

COMPILATION OF
CANAL TRADE ARTICLES FROM THE
CUMBERLAND ALLEGANIAN
and
CUMBERLAND DAILY TIMES
ALLEGANY COUNTY, MD
and
EVENING STAR
WASHINGTON, D.C.
and
CRITIC-RECORD
WASHINGTON, D.C.
1875

Compiled and Edited by
William Bauman
C & O Canal Association Volunteer
wdbauman@visuallink.com

Revised JULY 2014

A. PREFACE

This compilation of newspaper articles about the C. & O. Canal is one of a series. The two Cumberland newspapers were found on microfilm at Frostburg State University, Frostburg, MD and at Allegany College of Maryland, Cumberland, MD. The *Evening Star* and the *Critic-Record* newspapers were found on the Internet at GenealogyBank.com. I did not include newspaper editorials because those were opinion pieces. In 1875, *The Alleganian* was published weekly, on Wednesdays, and the *Daily Times* was published daily, except Sunday, as was the *Evening Star* and the *Critic-Record*. To keep the newspapers distinguished, I have marked the articles from *The Alleganian* with "CA," from the *Evening Star* with an "ES" and from the *Critic-Record* with a "CR" prior to the date. The report does offer a glimpse of life on the Canal in 1875.

For the *Cumberland Alleganian* only the editions between 1/1/75 to 1/13/75 have been found. For the *Cumberland Daily Times* the editions between 1/1/75 to 4/30/75 and then later from 11/1/75 to 12/30/75 have been found. For the *Evening Star* and the *Critic-Record*, not all editions were found and not all found editions had an article on the canal, notice the near absence of information on coal carrying boats while those carrying freight to Georgetown merchants were mentioned. There were boats carrying other freight than coal on the canal. This compilation is a companion document to the *Register of Boats Descending Past Lock 75 - 1875*.

Mr. William Holdsworth compiled the registers of canal boats passing Lock 75, ascending and descending, 1874 and 1875, into one data file, an Excel spread sheet. He then added information from the Canal Reports from the newspapers of the same two years. From that spread sheet, he has done a traffic study, reported elsewhere. For this report it became clear, for example, that Embrey should always be spelled with two "e"s, Fernsner always has two "n"s, and W. C. Merryman's first name was William, necessitating corrections. The name of every canal boat mentioned in this report was compared with the information from the spread sheet and corrections in spelling made where justified. No boats were added and no boats were deleted; the traffic study results are unchanged. However, readers looking for their ancestors should be able to find every citation with minimum risk of missing one due to a difference in spelling.

A similar report to this one, covering 1876 is in work, including an Excel spread sheet of the descending boat traffic. The data in this 1875 report was compared with the 1876 data and a few additional corrections to spellings made. The "Register of Boats Employed on the Chesapeake and Ohio Canal from *The Cumberland Alleganian* and *Cumberland Daily Times* and *Evening Star* and *Critic-Record* 1875" is a companion document to this report, including only information from the newspapers. The Registers of Boats Passing Lock 75 are the exhaustive compilations; however, they have not been edited.

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

William Bauman
Revised July 2014
wdbauman@visuallink.com

Canal Trade 1875

CA, Wed. 1/6/75, p. 3. **The Canal Steamer Moore.** - The Alexandria *Gazette* of recent date contained the following interesting new item about the canal steamer Thomas Moore, remodeled and refitted at Cumberland last fall, and owned by the Rochester, Pennsylvania, firm of Messrs. Darragh, Stewart, Adams & Co.: "The steam canal boat Moore, having undergone the regular necessary inspection, will, during the suspension of canal navigation, run on the Potomac river. She passed by here this morning on her way to Washington with a load of wood, and though a strong ebb tide was running, was making pretty good time. She is an ordinary canal boat equipped with a steam propeller."

CA, Wed. 1/13/75, p. 3. **Canal Receipts.** The Chesapeake and Ohio Canal receipts for the last four days of the year 1874 were \$5,176.87, divided as follows: Cumberland, \$622.19; Georgetown, \$4,541.99; Hancock, \$12.69.

Thu. 1/14/75, p. 4. **Another Boat Burned.** - We heard yesterday that news had been received by Charles Robb, Esq., Agent of the American Coal Company, to the effect that the boat "Horace Resley," belonging to Mr. Daniel Marmaduke, and lying at Mercerville, Washington county, had been set on fire and was entirely consumed. The work doubtless of some incendiary.

Tue. 1/26/75, p. 4. **CIRCUIT COURT - THE BOATMEN**, Monday, January 25. Court convened at nine o'clock, with Chief Judge Alvey and Associate Judges Pearre and Motter on the bench; Josiah H. Gordon, Esq., State's Attorney; Theo Lumen, Esq., Clerk, and James C. Lynn, Esq., Sheriff.

The case of State vs. James Hitechew, Thos. O'Donnell, Taylor Reid, N.

A. Long, Peter Wolf, and Charles Atwell, indicted for conspiring to affect the rate of freights on the transportation of coal on the Chesapeake and Ohio Canal occupied the attention of the Court during the entire session. The indictment charged the parties with conspiring together to raise the rate of freights, and with intimidating and preventing other persons engaged in the same business from freighting on or at a less price than that agreed by the Boatman's Union. Of the traversers Peter Wolf and Taylor Reid were not present to answer, in fact the name of Mr. Wolf did not appear in the indictment. The case excited a great deal of interest, as it was the first of the kind ever tried before an Allegany jury. From the ruling of the Court all through the trial it was manifest that in their view of the common law all associations formed for the purpose of fixing rates of wages, or establishing by combination a uniform rate of prices in any business, trade or profession is illegal and the parties engaged conspirators. The case assumed this aspect under the ruling of the Court, and the onus of proving their innocence of each charge was thrown upon the traversers.

The first witness called by the State was John G. Lynn, Esq., who testified that he was an agent of the Borden Coal Company; was notified that boats would not be permitted to load at his wharf for less than \$1.35 per ton to Georgetown, and \$1.40 to Alexandria; had been loading at \$1.25; the first strike occurred 8th of April; boats were pulled from the wharf by strikers and threats made to sink them if they loaded at any but the named rates; did not see Hitechew among the strikers when the boat Rudolph Herr was pushed off the wharf.

O'Neill sworn. Witness was employed as a "trimmer" in loading boats; remembered the strike; saw the Herr pushed from the wharf; heard threats; didn't know

who made them; Hitechew was present; did not see O'Donnell.

Colman sworn. Witness worked on the wharf; saw the boats pushed from under the chutes. Testimony mainly corroborated O'Neill. Coleman was corroborated by - Kenny, who also testified to the boat S. H. Taylor being pushed from the wharf.

T. F. McCardell sworn. Witness was present at the boatman's meeting on the 26th of August; Mr. Porter was President of the meeting; witness is a publisher of a newspaper; Hitechew and others came to his office to have the meeting advertised; witness was present, and by invitation addressed the meeting; remembers the resolutions adopted; made a copy of them for publication. (Copy of *Daily Times* of August 27, shown.) The resolutions therein printed are substantially the same as those adopted at the meeting. (The resolutions recited the necessities of the boatmen, and pledged the meeting not to load or permit others to load at any freight less than \$1.35 to Georgetown and \$1.40 to Alexandria, not to pay any drawbacks.) Witness never saw the resolutions until they were offered at the meeting, and did not [illegible]; the boatmen stating that it was necessary to have it drawn very strong, as that was the only way they could hold the members.

Jas. Moriarty sworn. Is a boatman by occupation; remembers the strike in April, 1874; just purchased a load and was in the act of receiving it when a party came on board and demanded to know what freight he was receiving; they objected to his going out at the reduced freight; asked him to make an affidavit as to the price he was receiving; which he declined to do; Taylor Reid was one of the party; saw him have hold of Barney McQuade; did not [illegible] striker McQuade, McQuade's mouth was bleeding and supposed he had been struck; heard Hitechew make threats toward McQuade. Freight paid by Maryland

Company was \$1.35, [illegible] boatmen were required to pay back ten dollars each trip; do not know who gets it; paid it to Mr. Pierce.

Barney McQuade sworn. Is a boatman by occupation; had made a special bargain with Mr. Ray as to freights; the boatmen of the Maryland Company were required to pay ten dollars for each load; did not like the arrangement; kicked against it but had to yield for fear of being turned out of the line; the freight was \$1.35 and \$1.40, but were compelled to pay Mr. Pierce ten dollars on each trip; was told to keep it quiet and say nothing [illegible] bought two loads; was receiving the coal when Reid and others came on the boat, and stopped him from loading; he did not take the boat out; they tried to throw him in the canal; witness purchased a great deal of coal; had purchased the load because boating was interrupted by the strike.

Jacob Brengle's evidence was not material.

Benjamin Pierce sworn. Is a boatman by occupation; boated for the New Central Company; left Cumberland on his first trip last spring on the 16th of April; the freight was \$1.35 and \$1.40; sometime before the strike heard Mr. Pierce, agent for the Maryland Company, say he would give the freight asked (\$1.35) and not exact any drawback of ten dollars a trip; Mr. Pierce made that agreement with Mr. Hitechew in presence of witness; all the difficulty was about the charge of ten dollars made by the Maryland Company.

This constituted the substance of the evidence for the prosecution. The defense then commenced with the evident intention of proving that there was no combination to keep up prices; that the effort was only directed to prevent the Companies from lowering them; that the violent feature of their resolutions had been abandoned; and that the object and intention of the boatmen

was only to enforce their demands by the usual modes.

J. M. Bloss sworn. Witness is a lock-tender at first lock after leaving Cumberland. Hitechew's boat passed down the canal on the 8th of April, 1874. The register kept by witness at the lock shows that. Name of boat is Belle Resley; Hitechew is attentive to business and was generally with his boat; thinks he was on the boat that day; is not positive, but his best recollection is that he was.

John Reilly sworn. Is a boatman by occupation; left Cumberland with his boat on the 8th of April, 1874. Saw Hitechew at Bloss' lock; our boats left Cumberland together; was present in the morning at Potomac wharf when the boat was pushed from under the chute; the name of the boat was Rudolph Herr; the captain assisted in pushing out the boat; he wanted the freight but was afraid to assist on a demand for it for fear of being turned out of the line; heard no threats; Hitechew was there; did not see O'Donnell there nor Reid.

A number of witnesses, including Messrs. F. Mertens, G. W. Hoffman, Andrew Spier, Malcolm Sinclair and others were examined to prove the rate of freight previous to the strike.

The evidence for the defense closed at half past ten. Mr. Hoffman then made the opening speech for the prosecution. He was followed by Messrs. R. C. Jones and J. J. McHenry for traversers. Nearly three hours were consumed by counsel on both sides, and when Mr. Hoffman finished his closing argument it wanted but a few minutes of five o'clock. The case was given to the jury, who returned in about fifteen minutes with a verdict of "guilty." The verdict was received in silence by the spectators, most of whom were working people who naturally sympathized with the traversers.

Immediately Mr. Jones, of counsel for the defense, moved an arrest of

judgment. The motion was argued this morning. The point of Mr. Jones' motion is that all the traversers upon trial were not there named in the indictment.

Court then adjourned.

Wed. 1/27/75, p. 4. **The Striking Boatmen - The Penalty Inflicted.** - In the Circuit Court for this county yesterday, Messrs. James Hitechew, Taylor Reid, Peter Wolf, and Thos. O'Donnell, the boatmen convicted the day before of conspiracy to control the rate of freight on coal transported over the C. & O. Canal, were brought up for sentence, Messrs. Reid and Wolf were only constructively present, neither having appeared during the trial. Reid is a resident of Sandy Hook, and Wolf lives in Williamsport, Washington county. Reid has been absent on account of sickness, while Wolf asserts most positively that he had no notification that he was "wanted" here for any purpose. As we know Mr. Wolf to be a man of respectability we are inclined to believe his statement. Counsel for the traversers, Messrs. Jones and McHenry, entered a motion for arrest of judgment on the plea that the jury was not sworn to try the traversers named in the indictment. The point was argued by Mr. Jones. The Court overruled the motion on the ground that the traversers could not take any advantage of an irregularity of which they had cognizance at the time. - The Court, in imposing sentence, called attention to the gravity of the offense, and admonished boatmen, coal companies, and all others, that any combination to control prices by which the business of the community is interrupted, is illegal and contrary to the common law. But as this was the first case of the kind ever tried in this county, the court would make the penalty as light as possible. The Court then imposed a fine of twenty-five dollars on each of the traversers, making one hundred dollars in all, and the costs of

prosecution, eighteen dollars and forty cents for each individual fined. This makes the case cost each of the traversers \$43.40.

ES, Sat. 2/13/75, p. 1. **Chesapeake and Ohio Canal Extension.** - Vice President Wilson yesterday laid before the Senate a preliminary report from Major Wm. E. Merrill, U. S. corps of engineers, who had charge of the survey of a route for the proposed extension of the Chesapeake and Ohio canal from Cumberland to the Youghiogeny river. The line of the canal has been located 78 miles westward, to a point within 17 miles of Connellsville, where the ditch will end. From Connellsville the Ohio river will be reached by slack water navigation on the Youghiogeny, to the Monongahela, and thence to Pittsburg. Major Merrill reports that there are almost insurmountable difficulties in the way of running the canal through the valley of Will's creek, on account of the peculiar formation of the valley and the location of the Pittsburg and Baltimore railroad through it. An appropriation of \$20,000 is asked for to continue the survey.

ES, Wed. 2/24/75, p. 4. **The Canal.** - Superintendent Fletchall, of the C. and O. canal, says the water will be drawn off the Georgetown level March 1st, and that they will clean out this end of the canal and have everything in good order for the opening of the spring trade, March 15.

ES, Mon. 3/8/75, p. 4. **The Canal.** - The water was drawn off the Georgetown division of the Chesapeake and Ohio canal at 12 o'clock on Saturday night. It is expected that the canal will be open for business about the 20th instant.

ES, Tue. 3/9/75, p. 4. **Georgetown.** The water having been drawn from the canal, the

mills have stopped running and business is at a standstill.

ES, Thu. 3/18/75, p. 4. **GEORGETOWN. Reduction of Coal Freight Rates on the Chesapeake and Ohio Canal.** - Water will be turned into the Chesapeake and Ohio Canal on the 20th instant, and navigation opened on the 25th. At a meeting of the directors at Annapolis on Tuesday it was resolved to reduce the toll on coal from Cumberland, owing to the competition from that point between the railroad lines. The canal company having recently obtained control of one of the wharves at Cumberland have it now in their power to control the wharf charges, and it is understood that they, at their meeting resolved to reduce the toll and wharfage from fifty-nine to fifty-one cents. This is subject to the approval of the board of public works. It is said there will be a ten cents per ton on transportation. If these reductions be made it will make a total difference in favor of the canal of forty-two cents. But the falls in transportation on the part of railroad and canal must make a considerable decrease in the receipts of both companies for the present year, unless there should be a large increase of tonnage.

ES, Fri. 3/19/75, p. 4. **GEORGETOWN, Resumption of Work by the Flour Mills.** - The cleaning out and necessary repairs having been completed to the canal, the water was let in on the Georgetown level last night, and business was resumed this morning by the flour mills.

