.

The four locks in Georgetown are not in good condition, but will last through another season without more repair than I have provided for in the estimate.

The bridges which carry the streets of Georgetown over the Canal have to be maintained by this Company. In 1866-7, those on Washington, Jefferson and Congress streets, formerly of arched masonry, were reconstructed of iron in a manner to give more room for boats, at a cost of \$21,920, a part of which, however, was paid by the United States. The bridge at Frederick street was rebuilt in one span, of timber and iron, during the past summer. Those at the market and at Market street are now of timber, resting on bents in the Canal, a method of construction formerly supposed to be necessary to give head-room under a portion of

the bridges for the passage of light boats. The bents or trestles, however, are continually displaced by blows from passing boats, and scarcely a week elapses that repairs are not required. I therefore propose to replace the old structures, now utterly unfit for service, by new bridges, each of a single span, with guide frames in the Canal beneath, to prevent boats from running under the low parts of them. I would recommend that they be constructed of iron to diminish the cost and *trouble* of repairs; but in order to expend the money on more important points, I have estimated for the use of timber.

The ground at the foot of the retaining wall above Welch's mill, has been removed to a level lower than the foundation of the wall, which must now be underpinned and secured.

A culvert three miles above Georgetown has been leaking badly all summer, and at one time caused a small break. It should be made safe before navigation opens.

The Company has leased water-power to mill-owners in Georgetown to the value of \$7,830 per annum. During the low water of the past season, as heretofore, it has been found necessary, in order to retain sufficient water for the movement of boats, to require these mills to suspend operations for several hours each day, and sometimes twice a day, which has been the occasion to them of serious losses. This state of affairs was owing to the imperfect character and condition of Dam No. 1 and the feeder at the Little Falls, which are not sufficient to keep up the supply at such times. It is due by the Canal Company to its lessees that it should make such reasonable repairs and improvements as may be necessary to the fulfilment of its obligations.

Therefore, and in conformity with the recommendation to you of the Committee on Construction, I have estimated for such repair of the feeder, as will prevent these losses and supply the water we have contracted to furnish, so long as the usual annual repairs of the dam are neglected. The precise mode and cost of repair cannot well be determined until the water is drawn off. A lining of plank, if found

practicable and sufficient, will be cheaper than any other method. I have, however, estimated for a slope-wall laid in cement-mortar.

Many of the locks on the Georgetown Division require repair. Some were put in order last winter; others are included in the present estimate. The high wall below Lock 17 (Great Falls) is no worse than two years ago. I consider its condition precarious.

The masonry of Lock 41, at the outlet into the slack-water of Dam No. 4, is dilapidated and needs repair. Owing to its position it cannot be freed from water without the use of a coffer-dam and pumps; an operation which was attempted some years ago, but without success. In the absence of information as to the foundation and original construction of the lock, no exact estimate can be made of the cost of a sufficient coffer-dam, or of the masonry work to be done. The mitre sills which are raised and leak badly can be repaired with the aid of a divine-bell or armor, but the masonry is in parts so defective, that in my judgment it should receive a thorough overhauling.

The masonry of the waste weir in the wing of Orleans Aqueduct is loose and unsafe. It will be taken up and reset, together with a part of the wing wall.

The entrance to the Shriver (branch) basin at Cumberland has never been opened to its full width, to which it is now proposed to extend it.

On all the divisions there are more or less bars, and shallow or narrow places which must be excavated. In the limestone sections, several dangerous leaks should be effectively closed, although it is not practicable to exclude all risks of accidents from this source.

The lock-gates are generally in good condition, and materials on hand for the repair or renewal of such as require it.

During the past season a large amount of ordinary repair has been rendered necessary by the heavy travel on the Canal. It has been an object in making it, to leave the work in better condition than ever and suited to the

requirements of the trade. The wear upon the towing-path has been exceedingly severe, and in places the energies of the Superintendents have been taxed to keep it in proper condition.

At the end of 1869, the Canal was in need of great improvement. Years of enforced neglect, under the straitened resources of the Company, had resulted in dilapidation of structures, washing in of the banks, and the accumulation of deposits in the channel. During the succeeding winter, which was remarkably favorable for the purpose, a considerable sum was expended for repairs, which being concentrated upon the points most in need of them, produced large results in facilities to navigation.

The winter of 1870-1 was, on the contrary, extremely unfavorable for work. Nevertheless, the Canal was much improved in condition, and several important and expensive structures were completed. Among them I refer to the restoration of Williamsport Aqueduct and the construction of the much-needed flume at Dam No. 5, together with a large amount of bottoming on the Georgetown level.

In July, 1870, an estimate was reported of the sums needed to put the Canal in good condition, the total of which was 77,620 dollars. Of this amount, more than one half has been expended on the specific works enumerated, as far as can be determined, and much larger sums have been paid out for repairs, particularly of towing-path, to compensate for the continuous rapid deterioration.

Respectfully,

Wm. R. Hutton, *Engineer*.
Frederick, Md., Dec. 6, 1871.

Office Chesapeake and Ohio Canal Co.,
December 6, 1871.

Estimate of repairs, &c., to be made during the winter of 1871-72, beyond those made by the regular repair force, to put the Canal in good condition.

Georgetown Division

Locks Nos. 1 to 4	\$200
Bridges at Market and Potomac streets	2,600

Repairs of retaining wall & sheet piling	120	
Repairs of culvert on Georgetown level	450	
Repairs of feeder	6,500	
Deepening Canal above Lock 8, and securing culvert	150	
Raising Lock 18	400	
Repairs to Locks 12, 15 and 17, with slight repairs to others	2,400	
Cleaning out Georgetown level, say	2,000	
Materials ordered, not paid for	980	
		\$15,800
<i>Monocacy Division</i>		
Repairs of Locks Nos. 24 to 36	\$975	
Extra labor, bottoming, removing rocks, &c.	300	
Materials	210	
		1,485
<i>Antietam Division</i>		
Repairs of Lock 40	\$300	
Extra labor, cleaning, bottoming and repairing leaks	900	
Riprap on Guard bank No. 4	300	
		1,500
<i>Hancock Division</i>		
Lock 41, repairs of mitre sills and masonry	\$2,500	
Locks 43, 51 and 53 masonry	160	
Repair waste weir on 14-mile level (uncertain until water withdrawn, probably)	230	
Repair leaks of road culvert, Hancock	40	
Extra labor on bottom and bars, &c.	1,000	
		3,930
<i>Cumberland Division</i>		
Repairs of aqueduct at Little Orleans	\$580	
Cleaning and bottoming, including outlet to Shriver basin	1,600	
		2,180
		\$24,915

Wm. R. Hutton, Engineer

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.

DN, Fri. 1/5/72, p. 1. **CHESAPEAKE AND OHIO CANAL COMPANY** – Annapolis, January 4. – At a meeting of the Chesapeake and Ohio Canal Board today, the committee appointed at the last meeting on the 29th ultimo to consider the necessity of legislation in view of the several reports then submitted made a report, after which the Board adjourned to the 30th of January. The report submitted today will be made public tomorrow.

CHESAPEAKE AND OHIO CANAL COMPANY

The Governor refers to the management of the Chesapeake and Ohio Canal with peculiar pride and pleasure. He argues at length that to make the Canal of use and profit it became necessary to secure the entire services of some competent person, and to do this it became necessary to pay a large salary – unprecedentedly large in the State, but not elsewhere. Hon. James C. Clarke was secured, and the results of the last eighteen months' work are sufficient to demonstrate the wisdom of the Boards' action and their choice of President. The Governor warmly eulogizes the administration of the present Canal President, and thinks under his management that in a few years the stock of the State in the Canal will pay a handsome return on the investment. The Governor thinks the value of the Canal to the State is demonstrated and that hereafter no feeble administration of the Company's affairs will be tolerated.

DMC, Fri. 1/5/72, p. 4. **GEORGETOWN Chesapeake and Ohio Canal Company** – We copy the following from the report of William R. Hutton, engineer of the Chesapeake and Ohio Canal Company, viz: "Estimate of repairs, &c. to be made during the winter of 1871-'72, beyond those made by the regular repair force," to put the canal in good condition. Georgetown division, aggregate, \$15,860.

DN, Sat. 1/6/72, p. 2. The Comptroller of the State in his late Report, after referring to the immense advantages which have accrued to our section of the State through the construction of the Chesapeake and Ohio Canal, speaks of "the heavy burden of taxation that it has imposed upon the whole State, recommends a tax of five cents per ton be laid on the transportation of all coal mined in this State."

Hon. James C. Clarke, President of the Chesapeake and Ohio Canal Company, has given notice that the certificates issued under the resolution of 1873, to found the coupons then in arrears, will be paid at the banking house of ALEXANDER BROWN & SONS, in Baltimore on and after Monday next.

DN, Sat. 1/6/72, p. 1. **THE STATE'S INVESTMENTS** – The stocks owned by the State designated as "productive" amount to \$4,694,514.57. The Chesapeake and Ohio Canal Company is indebted to the State for stock subscribed, advances made, bonds of the Company and interest due, in the large sum of \$19,430,759.74.

DN, Mon. 1/8/72, p. 2. The Committee of the Chesapeake and Ohio Canal to whom was referred the subject, have reported unfavorably on the proposition to re-open the mile and quarter of canal lying within the city of Washington. Some action, however, must be soon taken, as the concern has been condemned by the Board of Health. The Committee also reports unfavorably on the proposition for the Company to construct outlet locks at Georgetown, but finds no objection to their construction by private parties.

The Washington *Star* is opposed to the above, which it is pleased to term the "passive policy." The *Star* thinks that in a business point of view, both of these improvements would be beneficial to the Company, as they are represented as demanded, the former by the District local trade, and the latter by the

necessities of boats desiring to discharge without loss of time.

If those interested do not shortly bestir themselves actively, it seems that there is danger of the Chesapeake and Ohio Canal passing from the control of the State. As published by us at the time, there was filed in the District of Columbia Circuit Court, several weeks ago, at the instance of W. W. Corcoran, of Washington, D. C., a bill, which prays that the canal may be placed in the hands of a receiver, or that the places of the deceased trustees, who were named in the mortgage executed under the act of 1845, be filled, and in that event the said trustees be empowered to take possession of the work. There has as yet, it is said, been no answer filed in behalf of the State of Maryland, or no appearance put in. At the last meeting of the Board of Public Works of Maryland, Comptroller Woolford called attention to the fact of this bill having been filed, and offered a resolution directing the Attorney-General to appear in behalf of the State of Maryland. The resolution was voted down, and a resolution passed authorizing the president of the canal company to employ counsel in the matter, in his discretion.

Senator Hamilton has brought the matter to the notice of the members of the Legislature, and a resolution is to be offered in that body requesting the Governor to appoint counsel to appear there and represent the interests of the State of Maryland. In the meantime, those representing the plaintiff are proceeding with all legal dispatch before the Judge of the Circuit Court, sitting in chambers, to obtain the necessary decrees to effect their purpose.

AG, Tue. 1/9/72, p. 4. Mr. W. A. Smoot has commenced his proposed wharf improvements on Union, between Queen and Princess streets; and the Hampshire and Baltimore Coal Co. are pushing forward their's, at the Brown Shed, rapidly.

DNR, Thu. 1/11/72, p. 4. **GEORGETOWN AFFAIRS** – **The Canal** will shortly undergo repair, for which purpose the water will be drawn.

DMC, Fri. 1/12/72, p. 4. **GEORGETOWN** The water has been drawn off the canal for the purpose of repairing a defective feeder.

DN, Tue. 1/16/72, p. 1. **CHESAPEAKE AND OHIO CANAL COMPANY** – Frederick, Md., Jan. 13, 1872. – *Editors News*: The regular monthly meeting of the Board of Directors of the Chesapeake and Ohio Canal Company took place at the Company’s office on the 12th. The President submitted a statement of the earnings and expenses of the canal for the month of December. Also,

The total earnings for the year 1871 amounting to	\$494,281.16
Total expenses for year 1871	<u>200,112.08</u>
Net earnings for 1871	\$294,169.08

After providing for all appropriations made for the payment of coupons and certificates under the decree of the Court, there remained in the Treasury on the 1st of January, 1872, the sum of \$79,150.25.

A large force is now at work on the different Divisions making the necessary repairs to put the Canal in good condition to meet the trade of 1872. A resolution was adopted to fix the rate of toll on coal from Cumberland to Georgetown during the boating season of 1872 the same as was charged in 1871, viz: 46 cents per ton.

A resolution was also adopted authorizing the President to appropriate a portion of the fines imposed and collected for violations of regulations to the Boatmen’s Benevolent Association of Cumberland.

After transacting the usual routine business, the Board adjourned to meet at the Company’s office on Thursday, 8th February.

	<i>Tons</i>
No. tons coal transported during year 1871	850,000
All other tonnage during year 1871	<u>110,238</u>
Total tonnage for year 1871	960,238

About \$7,000 of the expenses for the month of December were for breaking ice in keeping the canal open to the 20th to enable boats to reach their destinations for winter quarters.

DMC, Tue. 1/16/72, p. 4. **GEORGETOWN** The bridge of the Baltimore and Potomac railroad over the canal at K street has been completed, and the track is now laid from the Maryland avenue depot to the canal at its intersection with K street.

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	-	-
	1,458,920	850,339	35,894

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.

DN, Wed. 1/17/72, p. 2. **Messrs. Barnard Carter and John P. Poe** have been retained to defend the State's interest in the Chesapeake and Ohio Canal in the suit of Corcoran at Washington city. The case will be strenuously contested. The correspondent of the *Sun* says:

"The answer will maintain that the decree passed in June, 1870, by the Court of Appeals, in the case of the State of Virginia against the canal company, the State of Maryland and others, is a final judication of the whole matter, binding upon all parties, and especially upon those who, like Mr. Corcoran, were parties to that cause.

"The primary and principal object of the bill in the Corcoran suit is not, as erroneously supposed, to take control and management of the work from the president and directors, but to obtain a decree that the coupons upon the preferred bonds bear interest from their maturity, which the company is bound to pay out of its tolls and revenues, in opposition to the opinion

of the Court of Appeals, which held the contrary. The case, I am informed, is in no danger of being allowed to go by default, but will be strenuously contested."

DMC Wed 1/17/72, p. 4. **GEORGETOWN The Canal** - The water was let in on the canal yesterday, and the flour mills were once more in full operation. President J. C. Clark states that the water will be drawn off the canal from the 5th of February until the 1st of March, 1872, to enable the defective feeder of the Georgetown level to be thoroughly repaired.

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.

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.

AG, Thu. 1/18/66, p. 4. **Wharf and River News** – The wharves leased by the American Coal Company from the city are to be repaired in time for the resumption of business there next spring. Mr. W. A. Smoot will commence extensive improvements to his wharf property as soon as the action of the City Council upon his proposition respecting the construction of a bulkhead at the foot of Princess street can be determined. The Hampshire and Baltimore Coal Company have already commenced extensive improvements upon their newly acquired property at the “Brown Shed.”

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.

DNR, Fri. 1/26/72, p. 4. **GEORGETOWN AFFAIRS – Cold Weather** – The canal has again become coated with ice, and in consequence thereof, several of the mills were obliged to suspend for a short time yesterday morning.

DNR Mon. 1/29/72, p. 4. **GEORGETOWN AFFAIRS – The Canal** – A letter received by one of our commission merchants, from Berlin, Maryland, states that the water will be turned in the canal at this point within a few days, and that a large force has been employed cleaning out the canal and making the necessary repairs thereto. At Berlin there are a large number of boats in waiting, with produce for the Eastern markets.

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.

DNR Wed. 1/31/72, p. 4. **GEORGETOWN AFFAIRS** – During the present cold snap the agents of the various coal companies are improving the opportunity by putting the machined, &c., around the dock in repair. The water in the canal will be drawn off Monday next, to remain drawn twenty days.

AG, Wed. 1/31/72, p. 2. The Legislature of the District of Columbia have appointed a Committee on Manufactures with a roving commission, under which they are now vigorously promenading that extensive territory. One topic seems to exercise them hugely, the water power of the Chesapeake and Ohio Canal, which they style “wonderful.” It is proposed to increase this wonderful power by deepening and enlarging the canal, and thus increasing the volume of water. “The next step,” say the committee, “would be the removal of the Alexandria aqueduct, which is not a source of profit to the company, and the alteration of the bridge to connect with the Virginia shore. This would open up the river above the structure along the line of the canal, which is navigable for more than a mile, and would not interfere materially with the canal trade, as canal boats, after being loaded, can be towed down by tug-boats equally as cheap as they are towed through the canal.” This suggestion strikes me as very cool – almost as much so as the proceedings of the Georgetown Council after the war, in regard to the structure in question, in all of which it was assumed that we on this side had no rights in it which they were bound to respect, and its demolition was loudly called for. What is the present position of this water power question?

Quero.

DNR, Sat. 2/3/72, p. 4. **GEORGETOWN AFFAIRS – The Canal** – The water in the canal will be drawn off on the 5th instant, unless orders are received by Engineer Hutton to the contrary.

A large force of workmen will be put to work on Monday to repair the defective feeder at Little Falls, and by the 1st of March it is expected that the whole line will be open to navigation.

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.

\$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.

DNC, Wed. 2/7/72, p. 4. **GEORGETOWN AFFAIRS** – The rains are rapidly loosening the ice in the river, and from present indications, navigation will be resumed this week.

DMC Wed. 2/7/72, p. 4. **GEORGETOWN**
A large force of men are engaged working at the defective feeder on the canal, at the Little Falls. Engineer Hutton has charge of the work.

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.

DMC, Sat. 2/10/72, p. 4. **GEORGETOWN The Canal** – The water is drawn off the canal, and will not be turned on again until the necessary repairs are completed. It is probable

that all the improvements will ne made by the 1st of March.

Flour Mills – Before the suspension of work by the flour mills along the canal, necessitated by the drawing off of the canal, they had almost exhausted their stock of grain. Messrs. Herr & Welch have on hand about 12,000 bushels of wheat.

DMC Mon 2/12/72, p. 4. **GEORGETOWN The Canal** – President Clarke was in town on Saturday looking after the repairs on the canal. He states that all the necessary improvements will probably be completed by March 5. The transportation of coal on the canal to this port for the past year was about 900,000 tons, and with the canal in order, the president expects to transport during the coming year 1,000,000 tons of coal.

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.

DMC, Wed. 2/21/72, p. 4. **Transfer of a Bridge** – The Board of Public Works have authorized Mr. William A. Wise to remove the bridge from Sixteenth and the canal, taken from Four-and-a-half street, and place it at the intersection of N street with James creek canal, fitting it with pivot, so as to allow its use as a drawbridge, in accordance, as far as practicable, with the plan submitted to the Board. The cut-stone bulkheads taken from Four-and-a-half street are to be used in the fitting up, and the work is to be done in the most substantial manner by Teemeyer & Co.

DNR Mon. 2/26/72, p. 4. **GEORGETOWN AFFAIRS** – It is expected that the canal will be in working order by the 5th of March next.

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, Thu. 2/29/72, p. 3. **Wharf Improvement.** – The Hampshire and Baltimore Coal Company have almost completed their improvements as the "Brown Shed" wharves, which property now belongs to them, and will be ready for business as soon as canal navigation begins. Their new wharves were built by Mr. Rodgers and are very substantial. The trestle work for the machinery to be employed in loading and unloading coal, was planned and erected by Mr. Peter Aitchison, and reflects great credit upon his mechanical skill.

DNR, Fri. 3/1/72, p. 3. **GEORGETOWN AFFAIRS** – The levels along the canal will be tried next week by letting the water into them. The water was let into the canal temporarily at Cumberland, Tuesday, and all was found to be in good condition.

DMC, Tue. 3/5/72, p. 4. **GEORGETOWN The Canal** – The water is now in on the entire length of the canal. The water has been turned into the Georgetown level, so as to remove all empty boats, so that a thorough cleaning-out and repairs can be made. The water is expected to be let off again as soon as the boats are removed, and will possibly be out some three or four days. Our millers and merchants have been making all the necessary preparation, so as to be ready the moment the canal is in order.

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.

Fri. 3/15/72, p. 4.¹ **Canal Matters** – The persistent efforts of Superintendent Mulvaney to open a passageway for boats through the ice in the canal and basin have been crowned with success, so far as it is practicable with the ice-breaker to accomplish the same. Yesterday forenoon a way was broken to one of the chutes at the Walsh & McKaig wharf, and during the afternoon the new canal boat “Theodore Embry” was loaded with 108 15 tons of coal, consigned to C. Embry & Son, Williamsport, Md., and the steam propeller “Alaska” was loaded with 85 tons of coal, consigned to parties at Georgetown, D. C. The coal was from the Maryland Coal Company’s mines. These two boats are to start this morning, the steamer in advance. It is expected they will get to their destination in good time, provided the lodged, or gorged ice does not prove too great an obstruction. All persons about the canal here yesterday appeared to be considerably elated over the prospect of a resumption of navigation, and the departure of these two boats is a matter of general interest. The “Embry” is a new boat, launched this winter from the yards of Mr. Frederick Mertens, in this city. The steamer – a screw propeller – belongs at Georgetown, and has been here since the close of navigation last fall.

Yesterday afternoon the ice-breaker was taken through the river lock for the purpose of opening a way to the Potomac wharf. Sixteen mules were hitched to the boat, and by hard pulling, cutting, pounding and shoving, by evening the boat was taken as far as the east end

of Young’s boat yard, a distance of about a quarter of a mile. This morning the work will be renewed, and as the worst has been overcome, it is thought the east end of the wharf can be reached in a few hours. At that point the mules will be dispensed with, and the boat hitched to a locomotive on wharf, when it can soon be drawn as far as necessary. Several boats are awaiting the result of this job, that they may take on cargoes of coal for points along the line of canal, where the supply of coal has given out, and fuel is much needed.

The Washington *Star* of the 13th instant says: The water is now on the entire length of the canal, from Georgetown to Cumberland, having been let on this level at 6 o’clock this morning. Boats laden with grain, wood, &c., have commenced to arrive, and others, with merchandise, at this point, to depart. The millers have also commenced operations.

DMC, Fri. 3/15/72, p. 4. **GEORGETOWN The Canal** – Considerable ice is reported in the canal above Harper’s Ferry. It is expected that in a few days the entire length of the canal will be unobstructed, and that active operations will be resumed at once at the coal wharves and elsewhere.

The Grain Market – The canal boat E. D. Hartley arrived yesterday from Berlin, Md., with 3,800 bushels of wheat for Hartley & Bro.

DNR, Tue. 3/19/72, p. 1. **GEORGETOWN AFFAIRS – The Canal** – Arrived yesterday, boats Wm. H. Billmyer, from Shepherdstown, with 3,800 bushels of wheat for George Waters; Ida, Sallie and Henry Kraus, with wood for market.

AG, Tue. 3/19/72, p. 4. **Canal Matters** We are happy to announce that the canal is reported by Superintendent Mulvaney as in complete navigable order throughout. The ice upon the Cumberland division no longer proves any hindrance to boat in. The last heard of the

¹ *Cumberland Daily News*, Cumberland, Md.

two boats that left here on Friday with coal for Williamsport and Georgetown, was to the effect that after getting through the jammed ice at the "wide water." three miles below the city, they were going on finely. A number of boats are to be loaded today, several by the Hampshire and Baltimore Company, and Maryland Company. We believe we can safely state that navigation has begun, and it is likely to continue. — *Cumberland News*.

Canal Navigation — Navigation is now open from this city to Cumberland, and nearly all the boats that were caught by the freeze, and had to remain here last winter, have started up the canal. No boats have as yet arrived here, however, nor are any expected within the next few days. Advices from Cumberland state that the Consolidation Company commenced shipping coal by the canal today.

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.

 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.

 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.

DN, Wed. 3/20/72. P. 4. **Canal Trade.** — We feel rejoiced to be able to resume the publication of the canal trade from this city to points below, reports of which we gave full and correct accounts all last season, and propose to do so throughout the season just beginning. There is no ice now to obstruct navigation, and as the spring is rapidly advancing, it is hardly probable there will be any more trouble from that source.

President Clarke was in this city yesterday paying off the employees on this end of the canal, and attending to other canal affairs. He reports the entire canal in good boating order.

Of the boats loaded during the past two days, but seven have cleared from this port, the names and tonnage we give below:

GEORGES' CREEK COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
James March	Georgetown	116 09
Eureka	Georgetown	105 05
Martha	Georgetown	105 02
	Total	326 16

BORDEN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
R. E. Fugitt	Georgetown	118 02

MARYLAND COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Dr. E. DeLacey	Georgetown	110 08

CONSOLIDATION COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Thomas Malloy	Georgetown	114 05

PRIVATE		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Noble Grand	Hancock	109 11

DNR Wed. 3/20/72, p. 4. **GEORGETOWN AFFAIRS — The Canal** — Grain, wood and Seneca stone boats are arriving, but, as yet, no coal boats loaded this spring have come in. Coal in large quantities is expected by the latter part of this week, by which time it is hoped the ice will be entirely out of the canal.

DMC Wed 3/20/72, p. 4. **GEORGETOWN**

Bridges Finished – The bridges crossing the canal at Market street have been put in thorough repair, and travel resumed over them once more with safety.

AG, Wed. 3/20/72, p. 1. **Canal Matters** – The canal now being opened for navigation; boatmen are preparing for loading their boats. The Maryland Coal Company loaded three boats at the basin wharf yesterday as follows: “Round Top, 108 tons 19 cwt.; Dr. Delaplane, 115 tons 2 cwt.; Noble Grand, 109 tons 11 cwt. The Hampshire and Baltimore Company and the George’s Creek Coal and Iron Company each loaded one boat at the Potomac wharf. It is expected a number of boats will be loaded today, but it will be a week or more before navigation is briskly resumed, as neither boatmen or shippers seem to be fully prepared for business. – *Cumberland News.*

DN, Thu. 3/21/72, p. 4. **Canal Trade.** – We have the gratifying intelligence of the departure of fourteen boats from this port yesterday, for tide water. The weather has again become extremely cold, but no apprehensions are felt that any ice will form likely to interfere with boating. The American Coal Company will begin shipping today, and the shipments by other companies will be increased, from which we may expect a lively trade to commence on the canal.

The following boats cleared yesterday:
CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
H. T. Weld	Georgetown	109 05
H. C. Hicks	Georgetown	115 00
Harlem	Georgetown	107 00
W. Marbury	Georgetown	97 15
H. Rowland	Georgetown	111 03
F. H. Walcott	Georgetown	105 06
James Murry	Georgetown	112 00
Total		326 16

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. C. Stubblefield	Georgetown	114 03

J. D. Tice	Georgetown	117 16
Total		231 19

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Maggie B.	Georgetown	114 16
Emerald	Georgetown	112 11
Total		227 07

GEORGES’ CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
C. Segerson	Georgetown	112 19
J. & T. Coulehan	Georgetown	115 11
Total		228 10

HAMPSHIRE & BALTIMORE COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
R. J. West	Georgetown	111 15
R. A. Goodwin	Georgetown	115 13
Total		227 08

DN, Fri. 3/22/72, p. 4. **Canal Trade** – There were fifteen departures yesterday of boats laden with coal, which is very gratifying in the beginning, considering the severity of the weather, and the fact that neither the companies or boatmen are fully prepared for the canal business.

Although the weather for the past two days has been freezing cold, on ice to interfere with boats has formed on the river or canal. The high winds prevailing have kept the water agitated, and ice should not form. The Shriver basin, however, being sheltered from the wind, was frozen to such an extent yesterday that the “ice breaker” had to be brought into requisition to make a passageway for boats.

The following boats cleared yesterday:
CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Maryland No. 2	Georgetown	116 03
M. H. Russell	Georgetown	114 01
Owl	Georgetown	111 05
A. Campbell	Georgetown	102 16
P. J. Smith	Georgetown	108 14
Total		555 04

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Viola H. Weir	Georgetown	118 00

Capt. R. L. Gross	Georgetown	111 00
M. A. Edwards	Georgetown	103 04
Total		<u>332 14</u>

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Geo. W. Thacker	Georgetown	111 16
Wm. Borden	Georgetown	117 11
Leander Lovell	Georgetown	117 12
B. L. Slack	Georgetown	113 05
Total		<u>460 01</u>

HAMPSHIRE & BALTIMORE COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Mrs. C. E. Charles	Georgetown	113 04

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Chesapeake	Georgetown	108 07

NEW CENTRAL COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Thos. Wheeler	Georgetown	110 00

DMC, Fri. 3/22/72, p. 4. **GEORGETOWN**

Grain – The canal boat Seneca arrived yesterday from Seneca, Md., with a cargo of flour, corn and mill-feed for W. H. Dougal and B. Talbott & Son; also, the boat Medley, from White's Ferry, Md., with 2,500 bushels of wheat and corn for Hartley & Bro. and B. Talbott & Son.

Should be Rebuilt – A petition, signed by some of our prominent merchants, has been presented to the Board of Public Works asking that the bridge crossing the canal at Market street be immediately repaired and built up at the expense of the canal company. It is the duty of the Chesapeake and Ohio Canal Company to repair the bridge, but as they seem to be in no hurry to do it the above petition was presented.

AG, Fri. 3/22/72, p. 3. **Canal Trade** – We have the gratifying intelligence of the departure of fourteen boats from this port yesterday, for the tide water. – The weather has again become extremely cold, but no apprehensions are felt that any ice will form likely to interfere with boating. The American Coal Company will begin shipping today, and the shipments by other

companies will be increased from which we may expect a lively trade to commence on the canal. – *Cumberland News of yesterday.*

DN, Sat. 3/23/72, p. 4. **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 tidewater and back, is nine days. The usual number of days the canal is open for 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 statements, a pretty correct idea can be gained of what the canal is capable of, and with an active trade, under an auspicious season, what is likely to be accomplished in the coal business by that avenue to market.

Heavy Orders for Coal – The *Washington Star* of the 21st inst. says:

The Consolidation Coal Company are in receipt of orders for coal from their mines at Cumberland, amounting to 30,000 tons, which is twice as much as was ordered up to this time last year.

Canal Trade – The following boats cleared yesterday:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. T. Davis	Georgetown	114 00
R. I. Morris	Georgetown	119 12
Blue Bell	Georgetown	98 14
Wren	Georgetown	103 19
Total		<u>436 05</u>

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
P. Quigley	Georgetown	103 06
L. G. Stanhope	Georgetown	113 09
Total		216 15

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Susan Charles	Georgetown	115 04
Dr. F. C. Doyle	Georgetown	114 17
Total		230 01

HAMPSHIRE & BALTIMORE COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Grayson & Fannie	Georgetown	110 00
Wm. P. Wools	Georgetown	108 02
Loney Rodey	Georgetown	109 13
Total		327 15

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Samuel Charles	Georgetown	104 05

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.

ES, Sat. 3/23/72, p. 4. **GEORGETOWN The Canal.** - Mr. Wm. H. Dougal received 238 barrels of flour per boat J. T. Baker yesterday, and Mr. George Waters 763 barrels. The boat Round Top No. 1 arrived this morning with 605 barrels of cement for George Waters. Owing to ice on some of the upper levels, the canal is not yet in full operation. Nothing is doing at the coal wharves, although quite a large number of schooners are waiting for cargoes. Next week a large number of coal boats are expected from Cumberland, and the different coal companies will commence business in earnest.

AG, Sat. 3/23/72, p. 4. **Dredging Machines** - As stated yesterday, the operation of the two dredging machines now at work in the docks of

this city, is observed with much interest by many spectators. The machines today were cleaning out the dock of the Hampshire and Baltimore Coal Company at the "Old Brown Shed" wharf. and that at the foot of Cameron street, and at least one hundred colored men idled away the day looking at the scoop of the latter as it brought up, at intervals of five to ten minutes, a ton of mud and dropped it in the scows, which, when filled, were towed over to the Maryland flats where their loads were deposited. Some copper lost overboard from a vessel lying in the Cameron street dock many years ago, was found in the mud taken from the dock this morning.

DN, Mon 3/25/72, p. 1. **Canal Trade** - Business on the canal is becoming very encouraging. The ice has all disappeared, and indications are favorable for better weather than we have had all last week. About fifty empty boats arrived here from below, yesterday and the bay before, and on Saturday twenty-eight loaded boats with cargoes of coal cleared this port for Georgetown and Alexandria, carrying 3,094 18 tons.

The Washington *Star* of Saturday says: "A large number of schooners are awaiting at the wharves in this city for cargoes of coal." We are pleased to say that they will not be kept waiting much longer, as about sixty boats loads of coal are on their way to tide water, and more will follow.

The following boats cleared yesterday:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
R. Bender	Georgetown	114 14
J. P. Agnew	Georgetown	111 01
H. Lawther	Georgetown	111 07
Uno	Georgetown	109 14
T. J. Mehaffey	Georgetown	115 05
Katskill	Georgetown	103 17
F. Delano	Georgetown	105 12
Gowanus	Georgetown	108 00
S. S. Cunningham	Georgetown	110 00
J. K. Whitford	Georgetown	115 12
Total		1105 03

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. C. Greene	Georgetown	114 07
S. H. Sherman	Georgetown	111 03
Evening Star	Georgetown	106 05
J. E. West	Georgetown	111 07
Morning Star	Georgetown	111 05
Nathan Williams	Georgetown	106 10
Total		660 17

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Naomi	Georgetown	109 07
H. Gerdeman	Georgetown	121 01
Wm. Doyle	Georgetown	110 13
Total		341 01

NEW CENTRAL COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Wm. Moffett	Georgetown	114 19
G. Blackburn	Georgetown	115 01
Jack Topper	Georgetown	105 00
Total		335 00

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Huntington	Georgetown	100 19
Ingomar	Georgetown	107 01
Total		208 00

HAMPSHIRE & BALTIMORE COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Thos. Stackpole	Georgetown	112 10
Morning Sun	Georgetown	110 02
Total		222 12

PRIVATE

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Theo Embry	Williamsport	113 15
A. L. Miller	Georgetown	112 11
Total		226 06

DMC Mon 3/25/72, p. 4. **GEORGETOWN**
The Canal – The water was drawn off the canal early yesterday morning for the purpose of making a few repairs to the water-main at College Pond. The canal boat Round Top No. 1 arrived Saturday morning from Hancock, Md., with 605 barrels cement for George Waters.

DN, Tue. 3/26/72, p. 4. **Canal Trade** – There were twenty-six boats loaded with coal cleared from this port yesterday as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Erastus Corning	Georgetown	112 12
Magpie	Georgetown	104 09
Wm. Morehead	Georgetown	113 01
C. H. Dalton	Georgetown	115 00
A. J. Centre	Georgetown	113 18
Broadway	Georgetown	105 08
J. H. Grove	Georgetown	114 15
C. Slack	Georgetown	114 11
Okonoko	Georgetown	115 00
Communipaw	Georgetown	103 13
Washington Irving	Georgetown	113 15
Total		1226 02

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Sallie Ardinger	Georgetown	104 11
John C. Hassett	Georgetown	110 02
Lizzie & Phillie	Georgetown	101 00
Darma Tilghman	Georgetown	110 14
Capt. J. R. Masters	Georgetown	116 07
Total		542 14

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. T. Scrivener	Georgetown	115 16
J. & H. Korn	Georgetown	106 17
Total		222 13

HAMPSHIRE & BALTIMORE COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. McNally	Georgetown	115 14
H. O. Garrett	Georgetown	110 10
W. H. Billmyer	Georgetown	111 04
Total		337 08

NEW CENTRAL COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Wm. T. Hassett	Georgetown	112 00
J. M. Hedding	Georgetown	111 16
Ida & Willie	Georgetown	110 14
Total		334 10

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
T. Long	Georgetown	104 10

PRIVATE

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. L. Miller	Georgetown	112 11

DMC, Tue. 3/26/72, p. 4. **GEORGETOWN**

The Canal – The water was turned on the Georgetown level yesterday morning, but still remains off the level at White Oak Spring, which was caused by the falling in of one of the walls on that level. The ruins will be immediately repaired, and navigation will be resumed at once. A large number of boats were expected to arrive yesterday but were detained on account of the above-mentioned accident.

The Grain Market – Arrived – Boat Red Rye No. 1, from Berlin, Maryland, with 760 bushels of wheat for J. G. Waters

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.

DN, Wed 3/27/72, p. 1. **Canal Trade** – We have the gratification of recording the departure of thirty-one loaded boats yesterday, carrying 3,380 14 tons of coal.

Owing to the water having been drawn off the level at Great Falls, to repair a lock, a large number of boats have been detained for the short time at that place, but we presume they have reached their destination before this date.

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. H. Boyd	Georgetown	113 19
L. R. Fechtig	Georgetown	113 01
Author Crofley	Georgetown	*73 00
Lark	Georgetown	103 13
Merica M. Jane	Georgetown	110 10
C. L. Brengle	Georgetown	112 08
J. C. Hoffman	Georgetown	104 16
Total		731 07

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
F. Ensminger	Georgetown	111 09
Chas. A. Greene	Georgetown	115 19
M. A. Adams	Georgetown	104 01
Susan M. Taylor	Georgetown	114 07
Thos. Drennen	Georgetown	107 12
Total		553 08

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
H. Willison	Georgetown	115 14
Adam Sherman	Georgetown	114 01
F. J. Laing	Georgetown	113 03
Robt B. Cropley	Georgetown	114 12
Silver Wave	Georgetown	114 06
Lilly & Nanny Claget	Georgetown	111 02
Total		682 18

NEW CENTRAL COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Ida & Harry	Georgetown	109 16
A. Spear	Georgetown	111 00
Annie Bell	Georgetown	105 06
R. A. Wagley	Georgetown	100 13
Andy Johnson	Georgetown	105 13
Total		532 12

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. J. Shrives	Alexandria	105 11
James A. Alexander	Alexandria	114 04
Chas. Robb	Alexandria	112 00
Edward Bayer	Alexandria	113 09

Canal Trade - 1872

Total	445 04
MARYLAND COMPANY	
<i>Boats</i>	<i>Destination</i> <i>Tons</i>
City of Hamburg	Georgetown 109 03
Jacob Canter	Georgetown 112 17
Total	222 00
HAMPSHIRE & BALTIMORE COMPANY	
<i>Boats</i>	<i>Destination</i> <i>Tons</i>
H. M. Snyder	Georgetown 109 00
Amazon	Georgetown 104 05
Total	213 05
*Fire Brick	47 09

DMC Wed 3/27/72, p. 4. **GEORGETOWN**
The Canal – The repairs to the level on the canal above Great Falls were not completed yesterday and in consequence there were no arrivals. It is probable that the repairs will be finished today, and that boats will begin to arrive by tonight.

DN, Thu 3/28/72, p. 4. **Canal Trade** – 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.

The lower end of the canal is not in as good order as was hoped. The *Washington Star* of the 26th says:

There is no business being done along the canal wharves just now owing to a break on some of the upper levels. It is probable that repairs will be finished today, and that loaded boats will begin to arrive by tonight.

The ice at this end of the canal did not prove of any serious damage to boats except to one of the Maryland Coal Companies – the J. D. Tice – which was cut through and sunk on Saturday last, at a point about thirty miles below this city.

CONSOLIDATION COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Annie Rinehart	Georgetown	105 06
J. McGraw	Georgetown	114 07
J. S. Mackie	Georgetown	103 10
T. J. Nimmo	Georgetown	104 02

Energy	Georgetown	106 14
R. P. Getty	Georgetown	111 18
E. M. Linthicum	Georgetown	105 06
Hunter & Bruce	Georgetown	110 11
Hawk	Georgetown	111 00
W. R. Shaw	Georgetown	108 02
Cherokee Tribe	Georgetown	116 12
Mohawk	Georgetown	108 03
Total		1305 11

MARYLAND COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Iowa	Georgetown	97 03
Sharpsburg	Georgetown	117 14
G. H. Bradt	Georgetown	110 17
M. E. Spier	Georgetown	110 10
B. R. Summers	Georgetown	109 11
Dr. Duckett	Georgetown	116 03
A. H. Bradt	Georgetown	109 11
Total		771 09

BORDEN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Henry Freeland	Georgetown	116 07
Alexander	Georgetown	109 06
Tillie B. Lynn	Georgetown	104 13
Joseph R. Haines	Georgetown	109 00
Joseph H. Farrow	Georgetown	110 09
Total		549 06

AMERICAN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. H. Stickney	Alexandria	119 07
Chas Clifton	Alexandria	115 15
W. J. B. Lloyd	Alexandria	114 17
M. A. Myers	Alexandria	119 13
Total		469 15

NEW CENTRAL COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Nannie McGraw	Georgetown	109 10
Thos. Hassett	Georgetown	108 18
R. M. Sprigg	Georgetown	112 06
Geo. Cooter	Georgetown	112 07
M. E. Mahan	Georgetown	106 08
J. L. Motter	Georgetown	116 17
Total		666 06

GEORGE'S CREEK COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
D. L. Taylor	Georgetown	114 05

Canal Trade - 1872

H. W. Dellinger	Georgetown	111 15
Mattie	Georgetown	112 09
Total		338 09

HAMPSHIRE & BALTIMORE COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Wm. Devecmon	Georgetown	102 11
M. S. Fernsner	Georgetown	109 02
P. S. Lemon	Georgetown	110 02
Geo. P. DeWitt	Georgetown	105 00
Total		426 15

SMC, Thu. 3/28/72, p. 4. **GEORGETOWN**

The Canal – Twenty-five boats loaded with coal arrived yesterday from Cumberland, Md., for the different companies. *Arrived* – Boat Round Top No. 1, from Hancock, Md., with 605 barrels of cement for George Waters.

Arrival and Sale of Wheat – The canal boat J. N. Thomas arrived yesterday from Point of Rocks, Md., with 3,600 bushels of wheat for J. G. Waters.

DN, Fri. 3/29/72, p. 4. **The canal boat** “Excelsior” arrived at this place a few days since from the Hancock region with 1,900 bushels of wheat belonging to Messrs. Ernst & Holland, of Cherry Run, and consigned to Mr. R. D. Johnson, of this city.

Canal Trade – We learn that the first boats were being unloaded at Georgetown D. C., yesterday.

The departures of boats from this port yesterday were thirty-six, carrying 3,962 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Wm. M. Hill	Georgetown	112 02
John A. Graham	Georgetown	106 18
John R. Cruzen	Georgetown	116 00
C. W. Harper	Georgetown	111 18
Dr. J. P. Delaplane	Georgetown	*85 09
J. Crane	Georgetown	118 18
A. Van Collier	Georgetown	113 15
Minnesota	Georgetown	104 13
R. Bender	Georgetown	113 00

Dr. A. A. Biggs	Georgetown	117 01
Total		1099 14

NEW CENTRAL COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. E. Silver	Georgetown	111 11
G. W. Gore	Georgetown	105 19
George Snyder	Georgetown	115 17
O. D. Robbins	Georgetown	109 04
W. L. Shaw	Georgetown	114 17
Total		557 08

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. S. Wintringham	Alexandria	112 17
Michael Lienan	Alexandria	106 05
Eagle	Alexandria	107 12
E. Stevenson	Alexandria	104 15
Total		431 04

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Isaac Wilson	Georgetown	111 07
Geo. H. Colbert	Georgetown	110 12
Henry Krouse	Georgetown	113 15
Invincible	Georgetown	102 00
Total		437 17

HAMPSHIRE & BALTIMORE COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Dr. J. P. Broderick	Georgetown	113 12
Samuel Swain	Georgetown	108 12
Conrad Woltz	Georgetown	115 17
Lillie Lemen	Georgetown	107 05
Total		445 06

PRIVATE

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. M. Resley	Antietam	111 16
Minerva Boyer	Antietam	111 19
J. M. Boyer	Antietam	112 08
S. Welch	Shepherdstown	105 01
Total		440 04

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Willie Snyder	Georgetown	108 02
Col. J. C. Lynn	Georgetown	112 07
L. Hartley	Georgetown	103 12
Total		324 01

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
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John Gorman	Georgetown	114 09
H. Resley	Georgetown	111 17
	Total	<u>226 06</u>
*Fire Brick		33 12

AG, Fri. 3/29/72, p. 4. **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 tons 11 cwt. of coal.

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 F. 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.

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.

DN, Sat. 3/30/72, p. 4. **Canal Trade** – Business on the canal this week has been flattering, and the season, though late, opens very promisingly. The shipments of coal for the past few days have been up to an average with the busy part of the season last year, and indications for an increased trade are encouraging.

The Washington *Star* of 28th inst. says of that end of the canal: “Everything looks lovely at the coal wharves this morning. It is indeed encouraging to see the large number of boats and hands employed and every wharf in full operation. The canal is in excellent order all the way from Cumberland.”

There were 33 boats dispatched from Cumberland yesterday, carrying 3,732 17 tons of coal, as follows:

CONSOLIDATION COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Pigeon	Georgetown	104 03
Jim Gunning	Georgetown	109 07
Samuel Boyer	Georgetown	111 16
Julia Manning	Georgetown	104 08
D. C. Bruce	Georgetown	109 02
C. P. Manning	Georgetown	106 13
H. C. Winship	Georgetown	110 06
L. L. Grove	Georgetown	112 12
Diligent	Georgetown	111 11
Laura	Georgetown	104 01
B. F. Charles	Georgetown	111 00
	Total	<u>1195 02</u>
AMERICAN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>

James Hoy	Alexandria	110 14
W. Laird, Jr.	Alexandria	109 00
Rechabites	Alexandria	113 17
John W. Bacon	Alexandria	106 04
J. H. Parrot, Jr.	Alexandria	113 00
A. Jackson Clarke	Alexandria	113 16
Total		662 11

NEW CENTRAL COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Zella & Minna	Georgetown	109 04
W. H. Ash	Georgetown	112 03
Benny Long	Georgetown	101 19
H. W. Shuck	Georgetown	112 08
J. H. Gattrell	Georgetown	112 16
Total		548 10

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
James H. Percy	Georgetown	106 11
Ida & Sallie	Georgetown	110 12
Excelsior	Georgetown	119 00
Loretta	Georgetown	109 17
Total		446 00

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
C. W. Adams	Georgetown	111 17
F. A. Mertens	Georgetown	109 16
W. R. Shaw	Georgetown	112 13
Total		334 06

HAMPSHIRE & BALTIMORE COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Grason & Fannie	Georgetown	120 18
Park Agnew	Georgetown	113 02
Total		234 00

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Huntingdon	Georgetown	103 16

PRIVATE

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
C. Embry	Williamsport	108 12

DNR, Sat. 3/30/72, p. 4. **GEORGETOWN AFFAIRS** – **The Coal Trade** – The Consolidation Coal Company received during the week ending yesterday 5,580 tons of Cumberland coal, and shipped 5,300 tons.

DMC, Sat. 3/30/72, p. 4. **GEORGETOWN Flour & Grain** – *Arrived* boat T. J. Baker, from Williamsport, Md., with 860 barrels of flour for George Waters and 140 barrels of flour for W. H. Dougal.

New Corn Mill – Messrs. Beall & Shoemaker are having built on the south bank of the canal just above the Aqueduct bridge, a three-story building, which will be used as a corn mill. It will have runner burrs, with a capacity of grinding 500 bushels of corn meal per day. The mill is principally designed for manufacturing family meal to be filled in paper sacks. The building will be finished and ready for occupancy by the first of April, or soon after.

ES, Sat. 3/30/72, p. 4. **GEORGETOWN The Canal** – Boats Nellie Graham, from Berlin, Md., has arrived with 1,500 bushels red wheat, 500 bushels corn meal, 600 bushels white corn, and 100 bbls. flour, to George Waters, and boat Round Top No. 2, 700 barrels cement to same. The locks on the lower level of the canal, at the basin, are now repaired, and boats are today passing daily at the basin, freely into the river.

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, Mon., 4/1/72, p. 3. **CANAL COMMERCE Arrivals** – Boats W. J. Boothe, J. A. Alexander, Edward Bayer, Chas Robb and J. H. Stickney, to American Coal Co.; boats H. A. Garrett and H. M. Snyder, to Hampshire & Baltimore Coal Co.

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, Tue., 4/2/72, p. 2. **CANAL COMMERCE Arrivals** – Boats Geo. Moler, Gen. J. K. Bonner and Carrie H., stone, and Amazon, coal, for Georgetown and Washington. Boats C. Clifton, W. J. B. Lloyd, M. A. Myers, A. S. Winteringham and W. J. Shreve, to American Coal Co. Boat M. S. Fernsner, to Hampshire & Baltimore Coal Co.
Departures – Boat H. A. Garrett, Cumberland; C. W. Hayden, H. H. Dodge and Kate, Seneca; Chas. Clifton, W. J. B. Lloyd, H. M. Snyder, Cumberland.

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.

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	<u>31,728 09</u>

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.

ES, Wed. 4/3/72, p. 4. **GEORGETOWN Arrived** – Canal boat Round Top No. 1, from Hancock, Md., with 650 barrels cement, to George Waters.

DNR, Thu. 4/4/72, p. 4. **GEORGETOWN AFFAIRS – The Canal – Arrived** – Boats Round Top No. 1, from Hancock, with 650 barrels of cement to George Waters; A. S. Trundle, from White's Ferry, with 2,300 bushels of wheat and 700 bushels of corn, to Hartley & Bro.

DMC, Thu. 4/4/72, p. 4. **GEORGETOWN Flour, Grain and Cement** – The arrivals yesterday, per canal, were boats Seneca, from Seneca, Maryland, with a cargo of flour, mill-feed and grain for W. H. Dougal; A. S. Trundle, from White's Ferry, Maryland, with 2,300 bushels of wheat and 700 bushels of corn, for Hartley & Bro.; Round Top No. 1, from Hancock, Maryland, with 650 barrels of cement for George Waters.

AG, Thu. 4/4/72, p. 2. **Canal Trade** – The canal trade may now be said to have fully opened and

boats are arriving and departing freely. The entire line between here and Cumberland is in excellent condition, is likely to continue so, and the indications are that the business of the canal this season will be in excess of that of any preceding year. The *Cumberland News* of yesterday says: - "Yesterday was a 'big day' at the coal wharves in this city, as forty-two boats were loaded with coal and dispatched for tide water, carrying 4,686 tons 2 cwt. Business on the canal opens very favorably, and thus far since navigation has been resumed, there has been a very good trade going on, considering the fact that both boatmen and the coal shippers were late in getting into active operation."

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.

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, Fri. 4/5/72, p. 3. **LOCAL NEWS – Left for Baltimore** – The steam dredging machine, *Richmond*, which for some time past has been engaged in cleaning out the dock of the Hampshire and Baltimore Coal Co., left here this morning in tow of a tug boat for Baltimore.

Ibid. p. 4. **CANAL COMMERCE**
Arrivals – Boats G. P. Lloyd, Rechabites and M. E. L. Moore, to American Coal Co. Boats Samuel Swain, Lillie Lemen and Wm. Devcon, to Hampshire & Baltimore Coal Co. Boat Jim Gunning, to Consolidated Coal Co.
Departures – Boats C. W. Harper, G. P. Lloyd, Rechabites, Samuel Swain, P. L. Lemen, M. S. Fernsner and D. Cromwell, for Cumberland.

AG, Sat. 4/6/72, p. 3. **Canal Trade** – The *Cumberland News* of Friday says: - "Yesterday was another 'big day' on this end of the canal, as forty-three boats were loaded and dispatched from this port, carrying 4,741 14 tons of coal."

AG, Mon. 4/8/72, p. 2. **CANAL COMMERCE**
Arrivals – Boats Four Brothers, limestone; H. H. [illegible] Seneca stone; Anna, Carrie and scow [illegible] Mrs. C. E. Charles, coal, -- for Washington. Boats Grason & Fannie, Dr. J. B. Broadrick and Geo. Hutton, to Hampshire and Baltimore Coal Co. Boats U. C. Hamilton, Goldfinch, C. F. Livermore, Plover, W. W. Shepherd, G. K. Sistare, J. Dayton, Alex. Ray, M. Sandford and Sam. Henry, to American Coal Co.
Departures – Boats James Noble, Thomas Patton, Henry Wade, George Sherman, Park Agnew, Conrad Waltz, Carrie H., Anna, Joseph F. Hitch, Laura, U. C. Hamilton and Goldfinch, for Cumberland.

DMC, Tue. 4/9/72, p. 4. **GEORGETOWN Cement** – The canal boat Round Top No. 2 arrived yesterday, from Hancock, Md., with 560 barrels of cement for George Waters.

AG, Tue. 4/9/72, p. 2. **CANAL COMMERCE**

Arrivals – Boats Morning Sun, John Young, M. H. Wright and R. A. Goodwin, to Hampshire & Baltimore Coal Co. Boats John J. Swift, E. F. C. Young, James Dayton, D. A. Lowe and [illegible], to American Coal Co. Boat Round Top, cement, to Shinn & Co. Boats Geo. Mohler, limestone, and Alaska and W. P. Wools, coal, for Washington.

Departures – Boats C. F. Livermore, Plover, W. W. Shepherd, Dr. J. P. Broderick, Grason & Fannie, G. K. Sistare, Alex Ray, J. S. Davenport, Geo. Hutton, Samuel Henry, M. Sandford, Geo. Moler, R. A. Goodwin, Four Brothers, E. F. C. Young, Morning Sun, John J. Swift and James Dayton, for Cumberland.

Ibid. p. 4. **Canal Trade** – The Cumberland *News* of yesterday, says: - “For a week past we have had the satisfaction of chronicling ‘big work’ on the canal. We have now the gratification of announcing a ‘bigger day,’ as on Saturday last forty-five boats were loaded and dispatched from this port, carrying 4,927 01 tons of coal. It is rarely that the shipments have exceeded this amount, and the business upon the canal since its opening has thus far been remarkably good.”

AG, Wed. 4/10/72, p. 2. **CANAL COMMERCE** – *Arrivals* – Boats A. H. Grant, James A. Alexander, C. DuBois, H. C. Flagg, W. J. Boothe and G. A. Pearre to American Coal Co. Boats Rainbow and Scotia, to Hampshire and Baltimore Co. Boats F. R. Shipley and Wm. Young to George’s Creek Coal Co.
Departures – Boats Round Top, D. A. Lowe, John Henry, Kate, M. H. Wright, A. H. Grant, James Alexander, Alaska, F. R. Shipley and C. DuBois, to Cumberland.

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.

DNR, Thu. 4/11/72, p. 1. **GEORGETOWN AFFAIRS – Chesapeake and Ohio Canal** – The repairs to the locks leading into Rock Creek will be fully completed today, so that no difficulty need be apprehended in passing boats through. Superintendent Maus has been untiring in his exertions to have the work done as speedily as possible, and deserves great credit for his management.

The Canal – *Arrived* – Boats Medley, from White’s Ferry, with 2,600 bushels of mixed corn for Hartley & Bro.; Stevens, with 114 tons of coal; Agnew, 107 tons; Poll, 103 tons; Boyd, 110 tons; Slack, 114 tons; Eureka, 105 tons; Wrangle, 114 tons; Forbes, 109 tons; Washington Irving, 113 tons; Cavanaugh, 108 tons; C. F. Waters, from Sharpsburg, Md., with 1,640 bushes red wheat for Geo. Water.

AG, Thu. 4/11/72, p. 2. **CANAL COMMERCE** – *Arrivals* – Boats James March, Thomas Stackpole and M. O’Connor, to Hampshire and Baltimore Coal Co. Boats Samuel Charles and Minnie Topper, to George’s Creek Coal Co. Boats Chas. Robb, John P. Moore, J. H. Stickney, Edward Bayer, Chas. Clifton, H. B. Cromwell and Thomas H. Faile to American Coal Co.
Departures – Boats H. C. Flagg, W. J. Boothe, Rainbow, G. A. Pearre, Scotia, W. P. Wools, Mrs. C. E. Charles, Chas. Robb, John P. Moore, Wm. Young, James March, J. H. Stickney, Samuel Charles, E. G. Wheeler, Edward Bayer and Charles Clifton.

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.

AG, Fri. 4/12/72, p. 2. **The Coal Trade**
The *Cumberland News* of yesterday says: - "In our city yesterday a difference, (fortunately of a temporary character, however), arose between some of the boatmen and one or two of the coal companies. The affair grew out of the reduction in rates by several of the companies of five cents per ton. The reduction was inaugurated by the Borden Company on the 1st instant, and by the Hampshire and Baltimore a day or two thereafter. - Yesterday the Maryland and New Central also reduced, when the boatmen of the companies last named, although proceeding with the loading, refused to take out their manifests. After a few hours the matter it seems was reconsidered, and the boats cleared as usual. The reduction proposed, as we have stated, was five

cents per ton, making the rate to Georgetown \$1.35 and to Alexandria \$1.40."

Forty-three boats cleared from Cumberland yesterday, carrying 4,760 05 tons.

Ibid. p. 4. **CANAL COMMERCE** -
Arrivals - Boats R. S. Grant, James Vandervoort, W. J. B. Lloyd, A. S. Wintringham and M. A. Myers, to American Coal Co. Boats M. Fannon, M. McNally and Onward, to Hampshire and Baltimore Coal Co. Boat Henry Wade, limestone, to E. Francis. Boats Kate, Gen. F. T. Dent and Gen. J. A. Willis, stone to Seneca Stone Co. Boats Anna, scow and Carrie H., stone for Washington.
Departures - Boats Thomas Stackpole, Minnie Topper, M. O'Connor, H. B. Cromwell, Thomas H. Faile, J. C. Kenny, W. J. B. Lloyd, James Vandervoort, M. McNally, Henry Wade, Gen. J. K. Barnes and H. H. Dodge, for Cumberland.

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.

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.

DNR, Sat. 4/13/72, p. 4. **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.

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AG, Sat. 4/13/72, p. 3. **CANAL COMMERCE** – Arrivals – Boats Robert Emmet and R. B/ Cropley, to Hampshire and Baltimore Coal Co. Boats A. J. Clark. W. J. Shreve and Henry Reid, to American Coal Co. Departures – Boats A. S. Wintringham, M. A. Myers, Carrie H., Anna, M. Fannon, M. McNally and A.J. Clark, for Cumberland.

Ibid. p. 4. **Facilities for Shipping Coal** – So great are the facilities for shipping coal at

the wharves of the Hampshire and Baltimore Coal Company, that the schooner *Mary E. Coyne* which sailed today for Bridgeport, was loaded there in a little over four hours. The whole of the cargo of a canal boat, 113 tons, was transferred to the schooner in the space of an hour and a quarter, and that too with no increase in the gang of laborers.

DMC, Mon. 4/15/72, p. 4. **Board of Public Works** – The Board has received a letter from the president of the Chesapeake and Ohio canal, proposing to sell to the District that portion of the canal lying between Seventeenth street and Rock creek. The president says that it is useless for navigation, that the company does not desire to incur the expense of filling it up, that there is a wharf at one end of it that will be of value to the city, and that if the canal is filled up will give a beautiful avenue one hundred feet wide and nearly a mile in length. An answer to the proposition is requested prior to the meeting of the stockholders in July next.

DMC, Tue. 4/16/72, p. 4. **GEORGETOWN Wheat and bark** – The canal boat Monongahela, from Hancock, Md., arrived yesterday, with 1,001 bushels of red wheat for George Waters, and 28 cords of tanners' bark for J. E. Cox.

AG, Tue. 4/16/72, p. 4. **The Long Bridge** The Washington *Star* says: - "The Long Bridge is rapidly approaching completion, and by another week will be ready for travel. Both draws are complete with the exception of putting on the weights to the Georgetown channel draw for balancing it. The planking for the carriage-way will by that time be put down and ready for travel. – Workmen are now employed in setting posts in the causeway for a partition between the rail and carriage-ways. This will be about twelve feet high, so as to hide the cars from the view of horses as much as possible, to ensure the safety of traveling on the carriage-way. Mechanics are at work in putting up the handrail next to the

foot-walk on the north side of the bridge. This foot-walk is laid of oak plank across the causeway, and projects over the wall about three feet. The iron track has been laid across the entire length of the bridge, but has not been leveled up with the ballast across the causeway.

Canal Trade – The Cumberland *News* says: - "Business on the canal on Saturday was very good, as forty-four boats were loaded and dispatched on that day. The sunken boat on "Three Mile Level," near Hancock, has been removed, and loaded boats are enabled to pass that point. Up boats are now arriving freely, and if no unforeseen hindrances arise, the coming week promises to be one of the busiest yet in the history of the canal."

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.

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.

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, Wed. 4/17/72, p. 3. **Canal Trade** Ninety-three boats left Cumberland on Monday, carrying 4,329 08 tons of coal.

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, Thu. 4/18/72, p. 2. **CANAL COMMERCE** – *Arrivals* – Boats A. H. Wallis, W. W.

Shepherd, Thomas Patton, Samuel Henry, Plover and Goldfinch, to American Coal Co. Boat P. L. Lemen, to Hampshire and Baltimore Coal Co.

Departures – Boats A. J. Thomas, E. Stevenson, A. L. Miller, Gen. Sherman, James Hoy, H. A. Garret, D. L. Taylor, U. C. Hamilton, C. F. Livermore, Tony Rodier, W. W. Shepherd, A. Sherman, M. S. Fernsner, Thomas Patton, A. H. Wallis and Samuel Henry, for Cumberland.

DMC, Fri. 4/19/72, p. 4. **GEORGETOWN**
Arrival and Sale of Grain – The canal boat W. H. Billmyer, from Shepherdstown, Va., arrived yesterday with 2,500 bushels of red wheat for George Waters; also arrived boat Seneca, from Seneca, with a full cargo of grain and flour for W. H. Dougal.

ES, Fri. 4/19/72, p. 4. **GEORGETOWN**
The Canal – Mr. William H. Dougal is in receipt of 1,300 bushels of corn and 174 barrels of flour from Seneca, per boat Seneca. Mr. George Waters, this morning, received 600 barrels of cement from Hancock, Maryland, per boat Round Top No. 2.

AG, Fri., 4/19/72, p. 4. **CANAL COMMERCE**
Arrivals – Boats Wm. Darrow, M. Sandford, G. K. Sistare, A. Perkins and D. A. Lowe, to American Coal Company.

Departures – Boats P. L. Lemen, Plover, Goldfinch, W. Darrow, M. Sanford, G. K.

Sistare, A. Perkins and F. McCarthy, for Cumberland.

Canal News – Advices from along the line of the canal report the washing out of a pair of lock gates at Harper's Ferry day before yesterday, and as no boats have arrived here today the information is probably correct. The damage can be repaired in twenty-four hours.

DMC, Sat. 4/20/72, p. 4. **GEORGETOWN**
The Canal – Two hundred and sixty-nine boats, mostly laden with coal, have arrived at the collector's office during the past week.

Grain and Cement – *Arrived* – Canal boat Round Top No. 2, from Hancock, Md., with 600 barrels of cement for George Waters.

The Coal Trade – The receipts and shipments by the different coal companies during the past week were as follows: Consolidation Coal Company received 6,500 tons, shipped 2,500 tons; Borden Mining Company received 3,300 tons, shipped 2,074 tons; George's creek Coal Company received 1,500 tons, shipped 800 tons; Maryland Coal Company received 1,650 tons, shipped, nothing; New Central Coal Company received 4,290 tons, shipped 4,494 tons. Total receipts 17,240 tons and total shipments 9,868 tons of coal.

AG, Sat. 4/20/72, p. 3. **Coal Shipments**
The shipments of Cumberland coal from this port during the week ending today were as follows: American Coal Company 3,157 tons; Hampshire and Baltimore Coal Company 806 tons.

AG, Mon., 4/22/72, p. 2 **CANAL**
COMMERCE – *Arrivals* – Boats Kate, Joseph Noble, H. C. Flagg, John P. Moore and James Dayton, to American Coal Co.; boats W. H. Billmyer and Red Eye No. 2, for fish; boat Alaska, coal for Washington, D. C.

Departures – Boats J. H. Stickney, Round Top No. 2, Geo. P. DeWitt, Charles Robb, W. J.

Boothe, J. A. Alexander, Alex Ray, Lillie Lemen, Kate, Joseph Noble, W. H. Billmyer, Red Eye No. 2 and H. C. Flagg, for Cumberland.

DMC, Tue. 4/23/72, p. 4. **GEORGETOWN Reduction of Tolls on the Canal** – A reduction of ten cents per ton has been made for freight on coal from Cumberland to this port. The price was formerly \$1.45 and is now \$1.35 per ton.

The Grain Trade – *Arrived* – Canal boats J. N. Thomas, from Point of Rocks, Md., with 1,600 bushels of wheat, 1,700 bushels of corn, and 50 barrels of flour, for J. G. Waters; and Benson Talbott, from Edward's Ferry, Md., with 1,400 bushels of corn and 300 bushels of wheat for B. Talbott & Son.

AG, Tue. 4/23/72, p. 3. **CANAL COMMERCE** – *Arrivals* – Boats A. H. Grant, John J. Swift, Charles Clifton, C. DuBois, Edward Bayer, R. S. Grant and H. B. Cromwell, to American Coal Co. Boats Captain John Weir, Wm. Devecmon and Park Agnew, to Hampshire and Baltimore Coal Co. Boats Mrs. C. E. Charles, coal, and E. P. Steffey, gas coal, for Washington, D.C. *Departures* – Boats John P. Moore, James Dayton, A. H. Grant, John J. Swift, Charles Clifton and C. DuBois, for Cumberland.

DNR Wed. 4/24/72, p. 6. **GEORGETOWN AFFAIRS – The Canal** – *Arrived* – Boats E. B. Hartley, from Berlin, with 3,000 bushels of wheat for Hartley & Bro.; Medley, from White's Ferry, with 2,800 bushels of corn to Hartley & Bro.

DMC Wed. 4/24/72 p. 4. **GEORGETOWN The Grain Trade** – *Arrived* boats E. B. Hartley, from Berlin, Md., and Medley, from White's Ferry, Md., with 3,000 bushels of red wheat and 2,800 bushels of corn respectively, both cargoes for Hartley & Brother.

AG&VA, Wed. 4/24/72, p. 2. **CANAL COMMERCE.** - *Arrivals* - Boats A. Thomas,

Dr. J. P. Broderick, Morning Sun 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.

AG, Fri. 4/26/72, p. 4. **CANAL COMMERCE** – *Arrivals* – Boats M. O'Conner, M. Fannon, M. McNally, Onward, Geo. Hutton, R. Emmet and W. Price, to Hampshire and Baltimore Coal Co. Boats Lucy Hall, John Reives, Jeremiah Dick, Thomas Baker and W. T. Allen, to Maryland Coal Co. Boats Major E. L. Moore, John S. Fox, John H. Parrott, R. Marshall, John O'Brien and J. Vandervoort, to American Coal Co. Boat H. Wade, limestone to E. Francis. Boats Dr. Duckett, gas coal, and Cherokee Tribe, coal, for Washington.

Departures – Boats G. P. Lloyd, D. Stewart, Harvey Fisk, Conrad Waltz, Sharpsburg, R. H. Haydock, R. A. Goodwin, G. W. Wallis, Henry Wade, F. P. White, M. Lienan, Lucy Hall, M. O'Conner, M. Fannon, John H. Parrott, John S.

Fox, M. McNally and John Reives, 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, Sat. 4/27/72, p. 2. **CANAL COMMERCE** - *Arrivals* - Boats Geo. Sherman, C. F. Livermore, John C. O'Brien, E. Stevenson, W. W. Shepherd, Samuel Henry and H. Delafield, to American Coal Co. Boats M. Sinclair, Mollie Reid and F. A. Mertens, to Maryland Coal Co. Boats Mary H. Wright and Little Joe, to Hampshire and Baltimore Coal Co. Boats J. N. Thomas and Shenandoah, empty, for fish. *Departures* - Boats R. Marshall, John O'Brien, Onward, Jeremiah Dick, Geo. Hutton, Thomas Baker, James Vandervoort, Major E. L. Moore, C. F. Livermore, Geo. Sherman, R. Emmet, W. T. Allen, Shenandoah, M. Sinclair, Wm. M. Price, John W. Bacon and E. Stevenson, for Cumberland.

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. Shepherd, 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.

Tue. 4/30/72, p. 3. **County Items - Fish** - David Billmyer's boat arrived on Tuesday night from Georgetown laden with a large supply of shad and herring which "went off" like "hot cakes." They were the first of the season via the C. & O. Canal and sold at \$1.25 per hundred for Herring and 15 cents for shad.²

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. Wallis, 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.

AG, Wed. 5/1/72, p. 3. **CANAL COMMERCE** - *Arrivals* - Boats Charles Robb, Thomas H. Faile, W. J. Boothe, Jr., G. K. Sistare, J. B. Cazeaux, E. F. C. Young, J. A. Alexander and Henry Reid, to American Coal Co. Boats J. D. Tice, Joseph F. Hitch, Dennis Murphy and Iowa, to New Central Coal Co. Boat W. H. Marbury, to Hampshire and Baltimore Coal Co. Boats Four Brothers, for fish, and E. B. Bonnet, for stone. *Departures* - Boats W. Darrow, Annie Bell, M. Sandford, A. Perkins, J. H. Stickney, Four

² *Spirit of Jefferson*, Charles Town, WV, newspaper.

Brothers, Annie, Charles Robb, M. S. Fernsner, Euphlia, Thomas H. Faile, J. D. Tice and W. J. Boothe, Jr., for Cumberland.

AG, Thu. 5/2/72, p. 2. **CANAL COMMERCE** – *Arrivals* – Boats Alex. Ray, A. D. Brower, James Noble, C. Clifton, Thomas Patton, Henry C. Flagg and Ben Williamson, to American Coal Co. Boats Thomas Stackpole, Lillie Lemen and Henry M. Snyder, to Hampshire and Baltimore Coal Co. Boat J. & T. Coulehan, to George’s Creek Co. Boat Mrs. C. E. Charles, for Washington. Boat Henry Wade, limestone, to E. Francis.

Departures – Boats Iowa, James A. Alexander, Henry Reid, E. B. Barnett, E. F. C. Young, P. L. Lemen, Henry Wade, Alexander Ray and A. D. Brower, for Cumberland.

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. Dougal; Nettie Graham, from Berlin, with hay and flour for Geo. Waters.

AG, Fri. 5/3/72, p. 3. **Canal Trade** – The Cumberland *News* of yesterday says: - Yesterday morning by the grossest carelessness, it is said, the canal boat *J. B. Varnum* belonging to the Consolidation Coal Company, in charge of Capt. Furlow, was sunk across the channel of the canal at a point about three miles below this city, which interrupted navigation for about fifteen hours, as no boats could pass the sunken one. It was necessary to draw the water from this level to repair damages and raise the sunken boat. Superintendent Mulvaney soon had a force of men at the *Varnum*, and last evening she was repaired, and water was let into the level and the large number of up boats gathered at the locks six miles below were enabled to get up to the city at a late hour last night. As a consequence

of this hinderance to navigation, but twenty-one boats were loaded at this place yesterday.

Ibid. p. 4. **CANAL COMMERCE**

Arrivals -Boats H. B. Cromwell, John P. Moore, A. H. Grant and Edward Bayer, to American Coal Co. Boat L. Hartley, to New Central Coal Co. Boats Morning Sun, Dr. J. P. Broderick and William Devecmon, to Hampshire and Baltimore Coal Company.

Departures – Boats Thomas Patton, James Noble, Lillie Lemen, William Marbury, Charles Clifton, B. Williamson, H. C. Flagg, J. & T. Coulehan, Henry Wade, H. B. Cromwell, H. M. Snyder, John P. Moore and Morning Sun, to Cumberland.

DT, Sat. 5/4/72, p. 4. **Scarcity of Vessels at Alexandria.** – Cumberland coal is rapidly accumulating at all the different coal agencies located in this city, in consequence of the want of vessels to take it away. The canal is in excellent condition, and boats are constantly arriving, and increasing the amount already piled here. The same condition exists at Georgetown, and some of the companies doing business there, having their yards already full are sending their boats here to be unloaded. The orders are so many, but the vessels are few, though freights are greatly in advance of those of preceding years. – *Alex. (Va.) Gazette.*

AG, Sat. 5/4/72, p. 3. **CANAL COMMERCE- Arrivals** – Boats Cornelius DuBois, J. J. Swift, W. J. B. Lloyd, R. S. Grant, A. J. Clark and A. Main, to American Coal Co. Boats D. W. Sloan, Noble Grand, J. M. Hedding, A. H. Bradt, James Noble, Friendship and Wm. B. Shaw, to New Central Coal Co. Boat W.P. Wools, to Hampshire and Baltimore Coal Co.

Departures – Boats E. Bayer, A. H. Grant, Dr. J. B. Broderick, Thomas Stackpole, W. Devecmon, D. W. Sloan, L. Hartley, W. P. Wools, Cornelius DuBois, J. J. Swift, J. B. W. Lloyd and Noble Grand, for Cumberland

Ibid. p. 4. **Coal Shipments** – The shipments of Cumberland coal from this port for the current week have been as follows: American Coal Company 1,785 tons; Hampshire and Baltimore Company 900 tons; J. P. Agnew 1,400 tons.

Canal Trade – The largest day’s work ever done on the Chesapeake and Ohio Canal, was that of Thursday last, when fifty-one boats – of which twelve were for this port – carrying 5,654 tons of coal, left Cumberland. Boat *J. B. Varnum*, sunk on the Cumberland Level, Monday night, was raised Tuesday night.

DT, Mon. 5/6/72, p. 3. **Canal Trade.**
 Eighteen boats cleared this port today, up to 2½ o’clock, carrying 2,025 tons 9 cwt. of coal, as follows:

- Consolidation Company – 7 boats – 795 tons 11 cwt.
- Spruce Hill Company – 1 boat – 111 tons 13 cwt.
- Borden Company – 3 boats – 336 tons 11 cwt.
- American Company – 3 boats – 330 tons 5 cwt.
- New Central Company – 3 boats – 336 tons 15 cwt.
- Private – 1 boat – 114 tons 14 cwt.

The Lincoln arrived this morning at 3 o’clock, with 1196 water pipes – 430 four-inch, and 766 three-inch. Weight – 65 tons.

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, Tue. 5/7/72, p. 3. **Improvement.**

Workmen are still engaged in the improvements at the Hampshire and Baltimore Company’s Depot (old Brown Shed.) A new platform scale for coal is being erected, and workmen are busy in making wooden block foundations for the mass of coal that is soon to cover the lot.

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.

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.

DT, Wed. 5/8/72, p. 1. **The Canal Trade.**

Thirty-three boats cleared this port from the time of our last report (yesterday 2 p.m.) until 2 o'clock today, carrying 3,655 tons 13 cwt. of coal as follows:

Consolidation Company – 8 boats – 876 tons 1 cwt.

New Central Company – 7 boats – 789 tons 13 cwt.

Maryland Company – 4 boats – 431 tons 7 cwt.

American Company – 5 boats – 547 tons 6 cwt.

Spruce Hill Company – 2 boats – 226 tons 6 cwt.

George's Creek Company – 2 boats – 224 tons 2 cwt.

Hampshire & Baltimore Company – 3 boats – 224 tons 7 cwt.

Borden Company – 3 boats – 339 tons 11 cwt.

AG, Wed., 5/8/72, p. 3. **CANAL COMMERCE**

Arrivals – Boats R. Marshall, G. W. Wallis, R. H. Haydock, John W. Bacon, John H. Parrott, Jr., Major E. L. Moore, John O'Brien and John S. Fox, to American Coal Co. Boats Willie Snyder, Ironsides, A. Johnson and W. L. Shaw, to New Central Coal Co. Boats M. O'Connor, Geo. Hutton, Jonnie & Sonny and Wm. Young, for Washington.

Departures – Boats Park Agnew, G. A. Pearre, G. P. Lloyd, A. Spier, N. S. Lemen, Harvey Fisk, Willie Snyder, G. W. Wallis, R. H. Haydock and R. Marshall, for Cumberland.

AG, Thu. 5/9/72, p. 2. **CANAL COMMERCE**

Arrivals – Boat R. Emmet, to Hampshire and Baltimore Coal Co. Boats W. H. Boteler, O. D. Robbins, Sharpsburg and J. R. Cruzen, to New Central Coal Co. Boats M. Lienan, Samuel

Henry, Geo. Sherman, James Vandervoort, C. F. Livermore and E. Stevenson, to American Coal Co.

Departures – Boats Ironsides, John W. Bacon, Johnny & Tommy, M. O'Conner, A. Johnson, Geo. Hutton, John H. Parrott, Jr., Maj. E. L. Moore, John O'Brien, William Young, W. L. Shaw, John S. Fox. M. Lienan, W. H. Boteler, Samuel Henry and Geo. Sherman, for Cumberland.

Ibid. p. 4. **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 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.

The canal boats noted in our canal commerce yesterday as for Washington, were unloaded here at Hutton's Agency.

AG&VA, Thu. 5/9/72, p. 4. **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.

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.

DT, Fri. 5/10/72, p. 4. **The Canal Trade.**

Thirty-nine boats cleared this port from the time of our last report (yesterday at 2 p.m.)

until 3 o'clock today, carrying 4,343 tons 11 cwt. of coal as follows:

Consolidation Company – 10 boats – 1,101 tons 5 cwt.

Spruce Hill Company – 1 boat – 108 tons 8 cwt.

Borden Company – 6 boats 0 673 tons 4 cwt.

American Company – 6 boats – 687 tons 13 cwt.

New Central Company – 8 boats – 883 tons 15 cwt.

Private – 3 boats – 333 tons 17 cwt.

Maryland Company – 2 boats – 216 tons 9 cwt.

Hampshire & Baltimore – 1 boat – 111 tons 9 cwt.

George's Creek Company – 2 boats – 227 tons 10 cwt.

Destination of American and Hampshire & Baltimore boats, Alexandria – all others Georgetown.

ES, Fri. 5/10/72, p. 4. **GEORGETOWN The Canal** – George Waters has received 650 barrels of cement per canal boat D. A. Carl, from Round Top Mills, Md.

AG, Fri. 5/10/72, p. 2. **C. & O. Canal Trade** – During the month of April clearances were issued at the Cumberland office 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.

DT, Sat. 5/11/72, p. 4. **The Canal Trade**

Thirty-one boats cleared this port from the hour of our last report (yesterday 3 p.m.) until 2 o'clock today, carrying 3,653 tons 10 cwt. of coal as follows:

Consolidation Company – 6 boats – 671 tons 19 cwt.

New Central Company – 7 boats – 795 tons 5 cwt.

American Company – 6 boats – 674 tons 14 cwt.

Borden Company – 5 boats – 561 tons 13 cwt.

Spruce Hill Company – 1 boat – 110 tons 11 cwt.

Maryland Company – 1 boat – 111 tons 10 cwt.

Hampshire & Baltimore Company – 114 tons 5 cwt.

Private – 4 boats – 436 tons 6 cwt.

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, Sat. 5/11/72, p. 3. **CANAL COMMERCE** – *Arrivals* – Boats Lucy Hall, Dr. E. DeLacey, M. Sinclair, Wm. T. Allen, John E. Silver, G. S. Couter, Naomi, J. H. Gatrell, M. A. Edwards and J. M. Resley, to New Central Coal Co. Boats Henry Keney, H. Delafield, J. S. Davenport, A. J. Thomas, Plover, W. W. Shepherd, A. H. Wallis, J. H. Stickney, D. A. Lowe, Wm. Darrow, U. C. Hamilton, A. Perkins, Chas. Robb, M. Sandford, Goldfinch and W. J. Boothe, to American Coal Co. Boat W. M. Price, to Hampshire & Baltimore Coal Co. Boat J. N. Thomas, empty, for fish. Boat H. Wade, limestone, to E. Francis.

Departures – Boats Henry Keney, J. S. Davenport, M. A. Edwards, Plover, A. J. Thomas, J. M. Resley, W. W. Shepherd, Lucy Hall, Henry Wade, J. H. Stickney, A. H. Wallis, D. A. Lowe, M. Sinclair, Dr. E. DeLacey, U. C. Hamilton, O. D. Robbins, James Vandervoort, E. Stevenson, Sharpsburg, C. F. Livermore, J. R. Couter, Robert Emmet, John E. Silver, Geo. S.

Couter, H. Delafield, J. H. Gatrell and Naomi, for Cumberland.

Coal Shipments – The total shipments of coal from this city during the week amounted to 4,342 tons as follows: American Company 2,063 tons; J. P. Agnew 1,900 tons; and Hampshire and Baltimore Co., George Hutton agent, 879 tons.

DT, Mon. 5/13/72, p. 4. **The Canal Trade**

Forty boats cleared this port from the hour of our last report (Saturday, 2 p.m.) until 2 o'clock today, carrying 4,439 tons 9 cwt. of coal as follows:

Consolidation Company – 10 boats – 1,115 tons 15 cwt.

American Company – 8 boats – 875 tons.

George's Creek Company – 3 boats – 359 tons 5 cwt.

New Central Company – 7 boats – 795 tons 8 cwt.

Spruce Hill Company – 1 boat – 101 tons 10 cwt.

Hampshire & Baltimore Company – 2 boats – 219 tons 19 cwt.

Borden Company – 4 boats - 454 tons 8 cwt.

Maryland Company – 1 boat – 104 tons 11 cwt.

Private – 4 boats – 414 tons 13 cwt.

DNR Mon. 5/13/72, p. 1. **GEORGETOWN AFFAIRS – The Canal** – *Arrived* – Boats Nettie Graham, from Berlin, with 60 barrels of choice flour and 2,459 bushels of wheat for George Waters.

AG, Mon., 5/13/72, p. 2. **CANAL**

COMMERCE – *Arrivals* – Boats F. A. Mertens, Col. J. C. Lynn, P. Fleckenstein, Filonia Swain and T. J. Baker, to New Central Coal Co. Boats Jas. A. Alexander, J. B. Cazeaux, C. Clifton, T. H. Faile, Geo. K. Sistare and Alex Ray, to American Coal Co. Boats M. S. Fernsner, M. H. Wright and Geo. P. DeWitt, to Hampshire & Baltimore Coal Co. Boat H. F.

Kindle, hoop-poles to W. A. Smoot. Boat Mrs. C. E. Charles, for Washington.

Departures – Boats A. Perkins, Wm. Darrow, Charles [illegible], M. Sanford, Goldfinch, W. T. Allen, Wm. Price, W. J. Boothe, Jr., Jas. A. Alexander and M. H. Wright, for Cumberland.

DT, Tue. 5/14/72, p. 4. **Canal Trade**

Forty-one boats cleared this port from the hour of our last report (yesterday, 2 p.m.) until 2 o'clock today, carrying 4,430 tons 13 cwt. of coal as follows:

Consolidation Company – 9 boats – 1,014 tons 7 cwt.

American Company – 7 boats – 777 tons 3 cwt.

George's Creek Company – 3 boats – 341 tons 10 cwt.

New Central Company – 8 boats – 894 tons 2 cwt.

Spruce Hill Company – 2 boats – 224 tons 17 cwt.

Hampshire & Baltimore Company – 1 boat – 112 tons 2 cwt.

Borden Company – 5 boats – 588 tons 11 cwt.

Maryland Company – 3 boats – 332 tons 10 cwt.

Private – 3 boats – 345 tons 1 cwt.

DNR, Tue. 5/14/72, p. 4. **GEORGETOWN AFFAIRS. – Receipts of Wheat** – Messrs. B. Talbott & Son received yesterday, per canal, from Seneca, 3,000 bushels of wheat.

AG, Tue. 5/14/72, p. 4. **Canal Trade.**

Thirty-eight boats – of which nine were for this city – carrying 4,207 tons of coal, left Cumberland on Sunday for tidewater.

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.

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.

DT, Wed. 5/15/72, p. 4. **Canal Trade.**
 Thirty-six boats cleared this port from the hour of our last report (yesterday, 2 p.m.) until 2 o'clock today, carrying 4,057 tons of coal as follows:

- Consolidation Company – 5 boats – 566 tons 19 cwt.
- American Company – 6 boats – 666 tons 14 cwt.
- George's Creek Company – 2 boats – 236 tons 18 cwt.
- New Central Company – 10 boats – 1,118 tons 19 cwt.
- Spruce Hill Company – 1 boat – 111 tons 7 cwt.
- Hampshire & Baltimore Company – 1 boat – 118 tons 10 cwt.
- Borden Company – 6 boats – 671 tons 15 cwt.
- Maryland Company – 4 boats – 447 tons 14 cwt.
- Private – 1 boat – 118 tons 4 cwt.

 Eighty Thousand Dollars per Month
 The payroll of the Consolidation Coal Company of this county for the month of April foots up the immense sum of eighty thousand

dollars. Independent of this sum, the amount paid in this city to boatmen for coal freights is also very large, amounting to over \$150,000 per month. – *News.*

This last item is manifestly incorrect. During the Month of April, by Mr. Slack's own showing, the Company shipped by canal 29,343 tons 1 cwt. of coal. At \$1.40 per ton this would make the freight bill amount to \$41,080.27, if was *all* paid here; but as *one-third* the freight is usually paid at Georgetown or Alexandria, the *correct* amount is probably just that much less or \$27,386.84. But we do not wish to be taken as "*persistent enmity*," to the Company.

 C. & O. Canal Earnings and Expenses
 President Clarke, "by order of the stockholders," publishes a statement of the Earnings and Expenses of the Chesapeake and Ohio Canal Company for the months of March and April, as follows:

MARCH	
Earnings from Tolls	\$16,620 .50
Earnings from Houses and Lands	95.50
Total	<u>\$16,716.00</u>
Construction, &c. Expenses for month	
Georgetown Division	\$2,200.00
Monocacy Division	800.00
Antietam Division	500.00
Hancock Division	1,500.00
Cumberland Division	1,200.00
Total	<u>\$6,200.00</u>
Excess of earnings over expenses for the month	\$10,516.00
Number of tons of coal carried during the month, 31,728.09; number of days navigation was suspended, ½.	
APRIL	
<i>Earnings</i> - From Tolls	\$60,041.16
<i>Earnings</i> - From Water, Rents	1,424.62
<i>Earnings</i> - From Houses & Lands	416.75
Furniture and old iron sold	339.66
Fines, penalties, etc., collected	109.50
Interest accrued on deposit with Brown & Sons	1,481.59
Total	<u>\$63,810.28</u>
<i>Expenses</i> - Construction, etc. expenses for month:	
Georgetown Division	\$2,000.00
Monocacy Division	750.00
Antietam Division	600.00
Hancock Division	700.00
Cumberland Division	<u>500.00</u>

	\$4,550.00
Ordinary Expenses	13,950.00
Total	\$18,500.00
Net Earnings for the month	\$45,310.28
No. of tons carried during the month 107,309.60; No. of days navigation was suspended, 1½.	

C. & O. Canal Bonds – President Clarke gives notice that the Coupons due July 1st, 1854, on the Preferred Construction Bonds of this Company, will be paid, on presentation, at the Banking House of Alex. Brown & Sons, Baltimore. We give for the benefit of parties intended one insertion of this notice “free gratis,” as the Canal Board will be too poor to advertise in any but cheque papers so long as it has to sport a \$10,000 President.

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.

DT, Thu. 5/16/72, p. 4. **Canal Trade.**
 Thirty-seven boats cleared this port from the hour of our last report (yesterday, 2 p.m.) until 2 o'clock today, carrying 4,021 tons 13 cwt. of coal as follows:

- Consolidation Company – 9 boats – 1,007 tons 7 cwt.
- New Central Company – 8 boats – 879 tons.
- Borden Company – 4 boats – 460 tons 15 cwt.
- George’s Creek Company – 3 boats – 349 tons 3 cwt.
- Maryland Company – 2 boats – 218 tons 6 cwt.
- American Company – 6 boats – 657 tons 19 cwt.
- Hampshire & Baltimore Company – 2 boats – 231 tons 8 cwt.
- Spruce Hill Company – 1 boat – 108 tons 7 cwt.
- Private – 2 boats – 228 tons 5 cwt.

AG, Wed. 5/15/72, p. 2. **CANAL COMMERCE – Arrivals** – Boat P. L. Lemen to Hampshire and Baltimore Coal Co. Boat A. S. Trundle, empty. Boats Shenandoah, Edward Bayer, E. P. Steffey, to Maryland Coal Co. Boats C. DuBois, A. Main, M. A. Myers and R. S. Grant to American Coal Company.
Departures – Boats Thomas Patton, A. D. Brower, H. B. Cromwell, Edward Bayer, Geo. P. DeWitt, John P. Moore, P. L. Lemen, J. J. Clark and W. J. B. Lloyd, for Cumberland.

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 & Bro., which sold at \$2.15.

AG, Thu., 5/16/72, p. 3. **CANAL COMMERCE – Arrivals** – Boats A. S. Grant, Rechabites, D. Cromwell, Kate and Joseph Noble, to American Coal Co. Boats R. A. Wagley, Great Eastern and L. G. Stanhope, to New Central Coal Co. Boat J. B. Slattery, coal for Washington, D. C.
Departures – Boats Shenandoah, C. Dubois, Andrew Main, Edward Rizer, M. A. Myers, Mrs. C. E. Charles, R. S. Grant, A. S. Trundle, A. S. Winteringham, Rechabites, D. Cromwell and Kate, for Cumberland.

DT, Fri. 5/17/72, p. 4. **Canal Trade.**
 Thirty-seven boats cleared this port from the hour of our last report (yesterday, 2 p.m.) until 2 o'clock today, carrying 3,996 tons 1 cwt. of coal as follows:
 Consolidation Company – 7 boats – 771 tons 17 cwt.
 New Central Company – 7 boats – 758 tons 18 cwt.
 American Company – 8 boats – 884 tons 19 cwt.
 Borden Company – 8 boats – 888 tons 15 cwt.
 Spruce Hill Company – 1 boat – 111 tons 10 cwt.
 George’s Creek Company – 3 boats – 343 tons 12 cwt.

Maryland Company – 3 boats – 336 tons 10 cwt.

AG, Fri. 5/17/72, p. 3. **CANAL COMMERCE**

– *Arrivals* – Boats R. M. Sprigg, A. B. Bain, Annie Bell and Euphlia, to Maryland Coal Co. Boats W. P. Wools and W. Devecmon, to Hampshire and Baltimore Coal Co. Boats W. J. Shreve, W. Laird, E. F. C. Young, D. Stewart, J. R. Anderson, G. P. Lloyd, Eagle and A. H. Grant, to American Coal Co. Boats Zella & Minna and J. C. Stubblefield, to New Central Coal Co. Boat Henry Wade, limestone, to E. Francis.

Departures – Boats James Noble, R. A. Wagley, E. P. Steffey, R. M. Sprigg, Great Eastern, L. G. Stanhope, E. F. C. Young, Wm. Laird, and Zella & Minna, for Cumberland.

DT, Sat. 5/18/72, p. 4. **Canal Trade.**

Thirty-six boats cleared this port from the hour of our last report (yesterday, 2 p.m.) until 2 o'clock today, carrying 4,016 tons 19 cwt. of coal as follows:

Consolidation Company – 8 boats – 901 tons 2 cwt.

New Central Company – 8 boats – 885 tons 9 cwt.

Borden Company – 4 boats – 460 tons 15 cwt.
Hampshire & Baltimore – 3 boats – 332 tons 17 cwt.

American Company – 5 boats – 550 tons 10 cwt.

Borden Company – 4 boats – 457 tons 14 cwt.
Spruce Hill Company – 1 boat – 113 tons 5 cwt.

George's Creek Company – 2 boats – 222 tons 3 cwt.

Maryland Company – 1 boat – 111 tons 7 cwt.
Private – 4 boats – 442 tons 12 cwt.

AG&VA, Sat. 5/18/72, p. 2. **CANAL COMMERCE.** - *Arrivals* - Boat Lillie Lemen, to Hampshire and Baltimore Coal Co. Boats Juniata, E. E. Spielman, 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, W. J. Shreve, Henry Wade, A. H. Grant, Eagle, A. B. Bain, Annie Bell, B. Williamson, G. W. Wallis and Juniata, for Cumberland.

DNR, Sun. 5/19/72, p. 1. **GEORGETOWN AFFAIRS.** – **The Canal** – *Arrived* – Boats Wm. H. Billmyer, from Shepherdstown, with 3,800 bushels of wheat for George Waters; Ida, Sallie and Henry Kraus, with wood for market.

DT, Mon. 5/20/72, p. 4. **Canal Trade.**

Thirty boats cleared this port from the hour of our last report (Saturday, 2 p.m.) until 2 o'clock today, carrying 3,330 tons 18 cwt. of coal as follows:

Consolidation Company – 6 boats – 650 tons.

New Central Company – 6 boats – 660 tons 7 cwt.

Hampshire & Baltimore – 2 boats – 223 tons 10 cwt.

American Company – 5 boats – 557 tons 16 cwt.

Borden Company – 3 boats – 335 tons 1 cwt.
Spruce Hill Company – 1 boat – 117 tons 18 cwt.

George's Creek Company – 2 boats – 235 tons 17 cwt.

Maryland Company – 2 boat – 212 tons 16 cwt.

Private – 3 boats – 337 tons 15 cwt.

AG&VA, Mon. 5/20/72, p. 3. **CANAL COMMERCE.** - *Arrivals* – Boats Samuel Henry, C. F. Livermore, Harvey Fisk, George Sherman, John S. Fox, John H. Parrott and M. Lienan to American Coal Co. Boats A. Lincoln, W. H. Wilson, W. R. Shaw, J. & H. Korn and Thomas Wheeler to Maryland Coal Co. Boats Park Agnew and R. A. Goodwin to Hampshire & Baltimore Coal Co. Boats J. M. Hedding and

James Noble to New Central Coal Company.
Boat D. A. Carl cement to Shinn & Co.

Departures – Boats Maj. E. L. Moore, R. H. Haydock, E. E. Spielman, Euphlia, John J. Swift, G. A. Pearre, Lillie Lemen, Theo. Embrey, Samuel Henry, A. Lincoln, John W. Bacon, Ben Bissell, J. B. Stattery and C. F. Livermore for Cumberland.

DT, Tue. 5/21/72, p. 4. **Canal Trade.**

Thirty-three boats cleared this port from the hour of our last report (yesterday, 2 p.m.) until 2 o'clock today, carrying 3,681 tons 19 cwt. of coal as follows:

Consolidation Company – 8 boats – 910 tons 13 cwt.

New Central Company – 5 boats – 557 tons 19 cwt.

American Company – 9 boats – 997 tons 13 cwt.

Borden Company – 4 boats – 446 tons 13 cwt.

Maryland Company – 2 boats – 217 tons 6 cwt.

George's Creek Company – 3 boats – 347 tons 18 cwt.

Private – 2 boats – 210 tons 5 cwt.

AG, Tue., 5/21/72, p. 3. **CANAL**

COMMERCE – *Arrivals* – Boats W. L. Shaw, Jeremiah Dick, O. D. Robbins, Geo. W. Grove and Ironsides, to New Central Coal Co. Boats Geo. Hutton, M. McNally, Samuel Swann and C. N. Madore, to Hampshire & Baltimore Coal Co. Boats E. Stevenson, H. Delafield, R. Marshall, J. H. Stickney, John O'Brien and W. W. Shepherd, to American Coal Co. Boats J. R. Couter and Noble Grand, to Maryland Coal Co.

Departures – Boats W. H. Wilson, Harvey Fisk, Geo. Sherman, J. M. Hedding, John S. Fox, James Noble, W. L. Shaw, John H. Parrott, Jr., Jeremiah Dick, Park Agnew, M. Lienan, O. D. Robbins, D. A. Karl, Samuel Swann, R. A. Grove, George Hutton, E. Stevenson and H. Delafield, for Cumberland.

CA, Wed. 5/22/72, p. 3. **The canal boat "Gen. 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.

DT, Wed. 5/22/72, p. 4. **Canal Trade.**

Thirty-six boats cleared this port from the hour of our last report (yesterday, 2 p.m.) until 2 o'clock today, carrying 4,031 tons 3 cwt. of coal as follows:

Consolidation Company – 9 boats – 986 tons 18 cwt.

New Central Company – 13 boats – 1,452 tons 18 cwt.

American Company – 5 boats – 558 tons 4 cwt.

Borden Company – 3 boats – 343 tons 10 cwt.

Maryland Company – 1 boat – 108 tons 7 cwt.

George's Creek Company – 2 boats – 234 tons 8 cwt.

Hampshire & Baltimore – 1 boat – 107 tons 7 cwt.

Private – 2 boats – 250 tons 9 cwt.

H&TL, Wed. 5/22/72, p. 2. **Drowned** – We learn from the Washington *Star* that Miss French, from Cherry Run, Washington county, Ms., was drowned on Sunday night last at seven o'clock, by falling overboard from the canal boat W. A. Stevens, at Reesides Landing, on the Chesapeake and Ohio Canal. – *Cumb. Daily News.*

ES, Wed. 5/22/72, p. 5. **GEORGETOWN**

The Canal – Mr. George Waters has received 750 barrels of cement by the Round Top No. 2, and a load of tanner's bark per canal boat Monongahela.

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. Shepherd and Martha S. Fernsner, for Cumberland.

DT, Thu. 5/23/72, p. 4. **Canal Trade.**

Thirty-three boats cleared this port from the hour of our last report (yesterday, 2 p.m.) until 2 o'clock today, carrying 3,365 tons 3 cwt. of coal as follows:

Consolidation Company – 8 boats – 863 tons 6 cwt.

New Central Company – 8 boats – 882 tons 16 cwt.

American Company – 6 boats – 671 tons 15 cwt.

Borden Company – 4 boats – 447 tons 17 cwt.

George's Creek Company – 3 boats – 337 tons 2 cwt.

Maryland Company – 2 boats – 224 tons 9 cwt.

Private – 2 boats – 223 tons 11 cwt.

DNR Thu. 5/23/72, p. 1. **GEORGETOWN AFFAIRS** – Mr. George Waters has received 750 barrels of cement by the Round Top No. 2, and a load of tanner's bark, per canal boat Monongahela.

AG, Thu., 5/23/72, p. 2. **CANAL COMMERCE**

Arrivals – Boats Dr. J. P. Broderick and R. Emmet, to Hampshire & Baltimore Coal Co. Boats Plover, H. Kenny, A. H. Wallis, J. A. Alexander, C. Clifton, M. Sandford, W. J. Bothe, Jr., Goldfinch, J. B. Cazeaux and A. J. Thomas, to American Coal Co. Boats John E. Silver, Col. J. C. Lynn, J. V. Norman, Mary Mertens and S. J. Gross, to New Central Coal Co. Boats F. P. White, G. S. Couter and Thomas Hassett, to Maryland Coal Co.

Departures – Boats J. & H. Kornes, Dr. E. DeLacey, J. Vandervoort, J. S. Davenport, A. Perkins, U. C. Hamilton, C. N. Madore, Charles Robb, Plover, Wm. Darrow, Industry, H. Kenny, M. Sinclair, A. H. Wallis, James A. Alexander,

John E. Silver and Charles Clifton, to Cumberland.

DT, Fri. 5/24/72, p. 4. **Canal Trade.**

Thirty-six boats cleared this port from the hour of our last report (yesterday, 2 p.m.) until 2 o'clock today, carrying 3,988 tons 16 cwt. of coal as follows:

Consolidation Company – 7 boats – 763 tons 9 cwt.

New Central Company – 8 boats – 884 tons 18 cwt.

American Company – 7 boats – 778 tons 16 cwt.

Borden Company – 5 boats – 571 tons 13 cwt.

Maryland Company – 2 boats – 227 tons 3 cwt.

George's Creek Company – 2 boats – 214 tons 16 cwt.

Hampshire & Baltimore – 1 boat – 109 tons 12 cwt.

Spruce Hill Company – 1 boat – 107 tons 8 cwt.

Private – 3 boats – 331 tons 6 cwt.

DT, Sat. 5/25/72, p. 1. **The Canal Question**

We went over to the court house, on Saturday last, to hear the argument in the case of the Consolidation Coal Company vs. the Chesapeake and Ohio Canal Company. It appears, from the evidence, that in 1828 John Hoyer and David Shriver each executed deed to the Chesapeake and Ohio Canal Company, granting to the Canal Company the right to enter upon their lands and construct the present basin as it now is from the main Canal up to Shriver's mill – granting all the land necessary for the construction of the Canal, and its necessary appendages. That Hoyer afterwards sold the land that he owned, over which the basin had been located and plot made showing the location of this basin, to Moore N. Falls. That in 1837 the Canal Company entered upon the lands, and during the years 1837, 1838, 1839 and 1840, excavated the basin, as it now stands, up to Shriver's mill – destroying Shriver's and Hoyer's mill, and holding and using the basin as a portion

of the Canal ever since. In 1853 Falls and others who had become interested sold out to the Cumberland Coal & Iron Co. In 1856 the Cumberland Coal & Iron Co. applied to the Canal Company for permission to construct the present wharf across the lower portion of the basin. Permission was granted on condition that it should be constructed in such manner that it would not impede navigation through the basin. It was not so constructed and complaints were made during the time it was being constructed to the Chesapeake and Ohio Canal Company. The then President came up to examine the matter, when he was assured by the Cumberland Coal & Iron Co. that if it proved to be an obstruction to the navigation of the basin they would change or alter it so that it should not be an obstruction.

In the Spring of 1869, the Canal Company entered into a contract with Walsh & McKaig, stipulating to clean out the basin from Shriver's mill to the main canal, if Walsh & McKaig would build their present wharf. The Canal Company cleaned out the basin, as far as it was located on the Shriver lands, and Walsh & McKaig built the wharf according to their contract upon a plan approved by the Canal Company. The Canal Company were proceeding to clean out the remaining portion of the basin when Mr. Tracy, the Superintendent of the C. C. and Iron Company, acting under the advice of Geo. S. Thurston, Esq., sunk several canal boats in the channel of the basin, and threatened violence if the Canal Company offered to clean it out. (We would rather have cleaned out the remaining portion of the basin than to have received the cleaning out which those two gentlemen got in the argument of the case.)

On the 5th of April, 1870, Tracy about the close of the sitting of the Canal Board came in and presented an argument all written out and an order adopting it written on the same paper. It was read and a vote taken at once, when it was found that Gorman, Bizer, Cowdy and Groves 4 voted for its adoption, and Gordon, President, Poe and Thompson – 3 against it, adopted.

By this arrangement these our trusty guardians undertook to sell the right of the Canal to pass out of the basin to the main Canal for \$1,000 – and the grant of two cuts, at right angles to the Canal 25 feet wide from the basin to the main Canal. The one 400 feet above the wharf of the C. C. and I. Co. and the other 1,400 feet above said wharf. A more ridiculous and absurd or a more shamefully corrupt bargain could not have been made. The grant of the right to make these cuts from the main Canal to the Shriver basin over the land of Walsh & McKaig was not quite available, and the C. C. and I. Co. had no right to make such a grant and when a Jury was called to condemn the right of way the Jury awarded to Walsh & McKaig \$80,000 damages. It now appears, however, on measurement that the upper cut runs through the middle of Weld's boat yard.

The argument of Mr. Gorman and his three conspirators makes the Canal admit, it had no title, though it supposed it had, when it made the basin, and that no right had ever been conveyed to it – right in the face of Hoyer's deed conveying the right dated in 1828, and over 30 years user of the basin. We suggest that this Mr. Gorman is the same identical gentleman now spokes of as the next President of our poor Canal. God help the Canal if he becomes President. He will sell the bottom out of it.

Ibid. p. 4. **Canal Trade** – 36 boats cleared this port from the hour of our last report (yesterday, 2 p.m.) until 2 o'clock today, carrying 3,973 tons 11 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. Morehead	Georgetown	117 03
H. T. Weld	“	113 11
W. Irving	“	112 19
W. A. Stephens	“	106 09
C. H. Dalton	“	115 19
A. Rinehart	“	104 07
W. M. Hill	“	115 09
E. Corning	“	112 07
Total		898 01

New Central		
B. R. Summers	Georgetown	115 15
R. L. Gross	“	111 14
A. H. Bradt	“	114 02
John W. Rhind	“	111 08
G. H. Bradt	“	114 14
Nannie McGraw	“	108 14
V. H. Weir	“	112 03
W. H. Wilson	“	108 09
Total		<u>896 19</u>
American Company		
G. W. Wallis	Alexandria	110 00
Samuel Henry	“	110 00
John J. Swift	“	107 00
R. H. Haydock	“	110 05
J. W. Bacon	“	113 10
Total		<u>551 13</u>
Borden		
Ida & Sallie	Georgetown	112 13
Lizzie & Phillie	“	106 16
Maggie B.	“	113 16
B. S. Slack	“	116 19
B. M. Young	“	114 17
Hollander	“	111 00
Total		<u>676 12</u>
Maryland Company		
Friendship	Georgetown	108 14
J. H. Garrish	“	111 19
James Noble	“	111 16
Total		<u>332 09</u>
Hampshire and Baltimore		
H. M. Snyder	Alexandria	112 13
Wm. Devecmon	“	108 18
Total		<u>221 06</u>
George's Creek Company		
Little Joe	Georgetown	116 04
Jessie	“	107 16
Total		<u>224 00</u>
Private		
C. W. Harper	Shepherdstown	62 18
R. I. Morris	Georgetown	118 13
Total		<u>181 11</u>

AG, Sat. 5/25/72, p. 2. **CANAL COMMERCE**
Arrivals – Boats John Reives, Mollie E. Spier,
 Andy Johnson and Filonia Swain, to Maryland

Coal Co. Boats C. W. Adams, W. H. Boteler
 and Lucy Hall, to New Central Co. Boats H. B.
 Cromwell, John P. Moore, A. D. Brower and
 Henry Reed, to American Coal Co. Boat
 Thomas Stackpole, to Hampshire and Balt. Coal
 Co.
Departures Boats G.P. DeWitt, J. R. Couter,
 Thomas Patton, F. P. White, G. K. Sistare,
 Thomas Hassett, John Reives. Geo. S. Couter,
 Mollie E. Spier, C. W. Adams, H. B. Cromwell
 and A. D. Brower, for Cumberland.

Ibid. p. 4. **Coal Shipments** – The
 shipments of Cumberland coal from this port
 during the week ending today were as follows:
 American Coal Company 4,323 tons; J. P.
 Agnew 3,600 tons; and Hampshire and
 Baltimore Coal Company 1,600 tons.

DT, Mon. 5/27/72, p. 4. **Canal Trade** – 41
 boats cleared this port from the hour of our last
 report (yesterday, 2 p.m.) until 2 o'clock today,
 carrying 4,630 tons 19 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Bowery	Georgetown	107 16
R. Bender	“	111 12
Mountain City	“	112 06
T. Mallory	“	119 06
C. Van Tassel	“	117 02
Paul	“	115 07
Dundenburg	“	<u>108 04</u>
Total		709 13
New Central		
City of Hamburg	Georgetown	110 17
W. R. Shaw	“	108 11
Dr. F. M. Davis	“	112 10
W. R. Shaw	“	112 15
Mary Willard	“	111 15
George Snyder	“	115 13
Willie Snyder	“	108 15
J. H. Eddy	“	<u>108 08</u>
Total		888 04
American Company		
B. Williamson	Alexandria	110 17
G. A. Pearre	“	108 14

Canal Trade - 1872

C. F. Livermore	“	107 06
George Sherman	“	117 15
J. M. Parrott, Jr.	“	116 12
H. Fisk	“	111 04
John S. Fox	“	110 00
Total		<u>782 08</u>
Borden		
B. L. Slack	Georgetown	110 01
Invincible	“	111 13
Leander Lovell	“	119 05
J. R. Haines	“	108 02
J. E. West	“	114 02
Henry Krouse	“	117 19
Susan Charles	“	
Total		<u>806 08</u>
Maryland Company		
James Noble	Georgetown	113 00
J. M. Hedding	“	107 02
Total		<u>220 02</u>
George’s Creek Company		
R. O. Reitzell	Georgetown	119 08
R. C. Cropley	“	121 17
Total		<u>241 05</u>
Hampshire and Baltimore		
Tony Rodier	Alexandria	110 17
Lillie Lumen	“	113 00
Ben. Bissell	“	114 15
W. P. Wools	“	111 00
Total		<u>449 12</u>
Spruce Hill		
Scotia	Georgetown	115 15
Total		<u>115 15</u>
Private		
Onward	Georgetown	102 16
R. I. Morris	“	118 13
T. J. Baker	Williamsport	115 03
Total		<u>336 12</u>

L. R. Fechtig	“	115 08
A. Campbell	“	106 13
Fairplay	“	116 15
Total		<u>552 03</u>
New Central		
H. L. Miller	Georgetown	108 18
G. W. Grove	“	108 08
Industry	“	109 16
D. W. Sloan	“	115 19
J. T. Gunning	“	108 19
O. D. Robbins	“	105 12
Total		<u>656 15</u>
American Company		
J. H. Stickney	Alexandria	113 06
Michael Lienan	“	105 14
Henry Delafield	“	111 16
E. Stevenson	“	105 13
Total		<u>436 09</u>
Borden		
R. J. West	Georgetown	113 12
Emerald	“	112 11
Sally H. Taylor	“	112 02
Evening Star	“	112 02
Loretta	“	111 19
Morning Star	“	111 00
Total		<u>676 06</u>
Maryland Company		
H. Shirer	Georgetown	111 08
J. Dick	“	108 12
Samuel H. Davis	“	119 14
Total		<u>339 14</u>
George’s Creek Company		
Capt. J. Weir	Georgetown	112 14
H. Willison	“	119 09
F. J. Laing	“	121 06
Total		<u>353 09</u>
Hampshire and Baltimore		
Conrad Waltz	Alexandria	114 10
Park Agnew	“	112 08
Total		<u>226 18</u>
Private		
Wren	Georgetown	107 11
H. C. Winship	“	111 14
Wm. Hall	“	108 00
Total		<u>327 05</u>
Spruce Hill		

DT, Tue. 5/28/72, p. 4. **Canal Trade** – 32 boats cleared this port from the hour of our last report (yesterday, 2 p.m.) until 2 o’clock today, carrying 3,685 tons of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Brant	Georgetown	109 16
L. Smith	“	103 11

R. A. Goodwin	Georgetown	116 04
Total		116 04

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. C. 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, Johnny & 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.

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."

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.

DT, Wed. 5/29/72, p. 4. **Canal Trade** - 46 boats cleared this port from the hour of our last report (yesterday, 2 p.m.) until 2 o'clock today, carrying 5,162 tons 4 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Maryland No. 2	Georgetown	114 17
J. C. Hoffman	"	109 05
J. McGraw	"	118 12
H. C. Hicks	"	116 00
Creole	"	114 18
Energy	"	110 15
S. S. Cunningham	"	118 17
J. S. Mackie	"	106 14
Total		905 18
New Central		
M. Whitson	Georgetown	115 11
Ironsides	"	105 17
L. Hartley	"	109 14
Wm. Moffett	"	111 08
Mary Mertens	"	109 00
Noble Grand	"	112 06
F. P. White	"	108 18
C. N. Madore	"	112 10
J. W. Carter	"	115 18
Sharpsburg	"	112 04
Total		1113 06
American Company		
A. J. Clark	Alexandria	117 00
W. W. Shepherd	"	113 10
J. O'Brien	"	105 06
R. Marshall	"	110 00
U. C. Hamilton	"	105 14
Charles Robb	"	112 16
A. Perkins	"	110 09
W. Darrow	"	117 00
Total		881 15
Borden		
Martha	Georgetown	110 01
Excelsior	"	114 10
William Borden	"	111 04
Joseph H. Farrow	"	117 01

Canal Trade - 1872

A. C. Greene	“	118 06
J. H. Percy	“	107 10
Total		<u>678 02</u>
George's Creek Company		
John Gorman	Georgetown	121 01
Mattie	“	122 19
T. Long	“	113 11
Total		<u>359 11</u>
Maryland Company		
J. E. Silver	Georgetown	108 07
Total		<u>108 07</u>
Hampshire and Baltimore		
George Hutton	Alexandria	110 14
M. McNally	“	111 07
Total		<u>222 01</u>
Private		
Cherokee Tribe	Georgetown	116 19
Amazon	“	108 00
Dr. J. T. Davis	“	111 00
T. E. Sheridan	“	109 15
Mrs. C. E. Charles	“	117 04
Hunter & Bruce	“	111 07
Mayfield & Hieston	“	110 11
Total		<u>784 16</u>
Spruce Hill		
Samuel Swain	Georgetown	107 08
Total		<u>107 08</u>

The water was drawn off the canal all day Monday on the Georgetown level, and a large force of workmen were engaged in cleaning out the canal.

DT, Thu. 5/30/72, p. 1. **Canal Trade** – 38 boats cleared this port from the hour of our last report (yesterday, 2 p.m.) until 2 o'clock today, carrying 4,020 tons 12 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
P. J. Nimmo	Georgetown	113 02
W. C. Smith	“	111 03
Owl	“	116 01
Uno	“	118 13
Broadway	“	113 16
Linnet	“	111 07
Hudson	“	105 07
Gen. Grant	“	104 18

M. M. Jane	“	117 08
Total		<u>1011 07</u>
New Central		
S. J. Gross	Georgetown	108 08
J. Couter	“	115 18
J. H. Gattrell	“	111 12
Geo. S. Couter	“	116 10
M. E. Spier	“	108 03
M. E. McMahan	“	108 13
Dr. E. DeLacey	“	112 14
M. Sinclair	“	108 12
R. Reives	“	108 01
J. V. Norman	“	109 09
Total		<u>1110 06</u>
American Company		
J. S. Davenport	Alexandria	106 11
J. Vandervoort	“	113 16
Henry Keney	“	110 03
Plover	“	110 09
Total		<u>441 18</u>
Borden		
S. H. Sherman	Georgetown	116 02
D. Tilghman	“	112 16
Capt. J. R. Masters	“	113 05
N. Williams	“	111 18
Total		<u>453 01</u>
Maryland Company		
Thomas Hassett	Georgetown	104 13
J. M. Resley	“	111 15
F. A. Mertens	“	108 00
Total		<u>324 08</u>
George's Creek Company		
J. W. Carder	Georgetown	116 10
T. J. Boyer	“	117 03
Total		<u>233 13</u>
Hampshire and Baltimore		
James March	Alexandria	104 00
M. Fannon	“	114 13
Total		<u>218 13</u>
Spruce Hill		
M. O'Conner	Georgetown	113 08
Total		<u>113 08</u>
Private		
Henry Roland	Antietam	113 18
Total		<u>113 18</u>

AG, Thu., 5/30/72, p. 2. **CANAL COMMERCE**

Arrivals – Boats G. W. Wallis, R. H. Haydock, John J. Swift, C. F. Livermore, Joseph Noble, Geo. Sherman, G. A. Pearre and John W. Bacon, to American Coal Co.; boats Juniata, Euphlia. A. H. Bradt, W. H. Wilson, Zella & Minna, Theodore Embrey, Geo. H. Bradt and Friendship, to New Central Coal Co.; boat Amos Thomas, to George’s Creek Coal Co.; boat Wm. Devecmon, to Hampshire & Baltimore Coal Co.
Departures – Boats J. D. Tice, Maj. E. L. Moore, G. Blackburn, A. H. Grant, Naomi, D. C. Bruce, Wm. Marbury, E. F. C. Young, H. W. Dellinger, G. W. Wallis, Samuel Henry, Morning Sun, H. W. Shuck, R. H. Haydock, John J. Swift, Juniata, Euphlia, A. H. Bradt, C. F. Livermore, Joseph Noble and W. H. Wilson, for Cumberland.