ES, Mon. 3/22/75, p. 4. **GEORGETOWN. Wharves on the Canal.** - Under the direction of Superintendent Fletchall and his worthy assistant, Mr. Cammack, the canal has been cleaned out and deepened from the Aqueduct bridge to High street. Boats can now come alongside the wharves to discharge their cargoes. Last year full laden

boats had to lie outside and be lightened up before they could get to the wharf to unload, which caused considerable delay and extra expense. The superintendent last fall saw the inconvenience caused by boats becoming jammed in these shallow places, and promised the merchants to remedy the evil this spring, which he has done to everyone's satisfaction. Hereafter boats will be able to go through to the outlet lock without dragging on the mud and using extra teams.

ES, Thu. 3/25/75, p. 1. **The Chesapeake and Ohio Canal and Coal Trade.**

The Cumberland (Md.) papers indicate that there is considerable feeling just now in that region in regard to the management of the Chesapeake and Ohio canal, as it affects the prospects of the coal trade and resumption of business on the canal. The railroads have reduced the freight on coal twenty-five cents per ton, and it appears the canal managers propose a reduction of eight cents on toll and wharfage, which is not regarded as sufficient, and the prospect is not deemed good for the coming season.

The Cumberland *News* says: - The cleaning out and necessary repairs of the canal having been completed, water was let in all the levels on Saturday last, and it is announced that the canal will be ready for navigation on Thursday, on which day also Collector Weber, of this port, has been directed to be prepared to issue way bills. We are informed, however, that the Cumberland division will not have been filled with water before Monday next. It is doubtful if even at that date any shipments will be made.

A *News* reporter visited a number of agents of the different coal companies at this city for the purpose of ascertaining what arrangements had been made for the opening of the shipping season. The reporter was informed that nothing had been done, owing

to the unsettled state of affairs, but that no shipments would be made this month at least. The representative of a company which is now shipping about three hundred tons per day by the Baltimore and Ohio railroad said that unless some relief was afforded by the canal company, other than that of the reduction of eight cents on toll and wharfage proposed, no shipments of coal could be made by canal. On Tuesday the New Central coal company commenced the shipment of four hundred tons of coal per day by the Pennsylvania railroad to New York, and are shipping in addition about five hundred tons per day by the Baltimore and Ohio to Locust Point. Another coal company is now shipping four hundred tons per day by the Baltimore and Ohio railroad, and on Tuesday commenced shipping to fill a contract for coal which was to have been delivered at Alexandria. The agent for this company could not give any definite information as to the resumption of shipments, but was of opinion that a greater reduction in canal tolls than that already announced, would have to be made. The gloomy prospects of the canal trade are exciting considerable comment here, and a number of persons interested in the business of the canal as affecting our community have issued a call for a public meeting to be held on Friday afternoon.

The Cumberland *Times* also has an article on the subject, giving it strong political bearing, and "pitching" into "Gorman and Bannon" (president and director of the canal respectively) for "trifling with the best interests" of the people. It predicts that those canal men will "sooner or later bring ruin and disgrace upon the democratic party and the state."

ES, Thu. 3/25/75, p. 4. **GEORGETOWN. The Canal and the Coal Trade.** - The coal men of Georgetown in common with the people all along the line of the canal are on

the tip-toe of expectation for something to be done by the canal board. It cannot be supposed that the board, with all their alleged indisposition to act, will really do nothing in an exigency so severe as the present. If something like an arrangement could be made - and it surely ought - between the canal authorities, the boatmen and the shippers, it would be quite possible to do much to retrieve the otherwise unfavorable prospect of the coal trade here this year. To come to the point, if the canal company would lower the tolls 15 cents, the boatmen come down 10 cents, and the shippers 4 or 5 cents per ton, a state of things would ensue beneficial to all. But under any circumstances, action to be serviceable must be prompt. The excitement at Cumberland is reported to be intense.

Coal Shipments. - The Maryland Coal company have shipped from Ray's wharves for eastern ports during the past week about 1,000 tons of coal of the stock held over from last season.

ES, Mon. 3/29/75, p. 1. **Another Arrest in the Pension Fraud case.** - The Cumberland *News* of Saturday says: Martin Smith was yesterday arrested by Deputy Sheriff James Reid, on a warrant issued out of the United States district court in Baltimore, upon the charge of being implicated in the frauds upon the Pension bureau, mentioned in these columns a few days since. Smith, who is a canal boatman, was arrested on his boat. When the deputy sheriff went to the door of the cabin he saw with Smith another man that he thought, and Smith afterward acknowledged was Barney McQuaid, who was arrested on Monday last, but when the officer was admitted McQuaid was not to be seen, he having hid himself for reasons of his own. On the way to jail Smith asked to be allowed to go into the office of W. M. Price, esq., who he wished to retain as counsel. Mr. Price was not in, and Smith sat

down to write a note to him, but when the officer's attention was turned another way for an instant, he sprang up and rushed out of the back door, the officer following as quickly as possible. After being chased through a half-dozen back yards, Smith sought refuge in the residence of Mr. George Long, where he was re-captured, and safely lodged in jail. He will be taken to Baltimore this morning.

p. 4. **GEORGETOWN.**

Improvement. - Henry Dickson, esq., is having a substantial new wharf built near the foot of Congress street.

The Canal. - It is expected that boats will begin to arrive by tomorrow from points on the canal above Harper's Ferry.

ES, Thu. 4/1/75, p. 1. **The Cumberland Coal Tariff.** - The Cumberland (Md.) *News* of Wednesday, in reference to the movements inaugurated by the public meeting there last week to get a reduction of the tolls on coal transported by canal, says: "Mr. Hoffman, chairman of the committee, has received a telegraphic dispatch from President Gorman stating that the board of public works and the canal board will both be in session at Annapolis on Tuesday next, at which time the Cumberland committee will be afforded a hearing. Mr. Hoffman will confer with the members of the committee in regard to their visit to Annapolis. We are not without hope that the ill-advised utterances at our meeting will be held lightly by those aimed at. A. C. Greene, esq., declines appointment on the committee to wait on the canal board to request a reduction of tolls. He thinks the delegation should be made up of persons not engaged, as he is, actively in the coal business.

Fri. 4/2/75, p. 1. **Canal Report** - 4 boats left this port yesterday, carrying 456.15 tons of coal as follows:

CONSOLIDATION CO.

C. P. Manning	Washington	108 04
B. R. Summers	Alexandria	114 11
2 boats	total	<u>222.15</u>
BORDEN CO.		
A. C. Greene	Georgetown	120 15
R. E. Fugitt	Georgetown	113 05
2 boats	total	<u>234 00</u>

p. 4. The channel at the entrance to the lock at this place will have to be well dredged before boating can be resumed from the Potomac wharf. Several boats were much injured against the pier which stands in the middle of the stream yesterday, the current being strong, and yet there is not sufficient water to carry boats into the lock. The boats, after hours of labor, pulled back and now lay beyond the point below the Water Works, awaiting the removal of the bar, which closes up the entrance to the lock.

ES, Fri. 4/2/75, p. 4. **GEORGETOWN. River News.** - By the canal, boat J. H. Bevans, with 300 barrels of flour for J. G. & J. M. Waters.

ES, Sat. 4/3/75, p. 4. **GEORGETOWN. The Coal Trade.** - Shipments of coal at Georgetown have been of such an initiatory character. The three companies, the Borden, the Maryland and the Consolidation, have shipped about 5,300 tons during the week. One arrival of coal from Cumberland has taken place by the steamer Ludlow Patton, on private account. Only one company, the Borden, has commenced loading at Cumberland for the canal trade. No boat arrivals yet at Georgetown or Alexandria. **Grain and Flour Trade.** - Arrived by the canal, boat E. M. Stanhope, with 260 barrels of flour for J. G. & J. M. Waters. Boat E. F. Wheeler, with 2,000 bushels of wheat, 500 bushels of corn, and 25 barrels of ear corn for same firm.

ES, Mon. 4/5/75, p. 4. **GEORGETOWN.**

River and Canal. - By the canal, boat Knights of Pythias, with 106 bales of hay, for T. C. Wheeler.

ES, Tue. 4/6/75, p. 4. **GEORGETOWN. River and canal News.** - Arrived - By the canal, boat Hattie & Bessie, with 1,700 bushels of wheat, 150 barrels of ear corn, and 100 barrels of flour, for Hartley & Bro.; boat C. B. Embrey, with 308 barrels of flour, for J. G. & J. M. Waters; and boat J. L. Thomas, with 3,500 bushels of corn and 100 barrels of flour, for same firm.

Wed. 4/7/75, p. 4. **The Committee to Annapolis - Their Visit and Return.** - Several of the Committee appointed to visit Annapolis and intercede the Board of Public Works and the Canal Directory for a reduction of tolls on the canal returned last night. They can give but little information as to the probable action of the two Boards, but the opinion seems to obtain that there will be a reduction in toll ordered. The committee was received very cordially, but no sign or intimation was given them as to what the action of the Board would be. As we anticipated there was no immediate action taken. The subject will be considered today and decided upon. There is no doubt in our mind that it has already been decided one way or the other, and we are inclined to believe in favor of reduction. If the decision is published today we will give it tomorrow. The interview between the committee and the canal magnates was satisfactory enough as far as it went; but not a word was dropped that would indicate the disposition of those in whose power the matter rests. Had the canal board intended to act on the recommendation of the committee they might have given an intimation to that effect. As they did not we may infer that other influences will control them. Still we do not see how they can avoid a reduction in tolls.

Thu. 4/8/75, p. 4. **The Boatmen's Union** held a meeting last night to consider what action was necessary on the part of the boatmen to meet the necessities of trade on the canal. Resolutions were adopted pledging the boatmen to make such concessions as the circumstances of the coal trade demanded, and to meet the canal company, coal shippers and boat builders half way in reducing the cost of the shipment of coal by canal. The following rate at which coal will be freighted was adopted subject to the following conditions: The boat builders and coal companies to accede to a reduction of ten dollars in the trippage heretofore paid; or if the Canal Company abates the toll on the descending boat, then a reduction of five dollars in trippage will be accepted:

To Hancock	40	cents
" Williamsport	60	"
" Shepherdstown	80	"
" Antietam	80	"
" Harper's Ferry	85	"
" Knoxville	90	"
" Point of Rocks	98	"
" Georgetown	1.25	"
" D Street Wharf	1.28	"
" 6th and 7th Street Wharf	1.30	"
" Navy Yard	1.32½	"
" 1st & 2nd Brick Yard, Alexandria Canal	1.27	"
" Four Mile Run	1.28	"
" Alexandria	1.30	"

It is also understood that as soon as old freights are resumed by the Railroad Company the freights heretofore obtained on the canal are to be resumed.

Work on the mule bridge across the mouth of Will's Creek has been commenced. The whole structure will be rebuilt except the piers.

As our canal report, of Tuesday, was omitted in yesterday's issue through "some body's" carelessness, we publish it today

along with yesterdays. It will be seen that only four boats left each day.

Canal Report - 4 boats left this port yesterday, carrying 468.03 tons of coal as follows:

Boats		tons cwt
BORDEN		
Julia Borden	Georgetown	110 19
Invincible	Georgetown	117 13
Alexander	Georgetown	117 10
3 boats	total	<u>346 02</u>
INDIVIDUAL		
Henry Gerdeman	Washington	117 01
4 boats	total	<u>463 03</u>

Tuesday's Canal Report.

BORDEN COMPANY		
Capt. J. R. Masters	Georgetown	114 03
Henry Kraus	Georgetown	115 11
2 boats	total	<u>229 14</u>
INDIVIDUAL		
T. J. Baker	Washington	113 04
H. Loveridge	Georgetown	116 14
2 boats	total	<u>229 18</u>

Total, four boats carrying 459 12 tons of coal.

ES, Wed. 4/7/75, p. 4. **GEORGETOWN. River and canal News.** - Arrived - By the canal - boat C. F. Waters, 810 bushels of red wheat and 2,500 bushels of corn for J. G. and J. M. Water; boat David Seibert with 232 barrels of flour for same firm; boat Monocacy, with 106 bales of hay for T. C. Wheeler; boat H. M. Talbott, with 900 bushels of wheat and 500 bushels of corn for H. M. Talbott.

Fri. 4/9/75, p. 4. The steamer Ludlow Patton steamed into this port from Georgetown about noon yesterday.

We watched patiently for more than an hour yesterday the ineffectual efforts of boatmen to get their craft and cargoes of coal over the bar near the entrance to the lock of the canal. Man and mules toiled and sweated and swore. Ask pardon; the swearing was all done by the men. Mules are moral and

would kick against profanity, no doubt. Ropes were shifted to every available position for the application of a motive power. A number of by-standers watched with anxiety; the assiduous labors of the men and doubtless sympathized with them in the desire to see the boats started, but alas! They were fast aground, and there we left them. At this moment we have no means of learning whether any after efforts were made or not, nor with what success.

Canal Report - 11 boats left this port yesterday, carrying 1,211.03 tons of coal as follows:

Boats		tons cwt
	BORDEN	
Alexander	Georgetown	117 10
Jacob H. Snyder	Georgetown	112 03
Henry Freeland	Georgetown	113 03
A. H. Blackiston	Georgetown	107 14
4 boats	total	<u>450 10</u>
	CONSOLIDATION CO.	
Samuel H. Davis	Alexandria	104 14
Monongahela	Williamsport	109 12
2 boats	total	<u>214 06</u>
	INDIVIDUAL	
Sallie Ardinger	Georgetown	113 08
Mrs. C. E. Charles	Georgetown	112 10
Thos. Lannon	Georgetown	109 18
Thos Moore (Steamer)	Georgetown	102 11
John Sammon	Washington	108 00
5 boats	total	<u>546 07</u>

ES, Fri. 4/9/75, p. 1. **The Canal Tolls on Coal.** - The directors of the Chesapeake and Ohio Canal Company having duly considered the resolutions adopted by citizens of Cumberland, requesting a further reduction of freight on coal, have determined that the present rates are as low as the material interests of the canal will permit, and this determination having been made known to the board of public works of the state, that body has approved it. The canal directors publish an explanation and defense of their action in the Baltimore papers, and say that while they believe that a reductions of twenty cents per ton is

necessary in order to secure the canal its fair proportion of trade, yet they have reduced the cost of wharfage and tolls as much as they can afford - from fifty-nine to fifty-one cents per ton - and they insist that a reduction of ten cents per ton be made by the boatmen and five cents by the coal companies.

The boatmen are willing, it seems, to come down, as the Boatmen's Union held a meeting in Cumberland Tuesday night, at which resolutions were adopted pledging the boatmen to make such concessions as the circumstances of the coal trade demanded, and to meet the canal company, coal shippers and boat builders half way in reducing the cost of the shipment of coal by the canal. A schedule of rates at which coal will be freighted was adopted, subject to the following: "It is also to be understood that as soon as old freights are resumed by the railroad companies the freights heretofore obtained on the canal are to be resumed."