DT, Fri. 5/31/72, p. 4. **Canal Trade** – 44 boats cleared this port from the hour of our last report (yesterday, 2 p.m.) until 2 o’clock today, carrying 4,930 tons 3 cwt. of coal, as follows:

Consolidation Company

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Hawk	Georgetown	112 18
J. M. Forbes	“	112 01
Black Hawk	“	117 13
Dave	“	111 01
A. Rinehart	“	106 08
James Gunning	“	110 12
J. A. Graham	“	111 10
Mohawk	“	114 13
Communipaw	“	109 05
J. B. Varnum	“	115 07
Total		1121 08

New Central

Clearspring	Georgetown	108 09
Ida J. Kreps	“	115 00
Ida & Harry	“	115 00
J. B. Turton	“	109 13
P. Fleckenstein	“	115 03
Col. J. C. Lynn	“	114 18
E. K. Barger	“	108 11
M. A. Edwards	“	108 01
M. C. Morrison	“	101 17
Total		996 12

American Company

J. B. Cazeaux	Alexandria	113 16
Goldfinch	“	112 11
M. Sandford	“	116 16
James Hoy	“	113 10
J. A. Alexander	“	116 04
Charles Clifton	“	116 03
A. H. Wallis	“	108 13
W. J. Boothe	“	115 09
Total		913 02

Borden

R. Herr	Georgetown	107 18
Tilly B. Lynn	“	108 14
F. Ensminger	“	111 17
J. C. Hassett	“	118 13
D. Tilghman	“	112 16
T. Drennen	“	112 05
R. E. Fugitt	“	115 06
Total		777 09

Maryland Company

M. Blocher	Alexandria	112 01
F. Swain	“	106 12
Total		218 13

Hampshire and Baltimore

Grason & Fannie	Alexandria	111 19
W. M. Price	“	110 19
O. S. Maus	“	104 07
Total		327 05

Spruce Hill

N. S. Lemen	Georgetown	116 11
Total		116 11

George’s Creek Company

Silver Wave	Georgetown	112 18
Lillie & Nannie	“	113 03
Total		226 00

Private

M. S. Fernsner	Georgetown	112 18
Thomas Stackpole	“	120 05
Total		233 03

The Canal Board – It is now pretty well settled that the next Canal Board will be composed of Gorman, President; and men like Biser, Meredith and others for Directors. When these gentlemen assume control, the Canal Board, judging from their recent record, will be open to *inducements*.

Canal Trade - 1872

AG, Fri., 5/31/72, p. 2. **CANAL COMMERCE**
Arrivals – Boats Ida & Willie, F. M. Lefever and
 J. H. Garrish, to Maryland Coal Co.; boats Little
 Joe and Samuel Charles, to George’s Creek Coal
 Co.; boat Wm. P. Wools, to Hamp. & Balto.
 Coal Co.

Departures – Boats Charles Embrey, G. A.
 Pearre, George Sherman, H. M. Snyder, John W.
 Bacon, Friendship, Ida & Willie, William
 Devcmon and F. M. Lefever, for Cumberland.

DT, Sat. 6/1/72, p. 4. **Canal Trade** – 33 boats
 cleared this port from the hour of our last report
 (yesterday, 2 p.m.) until 2 o’clock today,
 carrying 3,716 tons 13 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
I. Crane	Georgetown	117 14
H. J. Kenah	“	109 12
Zonkers	“	115 14
A. Morse	“	112 01
Dr. A. A. Biggs	“	121 07
R. P. Getty	“	112 06
J. N. Clary	“	114 09
Total		803 03
New Central		
C. W. Adams	Georgetown	116 16
Lucy Hall	“	118 00
American Boy	“	111 08
J. C. Clark	“	121 19
A. Johnson	“	101 16
W. H. Boteler	“	105 02
J. Topper	“	111 10
E. P. Steffey	“	109 03
Benj. Long	“	108 08
Total		1003 17
American Company		
James Hoy	Alexandria	113 10
David A. Lowe	“	114 01
A. J. Thomas	“	109 06
A. Ray	“	109 04
H. C. Flagg	“	116 15
Total		562 16
Borden		
Charles A. Green	Georgetown	113 13

Dr. E. F. Doyle	“	111 17
Geo. H. Colbert	“	112 02
M. A. Adams	“	106 05
Alexandria	“	108 07
Total		552 04
Hampshire and Baltimore		
J. P. Broderick	Alexandria	118 05
Total		118 05
Spruce Hill		
G. P. DeWitt	Georgetown	108 12
W. H. Wright	“	106 05
Total		214 17
George’s Creek Company		
J. & T. Coulehan	Georgetown	119 18
D. L. Taylor	“	119 11
Total		239 09
Private		
E. V. White	Edward’s Ferry	104 13
W. L. Reed	“	117 09
Total		222 02

AG, Sat. 6/1/72, p. 4. **Coal Shipments** – The
 shipments of Cumberland coal from this port
 during the week ending today, have been as
 follows: American Coal Company, 4,285 tons; J.
 P. Agnew, 3,600 tons; Hampshire and Baltimore
 Coal Company, 1,082 tons.

DT, Mon. 6/3/72, p. 1. **Canal Trade** – 41 boats
 cleared this port from the hour of our last report
 (Saturday, 2 p.m.) until 2 o’clock today, carrying
 4,619 tons 7 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
I. C. Grove	Georgetown	112 11
A. Van Corlear	“	110 06
R. Van Winkle	“	105 17
Katskill	“	106 06
C. Slack	“	119 17
J. R. Cruzen	“	116 00
A. Norrie	“	112 01
Brombones	“	111 18
Laura	“	112 08
Total		1007 04
New Central		
J. Hammond	Georgetown	113 04

Wm. Doyle	“	115 03
E. F. Rizer	“	111 10
W. T. Hassett	“	118 08
J. T. Scrivener	“	112 06
J. F. Hitch	“	108 11
J. D. Tice	“	116 13
W. H. Ash	“	119 02
Shenandoah	“	108 11
Total		<u>1023 07</u>
American Company		
Thos. Patton	Alexandria	109 03
Geo. K. Sistare	“	109 17
H. B. Cromwell	“	112 08
John P. Moore	“	110 08
Henry Reed	“	106 02
A. D. Brower	“	106 12
W. J. B. Lloyd	“	111 13
Total		<u>766 03</u>
Borden		
Sprigg S. Lynn	Georgetown	113 00
John T. James	“	117 07
Geo. W. Thacker	“	112 13
Henry Freelay	“	117 15
Total		<u>459 15</u>
Hampshire and Baltimore		
A. L. Miller	Alexandria	117 03
H. A. Garrett	“	113 07
H. W. Sunner	“	110 12
Morning Sun	“	112 02
Total		<u>458 04</u>
Spruce Hill		
Joseph Murry	Georgetown	119 07
W. H. Wright	“	106 05
Total		<u>225 12</u>
Maryland Company		
J. L. Motter	Alexandria	111 13
R. A. Wagley	“	104 13
R. M. Sprigg	“	112 13
Total		<u>328 19</u>
George's Creek Company		
Johnny & Tom	Georgetown	118 11
Chesapeake	“	112 09
Total		<u>231 00</u>
Private		
Frank Kitwell	Georgetown	111 00
R. I. Morris	“	113 14

Total	<u>224 14</u>
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Election of Canal Officers

Annapolis, June 3, - At the meeting of the stockholders of the Chesapeake and Ohio Canal Company today the following officers were chosen to serve the ensuing year: President A. P. Gorman of Howard County. Directors – Alexander Brown of Baltimore city; Gillmor Meredith of the Consolidation Coal Company; Barrett of Washington; M. Bannon of Anne Arundel; Biser of Frederick and Watkins of Montgomery.

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."

Ibid, p. 3. CANAL COMMERCE –

ARRIVALS – Boats Ben Bissell, Park Agnew, Conrad Waltz, Geo. Hutton and M. McNally to Hampshire & Baltimore Coal Co.; boats Geo. Snyder, W. R. Shaw, A. B. Bain, Annie Bell and Wm. T. Allen to New Central Coal Co.; boats B. Williamson, M. Lienan, N. C. Hamilton, E. Stevenson, A. J. Clark and John O'Brien to American Coal Co.; boats J. M. Hedding and James Noble to Maryland Coal Co.; boat Dr. J. T. Davis coal to W. A. Smoot.

DEPARTURES – Boats Amos Thomas, Little Joe, Willie Snyder, Lillie Lemen, Tony Rodier, Harvey Fisk, Henry Delafield, Capt. John Weir, Robert B. Croypley, Ben Bissell, Jesse, H.

Canal Trade - 1872

Gerdeman, Ben Williamson, Conrad Waltz and M. McNally for Cumberland.

DT, Tue. 6/4/72, p. 1. **Canal Trade** – 31 boats cleared this port from the hour of our last report (yesterday, 2 p.m.) until 2 o'clock today, carrying 3,480 tons 4 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Blue Bell	Georgetown	111 16
Ino	“	107 03
J. B. Thomas	“	106 00
T. Murphy	“	102 06
W. H. Boyd	“	111 08
T. J. Mahaffy	“	119 02
F. H. Delano	“	116 11
Total		<u>774 06</u>
New Central		
Juniata	Georgetown	105 07
J. C. Stubblefield	“	119 08
Great Eastern	“	111 08
A. M. Reed	“	104 19
L. J. Stanhope	“	115 14
C. Embrey	“	113 03
Total		<u>669 19</u>
American Company		
Ed. Bayer	Alexandria	112 18
A. S. Winteringham	“	116 11
M. A. Myers	“	115 06
A. Main	“	112 13
Total		<u>457 08</u>
Borden		
Isaac Wilson	Georgetown	112 04
Sallie Ardinger	“	114 08
John G. Lynn	“	115 10
Ida & Sallie	“	116 03
B. L. Slack	“	111 06
Total		<u>669 11</u>
Hampshire and Baltimore		
R. A. Goodwin	Georgetown	114 04
Wm. Devecmon	“	105 09
Total		<u>219 13</u>
George's Creek Company		
J. B. Slattery	Georgetown	110 03
W. H. Boyer	“	119 15
H. Resley	“	113 00

Total		<u>342 18</u>
	Private	
H. Lowther	Georgetown	121 13
W. P. Wools	“	111 07
S. K. Whitford	“	113 09
Total		<u>346 09</u>

Only Boatmen! – During the meeting of the Stockholders of the C. and O. Canal held at Annapolis yesterday a committee of boatmen went to Annapolis to make a statement to the Board of Public Works in reference to the miserable state of the work, and to see further, if something could not be done toward bettering its condition. The Committee, consisting of Messrs. C. Ardinger, M. Adenhardt, T. Seaman, J. Brown, Simon Western, H. Bowley and A. Croone, report that on arriving at Annapolis they were snubbed by every State official they approached. Finally, they went to see the Governor. He, after hearing their statement, told them they had come *too late*; if they had come ten of fifteen days sooner, something might have been done, but as it was, everything was *fixed* and could not then be changed. However, he promised them an interview with the Board, at 12 o'clock. They went to the place of the meeting, accordingly, but were not admitted, the Board seeming to think that boatmen were quite beneath their notice. Such treatment of free, American citizens cannot be too strongly denounced, and we are sure that the boatmen on the canal are not likely to forget very soon their reception at the hands of politicians at Annapolis. The canal may go to the dogs and the coal interests of Allegany county to the devil, for all these gentry care, but a “bargain is a bargain” and the trade must be carried out.

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.*

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, Tue., 6/4/72, p. 3. **CANAL COMMERCE Arrivals** – Boat B. R. Summers, to New Central Co.; boats H. Willison and Mattie, to George's Creek Coal Co.; boats Charles 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 Thomas Stackpole, coal to Washington, D. C.

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

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; 400 bushels potatoes; 212 sacks salt; 4,750 feet lumber; 742,000 bricks; 7 bbls cement; 30 perches stone; 48,000 staves; 51 tons plaster.

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.

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.

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, Dr. 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 Gilmer 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.

CANAL COMMERCE - Arrivals - Boats W. Darrow, J. Vandervoort, J. A. Alexander, Henry Keney, Chas. Clifton, W. J. Boothe, jr., W. W. Shepherd, 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.

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

Canal Trade - 1872

Maryland Company	5,033 14
New Central Company	23,577 04
Spruce Hill Company	2,785 12
Individuals	<u>7,868 09</u>
Total	110,879 03

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.

DT, Wed. 6/5/72, p. 4. **Canal Trade** – 36 boats cleared this port from the hour of our last report (yesterday, 2 p.m.) until 2 o'clock today, carrying 3,846 tons of coal, as follows:

Consolidation Company		
Boats	Destination	Tons
Croton	Georgetown	102 06
D. M. Reed	"	114 01
E. M. Linthicum	"	107 04
Okonoko	"	123 10
Magpie	"	114 14
Gowanus	"	<u>112 12</u>
Total		674 07

New Central		
Boats	Destination	Tons
H. W. Shuck	Georgetown	107 17
J. W. Rhind	"	118 11
G. Blackburn	"	118 09
Ohio	"	109 07
N. S. Lemen	"	115 02
T. J. Baker	"	119 05
E. J. Hammond	"	<u>116 08</u>
Total		804 19

American Company		
Boats	Destination	Tons
T. H. Faile	Alexandria	110 00
James Dayton	"	113 10
R. S. Grant	"	113 02
Corus DuBois	"	109 18

W. Laird, Jr.	"	109 06
Total		<u>545 16</u>

Borden		
Boats	Destination	Tons
H. Lowther	Georgetown	121 18
Hollander	"	114 14
Maggie B.	"	114 17
Lizzie & Phillie	"	112 10
J. E. West	"	114 12
B. M. Young	"	120 06
J. R. Harris	"	111 03
Invincible	"	<u>107 11</u>
Total		918 12

George's Creek Company		
Boats	Destination	Tons
Wm. Young	Georgetown	116 17
Huntington	"	107 08
Shipley & Bush	"	<u>119 17</u>
Total		346 03

Maryland Company		
Boats	Destination	Tons
E. E. Spielman	Georgetown	114 19
Dennis Murphy	"	111 12
Total		<u>226 11</u>

Spruce Hill		
Boats	Destination	Tons
Scotia	Georgetown	114 14
Total		<u>114 14</u>

Private		
Boats	Destination	Tons
Wm. R. Snow	Georgetown	100 18
Samuel Boyer	Antietam	<u>114 00</u>
Total		214 18

AG, Wed., 6/5/72, p. 2. **CANAL COMMERCE**

Arrivals – Boats W. Darrow, J. Vandervoort, J. A. Alexander, Henry Keney, Charles Clifton, W. J. Boothe, Jr., W. W. Shepherd, A. H. Wallis, M. Sandford, James How, Plover and David A. Lowe, to American Coal Co.; boats J. & H. Korn, Viola H. Weir and Mollie E. Spier, to New Central Coal Co.; boat James 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, Charles 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. Korn, Viola H. Weir, C. Clifton and W. J. Boothe, Jr., for Cumberland.

Canal Trade - 1872

DT, Thu. 6/6/72, p. 4. **Canal Trade** – 36 boats cleared this port from the hour of our last report (yesterday, 2 p.m.) until 2 o'clock today, carrying 4,080 tons 8 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Robin	Georgetown	117 07
Fulton	“	112 15
F. H. Wolcott	“	106 17
A. J. Centre	“	110 05
J. Manning	“	108 00
J. P. Agnew	“	111 02
W. Moorehead	“	121 18
P. J. Smith	“	114 19
Total		907 08

New Central		
Annie	Georgetown	118 04
Ida & Willie	“	118 11
F. M. LeFevre	“	118 16
R. L. Gross	“	112 11
A. Lincoln	“	109 01
Friendship	“	112 08
Nannie McGraw	“	111 14
Total		801 05

American Company		
Rechabites	Alexandria	109 00
D. Cromwell	“	108 12
David Stewart	“	116 07
Kate	“	112 13
G. P. Lloyd	“	115 15
W. J. Shreve	“	110 03
Total		663 10

Borden		
Susan Charles	Georgetown	161 10
L. Lovell	“	115 09
Emerald	“	115 09
Henry Krouse	“	115 12
Sally H. Taylor	“	115 07
R. J. West	“	113 19
Total		693 06

George's Creek Company		
H. W. Dellinger	Georgetown	112 19
Eureka	“	112 07
W. Thomas	“	119 18
Total		345 04

Maryland Company		
A. H. Brant	Georgetown	115 08
Geo. H. Brady	“	114 06
Total		229 14

Hampshire and Baltimore		
Star	Alexandria	107 12
Total		107 12

Spruce Hill		
Grason & Fannie	Georgetown	106 08
Total		106 08

Private		
Theo. Embrey	Georgetown	111 15
Samuel Boyer	Antietam	114 06
Total		226 01

AG, Thu., 6/6/72, p. 2. **CANAL COMMERCE**

Arrivals – Boats M. E. McMahan, Edward Rizer and W. Doyle, to New Central Coal Co.; boats S. H. Davis, J. M. Resley and Thomas Hassett, to Maryland Coal Co.; boats M. Fannon and Price, to Hamp. & Balto. Coal Co.; boats J. S. Davenport and Goldfinch, to American Coal Co.; boat Robert J. Morris, to W. A. Smoot.

Departures – Boats Henry Keney, Mollie E. Spier, W. W. Shepherd, A. H. Wallis, Jeremiah Dick, James March, A. Spier, Mattie, Thomas Stackpole, M. Sandford, James Hoy, M. S. Fernsner, Plover and M. E. McMahan, for Cumberland.

DT, Fri. 6/7/72, p. 4. **Canal Trade** – 39 boats cleared this port from the hour of our last report (yesterday, 2 p.m.) until 2 o'clock today, carrying 4,386 tons 10 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Hoboken	Georgetown	106 05
Wash. Irving	“	112 15
Thos. Malloy	“	114 15
Peacock	“	111 15
C. H. Dalton	“	114 14
D. C. Bruce	“	110 06
W. A. Stephens	“	103 12
D. Hoadley	“	114 10
Total		888 12

New Central

Canal Trade - 1872

H. Gerdeman	Georgetown	118 14
W. R. Shaw	"	115 10
Zella & Minna	"	111 11
Willie Snyder	"	111 01
Dr. Duckett	"	118 15
Prairie Flower	"	111 14
Dr. Davis	"	112 17
J. J. Moore	"	112 08
Joseph Garsah	"	112 07
Total		<u>1,024 17</u>
American Company		
A. H. Grant	Alexandria	112 13
Geo. W. Wallis	"	110 12
Eagle	"	107 01
Maj. E. L. Moore	"	116 12
Samuel Henry	"	112 17
J. R. Anderson	"	113 15
Total		<u>673 10</u>
Borden		
Excelsior	Georgetown	112 08
Wm. Borden	"	114 17
Martha	"	106 13
Morning Star	"	110 07
Loretta	"	103 03
Evening Star	"	114 10
Total		<u>661 18</u>
George's Creek Company		
Capt. J. Weir	Georgetown	116 00
Samuel Charles	"	105 15
Total		<u>221 15</u>
Maryland Company		
City of Hamburg	Georgetown	111 11
Total		<u>111 11</u>
Hampshire and Baltimore		
Sam. Swain	Alexandria	111 12
Geo. Hutton	"	113 16
Tony Rodier	"	118 17
Lillie Lemen	"	113 17
Total		<u>458 02</u>
Spruce Hill		
J. B. Delaplane	Georgetown	111 16
Total		<u>111 16</u>
Private		
H. T. Weld	Georgetown	114 06
M. H. Russell	Antietam	120 03
Total		<u>234 09</u>

AG, Fri., 6/7/72, p. 3. **CANAL COMMERCE**
Arrivals – Boats Joseph F. Hitch and E. P. Steffey, to New Central Coal Co.; boats A. J. Thomas, Alex Ray, H. B. Cromwell, J. B. Cazeaux, John P. Moore, Thomas Patton and G. K. Sistare, to American Coal Co.; boat Oliver S. Mans, to Hamp. & Baltimore Coal Co.; boat F. A. Mertens, to Maryland Coal Co.
Departures – Boats D. A. Lowe, Edward Rizer, J. S. Davenport, William Doyle, Goldfinch, Samuel H. Davis, M. Fannon, Joseph F. Hitch, J. M. Resley, Robert J. Morris, H. C. Flagg and A. J. Thomas, for Cumberland.

DT, Sat. 6/8/72, p. 4. **Canal Trade** – 37 boats cleared this port from the hour of our last report (yesterday, 2 p.m.) until 2 o'clock today, carrying 4,108 tons 19 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Harlem	Georgetown	108 15
E. Corning	"	113 10
Bynon & Goodwin	"	95 13
Atlanta	"	99 11
W. M. Hill	"	112 00
Mountain City	"	114 01
Total		<u>643 10</u>
New Central		
M. Whitson	Georgetown	113 00
B. R. Summers	"	112 13
M. Sinclair	"	109 03
Geo. Snyder	"	116 04
Industry	"	108 19
O. D. Robbins	"	111 04
Mary Mertens	"	114 18
Wm. Moffett	"	112 08
Total		<u>888 09</u>
American Company		
John H. Parrott	Alexandria	112 15
Geo. A. Pearre	"	114 04
E. F. C. Young	"	112 14
J. J. Swift	"	108 16
R. H. Haydock	"	110 14
C. F. Livermore	"	107 05
Geo. Sherman	"	116 08
Total		<u>782 16</u>

Borden		
D. Tilghman	Georgetown	112 17
Thos. Drennen	“	109 06
Capt. J. R. Master	“	114 15
James H. Percy	“	113 07
A. C. Greene	“	117 07
S. H. Sherman	“	114 19
Total		682 11
George's Creek Company		
C. Segerson	Georgetown	119 09
Ingomar	“	108 00
H. S. Miller	“	105 00
Minnie Topper	“	109 04
Total		441 13
Maryland Company		
Dr. E. DeLacey	Georgetown	111 12
Total		111 12
Hampshire and Baltimore		
M. McNally	Georgetown	116 15
J. H. Woodburn	Alexandria	120 17
Total		237 12
Spruce Hill		
B. Bissell	Georgetown	110 08
Total		110 08
Private		
A. Johnson	Point of Rocks	98 01
Dr. J. T. Davis	Georgetown	112 07
Total		210 08

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.

AG, Sat. 6/8/72, p. 3. **Coal Shipments** – The shipments of Cumberland coal from this port during the week ending today, were as follows: American Coal Company, 4,511 tons; J. P. Agnew, 2,423 tons; Hampshire and Baltimore Coal Company, 950 tons.

CANAL COMMERCE

Arrivals – Boats J. B. Turton and M. P. C. Morrison, to New Central Coal Co.; boats J. P. Broderick, Morning Sun and Robert Emmet, to Hampshire & Baltimore Coal Co.

Departures – Boats E. P. Steffey, H. B. Cromwell, Alex Ray, J. B. Cazeaux, John P. Moore, Mrs. C. E. Charles, W. M. Price, George Sistare, Oliver S. Mans, John B. Turton, Thomas Hassett and Dr. J. P. Broderick.

DT, Mon. 6/10/72, p. 4. **Canal Trade** – 37 boats cleared this port from the hour of our last report (yesterday, 2 p.m.) until 2 o'clock today, carrying 4,108 tons 19 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Harlem	Georgetown	108 15
E. Corning	“	113 10
Bynon & Goodwin	“	95 13
Atlanta	“	99 11
Paul	“	115 08
R. Bender	“	108 09
C. P. Manning	“	106 17
A. Rineland	“	101 07
V. S. Sprigg	“	117 08
H. C. Hicks	“	112 00
Total		1078 12

New Central		
M. Whitson	Georgetown	113 00
B. R. Summers	“	112 13
M. Sinclair	“	109 03
W. H. Wilson	“	112 00
W. L. Shaw	“	108 11
Total		555 07

Borden		
D. Tilghman	Georgetown	112 17
Thos. Drennen	“	109 06
Capt. J. R. Master	“	114 15
J. T. Davis	“	112 07

Canal Trade - 1872

Rudolph Herr	“	109 13
Jos. H. Farrow	“	115 16
Total		<u>674 14</u>
George's Creek Company		
Minnie Topper	Georgetown	109 04
Hero	“	112 03
Little Joe	“	121 14
Total		<u>343 01</u>
American Company		
John H. Parrott	Alexandria	112 15
Geo. A. Pearre	“	114 04
E. F. C. Young	“	112 14
J. H. Stickney	“	116 12
J. W. Bacon	“	109 06
Total		<u>565 10</u>
Maryland Company		
Voila H. Weir	Georgetown	110 05
Total		<u>110 05</u>
Hampshire and Baltimore		
M. McNally	Georgetown	116 15
Park Agnew	“	115 18
Total		<u>232 13</u>
Spruce Hill		
B. Bissell	Georgetown	110 08
Conrad Waltz	“	111 13
Total		<u>222 01</u>
Private		
Dr. J. T. Davis	Georgetown	112 07
Total		<u>112 07</u>

DT, Tue. 6/11/72, p. 4. **Canal Trade** – 36 boats cleared this port yesterday carrying 4,144 tons 13 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Bronx	Georgetown	107 11
Gen. McClellan	“	113 11
Dundenburg	“	107 14
L. R. Fechtig	“	117 02
Bowery	“	106 09
A. Campbell	“	110 06
Total		<u>662 13</u>
New Central		
J. & H. Korn	Georgetown	108 09
James Noble	“	112 03
G. W. Grove	“	108 13

C. N. Madore	“	115 18
J. R. Couter	“	122 11
Naomi	“	107 19
Annie Bell	“	112 02
W. T. Allen	“	109 10
A. B. Bain	“	111 19
A. Spier	“	118 11
Total		<u>1227 15</u>
Borden		
Nath. Williams	Georgetown	118 00
Tilly B. Lynn	“	106 18
F. Ensminger	“	112 13
J. C. Hassett	“	104 01
C. A. Green	“	115 17
Total		<u>557 09</u>
George's Creek Company		
Jesse	Georgetown	109 07
R. B. Cropley	“	119 17
Total		<u>229 04</u>
American Company		
John S. Fox	Alexandria	110 04
Henry Delafield	“	113 18
Harvey Fisk	“	109 08
N. C. Hamilton	“	112 02
Mich. Lienan	“	108 07
A. J. Clark	“	113 14
Total		<u>667 13</u>
Maryland Company		
Noble Grand	Georgetown	122 03
J. M. Hedding	“	107 13
Total		<u>229 17</u>
Hampshire and Baltimore		
P. L. Lennon	Alexandria	113 07
Total		<u>113 08</u>
Spruce Hill		
J. Spencer	Georgetown	111 17
Total		<u>111 17</u>
Private		
Mary Willard	Georgetown	112 07
Mayfield & Hieston	“	118 00
Fairplay	Shep'town	114 10
Total		<u>344 17</u>

AG, Tue. 6/11/72, p. 3. **CANAL COMMERCE** – Arrivals – Boats A. Main, W. Laird, James Dayton, R. S. Grant, C. DuBois, D. Cromwell,

Canal Trade - 1872

D. Stewart, T. H. Faile, Rechabites, G. P. Lloyd, W. J. Shreve and Kate, to American Coal Co. Boats Johnny & Tommy, A. Sherman and J. B. Slattery, to George's Creek Coal Co. Boats Joseph L. Motter and G. Blackburn, to Maryland Coal Co. Boats Star and H. A. Garrett, to Hampshire and Baltimore Coal Co.
Departures – Boats Jack Topper, H. M. Snyder, E. Bayer, Henry Reed, Wm. Devecmon, A. Main, R. A. Wagley, W. Laird, M. A. Myers, James Dayton, R. S. Grant, R. A. Goodwin, D. Cromwell, D. Stewart, C. DuBois and Star, for Cumberland.

DT, Wed. 6/12/72, p. 4. **Canal Trade** – 38 boats cleared this port yesterday carrying 4,214 tons 11 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Energy	Georgetown	110 03
Creole	“	111 17
S. Cunningham	“	112 02
W. C. Smith	“	108 03
J. McGraw	“	115 17
K. V. Farrell	“	110 09
J. S. Mackie	“	104 18
Total		<u>747 01</u>
New Central		
Samuel Davis	Georgetown	115 19
E. V. White	“	108 11
L. Hartley	“	109 10
J. H. Gatrell	“	111 07
J. M. Resley	“	111 16
J. C. Silver	“	106 01
Sharpsburg	“	112 01
Theo. Embrey	“	114 09
M. E. McMahan	“	107 04
Total		<u>997 08</u>
Borden		
Alexandria	Georgetown	110 06
Geo. H. Colbert	“	117 04
Hy. Freeland	“	113 14
Fred C. Doyle	“	117 19
G. W. Thacker	“	112 14
M. A. Adams	“	107 15
Total		<u>679 12</u>

American Company		
B. Williamson	Alexandria	107 02
E. Stevenson	“	106 11
Charles Robb	“	117 04
John C. O'Brien	“	110 00
William Darrow	“	113 12
A. Perkins	“	104 05
J. A. Alexander	“	116 09
Total		<u>775 03</u>
Maryland Company		
F. P. White	Georgetown	108 10
M. E. Spier	“	111 17
Total		<u>220 07</u>
George's Creek Company		
F. J. Laing	Georgetown	114 02
John Gorman	“	116 04
Total		<u>230 06</u>
Spruce Hill		
Geo. P. DeWitt	Georgetown	108 01
Total		<u>108 01</u>
Hampshire and Baltimore		
M. O'Conner	Georgetown	108 18
Total		<u>108 18</u>
Private		
Mary Jane	Georgetown	98 15
H. C. Winship	“	115 01
Pearl	Antietam	106 19
Total		<u>320 15</u>

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.

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, Wed., 6/12/72, p. 3. **CANAL**

COMMERCE - Arrivals - Boats Samuel Henry, James R. Anderson, Eagle, G. W. Wallis, C. F. Livermore, R. H. Haydock, George Sherman and A. H. Grant, to American Coal Co.; boat Horace Resley, to George's Creek Coal Co.; boats George Hutton and Samuel Swain, to Hampshire & Baltimore Coal Co.; boat Henry Wade, limestone to E. Francis; boat W. P. Woolls, coal for Washington, D. C.

Departures - W. P. Woolls, Rechabites, Thomas H. Faile, G. P. Lloyd, H. A. Garrett, Kate, W. J. Shreve, Maj. E. L. Moore, Johnnie & Tommy, Henry Wade, J. B. Slattery, George Hutton, Samuel Henry, J. R. Anderson, Samuel Swain, A. Sherman and G. W. Wallis, for Cumberland.

DT, Thu. 6/13/72, p. 4. **Canal Trade** - 33 boats cleared this port yesterday carrying 3,777 tons 12 cwt. of coal, as follows:

Consolidation Company		
Boats	Destination	Tons
Owl	Georgetown	114 16
Maryland No. 2	"	118 06
Uno	"	116 15
T. J. Nimmo	56 tons fire brick	63 11
Linnet	"	109 05

Broadway	"	107 06
M. M. Jane	"	115 09
Hudson	"	106 06
J. C. Hoffman	"	109 09
Total		961 03

New Central		
Thos. Hassett	Georgetown	111 16
J. V. Norman	"	111 09
John Rubes	"	117 07
F. A. Mertens	"	112 01
J. C. Lynn	"	111 08
Ida & Mary	"	117 06
E. K. Barger	"	108 18
G. W. Adams	"	111 18
Total		902 03

American Company		
Charles Clifton	Alexandria	113 08
W. T. Boothe	"	116 12
R. Marshall	"	109 01
A. H. Wallis	"	110 03
J. Vandevook	"	114 01
James Hoy	"	110 01
Total		673 06

Maryland Company		
P. Fleckenstein	Georgetown	115 03
Ben. Long	"	108 17
Total		224 00

George's Creek Company		
Mattie	Georgetown	116 02
T. Long	"	108 14
John W. Carter	"	119 15
Total		344 11

Spruce Hill		
M. H. Wright	Georgetown	101 12
Total		101 12

Hampshire and Baltimore		
M. S. Fernsner	Georgetown	117 11
Total		117 11

Borden		
Sprigg S. Lynn	Georgetown	113 04
Total		113 04

Private		
R. Morris	Georgetown	117 15
J. R. Cruzen	"	111 17
Jack Kidwell	"	110 00
Total		339 12

Canal Trade - 1872

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.

DT, Fri. 6/14/72, p. 4. **Canal Trade** – 34 boats cleared this port yesterday carrying 3,779 tons 16 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Gen. Grant	Georgetown	107 04
J. M. Forber	“	108 15
Hunter & Bruce	“	110 13
Hawk	“	115 10
Jos. Murray	“	112 09
Dove	“	110 05
A. B. Turner	“	118 16
Communi paw	“	102 01
Mohawk	“	113 12
Total		<u>1000 05</u>
New Central		
E. P. Steffey	Georgetown	105 01
M. A. Edwards	“	107 19
American Boy	“	108 06
Ed. Rizer	“	115 05
W. T. Hassett	“	118 11
I. T. Scrivener	“	115 18
Jack Topper	“	114 10
Total		<u>785 16</u>
American Company		
N. Sanford	Alexandria	115 01
Henry Reneg	“	108 06
W. W. Shepherd	“	110 13
Dan. H. Lowe	“	116 02
Plover	“	110 02
Goldfinch	“	112 16
J. S. Davenport	“	106 05
Total		<u>779 05</u>

Maryland Company		
Wm. Doyle	Georgetown	113 13
Total		<u>113 13</u>

George's Creek Company		
Thos. J. Boyer	Georgetown	116 00
Total		<u>116 00</u>

Spruce Hill		
Mrs. C. E. Charles	Georgetown	118 00
Total		<u>118 00</u>

Hampshire and Baltimore		
James Marche	Georgetown	109 17
M. Fannon	“	111 15
Wm. M. Price	“	113 10
Total		<u>335 03</u>

Borden		
Ida & Julia	Georgetown	113 09
B. L. Slack	“	114 16
John J. Fances	“	114 04
Isaac Miller	“	112 15
Total		<u>455 04</u>

Private		
Round Top No. 1	Round Top	77 00
Total		<u>77 00</u>

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.

DT, Sat. 6/15/72, p. 4. **Canal Trade** – 37 boats cleared this port yesterday carrying 4,178 tons 7 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Dr. A. A. Biggs	Georgetown	116 17
R. P. Getty	“	112 07
J. N. Clary	“	115 16
W. L. Reed	“	120 02
I. Crane	“	114 15
J. Gunning	“	111 15
S. Boyer	“	118 18
J. B. Varnum	“	113 18
J. A. Graham	“	107 14

Canal Trade - 1872

Black Hawk	“	114 09
John P. Moore	“	109 19
Total		<u>1256 11</u>
New Central		
R. L. Gross	Georgetown	110 14
J. B. Turton	“	111 14
R. A. Wagley	“	108 16
Embrey & Wolf	“	116 16
J. D. Tice	“	118 18
W. H. Ash	“	115 00
S. J. Gross	“	104 19
J. C. Clark	“	119 05
J. F. Cumming	“	101 10
Total		<u>1008 01</u>
American Company		
John P. Moore	Alexandria	109 19
Alex. Ray	“	109 17
A. J. Thomas	“	112 18
Henry P. Flagg	“	114 04
H. B. Cromwell	“	114 02
Total		<u>561 00</u>
Maryland Company		
L. G. Stanhope	Georgetown	115 02
Ironsides	“	109 13
Nannie McGraw	“	106 18
Total		<u>331 13</u>
George's Creek Company		
J. & T. Coulehan	Georgetown	115 12
Lillie & Nannie	“	119 01
Silver Wave	“	108 08
Total		<u>343 01</u>
Spruce Hill		
O. S. Maus	Georgetown	111 08
Total		<u>111 08</u>
Hampshire and Baltimore		
Morning Sun	Alexandria	115 14
J. B. Broderick	“	111 15
Total		<u>227 09</u>
Borden		
John G. Lynn	Georgetown	113 08
Joseph E. West	“	114 16
Maggie B.	“	111 10
Total		<u>339 04</u>

Sat. 6/15/72, p. 4. **Coal Shipments** – The shipments of Cumberland coal from this port

during the week ending today, were as follows: American Coal Company, 4,546 tons; J.P. Agnew, 2,023 tons; and Hampshire and Baltimore Coal Company, 1,300 tons.

AG, Sat., 6/15/72, p. 3. **CANAL COMMERCE Arrivals** – Boats Lillie Lemen and Park Agnew, to Hampshire & Baltimore Coal Co.; boats U. C. Hamilton, H. Delafield, G. A. Pearce and A. J. Clark, to American Coal Co.; boats A. G. Bradt, George H. Bradt and City of Hamburg, to Maryland Coal Co.; boats G. L. Conter and J. & H. Korn, to New Central Co.
Departures – Boats Lillie Lemen, A. H. Bradt, H. Delafield, G. S. Conter, Moses Whitson, M. McNally, Dennis Murphy and U. C. Hamilton, for Cumberland.

DT, Mon. 6/17/72, p. 1. **Canal Trade** – 37 boats cleared this port Saturday carrying 4,107 tons of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
R. Van Winkle	Georgetown	105 04
C. Slack	“	117 05
Ino	“	107 05
Lark	“	109 10
Yonkers	“	116 00
T. Malloy	“	119 13
H. J. Kenah	“	108 13
Brombones	“	109 16
A. Norrie	“	109 06
F. H. Delano	“	111 10
F. H. Walcott	“	110 01
Croton	“	105 11
E. Robinette	“	100 03
Total		<u>1133 04</u>
New Central		
Lucy Hall	Georgetown	108 12
Clearspring	“	108 01
I. J. Kreps	“	115 04
Great Eastern	“	108 04
J. C. Stubblefield	“	115 07
Charles Embrey	“	111 13
A. M. Reid	“	104 05
Total		<u>771 06</u>

Canal Trade - 1872

American Company		
N. J. B. Lloyd	Alexandria	118 05
W. Laird, Jr.	"	110 02
Ed. Bayer	"	112 19
Geo. K. Sistare	"	110 14
A. S. Winteringham	"	113 03
A. D. Brower	"	110 01
Total		<u>675 05</u>

Maryland Company		
Shenandoah	Georgetown	104 06
Total		<u>104 06</u>

George's Creek Company		
Chesapeake	Georgetown	111 05
J. B. Slattery	"	109 00
Total		<u>220 05</u>

Borden		
Hollander	Georgetown	111 13
Sallie Ardinger	"	115 01
Lizzie & Phillie	"	111 15
B. M. Young	"	115 17
J. C. Norter	"	115 15
J. R. Haines	"	117 04
Total		<u>687 05</u>

Private		
W. P. Wools	Georgetown	111 17
W. R. Shaw	"	103 12
Total		<u>215 09</u>

DNR Mon. 6/17/72, p. 1. **GEORGETOWN AFFAIRS – Receipts of Grain and Flour** – W. H. Dougal has received per canal 203 barrels of flour, 48 bushels of oats, and 200 bushels of offal; B. Talbott & Son, 350 bushels of corn, and Hartley & Bro., 210 bushels of corn.

AG, Mon. 6/17/72, p. 3. **CANAL COMMERCE – Arrivals** – Boats E. V. White, A. B. Bain, D. W. Sloan, John E. Silver and S. Davis, to New Central Coal Co.; boats E. E. Spielman and J. H. Garrish, to Maryland Coal Co.; boat P. L. Lemen, to Hampshire & Baltimore Coal Co.; boats M. Lienan, W. Darrow and J. A. Alexander, to American Coal Co.; boat Round Top No. 2, empty to Shinn & Co.

Departures – Boats G. A. Pearre, A. J. Clark, Park Agnew, Geo. H. Bradt, J & H. Kornis, C. Segerson, E. V. White, City of Hamburg and Round Top No. 2, for Cumberland

DT, Tue. 6/18/72, p. 4. **Canal Trade** – 28 boats cleared this port yesterday carrying 3,138 tons 11 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
P. J. Smith	Georgetown	108 06
L. L. Fechtig	"	114 04
Blue Bell	"	107 02
Dr. J. P. Delaplane	"	111 01
H. Lowther	"	117 09
Magpie	"	109 05
Total		<u>667 07</u>

American Company		
M. A. Myer	Alexandria	117 14
James Dayton	"	113 03
D. Cromwell	"	107 00
David Stewart	"	114 02
G. P. Lloyd	"	112 17
C. DuBois	"	110 10
Total		<u>675 06</u>

Borden		
L. Lovell	Georgetown	115 17
Invincible	"	104 12
Sally H. Taylor	"	116 00
Emerald	"	111 07
Henry Krouse	"	113 06
Total		<u>561 02</u>

New Central		
J. L. Motter	Georgetown	111 13
Euphlia	"	106 02
Ohio	"	111 18
N. S. Lemen	"	112 14
F. J. Baker	"	119 04
Total		<u>561 11</u>

George's Creek Company		
H. Resley	Georgetown	111 16
D. L. Taylor	"	119 04
W. H. Boyer	"	115 16
Total		<u>346 16</u>

Maryland Company		
W. A. Kemble	Georgetown	104 18

Canal Trade - 1872

F. Swain	“	105 00
Total		<u>209 18</u>

Hampshire and Baltimore

H. M. Snyder	Georgetown	116 11
Total		<u>116 11</u>

DT, Wed. 6/19/72, p. 4. **Canal Trade** – 35 boats cleared this port yesterday carrying 3,909 tons 14 cwt. of coal, as follows:

Borden

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
R. J. West	Georgetown	115 08
Morning Star	“	111 04
Loretta	“	107 12
Wm. Borden	“	115 14
Total		<u>449 18</u>

George’s Creek Company

Wm. Young	Georgetown	116 04
L. Sherman	“	112 15
Johnny & Tommy	“	111 15
Total		<u>340 14</u>

Private

Vulture	Antietam	110 04
Henry Boland	“	116 14
T. J. Mehaffey	Georgetown	111 12
Star	“	111 08
W. H. Ballinger	Sheph’town	113 09
Total		<u>563 07</u>

Hampshire and Baltimore

Robert Emmet	Georgetown	111 19
Total		<u>111 19</u>

Maryland Company

M. Blocher	Georgetown	107 16
Total		<u>107 16</u>

Consolidation Company

N. A. Stephens	Georgetown	104 19
A. J. Center	“	113 00
Julia Manning	“	108 07
Better	“	110 05
C. H. Dalton	“	112 09
H. T. Weld	“	112 09
Okonoko	“	113 03
D. Hoadley	“	107 18
J. B. Thomas	“	109 12
Total		<u>992 02</u>

American Company

Rechabites	Alexandria	112 02
Andrew Main	“	113 18
R. S. Grant	“	116 11
J. R. Anderson	“	109 06
N. I. Sreves	“	109 06
Kate	“	112 05
Total		<u>678 02</u>

New Central

Dennis Murphy	Georgetown	115 13
John Rhind	“	114 18
R. M. Sprigg	“	111 00
E. J. Hammond	“	114 00
A. Johnson	“	112 00
M. C. Morrison	“	108 05
Total		<u>665 16</u>

Chesapeake and Ohio Canal – Meeting of Directors

– The newly elected President and Directors of the Chesapeake and Ohio Canal Company held a special meeting Monday, at the office of Alexander Brown & Sons, in the city of Baltimore, for the purpose of qualifying as members of the Board. President Gorman and all of the members were present, except Daniel S. Biser, Esq., of Frederick county, who was absent on account of illness. Mr. George F. Brown offered a resolution that James C. Clarke, Esq., be elected General Superintendent of the canal, at a salary of \$5,000 per annum. Mr. Michael Bannon moved that the consideration of the resolution be postponed until the next meeting of the Board. Mr. Brown then withdrew his resolution. Mr. Bannon offered 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. Mr. Gillmor Meredith, proposed, as an amendment, that James C. Clarke, Esq., be invited to accompany the President and engineer on their tour of inspection, which was accepted and the resolution adopted by the Board. Col. J. B. Berret, of Washington city, offered a resolution to remove the office of the company from Frederick to Annapolis, where the company

would have the use of a fire-proof building for their records, &c. Mr. Brown moved as a substitute that the office be removed to Baltimore city. Mr. Bannon moved to postpone the resolution till Mr. Biser could be present, which was carried. The motion was subsequently reconsidered, and the resolution moving the office of the company to Annapolis adopted. Geo. S. Brown and Gillmor Meredith, Esqs., voting in the negative. The Board then adjourned to meet at the same place on the 29th of June.

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.

AG, Wed., 6/19/72, p. 3. **CANAL COMMERCE** – *Arrivals* – Boat M. S. Fernsner, to Hamp. & Balto. Coal Co.; boats Ida & Harry, F. A. Mertens, L. Hartley, E. Rizer, Thomas Hassett and C. A. Madore, to New Central Coal Co.; boats Harvey Fisk, James Vandervoort and W. J. Boothe, Jr., to American Coal Co.; boat H. S. Miller, to Maryland Coal Company. *Departures* – Boats J. V. Norman, Joseph Noble, B. Williamson, J. H. Garrish, P. L. Lemen, C. Clifton, Dr. E. DeLacey, Ida & Harry, F. A. Mertens and L. Hartley, for Cumberland.

DT, Thu. 6/20/72, p. 2. The Canal Board, on Tuesday, appointed ex-President J. C. Clarke to the position of General Superintendent of the work at a salary of \$5,000 per annum. It is understood that the coal companies will contribute the additional \$5,000 required to bring the compensation of Mr. Clarke up to the amount at which he values his services. Before accepting the appointment, Mr. Clarke stipulated that the entire charge of the work, full control of receipts and disbursements, and the power to

employ and discharge subordinate officers should be placed in his hands. This was acceded to by the Board, and Mr. Clarke was engaged at a salary higher than that of the President, who receives \$4,000 a year besides \$2,000 for clerk hire. This maneuver makes, as Mr. Clarke sarcastically remarked at Baltimore, Mr. Gorman “a pensioner on the State,” and places him in a position that no man of spirit would occupy longer than it would take him to write his resignation. But no fears need be entertained of the loss of Mr. Gorman’s invaluable services to the State as a dummy President, for the reason that with him the \$4,000 in sight far out-weighs any consideration of honor or independence.

This for the make-up, and now for the expense attending it. Last winter a hubbub was raised in the Legislature over the fact that Clarke was paid \$10,000 for services not worth \$2,500. A resolution was adopted by the Legislature, recommending a reduction; and in obedience to this the Board of Public Works on the election of Mr. Gorman fixed \$4,000, with \$2,000 for clerk hire, as the President’s salary. This \$2,000 for “clerk hire” is merely a phrase, as a President with an eye to business can employ a clerk for \$600 a year and pocket the remainder. Mr. Clarke as General Superintendent receives \$5,000 and \$2,000 for clerk hire, which added to the sum paid Mr. Gorman and clerk, makes \$13,000 as against \$10,000 last year. This is *economy* with a vengeance His Excellency Wm. Pickney Whyte and Mr. Treasurer Davis should take out a patent on the process instanter, as it was solely through their influence, brought to bear upon the Canal Board, that Clarke was employed as General Superintendent at a larger salary than that paid a President, who is by this action confessed to be incompetent by the very men who placed him in office. Better far have kept Mr. Clarke in his old place than to have made this disgraceful *fiasco*.

Ibid. p. 4. **Canal Trade** – 38 boats cleared this port yesterday carrying 4,177 tons 1 cwt. of coal, as follows:

Canal Trade - 1872

Borden		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
James H. Percy	Georgetown	106 07
Martha	“	106 02
Excelsior	“	115 11
A. C. Green	“	117 08
Randolph Herr	“	112 11
Total		<u>523 19</u>
George’s Creek Company		
Eureka	Georgetown	108 16
Capt. J. Weir	“	114 17
A. Thomas	“	112 05
Total		<u>335 18</u>
Spruce Hill		
R. A. Goodman	Georgetown	114 07
Total		<u>114 07</u>
Hampshire and Baltimore		
Wm. Devecmon	Georgetown	106 04
H. A. Garrett	“	113 11
Samuel Swain	“	114 07
Total		<u>334 02</u>
Maryland Company		
H. W. Shuck	Georgetown	108 05
Friendship	“	107 17
Total		<u>216 02</u>
Consolidation Company		
N.M. Hill	Georgetown	114 09
J. C. Grove	“	114 04
Robin	“	115 08
Fulton	“	112 13
W. Moorehead	“	114 05
Dr. J. T. Davis	“	114 03
W. Irving	“	114 15
Hoboken	“	115 08
D. C. Bruce	“	104 08
J. P. Agnew	“	109 17
Total		<u>1129 10</u>
American Company		
Henry Reed	Alexandria	105 03
C. T. Sevinear	“	107 05
Geo. W. Wallis	“	110 16
Geo. Sherman	“	114 02
Thomas H. Faile	“	119 15
R. H. Haydock	“	108 12
Total		<u>675 14</u>
New Central		

Annie	Georgetown	119 01
Ida & Willie	“	112 01
G. Blackburn	“	118 10
D. H. Forney	“	118 03
W. M. LeFevre	“	115 00
A. Lincoln	“	111 03
A. H. Bradt	“	115 08
Geo. H. Bradt	“	114 04
Total		<u>923 12</u>

AG, Thu., 6/20/72, p. 2. **CANAL COMMERCE** – *Arrivals* – Boats John S. Fox, James Hoy, M. Sandford, Henry Keney, John O’Brien and D. A. Lowe, to American Coal Co.; boats C. W. Adams and Jack Topper, to New Central Co.; boat James March, to Hampshire & Baltimore Coal Co.; boat F. Kittwell, for plaster. *Departures* – Boats H. S. Miller, J. Vandervoort, H. Fisk, E. Rizer, W. J. Boothe, Thomas Hassett, F. Kittwell, (with 25 tons plaster) Thomas Stackpole and C. N. Madore, for Cumberland.

DT, Fri. 6/21/72, p. 4. **Canal Trade** – 41 boats cleared this port yesterday carrying 4,555 tons of coal, as follows:

Borden		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Donna Tilghman	Georgetown	109 02
J. R. Master	“	115 06
T. Drennen	“	108 15
S. H. Sherman	“	114 17
Tilly B. Lynn	“	108 13
Total		<u>556 13</u>
Spruce Hill		
Scotia	Georgetown	114 07
Total		<u>114 07</u>
Private		
Cherokee Tribe	Georgetown	120 16
Total		<u>120 16</u>
Maryland Company		
G. Snyder	Georgetown	111 18
Total		<u>111 18</u>
Consolidation Company		
E. Corning	Georgetown	108 15
Harlem	“	108 00
H. C. Hicks	“	111 18

Fairplay	“	107 01
Bynon & Goodwin	“	99 15
R. Bender	“	108 01
C. P. Manning	“	106 11
Mountain City	“	111 05
L. Smith	“	107 10
Poll	“	112 13
Bronx	“	106 06
Total		<u>1187 15</u>

New Central

H. Gerdeman	Georgetown	115 03
Dr. Davis	“	114 08
City of Harrisburg	“	115 10
W. R. Shaw	“	112 01
Mollie Reed	“	110 07
W. Snyder	“	108 12
Industry	“	108 11
Zella & Minnie	“	104 15
Total		<u>888 15</u>

American Company

Eagle	Alexandria	109 14
J. H. Parrott	“	113 02
A. H. Grant	“	110 07
J. H. Stickney	“	112 05
U. C. Hamilton	“	104 13
John J. Swift	“	106 16
A. J. Clark	“	119 07
Total		<u>773 04</u>

Hampshire and Baltimore

George Hutton	Alexandria	109 19
J. H. Woodburn	“	114 06
L. Lemen	“	112 04
M. McNally	“	113 08
Total		<u>449 17</u>

George's Creek Company

Shipley & Bush	Georgetown	115 12
Lucinda	“	121 08
John Spencer	“	115 18
Total		<u>352 18</u>

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, Fri., 6/21/72, p. 3. **CANAL COMMERCE**

Arrivals – Boats A. L. Miller, M. O’Conner and M. Fannon, to Hamp. & Balt. Coal Co.; boats J. D. Tice, American Boy and Naomi, to New Central Coal Co.; boats A. H. Wallis, Plover, Goldfinch, W. W. Shepherd, R. Marshall, H. C. Flagg, H. B. Cromwell and Alex Ray, to American Coal co.; boat W. P. Woolls, coal for Washington, D. C.

Departures – Boats John S. Fox, C. N. Madore, C. W. Adams, James Hoy, M. Sandford, Jack Topper, D. A. Lowe, James March, Henry Keney, M. S. Fernsner, John O’Brien, J. D. Tice, American Boy, A. H. Wallis, Plover, Goldfinch and Naomi, for Cumberland.

DT, Sat. 6/22/72, p. 2. The decision of the Court has confirmed the opinion held by us in reference to the controversy between the Consolidation Coal Company, and the C. & O. Canal Company. As we have previously stated, the difficulty would never have originated, save for the fact that certain members of the Board of 1870 grossly betrayed the interests confided to their care, and by selling the right of the Canal to the mouth of Shriver basin opened the loop-hole for all the litigation which has followed. The decision of the Court, at this time, we regard as eminently righteous and signally opportune, for the reason that the present Executive of the canal, then in a subordinate position, in 1870 was highly instrumental (to say no worse) in giving away the rights of that work to the Consolidation Coal Company. Of course, the Board of Public

Canal Trade - 1872

Works may have prevented barter and sale, but the decision of the Court, after a patient hearing of the evidence and counsel, puts peddling beyond peradventure.

Ibid., p. 4. **Canal Trade** – 40 boats cleared this port yesterday carrying 4,460 tons 17 cwt. of coal, as follows:

Borden		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
G. M. Thacker	Georgetown	111 08
John C. Hassett	“	110 02
F. Ensminger	“	112 01
J. H. Farrow	“	109 05
Nath. Williams	“	114 00
R. E. Fugitt	“	115 15
A. C. Greene	“	115 11
Total		788 02
Spruce Hill		
Conrad Waltz	Georgetown	110 14
Total		110 14
Private		
Mayfield & Hieston	Georgetown	105 16
Lady of the Lake	Williamsport	114 05
Total		220 01
Maryland Company		
B. R. Summers	Georgetown	111 18
J. J. Moore	“	115 01
Total		226 19
Consolidation Company		
Joseph Murray	Georgetown	113 08
Van Lear Sprigg	“	108 17
Dundenburg	“	110 03
H. C. Winship	“	114 00
Miami	“	112 12
Peacock	“	107 06
Energy	“	110 02
S. S. Cunningham	“	109 18
L. R. Fechtig	“	115 07
Total		1002 03
New Central		
W. H. Boteler	Georgetown	105 16
Wm. Moffett	“	115 06
O. D. Robbins	“	108 15
M. A. Edwards	“	102 00
E. E. Spielman	“	114 14

M. Sinclair	“	111 06
W. H. Wilson	“	108 00
M. Whitson	“	115 05
Total		881 02

American Company		
Charles Robb	Alexandria	111 14
W. Darrow	“	113 08
H. Delafield	“	116 17
E. F. C. Young	“	109 11
J. A. Alexander	“	114 16
E. Stevenson	“	106 10
M. Lienan	“	109 06
Total		782 02

Hampshire and Baltimore		
Park Agnew	Georgetown	116 16
Total		116 16

George’s Creek Company		
Sam’l Charles	Georgetown	113 14
H. W. Dellinger	“	112 10
Huntington	“	106 14
Total		322 18

The Coal Trade – “Cumberland” is quoted at \$4.25 at Georgetown and Alexandria; at Baltimore, \$4.50; at New York, \$6.60; at Springfield, Mass., \$10.; at Boston, \$7.25 @ 7.50; at San Francisco, \$25 @ 29.

The San Francisco *Herald* says Cumberland coal is scarce and high in that city.

AG, Sat. 6/22/72, p. 2. **CANAL COMMERCE Arrivals** – Boats John P. Moore, W. J. B. Lloyd, A. S. Winteringham, Wm. Laird, Jr., Edward Bayer, Thomas Patton, A. D. Brower, J. S. Davenport, George K. Sistare and A. J. Thomas, to American Coal Co.; boats James C. Clarke and Charles Embrey, to New Central Coal Co. **Departures** – Boats R. Marshall, W. W. Shepherd, M. O’Conner, H. C. Flagg, H. B. Cromwell, Alex Ray, John P. Moore, James C. Clarke, A. S. Winteringham, W. P. Woolls, W. J. B. Lloyd and Wm. Laird, Jr., for Cumberland.

Ibid., p. 3. A mule fell overboard at the wharves of the Hampshire and Baltimore Coal Company, this morning, and the efforts to rescue

him, which were successful, attracted a large crowd of idlers.

DT, Mon. 6/24/72, p. 4. **Canal Trade** – 40 boats cleared this port yesterday carrying 4,518 tons 6 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. Campbell	Georgetown	108 06
Uno	“	112 18
J. McGraw	“	108 18
Maryland No. 2	“	102 05
Broadway	“	106 18
Hunter & Bruce	“	111 00
Communipaw	“	104 07
T. I. Nimmo	“	112 19
A. B. Turner	“	111 00
Linnet	“	105 08
J. Abraham	“	108 05
R. I. Morris	“	106 12
Total		1308 16

New Central		
D. W. Sloan	Georgetown	115 00
W. L. Shaw	“	111 09
G. S. Couter	“	115 15
Dr. E. DeLacey	“	112 01
V. H. Weir	“	114 13
J. H. Garrish	“	115 11
J. M. Hedderly	“	109 14
James Noble	“	111 15
G. W. Grove	“	108 02
Total		1014 00

American Company		
Geo. A. Pearre	Alexandria	106 04
Joseph Noble	“	105 16
Charles Clifton	“	113 07
N. J. Boteler, Jr.	“	113 05
Total		438 12

Maryland Company		
J. & H. Korn	Georgetown	106 19
Noble Grand	“	108 04
Total		215 03

Private		
Atlanta	Georgetown	104 04
Odd Fellow	“	99 05
A. Bain	Williamsport	109 05

Total		313 04
Borden		
Alexander	Georgetown	109 19
Geo. H. Colbert	“	114 04
Henry Freeland	“	115 05
Dr. F. C. Doyle	“	113 12
Sprigg S. Lynn	“	114 18
Total		567 14

George’s Creek Company		
Ingomar	Georgetown	109 07
M. Topper	“	109 06
C. Sagerman	“	112 15
Total		331 08

Hampshire and Baltimore		
Geo. P. DeWitt	Georgetown	110 06
M. H. Wright	“	104 11
Total		214 17

Spruce Hill		
Ben Russell	Georgetown	114 12
Total		114 12

AG&VA, Mon. 6/24/72, p. 4. **CANAL COMMERCE.** - *Arrivals* – Boats Lucy Hall, F. L. Mottler, S. J. Gross and A. M. Reid, to New Central Coal Co.; boats J. B. Cazeaux, James Dayton, D. Cromwell, D. Stewart, M. A. Myers, G. P. Lloyd, Major E. L. Moore and W. J. Shreve, to American Coal Co.; boats Iowa and Juniata, to Maryland Coal Co.; boat Star, coal for Washington, D. C.

Departures – Boats A. D. Brower, Charles Embrey, Thomas Patton, E. Bayer, Lucy Hall, J. S. Davenport, G. K. Sistare, A. J. Thomas, J. L. Motter, S. J. Gross, James Dayton, J. B. Cazeaux, D. Cromwell, A. M. Reid and A. L. Miller for Cumberland.

DT, Tue. 6/25/72, p. 2. It now turns out that James C. Clarke has not been appointed Superintendent of the Canal, nor is he likely to be; the terms which he wishes to exact of the Company being such as to prevent his employment. A great many persons, thoroughly informed in the premises, hold the opinion that the coal companies have no idea whatever of making up a fund to pay Mr. Clarke one-half the

exorbitant salary he demands; and they regard the several stories of fat positions offered this gentleman by the Erie and other Railroads as having been manufactured out of the whole cloth, simply for the purpose of guiling the public. It is pretty well settled that when Mr. Clarke next takes a position on a public work, that the Baltimore and Potomac Road will be the fortunate recipient of his distinguished services where, as in his Presidency of the Canal, his fortunes will be allied to those of his friend Governor Bowie. Mr. Clarke, we repeat, has no hope of becoming Superintendent on the terms he laid down; but someone else has an eye to the position – on almost any terms. Mr. Spates once more hankers after a life on the ocean wave, and he is carefully setting his pegs in that direction. Whether the Canal Board will dare to appoint him in defiance of public sentiment remains to be seen.

Ibid. p. 4. **Canal Trade** – 38 boats cleared this port yesterday carrying 4,200 tons 8 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
C. Van Tassel	Georgetown	107 15
Mohawk	“	111 01
Annie Rinehart	“	103 05
J. R. Cruzen	“	111 19
Pigeon	“	103 07
Bowery	“	112 12
M. M. Jane	“	105 08
Total		860 17
New Central		
A. Spier	Georgetown	115 03
S. H. Davis	“	111 16
H. S. Miller	“	111 02
Jacob Couter	“	115 09
Annie Bell	“	111 11
L. Hartley	“	108 18
Total		674 19
American Company		
A. Perkins	Alexandria	108 09
James Hoy	“	110 18
M. Sandford	“	106 14

J. S. Fox	“	112 14
Henry Keney	“	106 17
J. Vandervoort	“	114 06
J. W. Bacon	“	106 12
Ben Williamson	“	110 13
A. H. Wallis	“	109 17
H. C. Flagg	“	111 09
Total		1098 09

Maryland Company		
E. P. White	Georgetown	107 15
Col. E. V. White	“	107 19
Total		215 14

Borden		
Isaac Wilson	Georgetown	115 06
Joseph E. West	“	113 07
M. A. Adams	“	108 04
John T. James	“	113 00
Ida & Sallie	“	114 02
Total		563 19

George’s Creek Company		
Hero	Georgetown	109 02
Little Joe	“	112 14
Total		221 16

Spruce Hill		
Tony Rodier	Georgetown	114 12
Total		114 12

Private		
B. L. Slack	Georgetown	116 14
Thomas Stackpole	“	113 10
Amazon	“	108 16
Hollander	“	111 06
Total		450 06

DNR Tue. 6/25/72, p. 1. **GEORGETOWN AFFAIRS – Cement and Tanbark** – Arrived – Boats D. A. Carl, with 650 barrels of cement for George Waters; and Monongahela, with tanbark for J. E. Cox.

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 Sun, to Hampshire and Baltimore Coal Co.; boats N. S. Lemen, City of Hamburg and A.

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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.

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.

DT, Wed. 6/26/72, p. 4. **Canal Trade** – 36 boats cleared this port yesterday carrying 4,040 tons 6 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. S. Mackie	Georgetown	107 02
J. B. Varnum	“	111 11
Hudson	“	105 03
J. M. Forbes	“	116 13
W. C. Smith	“	109 08
J. N. Clay	“	110 15

T. Malloy	“	114 10
Dr. A. A. Biggs	“	112 17
C. Slack	“	111 12
J. Crain	“	113 15
Total		1113 06

New Central		
J. E. Silver	Georgetown	108 03
Sharpsburg	“	111 05
J. M. Resley	“	108 05
J. H. Gattrell	“	115 10
M. E. McMahan	“	108 12
Theo. Emory	“	111 02
M. E. Spier	“	112 02
John Reives	“	111 04
Thomas Hassett	“	105 02
Total		991 05

American Company		
H. B. Cromwell	Alexandria	109 15
David Lowe	“	112 19
Plover	“	109 09
Goldfinch	“	111 18
W. J. B. Lloyd	“	109 09
A. S. Winteringham	“	113 08
Total		666 18

Borden		
Maggie B.	Georgetown	119 05
John G. Lynn	“	110 17
Lizzie & Phillie	“	115 11
Susan Charles	“	115 05
B. M. Young	“	119 06
Total		580 04

George's Creek Company		
Jessie	Georgetown	106 17
Total		106 17

Spruce Hill		
P. L. Lemen	Georgetown	117 15
Total		117 15

Maryland Company		
J. V. Norman	Georgetown	105 01
Total		105 01

Private		
W. P. Wool	Georgetown	110 01
W. L. Reed	“	117 07
Grason & Fannie	Williamsport	111 12
Total		339 00

Personal – Hon. A. P. Gorman, President C. and O. Canal, and Hon. James C. Clarke, ex-President of the same, were in the city yesterday. The left here in a skiff for an inspecting trip down the canal.

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.

DT, Thu. 6/27/72, p. 4. **Canal Trade** – 39 boats cleared this port yesterday carrying 4,386 tons 15 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Ino	Georgetown	106 12
Creole	“	108 05
James Gunning	“	106 02
P. J. Smith	“	108 01
Samuel Boyer	“	117 19
F. H. Deloma	“	108 13
Black Hawk	“	114 10
R. P. Getty	“	109 07
J. K. Whitford	“	114 07
Brombones	“	112 16
Hawk	“	111 12
D. M. Reed	“	113 17
Total		<u>1334 01</u>
New Central		
F. A. Mertens	Georgetown	114 13
J. C. Lynn	“	108 14
Ida & Harry	“	118 06
P. Fleckenstein	“	121 12
C. N. Adams	“	114 00

J. C. Clark	“	112 15
M. A. Edwards	“	108 08
John Hammond	“	115 14
Total		<u>914 02</u>

American Company		
N. Laird	Alexandria	110 01
Alex. Rag	“	110 03
W. N. Shepherd	“	108 06
John C. O’Brien	“	109 12
Thomas Patton	“	106 10
E. Bayer	“	109 07
Robert Marshall	“	114 01
Total		<u>768 00</u>

Borden		
J. R. Harris	Georgetown	116 09
Sallie Ardinger	“	111 05
Leander Lovell	“	118 05
Sally H. Taylor	“	113 14
Total		<u>459 13</u>

George’s Creek Company		
John Gorman	Georgetown	116 02
F. J. Laing	“	110 13
H. Willison	“	113 07
R. B. Cropley	“	119 17
Total		<u>459 19</u>

Hampshire and Baltimore		
James Mach	Georgetown	117 04
Total		<u>117 04</u>

Maryland Company		
Benny Long	Georgetown	108 03
Theo. Wheeler	“	108 05
Total		<u>216 08</u>

Spruce Hill		
Mrs. C. E. Charles	Georgetown	117 08
Total		<u>117 08</u>

Thu. 6/27/72, p. 2.³ **An Important Lawsuit Decided** – Our readers are aware that a lawsuit has been impending between the Consolidation Coal Company and the Chesapeake and Ohio Canal Company, in relation to the Shriver basin in this city. The former company had stipulated some few years since with certain directors of the canal for the purchase of the basin for the

³ *Maryland Union*, Frederick, Md.

nominal sum of one thousand dollars. The money was never paid, and the transfer was never made, but, we believe, the plaintiffs brought suit against the defendants for a consummation of the bargain. The canal company demurred upon the grounds that the land for the basin had been purposely and distinctly deeded to the canal company for a canal basin, and that the company had no right to sell it for any other purposes, and further that no Board of Directors had the power to sell or give away any real property of the company, the same being a part of the canal, and especially for a sum so greatly under its real value, the property being worth several hundred thousand dollars.

The property in question is part of that on which the fine coal wharf of Messrs. Walsh & McKaig is located, and by a surrender of this property, the Canal Company would be liable to damages to these parties to the amount of \$80,000 or \$90,000, besides the Company would lose a most valuable portion of its canal. The case was very ably argued in our Circuit Court a few weeks since, occupying about ten days' time. The papers bearing on the case are voluminous, and would fill a flour barrel. After due deliberation of the matter, Judge Motter, on Wednesday last, rendered a decision in favor of the Canal Company. It is thought that the Consolidation Company will not appeal from this decision, as their case seems without a foundation. – *Cumberland Daily News*.

AG, Thu. 6/27/72, p. 2. **CANAL COMMERCE** – *Arrivals* – Boats Geo. Snyder and H. W. Shuck, to Maryland Coal Co. Boats Chas. Robb, C. Clifton, E. Stevenson, Eagle and Henry Reed, to American Coal Co. Boat O. D. Robbins, to New Central Coal Co. Boat H. M. Snyder, to Hampshire and Baltimore Coal Co. *Departures* – Boats F. Swain, A. J. Clark, T. J. Baker, J. A. Alexander, Ida & Willie, George Snyder and Morning Sun, for Cumberland.

DT, Fri. 6/28/72, p. 4. **Canal Trade** – 39 boats cleared this port yesterday carrying 4,352 tons 6 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Lark	Georgetown	106 07
H. T. Weld	“	116 16
Yonkers	“	114 12
F. C. Walcott	“	109 15
J. B. Slattery	“	110 02
Crotou	“	108 18
Dr. Delaplane	“	106 14
T. J. Mahaffy	“	109 01
H. Lowther	“	118 04
H. J. Kenah	“	105 04
Dove	“	105 15
Total		1211 08
New Central		
E. F. Rizer	Georgetown	115 12
Wm. Doyle	“	114 09
W. T. Hassett	“	115 00
J. T. Scrivener	“	113 15
American Boy	“	108 07
W. H. Ash	“	118 01
J. F. Hitch	“	111 15
R. L. Gross	“	112 06
Emma Mertens	“	121 05
Total		1030 10
American Company		
James Dayton	Alexandria	114 08
John P. Moore	“	109 02
A. D. Brower	“	109 05
Geo. R. Sirtan	“	104 02
J. B. Cazeaux	“	113 13
David Stewart	“	110 07
Total		660 17
Borden		
Emerald	Georgetown	113 05
Evening Star	“	115 18
Leander Lovell	“	106 13
Morning Star	“	112 09
Total		447 05
Maryland Company		
E. P. Steffey	Georgetown	105 00
J. D. Tice	“	107 16
R. A. Wagley	“	104 16

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Total		317 12
	George's Creek Company	
Martin	Georgetown	116 01
T. Long	"	107 10
John W. Carder	"	116 04
Total		339 15
	Spruce Hill	
M. S. Fernsner	Georgetown	116 14
Total		116 14
	Private	
M. H. Russell	Georgetown	117 12
Lady of the Lake	Williamsport	110 13
Total		228 05

AG, Fri., 6/28/72, p. 3. **CANAL COMMERCE**

Arrivals – Boats A. Lincoln, William Moffett and M. Sinclair, to New Central Coal Co. Boats M. Blocher and B. R. Summers to Maryland Coal Co. Boats W. Devecmon and Samuel Swain, to Hampshire & Baltimore Coal Co. Boats M. Lienan, H. Delafield, E. F. C. Young, W. J. Boothe, Jr., William Darrow and John J. Swift, to American Coal Co.

Departures – Boats A. Lincoln, Dr. J. B. Broderick, F. M. Lefever, C. Clifton, Charles Robb, W. M. Price, Robin, E. Steenson, Eagle, Henry Reed, N. M. Snyder, M. W. Shuck, S. Swain, O. D. Robins and William Morehead, for Cumberland.

DT, Sat. 6/29/72, p. 4. **Canal Trade** – 34 boats cleared this port yesterday carrying 3,774 tons 8 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
C. W. Harper	Georgetown	107 14
A. J. Center	"	111 02
Okonoko	"	111 05
Blue Bell	"	108 19
Chesapeake	"	115 17
A. Norrie	"	115 09
O. S. Maus	"	105 11
C. H. Dalton	"	113 05
J. C. Hoffman	"	112 07
Total		1001 09

New Central

L. Stanhope	Georgetown	111 00
J. Dick	"	111 13
C. N. Madore	"	108 02
Ida J. Kreps	"	115 05
Shenandoah	"	104 08
Lucy Hall	"	108 15
Total		659 03

American Company		
J. S. Davenport	Alexandria	107 04
D. Cromwell	"	106 08
G. P. Lloyd	"	116 05
Maj. E. Moore	"	116 05
A. J. Thomas	"	115 12
Corn's Dubois	"	106 10
Total		784 17

Borden		
Henry Krouse	Georgetown	111 05
Rudolph Herr	"	113 05
R. J. West	"	108 18
Total		333 08

Maryland Company		
W. T. Allen	Georgetown	108 13
Nannie McGraw	"	107 19
Euphlia	"	108 05
Total		324 17

George's Creek Company		
T. J. Boyer	Georgetown	116 02
Silver Wave	"	109 02
J. & T. Coulehan	"	116 02
Total		341 06

Spruce Hill		
J. Topper	Georgetown	112 04
Total		112 04

Private		
Mary Willard	Georgetown	107 04
F. Kitwell	"	113 00
Total		220 04

AG, Sat. 6/29/72, p. 3. **CANAL COMMERCE**

Arrivals – Boats M. McNally, H. A. Garrett, R. Emmet, J. H. Woodburn and Geo. Hutton, to Hampshire & Baltimore Coal Co. Boats George Sherman, Thomas H. Faile, G. A. Pearre, James Hoy, James Noble, Henry Keney, A. Perkins and John W. Bacon, to American Coal Co. Boats J. J. Moore, J. & H. Korn and Dr. E. DeLacey, to

Canal Trade - 1872

Maryland Coal Co. Boat Cherokee Tribe, coal for Washington, D.C. Boat W. R. Shaw, to New Central Coal Co.

Departures – Boats Wm. Devecmon, M. Blocher, H. Delafield, M. Lienan, W. J. Boothe, E. F. C. Young, J. J. Moore, R. Emmet, J. J. Swift, Wm. Darrow, M. McNally and M. Sinclair, for Cumberland.

Ibid. p. 4. **Coal Shipments** – The coal shipments from this port for the week, amount to 10,581 tons as follows: American Coal Company, 6,231 tons; Hampshire and Baltimore Coal Company 1,350 tons; and J. P. Agnew, 3,000 tons.

DT, Mon. 7/1/72, p. 4. **Canal Trade** – 28 boats cleared this port Saturday carrying 3,128 tons 16 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
H. C. Hicks	Georgetown	110 13
W. Hill	“	112 13
Magpie	“	110 16
Fulton	“	108 19
Total		<u>443 01</u>
New Central		
Naomi	Georgetown	112 10
J. C. Stubblefield	“	114 16
J. L. Motter	“	118 06
S. J. Gross	“	105 11
Clearspring	“	108 18
Total		<u>560 01</u>
American Company		
Rechabites	Alexandria	110 05
J. H. Stickney	“	109 11
J. R. Anderson	“	116 08
Samuel Henry	“	109 18
C. F. Livermore	“	104 12
Andrew Main	“	113 15
Total		<u>664 09</u>
Borden		
Wm. Borden	Georgetown	119 17
Loretta	“	108 02
A. C. Green	“	116 06
J. H. Percy	“	108 05

D. Tilghman	“	115 17
Total		<u>568 07</u>
Maryland Company		
D. Murphy	Georgetown	111 10
C. Embrey	“	104 19
A. Bain	“	111 18
Total		<u>328 07</u>
George’s Creek Company		
Tilly & Mary	Georgetown	112 02
Total		<u>112 02</u>
Spruce Hill		
A. L. Miller	Georgetown	120 09
Total		<u>120 09</u>
Private		
Dr. J. T. Davis	Georgetown	112 03
J. S. Welsh	“	106 03
G. W. Driver	“	113 14
Total		<u>332 00</u>

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.

DT, Tue. 7/2/72, p. 4. **Canal Trade** – 47 boats cleared this port yesterday carrying 4,386 tons 15 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. B. Thomas	Georgetown	106 12
R. Bender	“	105 10
H. C. Winship	“	112 03
Fairplay	“	109 12
Rip Van Winkle	“	108 12
D. Hoadley	“	109 00
W. E. Irving	“	108 00
Mountain City	“	112 18
C. P. Manning	“	106 00
James Murry	“	111 09
Hoboken	“	108 02
Maryland	“	115 02
Julia Manning	“	106 07
L. Smith	“	107 00
Robin	“	110 09
E. M. Linthicum	“	109 13
J. C. Grove	“	114 05
Total		<u>1860 06</u>

Canal Trade - 1872

New Central		
Annie	Georgetown	115 13
A. H. Bradt	"	115 14
Ida Miller	"	114 19
Friendship	"	111 13
Great Eastern	"	108 02
R. M. Sprigg	"	111 11
E. J. Hammond	"	115 00
Total		<u>792 12</u>
American Company		
J. H. Parrott	Alexandria	116 12
R. H. Haydock	"	106 18
G. W. Wallis	"	108 18
Kate	"	110 03
A. H. Grant	"	107 02
R. S. Grant	"	109 07
J. A. Alexander	"	113 06
Total		<u>772 06</u>
Borden		
Tilly B. Lynn	Georgetown	109 06
T. Drennen	"	107 18
Excelsior	"	114 06
J. R. Masters	"	108 08
S. H. Sherman	"	115 14
G. W. Thacker	"	110 10
Total		<u>666 02</u>
Maryland Company		
N. S. Lemen	Georgetown	104 14
A. M. Reid	"	103 01
J. H. Bradt	"	112 13
Total		<u>320 08</u>
George's Creek Company		
John Spencer	Georgetown	116 01
N. H. Boyer	"	113 04
Johnnie & Tommie	"	116 01
H. Resley	"	114 03
Total		<u>459 09</u>
Hampshire and Baltimore		
Morning Sun	Alexandria	112 16
R. A. Goodwin	"	114 19
D. G. P. Broderick	"	116 00
Total		<u>343 15</u>

AG&VA, Tue. 7/2/72, p. 2. **CANAL COMMERCE.** - Arrivals - Boats M. C. Morrison, 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. Spielman, Noble Grand, W. J. B. Lloyd, H. B. Cromwell, F. P. White, M. 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	<u>5,764 15</u>
Total	104,296 05

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.

Meeting of the Directors of the C. & O. Canal. - The Directors of the Chesapeake and Ohio Canal Company, A. P. Gorman, Esq.,

Canal Trade - 1872

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.

DT, Wed. 7/3/72, p. 4. **Canal Trade** – 32 boats cleared this port yesterday carrying 3,562 tons 16 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. Moorehead	Georgetown	112 13
Energy	“	109 06
Hunter & Bruce	“	114 01
A. B. Turner	“	111 14
Bronx	“	106 09
Peacock	“	108 00
J. McGraw	“	112 01
Gowanus	“	111 00
Byron Goodwin	“	99 06
Total		<u>984 10</u>
New Central		

Dr. F. M. Davis	Georgetown	115 06
T. J. Baker	“	112 03
F. M. LeFever	“	111 13
H. Gerdeman	“	116 18
City of Hamburg	“	112 11
Total		<u>568 11</u>
Borden		
J. C. Hassett	Georgetown	114 06
C. A. Greene	“	116 07
N. Williams	“	114 19
Martha	“	103 19
Alexander	“	111 17
Total		<u>561 08</u>
American Company		
C. Clifton	Alexandria	111 07
A. J. Clark	“	116 04
Charles Robb	“	115 12
E. Stevenson	“	106 06
Eagle	“	112 15
Henry Delafield	“	113 00
Total		<u>675 04</u>
Maryland Company		
Iowa	Georgetown	111 06
Total		<u>111 06</u>
George’s Creek Company		
Eureka	Georgetown	109 07
Total		<u>109 07</u>
Hampshire and Baltimore		
W. M. Price	Georgetown	114 04
H. M. Snyder	“	111 02
Wm. Devecmon	“	105 12
Total		<u>330 18</u>
Private		
Scotia	Georgetown	110 00
R. I. Morris	“	111 12
Total		<u>221 12</u>

Shooting Affray on the Canal – On Monday morning last a difficulty occurred near the tunnel on the canal, between David Taffal and a man named Snyder. Taffal it appears was about to pass Snyder’s boat with his own when the latter declared T. should not pass him. Mr. T., however, drove on and passed Snyder who became enraged thereat and threatened to “make it all right” when they got to the lock. The lock

was soon reached and Taffal's boat passed through when Snyder jumped off his boat and informed Taffal that he was going to "lam him." Some words passed between them – Taffal stepped back and saying he was not able to fight Snyder, drew his revolver. Snyder continued to follow him up, when finally Taffal fired, the ball striking Snyder in the leg, just above the knee. The wounded man was at once placed on his boat, and Taffal himself assisted to dress the wound. The boats then proceeded homeward arriving at Cumberland yesterday morning.

After the arrival of the boats, Taffal called to see Snyder, when the latter told him that he (T.) had done perfectly right in shooting him and that he would forgive him if he (T.) would pay the doctor's bill! Let us have peace on the raging.

AG, Wed., 7/3/72, p. 2. **CANAL COMMERCE**
Arrivals – Boats Goldfinch, Ben Williamson, T. Patton and A. H. Wallis, to American Coal Co.; boats C. W. Adams, S. H. Davis, A. Spier, Nanna McGraw, John Reives and L. Hartley, to New Central Coal Co.

Departures – Boats John E. Silver, J. V. Norman, Minnie Topper, J. Vandervoort, Georgeanna Blackburn, Plover, J. D. Tice, Wm. P. Woolls, C. Segerson, Cherokee Tribe, C. W. Adams and J. C. Lynn, for Cumberland.

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 spokes, 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.

DT, Thu. 7/4/72, p. 4. **Canal Trade** – 41 boats cleared this port yesterday carrying 4,555 tons 13 cwt. of coal, as follows:

Consolidation Company

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
T. J. Nimmo	Georgetown	112 13
A. Van Corlear	"	105 19
Poll	"	111 06
Uno	"	111 14
J. A. Graham	"	109 15
A. Rinehart	"	103 12
Gen. McClellan	"	111 05
L. R. Fechtig	"	111 08
Katskill	"	102 05
J. R. Cruzen	"	110 17
Total		1090 14
New Central		
A. Lincoln	Georgetown	109 01
C. D. Robins	"	108 02
Zella & Minna	"	108 13
Dr. Duckett	"	114 17
Prairie Flower	"	108 02
Wm. Moffett	"	114 04
T. Swain	"	101 08
Dr. E. DeLacey	"	114 12
M. Sinclair	"	112 07
Mollie Rea	"	112 03
Geo. Snyder	"	112 09
Total		1245 18
Borden		
F. Ensminger	Georgetown	111 19
Joseph H. Farrow	"	116 04
George H. Colbert	"	114 15
Henry Freeland	"	114 00
Total		456 18
American Company		
Michael Lienan	Alexandria	109 06
W. J. Boothe, Jr.	"	115 07
Wm. Darrow	"	113 00
J. N. Bacon	"	105 08
E. F. C. Young	"	110 05
Total		553 06
Maryland Company		
Willie Snyder	Georgetown	107 19
Dr. D. P. Fahrney	"	108 07
E. M. Bynon	"	114 16
Total		321 02
George's Creek Company		
D. L. Taylor	Georgetown	121 02
A. Stump	"	109 02

Canal Trade - 1872

Total		230 04
	Hampshire and Baltimore	
Conrad Ultz	Alexandria	114 09
Samuel Swain	“	113 10
H. A. Garrett	“	117 13
Grason & Fannie	“	113 01
Total		458 13
	Private	
Mayfield & Hieston	Georgetown	112 05
B. L. Mack	“	116 13
Total		228 18

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.

AG, Fri., 7/5/72, p. 3. **CANAL COMMERCE Arrivals** – Boats C. W. Adams, S. H. Davis, A. Spier, N. McGraw, John Reives, L. Hartley, F. A. Mertens, Ida & Harry, M. A. Edwards, J. H. Gatrell, J. Dick and M. E. Spicer, to New Central Coal Co.; boats Goldfinch, B. Williamson, Thomas Patton, A. H. Wallis, James Dayton, G. K. Sistare, A. D. Brower, John P. Moore, D. Stewart and J. B. Cazeaux, to American Coal Co.; boat Jesse, to George’s Creek Coal Co.; boats Dennis Murphy and R. A. Wagley, to Maryland Coal Co.; boat M. Fannon, limestone to Washington, D. C.
Departures – Boats L. Hartley, F. A. Mertens, Ida & Harry, James Dayton, George K. Sistare and A. D. Brower, for Cumberland.

DT, Sat. 7/6/72, p. 4. **Canal Trade** – 32 boats cleared this port yesterday carrying 3,535 tons 9 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Van Lear Sprigg	Georgetown	112 03
E. Corning	“	109 13
Berry	“	108 04
Linnet	“	104 08
Harlem	“	105 08
D. C. Bruce	“	106 05
Broadway	“	106 19

Owl	“	114 15
Total		867 07
	New Central	
Jacob Coulter	Georgetown	114 17
W. L. Shaw	“	118 07
H. W. Shuck	“	111 15
W. R. Shaw	“	112 13
A. Johnson	“	108 01
Mary Mertens	“	105 06
B. R. Summers	“	112 13
Total		783 18

	American Company	
John J. Swift	Alexandria	109 05
James Noble	“	106 18
A. Perkins	“	105 00
Harvey Fisk	“	106 05
John Fox	“	109 17
Henry Keney	“	108 06
James Hoy	“	109 13
Total		755 04

	Borden	
Sprigg S. Lynn	Georgetown	115 16
R. E. Fugitt	“	116 17
Dr. F. C. Doyle	“	117 16
Isaac Wilson	“	111 14
Total		464 07

	Maryland Company	
J. H. Parrish	Georgetown	111 07
E. E. Spielman	“	114 01
M. McNally	“	114 11
Total		339 19

	George’s Creek Company	
Wm. Young	Georgetown	117 03
Total		117 03

	Private	
Star	Alexandria	99 17
Lady of the Lake	Williamsport	113 14
Total		213 11

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.

Canal Trade - 1872

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.

AG, Sat., 7/6/72, p. 2. **CANAL COMMERCE**

Arrivals – Boats Thomas Hassett, William T. Hassett, P. Fleckenstein, J. L. Motter, Shenandoah, Ida J. Kreps, S. J. Grese, Friendship and Ohio, to New Central Coal Co.; boat Euphlia, to Maryland Coal Co.; boats G. P. Lloyd, M. A. Myers, W. W. Shepherd, Maj. E. L. Moore, Rechabites, D. Crowell, John O'Brien, C. DuBois, J. S. Davenport, J. H. Stickney, J. R. Anderson and C. F. Livermore, to American Coal Co., boat R. A. Goodwin, to Hampshire & Baltimore Coal Co.; boat Fellow, coal for Washington, D. C.

Departures

Boats M. A. Edwards, D. Stewart, J. H. Gattrell, John P. Moore, J. B. Cazeaux, William T. Hassett, Thomas Hassett, G. P. Lloyd, M. A. Myers, Maj. E. L. Moore, W. W. Shepherd, M. E. Spier, Rechabites, J. L. Motter, P. Fleckenstein, D. Cromwell, R. A. Goodwin and John O'Brien, for Cumberland.

DT, Mon. 7/8/72, p. 4. **Canal Trade** – 32 boats cleared this port Saturday carrying 3,570 tons 19 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. M. Jane	Georgetown	108 11
C. Slack	“	111 13
J. B. Varnum	“	110 15
General Grant	“	103 19
W. A. Stephens	“	110 00
Dr. A. A. Biggs	“	114 15
T. Malloy	“	115 14
Communi paw	“	105 01
Total		880 08

New Central

J. J. Moore	Georgetown	111 18
W. H. Boteler	“	108 03
M. Whitson	“	115 05
V. H. Weir	“	112 05
J. & H. Korns	“	106 04
Geo. S. Couter	“	115 09
James Noble	“	115 16
J. M. Heading	“	112 19
Total		897 19

American Company

W. Laird, Jr.	Alexandria	107 03
M. Sandford	“	116 08
W. J. B. Lloyd	“	118 15
H. C. Flagg	“	116 01
A. S. Winteringham	“	110 04
Total		563 08

Borden

J. E. West	Georgetown	111 10
M. A. Adams	“	107 02
J. T. James	“	112 01
Ida & Sallie	“	111 11
Hollander	“	110 01
Total		552 08

George's Creek Company

Lucinda	Georgetown	115 12
Shipley & Bush	“	116 03
Total		231 15

Maryland Company

D. S. Sloan	Georgetown	115 09
Total		115 09

Hampshire and Baltimore

R. Emmett	Georgetown	107 01
Total		107 01

Private

Arthur Cropley	Georgetown	111 12
S. S. Cunningham	“	111 08
Total		223 00

DNR, Mon. 7/8/72, p. 4. **GEORGETOWN**

AFFAIRS – Mr. W. H. Godey, who has been lying seriously ill at his residence, on Beall street, is, we are glad to state, greatly improved.

DT, Tue. 7/9/72, p. 4. **Canal Trade** – 37 boats cleared this port yesterday carrying 4,078 tons 16 cwt. of coal, as follows:

Canal Trade - 1872

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. P. Agnew	Georgetown	112 02
I. S. McKie	"	106 17
W. L. Reed	"	117 16
J. N. Clary	"	110 14
F. H. Delano	"	110 05
Dundenburg	"	108 14
A. Campbell	"	107 08
H. T. Weld	"	111 12
I. Crane	"	112 11
Total		<u>998 15</u>
New Central		
G. W. Grove	Georgetown	105 07
Sharpsburg	"	112 03
A. Spier	"	115 05
G. Blackburn	"	111 18
S. H. Davis	"	112 13
Total		<u>557 03</u>
American Company		
H. B. Cromwell	Alexandria	109 01
G. A. Pearre	"	103 05
Thomas H. Faile	"	109 01
David A. Lowe	"	116 09
Plover	"	110 08
James Vandervoort	"	106 07
Goldfinch	"	109 17
Ben Williamson	"	119 03
A. H. Wallis	"	106 02
Total		<u>980 16</u>
Borden		
Susan Charles	Georgetown	113 00
Maggie B.	"	112 16
Sally H. Taylor	"	115 03
Lizzie & Phillie	"	109 08
Total		<u>450 07</u>
George's Creek Company		
J. B. Slattery	Georgetown	109 03
Capt. Weir	"	109 07
H. W. Dellinger	"	112 18
Total		<u>331 08</u>
Maryland Company		
Noble Grand	Georgetown	111 10
Annie Bell	"	111 11
Total		<u>223 01</u>
Private		

W. P. Wools	Georgetown	112 12
Thomas Stackpole	"	118 03
Amazon	"	103 13
Mrs. C. E. Charles	"	115 11
E. B. Hartley	Berlin	87 01
Total		<u>537 05</u>

DT, Wed. 7/10/72, p. 4. **Canal Trade** – 41
boats cleared this port yesterday carrying 4,537
tons 18 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Black Hawk	Georgetown	110 10
P. J. Smith	"	110 17
Mohawk	"	112 00
T. J. Mehaffey	"	116 08
James Gunning	"	111 12
Bowery	"	103 15
Creole	"	110 17
Brombones	"	109 12
J. McForbes	"	119 03
Total		<u>992 01</u>
New Central		
J. V. Norman	Georgetown	108 19
Theo. Embrey	"	112 07
J. P. White	"	109 09
P. M. Resley	"	115 06
W. H. Wilson	"	108 13
J. B. Turton	"	108 08
J. E. Silver	"	111 18
M. C. Morrison	"	101 10
M. Blocker	"	111 02
J. Reives	"	111 10
F. A. Mertens	"	111 18
Total		<u>1210 11</u>
American Company		
James Dayton	Alexandria	112 04
David Stewart	"	108 12
G. K. Sistare	"	109 11
Alex. Ray	"	112 13
Rechabites	"	112 03
G. P. Lloyd	"	114 13
Total		<u>669 19</u>
Borden		
John G. Lynn	Georgetown	111 11
Joseph R. Haines	"	112 05

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Leander Lovell	“	118 08
Bertha M. Young	“	116 13
Evening Star	“	113 03
Rudolph Herr	“	109 02
Total		<u>683 05</u>
Hampshire and Baltimore		
George Hutton	Alexandria	112 01
L. Lemen	“	110 06
Long Rodier	“	109 17
Total		<u>332 04</u>
George’s Creek Company		
Samuel Charles	Georgetown	105 18
Amos Thomas	“	114 05
Total		<u>220 03</u>
Maryland Company		
K. Barger	Georgetown	115 06
Col. E. V. White	“	105 02
M. E. McMahan	“	108 12
Total		<u>329 00</u>
Private		
Fannie & Estelle	Antietam	110 15
Total		<u>110 15</u>

AG, Wed. 7/10/72, p. 4. **CANAL COMMERCE** – *Arrivals* – Boats G. W. Wallis, James A. Alexander, Edward Bayer, A. H. Grant, Kate, C. Clifton, A. J. Clark and C. Robb, to American Coal Co. Boats Edward Rizer, O. D. Robbins, T. J. Baker and Naomi, to New Central Coal Co. Boats Morning Sun, M. O’Conner, Wm. Devecmon and Wm. M. Price, to Hampshire & Baltimore Coal Co. Boats Iowa, Wm. T. Allen and Willie Snyder, to Maryland Coal Co.

Departures – Boats Ohio, W. J. Shreve, D. Murphy, Friendship, U. S. Hamilton, Andrew Main, R. H. Haydock, R. Marshall, James March, A. H. Bradt, R. A. Wagley, G. W. Wallis, C. N. Madore, J. H. Parrott, M. O’Conner, E. P. Steffey, E. Bayer, E. Rizer, James A. Alexander, Scotia, R. S. Grant, Euphlia, A. H. Grant, Naomi, O. D. Robbins, C. Clifton, Morning Sun and Kate, for Cumberland.

DT, Thu. 7/11/72, p. 4. **Canal Trade** – 38 boats cleared this port yesterday carrying 4,121 tons 18 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Laura	Georgetown	116 07
Ino	“	107 08
F. H. Walcott	“	112 03
S. Boyer	“	116 18
J. K. Whitford	“	114 09
Lark	“	104 05
H. Lowther	“	116 03
Atlanta	“	103 18
A. Rinehart	“	102 16
Croton	“	106 16
Total		<u>1101 03</u>
New Central		
J. H. Gratzell	Georgetown	108 16
Jack Topper	“	113 03
J. C. Lynn	“	111 15
Thomas Hassett	“	108 13
Peter Fleckenstein	“	114 05
C. W. Adams	“	111 15
Total		<u>668 07</u>
American Company		
M. A. Myers	Alexandria	114 17
E. L. Moore	“	116 04
J. B. Cazeaux	“	109 03
Thomas Paxton	“	104 08
John P. Moore	“	109 07
W. W. Shepherd	“	112 12
A. D. Brower	“	109 14
Total		<u>766 05</u>
Borden		
Sallie Ardinger	Georgetown	112 08
Morning Star	“	110 05
Emerald	“	111 01
Total		<u>333 14</u>
Hampshire and Baltimore		
J. H. Woodburn	Alexandria	117 03
B. Bissell	“	110 13
Park Agnew	“	112 16
P. L. Lemen	“	113 10
Total		<u>454 02</u>
George’s Creek Company		
Ingomar	Georgetown	110 09

Canal Trade - 1872

Chesapeake	“	109 01
C. Segerson	“	115 13
Total		<u>335 03</u>
Maryland Company		
Ida & Harry	Georgetown	109 13
[illegible]	“	108 05
Total		<u>217 18</u>
Private		
[Illegible]	Georgetown	110 19
[Illegible]	Williamsport	112 08
[Illegible]	Hancock	111 12
Total		<u>334 19</u>

AG&VA, Thu. 7/11/72, p. 3. **CANAL COMMERCE.** - *Arrivals* – Boats H. Delafield, E. Stevenson, W. J. Boothe and A. J. Thomas to American Coal Co.; boats N. S. Lemen, A. B. Bain, A. M. Reid and Thomas Wheeler to Maryland Coal Co.; boat Dr. J. P. Broderick to Hampshire & Baltimore Coal Co.; boat Star for Washington, D. C.

Departures – Boats George H. Bradt, T. J. Baker, C. Robb, A. J. Clarke, Wm. Devecmon, Iowa and Willie Snyder for Cumberland.

DT, Fri. 7/12/72, p. 4. **Canal Trade** – 40 boats cleared this port yesterday carrying 4,455 tons 19 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Miami	Georgetown	111 13
N. Hill	“	116 11
C. H. Dalton	“	110 07
R. P. Getty	“	106 05
D. M. Rued	“	113 10
C. Van Tassel	“	107 00
H. S. Hicks	“	111 07
Blue Bell	“	110 14
Hudson	“	105 02
Okonoko	“	115 10
Total		<u>1107 19</u>
New Central		
J. C. Clark	Georgetown	105 13
Benj. Long	“	108 02
J. Hammond	“	112 03
M. E. Spier	“	114 19

American Boy	“	108 08
Wm. Doyle	“	118 18
N. T. Hassett	“	115 12
J. F. Hitch	“	111 06
M. A. Edwards	“	105 10
N. H. Ash	“	115 18
Total		<u>1116 09</u>

American Company		
J. R. Anderson	Alexandria	116 10
J. H. Stickney	“	112 07
D. Cromwell	“	108 09
C. DuBois	“	110 05
John S. Davenport	“	105 15
Samuel Henry	“	113 00
Chas. F. Livermore	“	109 16
Total		<u>776 02</u>

Borden		
Invincible	Georgetown	110 08
R. J. West	“	111 12
Henry Krouse	“	112 04
James H. Percy	“	108 03
Donna Tilghman	“	110 09
Total		<u>552 16</u>

Hampshire and Baltimore		
Geo. P. DeWitt	Georgetown	114 06
M. S. Fernsner	“	117 02
M. H. Wright	“	105 09
Total		<u>336 17</u>

George’s Creek Company		
New Boat	Georgetown	110 06
Total		<u>110 06</u>

Maryland Company		
J. F. Scherman	Georgetown	112 12
J. D. Tice	“	112 12
Total		<u>225 04</u>

Private		
Dr. J. T. Davis	Georgetown	114 14
Mattie	“	112 08
Total		<u>227 02</u>

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.

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DT, Sat. 7/13/72, p. 4. **Canal Trade** – 39 boats cleared this port yesterday carrying 4,343 tons 18 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. Norni	Georgetown	107 10
Yonkers	“	110 05
N. C. Smith	“	109 13
H. J. Kenah	“	106 13
Hawk	“	112 02
Fairplay	“	107 16
Joseph Murray	“	113 14
A. J. Centhum	“	109 00
Maryland No. 2	“	115 03
Fulton	“	111 03
W. Irving	“	111 05
J. C. Grove	“	115 11
Magpie	“	112 15
G. Washington	“	112 14
Total		1555 04
New Central		
R. L. Gross	Georgetown	111 17
L. S. Starpope	“	112 00
J. Nied	“	115 10
I. J. Kreps	“	118 04
Lucy Hall	“	106 19
Shenandoah	“	109 01
Emerald	“	118 10
J. A. Stubblefield	“	115 10
Total		907 11
American Company		
John C. O'Brien	Alexandria	109 12
W. C. Hamilton	“	108 03
R. H. Haydock	“	108 15
W. J. Shreve	“	109 04
John H. Parrott, Jr.	“	113 03
G. N. Wallis	“	108 09
James A. Alexander	“	113 19
Total		771 05
Borden		
William Borden	Georgetown	117 18
Loretta	“	111 14
A. C. Greene	“	118 17
G. W. Flecker	“	113 16
Total		462 05
George's Creek Company		

Huntington	Georgetown	107 05
M. Topper	“	112 06
Hero	“	105 10
Total		325 01
Hampshire and Baltimore		
M. Fannon	Georgetown	111 16
Total		111 16
Maryland Company		
Nannie McGraw	Alexandria	105 06
R. A. Wagley	“	105 10
Total		210 16

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.

AG, Sat. 7/13/72, p. 3. **CANAL COMMERCE** – *Arrivals* – Boats Eureka and Lucinda, to George's Creek Coal Co. Boats Henry Keney, John W. Bacon, W. Laird, Jr. and James Noble, to American Coal Co. Boat Chas. Embrey, to Maryland Coal Co. Boat W. P. Wools, coal, for Washington.

Departures – Boats D. A. Carl, M. Lienan, John S. Fox, Thomas Wheeler, Wm. Darrow, Henry Keney, A. M. Reid and John W. Bacon, for Cumberland.

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Ibid. p. 4. **Coal Shipments** – The shipments of Cumberland coal from this city during the week ending today, have been as follows: J. P. Agnew, 2,520 tons; American Coal Company, 1,626 tons; Hampshire and Baltimore Coal Company, 1,312 tons – total 5,458 tons. There is a scarcity of vessels and much coal is accumulating at the wharves.

DT, Mon. 7/15/72, p. 4. **Canal Trade** – 37 boats cleared this port Saturday carrying 4,111 tons 3 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. B. Thomas	Georgetown	110 19
Hunter & Bruce	“	112 14
Wm. Morehead	“	110 11
Robin	“	111 08
A. B. Turner	“	111 14
H. C. Winship	“	112 03
Mountain City	“	113 09
L. Smith	“	105 02
J. R. Cruzen	“	112 09
Gen. McClellan	“	104 03
J. McGraw	“	117 10
Total		1221 12
New Central		
H. L. Miller	Georgetown	104 14
J. L. Motter	“	116 08
L. Hartley	“	108 04
D. Murphy	“	113 19
C. N. Madore	“	111 12
J. W. Rhind	“	108 12
Great Eastern	“	113 12
Juniata	“	105 11
Euphlia	“	104 09
Total		987 01
American Company		
Edward Bayer	Alexandria	116 04
Andrew Main	“	113 00
Robert Marshal	“	108 18
R. S. Grant	“	109 07
Charles Clifton	“	112 11
Total		560 00
Borden		
J. R. Masters	Georgetown	117 10

Tilly B. Lynn	“	112 06
S. H. Sherman	“	116 03
T. Drennan	“	106 19
N. Williams	“	115 13
Total		568 11
George’s Creek Company		
R. B. Cropley	Georgetown	115 12
Little Joe	“	112 13
Jessie	“	105 09
Total		333 14
Maryland Company		
S. J. Gross	Alexandria	103 05
Horace Greeley	“	112 03
Total		215 08
Spruce Hill		
Scotia	Georgetown	113 13
Total		113 13
Private		
R. I. Morris	Georgetown	111 04
Total		111 04

AG, Mon. 7/15/72, p. 4. **CANAL COMMERCE** – *Arrivals* – Boats H. A. Garrett, Samuel Swain, M. McNally, H. M. Snyder and Grason & Fannie, to Hampshire & Baltimore Coal Co. Boats M. Sandford, W, J, B. Lloyd, H. C. Flagg, E.F. C. Young, A. S. Wintringham and James Hoy, to American Coal Co. Boats E. E. Spielman, J. H. Garrish and Dr. D. P. Fahrney, to Maryland Coal Co. Boat F. A. Mertens, to New Central Co. Boat Thomas Stackpole, coal for Washington, D.C.

Departures – Boats Dr. J. B. Broderick, James Noble, William Laird, H. A. Garrett, Lucinda, Eureka, W. J. B. Lloyd, M. Sandford, F. A. Mertens and Samuel Swain, for Cumberland.

DT, Tue. 7/16/72, p. 4. **Canal Trade** – 30 boats cleared this port yesterday carrying 3,337 tons 3 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Dove	Georgetown	109 07
J. A. Graham	“	109 10
Peacock	“	103 00
T. J. Nimmo	“	108 03

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Uno	“	111 14
Hoboken	“	106 00
Energy	“	101 12
Mayfield & Hieston	“	110 02
Total		<u>859 08</u>
New Central		
Annie	Georgetown	118 13
Friendship	“	107 12
R. M. Sprigg	“	112 09
G. H. Bradt	“	116 06
Dr. F. M. Davis	“	112 02
A. H. Bradt	“	115 01
Total		<u>680 03</u>
American Company		
A. H. Grant	Alexandria	108 10
Charles Robb	“	116 13
A. J. Clark	“	116 11
Henry Delafield	“	115 08
Total		<u>458 02</u>
Borden		
Excelsior	Georgetown	114 05
Henry Freeland	“	110 10
Alexander	“	117 16
John C. Hassett	“	109 11
B. L. Slack	“	119 12
Total		<u>571 03</u>
George's Creek Company		
W. H. Wilson	Georgetown	117 02
John Spencer	“	114 00
Total		<u>231 02</u>
Hampshire and Baltimore		
Morning Sun	Alexandria	111 07
W. Devecmon	“	102 13
Total		<u>214 00</u>
Spruce Hill		
James March	Georgetown	115 17
Total		<u>115 17</u>
Maryland Company		
Iowa	Georgetown	108 18
Total		<u>108 18</u>
Private		
A. Johnson	Pt. of Rocks	98 09
Total		<u>98 09</u>

AG, Tue., 7/16/72, p. 3. **CANAL COMMERCE**

Arrivals – Boats J. V. Norman, J. M. Resley, Jack Topper, Theo. Embrey, E. M. , John E. Silver, G. Blackburn and R. L. Gross, to New Central Coal Co.; boats D. Stewart, Harvey Fisk, A. Perkins, D. A. Lowe, H. B. Cromwell, J. J. Swift and Plover, to American Coal Co.; boat Conrad Waltz, to Hampshire & Baltimore Coal Co.; boat J. F. Davis, for Washington, D. C.; boat R. H. Castleman, ice to F. A. Reed.

Departures – Boats W. R. Snow, E. F. C. Young, M McNally, Charles Embrey, H. C. Flag, H. M. Snyder, Thomas Stackpole, James Hoy, A. S. Winteringham, J. V. Norman, A. Copley, J. M. Resley, R. L. Gross, Wm. P. Woolls, Harvey Fisk, A. Perkins and J. Topper, for Cumberland.

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

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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.

DT, Wed. 7/17/72, p. 4. **Canal Trade** – 35 boats cleared this port yesterday carrying 3,890 tons 1 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Bronx	Georgetown	109 18
L. R. Fechtig	“	115 00
Broadway	“	102 02
V. L. Sprigg	“	107 14
A. Van Corlear	“	107 13
R. Bender	“	108 09
J. C. Hoffman	“	104 07
H. Rowland	“	111 04
C. P. Manning	“	104 12
Total		<u>970 19</u>
New Central		
E. P. Steffey	Georgetown	107 14
T. J. Baker	“	119 19
Ed. Rizer	“	115 12
J. J. Hammond	“	118 17
City of Hamburg	“	112 05
Total		<u>574 07</u>
American Company		
W. J. Boothe, Jr.	Alexandria	111 09
Kate	“	109 07

John S. Fox	“	106 16
E. Stephenson	“	107 05
M. Lienan	“	111 00
Wm. Darrell	“	112 00
Total		<u>657 17</u>

Borden		
G. H. Colbert	Georgetown	117 07
Joseph E. West	“	113 17
F. Ensminger	“	115 07
Charles A. Greene	“	113 05
Joseph H. Farrow	“	115 11
Total		<u>575 07</u>

George's Creek Company		
John Gorman	Georgetown	112 08
F. R. Lining	“	115 19
T. Long	“	109 12
Total		<u>337 19</u>

Hampshire and Baltimore		
M. O'Conner	Alexandria	113 16
Total		<u>113 16</u>

Spruce Hill		
R. A. Goodwin	Georgetown	108 10
Total		<u>108 10</u>

Maryland Company		
F. M. LeFevre	Georgetown	111 06
Wm. Snyder	“	111 08
Total		<u>222 14</u>

Private		
F. Kidwell	Georgetown	113 00
[Illegible]	“	106 07
Lady of the Lake	Williamsport	109 05
Total		<u>328 12</u>

DT, Thu. 7/18/72, p. 4. **Canal Trade** – 28 boats cleared this port yesterday carrying 3,079 tons 13 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
D. Hoadley	Georgetown	111 09
C. Slack	“	119 10
Bettie	“	106 08
I. Crane	“	114 15
J. B. Slattery	“	108 18
Pall	“	108 06
Linnet	“	103 12
E. M. Linthicum	“	111 04

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Total		<u>877 03</u>
	New Central	
Wm. Allen	Georgetown	112 09
Ohio	"	108 02
H. Gerdeman	"	115 06
A. M. Reid	"	108 15
O. D. Robbins	"	108 18
A. Lincoln	"	101 03
Prairie Flower	"	108 15
Naomi	"	108 08
Dr. E. DeLacey	"	113 11
Wm. Moffett	"	<u>111 11</u>
Total		1096 18
	American Company	
Eagle	Alexandria	105 10
Henry Keney	"	<u>109 00</u>
Total		214 10
	Maryland Company	
Alf. Bain	Georgetown	111 17
Dr. Duckett	"	<u>115 17</u>
Total		227 14
	George's Creek Company	
Joh N. Carder	Georgetown	112 08
Thomas J. Boyer	"	<u>115 19</u>
Total		228 07
	Borden	
Isaac Wilson	Georgetown	110 14
Rudolph Herr	"	113 17
Marshall	"	<u>109 10</u>
Total		334 01

DT, Fri. 7/19/72, p. 4. **Canal Trade** – 32 boats cleared this port yesterday carrying 3,548 tons 5 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Rip Van Winkle	Georgetown	104 11
S. S. Cunningham	"	111 04
J. B. Varnum	"	114 11
Dr. A. A. Biggs	"	114 01
General Grant	"	100 08
D. C. Bruce	"	103 09
Bynon & Goodwin	"	96 12
T. Malloy	"	118 06
Gowanus	"	<u>112 15</u>
Total		975 19

	New Central	
N. R. Shaw	Georgetown	111 09
N. S. Lemen	"	111 17
Clearspring	"	111 07
Zella & Minna	"	112 01
George Snyder	"	114 11
J. R. Couter	"	<u>110 05</u>
Total		676 10
	American Company	
N. Laird	Alexandria	108 18
John H. Bacon	"	<u>104 04</u>
Total		213 02
	Borden	
John T. James	Georgetown	110 05
Ida & Sallie	"	109 11
Dr. F. C. Doyle	"	119 17
R. E. Fugitt	"	<u>116 02</u>
Total		455 15
	George's Creek Company	
D. L. Taylor	Georgetown	116 03
Lillie & Nannie	"	112 12
Silver Wave	"	<u>110 04</u>
Total		338 19
	Maryland Company	
M. Sinclair	Georgetown	113 08
Mollie Reid	"	108 08
Ida & Sallie	"	108 05
N. L. Shaw	"	<u>112 10</u>
Total		442 11
	Spruce Hill	
Dr. J. P. Broderick	Georgetown	<u>110 10</u>
Total		110 10
	Private	
Wm. H. Boyer	Georgetown	115 05
A. L. Miller	"	115 12
J. B. Custon	Williamsport	<u>104 03</u>
Total		335 00

AG, Fri. 7/19/72, p. 4. **CANAL COMMERCE** – Arrivals – Boats G. P. Lloyd, A. H. Wallis, J. Dayton, B. Williamson, Goldfinch, T. H. Faile, Rechabites, G. K. Sistare, J. B. Cazeaux, James Vandervoort, Alex. Ray and G. W. Wallis, to American Coal Co.; boats W. H. Ash, C. W. Adams, American Boy, Emma, Joseph F. Hitch and W. T. Hassett, to New Central Coal Co.;

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boats Robert Emmet and P. L. Lemen, to Hampshire and Baltimore Coal Co.; boats J. & H. Kornes, Ironsides, Col. E. V. White, E. K. Barger and D. W. Sloan, to Maryland Coal Co.; boat Mattie, coal to John Seaman.
Departures – Boats H. B. Cromwell, D. A. Lowe, Grason & Fannie, Theo. Embrey, Plover, J. J. Swift, J. E. Silver, R. H. Castleman, D. Stewart, A. H. Wallis, G. Blackburn, Goldfinch, W. H. Ash, Conrad Waltz, C. W. Adams, B. Williamson, Mattie, R. Emmet, American Boy, P. L. Lemen, Thomas H. Faile, James Dayton, E. E. Spielman, J. H. Garrish, Sr. D. P. Fahrney, G. W. Wallis, E. M. Bynon, Rechabites and G. K. Sistare, for Cumberland.

DT, Sat. 7/20/72, p. 4. **Canal Trade** – 34 boats cleared this port yesterday carrying 3,786 tons 13 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. Manning	Georgetown	105 13
E. Corning	“	107 10
J. S. Mackie	“	102 17
H. T. Weld	“	115 05
M. M. Jane	“	111 06
J. N. Clary	“	112 06
W. L. Reed	“	116 11
Katskill	“	105 00
Mohawk	“	113 00
Total		989 08
New Central		
A. Johnson	Georgetown	114 11
B. R. Summers	“	119 01
M. Whitson	“	115 18
V. H. Weir	“	113 03
Sharpsburg	“	111 12
Jacob Couter	“	111 05
A. Spier	“	115 00
J. V. Norman	“	108 11
J. Reives	“	112 11
Total		1021 12
American Company		
James Hoy	Alexandria	113 13
James Noble	“	106 05
A. S. Winteringham	“	112 19

M. Sandford	“	110 01
H. C. Flagg	“	115 10
W. J. B. Lloyd	“	112 16
David A. Lowe	“	117 11
H. B. Cromwell	“	109 05
Total		898 00
Borden		
M. A. Adams	Georgetown	107 00
Susan Charles	“	113 00
Sally H. Taylor	“	114 06
Total		334 06
George's Creek Company		
J. & T. Coulehan	Georgetown	116 01
Total		116 01
Private		
Fannie & Estelle	Georgetown	114 00
Thomas Stackpole	“	113 00
Star	“	113 00
Samuel Swain	Washington	107 04
Total		447 04

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, Sat. 7/20/72, p. 3. **Coal Shipments** – The shipments of Cumberland coal from this port during the week ending today, were as follows: J. P. Agnew, 3,302 tons; American Coal Company, 3,073 tons; and Hampshire and

Canal Trade - 1872

Baltimore Company, 1,119 tons – a total of 7,494 tons.

CANAL COMMERCE – Arrivals – Boats E. L.

Moore, M. A. Myers, D. Cromwell, J. H. Stickney, G. A. Pearre and James R. Anderson, to American Coal Co.; boats M. P. C. Morrison, M. Blocher, M. A. Edwards and James L. Motter, to New Central Coal Co.; boat Noble Grand, to Maryland Coal Co.

Departures – Boats Ironsides, Emma, J. B. Cazeaux, J. & H. Korn, James Vandervoort, Joseph F. Hitch, G. P. Lloyd, D. W. Sloan, Alex Ray, W. T. Hassett, E. V. White, M. A. Myers, M. P. C. Morrison and D. Cromwell, for Cumberland.