ES, Tue. 4/13/75, p. 1. **The Boatmen and the Canal Trade.** The Cumberland *News* of yesterday says: "The Boatmen's Union held a meeting on Saturday evening, and resolutions were passed declaring their willingness to agree to carry coal to Georgetown at \$1.25 and to Alexandria for \$1.30 for the season of 1875, if the canal company will throw off one of the boat tolls of \$4.08. A committee (one from each of the six different lines) to proceed to Annapolis at once to formally lay before the canal board the proposition above stated, was appointed. There now remains but one obstacle in the way of the accomplishment of the proposed 'general reduction' the trippage question. It is desired by the boatmen, the canal company and several coal agents with whom our reporter has talked, that this item be reduced \$10. One of the boat builders, we learn, is willing to reduce the trippage on his boats from \$40 to

\$30 on boats running day and night, but wants \$35 from 'day boats;' another builder is willing to reduce \$10 all the way round; one of the coal companies owning boats is willing to reduce trippage from \$35 to \$30 only. A prominent coal operator stated on Saturday that the business of the canal this season would be the heaviest ever done on that waterway.

ES, Sat. 4/10/75, p. 4. **GEORGETOWN. River and canal.** - Arrived - by the canal, boat W. H. Stevens, with wood for Mayfield & Hieston; and boat Catskill, with wood for Dickson & King.

ES, Wed. 4/14/75, p. 4. **GEORGETOWN. River and canal News.** - Arrived - By the canal: Boat W. C. Ernst, with 300 bushels of wheat for J. G. and J. M. Waters; and boat J. L. Thomas with 2,500 bushels wheat, 1,550 bushels corn, and 60 barrels flour for the same firm; boats F. G. Laing, C. H. Knott, A. C. Green, Invincible, Julia Borden, R. E. Fugitt, Henry Kraus and Onward, from Cumberland with coal for the Borden Mining Company.

The Canal Negotiations. - A committee of the Chesapeake and Ohio canal boatmen waited on the canal board at Annapolis, yesterday, and proposed to reduce their rate on coal ten cents per ton, provided the boat owners would reduce their "trippage" ten dollars. The latter have proposed a reduction of but five dollars. A committee of the board was appointed to take the matter in charge.

ES, Thu. 4/15/75, p. 4. **GEORGETOWN. River and Canal.** - Arrived by the canal - Boat Hattie & Bessie, with 3,500 bushels of corn and 100 barrels of flour for Hartley & Bro.

ES, Fri. 4/16/75, p. 1. **Extension of the Chesapeake and Ohio Canal.** - A meeting was held at Westernport on Tuesday evening last, for the purpose of discussing the feasibility of extending the Chesapeake and Ohio canal to Piedmont and Westernport. Hon. P. Hamill, of Oakland, addressed the meeting, showing the necessity of extension, and was followed by Owen Riordan; who advocated the measure. The following committees were appointed to communicate with the canal authorities and invite them to visit Piedmont and Westernport: Allegany - Geo. W. Spangler, Owen Riordan and John Coles. Garrett - Hon. P. Hamill, Wm. A. Brydon and Wm. Mooney. Mineral - H. H. Knight, P. Flaherty and John Broderick.

GEORGETOWN. River and Canal. - Arrived - By the canal: 1,060 bushels of wheat for H. M. Talbott.

ES, Sat. 4/17/75, p. 1. **Chesapeake and Ohio Canal and the Coal Trade.** - The *Cumberland News* of yesterday says it is understood the boat owners have agreed to a general reduction of \$10 on trippage. This will doubtless fix the boatmen's freight rate at \$1.25, and cause them to withdraw their claim for demurrage, and the season rates of freights will be at once established and the business of the canal go on to the extent of all demands upon it. The *News* says: "A gentleman well informed told us yesterday that very recently some large contracts have been made for Cumberland coal to take the place of anthracite, the long strike in the Pennsylvania region having necessitated the change. So the indications go that the ensuing season will be a large one for the coal trade, if the canal rates are quickly and fairly adjusted. Then, in the language of one of our leading operators, the coal trade being flush, the canal will do the heaviest year's business in its history."

Compromise Agreed on Yesterday.

A special telegram to the Baltimore *Gazette* from Cumberland, Md., 16th, says: - "At the meeting today of the Chesapeake and Ohio canal authorities, and the representatives of the boatmen and boat-owners, the boat-owners agreed to reduce "trippage" rates to \$30. The canal company agreed to reduce the tolls one-half each way, which was \$4.08, and the boatmen withdrew their demand for demurrage."

ES. Mon. 4/19/75, p. 1. THE CANAL TROUBLES SETTLED. - A Basis of Adjustment Agreed upon Saturday. -

Yesterday was an eventful day to the canal, and full of interest to the trade over that great water-way. Mr. Gorman, at the Queen City Hotel, received in the morning a call from a committee of the boatmen's union, who were authorized to say that the members of the union would boat at \$1.25 for the season and recede from their claim of demurrage if the boat owners would reduce trippage to \$30 all around and the canal company would throw off the boat-toll one way. Next came several of the boat-owners, headed by Mr. Mertens, and the subject of reducing the trippage to \$300 was discussed at length, and about noon the delegation of boat-owners stated that they would "stand in" on the general reduction, viz: 8 cents per ton reduction on tolls and wharfage; \$4.08 (half each way) reduction on boat-tolls; 10 cents per ton reduction on freight; and a reduction to \$30 on trippage. These matters being arranged, the canal company representatives, the boatmen and boat-owners announced their ratification of the agreement, and the latter took their departure. Then Mr. Gorman exacted of the boatmen's union committee a promise that the rates should be adhered to for the season; announcing that if they receded therefrom at any time during the season the canal company would restore the whole charge for

boat-tolls. Mr. Gorman then issued an order to the collector at this point to charge but \$2.04 boat-toll on which a trippage not exceeding \$30 was exacted, a similar reduction to be made at Georgetown. On boats which more than \$30 was exacted the old charge of \$4.08 is to be made. Several boats which were lying here loaded were at once dispatched under the new regulation.

It seems, looking at the situation generally, as if the affairs were about adjusted. The next week will probably witness the inauguration of canal trade. - *Cumberland News, 17th.*

Tue. 4/20/75, p. 1. Canal Report - 10 boats left this port yesterday, carrying 1,159 08 tons of coal as follows:

Boats		tons cwt
	BORDEN	
F. L. Tilghman	Georgetown	114 10
F. J. Laing	Georgetown	121 19
Maggie B	Georgetown	116 11
Julia Borden	Georgetown	115 10
J. A. Spielman	Williamsport	113 19
C. B. Embrey	Williamsport	117 01
T. J. Baker	Washington	112 16
7 boats	total	<u>812 06</u>
	CONSOLIDATION CO.	
Mary Mack	Alexandria	119 00
Monongahela	Williamsport	108 04
2 boats	total	<u>227 04</u>
	BLAEN AVON CO.	
H. Loveridge	Georgetown	119 18

The paymaster of the Canal Company was in this city yesterday and we suppose dispensed his favors to the canal employees

It is a matter of gratification to know that the wharf question is settled *satisfactorily* to all concerned. If the canal company was to be secured in permanent possession of all the wharves no reasonable objection could be offered. But there are excellent reasons for believing that a gigantic fraud is contemplated by which the canal, the wharf owners and the coal companies will be swindled in the end. This has been guarded

against, and it is not likely Gorman and Bannon will be permitted to gobble up these wharves in the name of the canal company, and thus create a monopoly more dangerous to canal interests than even their administration of its affairs.

A Communication in the *News* a few days since over the signature of "Fides" attracted our attention only by reason of the generally accepted opinion that it emanated from the office of the Maryland Coal Company in this city. With the subject upon which it treats we have little concern, inasmuch as the question of trippage belongs to the boatmen and those from whom they purchase boats. Crediting the authorship of the communication to the inspiration of the Maryland Coal Company it only requires a short quotation from the annual reports of this company for 1873 and 1874, signed by Messrs. Ludlow Patton and Henry Loveridge, respectively, placed in conjunction with the main point sought to be made by "Fides," to show about as glaring a bit of inconsistency as it was ever the fortune of any one to encounter. "Fides" - otherwise the Cumberland office of the Maryland Coal Company - says:

"Thirty five dollars per trip *rent* for boats means over *fifty per cent* profit on the investment, and pays repair bills also." * * * *
"Twenty dollars a trip would pay repairs and about 25 per cent on investment in boat."

Now place the above alongside of the following extract from the report of the Maryland Coal Company (signed by L. Patton, Esq.,) for 1873:

"Unlike most of the shippers per Chesapeake and Ohio Canal, the company owns no boats engaged in freighting on its line. Large outlays in property of the most perishable nature have thus been avoided, while the steady employment given to boats in the company's line, and the dispatch guaranteed by the unequalled facilities of the company at Georgetown, have attracted to its service a number of independent boatmen, ample for the

operation of its business, and upon terms that have proved remunerative to the boatmen and advantageous to the company."

Then add the following from Mr. Loveridge's report for 1874 and you can not fail to discover how easy it is to maintain both sides of an intricate question at the same time:

"The policy of not building or acquiring boats for canal service while the supply has exceeded the probable requirements of the trade, has been further justified by the experience of the year. Unnecessary investments in perishable property requiring a large expenditure for its care and maintenance have thus been avoided. At the same time, superior facilities and business of the company enabled it to guarantee to boat owners a dispatch in loading and discharging that had never been offered or proposed."

It would seem from the above that the conclusions of the New York end of the line do not agree with the conclusions of the Cumberland end. The office here says owning boats pays fifty per cent. The New York office says exactly the reverse - that boats are perishable property and do not make the coal companies who own them any return for the money invested. Without going into the merits of the case, of which we confess to a limited knowledge, we merely place the above excerpts together to show how easily things can be mixed, and how little reliance is to be placed in statements thus loosely made.

p. 4. No general resumption of canal shipments yet.

The amount gained to the boatmen by the reduction in toll on boats, supposing the number of boats on the canal to be four hundred and fifty, and that each boat makes twenty trips in the course of a season, will be \$61,200.

Canal Affairs. - The New Central, Hampshire & Baltimore and Blaen Avon Coal Companies will resume the shipment

of coal by canal this morning in moderate quantities. The New Central will load three boats per day, the Hampshire & Baltimore two and the Blaen Avon three. The first named Company is usually a heavy shipper by canal, and the number of boats which it proposes to commence operations with is not indicative of an active demand, or it may be that its trade having been attracted to other routes is not very likely to return to the canal, for some time, if at all during the season. The Hampshire and Blaen Avon Companies do not generally ship heavier by canal than they now propose. We have no information from the Consolidation, George's Creek, Maryland or American Companies, and it is not known when they will resume. In this connection we may state that nothing has transpired here to indicate that the American Company will let any of its boats at a lower rate than that heretofore paid - \$35 [illegible] this company positively declined to receive less trippage than \$30 would probably have been more correct had it read that the American Company has given no indication whatever of an intention to recede from its last year's rates. The canal may now be said to have resumed operations at about a quarter of its usual business, with no very flattering prospect of an early increase in the trade.

An Exciting Scene - A Light Boat Goes Over the Dam. - Yesterday about three o'clock p.m., Capt. James Snyder, of Sharpsburg, attempted to push his boat, the Wm. H. Boyer, of the George's Creek line, across the mouth of Wills' Creek on his way to the Potomac wharf up the river. After he had got outside the pier a gale of wind struck the craft and she gradually drifted out into the Potomac and down toward the dam, over which a little more than a foot of water is pouring. The captain and his wife, a little child, a negro man and two mules were aboard the boat. The men did all in their

power to make a landing, but wind and current were against them, and it soon became evident that if the draft of water was sufficient the boat must go over the dam. Swinging slowly around broadside to the wind the boat moved slowly on and went over the dam with a loud splash, careening over almost on her side as she made the fall, but righting quickly and landing in shoal water a few yards below the dam. A bale of hay fell overboard, some glass and Queensware was broken, but no damage was done to any of the unwilling and frightened passengers. Lines were got out and the boat was pulled up to the pier of the dam, where she is now awaiting a rise in the river. The boat will be compelled to go down the river as far as Dam No. 6 before she can enter the canal again. As far as is known she suffered no injury by her little trip.

ES, Tue. 4/20/75, p. 4. **District Government Affairs. - A Protest from the C. and O. Canal Co.** - President Gorman, of the Chesapeake and Ohio Canal Company, with Mr. J. G. Berret, of the board of directors, called upon the District Commissioners today to protest against the construction of a parapet wall on the supporting wall of the berm bank of the canal, between the aqueduct at Georgetown and Chain bridge, for the protection of travelers upon the road. The Commissioners have made a contract with Mr. Chapman for this work, and Mr. Gorman thinks it will interfere with the canal business, as in consequence of the large number of boats arriving during the busy season the company are obliged to tow their boats on the berm or north side, the other being filled with loaded boats awaiting a discharge of cargo. A conference of the engineers of the canal company with Engineer Hoxie was determined upon when an inspection of the premises will be made by those officers with

the view of adjusting the conflicting interests.

ES, Wed. 4/21/75, p. 4. **GEORGETOWN. River and canal.** - Arrived by the canal - Boat John B. Turton, with 1,100 bushels of wheat for J. G. & J. M. Waters; boat C. F. Waters, with 1,060 bushels of wheat and 2,000 bushels of corn for the same firm.

Thu. 4/22/75, p. 1. Now that the Court has overruled the plea set up by the canal company to avoid the payment of a just claim, it is in order to examine the merits of the case. A boat sinks in the channel of the canal. It is proved that the owner or master thereof had complied with all the rules and regulations for the government of the work and paid all the charges demanded for the privilege of navigating the same. It is likewise shown that the sinking of the boat was occasioned by the negligence of some salaried official of the company, and that the master of the boat thereby suffered loss. Suit is brought by the sufferer and a judgment for one hundred dollars is obtained. The funds of the company is attached to satisfy the judgment, and Mr. Gorman comes into court with the plea that the funds attached are not the property of the company. The equity of the claim is not denied, but payment is sought to be *evaded*, and the ends of justice defeated by protracted litigation that the canal company may save one hundred dollars at the expense of a poor laborer who has suffered loss through the inefficiency of some incompetent official. Determined to avoid the payment of this claim, pronounced just and equitable by the courts, Mr. Gorman has, we learn, appealed to Gov. Groome to take such steps in the name of the State as will result in shielding the canal company from any responsibility incurred by an inefficient management of the canal. A more mean attempt to defraud is not upon

record. It would be an anomaly in law and equity if the canal company, with power to impose and collect fines, as well as to sue and plead, could shield itself behind a mortgage and avoid the fulfillment of any of its obligations. Yet this is what Mr. Gorman is seeking to establish.

Boat Stoned. - As the boat Kate Prather was passing the bluff between Dougherty's wide water and the aqueduct, on the Cumberland level of the canal yesterday evening, it was greeted by a volley of stones thrown by parties concealed among the rocks on the crest of the bluff. No great amount of damage was done, save the breaking of windows and denting the sides of the cabin. The man at the tiller was frightened a little at the suddenness of the assault and took refuge in the cabin for a few moments. None of the assailants were recognized, and it would be a difficult matter to trace them. The cause of the attack is not definitely ascertained, but it is supposed to be a rough kind of a protest against boating at prices lower than those fixed by the boatmen. It is greatly to be regretted that men will seek such means of righting a wrong, fancied or real, and we hope all respectable boatmen will frown upon and discourage such acts. They seldom accomplish more than to place the perpetrators at a disadvantage and in the wrong.