DT, Mon. 7/22/72, p. 4. **Canal Trade** – 41 boats cleared this port yesterday carrying 4,608 tons 4 cwt. of coal, as follows:

Consolidation Company

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
F. H. Delano	Georgetown	112 15
Owl	“	112 06
W. A. Stephens	“	111 03
Communipaw	“	104 10
Harlem	“	110 04
Dr. Delaplane	“	115 14
P. J. Smith	“	109 18
Eureka	“	108 06
Black Hawk	“	112 10
J. P. Agnew	“	110 00
Brombones	“	111 16
Total		<u>1218 17</u>

New Central

F. A. Mertens	Georgetown	111 16
J. C. Lynn	“	111 09
H. W. Shuck	“	108 07
Mary Mertens	“	108 01
James Noble	“	110 08
J. M. Hedding	“	112 03
G. W. Grove	“	111 15
J. M. Resley	“	112 08
Total		<u>886 06</u>

American Company

D. Stewart	Alexandria	115 10
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E. F. C. Young	“	108 01
A. H. Wallis	“	100 00
Plover	“	112 19
Total		<u>444 10</u>

Borden

Maggie B.	Georgetown	110 10
Sprigg Lynn	“	115 08
Hollander	“	112 09
J. R. Haines	“	115 14
Lizzie & Phillie	“	117 03
Total		<u>571 04</u>

George’s Creek Company

Lucinda	Georgetown	114 05
H. Resley	“	115 16
Five Brothers	“	119 14
A. Sherman	“	109 12
Total		<u>459 07</u>

Spruce Hill

H. A. Garrett	Georgetown	110 01
M. McNally	“	115 11
Total		<u>225 12</u>

Maryland

Jack Topper	Georgetown	112 00
Total		<u>112 00</u>

Hampshire and Baltimore

H. M. Snyder	Alexandria	109 11
W. P. Wools	“	116 01
Mrs. C. Charles	“	114 06
Total		<u>339 17</u>

Private

T. J. Mehaffey	Georgetown	109 08
A. E. McQuade	“	120 12
Cherokee Tribe	“	120 11
Total		<u>350 11</u>

Chesapeake and Ohio Canal Receipts –

The receipts for tonnage on the Chesapeake and Ohio canal for the week ending July 13 were: Cumberland \$6,843.91; Georgetown \$3,215.61; Hancock \$34.07; Williamsport \$3,682. Total \$9,630.44.

 The Williamsport *Pilot* says *Horace Greely* passed through that place one day last week. He had on a new coat – of paint. this *H. G.* is the canal boat of that name, recently built at

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Cumberland. It goes to Alexandria. The real Horace Greeley is going to Washington – next Spring to stay for four years.

AG, Mon., 7/22/72, p. 3. **CANAL**

COMMERCE – *Arrivals* – Boats Mayfield & Hieston, Okonoko and J. H. Kents, to Mayfield & Hieston; boats Gen. McClelland and H. T. Weld, to Consolidated Coal Co.; boats Annie Bell, M. E. Machan and Ida & Harry, to Maryland Coal Co.; boats J. P. Moore, W. W. Shepherd, C. F. Livermore, A. D. Brower, Samuel Henry, U. C. Hamilton and C. DuBois, to American Coal Co.; boats Joseph H. Woodburn and Tony Rodier, to Hampshire & Baltimore Coal Co.; boats Juniata, Lucy Hall, Dr. F. M. Davis and George H. Bradt, to New Central Coal Co.

Departures – Boats D. Cromwell, M. Blocher, E. L. Moore, E. K. Barger, J. H. Stickney, J. L. Motter, M. A. Edwards, Okonoko, Mayfield & Hieston, J. H. Kent, Gen. McClelland, H. T. Weld, G. A. Pearre, Noble Grand, J. R. Anderson, John P. Moore and Juniata, for Cumberland.

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.

DT, Tue. 7/23/72, p.4. **Canal Trade** – 34 boats cleared this port yesterday carrying 3,816 tons 15 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Laura	Georgetown	109 10
H. Lowther	“	116 05
H. C. Hicks	“	113 01
Ino	“	110 15
A. Campbell	“	109 19
S. Boyer	“	114 02
A. Rinehart	“	105 11
Total		<u>777 03</u>

New Central

J. J. Moore	Georgetown	115 10
J. C. Clarke	“	115 11
R. L. Gross	“	111 19
W. H. Wilson	“	111 07
G. Blackburn	“	111 12
J. H. Garrish	“	113 03
Total		<u>679 12</u>

American Company

A. Perkins	Alexandria	106 11
Harvey Fisk	“	107 01
Goldfinch	“	109 17
James Dayton	“	116 16
George Sherman	“	113 18
Ben. Williamson	“	106 18
Rechabites	“	112 00
Total		<u>773 01</u>

Borden

Evening Star	Georgetown	110 16
Leander Lovell	“	119 01
Bertha M. Young	“	122 09
Donna Tilghman	“	111 11
Morning Star	“	113 17
J. G. Lynn	“	115 19
Total		<u>698 13</u>

George's Creek Company

Johnny & Tommy	Georgetown	116 18
Wm. Young	“	112 14
Total		<u>112 14</u>

Spruce Hill

Grason & Fannie	Georgetown	119 00
Hampshire and Baltimore		
R. Emmett	Alexandria	107 03

Private

Dr. J. T. Davis	Georgetown	112 07
Mattie	“	112 19
M. H. Russell	Antietam	116 11
Lady of Lake	Williamsport	114 04
Total		<u>456 01</u>

NR, Tue. 7/23/72, p. 4. **GEORGETOWN**

AFFAIRS. - **George Waters** yesterday received a full cargo of cement from Hancock, Md., per canal.

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DT, Wed. 7/24/72, p. 4. **Canal Trade** – 33 boats cleared this port yesterday carrying 3,679 tons 18 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. Gunning	Georgetown	109 15
J. K. Whitford	“	112 02
C. H. Dalton	“	111 14
Okonoko	“	110 02
D. M. Reed	“	118 01
F. H. Walcott	“	110 17
A. Norrie	“	107 13
Bowery	“	104 00
Total		884 04
New Central		
J. B. Justin	Georgetown	106 06
Theodore Embrey	“	111 14
E. M. Bynon	“	119 02
E. E. Spielman	“	115 06
S. H. Davis	“	114 17
J. & H. Korn	“	108 11
C. Embrey	“	108 12
Dr. D. P. Fahrney	“	108 00
John Hammond	“	112 06
John E. Livers	“	110 09
Total		1115 03
American Company		
G. K. Sistare	Alexandria	109 15
J. P. Lloyd	“	110 06
J. B. Cazeaux	“	109 13
J. Vandervoort	“	108 02
John J. Swift	“	106 05
Total		544 01
Borden		
Sallie Ardinger	Georgetown	112 03
Henry Krouse	“	113 04
James H. Percy	“	110 00
R. J. West	“	109 18
Wm. Borden	“	118 17
Total		564 02
George's Creek Company		
Shipley & Bush	Georgetown	116 06
Chesapeake	“	112 03
Total		228 09
Hampshire and Baltimore		
P. L. Lemen	Georgetown	113 14

Spruce Hill		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Scotia	Georgetown	115 08
Arthur Cropley	Private Georgetown	114 17

DT, Thu. 7/25/72, p. 1. **Canal Trade** – 23 boats cleared this port yesterday carrying 2,548 tons 10 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Creole	Georgetown	108 11
R. P. Getty	“	113 17
Total		221 28
New Central		
C. A. Adams	Georgetown	114 18
F. P. White	“	105 07
Thomas Hassett	“	112 16
W. H. Boteler	“	105 00
Noble Grand	“	116 04
E. K. Barger	“	105 03
Ben Long	“	108 03
Total		767 11
American Company		
D. Cromwell	Alexandria	109 14
J. H. Stickney	“	115 19
M. A. Myers	“	112 17
Thomas H. Faile	“	108 02
Total		446 12
Borden		
Invincible	Georgetown	109 00
George W. Thecker	“	114 03
A. C. Greene	“	116 13
Loretta	“	109 09
Capt. J. R. Masters	“	115 09
Total		564 14
George's Creek Company		
H. W. Dellinger	Georgetown	110 00
Ingomar	“	109 11
Samuel Charles	“	106 08
Total		325 19
Maryland		
G. H. Gatrell	Georgetown	114 02
Total		114 02
Private		
C. S. Mans	Georgetown	107 04
Total		107 04

DT, Fri. 7/26/72, p. 4. **Canal Trade** – 27 boats cleared this port yesterday carrying 3,057 tons 5 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Joseph Murry	Georgetown	112 15
Maryland No. 2	“	115 13
Dundenburg	“	106 06
M. Boyer	“	114 15
Total		<u>449 09</u>
New Central		
M. E. Spier	Georgetown	112 04
D. W. Sloan	“	114 16
Col. E. V. White	“	111 08
American Boy	“	111 17
Wm. Doyle	“	116 06
N. T. Hassett	“	119 02
J. T. Hitch	“	112 00
W. H. Ash	“	113 01
Total		<u>910 14</u>
American Company		
Alex. Ray	Alexandria	110 08
J. R. Anderson	“	116 04
George A. Pearre	“	105 15
Samuel Henry	“	110 04
Total		<u>442 11</u>
Borden		
Thomas Drennen	Georgetown	110 00
S. H. Sherman	“	117 17
N. Williams	“	115 10
H. Freeland	“	114 14
Total		<u>458 01</u>
George's Creek Company		
Amos Thomas	Georgetown	116 03
Total		<u>116 03</u>
Maryland		
M. A. Edwards	Georgetown	105 06
Emma	“	115 09
Total		<u>220 15</u>
Spruce Hill		
C. Waltz	Georgetown	118 07
Total		<u>118 07</u>
Private		
D. A. Carl	Georgetown	119 04
Wren	“	111 15

T. E. Sheridan	“	<u>110 06</u>
Total		<u>341 05</u>

C. & O. Canal Receipts. – The following are the receipts for tonnage on the Chesapeake and Ohio Canal for the week ending Saturday, June 20th: Cumberland \$2,113.68; Hancock \$103.52; Georgetown \$2,113.68; Williamsport \$36.88. Total \$15,681.32. The Baltimore *Sun* says President Gorman has just returned from a trip over the whole canal and found the whole line in working condition.

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.

AG, Fri. 7/26/72, p. 3. **CANAL COMMERCE**
Arrivals

Boats Iowa, W. Snyder, F. M. Lefever, Horace Greeley and W. L. Shaw, to Maryland Coal Co.; boats John S. Fox, M. Lienan, Wm. Darrow, Eagle, Henry Keney, M. Sandford, Kate, E. Stevenson, A. S. Wintringham, H. C. Flagg, W. J. B. Lloyd, D. A. Lowe and D. Stewart, to American Coal Co.; boats W. R. Shaw and A. Spier, to New Central Coal Co.; boats T. J. Bayer, A. Sherman and John Gorman, to George's Creek Coal Co.; boats Park Agnew, Ben Bissell and M. S. Fernsner, to Hampshire and Baltimore Coal Co.; boat Cummumpaw to W. A. Smoot.

Departures

Boats A. H. Grant, J. F. Gunning, R. A. Wagley, W. R. Shaw, A. J. Clarke, W. J. Boothe, H. Delafield, John P. Scrivener, A. Spier, John S. Fox, Kate, E. Stevenson, Susan J. Gress, J. H. Woodburn, Iowa, M. Lienan, Wm. Darrow, Willie Snyder, F. M. Lefever, Henry Keney, Eagle, Toney Rodier, Horace Greeley, A. S. Wintringham, M. Sandford and Lillie Lemen for Cumberland.

DT, Sat. 7/27/72, p. 4. **Canal Trade** – 36 boats cleared this port yesterday carrying 3,983 tons 18 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Wash. Irving	Georgetown	109 13
W. M. Hill	“	113 09
J. R. Cruzen	“	114 04
W. Morehead	“	115 09
H. J. Kenah	“	107 05
Hunter & Bruce	“	109 09
A. B. Turner	“	113 03
J. B. Thomas	“	106 10
H. C. Winship	“	113 06
Blue Bell	“	110 06
J. N. Forbs	“	111 01
11 boats	Total	1223 15
New Central		
Anna Bell	Georgetown	111 08
J. Dick	“	113 02
Isaac J. Krebs	“	118 14
Ironsides	“	112 02
Nannie McGraw	“	108 12
J. C. Stubblefield	“	115 13
C. W. Madore	“	111 14
Dennis Murphy	“	111 12
8 boats	Total	902 17
American Company		
C. F. Livermore	Alexandria	106 14
Corn. DuBois	“	113 19
U. C. Hamilton	“	107 00
J. A. Alexander	“	113 09
4 boats	Total	441 02
Borden		
Tilly B. Lynn	Georgetown	111 12
John C. Hassett	“	112 02
Joseph E. West	“	114 01
Total		337 15
George’s Creek Company		
Huntington	Georgetown	106 19
C. Segerson	“	119 04
2 boats	Total	226 03
Maryland		
L. G. Stanhope	Georgetown	117 03
Shenandoah	“	108 06
2 boats	Total	225 09

Spruce Hill		
J.L. Motter	Georgetown	110 13
	Private	
W. H. Ballinger	Georgetown	110 06
C. L. Brengle	“	117 00
Mealy	White’s Ferry	68 01
Gibbs & Clay	Washington	107 04
Lady of Lake	Williamsport	113 03
5 boats	Total	516 04

Steam Canal Boat – S. P. Harbaugh, Esq., of this city, has obtained letters patent for a canal boat propelled by steam. He is now engaged in making a skiff, and the patented machinery of sufficient power with which to test the principle of his invention. Steam propulsion on canals is a something that is possible, and the lucky discoverer of the right principle will realize a mint of money out of the invention. We do not know of any man for whom we would rather record such good fortune than our friend Harbaugh.

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.

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AG, Sat. 7/27/72, p. 4. **Coal Shipments** – The shipments of Cumberland coal from this port during the week ending today, were as follows: American Coal Company, 5,704 tons; J. P. Agnew, 2,762 tons; Hampshire and Baltimore Coal Company, 1,100 tons.

DT, Mon. 7/29/72, p. 4. **Canal Trade** – 36 boats cleared this port Saturday carrying 4,024 tons 13 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Mountain City	Georgetown	112 10
U. C. Smith	“	108 04
Magpie	“	110 19
J. A. Graham	“	109 04
Croton	“	103 13
Fairplay	“	112 10
Hawk	“	115 00
7 boats	Total	772 00
New Central		
Euphlia	Georgetown	110 00
M. E. McMahan	“	111 10
J. N. Rhind	“	111 02
Great Eastern	“	114 15
M. Blocher	“	108 04
5 boats	Total	910 14
American Company		
Charles Clifton	Alexandria	113 11
Thomas Patton	“	105 11
Edward Bayer	“	110 00
Geo. N. Wallace	“	109 12
J. H. Parrott, Jr.	“	117 00
R. H. Haydock	“	107 04
6 boats	Total	662 18
Borden		
Excelsior	Georgetown	116 01
B. L. Slack	“	118 09
Alexander	“	112 04
Geo. H. Colbert	“	117 12
Rudolph Herr	“	112 02
5 boats	Total	577 08
George's Creek Company		
F. R. M. Bowers	Georgetown	114 06
Robert Cropley	“	116 01
M. Topper	“	105 14

Capt. J. Weir	“	112 05
4 boats	Total	452 06
Maryland		
J. D. Tice	Georgetown	112 06
H. L. Miller	“	108 15
Ida & Harry	“	111 06
3 boats	Total	332 07
Spruce Hill		
Dr. E. DeLacey	Georgetown	112 02
1 boat	Total	112 02
Private		
F. Kitwell	Georgetown	113 00
R. I. Morris	“	114 10
Sally H. Taylor	“	116 16
Mayfield & Hieston	“	105 19
Fannie & Estella	Antietam	109 16
5 boats	Total	560 01

DNR Mon. 7/29/72, p. 8. **GEORGETOWN AFFAIRS – Wheat** – Messrs. Hartley & Bro. and B. Talbot & Son received, per canal, on Saturday 6,000 bushels of wheat.

AG, Mon., 7/29/72, p. 3. **CANAL COMMERCE – Arrivals** – Boats Joseph Noble, W. Laird, James Hoy, H. B. Cromwell, E. F. C. Young, Plover, J. W. Bacon, George Sherman, A. H. Wallis and James Dayton, to American Coal Co.; boats M. H. Wright, George Hutton, Wm. Devecmon, M. Fannon and George P. DeWitt, to Hampshire & Baltimore Coal Co.; boats A. M. Bynon and Mattie, to New Central Coal Co.

Departures – Boats W. J. B. Lloyd, Park Agnew, Henry C. Flagg, D. A. Lowe, W. L. Shaw, Ben Bissell, T. J. Boyer, Joseph Noble, M. S. Fernsner, W. Laird, Communipaw, M. H. Wright, H. B. Cromwell, James Hoy, John Gorman, D. Stewart, E. F. C. Young, George Hutton, A. Sherman, Plover, Morning Sun and J. W. Bacon, for Cumberland.

DT, Tue. 7/30/72, p. 4. **Canal Trade** – 30 boats cleared this port yesterday carrying 3,349 tons 11 cwt. of coal, as follows:

Consolidation Company

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Fulton	Georgetown	111 08
Robin	"	114 09
J. McGraw	"	114 09
G. Washington	"	109 00
Lewis Smith	"	105 16
T. J. Nimmo	"	108 09
Peacock	"	107 13
Uno	"	113 06
A. S. Centre	"	111 10
I. Crane	"	113 04
Broadway	"	106 00
Gen. McClellan	"	109 18
12 boats	Total	1324 13
New Central		
S. J. Gross	Georgetown	108 06
W. A. Kimble	"	107 12
S. T. Little	"	115 09
A. H. Bradt	"	115 04
4 boats	Total	446 11
American Company		
John P. Moore	Alexandria	110 13
Andrew Main	"	114 15
W. W. Shepherd	"	110 03
John O'Brien	"	110 13
4 boats	Total	446 04
Borden		
John H. Farrow	Georgetown	112 12
Isaac Wilson	"	115 07
F. Ensminger	"	113 14
Charles A. Green	"	113 08
Martha	"	105 15
John T. James	"	117 15
6 boats	Total	678 11
Maryland		
Friendship	Georgetown	108 12
R. M. Sprigg	"	109 02
2 boats	Total	217 14
George's Creek Company		
John Spencer	Georgetown	115 19
	Total	115 19
Private		
Cherokee Tribe	Antietam	119 19
	Total	119 19

DT, Wed. 7/31/72, p. 4. **Canal Trade** – 38
 boats cleared this port yesterday carrying 3,349
 tons 11 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
V. S. Sprigg	Georgetown	108 14
Bettie	"	108 07
C. Van Tassel	"	108 08
T. Malloy	"	121 10
Dr. A. A. Biggs	"	117 18
D. C. Bruce	"	111 16
Linnet	"	108 10
Atlanta	"	102 03
8 boats	Total	887 06
New Central		
Dr. F. M. Davis	Georgetown	111 19
Iowa	"	108 17
T. I. Baker	"	117 13
Lucy Hall	"	108 05
R. A. Wagley	"	112 02
J. T. Scrivener	"	111 03
W. T. Allen	"	109 05
7 boats	Total	779 04
American Company		
J. S. Davenport	Alexandria	103 12
A. J. Thomas	"	110 14
R. S. Grant	"	112 14
Robert Marshall	"	110 00
A. D. Brower	"	111 04
W. J. Shreve	"	108 08
Charles Robb	"	113 16
7 boats	Total	770 08
Borden		
Ida & Julia	Georgetown	109 08
Dr. F. C. Doyle	"	113 06
R. E. Fugitt	"	116 10
Jaron Charles	"	116 06
Maggie B.	"	118 00
M. A. Adams	"	110 02
6 boats	Total	683 12
Maryland		
L. Hartley	Georgetown	102 00
Ed. Rizer	"	115 06
2 boats	Total	217 06
George's Creek Company		
Hero	Georgetown	109 10

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W. H. Boyer	“	122 14
J. B. Slattery	“	109 00
Little Joe	“	115 16
4 boats	Total	<u>457 00</u>
Hampshire and Baltimore		
R. A. Goodwin	Georgetown	117 06
	Total	<u>117 06</u>
Spruce Hill		
J. H. Woodburn	Georgetown	112 09
	Total	<u>112 09</u>
Private		
Monongahela	Georgetown	112 07
Stackpole	Washington	114 02
2 boats	Total	<u>226 09</u>

Sneak Thieves for some days past have been infesting that portion of our city lying across the creek. About ten days since, an entrance was affected into the residence of a boatman named Adenhardt, on Paca street, and a number of small articles carried off. Mr. Adenhardt was absent at the time, his wife and family being alone in the house.

Night before last the house of Mr. Coleman, on Smallwood street, was entered, but the inmates being aroused by the noise, the robbers were scared off.

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.

DT, Thu. 8/1/72, p. 4. **Canal Trade** – 36 boats cleared this port yesterday carrying 4,030 tons 11 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Capt. J. Sheridan	Georgetown	122 06
J. S. Mackie	“	103 15
Gen. Grant	“	104 09

Lark	“	108 07
Marie	“	115 13
Hoboken	“	109 03
J. B. Varnum	“	110 14
J. N. Clary	“	117 01
W. L. Reid	“	115 05
9 boats	Total	<u>1006 05</u>
New Central		
E. J. Hammond	Georgetown	112 00
F. M. Lefever	“	115 16
George H. Bradt	“	115 08
H. Gerdeman	“	113 12
Willie Snyder	“	103 04
A. B. Bain	“	114 13
A. M. Reid	“	105 00
C. D. Robbins	“	108 18
8 boats	Total	<u>899 11</u>
American Company		
A. H. Grant	Alexandria	111 04
A. J. Clark	“	114 14
Henry Delaplane	“	116 12
W. S. Bootman	“	117 03
Kate	“	111 01
E. Stevenson	“	107 08
6 boats	Total	<u>668 04</u>
Borden		
Sprigg S. Lynn	Georgetown	116 14
Evening Star	“	114 04
Hollander	“	111 11
Lizzie & Phillie	“	116 12
4 boats	Total	<u>459 01</u>
Hampshire and Baltimore		
Dr. J. P. Broderick	Georgetown	116 02
Park Agnew	“	114 13
Geo. Hutton	“	110 07
3 boats	Total	<u>311 02</u>
Maryland		
City of Hamburg	Georgetown	115 05
	Total	<u>115 05</u>
Spruce Hill		
Wm. M. Price	Georgetown	107 08
	Total	<u>107 08</u>
George's Creek Company		
H. Willison	Georgetown	115 17
	Total	<u>115 17</u>
Private		

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L. Miller	Washington	113 14
H. T. Weld	Georgetown	111 17
Wm. Marbury	Harpers Ferry	<u>93 07</u>
3 boats	Total	318 18

DT, Fri. 8/2/72, p. 4. **Canal Trade** – 30 boats cleared this port yesterday carrying 3,360 tons 8 cwt. of coal, as follows:

Consolidation Company

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
C. Slack	Georgetown	113 05
Yonkers	“	109 12
Bronx	“	107 04
Hudson	“	<u>108 01</u>
4 boats	Total	438 02

New Central

Horace Greeley	Georgetown	114 17
Prairie Flower	“	116 10
Dr. Duckett	“	116 01
M. Sinclair	“	110 01
Zella & Minna	“	108 08
W. L. Shaw	“	115 08
Jacob R. Couters	“	113 00
Ida & Willie	“	<u>111 18</u>
8 boats	Total	906 03

American Company

John S. Fox	Alexandria	107 12
Wm. Darrow	“	112 16
Eagle	“	<u>110 15</u>
3 boats	Total	331 03

Borden

Donna Tilghman	Georgetown	112 13
Joseph R. Haines	“	112 18
Leander Lovell	“	119 16
Morning Star	“	<u>112 09</u>
4 boats	Total	457 16

Hampshire and Baltimore

M. McNally	Georgetown	112 07
James March	“	113 02
Samuel Swain	“	113 11
Lillie Lemen	“	<u>112 19</u>
4 boats	Total	451 19

Maryland

Wm. Moffett	Georgetown	111 08
Clearspring	“	108 09
George Snyder	“	112 15

3 boats	Total	<u>332 12</u>
George's Creek Company		
T. J. Boyer	Georgetown	113 11
Jesse	“	<u>109 08</u>
	Total	222 19

Private

Toney Rodier	Georgetown	109 03
B. F. Charles	Washington	<u>110 11</u>
2 boats	Total	210 14

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.

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.

DT, Sat. 8/3/72, p. 4. **Canal Trade** – 27 boats cleared this port yesterday carrying 2,990 tons of coal, as follows:

Consolidation Company

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Mohawk	Georgetown	115 03
T. J. Mehaffey	“	110 08
J. McGraw	“	114 00
C. P. Manning	“	106 14
L. R. Fechtig	“	111 09
Dr. J. P. Delaplane	“	112 05
Communipaw	“	112 15
A. Van Corlear	“	<u>112 18</u>
8 boats	Total	895 12

New Central

A. Johnson	Georgetown	103 18
W. R. Shaw	“	111 12
B. R. Summers	“	111 01

M. Whitson	“	115 07
Viola H. Weir	“	111 18
Geo. S. Couter	“	117 16
6 boats	Total	<u>671 12</u>
American Company		
M. Sandford	Alexandria	113 03
James Noble	“	107 14
Henry Reney	“	105 03
Michael Lienan	“	108 05
W. Laird, Jr.	“	111 01
5 boats	Total	<u>543 03</u>
Borden		
Eureka	Georgetown	109 01
R. J. West	“	111 15
Sallie Ardinger	“	109 03
3 boats	Total	<u>329 19</u>
Hampshire and Baltimore		
M. H. Wright	Georgetown	108 09
	Total	<u>108 09</u>
George's Creek Company		
A. Sherman	Georgetown	112 07
	Total	<u>112 07</u>
Private		
Fred J. Laing	Washington	119 06
Fannie & Estella	Antietam	109 05
Lady of the Lake	Williamsport	100 07
	Total	<u>328 18</u>

AG, Sat. 8/3/72, p. 3. **CANAL COMMERCE** –
Arrivals – Boat P. L. Lemen, to Hampshire & Baltimore Coal Co.; boats J. Vandervoort, C. F. Livermore, C. DuBois, J. A. Alexander, U. C. Hamilton, S. Henry, C. Clifton and Edward Bayer, to American Coal Co.; boats P. Fleckenstein, Thomas Hassett, W. T. Hassett, J. F. Hitch and M. E. Spier, to New Central Coal Co.; boats J. H. Gatrell, L. G. Stanhope and Emma, to Maryland Coal Co.; boat Thomas Sherman, for Washington, D.C.; boat Henry Wade, to E. Francis.
Departures – Boats A. Perkins, P. L. Lemen, Harvey Fisk, M. A. Edwards, Ben. Williamson, D. W. Sloan, Wm. P. Wools, Annie Bell, M. A. Myers, J. Vandervoort, Mayfield & Hieston, C. F. Livermore, P. Fleckenstein, C. DuBois, J. A. Alexander, Henry Wade, Thomas Hassett, J. H.

Gatrell, U. C. Hamilton, W. T. Hassett, J. F. Hitch, C. Clifton, Samuel Henry and M. E. Spier, for Cumberland.

Ibid. p. 4. **Coal Shipments** – The shipments of Cumberland coal from this port for the week ending today, were as follows: By American Coal Company, 7,068 tons; by J. P. Agnew, 2,882 tons; by Hampshire and Baltimore Coal Company, 1,875 tons.

Canal Navigation – The lock gates washed out at Harper's Ferry having been replaced, canal navigation, which had been interrupted since Tuesday morning, was resumed, and boats commenced arriving here this morning.

DT, Mon. 8/5/72, p. 4. **Canal Trade** – 30 boats cleared this port yesterday carrying 3,271 tons 6 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
F. H. Delano	Georgetown	109 15
Dove	“	106 16
J. C. Hoffman	“	109 18
Julia Manning	“	109 02
R. Bender	“	115 18
D. Hoadley	“	108 04
Isaac Boyer	“	115 04
M. M. Jane	“	115 04
8 boats	Total	<u>890 01</u>
New Central		
A. Lincoln	Georgetown	108 06
A. Spier	“	111 09
J. V. Norman	“	111 11
Col. J. C. Lynn	“	111 13
G. W. Grove	“	108 04
F. A. Mertens	“	111 10
J. M. Resley	“	114 08
7 boats	Total	<u>777 01</u>
American Company		
Henry C. Flagg	Alexandria	115 06
James Hoy	“	114 01
A. S. Winteringham	“	115 17
3 boats	Total	<u>344 04</u>
Borden		

Henry Krouse	Georgetown	112 15
J. G. Lynn	“	117 04
	Total	229 19
Hampshire and Baltimore		
H. A. Garrett	Georgetown	113 05
Ben. Bissell	“	115 09
	Total	228 14
Maryland		
Sharpsburg	Georgetown	110 04
John Reives	“	111 16
Jack Topper	“	111 19
3 boats	Total	333 19
George’s Creek Company		
T. Long	Georgetown	109 01
	Total	109 01
Private		
M. H. Russell	Georgetown	111 09
John Gorman	“	123 03
Mattie	“	115 06
Amazon	“	108 09
4 boats	Total	458 07

A Boat Race on the Raging Canal – On Thursday evening last, the staunch boat *Mohawk* of the Consolidation line, Captain Dave McCarty, passed on her upward way through the tunnel, under easy sail (two mules). She had been one of the first boats to ascend after repairing of the broken gates at the Stone Locks, and had gallantly maintained her position, only one boat, the *A. Van Corlear*, being ahead of her at the tunnel. Two miles further on she changed her team, putting out three mules, and stabling on board the two which had faithfully performed their six hours’ duty.

“Our own reporter” was seated on the taffrail, exchanging nautical experiences with Captain Dave, who leaned lazily against the tiller. Pete was driving; Ben was looking after his team, and Sam had gone below to take measures for supper, when Captain Dave, throwing his weather eye over the stern, ejaculated in excited tones:

“By the hokey! there come the *Sallie Ardinger* with everything out! Old Crossy’s trying to pass us. Pete!” he yelled to the driver,

“tech up them mules awhile. Here’s old Crossy after us hellity split. Put ‘em through lively once! Sam, come up out o’ yer, and you and Ban git the harness onto them other mules a’ready, and git ‘em out mighty quick yet!

A backward glance showed the *Sallie* bowling along at high street, with five mules on the tow-lines, and two drivers running briskly beside them, urging them with whip and voice to do their utmost, while Captain Ardinger from his quarter-deck was encouraging them with stentorian shouts, interlarded with expletives which, though considered highly irreverent and indecorous in refined society, are supposed to have a high salutary effect upon mules and their drivers, when either an acceleration or a slackening of speed is desirable. The *Sallie* was rapidly gaining on us.

“What in thunderation is you fellers about there once!” shouted Captain Dave in an agony of excitement, as the words of the rival captain and his drivers became plainly distinguishable over the gradually diminishing expanse of water that separated the boats. “Will I hev to come there myself awhile? I never saw such a confounded slow set of fellers as I’ve got aboard of the boat a’ready. Sam, what’s Ben doin’?”

“He’s puttin’ the bridles on awhile,” said Sam.

“Why hain’t he got the bridles on once? Git that there fall ready awhile, quick now. Pete, what in thunder are you stopping for? Go on lively till you to stop yet.”

The little team had now got the *Mohawk* under good headway, and the *Sallie*’s gain, if any, was hardly perceptible. Captain Ardinger could plainly discern that he would not be permitted to pass without a sharply contested race; he could hear the notes of preparation on board the *Mohawk*, and he exerted all the strength of his lungs in objurgating his drivers, who in turn plied their mules with whips and yells, in the hope of bringing affairs to a crisis before Captain Dave could double his team.

But now the mules were harnessed; the fall was ready; Captain Dave ran the boat along shore; the fall was dropped, and though the boat dragged is along the tow path rather rapidly the mules were led out. One of them fell, coming down upon his Knees; the other, sprawling like a turtle, threatened to bestride the fall and perhaps break his legs; but both animals soon righted themselves, and in a twinkling were hitched to a second tow-rope; the fall was drawn aboard; the whips cracked, and with Ben and Pete as drivers, the *Mohawk's* team soon began to widen the distance between us and the *Sallie*, whose captain, however, was not disposed to give up the race, but continued to urge on his team with loud shouts and frantic gesticulations.

"Its no use, Crossy," said Captain Dave, as sitting composedly on the tiller he calmly surveyed his rival. "Your team's druv down, and you can't ketch the *Mohawk* on this level. Boy's. let 'em go easy once. Pete, stop swinging that whip awhile. Old Crossy can't ketch us a'ready, and it ain't no use hurryin'."

So the *Mohawk* rode easily along, while Captain Ardinger, in sheer desperation, continued to urge his already exhausted mules, gaining a trifle, it is true, but without the remotest chance of passing the *Mohawk*, unless the latter should be hindered by some improbable accident.

The lock is now in sight. Capt. Dave takes a horn (we don't mean a villainous intoxicating compound sometimes so called, but a boat horn,) to give notice to the lock-keeper of his approach; for the shades of evening have now fallen, and he has not yet lighted his bow-lamp. Dave "winds the mellow horn" with considerable skill, and he seemed to take unusual pride in airing his musical proficiency on this occasion. He blew both long and loud upon his tin trumpet, and his blasts had a triumphant tone which must have been gall and wormwood to Capt. Ardinger's soul.

In the lock, Dave re-shipped the extra mules, and proceeded with his usual team. No further attempt was made to pass him, and he

arrived here at four o'clock Friday morning, in advance of all his rivals.

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.

AG, Mon., 8/5/72, p. 3. **CANAL COMMERCE Arrivals** – Boats D. A. Carl, Gibbs & Clay and C. L. Brengle, for Washington, D. C.; boats A. Ray, J. J. Swift, G. A. Pearre, T. Patton, J. H. Parrott, Jr., R. H. Haydock, G. W. Wallis and A. main, to American Coal Co.; F. P. White, Ironsides, M. E. Machen, W. Snyder and J. T. Scrivener, to New Central Co.; boats Chesapeake, H. Resley and D. L. Taylor, to George's Creek Coal Co.; boats J. D. Tice, Friendship, H. S. Miller and Ida & Harry, to Maryland Coal Co.; boat Dr. J. P. Broadrick, to Hampshire & Baltimore Coal Co.; and boats A. Nance, J. P. Agnew and Mrs. C. E. Charles, to Mayfield & Hieston.

Departures – Boats E. Bayer, J. J. Swift, F. P. White, A. Ray, L. G. Stanhope, S. H. Taylor, Emma, Chesapeake, A. Nance, J. P. Agnew, Mrs. C. E. Charles, H. Resley, Martin O'Conner, D. L. Taylor, T. Patton, G. A. Pearre and Ironsides, for Cumberland.

DT, Tue. 8/6/72, p. 4. **Canal Trade** – 35 boats cleared this port yesterday carrying 3,035 tons 2 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Black Hawk	Georgetown	112 19

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Brombones	“	109 06
Gowanus	“	111 15
Joseph Murray	“	112 13
J. P. Agnew	“	112 05
J. K. Whitford	“	113 08
Okonoko	“	112 00
P. J. Smith	“	105 16
E. Corning	“	110 13
H. C. Hicks	“	114 11
H. Lothers	“	115 13
11 boats	Total	<u>1230 19</u>
New Central		
E. M. Bynon	Georgetown	114 07
R. L. Gross	“	112 01
J. & H. Kornis	“	109 01
Naomi	“	111 12
J. C. Clarke	“	118 12
E. P. Steffey	“	111 04
G. Blackburn	“	111 19
7 boats	Total	<u>788 16</u>
American Company		
H. B. Cromwell	Alexandria	110 11
E. T. C. Young	“	110 14
D. A. Lowe	“	113 02
W. J. B. Lloyd	“	113 16
4 boats	Total	<u>448 03</u>
Borden		
Thos. Drennen	Georgetown	110 10
A. C. Green	“	119 10
G. W. Thacker	“	112 02
J. R. Masters	“	119 09
James H. Percy	“	107 09
William Borden	“	117 00
B. M. Young	“	116 10
7 boats	Total	<u>802 10</u>
Maryland		
H. W. Shuck	Georgetown	109 00
Ohio	“	105 05
2 boats	Total	<u>214 05</u>
Hampshire and Baltimore		
Wm. Devecmon	Georgetown	106 16
	Total	<u>106 16</u>
Private		
Morning Sun	Georgetown	110 13
W. P. Wools	“	113 03
A. E. McQuade	“	119 17

3 boats Total 343 13

A Very Sad Case of Drowning. – Yesterday morning about 11 o'clock Harry Clifton Dowden, a lad 8 years old, son of Lloyd Dowden, Esq., of this city, was drowned near the Basin wharf under the following circumstances: Capt. John Boren, of the boat *Blackburn*, had a great liking for little Harry, and the latter had on several occasions visited the captain on his boat at the wharf. The boat came in Saturday night, and Harry, learning of its arrival, went down yesterday morning for the purpose of going on the boat. This he did, and after being on some time he started to go ashore. He had a basket on his arm, and it is supposed that in passing around the cabin, he hit the basket against the side, this caused him to lose his balance and he fell into the water. He was never seen to rise, after falling. Two boatmen – colored men or boys – it is stated, proceeded to divest themselves of their outer clothing instead of jumping in at once to save the boy while there was a chance.

The body was recovered shortly after by Mr. Luke Carlos, a boatman. Coroner Strong empaneled a jury composed of the following gentlemen: John Humbird, Joh Stull, Thomas Cain, Thomas Sammons, P. Kennedy, Geo. Charles, P. O'Neil, R. Anderson, Chas. Summerfield, Arthur Girr, Wm. Reid and McCuskey. They rendered a verdict of accidental drowning, in accordance with the facts.

Harry was bright, pleasant little boy – a great favorite with his parents and friends of the family. His parents were almost ceased over the intelligence of his untimely death.

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

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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	<u>9,548 07</u>
Total	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.

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

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.

DT, Wed. 8/7/72, p. 4. **Canal Trade** - 35 boats cleared this port yesterday carrying 3,907 tons 10 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. Rinehart	Georgetown	106 09
Hunter & Bruce	"	114 18
D. M. Reed	"	111 16
A. B. Turner	"	114 02
Maryland No. 2	"	113 00
J. R. Cruzen	"	114 08
Adam Norrie	"	109 01
C. H. Dalton	"	115 16
Rip Van Winkle	"	105 01
Owl	"	111 06

S. S. Cunningham	"	<u>110 05</u>
11 boats	Total	1225 13
New Central		
James Noble	Georgetown	112 15
Theo. Embrey	"	111 19
N. S. Lemen	"	111 06
E. E. Spielman	"	109 13
W. H. Wilson	"	108 09
J. N. Garrish	"	115 05
J. E. Silver	"	108 16
John Hedding	"	108 01
P. Fleckenstein	"	116 06
J. Hammond	"	<u>115 12</u>
10 boats	Total	1118 02
American Company		
Ben Williamson	Alexandria	108 06
James Dayton	"	111 03
Goldfinch	"	110 01
A. H. Wallis	"	106 09
Plover	Georgetown	108 01
David Stewart	"	<u>111 16</u>
6 boats	Total	656 06
Borden		
Henry Freeland	Georgetown	116 09
Joseph E. West	"	114 04
Invincible	"	108 06
S. H. Sherman	"	116 13
Loretta	"	<u>114 10</u>
5 boats	Total	570 02
Maryland		
Mollie Reed	Georgetown	<u>111 19</u>
1 boat	Total	111 19
Hampshire and Baltimore		
N. S. Lemen	Georgetown	113 08
H. M. Snyder	"	<u>112 00</u>
2 boats	Total	225 08

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 sank. 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.

AG, Wed., 8/7/72, p. 3. **CANAL COMMERCE**

Arrivals – Boats John P. Moore, T. H. Faile, J. R. Anderson, A. D. Brower, W. W. Shepherd, E. Stevenson, A. J. Clarke, Kate, A. H. Grant, R. Marshall, A. J. Thomas, J. S. Davenport and John O'Brien, to American Coal Co.; boats Dr. F. M. Davis, M. Blocher, M. Sinclair and Susan J. Grason, to New Central Coal Co.; boat Shenandoah, to Maryland Coal Co.; boats R. A. Goodwin, Park Agnew, James march and M. McNally, to Hampshire & Baltimore Coal Co.; boat F. J. Loving, for Washington.

Departures – Boats E. Bayer, John J. Swift, F. P. White, A. Ray, L. G. Stanhope, S. H. Taylor, Emma, Chesapeake, Adam Nome, J. P. Agnew, Mrs. C. E. Charles, H. Resley, M. O'Conner, D. L. Taylor, T. Patton, G. A. Pearre, Ironside, J. D. Tice, R. H. Haydock, J. H. Parrott, Jr., M. E. McMachen, Friendship, G. W. Wallis, A. Main, J. T. Scrivener, W. Snyder, M. Blocher, J. P. Moore, T. H. Faile, R. A. Goodwin, J. R. Anderson, Dr. F. M. Davis, H. S. Miller, Park Agnew, A. D. Brower, W. W. Shepherd, M. Sinclair, E. Stevenson and C. L. Brengle, for Cumberland.

DT, Thu. 8/8/72, p. 4. **Canal Trade** – 32 boats cleared this port yesterday carrying 3,597 tons 19 cwt. of coal, as follows:

Consolidation Company		
Boats	Destination	Tons
M. Boyer	Georgetown	116 13
W. H. Stephens	“	111 11
W. Moorehead	“	112 18
S. Boyer	“	116 14

W. M. Hill	“	112 01
J. B. Thomas	“	104 12
W. Irving	“	124 19
J. Gunning	“	113 17
8 boats	Total	903 08
New Central		
C. W. Adams	Georgetown	108 05
E. K. Borger	“	105 13
Dr. D. P. Fahrney	“	115 00
Benj. Long	“	108 10
Noble Grand	“	111 19
M. E. Spier	“	112 02
J. L. Motter	“	116 00
7 boats	Total	777 09
American Company		
George Sherman	Alexandria	113 14
Rechabites	“	114 12
A. Perkins	“	110 10
Harvey Fisk	“	110 03
4 boats	Total	443 19
Borden		
Alexander	Georgetown	112 15
John C. Hassett	“	110 07
Nathan Williams	“	115 11
Rudolph Herr	“	106 13
B. L. Slack	“	115 00
5 boats	Total	560 04
Maryland		
Plover	Georgetown	111 17
	Total	111 17
George's Creek Company		
Lucinda	Georgetown	115 18
Eureka	“	105 08
2 boats	Total	221 06
Spruce Hill		
M. S. Fernsner	Georgetown	116 18
	Total	116 18
Hampshire and Baltimore		
Mrs. C. E. Charles	Georgetown	115 12
	Total	115 12
Private		
Dr. J. T. Davis	Georgetown	114 05
Cherokee Tribe	Antietam	117 03
Grason & Fannie	Williamsport	110 18
3 boats	Total	342 06

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DT, Fri. 8/9/72, p. 4. **Canal Trade** – 41 boats cleared this port yesterday carrying 4,564 tons 6 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. A. Graham	Georgetown	106 01
R. P. Getty	“	111 13
H. C. Winship	“	114 10
A. Campbell	“	111 12
F. H. Walcott	“	109 04
Blue Bell	“	105 13
Laura	“	114 06
Mountain City	“	111 04
Katskill	“	107 01
R. I. Morris	“	116 04
E. M. Linthicum	“	105 14
Bowery	“	107 00
J. W. Turner	“	114 02
13 boats	Total	1430 04
New Central		
Dr. E. DeLacey	Georgetown	112 08
D. W. Sloan	“	114 14
M. A. Edwards	“	110 14
Col. E. V. White	“	112 04
Wm. Doyle	“	115 12
Mary Mertens	“	105 00
W. T. Hassett	“	118 11
7 boats	Total	788 13
American Company		
George Sintern	Alexandria	113 14
Jas. Vandervoort	“	110 01
M. A. Meyers	“	113 10
D. Cromwell	“	111 09
J. H. Stickney	“	114 03
J. W. Bacon	“	104 17
6 boats	Total	660 15
Borden		
Geo. H. Colbert	Georgetown	117 17
Sally H. Taylor	“	113 03
Excelsior	“	117 19
Tilly B. Lynn	“	113 17
Isaac Wilson	“	113 18
5 boats	Total	576 14
Maryland		
J. B. Turton	Georgetown	108 13
	Total	108 13

George's Creek Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Chesapeake	Georgetown	110 07
Lillie & Nannie	“	112 12
J. W. Carder	“	113 16
	Total	336 15
Spruce Hill		
Scotia	Georgetown	115 15
	Total	115 15
Hampshire and Baltimore		
Robert Emmett	Georgetown	109 08
M. Fannon	“	112 03
O. S. Maus	“	107 05
3 boats	Total	328 16
Private		
Mayfield & Hieston	Georgetown	110 18
Star	“	107 03
A. Johnson No. 2	Pt. of Rocks	98 04
3 boats	Total	316 05

DT, Sat. 8/10/72, p. 4. **Canal Trade** – 40 boats cleared this port yesterday carrying 4,406 tons 09 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Joseph W. Turner	Georgetown	114 02
Harlem	“	106 18
Ino	“	107 10
T. J. Nimmo	“	109 05
J. McGinn	“	110 02
Maggie	“	108 05
Hawk	“	112 09
J. Cinn	“	110 19
Bynon & Goodwin	“	98 02
Uno	“	113 07
Peacock	“	106 10
Robin	“	115 01
H. J. Kenah	“	112 02
13 boats	Total	1422 12
New Central		
W. H. Ash	Georgetown	115 06
Emma	“	115 09
Annie Bell	“	113 14
Nannie McGraw	“	108 11
4 boats	Total	453 00
American Company		
J. B. Cazeaux	Alexandria	112 09

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Maj. E. L. Moore	“	110 15
Samuel Henry	“	108 09
N. C. Hamilton	“	108 10
Thomas Patton	“	108 01
Corin. DuBois	“	107 05
J. A. Alexander	“	109 00
C. F. Livermore	“	<u>100 06</u>
8 boats	Total	864 15
Borden		
Martha	Georgetown	110 02
F. Ensminger	“	112 00
Chas. A. Gillue	“	113 15
Ida & Sallie	“	111 01
John F. Wilson	“	<u>114 03</u>
5 boats	Total	561 01
Maryland		
S. H. Davis	Georgetown	112 03
C. Embrey	“	109 00
L. G. Stanhope	“	112 00
Thomas Hassett	“	105 01
J. Dick	“	108 06
Ida J. Kreps	“	112 05
G. C. Stubblefield	“	<u>112 11</u>
7 boats	Total	771 06
George's Creek Company		
H. Resley	Georgetown	<u>112 14</u>
	Total	112 14
Spruce Hill		
G. P. DeWitt	Georgetown	<u>107 04</u>
	Total	107 04
Private		
Fannie & Estella	Antietam	<u>113 17</u>
	Total	113 17

AG, Sat. 8/10/72, p. 4. **Coal Shipments** – The amount of Cumberland coal shipped from this port during the week ending today, was as follows: By American Coal Company, 5,236 tons; by J. P. Agnew, 3,511 tons; by Hampshire and Baltimore Coal Company, 1,317 tons. Total 10,064 tons.

Canal News – There were twenty-four arrivals of boats from Cumberland for the twenty-four hours ending at noon today, and thirty-two departures.

DT, Mon. 8/12/72, p. 4. **Canal Trade** – 39 boats cleared this port Saturday carrying 4,314 tons 7 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
H. T. Weld	Georgetown	112 05
Dr. A. A. Biggs	“	117 18
Fulton	“	109 04
Bettie	“	106 13
Geo. Washington	“	108 01
Gen. McClellan	“	108 18
T. Malloy	“	112 10
Dundenburg	“	105 18
J. S. McKie	“	104 00
A. C. Smith	“	<u>108 17</u>
10 boats	Total	1094 04
New Central		
C. N. Madore	Georgetown	109 02
Ironsides	“	108 05
D. Murphy	“	111 18
Euphlia	“	108 10
J. M. Rhind	“	108 04
A. H. Bradt	“	114 18
Geo. H. Bradt	“	112 00
M. E. McMahan	“	115 12
Annie	“	<u>108 05</u>
9 boats	Total	996 14
American Company		
R. H. Haydock	Alexandria	102 19
Charles Clifton	“	110 02
J. H. Parrott, Jr.	“	111 16
Edward Boyer	“	<u>111 10</u>
4 boats	Total	436 07
Borden		
Dr. F. C. Doyle	Georgetown	117 12
Susan Charles	“	115 07
Joseph H. Farrow	“	111 13
R. E. Fugitt	“	<u>114 02</u>
4 boats	Total	458 14
Maryland		
J. J. Moore	Georgetown	108 15
J. D. Tice	“	108 08
M. Blocker	“	112 01
Friendship	“	108 15
J. T. Scrivener	“	111 19

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5 boats	Total	<u>549 18</u>
George's Creek Company		
Five Brothers	Georgetown	116 00
Johnny & Tommy	"	115 11
Silver Wave	"	109 06
D. L. Taylor	"	<u>115 12</u>
4 boats	Total	<u>456 09</u>
Spruce Hill		
J. H. Woodburn	Georgetown	<u>106 10</u>
	Total	<u>106 10</u>
Private		
Vulture	Antietam	103 05
H. Rowland	Georgetown	<u>112 06</u>
	Total	<u>215 11</u>

DT, Tue. 8/13/72, p. 4. **Canal Trade** – 39 boats cleared this port Saturday carrying 4,271 tons 11 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
T. J. Mehaffey	Georgetown	105 07
A. J. Couter	"	106 12
W. L. Reed	"	114 02
J. N. Clary	"	112 07
D. C. Bruce	"	108 02
A. Rinehart	"	107 06
Capt. J. Sheridan	"	106 19
J. B. Varnum	"	110 17
Dr. Delaplane	"	117 01
Croton	"	105 01
V. L. Sprigg	"	<u>108 06</u>
11 boats	Total	<u>1202 00</u>
New Central		
Wm. T. Allen	Georgetown	110 02
Iowa	"	112 06
Sharpsburg	"	108 03
Wm. L. Shaw	"	110 13
Willie Snyder	"	111 17
Ida & Harry	"	111 09
City of Hamburg	"	<u>109 05</u>
7 boats	Total	<u>773 15</u>
American Company		
Geo. W. Wallis	Alexandria	108 17
G. P. Lloyd	"	113 09
John P. Moore	"	105 17
Andrew Main	"	112 16

George A. Pearre	"	109 14
John J. Swift	"	<u>100 14</u>
6 boats	Total	<u>651 07</u>
Borden		
Maggie B.	Georgetown	112 13
Sprigg S. Lynn	"	117 13
Hollander	"	113 09
Evening Star	"	113 00
Donna Tilghman	"	<u>110 18</u>
5 boats	Total	<u>568 02</u>
Maryland		
M. Sinclair	Georgetown	<u>111 12</u>
	Total	<u>111 12</u>
George's Creek Company		
A. Thomas	Georgetown	122 05
Wm. Young	"	<u>117 03</u>
	Total	<u>239 08</u>
Spruce Hill		
James March	Georgetown	<u>108 05</u>
	Total	<u>108 05</u>
Hampshire and Baltimore		
Wm. M. Price	Georgetown	111 10
M. McNally	"	<u>112 17</u>
	Total	<u>224 07</u>
Private		
Nettie Graham	Berlin	56 07
Friendship	Washington	118 05
Frank K. Kitwell	Georgetown	109 10
Levin Smith	"	<u>108 13</u>
4 boats	Total	<u>392 15</u>

DT, Wed. 8/14/72, p. 4. **Canal Trade** – 39 boats cleared this port Saturday carrying 4,321 tons 2 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Mohawk	Georgetown	112 04
Hudson	"	106 12
Bronx	"	107 10
C. Slack	"	113 17
Creole	"	105 04
J. M. Boyer	"	119 04
J. C. Grove	"	115 01
F. H. Delano	"	<u>112 08</u>
8 boats	Total	<u>892 00</u>
New Central		

Canal Trade - 1872

F. P. White	Georgetown	102 07
T. J. Booker	"	116 00
Great Eastern	"	107 13
Juniata	"	105 09
W. Moffett	"	114 19
H. Gerdeman	"	111 16
R. L. Gross	"	112 03
M. Whitson	"	112 02
O. D. Robbins	"	108 08
9 boats	Total	990 17
American Company		
W. W. Shepherd	Alexandria	108 16
A. C. Thomas	"	111 13
A. D. Brower	"	107 06
J. R. Anderson	"	114 15
Charles Robb	"	117 10
5 boats	Total	560 00
Borden		
Morning Star	Georgetown	109 11
Leander Lovell	"	115 11
J. R. Haines	"	107 19
Emerald	"	112 15
4 boats	Total	445 16
Maryland		
Thomas Wheeler	Georgetown	103 10
Dr. F. M. Davis	"	111 11
Shenandoah	"	105 11
F. M. LeFever	"	108 11
4 boats	Total	429 03
George's Creek Company		
Shipley & Bush	Georgetown	119 07
H. W. Dellinger	"	112 12
Samuel Charles	"	102 12
	Total	334 11
Spruce Hill		
S. Swain	Georgetown	109 09
	Total	109 09
Hampshire and Baltimore		
R. A. Goodwin	Georgetown	109 02
Park Agnew	"	109 15
Dr. J. P. Broderick	"	110 14
	Total	329 11
Private		
T. Stackpole	Washington	117 03
A. Cropley	"	112 12
	Total	229 15

DT, Thu. 8/15/72, p. 4. **Canal Trade** – 33 boats cleared this port yesterday carrying 3,630 tons 6 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
C. Van Tassel	Georgetown	109 00
Julia Manning	"	105 17
H. C. Hicks	"	107 17
Jos. Murray	"	109 15
H. Lowther	"	112 09
Broadway	"	104 16
6 boats	Total	647 14
New Central		
Susan J. Gress	Georgetown	104 18
Lucy Hall	"	105 05
E. J. Hammond	"	111 09
A. M. Reid	"	108 07
Ida & Willie	"	115 04
5 boats	Total	545 03
American Company		
John S. Davenport	Alexandria	107 19
R. S. Grant	"	113 09
A. H. Grant	"	108 10
Alexander Ray	"	109 05
A. J. Clark	"	112 18
Henry Delafield	"	115 03
6 boats	Total	666 14
Borden		
R. J. West	Georgetown	113 06
Geo. W. Thecker	"	113 02
Sallie Ardinger	"	103 08
Henry Krouse	"	114 00
M. A. Adams	"	107 17
5 boats	Total	561 13
Maryland		
R. M. Sprigg	Georgetown	105 13
L. Hartley	"	105 13
Jacob Couter	"	112 03
A. Bain	"	114 14
W. R. Shaw	"	105 16
5 boats	Total	543 19
George's Creek Company		
C. Segerson	Georgetown	112 09
John B. Slattery	"	108 19
Ingomar	"	109 09

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	Total	<u>330 17</u>
Hampshire and Baltimore		
Martin O'Conner	Georgetown	<u>108 11</u>
	Total	108 11
Private		
Clara L. Brengle	Georgetown	114 12
Lady of the Lake	Williamsport	<u>111 03</u>
	Total	225 15

DT, Fri. 8/16/72, p. 4. **Canal Trade** - 41 boats cleared this port yesterday carrying 4,555 tons 1 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Hoboken	Georgetown	105 06
Okonoko	"	114 07
M. M. Jane	"	108 09
Fairplay	"	108 02
P. J. Smith	"	108 18
A. V. Corlear	"	106 05
Lark	"	108 06
Miami	"	111 00
Prairie Flower	"	108 05
Dr. Duckett	"	111 17
R. Bender	"	108 17
J. K. Whiteford	"	110 03
J. R. Cruzen	"	<u>113 10</u>
13 boats	Total	1423 05

New Central		
W. H. Boteler	Georgetown	108 10
George Snyder	"	111 14
J. V. Norman	"	109 01
A. Spier	"	115 10
E. F. Rizer	"	112 02
Andy Johnson	"	<u>104 18</u>
6 boats	Total	661 05

American Company		
Thomas H. Faile	Alexandria	110 15
Kate	"	112 07
E. Stevenson	"	105 13
W. J. Boothe	"	116 16
Wm. Darrow	"	111 17
John S. Fox	"	108 07
Eagle	"	<u>108 15</u>
7boats	Total	774 00

Borden

A. C. Greene	Georgetown	118 00
Capt. J. R. Masters	"	116 17
Thomas Drennen	"	110 13
William Borden	"	117 02
James H. Percy	"	106 08
J. E. West	"	<u>116 00</u>
6 boats	Total	685 00

Maryland		
American Boy	Georgetown	111 08
B. R. Summers	"	112 19
Geo. Couter	"	111 15
John Reives	"	<u>108 08</u>
4 boats	Total	444 10

George's Creek Company		
John Spencer	Georgetown	<u>115 19</u>
	Total	115 19

Hampshire and Baltimore		
Wm. Devecon	Georgetown	<u>105 18</u>
	Total	105 18

Private		
T. E. Sheridan	Georgetown	116 01
T. Wheeler	Mercerville	114 13
Grason & Fannie	Georgetown	<u>114 00</u>
	Total	344 14

DT, Sat. 8/17/72, p. 4. **Canal Trade**. - 36 boats cleared this port yesterday carrying 3,996 tons 6 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Brombone	Georgetown	108 07
Owl	"	110 13
A. B. Turner	"	111 14
Maryland No. 2	"	113 03
C. Woltz	"	112 10
Black Hawk	"	112 14
S. S. Cunningham	"	108 10
J. M. Forbes	"	106 10
Loretta	"	<u>113 06</u>
9 boats	Total	995 07

New Central		
Col. J. C. Lynn	Georgetown	111 19
G. W. Grove	"	105 09
J. M. Resley	"	108 05
Clearspring	"	108 01
R. A. Wagley	"	105 01

Dr. E. DeLacey	“	111 19
6 boats	Total	650 14
American Company		
M. Sandford	Alexandria	111 19
John O’Brien	“	105 10
Robert Marshall	“	108 10
Henry Keney	“	108 12
A. S. Winteringham	“	110 04
H. C. Flagg	“	113 13
James Noble	“	103 08
7 boats	Total	766 06
Borden		
Henry Freeland	Georgetown	112 13
Bertha May Young	“	117 05
John G. Lynn	“	114 12
S. H. Sherman	“	112 08
4 boats	Total	456 18
Maryland		
F. A. Mertens	Georgetown	111 08
Jack Topper	“	112 03
Viola H. Weir	“	115 11
Rising Sun	“	108 13
4 boats	Total	447 15
George’s Creek Company		
J. & T. Coulehan	Georgetown	112 14
Robert B. Cropley	“	115 14
F. J. Laing	“	115 14
Huntington	“	106 01
4 boats	Total	450 03
Hampshire and Baltimore		
New Boat	Georgetown	115 11
M. S. Fernsner	“	113 12
	Total	229 03

C. & O. Canal – The receipts of toll on the Chesapeake and Ohio Canal for the week ending Saturday, August 10th, were: Cumberland \$13,326.12; Georgetown \$1,809.65; Williamsport \$66.09; Hancock \$4.62, Total \$15,210.48

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.

DT, Mon. 8/19/72, p. 4. **Canal Trade** - 31 boats cleared this port Saturday carrying 3,427 tons 15 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. Boyer	Georgetown	109 00
C. P. Manning	“	105 15
L.R. Fechtig	“	103 06
C. H. Dalton	“	110 11
W. Moorehead	“	113 00
E. Corning	“	111 03
Communipaw	“	117 18
Linnet	“	111 15
D. Hoadley	“	105 11
A. Norrie	“	108 10
10 boats	Total	1096 09
New Central		
J. & H. Kornis	Georgetown	108 09
B. F. Charles	“	112 02
Horace Greeley	“	115 10
3 boats	Total	336 01
American Company		
David Stewart	Alexandria	111 18
W. Laird, Jr.	“	108 19

2 boats	Total	<u>220 17</u>
	Borden	
Rudolph Herr	Georgetown	106 04
Nathan Williams	"	116 04
John C. Hassett	"	107 13
Sally H. Taylor	"	<u>114 07</u>
4 boats	Total	<u>444 08</u>
	Maryland	
J. C. Clark	Georgetown	111 10
E. M. Bynon	"	<u>108 00</u>
2 boats	Total	<u>219 10</u>
	George's Creek Company	
Capt. Weir	Georgetown	112 09
Mattie	"	115 10
F. R. M. Bowers	"	<u>112 06</u>
3 boats	Total	<u>349 05</u>
	Hampshire and Baltimore	
H. M. Snyder	Alexandria	111 05
P. L. Lemen	"	<u>113 06</u>
	Total	<u>224 11</u>
	Spruce Hill	
M. H. Wright	Georgetown	<u>102 09</u>
	Total	<u>102 09</u>
	Private	
W. P. Wools	Georgetown	108 17
D. A. Carl	"	114 00
Amazon	"	106 15
Fannie & Estella	Antietam	<u>113 05</u>
	Total	<u>442 17</u>

DNR Mon. 8/19/72, p. 4. **GEORGETOWN AFFAIRS – Brutal Assault** – One o'clock Saturday night a party of four boatmen, with a man named J. T. Scriver, made a brutal attack upon an old man named Geo. Collins, on Bridge street, between High and Potomac streets, and inflicted serious injuries to his head and face. Officers Harper and Rodgers hearing the noise of the affray proceeded to the scene, and upon their reaching the spot one of the party named John Riley threw a brick, which struck Officer Rodgers in the breast, hurting him severely. The officers succeeded in arresting Riley, who, they conveyed to the station-house. Scriver was arrested yesterday, and he with Riley will be sent before Judge Snell today.

The Chesapeake and Ohio Canal – President Gorman, of the Chesapeake and Ohio canal is in town, and leaves Georgetown today with Engineer Patterson for a tour of inspection along the whole line of the canal. There is now an abundance of water, he says, and the millers supplied by the Georgetown level have no further cause of complaint.

DT, Tue. 8/20/72, p. 4. **Canal Trade** - 25 boats cleared this port yesterday carrying 2,769 tons 4 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. A. Stephens	Georgetown	109 03
Hunter & Bruce	"	108 00
J. B. Thomas	"	105 08
J. A. Graham	"	105 00
R. Van Winkle	"	105 06
W. R. Shaw	"	<u>102 18</u>
6 boats	Total	<u>635 15</u>
New Central		
J. E. Silver	Georgetown	108 09
P. Fleckenstein	"	115 03
A. Lincoln	"	111 18
J. H. Garrish	"	115 06
C. W. Adams	"	111 17
Ohio	"	<u>108 01</u>
6 boats	Total	<u>671 05</u>
American Company		
W. J. B. Lloyd	Alexandria	118 12
David A. Lowe	"	116 00
Plover	"	<u>113 01</u>
3 boats	Total	<u>347 13</u>
Hampshire and Baltimore		
H. A. Garrett	Alexandria	<u>110 19</u>
	Total	<u>110 19</u>
Maryland		
E. P. Steffey	Georgetown	104 19
W. H. Wilson	"	106 15
Dr. D. P. Fahrney	"	<u>112 06</u>
3 boats	Total	<u>324 00</u>
Borden		
B. L. Slack	Georgetown	115 10
Alexander	"	107 00

	Total	<u>222 10</u>
Private		
Scotia	Georgetown	110 15
H. C. Winship	“	114 02
Annie E. McQuade	“	112 00
Cherokee Tribe	Antietam	<u>120 05</u>
4 boats	Total	<u>457 02</u>

The Light Shipments of coal yesterday were caused by the fact that no coal came down the road after one o'clock on account of the road being obstructed by the wrecked train spoken of elsewhere.

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	<u>2,300</u>
	13,155

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	<u>900</u>
	\$22,270

*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.

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.

DT, Wed. 8/21/72, p. 4. **Canal Trade** - 37 boats cleared this port yesterday carrying 4,145 tons 6 cwt. of coal, as follows:

Consolidation Company		
Boats	Destination	Tons
J. P. Agnew	Georgetown	109 09
J. W. Turner	"	115 14
Gowanus	"	108 05
A. M. Reid	"	112 03
S. Boyer	"	117 18
Gen. Grant	"	105 00
T. J. Nimmo	"	108 07
H. T. Weld	"	112 01
Yonkers	"	110 06
Mountain City	"	110 08
W. Irving	"	112 18
11 boats	Total	1213 09

New Central		
John Hammond	Georgetown	118 07
G. Blackburn	"	111 01
E. K. Barger	"	105 00
Benjamin Long	"	107 19
E. E. Spielman	"	111 12
Naomi	"	111 13
6 boats	Total	665 12

American Company		
James Dayton	Alexandria	114 19
H. B. Cromwell	"	111 15
W. J. Shreve	"	105 02
A. H. Wallis	"	108 09
4 boats	Total	440 05

Hampshire and Baltimore		
L. Lemen	Alexandria	114 12
Morning Sun	"	100 06
Ben. Bissell	"	111 17
Michael Fannon	"	116 12
4 boats	Total	452 07

Maryland		
H. W. Shuck	Georgetown	108 06
J. L. Motter	"	118 00
N. S. Lemen	"	112 08
Theodore Embrey	"	113 17
4 boats	Total	452 11

Borden		
Geo. H. Colbert	Georgetown	115 17
Invincible	"	110 18
Excelsior	"	116 11
Isaac Wilson	"	114 04
4 boats	Total	457 10

George's Creek Company		
Wm. H. Boyer	Georgetown	116 08
Little Joe	"	117 05
	Total	233 13

Private		
Dr. J. T. Davis	Georgetown	115 13
Lady of the Lake	Williamsport	114 06
	Total	229 19

ES, Wed. 8/21/72, p. 4. **GEORGETOWN.**
Arrived. - canal boat Round Top Cement No. 2, with tan bark, to John E. Cox.

Canal Trade - 1872

DT, Thu. 8/22/72, p. 4. **Canal Trade** - 34 boats cleared this port yesterday carrying 3,787 tons 3 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
T. Malloy	Georgetown	115 02
J. McGraw	"	113 12
Laura	"	112 05
J. S. Mackie	"	105 06
Hawk	"	112 14
Robin	"	111 03
Poll	"	110 14
Dove	"	107 17
A. Rinehart	"	103 04
9 boats	Total	992 17
New Central		
Noble Grand	Georgetown	112 17
D. W. Sloan	"	114 09
J. H. Gatrell	"	111 17
Col. E. V. White	"	108 04
4 boats	Total	447 07
American Company		
Goldfinch	Alexandria	112 05
Anna Hoy	"	111 10
Ben Williamson	"	106 10
George Sherman	"	118 18
4 boats	Total	449 03
Hampshire and Baltimore		
J. H. Woodburn	Alexandria	114 14
	Total	114 14
Maryland		
M. E. Spier	Georgetown	109 16
M. A. Edwards	"	109 03
Wm. Doyle	"	113 03
3 boats	Total	332 02
Borden		
F. Ensminger	Georgetown	118 07
Susan Charles	"	118 05
Ida & Sallie	"	112 08
Martie	"	104 18
Charles A. Green	"	114 15
John T. James	"	112 16
6 boats	Total	674 06
George's Creek Company		
Jesse	Georgetown	107 03
H. Willison	"	118 19

T. Long	"	105 11
	Total	331 13
Private		
Mayfield & Hieston	Georgetown	117 10
C. L. Brengle	"	110 05
Adam Sherman	"	110 00
Wise	Williamsport	107 00
	Total	445 01

DT, Fri. 8/23/72, p. 4. **Canal Trade** - 41 boats cleared this port yesterday carrying 4,641 tons 14 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Ino	Georgetown	101 17
Dr. A. A. Biggs	"	116 08
Uno	"	108 19
Bettie	"	109 01
Magpie	"	106 19
T. J. Mehaffey	"	112 14
J. N. Clary	"	112 00
W. L. Reed	"	119 10
J. Gunning	"	108 14
R. P. Getty	"	109 05
W. C. Smith	"	108 03
Byuont G.	"	98 11
Bowery	"	103 08
W. M. Hill	"	111 16
14 boats	Total	1527 05
New Central		
James Noble	Georgetown	111 08
W. H. Ash	"	115 00
Mary Mertens	"	105 08
J. F. Hitch	"	108 18
J. M. Hedding	"	108 08
J. Dick	"	108 10
C. N. Madore	"	108 12
Nannie McGraw	"	108 07
J. F. Cumming	"	102 07
9 boats	Total	977 01
American Company		
J. B. Cazeaux	Alexandria	110 12
Rechabites	"	114 00
M. Lienan	"	108 11
George K. Sistare	"	108 06
D. Cromwell	"	111 11

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J. H. Stickney	“	112 06
6 boats	Total	665 05
Hampshire and Baltimore		
Tony Rodier	Alexandria	106 07
Mrs. C. E. Charles	“	116 15
	Total	223 02
Maryland		
W. T. Hassett	Georgetown	115 19
Industry	“	105 05
Zella & Minna	“	105 11
3 boats	Total	326 15
Borden		
Dr. F. C. Doyle	Georgetown	115 13
R. E. Fugitt	“	114 01
Sprigg S. Lynn	“	119 10
Maggie B.	“	114 06
Joseph H. Farrow	“	116 06
5 boats	Total	580 05
George's Creek Company		
Lucinda	Georgetown	119 09
Eureka	“	108 19
	Total	228 08
Private		
M. H. Russell	Antietam	113 12
	Total	113 12

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.

DT, Sat. 8/24/72, p. 4. **Canal Trade** - 35 boats cleared this port yesterday carrying 3,887 tons 15 cwt. of coal, as follows:

Consolidation Company		
Boats	Destination	Tons

George Washington	Georgetown	112 03
Harlem	“	110 08
J. B. Varnum	“	113 17
Dr. J. B. Delaplane	“	111 00
A. Campbell	“	105 00
R. I. Morris	“	116 16
I. Crane	“	115 04
Fulton	“	110 07
E. M. Linthicum	“	108 00
J. M. Boyer	“	114 03
10 boats	Total	1116 18
New Central		
Dennis Murphy	Georgetown	110 14
Col. J. D. Tice	“	112 06
J. W. Rhind	“	114 15
L. G. Stanhope	“	114 15
Friendship	“	105 02
George H. Bradt	“	115 00
6 boats	Total	672 12
American Company		
Maj. E. L. Moore	Alexandria	116 03
S. Henry	“	110 10
C. DuBois	“	110 17
John W. Bacon	“	103 03
E. F. C. Young	“	108 08
A. Perkins	“	110 10
Harvey Fisk	“	108 08
7 boats	Total	767 19
Hampshire and Baltimore		
Wm. M. Price	Alexandria	113 00
Geo. P. DeWitt	“	111 19
	Total	224 19
Maryland		
Thomas Hassett	Georgetown	108 10
Mollie Reed	“	108 06
A. H. Bradt	“	112 06
Sharpsburg	“	112 02
4 boats	Total	441 04
Borden		
Evening Star	Georgetown	113 00
Donna Tilghman	“	109 13
Tilly B. Lynn	“	109 13
Hollander	“	109 11
4 boats	Total	441 17
George's Creek Company		
Lillie & Nannie	Georgetown	112 06

Canal Trade - 1872

	Total	112 06
	Private	
T. J. Boyer	Georgetown	110 00
	Total	110 00

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, Sat. 8/24/72, p. 3. **Coal Shipments** – The shipments of Cumberland coal from this port for the week ending today, were as follows: By J. P. Agnew, 3,454 tons; by American Coal Company, 2,196 tons; and by Hampshire and Baltimore Coal Company, 542 tons.

DT, Mon. 8/26/72, p. 4. **Canal Trade** - 27 boats cleared this port Saturday carrying 2,930 tons 15 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Joseph Murray	Georgetown	111 17
D. C. Bruce	“	109 00
C. Slack	“	112 16
H. C. Hicks	“	113 14
Hudson	“	106 15
Mohawk	“	107 05
L. Smith	“	108 08
H. J. Kenah	“	104 05
F. H. Delano	“	110 12
Bronx	“	108 02

10 boats	Total	1092 14
	New Central	
J. T. Scrivener	Georgetown	111 15
	Total	111 15
	American Company	
Charles Clifton	Alexandria	114 07
James Vandervoort	“	112 02
G. P. Lloyd	“	111 03
	Total	338 12
	Hampshire and Baltimore	
Park Agnew	Alexandria	115 01
Diligent	“	109 01
	Total	224 02
	Maryland	
Emma	Georgetown	116 09
W. L. Shaw	“	115 16
J. C. Stubblefield	“	115 10
City of Hamburg	“	115 13
4 boats	Total	465 08
	Borden	
Morning Star	Georgetown	114 14
Leander Lovell	“	117 06
	Total	232 00
	George's Creek Company	
John Gorman	Georgetown	112 05
	Total	112 05
	Private	
A. L. Miller	Washington	118 06
W. H. Boyd	“	115 04
Jacob C. Grover	Georgetown	116 09
O. S. Maus	“	103 00
4 boats	Total	453 19

The Canal trade, as will be seen in our report, was “short” Saturday, owing to the accident on the Cumberland and Pennsylvania Road.

The “right, title and interest” of the Spruce Hill Coal Company in real estate was sold on Saturday under a writ of the Court at the suit of John F. Ehlen, for the use of Lloyd Lowndes, Esq. Mr. Lowndes was the purchaser at \$125.

Cumberland Coal – The prices of Cumberland Coal in the leading markets for the week ending Saturday last were: Georgetown and Alexandria

Canal Trade - 1872

\$4.25; Baltimore \$4.50; New York \$6.60; Boston \$7.25 by cargo, \$8.50 retail; Springfield, Mass \$10; San Francisco \$25 to \$29 in bulk, \$30 to \$32.50 retail.

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.

DT, Tue. 8/27/72, p. 4. **Canal Trade** - 36 boats cleared this port yesterday carrying 3,952 tons 17 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Capt. J. Sheridan	Georgetown	115 04
J. Manning	"	108 10
J. R. Cruzen	"	110 18
Peacock	"	106 02
Okonoko	"	110 19
F. H. Walcott	"	108 12
J. K. Whitford	"	113 02
A. B. Turner	"	111 19
Brombones	"	108 18
Lark	"	105 00
10 boats	Total	1099 04
New Central		
Ida & Harry	Georgetown	72 04
M. Sheridan	"	111 06
Annie	"	115 05
Charles Embrey	"	112 02
J. B. Turton	"	111 11
5 boats	Total	522 08
American Company		
U. C. Hamilton	Alexandria	109 03
Thomas Patton	"	104 04
John H. Parrott, Jr.	"	116 17
Edward Bayer	"	115 02
G. W. Wallis	"	110 14
M. A. Myers	"	113 02
6 boats	Total	669 02
Hampshire and Baltimore		
Dr. J. P. Broderick	Alexandria	110 02
	Total	110 02

Maryland

Annie Bell	Georgetown	108 07
Ida J. Kreps	"	112 10
Willie Snyder	"	109 00
	Total	330 07

Borden

Geo. W. Thecker	Georgetown	114 00
Emerald	"	112 14
Joseph R. Haines	"	113 19
3 boats	Total	340 13

George's Creek Company

John W. Carder	Georgetown	115 17
Chesapeake	"	108 14
Johnny & Tommy	"	115 18
	Total	340 09

Private

Vulture	Antietam	103 01
Thomas Stackpole	Georgetown	113 03
Lady of the Lake	Williamsport	112 07
James S. Welsh	Shep'dstown	102 11
Fannie & Estella	"	109 10
5 boats	Total	540 12

AG, Tue. 8/27/72, p. 3. **Local Brevities** – The colored trimmers employed at the wharves of the Hampshire and Baltimore Coal Company, who were getting \$2.25 a day, struck this morning for \$2.60, and threatened to “bust open the heads” of any others who might supply their places. Their terms were not complied with, and with some difficulty a sufficient number of hands to do their work was temporarily engaged.

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.

DT, Wed. 8/28/72, p. 4. **Canal Trade** - 40 boats cleared this port yesterday carrying 4,414 tons 12 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. J. Couter	Georgetown	108 13
Gen. McClellan	"	106 12

Canal Trade - 1872

A. Norrie	“	109 12
Blue Bell	“	105 12
Katskill	“	106 00
W. Moorehead	“	110 15
Owl	“	111 01
Black Hawk	“	110 07
P. J. Smith	“	<u>111 18</u>
9 boats	Total	980 01

New Central

M. E. McMahan	Georgetown	109 00
A. L. Miller	“	112 03
Great Eastern	“	112 03
Ironsides	“	104 16
Shenandoah	“	104 06
R. L. Gross	“	109 05
O. D. Robbins	“	111 09
Euphlia	“	<u>105 04</u>
8 boats	Total	868 06

American Company

Charles Robb	Alexandria	116 02
J. R. Anderson	“	114 01
James A. Alexander	“	113 01
C. F. Livermore	“	104 01
A. D. Brower	“	109 11
A. J. Thomas	“	<u>111 19</u>
6 boats	Total	669 04

Hampshire and Baltimore

Robert Emmert	Alexandria	106 06
James March	“	105 11
M. McNally	“	<u>114 16</u>
	Total	326 13

Maryland

W. T. Allen	Georgetown	108 04
M. Blocher	“	108 15
William Moffett	“	115 13
S. H. Davis	“	111 11
M. Whitson	“	<u>112 01</u>
5 boats	Total	556 04

Borden

R. J. West	Georgetown	110 15
Lizzie & Phillie	“	114 04
Sallie Ardinger	“	110 15
A. C. Greene	“	111 17
John R. Martin	“	<u>113 16</u>
5 boats	Total	564 07

George's Creek Company

Five Brothers	Georgetown	<u>117 00</u>
	Total	117 00
	Private	
Maryland	Georgetown	111 16
Frank Kitwell	“	109 10
T. J. Baker	Williamsport	<u>114 02</u>
	Total	335 08

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.

DT, Thu. 8/29/72, p. 4. **Canal Trade** - 37 boats cleared this port yesterday carrying 4,019 tons 9 cwt. of coal, as follows:

Consolidation Company

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. M. Jane	Georgetown	114 10
C. H. Dalton	“	112 02
Linnet	“	111 10
R. Bender	“	110 05
Croton	“	107 02
J. A. Graham	“	82 12
A. Rinehart	“	105 16
J. M. Forbes	“	100 01
E. Corning	“	108 00
V. L. Sprigg	“	109 12
Creole	“	<u>112 05</u>
11 boats	Total	1173 15

New Central

Susan J. Gress	Georgetown	102 13
Iowa	“	109 11
E. Hammond	“	111 00
Jacob Couter	“	111 13
Wm. R. Shaw	“	<u>108 18</u>
5 boats	Total	543 15

Borden

Wm. Borden	Georgetown	115 17
Henry Krouse	“	114 16
M. A. Adams	“	105 07
Thomas Drennan	“	<u>110 18</u>
4 boats	Total	446 18

American Company

A. H. Grant	Alexandria	108 00
R. H. Haydock	“	105 13

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John P. Moore	“	108 12
J. S. Davenport	“	108 00
4 boats	Total	<u>430 05</u>
Hampshire and Baltimore		
R. A. Goodwin	Alexandria	114 01
Samuel Swain	“	111 03
M. H. Wright	“	106 02
3 boats	Total	<u>331 06</u>
Maryland		
R. M. Sprigg	Georgetown	106 00
A. B. Bain	“	111 12
Ada & Willie	“	112 08
A. M. Reid	“	106 17
4 boats	Total	<u>436 17</u>
George's Creek Company		
Minnie Topper	Georgetown	109 02
Silver Wave	“	109 07
H. Resley	“	112 12
3 boats	Total	<u>331 01</u>
Private		
Wm. P. Wools	Georgetown	110 16
Amazon	“	102 10
F. M. Lefever	Falling Waters	111 16
3 boats	Total	<u>325 02</u>
Consolidation		
J. A. Graham	Fire Brick	29 08
M. Boyer	Fire Brick & Clay	131 19

American Boy	Georgetown	108 07
Dr. F. M. Davis	“	108 06
George Couter	“	112 04
J. V. Norman	“	109 12
H. Gerdeman	“	115 14
F. A. Mertens	“	105 13
John Rivers	“	105 12
7 boats	Total	<u>765 08</u>
Borden		
Henry Freeland	Georgetown	117 03
S. H. Sherman	“	113 08
Sally H. Taylor	“	111 12
Rudolph Herr	“	108 05
J. G. Lynn	“	114 13
5 boats	Total	<u>595 01</u>
American Company		
E. Stevenson	Alexandria	108 10
W. N. Shepherd	“	111 18
2 boats	Total	<u>220 08</u>
Hampshire and Baltimore		
M. S. Fernsner	Alexandria	114 02
1 boat	Total	<u>114 02</u>
Maryland		
George Snyder	Georgetown	112 13
E. Rizer	“	108 11
A. Johnson	“	98 15
A. Spier	“	106 13
4 boats	Total	<u>426 12</u>

DT, Fri. 8/30/72, p. 4. **Canal Trade** - 30 boats cleared this port yesterday carrying 3,309 tons 15 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
H. T. Weld	Georgetown	109 17
C. P. Manning	“	104 09
L. R. Fechtig	“	111 02
J. B. Thomas	“	104 18
H. Lowther	“	112 00
Hoboken	“	108 15
Hunter & Bruce	“	108 17
W. R. Shaw	“	100 04
J. W. Turner	“	110 15
Dundenburg	“	106 12
K. N. Tarrel	“	110 15
11 boats	Total	<u>1188 04</u>
New Central		

The Canal, which was blocked at tunnel level by a sunken boat, is now open again, thanks to the dispatch and diligence of Division Supt. Edw. Mulvaney, of Cumberland.

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.

Temporary Suspension of Canal Navigation. - A loaded boat belonging to the Borden Coal Company has sunk in the Chesapeake and Ohio

Canal Trade - 1872

Canal, twenty-four miles this side of Cumberland, and delayed the passage of loaded boats for four days.

DT, Sat. 8/31/72, p. 4. **Canal Trade** - 35 boats cleared this port yesterday carrying 3,861 tons 13 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. A. Stephens	Georgetown	110 12
Communipaw	"	104 00
D. Hoadley	"	108 09
W. Irving	"	113 09
J. B. Slattery	"	108 17
T. Malloy	"	111 13
T. J. Nimmo	"	109 04
S. S. Cunningham	"	114 13
J. S. Mackie	"	104 08
Fairplay	"	106 14
10 boats	Total	1091 19
New Central		
Col. J. C. Lynn	Georgetown	112 12
G. W. Grove	"	108 01
J. M. Resley	"	109 01
Jack Topper	"	112 10
Dr. E. DeLacey	"	111 11
5 boats	Total	553 15
Borden		
Loretta	Georgetown	112 04
John C. Hassett	"	107 19
Bertha M. Young	"	115 12
Nathan Williams	"	113 00
Geo. H. Colbert	"	116 05
B. L. Slack	"	112 14
Alexander	"	111 10
7 boats	Total	789 04
American Company		
A. S. Winteringham	Alexandria	111 04
Andrew Main	"	111 02
Geo. A. Pearre	"	104 05
M. Sandford	"	111 00
4 boats	Total	438 11
Hampshire and Baltimore		
Wm. Devecmon	Alexandria	104 12
P. L. Lemen	"	112 09
H. M. Snyder	"	109 14

3 boats	Total	326 15
Maryland		
Juniata	Georgetown	101 17
Rising Sun	"	112 03
R. A. Wagley	"	106 01
3 boats	Total	320 01
George's Creek Company		
D. L. Taylor	Georgetown	110 00
1 boat	Total	110 00
Private		
C.L. Brengle	Georgetown	112 05
Dr. J. T. Davis	"	113 03
2 boats	Total	225 08

C. & O. Canal Receipts – The receipts of the Chesapeake and Ohio Canal Company for the week ending Saturday, August 24, 1872, were: Cumberland \$14,603.61; Georgetown \$1,983.86; Hancock \$7.72; Williamsport \$34.20. Total \$16,629.39.

DT, Mon. 9/2/72, p. 4. **Canal Trade** - 35 boats cleared this port Saturday carrying 3,861 tons 13 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. McGraw	Georgetown	108 11
Laura	"	115 00
A. V. Corlear	"	108 04
Miami	"	103 14
Robin	"	108 17
D. M. Reed	"	108 12
J. P. Agnew	"	105 16
T. J. Mehaffey	"	109 17
Uno	"	105 03
9 boats	Total	974 14
New Central		
J. C. Clark	Georgetown	110 17
A. Lincoln	"	106 07
Horace Greeley	"	112 03
J. H. Garrish	"	112 16
4 boats	Total	442 03
Borden		
James H. Percy	Georgetown	106 15
Isaac Wilson	"	109 03
Hollander	"	111 16

Canal Trade - 1872

3 boats	Total	327 14
American Company		
W. Laird, Jr.	Alexandria	105 12
D. Stewart	"	108 16
Wm. Darrow	"	108 13
John J. Swift	"	104 04
Thomas H. Faile	"	108 12
5 boats	Total	535 17
Hampshire and Baltimore		
George Hutton	Alexandria	113 03
Grason & Fannie	"	109 16
2 boats	Total	222 19
Maryland		
J. & H. Kornis	Georgetown	105 16
V. H. Weir	"	109 05
E. M. Bynon	"	115 05
W. H. Wilson	"	109 00
4 boats	Total	439 06
George's Creek Company		
William Young	Georgetown	112 04
F. J. Laing	"	114 10
Amos Thomas	"	115 17
3 boats	Total	342 11
Private		
Mattie	Georgetown	111 09
C. Waltz	"	113 18
Annie McQuade	"	104 17
Wren	Antietam	106 14
Mountain City	Georgetown	107 08
Mayfield & Hieston	"	111 05
6 boats	Total	655 11

DT, Tue. 9/3/72, p. 1. **Canal Trade** - 34 boats cleared this port yesterday carrying 3,697 tons 7 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Wm. Hill	Georgetown	109 00
Dr. A. A. Biggs	"	110 19
L. Boyce	"	110 07
I. Crane	"	112 18
J. B. Varnum	"	109 15
W. S. Reed	"	108 17
J. N. Clary	"	116 16
Ino	"	108 19
Gen. Grant	"	104 05

9 boats	Total	991 16
New Central		
P. Fleckenstein	Georgetown	111 15
C. W. Adams	"	112 18
L. Hartley	"	104 18
Prairie Flower	"	110 05
4 boats	Total	439 16
Maryland		
Dr. D. P. Fahrney	Georgetown	112 01
Ohio	"	108 00
John Hammond	"	110 07
Dr. Duckett	"	111 11
4 boats	Total	441 19
American Company		
W. J. Boothe	Alexandria	113 17
Henry Delafield	"	112 02
John S. Fox	"	105 07
Eagle	"	108 19
4 boats	Total	440 05
Borden		
Excelsior	Georgetown	111 09
Invincible	"	109 14
Martha	"	108 12
3 boats	Total	320 15
George's Creek Company		
Wm. Young	Georgetown	99 14
Samuel Charles	"	101 17
2 boats	Total	201 11
Hampshire and Baltimore		
H. A. Garrett	Alexandria	101 16
J. H. Woodburn	"	105 13
M. Fannon	"	108 04
3 boats	Total	315 13
Private		
Cherokee Tribe	Georgetown	112 14
Scotia	"	110 09
Round Top No. 2	"	108 13
Lady of the Lake	"	107 02
Alaska	"	97 03
5 boats	Total	536 12

Low Water – On Saturday in consequence of low water at the dam, many canal boats were forced to discharge a portion of their cargo before they could enter the canal.

Canal Trade - 1872

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	<u>7,950 07</u>
Total	104,790 11

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.

DT, Wed. 9/4/72, p. 1. **Canal Trade** - 20 boats cleared this port yesterday carrying 2,182 tons 7 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
H. C. Winship	Georgetown	112 12
J. M. Boyer	"	110 13
Dr. Delaplane	"	<u>109 12</u>
3 boats	Total	332 17
New Central		
Lucy Hall	Georgetown	108 13
W. H. Boteler	"	105 10
Clearspring	"	<u>108 16</u>
3 boats	Total	332 19
American Company		
Henry C. Flagg	Alexandria	113 07
David A. Lowe	"	112 03
James Dayton	"	112 05

A. H. Wallis	"	105 00
Geo. Sherman	"	<u>113 15</u>
5 boats	Total	556 16
Borden		
Susan Charles	Georgetown	113 00
Ida & Sallie	"	107 05
F. Ensminger	"	<u>111 03</u>
3 boats	Total	331 08
Hampshire and Baltimore		
John Spencer	Alexandria	110 04
T. Long	"	105 18
W. H. Boyer	"	<u>112 07</u>
3 boats	Total	328 09
Private		
B. T. Charles	Georgetown	108 10
W. Marbury	Harby's Locks	88 19
D. A. Carl	Alexandria	<u>112 09</u>
3 boats	Total	309 18

DT, Thu. 9/5/72, p. 4. **Canal Trade** - 41 boats cleared this port yesterday carrying 4,468 tons 2 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Geo. Washington	Georgetown	107 01
Yonkers	"	107 10
J. Gunning	"	107 09
Bynon & Goodwin	"	101 03
Magpie	"	107 09
Bettie	"	102 10
Bowery	"	104 11
Hawk	"	110 02
W. C. Smith	"	108 08
Gowanus	"	<u>110 10</u>
10 boats	Total	1066 13
New Central		
H. W. Shuck	Georgetown	108 00
E. K. Barger	"	105 12
B. R. Summers	"	116 02
G. Blackburn	"	111 04
E. E. Spielman	"	<u>111 14</u>
5 boats	Total	552 12
American Company		
Plover	Alexandria	108 04
John O'Brien	"	105 10
Ben. Williamson	"	108 04

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Rechabites	“	109 12
R. S. Grant	“	112 10
G. K. Sistare	“	107 18
D. Cromwell	“	109 12
7 boats	Total	<u>764 10</u>
Borden		
C. A. Green	Georgetown	115 18
John T. James	“	108 12
Maggie B.	“	109 09
R. E. Fugitt	“	113 13
Dr. F. C. Doyle	“	112 01
5 boats	Total	<u>559 13</u>
Maryland		
Ben Long	Georgetown	105 10
F. P. White	“	106 08
Noble Grand	“	111 19
3 boats	Total	<u>323 17</u>
Hampshire and Baltimore		
Morning Sun	Alexandria	112 10
S. Luman	“	109 07
Mrs. C. F. Charles	“	113 02
W. M. Price	“	109 17
4 boats	Total	<u>439 16</u>
George's Creek Company		
Shipley & Bush	Georgetown	108 18
H. W. Dellinger	“	110 14
C. Segerson	“	108 16
Hero	“	107 09
R. B. Cropley	“	109 00
5 boats	Total	<u>514 17</u>
Private		
T. E. Sheridan	Washington	109 18
T. J. Baker	Williamsport	109 06
2 boats	Total	<u>219 04</u>

Boat Sunk – The canal boat, *Lucy Hall*, sunk about seven miles below this city, yesterday, interrupting navigation. The boat will probably be raised early this morning, as Superintendent Mulvaney dispatched a force of hands for that purpose last evening.

DT, Fri. 9/6/72, p. 4. **Canal Trade** - 17 boats cleared this port yesterday carrying 1,842 tons 4 cwt. of coal, as follows:

Consolidation Company

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
H. C. Hicks	Georgetown	116 14
R. P. Getty	“	107 02
Rip Van Winkle	“	101 03
J. R. Cruzen	“	110 08
Fulton	“	<u>101 02</u>
5 boats	Total	<u>536 09</u>
New Central		
M. E. Spier	Georgetown	109 10
J. H. Gatrell	“	112 02
Wm. Doyle	“	<u>111 10</u>
3 boats	Total	<u>333 02</u>
American Company		
J. H. Stickney	Alexandria	111 11
Kate	“	<u>103 18</u>
2 boats	Total	<u>215 09</u>
Borden		
Donna Tilghman	Georgetown	109 19
Tilly B. Lynn	“	106 03
J. E. West	“	109 08
Evening Star	“	110 06
Joseph H. Farrow	“	<u>111 16</u>
5 boats	Total	<u>547 12</u>
Maryland		
M. A. Edwards	Georgetown	<u>105 03</u>
1 boat	Total	<u>105 03</u>
Private		
C. L. Brengle	Georgetown	<u>105 19</u>
1 boat	Total	<u>105 19</u>

The Shipments of coal from this port yesterday were quite slim, occasioned by the fact that the sunken boat, *Lucy Hall*, was not raised until about 11 o'clock in the morning. About fifty loaded boats were lying in the Cumberland level on this side of the point at which navigation was obstructed, and as soon as the way was cleared, they strung out for Georgetown. A number of empty boats came up, and we hope nothing further may occur to obstruct the trade hereafter.

Chesapeake and Ohio Canal Receipts – The receipts of the Chesapeake and Ohio Canal for the week ending Saturday, August 31, 1872, were: From Cumberland \$6,424.60; Georgetown

Canal Trade - 1872

\$4,301.75; Hancock \$45.69; Williamsport \$867.01. Total \$10,839.65.

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.

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.

DT, Sat. 9/7/72, p. 4. **Canal Trade** - 52 boats cleared this port yesterday carrying 5,631 tons 9 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. B. Turner	Georgetown	111 09
C. Slack	"	109 00
Mohawk	"	110 00
A. Rinehart	"	101 06
Jos. Murray	"	107 17
F. H. Delano	"	102 04
Okonoko	"	109 00

Maryland	"	109 11
D. A. Miller	"	113 07
J. K. Whitford	"	107 15
Julia Manning	"	106 05
R. I. Morris	"	112 09
Peacock	"	105 13
L. Smith	"	104 04
14 boats	Total	1510 03

New Central		
James Noble	Georgetown	108 10
Industry	"	108 12
D. W. Sloan	"	111 04
J. L. Motter	"	112 00
J. M. Hedding	"	108 06
Dennis Murphy	"	111 11
E. V. White	"	104 13
J. D. Tice	"	111 18
8 boats	Total	876 14

Hampshire and Baltimore		
B. Bissel	Alexandria	108 11
Park Agnew	"	107 16
G. P. DeWitt	"	107 19
Dr. Broderick	"	110 12
4 boats	Total	434 18

George's Creek Company		
F. Bowers	Georgetown	108 19
Capt. J. Weir	"	114 02
2 boats	Total	223 01

American Company		
Alex Ray	Alexandria	107 11
A. J. Clarke	"	110 11
James Noble	"	102 14
H. B. Cromwell	"	108 01
W. J. B. Lloyd	"	108 09
R. Marshall	"	105 06
M. Lienan	"	105 16
Henry Keney	"	104 06
8 boats	Total	852 14

Maryland Company		
W. T. Hassett	Georgetown	112 01
J. F. Hitch	"	108 17
Mary Mertens	"	101 15
J. Dick	"	105 03
J. E. Silver	"	106 09
Nannie McGraw	"	101 17
C. N. Madore	"	105 14

Canal Trade - 1872

7 boats	Total	<u>741 16</u>
	Borden	
Morning Star	Georgetown	109 03
L. Lovell	"	113 06
G. W. Thecker	"	106 06
A. C. Greene	"	112 07
J. R. Haines	"	<u>110 14</u>
5 boats	Total	<u>552 06</u>
	Private	
Lady of the Lake	Williamsport	102 18
R. S. McKaig	Georgetown	110 00
W. H. Ash	"	110 18
Eureka	"	<u>117 01</u>
4 boats	Total	<u>440 17</u>

The Canal Trade – Yesterday as will be seen by our report, was the heaviest day this season – 52 boats leaving the port of Cumberland.

Stuck – The canal boat *Joseph R. Haines*, before reaching the lock, yesterday evening, got stuck in the mud of the river near the crib. It remained there about 20 minutes before they succeeded in getting it off.

AG, Sat. 9/7/72, p. 4. **Coal Shipments** – The shipments of Cumberland coal from this port for the week ending today, were as follows: American Coal Co., 5,720 tons; J. P. Agnew, 4,119 tons; Hampshire and Baltimore Coal Co., 2,070 tons. Total, 11,909 tons.

DT, Mon. 9/9/72, p. 4. **Canal Trade** - 42 boats cleared this port Saturday carrying 4,551 tons 8 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Capt. J. Sheridan	Georgetown	108 11
Hunter & Bruce	"	111 17
J. B. Thomas	"	105 04
John & David Nuse	"	111 04
A. Campbell	"	103 06
A. J. Center	"	105 10
Brombones	"	108 17
Linnet	"	106 16
Lark	"	101 03

Dove	"	100 12
W. Moorehead	"	110 07
Hudson	"	103 05
Owl	"	<u>108 01</u>
13 boats	Total	<u>1384 15</u>
	New Central	
Naomi	Georgetown	109 00
Theo. Embrey	"	109 00
J. W. Rhind	"	111 13
Thomas Hassett	"	111 13
G. H. Bradt	"	<u>113 06</u>
5 boats	Total	<u>554 12</u>
	Hampshire and Baltimore	
Samuel Swain	Alexandria	<u>110 10</u>
1 boat	Total	<u>110 10</u>
	George's Creek Company	
Huntington	Georgetown	101 18
J. & T. Coulehan	"	<u>102 02</u>
	Total	<u>214 00</u>
	American Company	
Charles Robb	Alexandria	114 07
G. P. Lloyd	"	114 04
James Hoy	"	112 02
C. DuBois	"	108 09
Charles Clifton	"	111 13
John W. Bacon	"	105 05
Samuel Henry	"	108 16
J. B. Cazeaux	"	107 17
Goldfinch	"	<u>108 12</u>
9 boats	Total	<u>991 05</u>
	Maryland Company	
L. G. Stanhope	Georgetown	109 03
Zella & Minna	"	108 07
E. P. Steffey	"	106 03
Friendship	"	105 14
A. H. Bradt	"	<u>109 05</u>
5 boats	Total	<u>538 12</u>
	Borden	
Emerald	Georgetown	106 15
Lizzie & Phillie	"	109 15
Capt. J. R. Masters	"	113 11
R. J. West	"	108 16
Wm. Borden	"	<u>113 17</u>
5 boats	Total	<u>552 14</u>
	Private	
Fannie & Estella	Antietam	108 11

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H. Rowland	“	106 19
2 boats	Total	215 10

DT, Tue. 9/10/72, p. 4. **Canal Trade** - 29 boats cleared this port yesterday carrying 3,168 tons 19 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. W. Turner	Georgetown	110 07
T. Malloy	“	113 17
M. M. Jane	“	107 09
J. McGraw	“	112 04
H. Lowther	“	109 02
E. Corning	“	105 15
Black Hawk	“	113 03
D. C. Bruce	“	104 11
8 boats	Total	876 08

New Central		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Emma	Georgetown	112 07
Sharpsburg	“	106 17
City of Hamburg	“	109 01
J. T. Scrivener	“	111 08
4 boats	Total	439 13

American Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
E. Bayer	Alexandria	110 09
Maj. E. L. Moore	“	111 16
H. Fisk	“	104 07
A. Perkins	“	106 15
4 boats	Total	433 07

Borden		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Thomas Drennen	Georgetown	109 03
Rudolph Herr	“	108 05
M. A. Adams	“	105 00
Sallie Ardinger	“	111 11
Sally H. Taylor	“	110 04
5 boats	Total	544 08

Maryland Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. C. Stubblefield	Georgetown	109 04
F. M. Lefevre	“	108 16
N. S. Lemen	“	110 14
W. L. Shaw	“	109 02
4 boats	Total	437 16

Hampshire and Baltimore		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. McNally	Alexandria	107 14
	Total	107 14

Private

Adam Sherman	Georgetown	110 03
Arthur Cropley	“	111 05
W. P. Wools	“	108 05
3 boats	Total	329 13

Mule Killed – The St. Louis Express train passing South Sunday afternoon knocked over a mule standing on the track near the Consolidation Coal Company’s wharf, breaking the animal’s back and cutting off one of its hoofs. The poor brute lay on the side of the railroad in the greatest agony for about two hours, when it was put out of its misery by one of the boatmen who shot it in the head. It belonged to a canal boat captain named Miller, who reached Cumberland with his boat Sunday morning. He had been sick for several days; could not leave the boat to look after the mules, and depended upon the negroes to take care of them. They did it so well that one is now in the bone yard.

DT, Wed. 9/11/72, p. 4. **Canal Trade** - 37 boats cleared this port yesterday carrying 3,885 tons 10 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Broadway	Georgetown	101 00
H. J. Kenah	“	106 10
E. M. Linthicum	“	105 03
M. Boyer	“	111 09
Energy	“	113 00
W. R. Shaw	“	103 12
John A. Graham	“	102 02
Katskill	“	102 04
8 boats	Total	845 00

New Central		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Wm. Moffett	Georgetown	112 00
Annie Bell	“	105 05
Ida J. Kreps	“	111 17
Ida & Harry	“	112 11
Willie Snyder	“	105 07
5 boats	Total	547 00

Maryland Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Annie	Georgetown	106 00
M. Sinclair	“	110 04

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J. B. Turton	“	107 03
J. F. Cumming	“	105 06
4 boats	Total	<u>428 13</u>
Hampshire and Baltimore		
Robert Emmet	Alexandria	103 01
R. A. Goodwin	“	109 12
James March	“	111 03
3 boats	Total	<u>323 16</u>
American Company		
A. H. Grant	Alexandria	105 19
E. T. C. Young	“	105 14
M. A. Myers	“	111 04
W. J. Shreve	“	107 05
A. J. Thomas	“	113 05
James F. Swain	“	105 05
James Vandervoort	“	108 07
George W. Wallis	“	107 17
8 boats	Total	<u>862 14</u>
Borden		
G. H. Colbert	Georgetown	112 06
Henry Freeland	“	114 07
S. H. Sherman	“	113 03
Sallie Ardinger	“	107 17
4 boats	Total	<u>447 13</u>
Private		
James Malone	Georgetown	98 04
H. T. Weld	“	110 07
Thomas Stackpole	Washington	113 06
M. H. Russell	Antietam	108 17
4 boats	Total	<u>430 15</u>

Another Boat Sunk – Yesterday a loaded boat (supposed to be the *H. W. Shuck*) sank in Lock No. 32 near Sandy Hook. This will stop navigation at that point from 36 to 48 hours.

DT, Thu. 9/12/72, p. 1. **Canal Trade** - 34 boats cleared this port yesterday carrying 3,606 tons 14 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Harlem	Georgetown	105 05
R. Bender	“	107 05
Connupan	“	102 07
J. S. Mackie	“	105 10
Croton	“	103 10

Minnie Topper	“	109 06
Gen. McClellan	“	106 19
A. Norrie	“	107 04
C. H. Dalton	“	112 07
9 boats	Total	<u>959 13</u>
New Central		
R. L. Gross	Georgetown	108 10
S. H. Davis	“	108 16
Charles Embrey	“	108 13
E. J. Hammond	“	108 13
M. E. McMahan	“	107 15
A. M. Reid	“	105 15
6 boats	Total	<u>647 14</u>
American Company		
W. Laird, Jr.	Alexandria	106 03
M. Sandford	“	107 16
J. P. Moore	“	106 19
U. C. Hamilton	“	107 13
4 boats	Total	<u>428 11</u>
Maryland Company		
O. D. Robbins	Georgetown	108 08
A. Bain	“	109 02
J. R. Couter	“	110 10
Ida & Willie	“	109 02
4 boats	Total	<u>437 12</u>
Hampshire and Baltimore		
M. S. Fernsner	Alexandria	110 13
Mary H. Wright	“	108 19
2 boats	Total	<u>214 12</u>
Borden		
J. C. Hassett	Georgetown	108 07
B. L. Slack	“	110 07
J. G. Lynn	“	112 03
Alexander	“	107 09
Loretta	“	104 11
5 boats	Total	<u>542 17</u>
Private		
W. H. Boyd	Georgetown	109 01
W. H. Billmyer	Shep'stown	102 02
Mayfield & Hieston	Georgetown	115 14
T. J. Baker	Williamsport	106 13
4 boats	Total	<u>435 15</u>

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.

DT, Fri. 9/13/72, p. 4. **Canal Trade** - 36 boats cleared this port yesterday carrying 3,501 tons 15 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Dr. J. T. Davis	Georgetown	107 04
P. J. Smith	"	108 10
S. S. Cunningham	"	110 08
Uno	"	104 15
I. Crane	"	112 02
J. C. Grove	"	112 14
Bronx	"	105 00
Creole	"	109 08
F. H. Walcott	"	106 08
Hoboken	"	104 02

J. B. Varum	"	105 07
11 boats	Total	1185 18
New Central		
Dr. F. M. Davis	Georgetown	111 06
E. Rizer	"	111 17
H. Gerdeman	"	115 13
A. Spier	"	111 00
4 boats	Total	449 16
American Company		
A. S. Winteringham	Alexandria	107 19
David Stewart	"	111 02
J. A. Alexander	"	113 01
J. R. Anderson	"	111 18
4 boats	Total	444 00
Maryland Company		
American Boy	Georgetown	110 15
J. J. Moore	"	105 05
M. Blocher	"	105 12
George Snyder	"	115 16
G. S. Couter	"	108 10
5 boats	Total	545 18
Hampshire and Baltimore		
Tony Rodier	Alexandria	107 19
Henry W. Snyder	"	110 11
2 boats	Total	218 10
Borden		
Isaac Wilson	Georgetown	112 10
J. H. Percy	"	106 05
N. Williams	"	109 05
Martha	"	104 11
Sprigg S. Lynn	"	112 11
5 boats	Total	545 12
George's Creek Company		
Little Joe	Georgetown	111 16
1 boat	Total	111 16
Private		
Lady of the Lake	Williamsport	106 08
Jesse	Georgetown	104 05
Mattie	"	112 12
A. L. Miller	"	111 19
4 boats	Total	435 14

DT, Sat. 9/14/72, p. 4. **Canal Trade** - 28 boats cleared this port yesterday carrying 3,065 tons of coal, as follows:

Consolidation Company

Canal Trade - 1872

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
D. M. Reed	Georgetown	112 17
J. N. Clary	"	110 03
W. S. Reed	"	110 01
Mountain City	"	107 14
Lillie & Nannie	"	110 17
D. Hoadley	"	109 00
Robin	"	112 11
Blue Bell	"	107 18
J. P. Agnew	"	107 03
Laura	"	114 16
V. L. Sprigg	"	108 03
11 boats	Total	1211 03
New Central		
J. V. Norman	Georgetown	105 05
Great Eastern	"	104 15
Juniata	"	105 08
M. Whitson	"	108 17
4 boats	Total	424 05
American Company		
R. H. Haydock	Alexandria	108 14
1 boat	Total	108 14
Maryland Company		
J. Reives	Georgetown	105 16
J. C. Lynn	"	105 09
F. A. Mertens	"	109 10
W. T. Allen	"	102 03
Shenandoah	"	102 13
5 boats	Total	525 11
Hampshire and Baltimore		
P. L. Lemen	Alexandria	116 12
1 boat	Total	116 12
Borden		
Hollander	Georgetown	109 11
Bertha May Young	"	114 13
Susan Charles	"	116 18
Lucinda	"	116 15
F. W. Boyer	"	114 18
5 boats	Total	572 15
Private		
F. Kitwell	Georgetown	106 00
1 boat	Total	106 00

AG, Sat. 9/14/72, p. 4. **Coal Shipments** – The shipments of Cumberland coal from this port during the week ending today, were as follows:

By the American Coal Company, 4,330 tons; by the Hampshire and Baltimore Coal Company, 2,662 tons; by J. P. Agnew, 1,500 tons. Total, 8,492 tons.

DT, Mon. 9/16/72, p. 4. **Canal Trade** - 23 boats cleared this port Saturday carrying 2,541 tons 16 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
L. R. Fechtig	Georgetown	116 14
H. Willison	"	112 00
A. Rinehart	"	103 08
3 boats	Total	332 02
New Central		
G. W. Groove	Georgetown	105 08
Dr. E. DeLacey	"	111 15
J. & H. Korn	"	108 02
Abraham Lincoln	"	108 06
J. H. Garrish	"	114 07
J. M. Resley	"	111 19
6 boats	Total	659 07
Maryland Company		
W. R. Shaw	Georgetown	112 06
J. C. Clark	"	111 12
V. H. Weir	"	116 02
Euphlia	"	106 00
4 boats	Total	446 00
American Company		
J. H. Parrott	Alexandria	114 16
E. Stevenson	"	103 04
2 boats	Total	218 00
Hampshire and Baltimore		
Diligent	Alexandria	112 07
1 boat	Total	112 07
Borden		
John Gorman	Georgetown	114 17
Excelsior	"	112 17
Cherokee Tribe	"	112 00
Wren	"	104 03
4 boats	Total	443 17
Private		
J. B. Slattery	Georgetown	112 00
Monongahela	Hancock	94 15
O. S. Maus	Georgetown	103 01
3 boats	Total	309 16

The Light Shipments of coal on Saturday are accounted for by the fact that a sunken boat down the canal obstructed navigation.

Cumberland Coal is quoted at \$4.25 at Georgetown and Alexandria; at Baltimore \$4.50; at New York \$6.60; at Boston \$8.50 (or \$7.25 by the cargo); at Springfield, Mass. \$10; at Hartford, Conn. \$9; at San Francisco \$31 @ \$33.50.

Senator Spates has gone to Annapolis – to see about getting the Canal Superintendency we suppose. Will some of the Canal Board ask him how he stands on the Congressional question in the Sixth District?

The W. M. R. R. and the Coal Trade – The Williamsport *Pilot* says: “Affairs about the coal wharves at this place wear a lively and business-like aspect. Boats are constantly depositing huge piles of coal on the banks, where a constant stream of wagons are receiving and carrying it to Hagerstown and the regions along the line of the Western Maryland Railroad. This looks encouraging.

Coal – The Western Maryland Railroad purchases Cumberland coal delivered at Hagerstown at the Depot for \$4.25 per ton. Formerly they had to pay \$7 per ton for that heretofore used by them and coming over the Northern Central. The Cumberland coal is equally as good as anthracite for generating steam for Railroad purposes. This company uses from 15 to 20 tons per day. Quite a saving in the course of a year. – *Catoctin Clarion*.

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 \$15,830.95; 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.

DT, Tue. 9/17/72, p. 4. **Canal Trade** - 40 boats cleared this port yesterday carrying 4,428 tons 4 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. R. Cruzen	Georgetown	111 11
Dr. Delaplane	“	112 02
A. B. Turner	“	114 07
H. C. Hicks	“	111 14
Jos. Murray	“	110 16
S. Boyer	“	109 07
Okonoko	“	118 06
C. Slack	“	113 19
John	“	109 00
Dr. A. A. Biggs	“	114 13
F. H. Delano	“	111 15
C. P. Manning	“	102 07
C. L. Brengle	“	113 02
Five Brothers	“	73 10
“ Fire brick	“	45 00
14 boats	Total	1526 09
New Central		
E. M. Bynon	Georgetown	115 09
E. K. Barger	“	104 08
Jack Topper	“	111 02
P. Fleckenstein	“	118 10
Susan J. Gress	“	104 10
R. M. Sprigg	“	108 09
6 boats	Total	662 08

Maryland Company		
J. F. Hitch	Georgetown	108 02
Nannie McGraw	“	108 04
R. A. Wagley	“	108 04
3 boats	Total	324 10
American Company		
G. Sherman	Alexandria	113 19
H. Delafield	“	113 00
W. J. Boothe, Jr.	“	114 03
D. A. Lowe	“	111 19
James Dayton	“	113 02
Rechabites	“	114 02
D. Cromwell	“	107 04
G. K. Sistare	“	108 12
8 boats	Total	896 03
Hampshire and Baltimore		
J. H. Woodburn	Alexandria	115 09
M. O’Conner	“	108 15
Wm. M. Price	“	112 01
3 boats	Total	336 05
Borden		
J. E. West	Georgetown	112 12
Maggie B.	“	116 11
Ida & Sallie	“	110 12
Evening Star	“	116 17
John T. James	“	115 03
5 boats	Total	574 15
Private		
T. J. Baker	Williamsport	110 14
1 boat	Total	110 14

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.

DT, Wed. 9/18/72, p. 1. **Chesapeake and Ohio Canal.** – REPORT OF PRESIDENT GORMAN – **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	\$3,892.93

Notwithstanding the decrease in expenses, as compared with 1871, there is included in the estimate of expenses for pertinent 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 had 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 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 the suggestions 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 an additional sustaining wall be built the entire length, 120 feet, to be carried above High-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 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 new 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 Will's creek, to pass boats to and from the canal to Lynn's wharf. As the supply for 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 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 that 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 the purpose of navigation and to supply the various mills.

The extension of the 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 with the past two years. During the first ten days of the 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 to discontinue the supply to 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, will, I am satisfied, involve the construction of a more permanent dam, or when 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 it as a 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.

Ibid. p. 4. **Canal Trade** - 21 boats cleared this port yesterday carrying 2,327 tons 14 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Maryland No. 2	Georgetown	114 07
W. Moorehead	"	112 05
Geo. Washington	"	106 09
J. M. Boyer	"	114 08
Yonkers	"	108 02
D. A. Miller	"	117 07
W. A. Stephens	"	<u>108 02</u>
7 boats	Total	781 00
New Central		
E. Hadra	Georgetown	112 09
Scotia	"	<u>112 09</u>
2 boats	Total	224 18
American Company		
Wm. Darrow	Alexandria	113 13
Eagle	"	108 02
W. W. Shepherd	"	<u>108 14</u>
3 boats	Total	330 09
Hampshire and Baltimore		
Wm. Devecmon	Alexandria	103 05
Mrs. C. E. Charles	"	117 16
Dr. J. P. Broderick	"	<u>109 17</u>
3 boats	Total	330 18
Borden		
F. Ensminger	Georgetown	112 05
R. E. Fugitt	"	106 14
C. A. Green	"	113 12

G. W. Thecker	"	108 13
Morning Star	"	<u>113 03</u>
5 boats	Total	554 07

Maryland Company

Noble Grand	Georgetown	<u>116 02</u>
1 boat	Total	116 02

Boat Sunk – The boat *C. P. Manning* sank in the canal, at the lower part of the “Cumberland Level,” about 8 miles below the city, yesterday morning. In order to raise her, it became necessary to draw the water off this Level, which was done, commencing at 12 M., this consequently interrupted the loading of boats at the lower wharves after 3 o’clock until 5, when she was raised. This accident accounts for the “short” appearance of the Canal Trade yesterday.

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.

DT, Thu. 9/19/72, p. 4. **Canal Trade** - 34 boats cleared this port yesterday carrying 3,732 tons 4 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Bettie	Georgetown	106 15
R. V. Tassel	"	105 03
Wm. M. Hill	"	112 15
Dundenburg	"	107 16
Poll	"	113 03
L. Smith	"	107 13
T. J. Mehaffey	"	111 11
Magpie	"	111 04
Fairplay	"	104 14
R. I. Morris	"	<u>110 05</u>
10 boats	Total	1090 19
New Central		
B. Long	Georgetown	108 03
Industry	"	108 13
F. P. White	"	108 07
Horace Greeley	"	115 17

Canal Trade - 1872

Dick	"	112 09
5 boats	Total	553 09
American Company		
Ben Williamson	Alexandria	104 14
J. S. Fox	"	107 14
T. H. Faile	"	105 13
3 boats	Total	318 01
Borden		
A. C. Greene	Georgetown	116 06
L. Lovell	"	118 03
D. Tilghman	"	114 08
Tilly B. Lynn	"	109 18
Invincible	"	108 11
5 boats	Total	567 06
Maryland Company		
Iowa	Georgetown	109 02
J. Hammond	"	112 13
Dr. D. P. Fahrney	"	112 11
L. Hartley	"	105 14
W. H. Wilson	"	108 15
5 boats	Total	548 15
Hampshire and Baltimore		
Geo. P. DeWitt	Alexandria	109 15
1 boat	Total	109 15
Private		
C. L. Brengle	Georgetown	114 07
Mary & Anna	Williamsport	91 18
Lady of the Lake	"	110 17
C. Waltz	Georgetown	113 17
A. Thomas	"	115 00
5 boats	Total	545 19

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.