The Consolidation Coal Company resumed shipment by canal yesterday afternoon. Several boats were partly loaded but none received way bills.

p. 4. The mule bridge near the canal lock is progressing favorably and ere long will admit of regular passage over the mouth of Wills' creek, facilitating the movement of boats from above to the lock.

Canal Report - 16 boats left this port yesterday, carrying 2,243 04 tons of coal as follows:

Boats		tons cwt
	BORDEN	
Alexander	Georgetown	116 03
John R. Masters	Georgetown	121 14
Henry Freeland	Georgetown	115 13
Onward	Georgetown	117 04
Wm. S. Shaw	Georgetown	110 15
Three Brothers	Washington	115 15
Kate Prather	(gas coal)	115 00
E. M. Stanhope	Williamsport	115 13
David Seibert	Williamsport	116 14
Alex Kratz & Co.	Georgetown	115 04
10 boats	total	<u>1,559 15</u>
	NEW CENTRAL CO.	
Martin Scally	Georgetown	115 17
Our Sister	Georgetown	114 16
C. W. Adams	Georgetown	114 07
J. T. Dixon & Co.	Georgetown	109 15
4 boats	total	<u>454 15</u>
	BLAEN AVON CO.	
Geo. Hughes	Georgetown	117 03
	HAMPSHIRE & BALTIMORE CO.	
Chas. Ridgley	Georgetown	111 11

Fri.. 4/23/75, p. 4. Canal Report - 20 boats left this port yesterday, carrying 2,233 09 tons of coal as follows:

Boats		tons cwt
	CONSOLIDATION	
J. B. Varnum	Georgetown	107 10
Wm. Moorehead	Georgetown	113 15
R. Shriver	Georgetown	110 08
T. J. Nimmo	Georgetown	106 12
H. J. Kenah	Georgetown	114 04
J. T. Davis	Georgetown	117 05
6 boats	total	<u>668 14</u>
	NEW CENTRAL CO.	
M. E. Tice	Georgetown	113 05
Four Sisters	Georgetown	111 19
Ohio	Georgetown	111 03
John Hammond	Georgetown	111 04
A. J. Mills	Georgetown	115 01
5 boats	total	<u>562 13</u>
	HAMPSHIRE & BALTIMORE CO.	
R. B. Cropley	Georgetown	115 00
John Weir	Georgetown	105 00
J. H. Snyder	Georgetown	118 01
Fall River	Georgetown	112 06
A. H. Blackiston	Georgetown	108 18
5 boats	total	<u>539 05</u>

Sat. 4/25/75, p. 4. Canal Report - 27 boats left this port yesterday, carrying 3,025 08 tons of coal as follows:

Boats		tons cwt
	BORDEN	
Ida & Sallie	Georgetown	116 05
R. J. West	Georgetown	112 11
Rudolph Herr	Georgetown	114 00
Susan Charles	Georgetown	116 06
Donna Tilghman	Georgetown	109 09
Zacharias & Cragin	Georgetown	113 09
Lizzie & Phillie	Georgetown	111 19
Pattie Dunlop	Georgetown	115 09
Jno. A. Spielman	Williamsport	113 19
Chas. B. Embrey	Williamsport	112 13
10 boats	total	<u>1,139 00</u>
	NEW CENTRAL CO.	
City of Hamburg	Georgetown	111 01
Katie & Addie	Georgetown	116 10
John Reeves	Georgetown	115 00
J. Dick	Georgetown	107 13
D. Murphy	Georgetown	111 05
5 boats	total	<u>674 05</u>
	CONSOLIDATION CO.	
S. K. Miller	Georgetown	115 12
Miner	Georgetown	115 02
Maryland	Georgetown	114 03
Monongahela	Georgetown	106 07
4 boats	total	<u>451 04</u>
	HAMPSHIRE & BALTIMORE CO.	
Alex Adams	Georgetown	116 00
G. P. DeWitt	Georgetown	110 00
F. F. Davis	Georgetown	108 02
3 boats	total	<u>334 02</u>
	MARYLAND CO.	
Henry Gerdeman	Washington	114 00
	INDIVIDUAL	
T. O'Connell	Antietam Iron	76 17
Fire brick and clay		39 00
Lumber 1,250 feet		
Emma (gas coal)	Georgetown	105 00
B. F. Price	Georgetown	105 00
3 boats	total	<u>325 17</u>

Plunder Found. - Late yesterday afternoon Mr. Frank Taffle, a boatman, found among a pile of lumber in the neighborhood of Mr. Jacob Brengle's store on Canal street, the following articles supposed to be a portion of the plunder stolen from a store a few nights ago, mention of which has heretofore been made: One pair of boots; one box of cigars; one shawl; pocket knife; five plugs

of tobacco; and two pair of old shoes, considerably worn, pocket handkerchief, one pair gums, three towels and one shirt. All the articles above mentioned were recognized by Mr. Sullivan and Mr. McKenna, and promptly restored to their possession, except the shawl, pair of gums and the pocket handkerchief, which may be obtained by the owner or owners by calling at No. 9 Frederick street.

 We hear it whispered that Mr. McCullough, the very efficient lock-tender at Oldtown, is to be discharged because he was imprudent enough to vote for Mr. Walsh. It is a serious matter to have such a charge as that preferred against you if you are an employee of Mr. Gorman.

Mon. 4/26/75, p. 1. We have received a letter from a Prominent Democrat of Baltimore city, who is evidently on the "inside," giving an interesting account of the whole movement which has culminated in the possession of the wharves at this place by the canal company, the reasons therefore, the object, the prices to be paid, who engineered the scheme, etc., etc., together with a review of the political field and the plan of operations by the State ring. The letter is a charming, a most delightful document, but we withhold it for the present for reasons of satisfactory at least to our self. We have no desire to throw a straw in the way of what Messrs. Walsh & McKaig assert to be a *satisfactory* settlement of the difficulty with reference to their wharf, and as that matter is to be finally ratified on Tuesday, we shall let the communication lay over until after that time. We do this because the transaction is described in the letter, and we are under a sort of promise to say only what we have heretofore said about the transfer of the wharf for the present.

p. 4. **Canal Report** - 21 boats left this port Saturday, carrying 2,284 15 tons of coal as follows:

Boats		tons cwt
	BORDEN	
Borden & Lovell	Georgetown	113 05
S. E. Hassett	Georgetown	117 03
Henry Boley	Georgetown	113 16
Denton Jacques	Georgetown	115 19
T. W. Riley	Georgetown	108 16
John G. Lynn	Georgetown	115 10
Little Nan	Georgetown	112 00
Johnny & Frankie	Georgetown	113 14
8 boats	total	<u>910 03</u>
	NEW CENTRAL CO.	
Johnny	Georgetown	115 13
Albert Zeigler	Georgetown	117 10
J. W. Rhind	Georgetown	114 08
Lillie & May	Georgetown	109 07
4 boats	total	<u>456 18</u>
	CONSOLIDATION CO.	
Linnet	Georgetown	111 09
A. Campbell	Georgetown	116 06
2 boats	total	<u>227 15</u>
	HAMPSHIRE & BALTIMORE CO.	
W. P. Wools	Georgetown	110 02
R. Fannon	Georgetown	113 02
E. Mulvaney	Georgetown	113 00
Lillie Lemen	Georgetown	114 07
4 boats	total	<u>451 05</u>
	MARYLAND CO.	
S. H. Davis	Georgetown	110 12
	INDIVIDUAL	
H. Willison	Georgetown	113 00
A. L. Miller	Georgetown	114 03
2 boats	total	<u>227 02</u>

Tue. 4/27/75, p. 1. **Canal Report** - 19 boats left this port yesterday, carrying 2,154 04 tons of coal as follows:

Boats		tons cwt
	BORDEN	
Theo. Dean	Georgetown	115 09
Dr. O. M. Schindel	Georgetown	116 02
I. Wilson	Georgetown	119 02
E. M. Stanhope	Georgetown	115 14
G. H. Colbert	Georgetown	115 00
D. Seibert	Georgetown	114 06
J. H. Percy	Georgetown	107 12
7 boats	total	<u>803 05</u>
	NEW CENTRAL CO.	
Elizabeth	Georgetown	114 18
Richard Burke	Georgetown	114 02
Fleming & Motter	Georgetown	108 08

Loretto	Georgetown	113 19
V. H. Weir	Georgetown	114 03
5 boats	total	565 10
CONSOLIDATION CO.		
Grason & Fannie	Williamsport	112 06
HAMPSHIRE & BALTIMORE CO.		
Elmer & Kate	Alexandria	112 10
R. Emmett	Alexandria	107 01
Ben Bissell	Alexandria	113 04
J. H. Woodburn	Alexandria	114 04
4 boats	total	446 19
BLAEN AVON		
C. C. Kelly	Georgetown	113 02
INDIVIDUAL		
Diligent	Georgetown	113 02

A Short time ago we alluded to the fact that one of the members of the Board of Directors of the C. & O. Canal Company had taken the contract for building the outlet-lock at Georgetown. The gentleman referred to was G. M. Watkins, Esq., and so far as the contract was concerned it was correct. But it might have been inferred that Mr. Watkins, as a director, contracted with himself to build this lock. Such an inference would *not* have been correct. The parties who have engaged to build this lock are acting under an old contract with the Canal Company, and Mr. Watkins as an individual contracts with *them* for doing the work, and not with the Canal Company. We are also informed that he does not expect to obtain any favor in the way of a loan of tools, cables, derricks, &c., from the Canal Company in the prosecution. We are glad to hear this, because Mr. Watkins has always enjoyed the reputation of a high toned honorable man, and as such we prefer to regard him. But even as a contractor, under the circumstances he cannot consistently remain a member of the Board of Directors.

 In our last issue we spoke of Mr. Malcolm St. Clair, agent of the Blaen Avon Coal Company, having purchased several vacant lots at the canal at this place, for the purpose of shipping coal to this point the coming season. In this we were mistaken, the

purchaser having been Mr. J. L. Motter of this place, and he having leased them to Mr. St. Clair. The lots are now being leveled and put in order for the trade. Derricks and steam engine, for hoisting coal, will be at once erected, and a large trade anticipated. Mr. J. L. Motter will be the agent for the company at this place. Words, commendable of Mr. Motter, we deem unnecessary, as everyone in this vicinity are well acquainted with this gentleman, and know him to be a thorough upright business man, and we compliment the company on their success in procuring so competent and pleasant a gentleman to represent their interests in this locality. - *Williamsport Pilot*

Wed. 4/28/75, p. 1. **On A Strike.** - The coal heavers of the Borden and New Central Companies at Georgetown were on a strike yesterday for last year's pay. They were receiving forty cents per boat and demanded fifty. It is thought that a compromise will be effected at forty-five cents. No boats were unloaded for those companies yesterday.

p. 4. **Canal Report** - 28 boats left this port yesterday, carrying 3,194 13 tons of coal as follows:

Boats		tons cwt
CONSOLIDATION CO.		
H. C. Hicks	Georgetown	112 13
L. L. Shives	Georgetown	118 11
G. Meredith	Georgetown	118 08
Adam Norrie	Georgetown	115 17
D. A. Miller	Georgetown	115 08
Owl	Georgetown	109 06
W. M. Hill	Georgetown	114 16
Geo. A. Pearre	Georgetown	114 13
8 boats	total	919 12
BORDEN		
Bertha M. Young	Georgetown	118 18
Julia Borden	Georgetown	113 11
Sallie H. Taylor	Georgetown	114 17
Rebecca B. Lynn	Georgetown	116 14
Invincible	Georgetown	119 04
Jos. R. Haines	Georgetown	112 18
C. L. Brengle	Georgetown	113 15
Jno. T. James (Gas)	Washington	109 00
S. H. Sherman (Gas)	Washington	115 00

9 boats	total	1,033 17
NEW CENTRAL CO.		
F. A. Mertens	Georgetown	115 01
R. I. Morris	Georgetown	116 14
W. H. Ash	Georgetown	118 05
Wm. Moffett	Georgetown	115 10
4 boats	total	465 10
HAMPSHIRE & BALTIMORE CO.		
Thomas Lannon	Georgetown	107 18
J. R. Purcell	Georgetown	109 09
Mrs. C. E. Charles	Georgetown	114 06
Morning Sun	Georgetown	112 05
4 boats	total	443 18
BLAEN AVON		
Mary Mertens	Georgetown	112 19
MARYLAND CO.		
T. J. Mahaffy	Georgetown	110 17
INDIVIDUAL		
John Hieston	Georgetown	108 00

Thu. 4/29/75, p. 1. **Mr. Gorman** and Mr. Fawcett were in the city yesterday and last night, for the purpose, we suppose, of completing the arrangement between the canal company and Messrs. Walsh & McKaig for the lease or purchase of the wharf of the latter. From the best information at command we think it quite probable that the wharf will finally pass into the possession of the canal company. The contract closed yesterday - if it *was* closed, of which we have no direct information, not caring to annoy brother Gorman with any inquires - leases the wharf to the canal company for the term of two years at an annual rental of twelve thousand dollars, the canal company to keep the wharf in good repair, and to have the privilege of purchasing the same at the expiration of the lease by paying the sum of one hundred and twenty thousand dollars. Presuming this to be true it looks to us very much as if Billy Walsh had "scooped 'em again."

As to the other important matter which Gorman was expected to settle during his stay here, we learned very little. Several boatmen called on him but they received very little satisfaction, and from all we could learn the question of trippage remains in as

great a muddle as ever. It is much to be regretted that this vexed question cannot be settled in some way mutually satisfactory to all interested.

p. 4. **Canal Report** - 32 boats left this port yesterday, carrying 3,630 12 tons of coal as follows:

Boats		tons cwt
BORDEN		
Tillie B. Lynn	Georgetown	109 14
John A. Spielman	Georgetown	117 03
Joseph H. Farrow	Georgetown	115 04
Alonzo Berry	Georgetown	117 17
John C. Hassett	Georgetown	110 01
F. Ensminger	Georgetown	113 10
Chas. A. Green	Georgetown	114 10
Wm. Staples	Georgetown	114 09
8 boats	total	912 14
MARYLAND CO.		
Industry	Georgetown	114 02
Baltimore	Georgetown	114 03
Willie Snyder	Georgetown	116 17
Chas. Wheatley	Georgetown	110 10
H. B. Simonds	Georgetown	116 19
Annie	Georgetown	113 19
Henry Boyd	Georgetown	113 19
Dr. F. C. Doyle	Washington	120 15
8 boats	total	921 04
CONSOLIDATION CO.		
Joel Charles	Georgetown	115 13
Consolidation	Georgetown	117 10
P. J. Smith	Georgetown	107 04
Monongahela	Georgetown	105 19
Ino	Georgetown	116 01
Mohawk	Georgetown	112 08
6 boats	total	674 15
NEW CENTRAL		
W. E. Turner	Georgetown	112 18
Wm. Doyle	Georgetown	118 00
L. L. Mouse	Georgetown	114 15
Four Sisters	Georgetown	113 00
W. C. Merryman	Georgetown	111 01
J. C. Stubblefield	Georgetown	111 12
6 boats	total	681 06
HAMPSHIRE & BALTIMORE CO.		
Geo. Hutton	Georgetown	107 06
H. A. Garrett	Georgetown	111 07
V. L. Sprigg	Georgetown	109 19
3 boats	total	328 12
BALEN AVON CO.		
Belle Resley	Georgetown	112 01

As the canal boat T. J. Baker was passing by the bluff of rocks below Sharpsburg landing on her way to Georgetown a few days ago she was assailed with a shower of stones and her cabin considerably damaged. This is the second time this boat has been attacked, but for what reason no one seems to understand.