DT, Fri. 9/20/72, p. 4. **Canal Trade** - 30 boats cleared this port yesterday carrying 3,241 tons 4 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>

Hunter & Bruce	Georgetown	108 13
Miami	"	104 05
Gen. Grant	"	106 02
J. Gunning	"	102 05
Linnet	"	106 00
Owl	"	109 10
H. C. Winship	"	109 13
7 boats	Total	746 08
New Central		
Dr. Duckett	Georgetown	114 13
D. L. Taylor	"	119 04
J. W. Carter	"	115 06
A. Johnson	"	115 02
E. E. Spielman	"	108 02
5 boats	Total	559 07
Maryland Company		
Prairie Flower	Georgetown	108 18
F. J. Laing	"	109 06
C. W. Adams	"	112 09
John Spencer	"	112 04
4 boats	Total	442 18
American Company		
G. A. Pearre	Alexandria	104 05
A. Main	"	108 09
A. H. Wallis	"	108 14
3 boats	Total	321 08
Borden		
R. Herr	Georgetown	108 11
J. R. Haines	"	111 12
Dr. F. C. Doyle	"	122 15
S. H. Taylor	"	116 05
R. J. West	"	112 08
Emerald	"	116 00
Lizzie & Phillie	"	109 00
7 boats	Total	796 11
Hampshire and Baltimore		
M. A. Adams	Alexandria	115 13
Park Agnew	"	121 17
2 boats	Total	237 10
Private		
Minnesota	Two Locks*	26 15
Grason & Fannie	Williamsport	110 06
- *1,500 bales Hay		110 17
2 boats	Total	137 02

The Canal – A Georgetown letter under date of 18th says: “The canal is now well filled and in excellent order. President Gorman and Engineer Patterson leave here tomorrow morning for an inspection trip over the line.

DT, Sat. 9/21/72, p. 4. **Canal Trade** - 33 boats cleared this port yesterday carrying 3,662 tons of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
B. F. Charles	Georgetown	109 10
J. K. Whitford	“	119 09
Lark	“	104 00
W. C. Smith	“	104 14
T. Malloy	“	106 10
A. V. Corlear	“	108 17
J. W. Turner	“	111 12
M. Boyer	“	112 08
J. McGraw	“	108 05
J. & D. Nuse	“	113 10
Robert P. Getty	“	109 19
11 boats	Total	1208 14
New Central		
H. W. Shuck	Georgetown	108 07
Ohio	“	105 03
A. H. Bradt	“	115 00
Wm. Doyle	“	112 14
4 boats	Total	441 04
Maryland Company		
W. T. Hassett	Georgetown	115 07
Sharpsburg	“	108 16
B. R. Summers	“	109 17
J. M. Hedding	“	109 15
4 boats	Total	443 15
American Company		
Plover	Alexandria	108 00
H. C. Flagg	“	110 11
C. DuBois	“	110 13
John O’Brien	“	106 07
J. S. Davenport	“	107 17
Charles Robb	“	114 10
Charles Clifton	“	114 12
7 boats	Total	772 10
Borden		
Capt. J. R. Masters	Georgetown	116 00

Wm. Borden	“	115 00
M. A. Adams	“	113 09
Sallie Ardinger	“	109 11
4 boats	Total	454 00
Hampshire and Baltimore		
H. A. Garrett	Alexandria	117 04
George Hutton	“	111 10
L. Lemen	“	113 03
3 boats	Total	341 17

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, \$2,000; Hancock, \$61.53; Williamsport, \$34.25 - total \$8,969.13.

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.

AG, Sat. 9/21/72, p. 4. **Coal Shipments** – The shipments of Cumberland coal from this port for the week closing today, were as follows: By the American Coal Company, 6,834 tons; by J. P. Agnew, 3,331 tons; by Hampshire and Baltimore Coal Company, 1,728 tons.

Canal Trade - 1872

DT, Mon. 9/23/72, p. 4. **Canal Trade** - 39 boats cleared this port Saturday carrying 4,273 tons 12 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. Sheridan	Georgetown	114 11
Hawk	"	105 10
J. B. Thomas	"	105 13
Vulture	"	102 05
M. M. Jane	"	109 11
Brombones	"	111 13
T. J. Nimmo	"	108 11
Wm. Young	"	115 14
A. Campbell	"	101 04
Julia Manning	"	109 00
Fulton	"	109 06
Dr. J. T. Davis	"	113 00
I. Crane	"	110 11
13 boats	Total	1392 09
New Central		
D. Murphy	Georgetown	112 19
R. L. Gross	"	111 11
C. N. Madore	"	109 14
J. L. Motter	"	118 13
4 boats	Total	452 17
Maryland Company		
M. Sinclair	Georgetown	108 18
Geo. H. Bradt	"	111 17
Mollie E. Spier	"	111 08
Mollie Reid	"	109 15
J. E. Silver	"	102 00
5 boats	Total	544 18
American Company		
J. H. Stickney	Alexandria	112 19
Samuel Henry	"	111 06
John J. Swift	"	106 16
W. J. B. Lloyd	"	114 10
H. B. Cromwell	"	111 09
5 boats	Total	547 00
Borden		
H. Freeland	Georgetown	110 15
G. H. Colbert	"	113 00
B. L. Slack	"	109 18
Thomas Drennen	"	111 03
S. H. Sherman	"	114 11
J. C. Hassett	"	107 12

Henry Krouse	"	110 11
7 boats	Total	777 10
Hampshire and Baltimore		
Morning Sun	Alexandria	110 10
James March	"	110 13
M. McNally	"	110 11
3 boats	Total	331 14
Private		
D. A. Carl	Georgetown	116 12
Thomas J. Baker	Williamsport	110 12
2 boats	Total	227 04

Business on the Canal. – Up to Saturday evening last 5,658 loaded boats left this port since the opening of the canal the present season. As the amount of coal shipped to this date is 629,334 tons 13 cwt., the average was almost 112 tons to the boat.

Cumberland Coal – “Cumberland” is quoted at \$4.25 at Georgetown and Alexandria; at Baltimore \$4.65; and at New York \$7. This is 5 cents higher at Baltimore and 25 cents lower at New York than the week before. Prices at Boston \$7.25 by cargo; \$9 retail. At Springfield, Mass., \$10; at Hartford, Conn.; \$9; at San Francisco, Cal., \$31 @ 33.50.

DT, Tue. 9/24/72, p. 1. **Canal Trade** - 33 boats cleared this port yesterday carrying 3,609 tons 18 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. R. Shaw	Georgetown	102 02
W. Irving	"	110 02
Gowanus	"	107 15
H. T. Weld	"	101 18
D. C. Bruce	"	107 15
Uno	"	107 01
H. Lowther	"	114 00
J. N. Clary	"	114 09
W. L. Reed	"	109 16
9 boats	Total	980 18
New Central		
W. H. Boteler	Georgetown	104 19
Friendship	"	105 04

City of Hamburg	“	108 16
J. D. Tice	“	111 11
J. W. Rhind	“	111 14
J. C. Stubblefield	“	108 10
J. B. Turton	“	108 03
7 boats	Total	<u>758 17</u>
American Company		
A. D. Brower	Alexandria	106 01
A. J. Clark	“	111 10
Maj. E. L. Moore	“	114 14
R. S. Grant	“	111 12
W. Laird, Jr.	“	104 10
J. A. Alexander	“	110 06
6 boats	Total	<u>658 13</u>
Maryland Company		
Dr. E. DeLacey	Georgetown	111 19
A. L. Miller	“	105 05
W. L. Shaw	“	106 00
3 boats	Total	<u>323 04</u>
Borden		
S. S. Lynn	Georgetown	113 18
Isaac Wilson	“	113 06
Alexander	“	112 00
3 boats	Total	<u>339 04</u>
Hampshire and Baltimore		
R. A. Goodwin	Alexandria	112 10
B. Bissell	“	110 07
2 boats	Total	<u>222 17</u>
Private		
A. L. Miller	Georgetown	110 18
W. H. Billmyer	Shepherdstown	108 09
Lady of the Lake	Williamsport	106 18
3 boats	Total	<u>326 05</u>

Among the many business improvements now being made in Cumberland we notice two new coal yards built for Mr. M. M. Kearney. These are located next to the Basin (McKaig and Walsh's) Wharf, and for adaptability and conveniences will be second to none in the city. On the street in front of these yards Mr. Kearney is putting up three medium-sized two-story brick houses for residences.

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.

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.

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, Gilmor 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	<u>54,925.60</u>
Increase in favor of	1872	\$3,892.93

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

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.

DT, Wed. 9/25/72, p. 4. **Canal Trade** - 36 boats cleared this port yesterday carrying 4,051 tons 7 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. B. Varnum	Georgetown	108 16
Energy	“	113 00
Bynon & Goodwin	“	102 13
R. Bender	“	107 00
Hoboken	“	100 13
Bowery	“	105 01
6 boats	Total	637 03
New Central		
Emma	Georgetown	109 11
D. W. Sloan	“	108 01
Ida & Harry	“	108 04
J. C. Clark	“	111 11
J.C. Lynn	“	106 02
J. Couter	“	108 06
W. T. Allen	“	101 16
7 boats	Total	753 11
American Company		
Goldfinch	Alexandria	107 15
M. Sandford	“	108 12
A. H. Grant	“	105 03
J. W. Bacon	“	104 17
J. B. Cazeaux	“	109 03
5 boats	Total	535 10

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Maryland Company		
Annie Bell	Georgetown	104 08
E. P. Steffey	"	102 00
A. B. Bain	"	107 01
F. M. LeFevre	"	105 08
J. V. Norman	"	102 08
Zella & Minna	"	101 17
S. H. Davis	"	<u>105 00</u>
7 boats	Total	728 02
Borden		
Tontto	Georgetown	106 19
J. H. Percy	"	107 06
Hollander	"	106 15
Susan Charles	"	116 01
J. G. Lynn	"	<u>109 06</u>
5 boats	Total	546 07
Hampshire and Baltimore		
Samuel Swain	Alexandria	107 06
N. S. Lemen	"	109 01
M. S. Fernsner	"	<u>110 14</u>
3 boats	Total	327 01
Private		
M. H. Russell	Antietam	106 03
Mayfield & Hieston	Georgetown	103 13
Amazon	"	102 12
T. Stackpole	"	<u>111 05</u>
4 boats	Total	423 13

The water in the canal on the Cumberland level, at this time, is one inch lower than it has been any time during the season. Boats now load to draw but five feet and six inches. The low stage of water is accounted for by the fact that the water was drawn off entirely some time ago, and there has been little or no rain since then.

DT, Thu. 9/26/72, p. 4. **Canal Trade** - 33 boats cleared this port yesterday carrying 3,471 tons 6 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
S. S. Cunningham	Georgetown	105 08
Knights of Pythias	"	111 11
J. R. Cruzen	"	107 12
A. J. Centre	"	104 01
Peacock	"	100 15

C. Slack	"	104 07
Dr. Delaplane	"	105 00
J. C. Grove	"	<u>108 05</u>
8 boats	Total	846 19
New Central		
Mary Mertens	Georgetown	102 07
Nannie McGraw	"	98 00
O. D. Robbins	"	101 01
Annie	"	108 19
A. Spier	"	<u>104 04</u>
5 boats	Total	514 11
American Company		
Alex Ray	Alexandria	102 01
D. Stewart	"	109 09
M. A. Myers	"	108 00
M. Lienan	"	104 07
D. A. Lowe	"	<u>108 12</u>
5 boats	Total	532 10
Maryland Company		
Thomas Embrey	Georgetown	101 18
George S. Couter	"	100 19
E. J. Hammond	"	101 12
T. Hassett	"	101 10
L. G. Stanhope	"	102 02
F. A. Mertens	"	<u>101 17</u>
6 boats	Total	609 18
Borden		
Martha	Georgetown	103 05
J. E. West	"	107 01
Bertha M. Young	"	113 06
Maggie B.	"	108 10
Wm. Borden	"	<u>111 03</u>
5 boats	Total	543 05
Hampshire and Baltimore		
W. H. Wright	Alexandria	102 19
Tony Rodier	"	106 00
W. P. Wools	"	<u>107 13</u>
3 boats	Total	316 12
Private		
J. B. Slattery	Georgetown	<u>107 11</u>
1 boat	Total	107 11

Gone West – The Frederick *Examiner* states that Hon. J. C. Clarke, late President Chesapeake & Ohio Canal, left that city on Tuesday on a tour over the Pacific road. The *Examiner* understands

that Mr. Clarke has been appointed to examine and report upon the character of the work.

Boat Sunk – On Tuesday night, on the Cumberland level, about seven miles below this city, the canal boat, *Richard Bender*, was run into by a boat whose name we did not learn. The *Bender* had a hole knocked in its bottom and sank rapidly; out of the line of the channel, however, and will not obstruct navigation. Up to last evening it had not been raised.

Accident – Mr. Joseph Peetry, whilst engaged at work in the boat yard of Messrs. Doerner and Bender, on Tuesday afternoon, cut himself badly in the leg below the knee, with an adze. The edge of the tool cut through his pants and boot and clear to the bone, a gash of three inches long. He will be laid up for some time with such an ugly wound.

DT, Fri. 9/27/72, p. 4. **Canal Trade** - 38 boats cleared this port yesterday carrying 3,905 tons 12 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. Morehead	Georgetown	107 00
C. L. Brengle	“	102 05
F. H. Delano	“	107 04
H. C. Hicks	“	110 17
A. B. Turner	“	107 18
E. Corning	“	104 00
P. J. Smith	“	103 10
Harlem	“	101 02
Maryland No. 2	“	106 19
H. J. Kenah	“	100 03
Blue Bell	“	102 10
11 boats	Total	1153 06
New Central		
Ida & Willie	Georgetown	103 18
E. K. Barger	“	101 07
Great Eastern	“	103 18
George Snyder	“	104 12
J. T. Scrivener	“	105 02
5 boats	Total	518 17
American Company		

W. J. Shreve	Alexandria	106 09
G. W. Wallis	“	104 13
A. S. Winteringham	“	108 13
Kate	“	105 00
Harvey Fisk	“	106 02
A. Perkins	“	102 17
6 boats	Total	633 14
Maryland Company		
J. F. Hitch	Georgetown	105 03
M. Whitson	“	81 14
J. & H. Korns	“	102 05
J. Reives	“	106 01
4 boats	Total	395 03
Borden		
Martha Williams	Georgetown	112 04
Evening Star	“	109 11
Ida & Sallie	“	107 10
G. W. Thecker	“	112 17
4 boats	Total	442 02
Hampshire and Baltimore		
Grason & Fannie	Alexandria	107 00
J. H. Woodburn	“	110 05
2 boats	Total	217 05
Private		
C. Segerson	Georgetown	111 12
Frank Kitwell	“	102 10
Alaska	“	85 01
T. J. Baker	Williamsport	28 37
Minnesota (hay)	77 miles	7 00
Scotia	Alexandria	106 13
W. H. Boyer	Georgetown	109 12
7 boats	Total	545 05

Chesapeake and Ohio 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.

DT, Sat. 9/28/72, p. 4. **Canal Trade** – 33 boats cleared this port yesterday carrying 3,674 tons 2 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>

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R. V. Winkle	Georgetown	101 10
Communipaw	"	104 09
E. M. Linthicum	"	100 10
Minnie Topper	"	101 19
A. Rinehart	"	95 18
Mohawk	"	108 01
Croton	"	103 00
7 boats	Total	<u>714 17</u>
New Central		
W. R. Shaw	Georgetown	107 17
J. J. Moore	"	104 13
Col. E. V. White	"	101 15
H. Gerdeman	"	105 02
M. E. McMahan	"	107 18
Wm. Moffett	"	107 11
E. Rizer	"	105 05
M. Blocher	"	102 07
8 boats	Total	<u>842 08</u>
American Company		
James Noble	Alexandria	104 09
R. Marshall	"	102 19
W. J. Boothe, Jr.	"	112 18
James Dayton	"	110 10
Henry Delafield	"	108 00
J. P. Moore	"	104 12
James Vandervoort	"	105 00
7 boats	Total	<u>748 08</u>
Maryland Company		
Juniata	Georgetown	101 03
A. M. Reid	"	99 05
N. S. Lemen	"	103 15
Charles Embrey	"	102 11
Leander Lovell	"	109 05
5 boats	Total	<u>515 19</u>
Borden		
W. H. Boyer	Georgetown	112 10
R. E. Fugitt	"	112 14
A. C. Greene	"	106 09
Morning Star	"	105 14
4 boats	Total	<u>436 18</u>
Hampshire and Baltimore		
M. O'Connor	Alexandria	111 17
1 boat	Total	<u>111 17</u>
Private		
C. W. Harper	Georgetown	103 15
1 boat	Total	<u>103 15</u>

AG, Sat. 9/28/72, p. 4. **Coal Shipments** – The shipments of Cumberland coal from this city for the week ending today, were as follows: By American Coal Co., 3,427 tons; by J. P. Agnew, 2,500 tons; by Hampshire and Baltimore Coal Co., 1,200 tons.

DT, Mon. 9/30/72, p. 1. **Canal Trade** - 37 boats cleared this port Saturday carrying 3,882 tons 2 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
D. A. Miller	Georgetown	106 17
L. R. Fechtig	"	105 18
C. H. Dalton	"	110 07
Okonoko	"	106 05
Gen. McClellan	"	101 09
Laura	"	108 13
J. A. Graham	"	103 03
Hudson	"	101 00
Geo. Washington	"	101 11
Black Hawk	"	107 00
Creole	"	105 12
Bronx	"	101 00
Dove	"	103 00
13 boats	Total	<u>1362 01</u>
New Central		
Ida J. Kreps	Georgetown	105 00
James Noble	"	108 11
W. H. Ash	"	108 10
E. M. Bynon	"	99 08
M. A. Edwards	"	101 16
J. M. Resley	"	101 11
Dr. F. M. Davis	"	101 19
7 boats	Total	<u>726 18</u>
American Company		
Jack Topper	Alexandria	101 12
R. S. McKaig	"	111 02
G. W. Grove	"	102 10
3 boats	Total	<u>315 04</u>
Maryland Company		
Rechabites	Georgetown	108 05
E. Stevenson	"	105 01
Henry Keney	"	104 02
James Hoy	"	103 06

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G. P. Lloyd	“	104 04
5 boats	Total	524 18`
Borden		
Rudolph Herr	Georgetown	107 03
Sally H. Taylor	“	107 06
2 boats	Total	214 09
Hampshire and Baltimore		
Mrs. C. E. Charles	Alexandria	105 13
W. M. Price	“	103 16
Dr. J. P. Broderick	“	107 13
3 boats	Total	317 02
Private		
Mary & Anna	Williamsport	96 14
John Weir	Alexandria	105 16
F. R. M. Bowers	“	110 14
Mattie	Georgetown	108 11
4 boats	Total	421 15

DT, Tue. 10/1/72, p. 4. **Canal Trade** - 35 boats cleared this port yesterday carrying 3,544 tons 9 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Yonkers	Georgetown	97 00
Owl	“	105 06
J. K. Whitford	“	106 05
T. Malloy	“	106 02
R. I. Morris	“	107 05
Katskill	“	95 05
Mountain City	“	95 15
H. C. Winship	“	104 12
A. Norrie	“	101 12
9 boats	Total	919 02
New Central		
American Boy	Georgetown	98 09
Willie Snyder	“	99 13
J. H. Garrish	“	101 06
V. H. Weir	“	91 11
P. Fleckenstein	“	104 14
A. H. Bradt	“	94 05
6 boats	Total	589 18
American Company		
A. J. Thomas	Alexandria	104 03
U. C. Hamilton	“	101 13
E. T. C. Young	“	101 10
J. R. Anderson	“	104 00

E. Bayer	“	98 15
Charles Clifton	“	98 01
Wm. Darrow	“	95 02
7 boats	Total	703 04
Maryland Company		
Naomi	Georgetown	101 10
A. Lincoln	“	95 15
R. M. Sprigg	“	91 13
E. E. Spillman	“	93 06
4 boats	Total	382 04
Borden		
R. J. West	Georgetown	105 00
John T. James	“	107 00
J. R. Haines	“	102 03
Lizzie & Phillie	“	109 10
Dr. Fred C. Doyle	“	110 00
5 boats	Total	533 13
Hampshire and Baltimore		
H. M. Snyder	Alexandria	106 07
Wm. Devecmon	“	99 11
2 boats	Total	205 18
Private		
Cherokee Tribe	Georgetown	100 16
A. Thomas	“	109 14
2 boats	Total	210 10

What's in a Name? – The boat *A. Lincoln* is named among the *Departures* (Maryland Company) yesterday. Her captain's name is Jeff Davis.

The water is very low in the river again and it is feared that unless a good rain falls, navigation will have to be suspended in another week's time. The boats are now loading at 5 feet 4 inches.

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.

 The low stage of water in the river is interfering seriously with canal navigation, and

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boats now clearing from this port are not able to carry anything like their capacity.

DT, Wed. 10/2/72, p. 1. **Canal Trade** - 37 boats cleared this port yesterday carrying 3,690 tons 1 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Poll	Georgetown	102 02
Robin	"	103 08
Dr. A. A. Biggs	"	105 04
W. A. Stephens	"	96 14
Ino	"	92 05
Hunter & Bruce	"	103 11
R. Bender	"	102 04
Lark	"	98 12
F. H. Walcott	"	97 10
J. McGraw	"	95 04
M. Boyer	"	97 12
11 boats	Total	1094 06
New Central		
Industry	Georgetown	91 18
A. Johnson	"	87 19
J. H. Gatrell	"	90 18
W. T. Hassett	"	97 19
4 boats	Total	368 14
American Company		
Samuel Henry	Alexandria	94 16
Eagle	"	97 09
Geo. K. Sistare	"	90 10
Ben Williamson	"	90 19
Plover	"	97 19
J. S. Fox	"	94 06
J. H. Stickney	"	69 19
7 boats	Total	635 18
Maryland Company		
Sharpsburg	Georgetown	91 13
E. Hadra	"	91 17
R. A. Wagley	"	92 05
M. Sinclair	"	92 18
G. H. Bradt	"	99 01
C. A. Adams	"	97 12
6 boats	Total	565 06
Borden		
Capt. J. R. Masters	Georgetown	100 12
Emerald	"	104 11

G. H. Colbert	"	103 03
Wm. Borden	"	104 02
4 boats	Total	412 08
Hampshire and Baltimore		
M. A. Adams	Alexandria	106 01
Park Agnew	"	104 05
John Gorman	"	104 00
3 boats	Total	314 06
Private		
Lady of the Lake	Williamsport	96 07
Shipley & Bush	Sheph'stown	75 16
2 boats	Total	172 03

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, 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.

DT, Thu. 10/3/72, p. 1. **Canal Trade** - 35 boats cleared this port yesterday carrying 3,149 tons 10 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. M. Hill	Georgetown	103 14
S. Boyer	"	97 14
Dr. J. T. Davis	"	90 09
J. M. Boyer	"	112 06
T. J. Nimmo	"	93 09
J. Gunning	"	97 12
Broadway	"	97 11
Fairplay	"	90 01
Bettie	"	94 10
D. Hoadley	"	89 11
M. M. Jane	"	96 07

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Ernst & Holland	“	102 03
12 boats	Total	1065 07
New Central		
R. L. Gross	Georgetown	95 14
Iowa	“	94 05
W. L. Shaw	“	94 16
D. Murphy	“	91 08
Euphlia	“	90 19
Wm. Doyle	“	94 13
Dr. D. P. Fahrney	“	94 12
Ben Long	“	91 08
J. C. Stubblefield	“	94 16
9 boats	Total	8422 11
American Company		
Charles Robb	Alexandria	100 15
R. H. Haydock	“	97 14
A. Main	“	94 02
Wm. Laird, Jr.	“	94 19
H. C. Flagg	“	97 13
5 boats	Total	485 03
Maryland Company		
J. W. Carder	Georgetown	92 04
J. Dick	“	90 07
Dr. E. DeLacey	“	99 05
C. N. Madore	“	91 17
J. D. Tice	“	89 14
5 boats	Total	463 07
Borden		
Invincible	Georgetown	91 10
B. L. Slack	“	92 19
J. H. Farrow	“	92 04
3 boats	Total	276 13
Private		
T. J. Baker	Williamsport	96 09
1 boat	Total	96 09

DNR, Thu. 10/3/72, p. 4. **GEORGETOWN AFFAIRS** – The mills suspended operations yesterday for a short while in consequence of low water in the canal.

DT, Fri. 10/4/72, p. 1. **C. & O. Canal** – The receipts of the Chesapeake and Ohio Canal Company for the week ending Saturday, September 28, 1872, were: Cumberland

\$7,077.97; Georgetown \$3,200; Williamsport \$150.26 and Hancock \$47.75. Total \$10,485.

Canal Trade - 41 boats cleared this port yesterday carrying 3,854 tons 18 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
I. Crane	Georgetown	92 19
J. W. Turner	“	100 08
J. P. Agnew	“	95 04
Magpie	“	92 00
J. & D. Nuse	“	104 10
J. Murray	“	96 10
H. Willison	“	98 01
C. Van Tassel	“	98 03
W. Irving	“	99 00
D. M. Reed	“	98 08
H. T. Weld	“	93 18
W. C. Smith	“	94 16
H. Lowther	“	101 08
J. B. Thomas	“	91 07
14 boats	Total	1356 07
New Central		
J. M. Hedding	Georgetown	91 05
Emma	“	95 01
John Hammond	“	90 10
J. & T. Coulehan	“	92 02
Nannie McGraw	“	88 05
5 boats	Total	457 03
American Company		
W. W. Shepherd	Alexandria	96 18
W. J. B. Lloyd	“	94 00
John H. Parrott, Jr.	“	97 01
Thomas H. Faile	“	93 19
C. DuBois	“	92 06
5 boats	Total	474 11
Maryland Company		
Col. J. C. Lynn	Georgetown	90 12
Fred Laing	“	91 12
2 boats	Total	182 11
Borden		
Sallie Ardinger	Georgetown	94 16
F. Ensminger	“	95 19
C. A. Green	“	101 11
Thomas Drennen	“	85 12

Canal Trade - 1872

M. A. Adams	“	86 14
5 boats	Total	564 11
Hampshire and Baltimore		
Diligent	Alexandria	94 19
James March	“	93 11
Conrad Waltz	“	97 16
3 boats	Total	286 06
Private		
Jesse	Antietam	91 01
Thomas J. Boyer	Georgetown	98 18
Andy Johnson No. 2	Pt. of Rocks	78 09
G. Blackburn	Shep'stown	90 05
Little Joe	“	96 12
O. S. Maus	Georgetown	89 06
Shenandoah	Harpers Ferry	86 09
7 boats	Total	632 17

DT, Sat. 10/5/72, p. 1. **Canal Trade** - 30 boats cleared this port yesterday carrying 2,784 tons 7 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. R. Cruzen	Georgetown	94 01
A. Rinehart	“	89 01
W. L. Reed	“	100 14
J. N. Clary	“	99 07
C. Slack	“	91 15
V. L. Sprigg	“	96 07
6 boats	Total	571 05
New Central		
Noble Grand	Georgetown	91 14
J. E. Silver	“	88 05
F. P. White	“	91 18
J. W. Carter	“	97 13
J. F. Hitch	“	95 05
S. H. Davis	“	94 09
6 boats	Total	559 04
American Company		
J. A. Alexander	Alexandria	94 16
Horace Resley	“	93 14
Ingomar	“	91 00
3 boats	Total	281 10
Hampshire and Baltimore		
M. McNally	Alexandria	91 15
G. P. DeWitt	“	88 12
2 boats	Total	180 07

Maryland Company		
J. V. Norman	Georgetown	95 07
J. L. Motter	“	95 05
B. R. Summers	“	91 16
W. T. Allen	“	88 01
A. Bain	“	97 10
F. M. LeFevre	“	91 09
6 boats	Total	559 14
Borden		
Isaac Wilson	Georgetown	93 06
S. H. Sherman	“	95 00
J. C. Hassett	“	89 17
D. Tilghman	“	87 00
4 boats	Total	365 03
Private		
A. E. McQuade	Washington	93 06
Hero	Shepherdstown	90 06
Fannie & Estelle	Antietam	91 01
3 boats	Total	274 13

AG, Sat. 10/5/72, p. 3. **Coal Shipments** – The shipments of Cumberland coal from this city for the week ending today, were as follows: By American Coal Co., 2,951 tons; by J. P. Agnew, 2,132 tons; by Hampshire and Baltimore Coal Co., 2,100 tons.

DT, Mon. 10/7/72, p. 4. **Canal Trade** - 47 boats cleared this port Saturday carrying 4,302 tons 13 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
R. S. McKaig	Georgetown	90 17
Brombones	“	90 04
W. Moorehead	“	94 01
H. C. Hicks	“	98 03
Maryland No. 2	“	92 17
S. S. Cunningham	“	96 07
J. B. Varnum	“	95 14
Dundenburg	“	93 15
Energy	“	94 09
A. B. Turner	“	97 18
Silver Wave	“	87 11
Capt. J. Sheridan	“	97 15
Fulton	“	94 08
T. J. Mehaffey	“	90 10

Canal Trade - 1872

Dr. Delaplane	“	89 18
15 boats	Total	1404 07
New Central		
J. W. Rhind	Georgetown	98 00
Ida & Harry	“	78 03
J. C. Clark	“	99 18
City of Hamburg	“	92 06
George Couter	“	94 15
B. F. Charles	“	92 07
George Snyder	“	94 16
7 boats	Total	645 05
American Company		
John O'Brien	Alexandria	91 06
George Sherman	“	102 10
A. H. Wallis	“	90 05
Johnny & Tommy	“	97 11
George A. Pearre	“	88 15
D. Cromwell	“	90 13
6 boats	Total	561 00
Maryland Company		
T. Embrey	Georgetown	90 18
John Spencer	“	95 06
Ida & Willie	“	92 02
Lucinda	“	98 08
Thomas Hassett	“	88 11
5 boats	Total	465 05
Borden		
Alexander	Georgetown	93 15
H. Crouse	“	95 09
H. Freeland	“	90 15
Sprigg S. Lynn	“	95 11
Hollander	“	84 11
5 boats	Total	460 01
Hampshire and Baltimore		
Lillie Lemen	Alexandria	91 02
N. S. Lemen	“	90 13
R. A. Goodwin	“	89 01
M. S. Fernsner	“	91 17
4 boats	Total	362 12
Private		
C. W. Harper	Antietam	93 03
D. L. Taylor	Georgetown	96 05
Minnesota*	“	29 16
*Hay	“	13 12
Mayfield & Hieston	“	95 00
W. A. Bellinger	Sheph'town	89 19

5 boats Total 404 03

AG, Mon. 10/7/72, p. 4. **Canal Trade** – The following is the monthly statement of the Alexandria Canal trade: *Descending* – Cider 2 tons, spokes 2 tons, coal 33,780 10 tons, limestone 242 15 perches, boats 314. *Ascending* – Fish 2 10 tons, salt 26 10 tons, bricks 839 05 tons, staves 16 tons, coal 9 tons, plaster 26 10 tons, boats 305.

DT, Tue. 10/8/72, p. 4. **Canal Trade** - 18 boats cleared this port yesterday carrying 1,800 tons 8 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Naomi	Georgetown	84 10
Uno	“	107 04
F. H. Delano	“	88 12
Linnet	“	104 17
Knights of Pythias	“	102 10
Hoboken	“	101 05
6 boats	Total	588 18
New Central		
Prairie Flower	Georgetown	102 02
1 boat	Total	102 02
American Company		
A. Cropley	Alexandria	105 13
A. Sherman	“	102 03
2 boats	Total	207 16
Maryland Company		
O. D. Robbins	Georgetown	103 09
1 boat	Total	103 09
Borden		
James H. Percy	Georgetown	105 15
J. E. West	“	105 15
Susan Charles	“	110 09
3 boats	Total	321 19
Hampshire and Baltimore		
Ben Bissell	Alexandria	107 03
1 boat	Total	107 03
Private		
Round Top No. 2	Hancock	100 03
W. R. Shaw	Georgetown	91 11
Lady of the Lake	“	84 14
C. L. Brengle	“	103 13

3 boats Total 369 01

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 & Sons, Baltimore, on or after the 15th instant. The next meeting of the Board will be held at Annapolis on the 7th prox.

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.

DT, Wed. 10/9/72, p. 4. **Canal Trade** - 32 boats cleared this port yesterday carrying 3,390 tons 5 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. Campbell	Georgetown	98 00
Hawk	"	104 02
W. H. Boyer	"	107 09
P. J. Smith	"	107 19
Evening Star	"	109 19
R. P. Getty	"	104 11
T. Long	"	105 01
Blue Bell	"	102 03
J. C. Grove	"	<u>112 11</u>
9 boats	Total	954 15
New Central		
Dr. Duckett	Georgetown	108 16
L. G. Stanhope	"	111 00
H. W. Shuck	"	104 11
W. H. Wilson	"	104 10
W. H. Ash	"	113 08
F. A. Mertens	"	105 10
Ohio	"	<u>104 19</u>
7 boats	Total	746 14
American Company		
Goldfinch	Alexandria	108 03
A. D. Brower	"	109 16
Rudolph Herr	"	101 08
Morning Star	"	<u>101 12</u>
4 boats	Total	415 19
Maryland Company		
E. Bayer	Georgetown	101 19
Friendship	"	105 06
W. R. Shaw	"	108 15
J. J. Moore	"	<u>107 06</u>
4 boats	Total	423 06
Borden		
John G. Lynn	Georgetown	108 02
Maggie B.	"	109 13
George W. Thecker	"	106 15
Bertha M. Young	"	<u>114 16</u>
4 boats	Total	438 16
Hampshire and Baltimore		
Robert Emmett	Alexandria	100 04
Samuel Swain	"	<u>108 19</u>
2 boats	Total	209 03

Canal Trade - 1872

	Private		
A. L. Miller	Washington	112 02	
Frank Kitwell	Georgetown	<u>102 10</u>	
2 boats	Total	204 12	

DNR Wed. 10/9/72, p. 4. **GEORGETOWN AFFAIRS** – It is reported at the collector’s office that lock gate No. 33, near Harper’s Ferry, has given away, thereby causing a slight interruption of navigation in the canal.

DT, Thu. 10/10/72, p. 4. **Canal Trade - 31** boats cleared this port yesterday carrying 3,361 tons 13 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Okonoko	Georgetown	106 11
T. Malloy	“	111 14
Julia Manning	“	103 17
Gowanus	“	106 10
L. R. Fechtig	“	<u>104 02</u>
5 boats	Total	532 14

New Central		
A. Spier	Georgetown	108 00
H. Gerdeman	“	111 09
H. S. Miller	“	104 19
J. M. Forbes	“	111 19
J. K. Whitford	“	<u>109 02</u>
5 boats	Total	545 09

Maryland Company		
Anna Bell	Georgetown	106 04
D. W. Sloan	“	109 02
A. H. Bradt	“	114 04
Moses Whitson	“	102 11
Wm. Moffett	“	<u>108 14</u>
5 boats	Total	540 15

American Company		
A. S. Winteringham	Alexandria	109 16
D. Stewart	“	108 03
David A. Lowe	“	108 08
Michael Lienan	“	<u>105 05</u>
4 boats	Total	431 12

Borden		
A. C. Greene	Georgetown	113 12
Tilly B. Lynn	“	106 18
Sally H. Taylor	“	108 01

Excelsior	“	<u>111 15</u>
4 boats	Total	440 06

Hampshire and Baltimore		
J. H. Woodburn	Alexandria	108 16
W. P. Wools	“	110 17
Scotia	“	113 07
Tony Rodier	“	<u>110 14</u>
4 boats	Total	443 14

Private		
Thos. Stackpole	Washington	111 08
Amazon	Georgetown	101 18
C. L. Brengle	Williamsport	107 13
H. Rowland	“	<u>106 04</u>
4 boats	Total	427 03

DT, Fri. 10/11/72, p. 4. **Canal Trade - 34** boats cleared this port yesterday carrying 3,727 tons 7 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Communipaw	Georgetown	105 18
R. E. Fugitt	“	113 11
Wm. Young	“	108 16
C. H. Dalton	“	112 02
D. C. Bruce	“	107 08
Loretta	“	109 14
J. B. Slattery	“	107 18
H. T. Weld	“	108 02
Hunter & Bruce	“	109 06
E. Corning	“	107 19
Bowery	“	<u>110 12</u>
11 boats	Total	1201 06

New Central		
M. E. Spier	Georgetown	113 05
Annie	“	111 11
J. Reives	“	108 03
Juniata	“	102 06
Dr. E. DeLacey	“	112 19
M. Blocher	“	111 08
Dr. F. M. Davis	“	<u>108 07</u>
7 boats	Total	767 19

Maryland Company		
Ironsides	Georgetown	107 05
J. M. Resley	“	102 14
J. B. Turton	“	<u>108 10</u>
3 boats	Total	318 09

Canal Trade - 1872

American Company		
M. Sandford	Alexandria	112 13
James Dayton	"	111 17
John W. Bacon	"	108 09
H. B. Cromwell	"	110 17
Maj. E. L. Moore	"	110 13
A. J. Clark	"	115 14
6 boats	Total	<u>670 03</u>
Borden		
Lizzie & Phillie	Georgetown	114 00
Martha	"	105 08
L. Lovell	"	116 15
Ida & Sallie	"	111 04
4 boats	Total	<u>447 07</u>
Hampshire and Baltimore		
Morning Sun	Alexandria	111 01
1 boat	Total	<u>111 01</u>
Private		
Fannie & Estella	Antietam	107 13
Mary & Anna	Williamsport	103 09
2 boats	Total	<u>211 02</u>

Narrow Escape from Drowning – A man whose name we did not learn fell off the boat *Isaac Wilson* in the lock yesterday, but was pulled out immediately by Mr. Enoch Neal, the lock keeper.

C. & O. Canal – The receipts of the canal company for the week ending Saturday, October 5, 1872, were: Cumberland \$16,128.64; Georgetown \$2,322.14; Williamsport \$92.29; Hancock \$18.69. Total \$18,561.76

The next meeting of the stockholders will be held on the 17th of December.

DT, Sat. 10/12/72, p. 4. **Canal Trade** - 31 boats cleared this port yesterday carrying 3,373 tons 2 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
T. J. Nimmo	Georgetown	101 13
T. Drennen	"	111 03
Yonkers	"	104 03
M. M. Jane	"	112 06
Dr. J. T. Davis	"	110 00

Emerald	"	115 19
Geo. Washington	"	106 12
Harlem	"	105 11
B. L. Slack	"	110 18
J. C. Hassett	"	108 15
10 boats	Total	<u>1085 00</u>

New Central		
C. Embrey	Georgetown	108 01
Jack Topper	"	111 10
L. Hartley	"	104 10
E. J. Hammond	"	115 02
4 boats	Total	<u>439 03</u>

American Company		
J. B. Cazeaux	Georgetown	111 01
R. S. Grant	"	112 07
A. H. Grant	"	111 02
Rechabites	"	111 11
4 boats	Total	<u>446 01</u>

Maryland Company		
E. E. Spielman	Georgetown	109 15
S. J. Gross	"	98 18
E. Rizer	"	105 08
J. & H. Korns	"	103 17
4 boats	Total	<u>417 18</u>

Borden		
R. J. West	Georgetown	108 16
Nathan Williams	"	111 00
Dr. F. C. Doyle	"	115 17
G. H. Colbert	"	116 14
J. R. Masters	"	115 16
5 boats	Total	<u>568 05</u>

Hampshire and Baltimore		
George Hutton	Alexandria	107 11
M. O'Conner	"	110 06
2 boats	Total	<u>217 17</u>

Private		
Alaska	Georgetown	88 11
Cherokee Tribe	Antietam	110 07
2 boats	Total	<u>198 18</u>

DT, Mon. 10/14/72, p. 1. **Canal Trade** - 36 boats cleared this port Saturday carrying 3,953 tons 4 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. H. Boyer	Georgetown	113 11

Canal Trade - 1872

L. Smith	“	106 15
Lark	“	97 06
S. Boyer	“	111 12
Laura	“	114 10
J. R. Cruzen	“	106 17
Mountain City	“	105 14
D. A. Miller	“	117 15
Gen. McClellan	“	107 12
Bynon & Goodwin	“	94 01
A. V. Corlear	“	101 14
J. McGraw	“	109 10
J. W. Turner	“	112 10
Gen. Grant	“	106 14
14 boats	Total	1506 01
New Central		
G. W. Grove	Georgetown	108 07
Dr. F. M. Davis	“	110 13
Chesapeake	“	109 08
3 boats	Total	328 08
American Company		
M. Sinclair	Alexandria	104 12
J. D. Tice	“	111 04
R. L. Gross	“	110 02
Charles Mifton	“	110 16
G. P. Lloyd	“	111 18
5 boats	Total	548 12
Maryland Company		
R. M. Sprigg	Georgetown	108 11
Zella & Minna	“	106 13
J. T. Scrivener	“	112 03
G. H. Bradt	“	112 07
W. T. Hassett	“	112 06
5 boats	Total	552 07
Borden		
M. A. Adams	Georgetown	108 15
Isaac Wilson	“	115 07
J. R. Haines	“	106 05
Wm. Borden	“	118 07
4 boats	Total	448 14
Hampshire and Baltimore		
Mrs. C. Charles	Alexandria	115 09
Dr. J. P. Broderick	“	112 09
M. Fannon	“	114 16
3 boats	Total	342 14
Private		
Five Brothers	Georgetown	116 12

Grason & Fannie	Williamsport	109 06
2 boats	Total	225 18

DT, Tue. 10/15/72, p. 4. **Canal Trade** - 33
boats cleared this port yesterday carrying 3,651
tons 3 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
I. Crane	Georgetown	112 07
C. Slack	“	113 10
R. Bender	“	111 03
H. C. Hicks	“	109 18
Jim Gunning	“	102 14
Dr. A. A. Biggs	“	117 06
Ino	“	103 07
A. B. Turner	“	112 10
8 boats	Total	882 06
New Central		
J. H. Gatrell	Georgetown	108 02
Nannie McGraw	“	105 01
W. L. Shaw	“	114 16
Sharpsburg	“	107 18
4 boats	Total	435 17
American Company		
M. A. Myers	Alexandria	117 09
Charles Robb	“	114 19
Eagle	“	106 10
E. Stevenson	“	105 02
Henry Delafield	“	113 03
J. H. Stickney	“	114 06
W. Laird, Jr.	“	110 09
Henry C. Flag	“	115 07
W. J. Shreve	“	108 09
9 boats	Total	1004 14
Maryland Company		
Willie Snyder	Georgetown	108 10
Mary Mertens	“	104 06
J. C. Stublefield	“	110 04
3 boats	Total	323 00
Borden		
Sallie Ardinger	Georgetown	107 01
F. Ensminger	“	110 01
S. H. Sherman	“	112 03
Charles A. Green	“	113 04
4 boats	Total	442 09
Hampshire and Baltimore		

Canal Trade - 1872

Adams	Alexandria	120 07
1 boat	Total	120 07
	Private	
C. Segerson	Alexandria	112 12
Lady of the Lake	Williamsport	108 14
C. W. Harper	Antietam	107 12
Amos Thomas	Georgetown	115 12
4 boats	Total	442 10

DT, Wed. 10/16/72, p. 4. **Canal Trade - 38**
boats cleared this port yesterday carrying 4,212
tons 8 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Magpie	Georgetown	108 14
W. Moorehead	"	110 07
H. Lowther	"	116 00
E. M. Linthicum	"	103 00
H. C. Winship	"	112 07
W. A. Stephens	"	108 15
W. M. Hill	"	111 10
A. J. Center	"	107 18
J. B. Varnum	"	110 00
Creole	"	107 17
10 boats	Total	1096 08

New Central		
Emma	Georgetown	115 13
M. A. Edwards	"	109 03
J. F. Hitch	"	107 08
G. Blackburn	"	117 14
Wm. Doyle	"	114 18
5 boats	Total	564 16

American Company		
Ben Williamson	Alexandria	104 18
John S. Fox	"	108 09
Plover	"	103 17
A. Perkins	"	108 00
Harvey Fisk	"	107 19
C. DuBois	"	107 00
W. Dawson	"	111 15
7 boats	Total	751 18

Maryland Company		
J. H. Garrish	Georgetown	111 12
Industry	"	109 13
J. C. Lynn	"	107 11
James Noble	"	111 13

Horace Greeley	"	106 09
J. H. Gatrell	"	110 11
John W. Rhind	"	109 04
7 boats	Total	766 13
Borden		
Sprigg S. Lynn	Georgetown	115 17
Henry Krouse	"	112 06
Alexander	"	113 15
Hollander	"	111 06
Joseph E. West	"	115 04
5 boats	Total	568 08

Hampshire and Baltimore		
H. A. Garrett	Alexandria	111 14
Wm. M. Price	"	114 03
2 boats	Total	225 17
Private		
T. J. Baker	Williamsport	112 02
Mattie	Georgetown	116 06
2 boats	Total	228 08

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.

DT, Thu. 10/17/72, p. 4. **Canal Trade - 40**
boats cleared this port yesterday carrying 4,446
tons 14 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. S. Mackie	Georgetown	108 10
W. R. Shaw	"	114 05
W. L. Reed	"	113 02
J. N. Clary	"	115 07
W. C. Smith	"	106 07
Broadway	"	99 10
Owl	"	107 13
Robin	"	111 00

Canal Trade - 1872

C. L. Brengle	“	114 07
F. H. Delano	“	105 17
10 boats	Total	<u>1095 18</u>
New Central		
Dr. Fahrney	Georgetown	116 03
A. Lincoln	“	111 09
Viola H. Weir	“	114 08
J. V. Norman	“	108 06
D. Murphy	“	114 06
F. M. LeFevre	“	112 08
6 boats	Total	<u>677 00</u>
American Company		
J. R. Anderson	Alexandria	113 13
John S. Davenport	“	107 09
A. J. Thomas	“	111 04
James Hoy	“	114 17
W. J. B. Lloyd	“	117 13
Thomas H. Faile	“	105 09
Andrew Main	“	109 14
7 boats	Total	<u>770 19</u>
Maryland Company		
Geo. Couter	Georgetown	111 18
C. W. Adams	“	112 13
American Boy	“	108 08
Dr. F. M. Davis	“	112 03
J. Dick	“	109 02
5 boats	Total	<u>554 04</u>
Borden		
Susan Charles	Georgetown	111 10
R. Herr	“	108 01
Maggie B.	“	112 09
G. W. Thecker	“	108 00
Evening Star	“	112 17
John T. James	“	114 04
6 boats	Total	<u>667 01</u>
Hampshire and Baltimore		
James Marsh	Alexandria	111 15
M. McNally	“	114 09
2 boats	Total	<u>226 04</u>
Private		
Fannie & Estella	Antietam	109 11
Mayfield & Hieston	Georgetown	112 01
Grason & Fannie	WilliamSPORT	108 12
Conrad Waltz	Georgetown	116 04
4 boats	Total	<u>446 08</u>

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 affect 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.

DT, Fri. 10/18/72, p. 4. **Canal Trade** - 30 boats cleared this port yesterday carrying 3,224 tons 5 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Minnie Topper	Georgetown	110 08
Bronx	“	103 06
J. M. Boyer	“	114 07
Bettie	“	106 17
Black Hawk	“	112 14
W. Irving	“	113 08
Maryland No. 2	“	114 01
M. Boyer	“	108 04
H. J. Kenah	“	106 13
9 boats	Total	<u>989 18</u>
New Central		
Iowa	Georgetown	107 14
Geo. Snyder	“	113 01
C. N. Madore	“	109 17
City of Hamburg	“	108 00
4 boats	Total	<u>438 12</u>
American Company		

Canal Trade - 1872

E. F. C. Young	Alexandria	108 05
John H. Parrott, Jr.	"	117 07
Samuel Henry	"	111 06
J. Vandervoort	"	107 08
Kate	"	110 11
James A. Alexander	"	111 07
6 boats	Total	666 04
Maryland Company		
J. R. Couter	Georgetown	113 03
J. E. Silver	"	106 08
R. A. Wagley	"	101 19
P. Fleckenstein	"	111 18
4 boats	Total	433 08
Borden		
Invincible	Georgetown	105 06
Henry Freeland	"	112 17
2 boats	Total	218 03
Hampshire and Baltimore		
M. S. Fernsner	Alexandria	119 09
1 boat	Total	119 09
Private		
A. B. Bain	Williamsport	114 09
Col. E. V. White	White's Ferry	104 17
R. A. Goodwin	Georgetown	110 00
Minnesota	77 miles	29 05
4 boats	Total	358 11

C. & O. Canal Receipts – The receipts for the week ending Saturday, October 12, 1872, on the Chesapeake and Ohio Canal were: Cumberland \$5,991.39; Georgetown \$1,730.02; Williamsport \$82.83; Hancock \$18.69. Total \$7,822.88.

DT, Sat. 10/19/72, p. 4. **Canal Trade** - 38 boats cleared this port yesterday carrying 4,160 tons 3 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
T. Malloy	Georgetown	113 16
Lillie & Nannie	"	111 16
F. R. M. Bowers	"	113 19
T. J. Mehaffey	"	109 18
T. J. Long, Jr.	"	115 07
H. T. Weld	"	110 18
Ernst & Holland	"	117 08
Rip Van Winkle	"	104 00

Hudson	"	109 05
9 boats	Total	986 07
New Central		
J. L. Motter	Georgetown	114 16
Thomas Hassett	"	106 06
J. W. Carder	"	112 04
W. H. Ash	"	111 18
Ida & Harry	"	111 03
5 boats	Total	556 07
American Company		
J. J. Swift	Alexandria	104 16
W. W. Shepherd	"	106 09
R. Marshall	"	110 10
A. Ray	"	108 05
Ed. Bayer	"	111 12
G. W. Wallis	"	108 00
6 boats	Total	649 02
Maryland Company		
E. Hadra	Georgetown	110 11
A. Johnson	"	105 11
R. S. McKaig	"	113 09
A. M. Reed	"	102 02
W. T. Allen	"	109 03
M. E. McMahan	"	107 12
B. Long	"	102 13
J. C. Clark	"	112 06
8 boats	Total	863 07
Borden		
Morning Star	Georgetown	110 09
Sally H. Taylor	"	113 06
J. H. Percy	"	109 12
A. C. Greene	"	115 07
4 boats	Total	448 14
Hampshire and Baltimore		
W. P. Wools	Alexandria	110 08
Scotia	"	113 06
P. L. Lemen	"	112 08
3 boats	Total	336 02
Individual		
M. H. Russell	Antietam	110 02
W. H. Boyd	Georgetown	106 06
Mary & Anna	Williamsport	102 14
3 boats	Total	323 12

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.*

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.

DT, Mon. 10/21/72, p. 4. **Canal Trade** - 43 boats cleared this port Saturday carrying 4,369 tons 4 cwt. of coal, as follows:

Consolidation Company		
Boats	Destination	Tons
J. D. Tice	Georgetown	116 17
Thomas J. Boyer	"	113 12
Joseph Murray	"	113 16
D. M. Reed	"	114 03
H. Willison	"	112 13
Creole	"	108 02
J. K. Whitford	"	111 19
C. L. Brengle	"	112 03
W. R. Shaw	"	105 09
S. S. Cunningham	"	107 13
Katskill	"	105 05
Mohawk	"	113 03
A. Rinehart	"	100 00
13 boats	Total	1439 15
	New Central	

Euphlia	Georgetown	108 00
B. R. Summers	"	111 14
Wm. Moffett	"	111 09
Annie	"	115 05
Noble Grand	"	114 11
L. G. Stanhope	"	111 11
6 boats	Total	672 19

American Company		
R. H. Haydock	Alexandria	108 09
D. A. Lowe	"	111 02
D. Stewart	"	111 15
A. S. Winteringham	"	111 07
James Dayton	"	111 02
James Noble	"	104 15
U. C. Hamilton	"	104 12
7 boats	Total	760 12

Maryland Company		
A. H. Bradt	Georgetown	112 15
J. M. Hedding	"	107 04
O. D. Robbins	"	102 06
F. A. Mertens	"	106 17
Ingomar	"	102 12
Henry Gerdeman	"	112 15
6 boats	Total	644 10

Borden		
D. Tilghman	Georgetown	111 11
L. Lowell	"	113 14
Excelsior	"	114 03
J. H. Farrow	"	115 06
4 boats	Total	454 14

Hampshire and Baltimore		
Capt. John Weir	Alexandria	109 04
Park Agnew	"	112 14
J. H. Woodburn	"	114 12
3 boats	Total	336 10

Individual		
D. A. Carl	Alexandria	114 13
Lady of the Lake	Williamsport	106 08
Robt. B. Cropley	Washington	114 00
Annie E. McQuade	Georgetown	113 03
4 boats	Total	435 04

DT, Tue. 10/22/72, p. 4. **Canal Trade** - 33 boats cleared this port yesterday carrying 3,631 tons 8 cwt. of coal, as follows:

Consolidation Company

Canal Trade - 1872

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
R. V. Tassel	Georgetown	107 03
J. P. Agnew	"	113 05
Blue Bell	"	104 16
T. J. Nimmo	"	106 08
A. Rinehart	"	104 00
Okonoko	"	110 14
Knights of Pythias	"	117 04
7 boats	Total	763 01
New Central		
Dr. R. J. Duckett	Georgetown	111 06
R. L. Gross	"	108 08
Dr. E. DeLacey	"	111 16
Thomas Embrey	"	108 06
Annie Bell	"	114 06
5 boats	Total	554 02
American Company		
Rechabites	Alexandria	111 12
Geo. Sherman	"	113 17
J. B. Cazeaux	"	109 08
M. Sandford	"	111 04
Charles Clifton	"	109 04
5 boats	Total	555 05
Maryland Company		
M. Whitson	Georgetown	110 03
E. E. Spielman	"	105 12
Naomi	"	103 05
3 boats	Total	318 19
Borden		
B. L. Slack	Georgetown	114 01
R. E. Fugitt	"	111 17
Tilly B. Lynn	"	110 13
Thomas Drennen	"	108 09
Bertha M. Young	"	116 06
5 boats	Total	561 06
Hampshire and Baltimore		
Diligent	Alexandria	107 08
L. Lemen	"	110 01
2 boats	Total	217 09
Individual		
C. W. Harper	Antietam	110 00
J. B. Slattery	Georgetown	106 17
A. L. Miller	Washington	113 01
O. S. Maus	Georgetown	104 09
H. Rowland	Antietam	109 13
Cherokee Tribe	"	114 15

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
6 boats	Total	658 15
DT, Wed. 10/23/72, p. 4. Canal Trade - 35 boats cleared this port yesterday carrying 3,820 tons 14 cwt. of coal, as follows:		
Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
D. Hoadley	Georgetown	106 01
J. R. Cruzen	"	108 17
Hunter & Bruce	"	109 16
F. H. Walcott	"	101 02
J. McGraw	"	109 17
Dr. Delaplane	"	111 13
Miami	"	109 01
Energy	"	113 15
P. J. Smith	"	110 04
9 boats	Total	980 06
New Central		
J. D. Tice	Georgetown	111 01
A. Bain	"	111 10
G. H. Bradt	"	111 18
Chesapeake	"	108 07
Shenandoah	"	102 11
Jack Topper	"	111 08
6 boats	Total	656 15
American Company		
A. D. Brower	Alexandria	104 18
Goldfinch	"	104 09
G. P. Lloyd	"	111 07
H. B. Cromwell	"	111 12
Michael Lienan	"	103 15
A. H. Wallis	"	108 09
R. S. Grant	"	110 11
Maj. E. L. Moore	"	116 16
8 boats	Total	871 17
Maryland Company		
W. L. Shaw	Georgetown	109 05
B. F. Charles	"	108 09
M. Sinclair	"	106 08
J. J. Moore	"	109 12
Prairie Flower	"	105 15
5 boats	Total	539 09
Borden		
Emerald	Georgetown	115 12
R. J. West	"	110 14
John C. Hassett	"	105 00

Canal Trade - 1872

Wm. Borden	“	117 15
4 boats	Total	449 01
George’s Creek		
Little Joe	Georgetown	112 09
1 boat	Total	112 09
Individual		
Thomas Stackpole	Georgetown	108 03
Hero	Shep’dtown	103 03
2 boats	Total	211 06

DT, Thu. 10/24/72, p. 4. **Canal Trade** - 33 boats cleared this port yesterday carrying 3,688 tons 14 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. W. Turner	Georgetown	112 03
Fairplay	“	100 17
L. R. Fechtig	“	112 19
Brombones	“	106 11
M. M. Jane	“	110 10
D. C. Bruce	“	108 03
R. I. Morris	“	109 00
J. C. Grove	“	118 02
Dr. J. T. Davis	“	114 17
9 boats	Total	1093 02
New Central		
Sharpsburg	Georgetown	108 11
A. Bain	“	111 11
2 boats	Total	220 02
Maryland Company		
Nannie McGraw	Georgetown	102 04
Dr. F. M. Davis	“	109 03
A. L. Miller	“	108 10
F. P. White	“	105 17
Ohio	“	103 13
Friendship	“	106 06
Juniata	“	101 17
7 boats	Total	737 10
American Company		
Henry Keney	Alexandria	104 18
John W. Bacon	“	107 16
Charles Robb	“	114 15
John O’Brien	“	104 01
Horace Resley	“	108 06
5 boats	Total	539 16
Borden		

Dr. F. C. Doyle	Georgetown	115 01
John R. Masters	“	111 18
M. A. Adams	“	107 03
Isaac Wilson	“	110 02
G. H. Colbert	“	114 11
5 boats	Total	558 15
Hampshire and Baltimore		
Ben Bissell	Alexandria	106 19
1 boat	Total	106 19
George’s Creek		
Wm. H. Boyer	Georgetown	112 07
1 boat	Total	112 07
Individual		
F. Kitwell	Georgetown	106 00
Grason & Fannie	Williamsport	108 19
E. K. Barger	Harper’s Ferry	105 04
3 boats	Total	320 03

DT, Fri. 10/25/72, p. 4. **Canal Trade** - 40 boats cleared this port yesterday carrying 4,418 tons 2 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Fulton	Georgetown	109 00
Capt. J. Sheridan	“	115 15
John Gorman	“	117 00
Hawk	“	110 01
H. C. Hicks	“	110 09
Hoboken	“	107 15
Linnet	“	103 16
Gen. Grant	“	109 18
A. Campbell	“	107 03
A. B. Turner	“	111 05
Geo. Washington	“	106 15
C. H. Dalton	“	111 15
12 boats	Total	1320 13
New Central		
J. Spencer	Georgetown	115 08
Lucinda	“	113 07
W. R. Shaw	“	111 09
D. W. Sloan	“	109 17
J. & H. Korns	“	104 09
J. A. Sigler	“	111 16
Emma	“	111 18
Silver Wave	“	111 04
8 boats	Total	889 08

American Company		
A. J. Clark	Alexandria	114 19
Samuel Swain	"	111 05
A. H. Grant	"	107 00
E. Stevenson	"	104 01
Alexander	"	114 17
Eagle	"	<u>108 08</u>
6 boats	Total	660 10
Maryland Company		
J. Hammond	Georgetown	109 10
Samuel Charles	"	105 15
Ida & Willie	"	<u>109 16</u>
3 boats	Total	325 01
Borden		
Martha	Georgetown	103 07
John G. Lynn	"	115 11
Lizzie & Phillie	"	116 01
Nathan Williams	"	113 01
Ida & Sallie	"	<u>118 12</u>
5 boats	Total	566 12
Hampshire and Baltimore		
Morning Sun	Alexandria	110 08
M. O'Conner	"	<u>107 18</u>
2 boats	Total	218 06
George's Creek		
T. Long	Georgetown	108 17
1 boat	Total	108 17
Individual		
Lady of the Lake	Williamsport	105 06
Fannie & Estella	Antietam	107 00
D. L. Taylor	Georgetown	<u>116 09</u>
3 boats	Total	328 15

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.