Fri. 4/30/75, p. 1. **Whatever** the contract between Messrs. Walsh & McKaig and the canal authorities may be with reference to the lease of the wharf property of the former is a matter which may concern the parties themselves. Messrs. Welsh & McKaig have an undisputed right to make such disposition of their property as in their judgment will best insure to their advantage. All this must be conceded. And yet there is danger to this community, to the coal interests and the canal itself in the consolidation of all the wharfage facilities in the city, the control thereof being placed [in] hands of one set of persons. The Canal Company might very properly control the wharves, but the persons who are now endeavoring to purchase in the name of that company may also sell or lease in the name of that company. What might not result to the coal interests of Allegany from such an emergency? With a monopoly of wharfage in the possession of a, perhaps foreign corporation, the Canal Company and the coal companies would be at a greater disadvantage than under the system so long existing here, and which is now about to be broken up. In this view of the situation it is to be hoped that Messrs. Walsh & McKaig will not enter into a contract whereby they would be forced to a sale of their property. The price offered is doubtless tempting, but there are very grave reasons why Messrs. Walsh & McKaig should hesitate long before they transfer the control of their wharf to hands that might use it to the destruction of the trade of Cumberland and the canal.

As Gorman has done exactly what we said he would do with reference to trippage we cannot see that the conference held about the middle of the month between that person, the boatman and the boat builders has resulted in anything satisfactory to anybody. The American Company declines to ship only on its own terms. Mr. Gorman says the boatmen were mistaken in supposing the trippage was to be fixed at a lower rate than thirty dollars. The boatmen insist that twenty-five was the price fixed for rented boats, and on that they have been holding out, although quite a number yesterday expressed a willingness to resume work at thirty dollars if the American Company would accept that amount, even if it lead to a disruption of their connection with the Boatmen's Union, whose policy lately is by no means popular with the majority of the members. Many have become convinced that a few designing members are using the Union to further the ends of Mr. Gorman and Mr. Loveridge, and naturally they are losing interest in it. We rather think that a day or two will settle the matter at issue provided the American Company is ready to resume operations.

Canal Report - 33 boats left this port yesterday, carrying 3,717 09 tons of coal as follows:

Boats		tons cwt
	MARYLAND CO.	
M. E. Spier	Georgetown	117 02
H. T. Weld	Georgetown	93 16
D. A. Carl	Georgetown	114 07
Lizzie Haines	Georgetown	114 01
J. C. Grove	Georgetown	110 06
H. W. Dellinger	Georgetown	113 15
Thos Wheeler	Georgetown	112 01
Francis Gannon	Georgetown	115 12
B. F. Charles	Georgetown	110 15
Geo. B. Oswald	Georgetown	117 00
R. M. Sprigg	Georgetown	110 09
11 boats	total	1,229 06
	CONSOLIDATION CO.	
J. R. Ray	Georgetown	117 13

Dr. A. A. Biggs	Georgetown	112 12
J. M. Forbes	Georgetown	112 19
Jimmy M., Jr.	Georgetown	114 08
Jacob Snively	Georgetown	112 12
M. M. Jane	Georgetown	111 07
6 boats	total	681 17
BORDEN		
Chas. B. Embrey	Georgetown	111 12
Geo. W. Thecker	Georgetown	112 15
M. S. Haines	Georgetown	116 05
Nathan Williams	Georgetown	113 04
John Sammon	Georgetown	113 00
Laura B. Agnew	Georgetown	116 00
6 boats	total	682 16
NEW CENTRAL CO.		
J. W. Carder	Georgetown	115 18
J. L. Feidt	Georgetown	102 03
Jack Topper	Georgetown	111 12
3 boats	total	329 14
HAMPSHIRE & BALTIMORE CO.		
John Weir	Alexandria	116 01
Park Agnew	Alexandria	119 16
M. S. Fernsner	Alexandria	114 12
B. R. Summers	Alexandria	110 02
P. L. Lemen	Alexandria	108 01
5 boats	total	568 14
BLAEN AVON CO.		
M. S. O'Donnell	Georgetown	112 13
Geo. W. Knode	Georgetown	112 09
2 boats	total	225 02

[Transcriber's Note: The missing editions remain to be found and added in a subsequent revision.]

ES, Sat. 5/1/75, p. 4. **GEORGETOWN. River and canal.** - Arrived by the canal: Boat Irving with 600 bbls cement for J. G. & J. M. Waters.

ES, Fri. 5/7/75, p. 4. **GEORGETOWN. River and Canal.** - Arrived by the canal, boat J. N. Thomas, with 3,800 bushels of wheat and 60 barrels of flour for J. G. & J. M. Waters and 600 bushels of wheat for H. M. Talbott; boat H. M. Talbott, with 600 bushels of wheat and 400 bushels of corn for H. M. Talbott, and six tons of hay for T. C. Wheeler, and also 500 bushels of wheat for Hartley & Bro.

ES, Mon. 5/10/75, p. 4. **GEORGETOWN. The Total Receipts of Coal** by the canal for the week ending on Saturday was 17,000 tons, which was the largest amount received during any week this season. The shipments were slightly in excess of the amount received.

River and Canal. - Arrived by the canal - Boat C. F. Waters, with 2,600 bushels of wheat and 600 bushels of corn for J. G. & J. M. Waters.

ES, Tue. 5/11/75, p. 4. **GEORGETOWN. River and canal.** - Arrived by the canal - Boat Hattie & Bessie, with 3,400 bushels of wheat and 115 barrels of flour, for Hartley & Bro.

ES, Sat. 5/15/75, p. 1. **The Canal.** - Yesterday morning the Maryland Coal company was about to recommence the shipment of coal by canal when another hitch occurred. It appears that the company, not having a "line" of its own, was proceeding to select such boats as they chose. The owners of the selected boats were not in turn, or entitled to load under rules established by the boatmen. They were reminded by other boatmen that they were under oath not to load out of turn, etc., and the upshot of the matter was that the loading was stopped, though no violence was used. President Loveridge, of the Maryland company, arrived in this city yesterday morning, and during the day spent a good deal of time among the boatmen and discussing the situation with them. Mr. Loveridge succeeded in coming to an understanding with the boatmen, and informs us that the company will commence full shipments this morning. - *Cumberland News, 14th.*

Ibid, p. 1. Advertisement: "FOR CHARTER UP THE CANAL, For fishing Parties, the STEAMER E.G. WHEELER, by JOS. PASSENO, No 73 Water street, 3 doors

below High street." [Transcriber's Note: this advertisement started on May 5th and ran daily for two weeks.]

ES, Sat. 5/22/75, p. 4. **GEORGETOWN. River and Canal.** - Arrived by the canal, boat Wheeler & Barron, with 3,600 bushels wheat for Hartley & Bro.; 1,000 bushels of wheat and 110 bushels corn for H. M. Talbott, and 250 bushels corn for T. C. Wheeler.

ES, Mon. 5/24/75, p. 4. **GEORGETOWN. Coal Trade.** - The receipts of coal by the canal for the week ending Saturday amounted to 18,360 tons, and the shipments to about the same.

ES, Tue. 5/25/75, p. 4. **GEORGETOWN. The canal.** - Owing to a break in lock No. 2 near the Chain bridge, there were no arrivals of boats by the canal today. A canal boat arrived yesterday with a load of white pine lumber from the Cumberland region for Messrs. Wheatley Bros., which is the first arrival of that kind of merchandise from that section by canal since before the war.

ES, Wed. 5/26/75, p. 4. **GEORGETOWN. Grain Trade.** - Arrived by the canal - boat Hattie & Bessie, with 3,500 bushels wheat for Hartley & Bro., and boat Caledonia, with 1,000 bushels wheat, 600 bushels corn and 90 bbls. ear corn for same firm; boat J. N. Thomas, with 100 bbls. flour, 1,300 bushels wheat and 2,200 bushels corn to J. G. & J. M. Waters.

ES, Fri. 5/28/75, p. 4. **An Entertaining Newsboy Drowned.** The colored boy drowned in the canal near South Capitol and I streets, was named Winson George. He was about 17 years of age, and was one of the most industrious newsboys in the city, frequently retailing of an afternoon from three to four hundred *Stars*. He was buried

from his parent's residence, 111 5th street southeast this afternoon. [Transcriber's Note: This must refer to the Washington Canal, which passed South Capitol and I streets.]

ES, Thu. 6/3/75, p. 4. **GEORGETOWN. The Canal.** - For the six days ending Saturday, May 29, two hundred and ninety-one boats cleared from this port, on the Chesapeake and Ohio canal, carrying 34,897 tons of coal. These shipments have rarely been exceeded in one week. - *Cumberland News*.

ES, Fri. 6/4/75, p. 4. **GEORGETOWN. Break in the Georgetown Level of the Canal.** - The water has been drawn off from the Georgetown level of the canal on account of a break which was discovered this morning in the embankment near Welch's mill, and which is supposed to have been caused by rats. Work has been entirely suspended at the coal wharves and at all the mills, and it is expected that it will require all of today and probably tomorrow to repair the damage. It is very fortunate that the break occurred in the daytime, as it enabled the discovery to be made in time to prevent the water from obtaining any considerable headway. The embankment for a considerable space at the point named is very narrow, and of a very frail nature. The millers and other business men along the line of the canal are exasperated at these frequent breaks and consequent interruption of business, when walls of masonry erected at the weak points, at least within the extensive business districts, would prevent all trouble.

ES, Mon. 6/7/75, p. 4. **Chesapeake and Ohio Canal.** - The president and directors of the Chesapeake and Ohio canal held their regular monthly meeting in Annapolis Saturday. President Gorman submitted his

monthly report. He says: "The coal tonnage for the past month not only shows a decided increase over the same period of 1874, but is the heaviest tonnage that ever passed over the canal in any one month. The number of tons shipped from Cumberland was 121,439 tons, being an increase as compared with May, 1874 of 6,873 tons. The greatest number of tons shipped in any preceding month was in May, 1874, the tonnage for that month being 120,421, which was conveyed from Cumberland to Georgetown in 1,105 boats, while the tonnage of the past month of 121,439 tons was carried in 1,071 boats, or 34 boats less than it required to carry 120,921 tons in 1874, which shows that the improved condition of the work has so increased the carrying capacity of the boats that in 1875 the same number of boats that in 1874 were required to carry 120,921 tons would now carry 124,957 tons, viz: Number of boats leaving Cumberland May, 1874, 1,105, average tonnage 109.4, aggregate tonnage 120,921 tons; number of boats leaving Cumberland May, 1875, 1,105, average tonnage 113½, aggregate tonnage 121,957 tons, thus decreasing the cost of transportation to coal companies and boatmen in one month as compared with May, 1874, \$5,045, viz: 4036 tons at \$1.25 per ton, \$5,045. The accrued revenue for May was \$65,724.45, which is a decrease as compared with May 1874, of \$3,277.70, which decrease is accounted for from the fact that the toll and wharfage has been decreased 8 cents per ton and the boat toll reduced to \$2.04 each trip. The expenses for the month were \$20,320.18, showing the net amount of revenue for the month to be \$45,493. The balance in the different banks to the credit of the company, May 29, was \$55,832.67, to which add accrued revenue not yet collected, \$35,189.43, making \$91,322.10. The stockholders will meet today and elect a canal board for the ensuing year.

ES, Mon. 6/7/75, p. 4. **GEORGETOWN. The Receipts of Coal** by the canal during the past week amounted to 20,800 tons, and the shipments to 21,500 tons.

River and Canal. - Arrived by the canal - Boat Medley, with 500 bushels of wheat and 550 bushels of corn for H. M. Talbott and 1,100 bushels of corn for Hartley & Bro.; boat Hattie & Bessie with 275 barrels of ear corn for Hartley & Bro.; boat J. N. Thomas, with 1,500 bushels wheat, 2,240 bushels of corn and 50 barrels of flour for J. G. & J. M. Waters; boat Caledonia, with 3,000 bushels of wheat for Hartley & Bro.

ES, Tue. 6/8/75, p. 4. **CHESAPEAKE AND OHIO CANAL - Annual Report - Election of Officers.** - The annual meeting of the Chesapeake and Ohio canal company was held yesterday in Annapolis. The following stockholders were present: - Governor Groome, Controller Woolford and treasurer Compton, representing the state of Maryland stock, as the Board of Public Works; John P. Poe, esq., representing the stock of the state of Virginia; and Colonel James G. Berret, representing the stock of the cities of Washington and Georgetown.

A. P. Gorman, president of the company, submitted and read the annual report of the company. He said that the coal tonnage of the canal for 1874 shows an increase over that of 1873 of 38,788 tons, while the gross revenue was the largest that has ever accrued to the treasury since the organization of the company. The receipts were \$517,412.22, being an increase over the receipts of 1872 of \$30,406.50, and over 1873 of \$9,751.70. The expenses for operating and maintaining the canal was \$227,204.63; the net revenue exceeding the usual expenditures by the sum of \$290,207.59. The balance on hand at the end of the last fiscal year was \$382,785.13. The number of boats which left Cumberland

during the year was 7,378, carrying 836,990 tons, an increase of 38,787 tons over the freight of 1873.

The following officers for the ensuing year were elected: Arthur P. Gorman, president; James G. Berret, Daniel S. Biser, Michael Bannon, Gilmore Meredith, G. M. Watkins, and A. K. Stake, directors.

ES, Wed. 6/16/75, p. 1. **The Boatmen and the Coal Companies.** - Another difficulty has occurred at Cumberland between the boatmen on the canal and some of the coal companies. The *Cumberland News* says: "There was no change in the status of affairs on the Chesapeake and Ohio canal on Monday. The Hampshire & Baltimore company loaded a few boats, but none of them cleared at the collector's office, nor were any shipments made by the New Central, Blaen Avon or George's Creek companies, all three having decided to pay but \$1.15 freight. At a meeting of the Boatmen's Union, held last night, that society resolved not to deviate from the rates made at the opening of the season - \$1.25 to Georgetown and \$1.30 to Alexandria." *Ibid.*, p. 4. **Decision in a Georgetown Mill Case.** Judge Wylie, in the Equity Court yesterday, in the first of the Georgetown mill cases - that of Ray vs. the Chesapeake and Ohio Canal Company - decided that the contract of Mr. Ray entitled him to receive as much water as had been coming to his mill before the canal company undertook to make a change, and he made perpetual the injunction restraining the canal company from diminishing the supply of water to Ray's mill, and from interfering with the gauge.

ES, Thu. 6/17/75, p. 4. **End of the Canal Strike.** - The *Cumberland News* of yesterday says: "The business of shipping coal on the canal was resumed yesterday.

Those boats which had loaded the day before took out their papers and left yesterday. The difficulty as to freights was adjusted on the basis prevailing at the time of the suspension. It is greatly to be hoped that there will be no further trouble. A crowd of angry and excited boatmen congregated around the office of the Maryland Coal Company, in this city, yesterday, and for a few moments it looked as if a hostile demonstration was to be made upon someone. Better counsels prevailed, however, and the storm blew over.

ES, Fri. 6/18/75, p. 4. **District Government Affairs. - A Georgetown Improvement.** - Chief Engineer Hoxie has given orders for the construction of a tow-path wooden truss bridge across the canal about three hundred feet west of the building line of Langan street, Georgetown, together with a timber causeway for the approach to the same on the south side of the canal. This structure is to be curved at the bottom and top cords to accomplish the passage of boats, and is to be eighty feet span in the clear, with a draw-way of eight feet inside in the clear. This has been rendered necessary in consequence of the recent improvement to the roadway and the guttering of the same next to the new coping wall, the canal company having relinquished the practice of towing on the berm side in consideration of the erection of a bridge for facilitating the crossing over of their draft horses and mules to the tow-path side.

Wed. 6/23/75, p. 2. The receipts of the Chesapeake and Ohio canal for the week ending June 12, were: From Cumberland, \$21,558.99; Georgetown, \$600; Hancock, \$10.80; Williamsport, \$380.58; - total \$22,550.37. Revenue accrued at Cumberland for the week \$16,767.08. During the same period 286 boats cleared

from Cumberland, carrying 32,166 tons of coal.¹

ES, Thu. 6/24/75, p. 4. **GEORGETOWN. Water Out of the Canal.** - The water was drawn off from the Georgetown level of the canal last night in consequence of another break in the embankment at the same point where one occurred a few weeks ago, and from the same cause - the mining operations of rats. It is expected that the water will be let in this evening.

ES, Fri. 6/25/75, p. 4. **The Break in the Canal**, near Welch's mill, having been repaired, the water was let into the Georgetown level last night. **Grain Trade.** - Arrived canal boat Hattie & Bessie, with 2,300 bushels of wheat, for Hartley & Bro.

ES, Sat. 6/26/75, p. 4. **BAD BOYS - Hints for the Policemen.** - The attention of the police is invited to the gang of boys who congregate in the neighborhood of 2nd and Frederick streets on Sunday afternoons for the purpose of playing baseball. The players increase the interest in the national pastime by miscellaneous swearing, while the spectators sit on their haunches and howl. The hill at the corner of 3rd and Fayette streets is the rallying place of a younger crowd, who not old enough to break their fingers at baseball, still manage to make it lively for residents in that neighborhood by stone throwing and filthy language. Boatmen on the canal complain of a mob of young ruffians who are in the habit of assembling on the north bank of the canal, near Market street, and varying the monotony of the twilight hour by stoning the boats. If the policemen don't abate these nuisances somebody will get hurt.

¹ *The Herald and Torch Light*, Hagerstown, Md., newspaper, Wednesday, 6/23/1875, p. 2.

ES, Mon. 6/28/75, p. 4. **GEORGETOWN. A Big Weeks' Work in the Coal Trade.** - The receipts of coal by the canal for the week ending Saturday amounted to 26,600 tons, and the shipments during the same time to 26,800 tons. This is the largest transaction in coal of any week during the present season.

ES, Tue. 7/6/75, p. 4. **GEORGETOWN. River and Canal.** - Arrived canal boat C. F. Waters, with 2,930 bushels wheat for J. G. & J. M. Waters.

ES, Wed. 7/7/75, p. 4. **GEORGETOWN. Some Improvements.** - The north abutment of the canal lock at Washington street having become unsafe is being removed to make room for a new one.

ES, Fri. 7/9/75, p. 4. **GEORGETOWN. Increase in the River Trade.** - Capt. Morgan, in charge of the outlet locks of the canal, states that the total number of boats locked in and out of the canal at the river outlet was 746 during the month of June, which indicates a great increase in the river trade.

ES, Sat. 7/16/75, p. 1. **Drowned in the Canal.** - On Friday last the body of Wm. Wicks, of Loudoun county, Va., was found in the Chesapeake and Ohio canal, near the 24th lock. It is supposed he fell from a canal boat to Thursday night. Wicks was 60 years of age, and son of the late Rev. Dr. Wicks, of the M. E. church.

Ibid. p. 4. **GEORGETOWN. The Freshet in Rock Creek.** - The unusually heavy rain of last night had the effect to swell Rock creek to an unprecedented height. The sudden rise of the waters took parties doing business along the creek by surprise, and for a while there was great excitement as the water invaded

the shore precincts. Nearly every boat moored in the creek was swept "down and out" into the river. One canal boat belonging to the Seneca stone company was carried over the tumbling dam and drifted down to G street wharf, where it was secured. The water invaded the office of the Seneca company to a depth of about three feet, and at one time the stability of their stables was so much threatened that the horses were removed to a place of safety. **The Canal Level** from Jefferson street west looks like a huge cake of mud, owing to the accumulations of filth from the streets and sewers having been washed therein by the rain of last night.

ES, Mon. 7/26/75, p. 4. **GEORGETOWN. The Receipts of Coal** by the canal for the week ending Saturday amounted to 21,530 tons, and the shipments footed up about the same amount.

Wed. 7/28/75, p. 2. The receipts into the treasury of the Chesapeake and Ohio Canal Company for the week ending July 17, were from Cumberland \$15,226.20; Georgetown \$1,350; Hancock \$66.93; Williamsport \$224.16 - total \$16,887.29. Revenue accrued at Cumberland for the week, \$16,816.41. Two hundred and eighty-four boats cleared, carrying 32,193 tons coal. The total shipments for the past fourteen working days (4th of July no shipments) amounts to 77,230 tons, at which rate it is estimated the shipments will aggregate about 140,000 tons for the entire month.²

ES, Thu. 7/29/75, p. 4. **GEORGETOWN. River and Canal.** - Arrived by canal - Boat Hattie & Bessie, with 1,400 bushels of wheat, 1,406 bushels of corn, and 290 barrels of flour for Hartley & Bro.

² *The Herald and Torch Light*, Hagerstown, Md., newspaper, Wednesday, 7/28/1875, p. 2.

ES, Mon. 8/2/75, p. 4. **ALEXANDRIA. Starving.** - A young man 25 years old, giving his name as Francis M. Logan, was found at Battery Rodgers about 10 o'clock last night, unable to walk, and carried to the station house. On reaching there it was found that his weakness was caused by starvation, as he stated that he had not tasted food for four days. He stated to one of our reporters this morning that he had been employed on the canal for some time, and left Cumberland last week on the boat Wm. Hill, for Georgetown. On arriving there he was robbed of all his money, and was not allowed to return with the boat to Cumberland. Being unable to obtain work, in Georgetown, he wandered to this city in the hopes of finding something to do, arriving here last evening. He says he is a native of New York city, and resided with Elder Johnson at No. 111 14th street.

ES, Tue. 8/3/75, p. 4. **GEORGETOWN. The Receipts** of coal by the canal for the week ending on Saturday amounted to 22,409 tons, and the shipments to 22,100 tons.

Wed. 8/4/75, p. 2. The receipts into the treasury of the Chesapeake and Ohio Canal Company for the week ending July 24, 1875, were as follows: From Cumberland, \$9,704.81; Georgetown, \$900; Hancock, \$62.69; Williamsport, \$274.24 (accrued); total \$11,044.74. Two hundred and fifty-five boats cleared during the week, carrying 28,795 tons coal, an average shipment daily of 4,709 tons.³

ES, Thu. 8/5/75, p. 1. **New Way of Shipping Coal.** - The Hagerstown, Md., *Mail* learns that a recently invented system, by which canal boats constructed in sections, can be floated into a dry dock,

³ *The Herald and Torch Light*, Hagerstown, Md., newspaper, Wednesday, 8/4/1875, p. 2.

hoisted and placed on railroad trucks, without breaking cargo, and thence run to ultimate destination, is to be put into use at Williamsport, and coal shipped from Cumberland to Baltimore via the canal and Western Maryland railroad without breaking bulk.

ES, Sat. 8/14/75, p. 1. **Drowned in the Canal.** - Last Thursday evening a little son of Mr. Greenawalt, keeper of the canal lock at Sandy Hook, Md., fell off the end of the lock and was drowned. His body was recovered, the water having been drawn off for that purpose. The child was seven or eight years of age.

Chesapeake and Ohio Canal. - Advises by telegraph yesterday, at the company's office at Annapolis, give information that the Chesapeake and Ohio canal has not received any injury to its banks from high water of the present heavy rains.

ES, Tue. 8/17/75, p. 4. **GEORGETOWN. Sinking of a Canal Boat.** - Sunday morning last the canal boat H. M. Talbott, lying at the foot of Market street, was discovered to be leaking and filling up rapidly. The boat had on 3,200 bushels of wheat and 200 bushels of corn. A large force of workmen were put to work and the grain removed, but not until a small portion of it had been slightly damaged.

The Grain Market. - Arrived by canal - Boat Wheeler & Barron with 1,000 bushels of wheat and 400 bushels of corn for Hartley & Brother.

ES, Fri. 8/20/75, p. 4. **GEORGETOWN. The Name of the Man** whose body was found in the canal yesterday was Julius Banks, colored, aged about 20 years. He was drowned in the canal, near Chain bridge, yesterday morning while bathing.

The coroner deemed an inquest unnecessary, and gave a certificate of accidental drowning. The body was turned over to the board of health for burial.

ES, Sat. 8/28/75, p. 4. **GEORGETOWN. Dead Lock on the Canal.** - For several days past there has been a jam of boats in the canal extending from Rock Creek to above the first lock. The jam was occasioned by a break in the canal near Edes' Mill. There are many grain boats awaiting the opening of the jam to reach this town.

ES, Mon. 8/30/75, p. 1. **Outrage in Cumberland, Md.** - A horrible outrage was committed Friday night by three men on the person of Ann Olive, aged fifty-five years, who was a cook for Captain Reed on board the canal boat C. P. Manning, while lying at Cumberland. John Pright and Harry Davis were arrested Saturday and identified by the woman as the guilty parties. The affair has created considerable excitement, and officers are in pursuit of the other party.

Ibid., p. 4. **GEORGETOWN. The Storm in Georgetown.** - *Considerable Damage Done.* - The heavy rains of yesterday caused considerable damage in and about this city. The water in Rock Creek commenced to rise at an early hour in the morning and soon overflowed the banks. There were about a dozen canal boats in the creek, and several were torn from their moorings and carried for some distance down the stream. The boat Mrs. C. E. Charles was swept against the tumbling dam at the mouth of the creek with such force as to tear away a portion of the dam on the Georgetown side, and was carried by the tremendous current out into the river, where she sunk near the channel, in about thirty-five feet of water. She had on board about 110 tons of Cumberland coal for the Consolidation coal company. About forty

feet of the tumbling dam was washed away, the cost of the repair of which will, it is estimated, be about \$500. The boat Yonkers was forced by the water up on the bank near Simms' Mill, and is now lying on its side about three-fourths out of water. Up town, owing to the bursting of some sewers and the insufficiency of many others, a number of houses and stores were flooded, and considerable damage done. On High street, near the junction of 2nd street, most of the buildings for the distance of one block were invaded by the water. The grocery store of Mr. Frank Lydane was flooded to a depth of three or four feet, and the stock of Mr. L. was greatly damaged. The large sewer which passes through the square bounded by High, Potomac, 1st and Prospect streets, burst and flooded all the yards on that block, doing considerable damage. Another sewer on Fayette, between 1st and 2nd streets, also burst and flooded the residence of Mrs. Love and others living on Fayette street.

Heavy Arrivals of grain. - Arrived by canal - boat J. N. Thomas, with 1,700 bushels wheat and 2,100 bushels corn for J. G. & J. M. Waters; boat Ellen Brook, with 2,500 bushels wheat and 600 bushels corn for same firm; boat Medley, with 700 bushels wheat and 1,500 bushels corn for H. M. Talbott, and grain for Hartley & Brother; boat Wheeler & Barron, with 2,000 bushels wheat for H. M. Talbott, 700 bushels wheat and 1,000 bushels corn for Hartley & Brother, and 300 bushels corn for T. C. Wheeler; boat Hattie & Bessie, with 2,500 bushels corn, 200 barrels flour and 300 bushels mill feed for Hartley & Brother; boat H. M. Talbott, with 2,000 bushels wheat and 350 bushels corn for H. M. Talbott, 400 bushels wheat for Hartley & Brother, and 380 bushels wheat for T. C. Wheeler; boat Seneca, with 1,000 bushels wheat, 100 barrels flour and 250 bushels

mill feed for T. C. Wheeler, and 300 bushels wheat for H. M. Talbott.

ES, Wed. 9/1/75, p. 4. **GEORGETOWN. The canal and the Millers.** - There is much grumbling among the millers on account of an order of the canal authorities requiring the water to be shut off from the mills from 7 a.m. to 7 p.m. today. It seems that the water has been let out of the canal above the first lock, on account of repairs being made where the break occurred a few days ago, and the canal people are afraid that the millers will consume the supply in the Georgetown level before the water can again be turned on, and thus interfere with the movements of the coal boats now in this level and awaiting to be unloaded.

ES, Thu. 9/2/75, p. 4. **GEORGETOWN. The Millers Still Deprived of Water.** - The continued stoppage of the mills, which depend upon the canal for their supply of water, has created considerable feeling in business circles in Georgetown, as these frequent embarrassments to the most important business interest of the town are attributed to either negligence or mismanagement on the part of the canal authorities. The only excuse for cutting off the water from the millers, which has yet been advanced, is the extensive jam of boats in the canal. Well-known business man, who ought to understand all about the matter, state that the jam could only have occurred through the negligence or inefficiency of somebody or somebody connected with the canal.

ES, Sat. 9/4/75, p. 4. **GEORGETOWN. Complaints of Canal Management.** - The millers have again been compelled to suspend grinding on account of the drawing off of the water from the Georgetown level of the canal for the purpose of raising a boat which sank a few days since. The millers

show much feeling over these frequent interruptions to their business, the more so as they are all of the opinion that many of these delays and stoppages are the result of sheer negligence or incompetency on the part of those having in hand the management of the canal. It is stated that at the time of the recent damage to the canal by the heavy rain there was not a single employee of the canal above the grade of lock-keeper to be found within the limits of the Georgetown district, and that the continued blockade caused by the jamming of the boats was due in a great measure to the want of someone having the authority or ability to direct affairs.

CR, Mon. 9/13/75, p. 4. **Crushed to Death.**

- Last Wednesday afternoon, about 5 o'clock, a young man, supposed to be a resident of Baltimore, employed on a canal boat, plying between Cumberland, Maryland, and Alexandria, Virginia, met with a most shocking accident which resulted in his death. It seems that the young man, whose name is John Hinds, was going up the Georgetown canal on his boat, and when near Lock No. 8, the Lock keeper threw him a line to catch, in order to assist in drawing the boat through the Lock, and in attempting to catch the line, he was struck with it, and knocked in the Lock, which shut at this moment, crushing the unfortunate man in a most horrible manner. As soon as possible he was taken out, and it was found that every bone in his body was crushed to pieces. His remains were interred near the scene of the accident.