DT, Sat. 10/26/72, p. 4. **Canal Trade** - 36 boats cleared this port yesterday carrying 3,906 tons 12 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
H. C. Winship	Georgetown	112 18
J. M. Forbes	"	112 17
W. Moorehead	"	110 06
C. Slack	"	116 07
I. Crane	"	113 05
Gowanus	"	107 07
Communipaw	"	106 11
Lark	"	107 11
Uno	"	110 05
Dove	"	103 09
S. Boyer	"	<u>113 08</u>
11 boats	Total	1211 03
New Central		
A. Spier	Georgetown	111 06
H. W. Dellinger	"	88 14
W. T. Hassett	"	111 15
Willie Snyder	"	108 09
E. F. Rizer	"	110 15
C. F. Waters	"	<u>80 18</u>
6 boats	Total	611 17
American Company		
Minerva	Alexandria	110 14
H. C. Flagg	"	116 12
C. DuBois	"	108 15
R. Herr	"	108 16
John S. Fox	"	105 13
Jesse	"	<u>102 03</u>
6 boats	Total	652 13
Maryland Company		
G. P. DeWitt	Georgetown	102 12
J. W. Rhind	"	108 18
Col. J. C. Lynn	"	109 03
Great Eastern	"	105 03
John Reives	"	<u>101 17</u>
5 boats	Total	527 13
Borden		
S. H. Sherman	Georgetown	114 08

Canal Trade - 1872

Sallie Ardinger	"	110 10
Hollander	"	112 04
Loretta	"	113 01
Henry Krouse	"	113 12
5 boats	Total	563 15

Hampshire and Baltimore

H. M. Snyder	Alexandria	112 14
Mrs. C. E. Charles	"	118 15
Geo. Hutton	"	108 02
3 boats	Total	339 11

AG, Sat. 10/26/72, p. 3. **Coal Shipments** – The shipments of Cumberland coal from this city for the week ending today, were as follows: By American Coal Co., 3,727 tons; by J. P. Agnew, 825 tons; by Hampshire and Baltimore Coal Co., 1,664 tons.

DT, Mon. 10/28/72, p. 4. **Canal Trade - 40** boats cleared this port Saturday carrying 4,517 tons 14 cwt. of coal, as follows:

Consolidation Company

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Maryland No. 2	Georgetown	117 09
Harlem	"	106 05
Sally H. Taylor	"	113 12
F. H. Delano	"	111 11
Yonkers	"	110 14
W. Irving	"	112 09
J. B. Varnum	"	115 03
T. Malloy	"	112 00
W. M. Hill	"	112 08
Julia Manning	"	109 10
Bowery	"	97 00
11 boats	Total	1218 01

New Central

R. M. Sprigg	Georgetown	108 04
Johnny & Tommy	"	112 00
A. Adams	"	118 04
J. C. Stubblefield	"	115 04
E. J. Hammond	"	108 16
H. W. Shuck	"	103 00
6 boats	Total	665 08

American Company

J. H. Stickney	Alexandria	112 10
M. A. Myers	"	113 03

W. Laird, Jr.	"	104 03
J. A. Alexander	"	116 04
John H. Parrott, Jr.	"	116 04
Samuel Henry	"	108 13
6 boats	Total	670 17

Maryland Company

J. B. Turton	Georgetown	102 13
C. N. Madore	"	111 12
Wm. M. Price	"	108 17
Dr. D. P. Fahrney	"	109 06
S. H. Davis	"	105 12
F. R. M. Bowers	"	109 01
George Snyder	"	108 10
7 boats	Total	755 11

Borden

Susan Charles	Georgetown	110 14
Maggie B.	"	107 07
S. S. Lynn	"	118 17
James R. Haines	"	110 08
Evening Star	"	113 16
5 boats	Total	561 02

Hampshire and Baltimore

M. S. Fernsner	Alexandria	109 05
Dr. J. P. Broderick	"	112 11
Tony Rodier	"	110 02
3 boats	Total	331 18

George's Creek Company

J. & T. Coulehan	Georgetown	112 12
1 boat	Total	112 12

Individual

Mary & Anna	Georgetown	102 11
1 boat	Total	102 11

DT, Tue. 10/29/72, p. 4. **Canal Trade - 31** boats cleared this port yesterday carrying 3,441 tons 6 cwt. of coal, as follows:

Consolidation Company

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Owl	Georgetown	109 08
J. M. Boyer	"	115 11
J. Gunning	"	104 01
R. P. Getty	"	107 01
R. Bender	"	109 12
A. V. Corlear	"	113 16
H. T. Weld	"	115 00
Gen. McClellan	"	110 15

Canal Trade - 1872

H. Lowther	"	117 09
J. K. Whitford	"	113 16
A. Thomas	"	115 13
Laura	"	108 05
T. J. Mehaffey	"	113 05
13 boats	Total	1455 12
New Central		
J. V. Norman	Georgetown	108 07
J. C. Clark	"	101 08
W. H. Ash	"	113 18
3 boats	Total	323 13
American Company		
Andrew Main	Alexandria	112 17
Ben Williamson	"	107 19
D. A. Lowe	"	115 04
3 boats	Total	336 00
Maryland Company		
Wm. Doyle	Georgetown	110 07
G. W. Grove	"	105 14
Samuel H. Davis	"	112 07
J. H. Gatrell	"	108 15
Ida & Harry	"	105 17
5 boats	Total	543 00
Borden		
Morning Star	Georgetown	112 16
Geo. W. Thecker	"	111 09
A. C. Greene	"	116 02
3 boats	Total	340 07
Hampshire and Baltimore		
R. A. Goodwin	Alexandria	114 01
W. P. Wools	"	116 12
2 boats	Total	230 13
Individual		
Adam Sherman	Georgetown	108 13
Amazon	"	105 15
2 boats	Total	214 08

DT, Thu. 10/31/72, p. 4. **Canal Trade** - 35 boats cleared this port yesterday carrying 3,944 tons 17 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. R. Cruzen	Georgetown	110 19
D. A. Miller	"	115 14
T. J. Nimmo	"	109 04
Dundenburg	"	103 09

C. P. Manning	"	118 08
Minnie Topper	"	112 01
Broadway	"	105 08
Okonoko	"	113 06
8 boats	Total	888 09
New Central		
J. L. Motter	Georgetown	118 04
Horace Greeley	"	118 13
J. E. Silver	"	106 08
E. M. Bynon	"	118 04
G. S. Couter	"	112 02
5 boats	Total	573 11
American Company		
A. J. Thomas	Alexandria	111 05
D. Cromwell	"	114 08
A. Perkin	"	111 01
Rechabites	"	111 12
Kate	"	112 14
Henry Delafield	"	119 15
6 boats	Total	680 15
Maryland Company		
J. W. Carter	Georgetown	113 13
J. F. Hitch	"	109 13
J. H. Garrish	"	112 18
Iowa	"	108 07
F. M. LeFevre	"	105 12
5 boats	Total	557 11
Borden		
R. E. Fugitt	Georgetown	116 10
Thomas Drennen	"	112 01
2 boats	Total	228 11
Hampshire and Baltimore		
H. A. Garrett	Alexandria	115 16
P. L. Lemen	"	117 05
2 boats	Total	233 01
George's Creek Company		
Five Brothers	Georgetown	115 18
1 boat	Total	115 18
Individual		
Lady of the Lake	Williamsport	110 17
Grason & Fannie	"	110 17
Mayfield & Hieston	Georgetown	117 06
Wm. R. Snow	"	108 12
Lewis Smith	"	107 13
C. L. Brengle	"	116 07
6 boats	Total	667 01

Canal Trade - 1872

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.

DT, Fri. 11/1/72, p. 4. **Canal Trade** - 21 boats cleared this port yesterday carrying 2,355 tons 16 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. J. Center	Georgetown	111 14
W. H. Boyd	"	112 13
W. C. Smith	"	108 07
Berry	"	104 19
Black Hawk	"	112 10
5 boats	Total	550 03
New Central		
J. T. Scrivener	Georgetown	115 02
Viola H. Weir	"	121 13
Dr. E. DeLacey	"	111 13
Zella & Minna	"	108 14
Ben Long	"	106 04
5 boats	Total	563 06
American Company		
J. R. Anderson	Alexandria	117 09
Plover	"	116 07
2 boats	Total	233 16
Maryland Company		
E. Hadra	Georgetown	113 08
W. T. Allen	"	112 00
M. A. Edwards	"	109 07
3 boats	Total	334 15
Borden		
Invincible	Georgetown	111 07
1 boat	Total	111 07
Hampshire and Baltimore		
M. Fannon	Alexandria	122 06
1 boat	Total	122 06
George's Creek Company		
C. Segerson	Georgetown	117 01
1 boat	Total	117 01
Individual		
Alaska	Georgetown	88 08
Scotia	"	120 07

Fannie & Estella	Antietam	112 07
3 boats	Total	321 02

The Canal Steamer Alaska left this port yesterday, as will be seen by the Canal Trade report.

C. & O. Canal Receipts – The receipts of the Chesapeake & Ohio Canal Company for the week ending October 26th, 1872, were: Cumberland \$12,237.43; Georgetown \$1,417.21; Williamsport \$110.20; Hancock \$164.92. Total \$13,929.78.

DT, Sat. 11/2/72, p. 4. **Canal Trade** - 18 boats cleared this port yesterday carrying 2,016 tons 2 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. A. Stephens	Georgetown	110 13
Bronx	"	106 10
Shiple & Bush	"	118 03
Robin	"	114 08
J. S. Mackie	"	108 13
5 boats	Total	558 07
New Central		
Annie	Georgetown	113 19
Peter Fleckenstein	"	115 11
American Boy	"	111 10
A. Lincoln	"	108 10
4 boats	Total	449 10
Maryland Company		
James Noble	Georgetown	108 18
D. Murphy	"	109 00
J. F. Cumming	"	106 05
E. K. Barger	"	105 14
Ida J. Kreps	"	112 03
5 boats	Total	542 00
Hampshire and Baltimore		
M. McNally	Alexandria	118 06
J. H. Woodburn	"	119 06
James March	"	111 06
3 boats	Total	348 18
Individual		
Cherokee Tribe	Antietam	117 07
1 boat	Total	117 07

DNR, Sat. 11/2/72, p. 4. **GEORGETOWN AFFAIRS** – The receipts and shipments of coal by the different companies for the week ending yesterday, have been as follows: Receipts 10,939 tons; shipments 12,476 tons.

Boatmen have great difficulty in passing their boats through the blockade extending from the Aqueduct as far up as the Foundry mills. The cause of the jam is owing to the large number of boats in the canal.

The Grain Market – Geo. Waters received, per canal, 814 barrels of cement, 2,067 bushels red wheat, 600 bushels white corn and 130 barrels flour.

AG, Sat. 11/2/72, p. 4. **Coal Shipments** – The shipments of Cumberland coal from this city for the week ending today, were as follows: By American Coal Co., 1,600 tons; by J. P. Agnew, 916 tons; by Hampshire and Baltimore Coal Co., 300 tons.

DT, Mon. 11/4/72, p. 4. **Canal Trade** - 37 boats cleared this port Saturday carrying 4,191 tons 3 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. B. Slattery	Georgetown	113 03
Geo. H. Colbert	“	117 07
F. J. Laing	“	112 00
S. S. Cunningham	“	114 18
Dr. Delaplane	“	112 00
P. J. Smith	“	115 11
M. A. Adams	“	108 15
Poll	“	108 04
J. McGraw	“	116 16
J. W. Turner	“	113 04
W. Young	“	118 18
Isaac Wilson	“	114 01
H. C. Hicks	“	115 07
Hunter & Bruce	“	117 03
A. B. Turner	“	112 19
15 boats	Total	1709 06

New Central		
Nannie McGraw	Georgetown	106 05
Sharpsburg	“	111 12
O. D. Robbins	“	111 15
Huntington	“	116 08
Geo. P. DeWitt	“	115 03
E. E. Spielman	“	111 06
S. J. Gross	“	104 12
7 boats	Total	777 01

American Company		
J. D. Tice	Alexandria	111 08
Michael Lienan	“	105 06
George Sherman	“	113 12
Maj. E. L. Moore	“	108 06
4 boats	Total	448 12

Maryland Company		
W. H. Wilson	Georgetown	106 04
Chesapeake	“	106 08
2 boats	Total	218 12

Borden		
Joseph E. West	Georgetown	117 00
Wm. Borden	“	116 09
R. J. West	“	115 04
Emerald	“	114 15
John C. Hassett	“	111 08
5 boats	Total	576 16

Hampshire and Baltimore		
Mulvaney	Alexandria	113 08
1 boat	Total	113 08

George’s Creek Company		
H. Willison	Georgetown	114 08
Mattie	“	119 01
2 boats	Total	233 09

Individual		
A. Bain	Georgetown	114 04
1 boat	Total	114 04

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.

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.

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.

DT, Tue. 11/5/72, p. 4. **Canal Trade** - 29 boats cleared this port yesterday carrying 3,292 tons 3 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Knights of Pythias	Georgetown	117 17
Kate Brooks	"	117 03
Energy	"	112 12
Dr. J. T. Davis	"	112 02
Ernst & Holland	"	116 08
W. Moorehead	"	113 11
Fairplay	"	106 17
H. C. Winship	"	114 16
8 boats	Total	911 06
New Central		
City of Hamburg	Georgetown	110 14
M. E. McMahan	"	110 07
Dr. F. M. Davis	"	111 00
Wm. L. Shaw	"	114 14
M. Sinclair	"	106 05
5 boats	Total	553 00
American Company		
A. S. Winteringham	Alexandria	110 17
E. F. C. Young	"	109 00
Charles Clifton	"	113 01
J. B. Cazeaux	"	111 13
M. Sandford	"	112 14
W. W. Shepherd	"	111 16
6 boats	Total	669 01

Borden		
J. T. James	Georgetown	116 00
Dr. F. C. Doyle	"	118 02
Bertha M. Young	"	119 00
Capt. J. R. Masters	"	114 15
4 boats	Total	467 17
George's Creek		
R. Herr	Georgetown	109 01
J. G. Lynn	"	119 00
2 boats	Total	228 01
Individual		
Henry Roland	Antietam	115 19
George Hutton	Georgetown	111 07
Park Agnew	"	122 01
Frank Kitwell	"	113 02
4 boats	Total	462 09

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.

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	99,374 04

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.

Canal Trade - 1872

ST, Wed. 11/6/72, p. 4. **Canal Trade** - 24 boats cleared this port yesterday carrying 2,751 tons of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Ichabod Crane	Georgetown	117 00
Capt. J. Sheridan	"	116 14
L. R. Fechtig	"	113 09
Thomas Malloy	"	125 05
F. H. Delano	"	111 02
J. M. Forbes	"	118 09
6 boats	Total	696 19
New Central		
F. A. Mertens	Georgetown	108 02
M. Whitson	"	114 14
J. W. Rhind	"	117 15
J. M. Hedding	"	110 03
4 boats	Total	450 14
American Company		
Wm. R. Shaw	Alexandria	114 02
C. DuBois	"	110 18
W. J. Shreve	"	111 10
M. A. Myers	"	119 02
E. Bayer	"	119 15
John S. Fox	"	111 04
6 boats	Total	686 11
Maryland Company		
Annie Bell	Georgetown	109 16
1 boat	Total	109 16
Borden		
Nathan Williams	Georgetown	120 10
Lizzie & Phillie	"	107 13
2 boats	Total	228 03
Hampshire and Baltimore		
Mrs. C. E. Charles	Alexandria	119 03
M. O'Connor	"	116 13
2 boats	Total	235 16
Individual		
A. L. Miller	Washington	118 06
Mary & Anna	Williamsport	104 04
W. M. Hill	Alexandria	120 08
3 boats	Total	342 18

DT, Thu. 11/7/72, p. 4. **Canal Trade** - 32 boats cleared this port yesterday carrying 3,556 tons 2 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. Boyer	Georgetown	109 15
Hudson	"	108 09
D. Hoadley	"	111 13
Lillie & Nannie	"	116 12
Brombones	"	106 14
C. Van Tassel	"	109 03
6 boats	Total	662 06
New Central		
J. Dick	Georgetown	107 16
H. S. Miller	"	108 01
B. R. Summer	"	111 08
Willie Snyder	"	108 08
Dr. Duckett	"	116 00
Ida & Willie	"	107 16
6 boats	Total	659 09
American Company		
James Hoy	Alexandria	117 01
Jack Topper	"	110 14
Geo. W. Wallis	"	111 11
R. Marshall	"	107 15
Alexander Ray	"	111 02
F. R. M. Bowers	"	111 06
6 boats	Total	669 09
Maryland Company		
W. T. Hassett	Georgetown	112 01
Emma	"	110 12
Andy Johnson	"	98 05
Col. E. V. White	"	106 07
Euphlia	"	106 18
5 boats	Total	534 03
Borden		
Excelsior	Georgetown	118 03
Tilly B. Lynn	"	112 17
S. H. Sherman	"	115 10
Hollander	"	110 07
4 boats	Total	456 17
George's Creek		
R. B. Cropley	Georgetown	119 02
John Gorman	"	112 06
D. Tilghman	"	112 10
3 boats	Total	343 18
Individual		
M. M. Jane	Alexandria	117 16
Annie E. McQuade	Georgetown	112 04

Canal Trade - 1872

2 boats Total 230 00

DT, Fri. 11/8/72, p. 4. **Canal Trade** - 35 boats cleared this port yesterday carrying 3,902 tons 18 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Gen. Grant	Georgetown	101 14
Communipaw	"	111 07
Geo. Washington	"	111 00
Blue Bell	"	109 17
W. Irving	"	114 09
J. & D. Nuse	"	114 08
D. C. Bruce	"	106 11
C. Slack	"	114 03
H. T. Weld	"	<u>111 15</u>
9 boats	Total	<u>995 04</u>

New Central

H. W. Reid	Georgetown	104 14
H. Gerdeman	"	112 10
J. J. Moore	"	112 02
Col. J. C. Lynn	"	<u>107 19</u>
4 boats	Total	<u>437 05</u>

American Company

John S. Davenport	Alexandria	106 10
Eagle	"	108 16
James Vandervoort	"	111 13
Charles Robb	"	112 05
John H. Parrott, Jr.	"	117 13
Thomas H. Faile	"	<u>104 10</u>
6 boats	Total	<u>661 07</u>

Maryland Company

Ironsides	Georgetown	108 01
J. M. Resley	"	<u>108 18</u>
2 boats	Total	<u>216 19</u>

Borden

Sprigg S. Lynn	Georgetown	119 07
Sally H. Taylor	"	111 02
Maggie B.	"	<u>115 17</u>
3 boats	Total	<u>346 06</u>

Hampshire and Baltimore

M. S. Fernsner	Alexandria	114 17
B. Bissell	"	<u>125 08</u>

2 boats Total 240 05

George's Creek Company

W. H. Boyer	Georgetown	115 14
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Samuel Charles " 105 13
2 boats Total 221 07

Individual

Maryland No. 2	Georgetown	118 14
Lady of the Lake	Williamsport	106 00
J. C. Grove	Alexandria	112 14
Alex Adams	"	110 00
Noble Grand	Hancock	108 10
Grason & Fannie	Williamsport	107 06
M. H. Russell	Round Top	<u>112 01</u>
7 boats	Total	<u>784 05</u>

C. & O. Canal Receipts – The receipts on the Chesapeake and Ohio Canal for the weekending Saturday, November 2, 1872, were: Cumberland \$7,740.67; Georgetown \$2,757.74; Williamsport \$140.30; Hancock \$128.22. Total \$10,766.93.

DT, Sat. 11/9/72, p. 4. **Canal Trade** - 37 boats cleared this port yesterday carrying 4,082 tons 12 cwt. of coal, as follows:

Consolidation Company

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
R. I. Morris	Georgetown	115 00
Jacob Snively	"	118 00
Miami	"	111 00
Hoboken	"	105 15
J. K. Whitford	"	111 08
Susan Charles	"	114 12
H. Lowther	"	120 07
C. H. Dalton	"	114 17
Evening Star	"	114 02
Linnet	"	110 05
Owl	"	<u>116 00</u>
11 boats	Total	<u>1151 06</u>

New Central

J. V. Norman	Georgetown	112 05
J. C. Stubblefield	"	118 09
Friendship	"	108 03
W. H. Ash	"	114 15
L. G. Stanhope	"	114 19
R. S. McKaig	"	<u>114 16</u>
6 boats	Total	<u>682 07</u>

American Company

John J. Swift	Alexandria	106 17
Samuel Henry	"	114 04

R. H. Haydock	“	106 04
A. H. Grant	“	109 18
D. A. Lowe	“	116 10
W. Laird, Jr.	“	107 18
6 boats	Total	<u>661 01</u>
Borden		
Ida & Willie	Georgetown	115 17
Alexander	“	116 08
Henry Krouse	“	116 12
Martha	“	108 11
4 boats	Total	<u>457 06</u>
Hampshire and Baltimore		
Samuel Swain	Alexandria	115 06
Dr. J. P. Broderick	“	115 17
Morning Sun	“	115 01
Capt. J. Weir	“	111 17
4 boats	Total	<u>458 01</u>
George's Creek		
Ingomar	Georgetown	106 01
J. R. Haines	“	112 18
2 boats	Total	<u>218 19</u>
Individual		
Willie & Annie	Antietam	116 18
C. W. Harper	“	114 05
Juniata	Williamsport	107 10
D. A. Carl	Alexandria	115 09
4 boats	Total	<u>454 02</u>

The Horse Disease has made its appearance in Cumberland. A number of mules at the Potomac Wharf were affected with it yesterday. Several of the mules (four, we understand) arrived from Georgetown night before last, and as the disease spreads like wildfire, it was not long before others were troubled with the epidemic. When our reporter visited the wharf yesterday afternoon there were ten mules, belonging to three parties, with the usual symptom. It is evidently an affection of the catarrhal order, the eyes being watery, the nose inflamed and a short, barking cough driving matter of greenish yellow cast out of the nostrils. Yet none of the animals look very sick.

There were some cases also reported at the Basin Wharf. Take good care of your horses!

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. Dougal; W. Marbury, with 3,600 bushels of white and yellow corn to Hartley & Bro.

AG, Sat. 11/9/72, p. 4. **Coal Shipments** – The shipments of Cumberland coal from this city for the week ending today, were as follows: By American Coal Co., 1,687 tons; by J. P. Agnew, 1,250 tons; by Hampshire and Baltimore Coal Co., 600 tons.

DT, Mon. 11/11/72, p. 4. **Canal Trade** - 30 boats cleared this port Saturday carrying 3,363 tons 11 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. B. Varnum	Georgetown	111 13
Fulton	“	109 07
Lark	“	106 11
Uno	“	113 00
J. R. Cruzen	“	111 00
A. Thomas	“	119 02
6 boats	Total	<u>670 13</u>
New Central		
T. F. Davis	Georgetown	112 14
George Snyder	“	114 08
S. H. Davis	“	111 19
Dr. D. P. Fahrney	“	114 12
A. H. Bradt	“	112 00
5 boats	Total	<u>565 13</u>

Canal Trade - 1872

American Company		
J. H. Stickney	Alexandria	117 02
Goldfinch	"	109 18
G. P. Lloyd	"	116 14
A. H. Wallis	"	107 01
A. D. Brower	"	113 11
5 boats	Total	564 06
Maryland Company		
Ida & Harry	Georgetown	112 06
J. C. Clark	"	112 08
C. N. Madore	"	106 14
John Hammond	"	111 18
Thomas Hassett	"	105 03
5 boats	Total	548 09
Borden		
Morning Star	Georgetown	110 02
Loretta	"	108 06
Geo. W. Thecker	"	114 03
Sallie Ardinger	"	109 12
4 boats	Total	442 03
Hampshire and Baltimore		
W. M. Price	Alexandria	115 09
1 boat	Total	115 09
Individual		
T. J. Mehaffey	Alexandria	113 17
Fannie & Estella	Antietam	113 04
Thomas Stackpole	Georgetown	115 00
Lillie Lemen	"	114 17
4 boats	Total	456 18

DT, Tue. 11/12/72, p. 4. **Canal Trade** - 22
boats cleared this port yesterday carrying 2,489
tons 9 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. L. Reed	Georgetown	114 03
J. N. Clary	"	113 16
E. Corning	"	107 18
Dove	"	108 02
4 boats	Total	443 19
New Central		
M. E. Spier	Georgetown	111 19
Martha A. West	"	114 11
J. Reives	"	114 19
D. Murphey	"	115 01
E. F. Rizer	"	108 12

5 boats	Total	565 02
American Company		
A. J. Clark	Alexandria	123 01
James Dayton	"	114 19
David Stewart	"	113 06
Andrew Main	"	117 14
J. W. Bacon	"	107 02
5 boats	Total	576 02
Maryland Company		
W. Moffett	Georgetown	110 05
1 boat	Total	110 05
Borden		
L. Lovell	Georgetown	120 12
1 boat	Total	120 12
George's Creek		
Horace Resley	Georgetown	112 16
Thomas J. Boyer	"	117 07
2 boats	Total	230 03
Individual		
Silver Wave	Georgetown	118 13
D. L. Taylor	"	120 13
Shenandoah	Harpers Ferry	103 08
G. W. Grove	Hancock	107 07
4 boats	Total	450 01

It is said that horse disease proves much more
fatal among mules than among horses, because,
we suppose, the mules are worked harder and
less cared for. On Sunday a mule affected with
the disease, and at the time one of a boat team,
died while passing through the tunnel.

The Horse Disease – We reprint on our today's
third page the opinion of Mr. Bergh, the animals'
great friend, on the horse epidemic. In
connection therewith we give below the material
portions of the report of Mr. John T. Estell,
Superintendent of the City Stables, Cincinnati,
who was sent East to take observations of the
disease. Mr. E. gives the epidemic the
reasonable name of Larango-Nasal Catarrh, and
describes the symptoms as follows:

“The earliest and almost important
symptoms are weakness with great depression of
spirits. The horse holds his head down and eyes
dull. It has a cough similar to distemper. It is

sometimes ushered in by chills, loss of appetite and staggering gait; extremities cold, the nasal membrane pale with colorless discharge. After the disease has continued one or two days, the membrane becomes highly infected, a free flow of mucopurulent discharged. In from three to five days it becomes slightly yellowish in color. There is no swelling of the glands and but little soreness of the throat. It is a favorable symptom when the membrane becomes infected and the discharge begins. The disease is not contagious but an epidemic. One horse will not catch it from another. The poison is in the atmosphere, beyond doubt. The disease must have its run, and its duration is from ten to thirty days. It is not considered fatal in itself, but is so depilating as to render the animal more likely to fall victim to any disease to which he is predisposed.

“Treatment – There are no preventives that are of any use except those that conduce to a good state of bodily health. The stall should be well ventilated, cleaned and disinfected with carbolic acid or dry lime sprinkled in the stalls, and the animal should be well blanketed and given gentle exercise, but no work. It should be thoroughly rubbed below the lower jaws and along the larynx down the neck with spirits of turpentine one part, hartshorn one part, and olive oil two parts, which will act as a counter irritant and relieve the fever of the membranes of the larynx.

“Give Jamaica rum, one gill; tincture of iron from one-half to one drachm; pulverized black licorice, two drachms; then mix them and give every six hours. If the above liniment does not relieve animal, give oatmeal gruel as a drink, with the chill off it. Feed steamed bran one part, oats one part, until the horse improves; then feed one-part bran to two of oats. Keep a bucket of warm water to sponge the nose out, as the discharge is poisonous to the animal.”

Drowned – Captain John Snyder, of this city, Captain of the canal boat *Mary Edwards*, was drowned in the canal near Georgetown on Saturday morning last. Whilst steering the boat,

the tiller broke and he was thrown in the canal. Before assistance could reach him, he was drowned. His body was brought to Cumberland, and the funeral took place yesterday afternoon. The Red Men and German Beneficial Society, of which associations the deceased was a member, formed part of the procession.

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.

 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.

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.

DT, Wed. 11/13/72, p. 4. **Canal Trade - 29**
boats cleared this port yesterday carrying 3,260 tons 12 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Okonoko	Georgetown	119 14
W. R. Shaw	"	104 19
J. P. Agnew	"	114 12
J. M. Boyer	"	121 04
W. H. Boyd	"	113 04
C. L. Brengle	"	112 15
Jos. Murray	"	120 05
D. M. Reed	"	114 17
A. Campbell	"	109 02
9 boats	Total	1030 12
New Central		
E. J. Hammond	Georgetown	118 17
Wm. Doyle	"	101 05
J. D. Tice	"	114 18
3 boats	Total	334 10
American Company		
A. Perkins	Alexandria	107 15
E. Stevenson	"	107 14
John O'Brien	"	104 03
H. C. Flagg	"	114 02

R. S. Grant	"	114 03
J. A. Alexander	"	114 09
James Noble	"	107 17
7 boats	Total	780 03
Borden		
Thomas Drennen	Georgetown	108 07
H. Freeland	"	114 11
2 boats	Total	222 18
Hampshire and Baltimore		
R. A. Goodwin	Alexandria	116 05
1 boat	Total	116 05
Individual		
P. G. Sheridan	Antietam	102 02
Cherokee Tribe	"	117 18
Charles W. Adams	"	113 10
F. M. Lefevre	Falling Waters	108 04
Minnesota	Four Locks	89 02
C. L. Brengle	Alexandria	118 01
H. A. Garrett	Georgetown	114 07
7 boats	Total	763 02

DT, Thu. 11/14/72, p. 4. **Canal Trade - 28**
boats cleared this port yesterday carrying 3,157 tons 19 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Hawk	Georgetown	112 08
S. Boyer	"	125 01
Yonkers	"	115 19
R. V. Minke	"	97 01
4 boats	Total	450 09
New Central		
Naomi	Georgetown	111 08
Prairie Flower	"	105 14
W. T. Allen	"	107 05
Horace Greeley	"	115 11
Jacob R. Couter	"	114 08
5 boats	Total	554 06
American Company		
A. J. Thomas	Alexandria	111 05
H. Fisk	"	107 09
W. Darrow	"	116 10
W. J. Boothe, Jr.	"	113 10
Henry Delafield	"	116 11
M. Lienan	"	108 09
Rechabites	"	112 01

Canal Trade - 1872

7 boats	Total	785 06
	Maryland Company	
Nannie McGraw	Georgetown	105 16
Mary Mertens	"	103 05
2 boats	Total	209 01
	Borden	
C. A. Green	Georgetown	117 16
F. Ensminger	"	115 09
Wm. Borden	"	117 09
3 boats	Total	350 14
	Hampshire and Baltimore	
P. L. Lemen	Alexandria	116 07
W. P. Wools	"	116 09
H. M. Snyder	"	120 15
3 boats	Total	353 11
	George' Creek	
Mattie	Georgetown	117 09
	Individual	
E. P. Steffey	Williamsport	111 18
Mountain City	Knoxville	117 05
Lady of the Lake	Williamsport	109 00
3 boats	Total	338 03

The Directors of the Chesapeake and Ohio Canal start on a trip over the line from Georgetown to Cumberland today. It will take them about a week to make the trip.

DT, Fri. 11/15/72, p. 4. **Canal Trade** - 19 boats cleared this port yesterday carrying 2,165 tons 17 cwt. of coal, as follows:

	Consolidation Company	
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. McGraw	Georgetown	115 02
B. F. Charles	"	107 09
2 boats	Total	222 11
	New Central	
Industry	Georgetown	108 08
J. L. Motter	"	114 14
J. E. Silver	"	111 14
Viola H. Weir	"	112 05
Annie	"	116 04
J. W. Carder	"	114 14
R. M. Sprigg	"	104 19
7 boats	Total	782 15
	American Company	

J. R. Anderson	Alexandria	119 05
	Maryland Company	
Theo. Embrey	Georgetown	114 18
	Borden	
M. A. Adams	Georgetown	115 01
Joseph E. West	"	116 09
Bertha M. Young	"	122 04
Isaac Wilson	"	107 11
G. H. Colbert	"	121 03
5 boats	Total	582 08
	Hampshire and Baltimore	
J. H. Woodburn	Alexandria	112 02
	George' Creek	
Johnny & Tommy	Georgetown	116 03
	Individual	
H. Rowland	Antietam	115 15

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.

ES, Fri. 11/15/72, p. 4. **GEORGETOWN The Epizootic** – The horse disease does not seem to be abating here except among the mules, which it does not seem to affect as much as the horses. Reports from the surrounding country say that the horses are recovering, and with good weather they hope soon to be able to use them as usual.

Grain Trade – Several boats are due by Chesapeake and Ohio canal, but are detained by the horse epidemic.

Arrived – Canal boat Round Top No. 2, with 800 barrels cement to George Waters.

Coal Trade – The receipts for the past week have been light on account of the prevalence of the horse disease all along the entire line of the canal. Only 28 boats cleared from Cumberland yesterday, and many of the boatmen are tying up until their stock recovers from the epidemic. The arrivals reported at the collector's office for the past week were 110, about one-third less than

usual. The collector estimates the falling off of canal trade to be about 33 percent. The coal companies here report the following receipts and shipments of the past week: Borden mining company received 1,510 tons and shipped 1,650; Agnew's docks received 409 tons and shipped 900 tons; Ray's docks received 3,960 tons and shipped 4,059 tons; Consolidation company received 3,491 tons and shipped 4,885 tons.

DT, Sat. 11/16/72, p. 4. **Canal Trade** - 12 boats cleared this port yesterday carrying 1,350 tons 5 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Dr. A. A. Briggs	Georgetown	119 07
R. P. Getty	“	110 01
R. Bender	“	112 17
C. P. Manning	“	120 06
E. M. Linthicum	“	107 18
5 boats	Total	570 09
New Central		
E. M. Bynon	Georgetown	118 12
D. W. Sloan	“	114 12
2 boats	Total	233 04
American Company		
C. DuBois	Alexandria	109 11
Borden		
R. E. Fugitt	Georgetown	115 16
Lizzie & Phillie	“	112 10
2 boats	Total	228 06
Individual		
J. & H. Kornis	Williamsport	101 11
Conrad Waltz	Georgetown	117 04
2 boats	Total	218 15

The Horse Epidemic – Very few horses in this city and vicinity are now unaffected with the horse disease. The dray horses, omnibus teams, wagon teams, riding and driving horses, canal mules and express horses, are with few exceptions “laid up” with the malady, though many have mild attacks only. There was but one city express wagon out on the street yesterday and there was such demand for it that many persons could not wait to have goods delivered

and consequently wheelbarrows and the like were used in every part of the city.

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, 1,994,873 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.

DT, Mon. 11/18/72, p. 4. **Canal Trade** - 16 boats cleared this port Saturday carrying 1,795 tons 18 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Gen. McClellan	Georgetown	108 06
J. W. Turner	“	117 00
I. Crane	“	115 00
A. Rinehart	“	105 00
4 boats	Total	445 06
New Central		
J. M. Rhind	Georgetown	109 06
City of Hamburg	“	114 14
2 boats	Total	224 00

American Company		
A. S. Winteringham	Alexandria	116 03
Borden		
Dr. Fred C. Doyle	Georgetown	119 10
J. H. Farrow	“	113 02
2 boats	Total	232 12
George’s Creek		
C. Segerson	Georgetown	116 07
St. Joe	“	112 12
F. J. Laing	“	112 11
3 boats	Total	341 10
Individual		
Mayfield & Hieston	Georgetown	117 09
O. S. Maus	“	104 02
G. P. DeWitt	Sheph’stown	107 13
J. H. Gatrell	Antietam	107 03
4 boats	Total	436 07

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.

DT, Wed. 11/20/72, p. 4. **Canal Trade - 17** boats cleared this port yesterday carrying 1,868 tons 16 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. Rinehart	Georgetown	99 05
J. M. Forbes	“	110 10
P. J. Smith	“	112 00
W. A. Stephens	“	104 11
Bronx	“	106 08
Communipaw	“	109 14
C. P. Manning	“	111 07
7 boats	Total	753 15
American Company		
Charles Clifton	Alexandria	114 16
M. A. Myers	“	115 03
2 boats	Total	229 19
Borden		
A. C. Greene	Georgetown	120 11
Maryland Company		
J. F. Cumming	Georgetown	111 07
Jack Topper	“	108 14
Chesapeake	“	105 13
M. A. Edwards	“	107 10
4 boats	Total	433 04
George’s Creek		
Jesse	Georgetown	99 11
Individual		
M. H. Russell	Georgetown	118 04
Robert Emmet	“	113 12
2 boats	Total	231 16

AG, Wed. 11/20/72, p. 3. **The Break in the Canal** – As anticipated in yesterday’s *Gazette*, the break in the Alexandria canal, at Four-mile Run, will, in all probability, suspend navigation until next spring. The break is about two hundred feet long, and looks as though the entire tow path side of the canal had slid away from the puddled bottom. About a dozen men were at work repairing the damage this morning, but persons familiar with such matters say that one hundred men could not accomplish the necessary work in ten days. The accident was most unfortunate, for, owing to the horse disease, the supply of coal at this city is extremely limited

and the source of supply is now shut off. The American Coal Company, whose interests, under the care of their efficient Superintendent, Capt. W. J. Boothe, are always looked after, have already made arrangements with Mr. Ray, at Georgetown, to do their shipping for the rest of the season, Mr. Agnew has wharves of his own at Georgetown, and it is probable that Mr. Hutton of the Hampshire and Baltimore company will have to pursue a similar course.

DT, Thu. 11/21/72, p. 4. **Canal Trade** - 17 boats cleared this port yesterday carrying 1,826 tons 9 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Black Hawk	Georgetown	112 18
C. H. Dalton	"	114 05
2 boats	Total	227 03
American Company		
F. A. Mertens	Alexandria	108 06
J. F. Hitch	"	111 12
2 boats	Total	219 18
Maryland Company		
E. E. Spielman	Georgetown	108 15
Borden		
S. H. Sherman	Georgetown	114 08
John T. James	"	115 18
R. J. West	"	115 13
Emerald	"	114 05
Capt. J. R. Masters	"	118 12
Maggie B.	"	117 16
6 boats	Total	696 12
George's Creek		
Lucinda	Georgetown	122 12
John Spencer	"	119 05
2 boats	Total	241 17
Hampshire and Baltimore		
Tony Rodier	Alexandria	116 02
Individual		
Morning Star	Williamsport	113 05
Ben Bissell	Georgetown	117 06
Alaska (Stmr.)	"	85 02
3 boats	Total	215 13

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.

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.

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.

DT, Fri. 11/22/72, p. 4. **Canal Trade** - 11 boats cleared this port yesterday carrying 1,230 tons 13 cwt. of coal, as follows:

New Central		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Emma	Georgetown	118 19
J. Butler	“	109 12
2 boats	Total	228 11
American Company		
Alex Ray	Alexandria	106 08
Geo. K. Sistare	“	106 12
2 boats	Total	213 00
Borden		
Martha Williams	Georgetown	113 13
Sallie Ardinger	“	112 19
2 boats	Total	226 12
Individual		
Mary & Anna	Williamsport	102 12
J. & T. Coulehan	“	122 10
Juniata	“	103 04
Geo. Couter	“	111 16
R. B. Cropley	“	122 08
5 boats	Total	562 10

C. & O. Canal – It is announced that President Gorman, of the Chesapeake and Ohio Canal, has 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, November 16th were: from Cumberland \$7,264.57; Georgetown \$1,700;

Hancock \$166.27; Williamsport \$158. 69. Total \$9,280.50. It is thought that in consequence of the epizootic among the horses of the canal, the receipts will fall off about \$12,000 this month.

AG, Fri. 11/22/72, p. 3. **Canal News** – Seventy-five laborers are at work repairing the existing break in the Alexandria Canal, at Four-mile Run, and the supposition now is, that what is necessary to be done can be completed by the first proximo. Whether or not, however, the new work will be able, as soon as finished, to stand the pressure of a full head of water, is a question of doubt, some asserting that the earth will require time to settle. Should navigation be resumed this winter, the coal companies doing business here will avail themselves of the opportunity afforded them of replenishing their stock, and for that purpose are loading all their boats at Cumberland, and will, if the mule or horse power can be obtained, have them ready to push across the site of the break as soon as the water is let on. But the hopes of a resumption of the canal trade before next spring are by no means sanguine, and are not brightened by a telegram from Cumberland, this morning, which stated that it was then snowing there, that ice was two inches thick on the canal, and that it was impossible to obtain the requisite number of mules to open a way with the ice breakers.

DT, Sat. 11/23/72, p. 4. **Canal Trade** - 15 boats cleared this port yesterday carrying 1,697 tons 6 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. Thomas	Georgetown	113 02
Hudson	“	106 11
Kate Brooks	“	115 14
J. & D. Nuse	“	<u>118 08</u>
4 boats	Total	453 15
New Central		
Ida & Harry	Georgetown	115 00
American Company		
Kate	Alexandria	111 12
	Borden	

Loretta	Georgetown	111 12
John G. Lynn	“	<u>119 10</u>
2 boats	Total	231 02
Individual		
Evening Star	Williamsport	116 10
O. D. Robbins	“	108 11
C. N. Madore	Georgetown	105 15
Maude	“	112 07
Scotia	“	118 15
H. Willison	“	117 01
W. R. Shaw	“	<u>106 18</u>
7 boats	Total	785 17

The Break in the Canal -The break in the Alexandria canal, at Four Mile run, will, in all probability, suspend navigation until next spring. It is about two hundred feet long, and looks as though the entire tow path side of the canal had slid away from the puddle bottom. About a dozen men were at work this morning, but one hundred could not accomplish the work in ten days. The accident was most unfortunate, for, owing to the horse disease, the supply of coal at this city is extremely limited, and the source of supply is now shut off. The American Coal Company have already made arrangements with Mr. Ray, at Georgetown, to do their shipping for the rest of the season. Mr. Agnew has wharves of his own at Georgetown, and it is probable that Mr. Hutton, of the Hampshire and Baltimore Company will have to pursue a similar course. – *Alexandria (Va.) Gazette.*

Canal Matters – President Gorman and the Board of Directors of the Chesapeake and Ohio Canal were in the city yesterday. They came by canal, on an inspecting tour.

The *Sun's* Georgetown correspondent says: “All the Georgetown agents have made arrangements to ship from Georgetown during the remainder of the season. On account of the break in the Alexandria canal, the Chesapeake and Ohio canal is to be kept open this year for the longest possible period.”

A unique sight was witnessed in the arrival of a canal boat towed by oxen. This is the first arrival of the kind ever noticed here.

AG, Sat. 11/23/72, p. 3. **Local brevities** – Mr. Hutton, the efficient agent of the Hampshire and Baltimore Coal Company, has made arrangements by which, in case no more coal can be transported over the Alexandria canal this winter, to lighten his boats at Georgetown and tow them down the river to this city, and thus be enabled to fill all his orders and accumulate a stock of coal for the winter’s supply.

DT, Mon. 11/25/72, p. 4. **Canal Trade - 13** boats cleared this port Saturday carrying 1,469 tons 3 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. N. Clary	Georgetown	116 18
W. L. Reed	“	123 12
Gen. Grant	“	105 08
3 boats	Total	<u>345 18</u>
New Central		
G. Blackburn	Georgetown	111 05
American Company		
R. Marshall	Alexandria	112 19
Borden		
L. Lowell	Georgetown	120 00
Hampshire and Baltimore		
Martin O’Conner	Alexandria	110 10
Morning Sun	“	105 09
2 boats	Total	<u>215 19</u>
George’s Creek		
F. R. M. Bowers	Georgetown	111 01
Individual		
J. Dick	Georgetown	118 04
J. Reives	“	109 15
Dennis Murphy	“	109 00
H. M. Snyder	“	115 02
4 boats	Total	<u>452 01</u>

AG, Mon. 11/25/72, p. 3. **The Canal Break**
An inspection of the late break in the Alexandria Canal, near Four-mile Run, and the opinion of the superintendent of the repairs now in progress,

warrant the belief that the work will be completed by the end of this week. If so, and the banks be then sufficiently strong to bear a full head of water, and should the present mild weather continue, and should the horse disease abate, there will be yet time for the coal companies having agencies here to receive their full supply of coal before navigation is suspended. The Hampshire and Baltimore Coal Company commenced towing boats here from Georgetown, by the river, today.

DT, Tue. 11/26/72, p. 4. **Canal Trade - 13** boats cleared this port yesterday carrying 1,458 tons 16 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Wm. Young	Georgetown	115 16
J. S. Mackie	“	105 00
J. K. Whitford	“	114 01
H. C. Hicks	“	116 02
F. H. Delano	“	114 14
A. B. Turner	“	115 08
John Sheridan	“	116 19
7 boats	Total	<u>798 00</u>
American Company		
A. Perkins	Alexandria	107 14
Borden		
Donna Tilghman	Georgetown	115 15
Individual		
A. Bain	Antietam	116 07
Cherokee Tribe	“	117 09
Minnesota	Two Locks	92 06
P. Quigley	Georgetown	111 05
4 boats	Total	<u>437 07</u>

The Epizootic has broken out at the mines in the Frostburg and George’s Creek region. Yesterday, several mules that had the disease here and came out all right, were sent to some of the mines to take the places of sick horses.

DNR Tue 11/26/72, p. 4. **GEORGETOWN AFFAIRS** – The epizootic on the line of the canal is decreasing and the shipments by canal is much livelier.

AG, Tue. 11/26/72, p. 3. **Local Brevities** – Mr. Hutton, agent of the Hampshire and Baltimore Coal Company, and Mr. W. A. Smoot, are both receiving coal by canal boats which are let into the river at Georgetown and towed down here.

DT, Wed. 11/27/72, p. 4. **Canal Trade - 22** boats cleared this port yesterday carrying 2,458 tons 16 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
T. J. Nimmo	Georgetown	107 05
C. Slack	“	111 10
W. Moorehead	“	116 08
W. H. Boyd	“	110 01
C. Van Tassel	“	111 02
5 boats	Total	555 06
New Central		
A. L. Miller	Georgetown	104 10
American Company		
W. N. Shepherd	Alexandria	110 10
J. B. Cazeaux	“	110 16
2 boats	Total	221 06
Borden		
G. H. Colbert	Georgetown	118 03
Isaac Wilson	“	116 18
Martha	“	107 00
B. L. Slack	“	122 04
4 boats	Total	464 05
Hampshire and Baltimore		
W. P. Wools	Alexandria	112 05
George’s Creek		
W. H. Boyer	Georgetown	122 18
Individual		
C. W. Adams	Antietam	116 15
R. L. Gross	Georgetown	111 17
Silver Wave	“	115 18
D. L. Taylor	“	121 01
Hero	“	98 19
W. T. Hassett	“	111 13
C. W. Harper	Shepherdstown	85 04
C. A. Green	Williamsport	116 19
8 boats	Total	878 06

H&TL, Wed. 11/27/72, p. 2. **Chesapeake and Ohio Canal Receipts** – The receipts from the Chesapeake and Ohio Canal Company for the week ending Saturday, November 9th, were: Cumberland \$15,240.81; Georgetown \$1,731; Hancock \$206.20; Williamsport \$64.39. Total \$17,245.40.

The receipts for the week ending Nov. 16 were from Cumberland \$7,264.57; Georgetown \$1,700; Hancock \$167.27; Williamsport \$158.69; total \$9,289.50. An Annapolis Correspondent of the *American* says that it is thought, in consequence of the epizootic among the horses of the Canal, the receipts will fall off about \$12,000 this month. He also says it is the determination of the President to keep the Canal open for navigation until he is compelled to close it on account of ice. Ain’t that done every year?

DT, Thu. 11/28/72, p. 4. **Canal Trade - 15** boats cleared this port yesterday carrying 1,702 tons 9 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
T. Malloy	Georgetown	117 15
Okonoko	“	112 00
2 boats	Total	231 15
New Central		
James Noble	Georgetown	114 05
S. H. Davis	“	111 16
Ben Long	“	104 07
3 boats	Total	330 08
American Company		
H. B. Cromwell	Alexandria	110 09
Henry Keney	“	104 14
George Sherman	“	117 10
3 boats	Total	332 13
Borden		
James H. Percy	Georgetown	107 14
John Gorman	“	115 12
2 boats	Total	223 06
George’s Creek		
Thomas J. Boyer	Georgetown	119 13
Individual		
Fannie & Estella	Antietam	113 13
F. F. Davis	Georgetown	114 16

Bertha M. Young	“	115 12
G. P. DeWitt	“	120 13
4 boats	Total	<u>467 14</u>

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.

DNR Sat 11/30/72, p. 4. **GEORGETOWN AFFAIRS – The Alexandria Canal** – In consequence of the break in the Alexandria canal, boats are being towed from Georgetown to Alexandria.

The Coal Trade – The receipts and shipments of coal by the different companies during the past week were about the same as those of the week previous.

The Grain Market – *Arrived* – Canal boats Seneca, with 250 barrels of flour, 500 bushels of corn and 400 bushels of wheat, to W. H. Dougal; E. B. Hartley, with 3,700 bushels of wheat; and

Moses, with 1,200 bushels of wheat to Hartley & Bro.

DT, Mon. 12/2/72, p. 4. **Canal Trade** – 4 boats cleared this port Saturday carrying 458 tons 17 cwt. of coal, as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. Cropley	Georgetown	105 04
Borden		
Sally H. Taylor	Georgetown	120 07
Evening Star	“	<u>113 02</u>
2 boats	Total	233 09
Individual		
Mayfield & Hieston	Georgetown	118 04

DNR Mon. 12/2/72, p. 4. **GEORGETOWN AFFAIRS** – Rock Creek and the Canal are frozen over, and the boys are skating thereon.

A Canal boat belonging to the Bordon Mining Company is reported sunk above this city in the canal.

DNR 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.

DT, Wed. 12/4/72, p. 4. **Canal Shipments** are getting down to fine points. But four boats left yesterday – Consolidation Company, J. Snively 110 07; Individual, Juniata 101 10, George Couter 111 04, O. D. Robbins 106 08.

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.

DT, Thu. 12/5/72, p. 4. **The Canal Trade** yesterday was slightly better. The Consolidation Company started five boats for Georgetown: J. R. Cruzen 115 02; Mattie 120 06; M. Boyer 119 05; and M. M. Jane 117 10.

One individual boat, the J. H. Gatrell, 108 tons, left for Alexandria.

The Canal – The *Sun* Annapolis correspondent has this to say about the canal: “The cold snap of last week proved a serious difficulty upon the Chesapeake and Ohio canal. Ice formed several inches thick, and navigation was considerably retarded on Friday, Saturday and Monday. On Saturday but four boats left Cumberland. Ice-breakers were pit to work, and the canal is now ready for navigation.”

Precisely, but there is unfortunately nothing ready to *navigate* it. The ice and epizootic have effectually done the business for the canal this year.

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."

DT, Sat. 12/7/72, p. 4. **C. & O. Canal Board** – The meeting of the Board of Directors of the canal, which was to have taken place last Tuesday, in Baltimore, has been postponed until Thursday next, the 12th instant, at 11 o'clock a.m., at Barnum's hotel, Baltimore.

Canal Trade and Receipts – During the week ending Saturday, November 30, eighty-six boats cleared from Cumberland on the canal, carrying 9,710 tons 10 cwt. of coal. The receipts for the same time were: from Cumberland \$2,897.19; Georgetown \$1,222.16; Williamsport \$258.43; Hancock \$93.06. Total \$4,470.84.

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, Sat. 12/7/72, p. 3. **Coal Shipments** – The shipments of Cumberland coal from this city for the week ending today, were as follows: By American Coal Co., 935 tons; by Hampshire and Baltimore Coal Co., 797 tons.

DNR Mon. 12/9/72, p. 4. **GEORGETOWN AFFAIRS** – The boat reported sunk on the Seneca level has been raised, and the canal is now entirely open for navigation.

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.

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.

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.

DT, Wed. 12/11/72, p. 4. **The Coal Trade by Canal** – During the boating season ending last Thursday *seven thousand, four hundred and twelve* boats left for Alexandria, Georgetown and other points, loaded with coal, carrying a total of eight hundred and seventeen thousand, two hundred and seventy-nine tons and five cwt. of Allegany's "Black Diamonds" – or an average of over 110 tons to the boat. The season just ended shows a decrease of over 30,000 tons compared with the season of 1871.

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

DT, Sat. 12/14/72, p. 4. **C. & O. Canal Receipts** – The receipts for last week were: Cumberland \$2,037.77; Georgetown \$1,109; Williamsport \$121.97; Hancock \$172.60. Total \$3,441.34.

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.

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, 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."

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.

DNR Tue 12/17/72, p. 4. **GEORGETOWN AFFAIRS – The Canal – Arrived** – Boats J. N. Thomas, with 1,500 bushels of wheat and 88 barrels of flour to J. G. Waters and 1,900 bushels of wheat to Hartley & Bro.; Seneca, with 1,000 bushels of wheat, 200 barrels flour and 200 bushels mill feed to W. H. Dougal, and 100 bushels wheat to B. Talbott & Son, and 200 bushels wheat to Hartley & Bro.; also, 400 barrels ear corn for B. Talbott & Son.

DT, Wed. 12/18/72, p. 4. **Canal Suit** – The Baltimore *Sun* of Tuesday has the following from its Washington correspondent, under date of 16th instant. "The Supreme Court of the

United States today affirmed the decision of the Supreme Court of the District of Columbia in the case of Geo. Hill, Jr. vs. the Chesapeake and Ohio Canal Company, a suit relative to the height above the bottom of the canal to which water should be delivered to the plaintiff's mill in Georgetown. Both parties were decreed to pay their own costs."

DT, Thu. 12/19/72, p. 4. **The Horse Disease** – Old Ep. has nearly run his course in this part of the country. There are still a few cases in Frostburg and other points west of here. While we do not know of any cases in Cumberland by the disease among the horses, there were three fatal cases in Frostburg – two horses belonging to the Consolidation Coal Company, and one the property of Mr. Andrew Smeltz. This was owing to the fact, no doubt, of a much colder atmosphere there.

DT, Fri. 12/20/72, p. 4. **Canal Receipts** – The receipts of the Chesapeake and Ohio Canal Company for the week ending December 14, 1872, were: Cumberland \$2,868.69; Georgetown \$800; Williamsport \$87.93. Total \$3,756.52. There was no shipment of coal from Cumberland last week.

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.

DNR Sat 12/21/72, p. 4. **GEORGETOWN AFFAIRS** – The commercial tonnage by the Chesapeake and Ohio canal from 1848 to 1871, inclusive, was as follows: 1848, 69,997 tons; 1849, 81,263 tons; 1851, 180,942 tons; 1852, 151,369 tons; 1853, 240,210 tons; 1854, 217,199 tons; 1857, 175,373 tons; 1858, 324,192 tons; 1859, 351,086 tons; 1860, 334,553 tons; 1861, 144,814 tons; 1862, 124,190 tons; 1863, 262,911 tons; 1864, 288,881 tons; 1865, 369,628 tons;

1866, 376, 750 tons; 1867, 511,200 tons; 1868, 541,508 tons; 1869, 709,790 tons; 1870, 694,053 tons; 1871, 853,030 tons.

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.

AG, Sat. 12/21/72, p. 7. **Local Brevities** – The only shipments of Cumberland coal from this port during the week just closed, were by the Hampshire and Baltimore Coal Company, and amounted to 1,120 tons.

Since the suspension of canal navigation, the coal from which the gas that lights the city is manufactured, has to be brought here from Baltimore by railroad.

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.