CR, Tue. 9/14/75, p. 4. **In Brief.** - John M. Stein, a cigar-maker from Baltimore, more recently engaged in canal boating, was yesterday killed at Seven Locks by being crushed between a canal boat and the wall of the lock.

CR, Wed. 9/15/75, p. 4. **Serious Accident.**

- At half-past five o'clock last evening, while some men were at work loading the canal boat Henry S. Miller with cement at Waters' wharf, the hatches gave way causing the cement to fall upon two white men, John Long, the captain of the boat, and James Dunn. The captain had his leg fractured below the knee, and Dunn was but slightly injured. Dr. Bowie Tyler attended them.

ES, Fri. 9/24/75, p. 4. **GEORGETOWN.**

Questions of Sewerage. - It is stated that the Chesapeake and Ohio Canal Company has applied to the District Commissioners to dispense with the sewer emptying into the Washington street level of the canal. As the sewer was built many years before the canal, and as it is the only means of drainage for all the lots in the square bounded by Washington, Jefferson, Bridge and Canal streets, the property-owners on that square are excited over the efforts of the canal company. The sewer on 4th street, between High and Market streets, is out of order, and residents on that street complain very much of the offensive odors that arise from the same.

The Mills are shut down again today, on account of another jam in the canal.

River and Canal. - Arrived by canal - boat Seneca, with 2,300 bushels wheat for T. C. Wheeler, and 600 bushels of wheat for H. M. Talbott; boat H. M. Talbott, with 2,500 bushels of wheat for H. M. Talbott, and 150 bushels of wheat for T. C. Wheeler; boat Wheeler & Barron, with 1,550 bushels of wheat for H. M. Talbott, and 2,000 bushels of wheat for Hartley & Brother.

CR, Fri. 9/24/75, p. 3. **Death of a Washingtonian in Cumberland, Md.** - A letter has been received in this city from Coroner Blocher, of Cumberland, Md.,

dated September 21, in which he says: "I was called on this morning to hold an inquest on the body of a young man named John Minor, and the evidence proved that he belonged to Washington city, and that his parents lived at 100 E street, in that city; that he was a sober, industrious, good boy; that he had hurt one of his toes and bruised his foot, from which he took lockjaw and died yesterday on a canal boat, called the William R. Shaw, run by Captain Garrish. The jury returned a verdict accordingly. I had him buried today. The captain owed him a small sum of about four dollars, which I advised him to pay on the funeral charges, which he did."

CR, Fri. 9/30/75, p. 4. **Another Steam Canal Boat.** - Mr. Wm. Young has lately completed the construction, says the *Cumberland News*, at his boat yard in that city, of a new canal boat of fine model and superior finish, for Messrs. John Cowden & Sons, who had steam introduced into her by Messrs. Darragh & Co., of Rochester, Pa. The engines are two in number, working together, but constructed so as to be worked separately, and driving two screws, which can also be driven separately. Steam was raised yesterday, and the machine worked satisfactorily. A trial trip may be made today, and if successful, the boat will be loaded at once for Georgetown.

ES, Wed. 10/13/75, p. 2. The business of the Chesapeake and Ohio canal in the way of coal shipments still shows an increase over last year of 36,081 tons, and should the canal remain open as late as last year this increase will be materially swelled. The total amount shipped by canal from Cumberland last year up to October 10 was 534,071, and up to the same date this year 570,135 tons. The shipments by rail and canal show a falling off of 36,881 tons as compared with last year. The shipments by

canal this week will doubtless be less than usual, owing to the epizootic, which has appeared among the mules.

ES, Fri. 10/15/75, p. 4. **GEORGETOWN. River and Canal.** - Arrived by canal - Boat H. M. Talbott, with 2,500 bushels wheat for H. M. Talbott and 200 bushels wheat for Hartley & Brother; boat Mollie E. Tice, with coal for Mayfield & Hieston; boat Congress, with coal for same firm.

ES, Mon. 10/18/75, p. 4. **GEORGETOWN. The Receipts of coal** by the canal for the week ending on Saturday amounted to 21,000 tons, and the shipments during the same time to 20,500.

River and Canal. - Arrived by canal - boat Wheeler & Barron, with 2,000 bushels wheat and 1,000 bushels corn for Hartley & Bro., and 550 bushels wheat for H. M. Talbott.

ALEXANDRIA.

Accident to a Canal Steamer. - The canal steamboat H. T. Weld, upon arriving here from Washington yesterday evening, with a load of hard coal for "Fort Whipple," upon the Alexandria canal, ran into one of the old coal wharves at the outlet lock, and staved a hole in her bow, which caused her to make water rapidly, but she succeeded in getting into the lower level of the canal before she went down. Repairs were immediately made, and she has proceeded up the canal to her destination.

ES, Wed. 10/20/75, p. 4. **The Attempted Assassination of Canal Treasurer Fawcett.** - Correspondence of the *Baltimore American* from Cumberland, October 19, says: "The attempted assassination of Mr. Benjamin Fawcett, treasurer and acting paymaster of the Chesapeake and Ohio canal, and Mr. Edward Mulvaney, superintendent of the Cumberland division

of the canal, has caused the most intense excitement in this city, and the officers are making every effort to capture the party. A man was arrested last evening by a constable who gave his name as John Bassee, a bricklayer, from Washington. He did not give any very satisfactory account of his presence here, or how he got here.

Yesterday evening Mr. Fawcett sent to Mayor Humbird a note, saying 'I was attacked this morning by three masked men at the "Mexico Farm." Three shots were fired in the face of myself and Mr. Mulvaney. No damage done except to clothing. I will guarantee a liberal reward for any information leading to the conviction of the parties.' The note is now in the hands of chief of police Clary, who will use every endeavor to find out the miscreants. Mr. Fawcett will travel in a different manner hereafter on his monthly paying-off trip, The grand jury are still in session, and if the parties are caught this week they will be tried during this term of court."

CR, Thu. 10/21/75, p. 4. **Jottings About Town.** - Yesterday afternoon, about 1:30 o'clock, a colored man named Emanuel Dodson fell from a canal boat on the Chesapeake and Ohio Canal, near the Chain bridge, and was drowned before assistance could reach him. The Coroner was notified.

CR, Fri. 10/22/75, **In Brief.** - The Corner yesterday rendered a verdict of accidental drowning in the case of Emanuel Dodson, the colored man who fell from a canal boat above Georgetown.

ES, Tue. 10/26/75, p. 4. **The Attempted Canal Robbery.** - The *Cumberland Times* says: "The late attempt to rob and murder Paymaster Fawcett and Superintendent Mulvaney was invested with an additional interest by the arrest in this city on Saturday of Barney McQuade, a man well know along

the line of canal and long a resident of this city. The arrest was made by Mr. Mulvaney in person, and the accused was at once taken before Justice Blocher, who committed him to jail to answer or until discharged by due process of law. Mr. Mulvaney was convinced in his own mind at the time of the occurrence that McQuade was one of the masked parties, but prudently kept his own counsel and quietly worked up other corroborating evidence, which, it is claimed, will be produced at the proper time. Warrants for the apprehension of James Reed, formerly of this city, and lately pardoned out of the penitentiary, 'Lum' Fearson and a man of the name of Berch, of Georgetown, D. C., were issued Saturday and placed in the hands of Messrs. James Hitechew and John James, who took the train Saturday night for that place in pursuit of the parties. Berch, it is reported, has been arrested, and we may expect to hear of the other two today. We do not know what the evidence is against these men."

"Lum" Fearson will be remembered as the straw bail man, who, in one case before the Police Court, gave bail (worthless) for \$3,000, whereby an alleged thief escaped trial. There was talk of arresting "Lum" for perjury, but for reasons satisfactory to somebody, that charge was never brought to trial.

ES, Wed. 10/27/75, p. 1. **The Cumberland Coal Trade.** - Correspondence of the *Baltimore American* from Cumberland, October 26, says: The shipment of Cumberland coal over the Chesapeake and Ohio canal for the week ending Saturday, October 23, 1875, amounted to 24,655.47 tons. Two hundred and sixteen boats left this port during the week. Thirty-seven boats left yesterday, carrying 4,198 tons of coal. Compared with the corresponding period of 1874, there is an increase for the week of 5,143.11 on the Chesapeake and

Ohio canal, and a decrease of 9,621.05 tons on the Baltimore and Ohio railroad. By the Pennsylvania State Line there is an increase of 1,481.06 tons. During the year 1875, compared with the year 1874, there is an increase of 45,195 tons on the Chesapeake and Ohio canal, a decrease of 155,232 tons on the Baltimore and Ohio railroad, and an increase of 68,393.01 tons by the Pennsylvania State Line. Total decrease 41,613.19 tons. The shipment of Cumberland coal over the Baltimore and Ohio railroad for the week ending Saturday, October 23, 1875, amounted to 18,212.18 tons, and by the Pennsylvania State Line 2,253.05 tons. Thus it will be seen that the Chesapeake and Ohio canal shipped 6,443.29 more tons of coal last week than the Baltimore and Ohio railroad; and if the canal was properly managed the shipments each week would be much greater.

Mon. 11/1/75, p. 4. **Canal Report** - 36 boats left this port Saturday, carrying 4,116 12 tons of coal as follows:

Boat	Destination	tons cwt
CONSOLIDATION CO.		
J. A. Millholland	Georgetown	116 05
L. R. Fechtig	Georgetown	113 09
Dr. Delaplane	Georgetown	113 10
M. Boyer	Georgetown	110 10
Adam Norrie	Georgetown	116 04
W. Irving	Georgetown	114 19
T. J. Baker	Williamsport	111 02
7 boats	total	<u>795 19</u>
BORDEN CO.		
C. B. Embrey	Williamsport	111 03
E. M. Stanhope	Williamsport	117 13
Lizzie & Phillie	Georgetown	113 07
Theo. Dean	Georgetown	118 12
J. G. Lynn	Georgetown	116 11
Wm. Staples	Georgetown	116 02
J. R. Haines	Georgetown	113 12
7 boats	total	<u>807 00</u>
NEW CENTRAL CO.		
Fleming & Motter	Georgetown	115 17
W. R. Shaw	Georgetown	119 12
American Boy	Georgetown	110 02
G. S. Couter	Georgetown	111 09
Ida & Harry	Georgetown	111 04
Noble Grand	Georgetown	116 16

Geo. H. Bradt	Georgetown	117 18
7 boats	total	<u>802 18</u>
AMERICAN CO.		
Lizzie A. Long	Alexandria	115 18
J. P. Moore	Alexandria	116 19
C. R. Hooff	Alexandria	116 08
3 boats	total	<u>348 15</u>
MARYLAND CO.		
S. Reinhart	Alexandria	109 15
Annie E. McQuade	Georgetown	116 03
Ed. Rizer	Georgetown	109 15
3 boats	total	<u>342 05</u>
HAMPSHIRE & BALDOMORE		
J. E. Coulehan	Alexandria	110 02
Alex Adams	Alexandria	115 03
R. H. Gordon	Alexandria	109 12
3 boats	total	<u>341 17</u>
GEORGE'S CREEK		
J. Marmaduke	Georgetown	120 00
Five Brothers	Georgetown	115 17
2 boats	total	<u>235 17</u>
BLAEN AVON		
J. B. Winslow	Georgetown	112 10
Dr. Grimes	Georgetown	113 04
2 boats	total	<u>225 14</u>
INDIVIDUAL		
John Hieston	Georgetown	110 00
M. Fannon	Georgetown	113 07
2 boats	total	<u>223 07</u>

CR, Mon. 11/1/75, p. 4. **In Brief.** - A woman named Margaret Castle has disappeared very suddenly, and it is supposed that she fell into the canal above Georgetown from a canal boat, on which she was last seen.

Tue. 11/2/75, p. 4. **Canal Report** - 30 boats left this port yesterday, carrying 3,461 19 tons of coal as follows:

Boat	Destination	tons cwt
CONSOLIDATION CO.		
Monongahela	Williamsport	106 00
A. C. Gruber	Williamsport	116 16
Dove	Washington	114 01
Mary Mack	Alexandria	116 17
C. P. Manning	Georgetown	119 10
R. Shriver	Georgetown	119 10
Knights of Pythias	Georgetown	123 01
Ernst & Holland	Georgetown	120 15
Gen. Grant	Georgetown	109 02
9 boats	total	<u>1,047 12</u>
AMERICAN CO.		

Benj. Williamson	Alexandria	119 06
Daniel Annan	Alexandria	120 14
Michael Snow	Alexandria	114 08
H. C. Flagg	Alexandria	114 15
Dr. M. M. Lewis	Alexandria	119 04
Wm. Gregory	Alexandria	115 07
James Green	Alexandria	116 05
Wm. Darrow	Alexandria	115 16
8 boats	total	935 15

BORDEN CO.

Jno. A. Spielman	Williamsport	110 13
Wm. Borden	Georgetown	120 05
Morning Star	Georgetown	113 12
Harry Borden	Georgetown	113 01
Exchange	Georgetown	105 15
Kate Prather	Georgetown	122 12
6 boats	total	685 18

NEW CENTRAL CO.

M. S. O'Donnell	Georgetown	112 16
A. Bain	Georgetown	114 18
2 boats	total	227 14

BLAEN AVON

Col. J. C. Lynn	Williamsport	120 14
Dr. Grimes	Williamsport	113 04
2 boats	total	233 18

GEORGE'S CREEK

F. R. M. Bowers	Georgetown	110 15
R. T. Semmes	Georgetown	108 17
2 boats	total	219 12

MARYLAND CO.

M. Sinclair	Georgetown	111 10
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Mon. 11/8/75, p. 4. The receipts into the Treasury of the Chesapeake and Ohio Canal Company for the week ended October 30 were: From Cumberland, \$6,751.89; Williamsport, \$620.28; Hancock, \$421.59; total \$7,793.57.

Canal Report - 27 boats left this port Saturday, carrying 3,088 12 tons of coal as follows:

Boat	Destination	tons cwt
CONSOLIDATION CO.		
J. T. Davis	Georgetown	114 02
M. Waters	Georgetown	113 13
C. Slack	Georgetown	108 17
Okonoko	Georgetown	120 06
5 boats	total	456 18
MARYLAND CO.		
J. C. Grove	Georgetown	117 03
J. B. Slattery	Georgetown	104 03
Mollie & Bettie	Georgetown	115 19

H. B. Simonds	Georgetown	116 02
M. A. Brady	Georgetown	116 09
R. Burke	Georgetown	110 03
Henry Loveridge	Georgetown	112 04
H. Gerdeman	Washington	104 12
8 boats	total	896 18

BORDEN CO.

C. B. Embrey	Williamsport	119 13
R. Herr	Georgetown	111 01
S. E. Hassett	Georgetown	118 01
Johnny & Frankie	Georgetown	114 08
Fall River	Georgetown	115 02
B. M. Young	Georgetown	115 04
J. H. Snyder	Georgetown	115 09
7 boats	total	808 18

NEW CENTRAL CO.

C. C. Kelly	Georgetown	115 04
Thos. Hipsley	Georgetown	119 11
Katie & Addie	Georgetown	116 16
J. W. Carder	Georgetown	123 03
4 boats	total	477 14

AMERICAN CO.

A. S. Winteringham	Alexandria	111 17
M. Sanford	Alexandria	112 09
2 boats	total	224 06

GEORGE'S CREEK

Nannie Grove	Georgetown	111 01
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BLAEN AVON

J. B. Winslow	Georgetown	112 17
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Tue. 11/9/75, p. 4. **Canal Report.** - 29 boats left this port yesterday, carrying 3,253 07 tons of coal as follows:

Boat	Destination	tons cwt
BORDEN CO.		
Morning Star	Williamsport	112 01
Jno. A. Spielman	Williamsport	113 02
J. C. Hassett	Georgetown	107 11
Pattie Dunlop	Georgetown	110 00
John M. Resley	Georgetown	103 04
M. S. Haines	Georgetown	120 15
T. B. Lynn	Georgetown	110 14
H. S. Miller	Georgetown	116 15
Denton Jacques	Georgetown	118 19
9 boats	total	1,018 01
CONSOLIDATION CO.		
A. C. Gruber	Williamsport	114 00
Monongahela	Williamsport	107 12
Laura	Williamsport	115 14
V. S. Brashears	Williamsport	117 09
Capt. J. Sheridan	Williamsport	117 19
5 boats	total	572 14
AMERICAN CO.		
Richard Bender	Alexandria	119 12
Edward Bayer	Alexandria	119 15

James Dayton	Alexandria	115 04
Theo. L. Betts	Alexandria	116 12
Andrew Main	Alexandria	116 15
5 boats	total	587 18
MARYLAND CO.		
Ludlow Patton	Georgetown	80 02
B. R. Summers	Alexandria	109 07
2 boats	total	189 09
NEW CENTRAL CO.		
G. W. Knode	Georgetown	116 07
Iowa	Georgetown	112 19
2 boats	total	229 06
GEORGE'S CREEK		
W. H. Billmyer	Georgetown	116 12
Chris Segerson	Georgetown	116 14
2 boats	total	233 06
INDIVIDUAL		
Star No. 1	Georgetown	92 03
Jos. Murray	Hancock	119 00
R. Fannon	Georgetown	105 00
Wm. Young	Georgetown	115 10
4 boats	total	422 13

Admitted to Bail. - Barney McQuade charged with complicity in the attack upon Messrs. Fawcett and Mulvaney, was admitted to bail yesterday by the Court, his bond being fixed in the sum of three thousand dollars with Mrs. E. Keech and Thos. Sammons, Sr., as sureties.

Wed. 11/10/75, p. 4. **Canal Report.** - 41 boats left this port yesterday, carrying 4,731 11 tons of coal as follows:

Boat	Destination	tons cwt
CONSOLIDATION CO.		
Hawk	Georgetown	117 03
A. B. Turner	Georgetown	115 15
L. L. Shives	Georgetown	115 07
Dr. A. A. Biggs	Georgetown	112 06
Ino	Georgetown	118 12
Joel Charles	Georgetown	116 16
J. W. Turner	Georgetown	114 12
J. B. Varnum	Georgetown	105 19
S. T. Ekis	Georgetown	113 10
Geo. Hughes	Georgetown	118 18
I. M. Boyer	Williamsport	113 02
12 boats	total	1,378 02
BORDEN CO.		
F. Ensminger	Georgetown	116 00
C. A. Greene	Georgetown	114 03
Alice	Georgetown	114 16
Geo. W. Thecker	Georgetown	111 08

Charles E. Hassett	Georgetown	115 13
E. M. Stanhope	Williamsport	115 01
David Seibert	Williamsport	114 16
Lizzie & Phillie	Hancock	111 19
8 boats	total	913 01
AMERICAN CO.		
Weyand Doerner	Alexandria	118 08
American Flag	Alexandria	118 19
Henry Delafield	Alexandria	117 14
M. D. Corse	Alexandria	118 18
J. H. Stickney	Alexandria	116 18
R. S. Grant	Alexandria	114 05
Chas. Clifton	Alexandria	117 13
7 boats	total	823 05
MARYLAND CO.		
Thomas O'Connell	Georgetown	114 06
Ida & Willie	Georgetown	111 05
Etta & Rena	Georgetown	116 10
G. S. Young	Georgetown	117 13
Willie Snyder	Georgetown	116 15
W. H. Lowe	Georgetown	119 10
L. Agnew	Washington	117 04
John Sammon	Washington	111 16
8 boats	total	924 19
GEORGE'S CREEK		
Thomas J. Baker	Georgetown	115 06
John Spencer	Georgetown	115 12
2 boats	total	230 18
BALEN AVON		
M. Ruben	Knoxville	122 14
W. E. Turner	Williamsport	117 09
2 boats	total	1240 03
NEW CENTRAL CO.		
Little Joe	Georgetown	110 14
INDIVIDUAL		
John T. Dixon	Georgetown	110 00

Thu. 11/11/75, p. 4. **Canal Report.** - 35 boats left this port yesterday, carrying 3,951 01 tons of coal as follows:

Boat	Destination	tons cwt
CONSOLIDATION CO.		
J. E. Stanhope	Williamsport	120 03
G. W. Barnett	Georgetown	109 19
W. Moorehead	Georgetown	108 13
Julia Tyler	Georgetown	115 04
S. S. Cunningham	Georgetown	111 01
Creole	Georgetown	115 16
Magpie	Georgetown	108 08
P. A. Gorman	Georgetown	115 17
Mrs. C. E. Charles	Georgetown	115 14
Dr. C. F. Russell	Williamsport	113 13
10 boats	total	1,134 09
BORDEN CO.		
Maggie B.	Georgetown	115 00

Martha	Georgetown	116 04
Emerald	Georgetown	115 01
Henry Kraus	Georgetown	115 14
Emma	Williamsport	115 16
5 boats	total	<u>578 17</u>

AMERICAN CO.

J. A. Alexander	Alexandria	114 03
Chas. Robb	Alexandria	115 13
Wm. E. Bell	Alexandria	117 14
M. A. Myers	Alexandria	112 18
David Stewart	Alexandria	114 05
Matthew Kersey	Alexandria	115 12
Thomas Patton	Alexandria	117 08
7 boats	total	<u>807 13</u>

MARYLAND CO.

H. T. Weld	Washington	95 10
Laura S.	Georgetown	114 06
Sharpsburg	Georgetown	109 06
J. E. Hughes	Georgetown	111 05
L. G. Stanhope	Georgetown	112 14
F. H. Irwin	Georgetown	108 13
6 boats	total	<u>648 09</u>

GEORGE'S CREEK

Robert B. Cropley	Georgetown	115 02
M. S. Haines	Georgetown	119 10
2 boats	total	<u>234 12</u>

BALEN AVON

J. R. Purcell	Williamsport	109 09
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NEW CENTRAL CO.

Clara	Georgetown	114 14
James Noble	Georgetown	109 17
Wm. Doyle	Georgetown	116 01
3 boats	total	<u>340 12</u>

INDIVIDUAL

C. Wheatley	Georgetown	101 00
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ES, Thu. 11/11/75, p. 4. **GEORGETOWN. Body of a Drowned Woman Recovered.** -

The body of Margaret Castle, who has been missing from the canal boat Ensminger since October 30, was found in the canal, near Ray's dock, this morning. It is supposed that she fell overboard on the day named, and that her body has been lying under one of the boats lying in that vicinity ever since. On Sunday last the water was drawn off the Georgetown level of the canal and a pretty general search made for the deceased, but which was suspended upon the receipt of news from the Point of Rocks that she had been seen at that place. The coroner has

been notified and will hold an inquest this afternoon.

Serious Break in the Canal. - Information has been received here from a reliable source that the recent rains have resulted in washing out a culvert on the four-mile level of the canal, and that traffic in the coal trade will thereby be delayed for ten days or two weeks.

Fri. 11/12/75, p. 4. **Canal Report.** - 35 boats left this port yesterday, carrying 4,050 19 tons of coal as follows:

Boat	Destination	tons cwt
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BORDEN CO.

W. R. Shaw	Georgetown	112 16
R. J. West	Georgetown	115 06
Little Nan	Georgetown	112 02
Onward	Georgetown	118 04
Henry Freeland	Georgetown	117 16
Jos. E. West	Georgetown	121 15
Zacharias & Cragin	Georgetown	117 11
Chas. B. Embrey	Williamsport	112 09
8 boats	total	<u>927 19</u>

CONSOLIDATION CO.

W. M. Hill	Georgetown	115 08
A. M. Grove	Georgetown	117 14
W. H. Boyd	Georgetown	113 11
J. A. Graham	Georgetown	119 07
T. J. Baker	Williamsport	114 04
Willie & Annie	Alexandria	118 16
6 boats	total	<u>699 00</u>

AMERICAN CO.

H. O. Claughton	Alexandria	117 00
Samuel Lloyd	Alexandria	118 04
John H. Platte	Alexandria	119 17
John L. Read	Alexandria	117 05
Rechabites	Alexandria	115 01
Wm. J. Boothe, jr.	Alexandria	114 09
A. Jackson Clark	Alexandria	114 03
7 boats	total	<u>812 19</u>

MARYLAND CO.

Abram Kuhn	Georgetown	112 17
Queen City	Georgetown	123 02
A. K. Syester	Georgetown	117 05
Dr. J. P. Broderick	Alexandria	114 06
4 boats	total	<u>467 10</u>

GEORGE'S CREEK

Harlow & Bros.	Georgetown	116 09
J. H. Percy	Georgetown	112 04
Wm. P. Wools	Georgetown	116 10
Diligent	Georgetown	111 00
4 boats	total	<u>465 14</u>

NEW CENTRAL CO.		
John Hammond	Georgetown	117 09
M. E. Tice	Georgetown	113 18
C. W. Adams	Georgetown	114 02
3 boats	total	345 09
BLAEN AVON		
J. B. Winslow	Williamsport	116 08
INDIVIDUAL		
G. P. DeWitt	Georgetown	103 00
Mayfield & Hieston	Georgetown	110 00
2 boats	total	213 00

Sat. 11/13/75, p. 4. The remains of Mrs. Castle, drowned from a canal boat in Georgetown, have been taken to Williamsport for internment.

The break on the four mile level of the canal is not as serious as reported. Boats will pass both ways in a few days.

Canal Report. - 48 boats left this port yesterday, carrying [illegible] tons of coal as follows:

Boat	Destination	tons cwt
CONSOLIDATION CO.		
Monongahela	Williamsport	107 13
Dove	Washington	117 19
G. Meredith	Georgetown	115 02
W. C. Ernst	Georgetown	120 19
Robin	Georgetown	116 04
H. J. Kenah	Georgetown	114 05
H. C. Hicks	Georgetown	116 06
Elmer & Kate	Georgetown	115 17
S. K. Miller	Georgetown	118 15
Mohawk	Georgetown	116 10
D. A. Miller	Georgetown	115 16
P. J. Smith	Georgetown	112 01
Uno	Georgetown	109 17
J. McGraw	Georgetown	114 02
W. Irving	Georgetown	114 01
15 boats	total	1,725 07
AMERICAN CO.		
Geo. Sherman	Alexandria	116 00
W. Walsh	Alexandria	118 17
S. S. Howison	Alexandria	116 11
Jno. Bradburn	Alexandria	115 18
Jno. P. Moore	Alexandria	116 00
Jno. J. Swift	Alexandria	117 09
Dr. G. E. Porter	Alexandria	117 01
Wm. Smith	Alexandria	119 09
8 boats	total	937.06
BORDEN CO.		

L. N. Lovell	Georgetown	117 02
Sallie J. Kelly	Georgetown	118 11
A. H. Blackiston	Georgetown	109 09
Ida & Sallie	Georgetown	113 07
New Era	Georgetown	104 13
Donna Tilghman	Georgetown	119 10
Henry Boley	Georgetown	116 08
Jno. A. Spielman	Williamsport	112 09
8 boats	total	910 14

MARYLAND CO.		
Phillie G.	Hancock	119 14
Samuel Reinhart	Alexandria	116 00
Dr. F. C. Doyle	Georgetown	117 07
Henry Boyd	Georgetown	117 18
Col. J. C. Lynn	Georgetown	120 13
Dr. Grimes	Georgetown	117 09
Baltimore	Georgetown	116 02
7 boats	total	825 03

NEW CENTRAL CO.		
Mary Mertens	Georgetown	122 14
B. F. Price	Georgetown	111 07
Samuel H. Davis	Georgetown	118 10
3 boats	total	350 11

GEORGE'S CREEK		
T. J. Mahaffy	Georgetown	120 01
Dr. F. M. Davis	Georgetown	113 03
2 boats	total	233 04

INDIVIDUAL		
S. Swain	Georgetown	105 00
Kate Brooks	Georgetown	112 14
2 boats	total	217 14

BLAEN AVON		
Elizabeth	Williamsport	116 08

Mon. 11/15/75, p. 4. **Canal Report.** - 48 boats left this port yesterday, carrying 4,624 07 tons of coal as follows:

Boat	Destination	tons cwt
CONSOLIDATION CO.		
Blue Bell	Georgetown	117 13
A. F. Lantz	Georgetown	118 01
J. K. Whitford	Georgetown	116 17
Lark	Georgetown	113 02
Owl	Georgetown	109 19
Dr. Delaplane	Georgetown	110 08
Energy	Georgetown	115 02
L. R. Fechtig	Georgetown	113 07
C. P. Manning	Georgetown	118 03
Jimmy M., Jr.	Georgetown	118 13
A. C. Gruber	Williamsport	119 04
Albert Zeigler	Alexandria	114 14
12 boats	total	1,384 04

MARYLAND CO.		
S. S. Lynn	Georgetown	117 07
Johnny & Tommy	Georgetown	117 19

M. H. Russell	Georgetown	110 19
Thomas Sammons	Georgetown	121 08
P. J. Sowers	Georgetown	117 13
E. Mulvaney	Alexandria	<u>116 02</u>
6 boats	total	702 01
BORDEN CO.		
Dr. O. M. Schindel	Georgetown	124 00
Borden & Lovell	Georgetown	115 13
R. B. Lynn	Georgetown	118 18
Alexander	Georgetown	117 19
Morning Star	Williamsport	113 08
E. M. Stanhope	Williamsport	<u>125 06</u>
6 boats	total	715 04
AMERICAN CO.		
G. L. Boothe	Alexandria	114 03
Maj. E. L. Moore	Alexandria	115 03
L. A. Long	Alexandria	117 03
Samuel Henry	Alexandria	113 06
W. C. Hunter	Alexandria	119 01
J. H. Parrott, jr.	Alexandria	113 08
W. J. B. Lloyd	Alexandria	<u>112 12</u>
7 boats	total	804 16
NEW CENTRAL CO.		
L. L. Mouse	Georgetown	116 08
Lillie & May	Georgetown	117 03
J. H. Houck	Georgetown	<u>117 14</u>
3 boats	total	351 15
GEORGE'S CREEK		
Thomas Moore	Georgetown	114 16
Five Brothers	Georgetown	<u>123 03</u>
2 boats	total	226 02
INDIVIDUAL		
W. H. Coin	Georgetown	105 00
Geo. Hutton	Georgetown	<u>105 00</u>
2 boats	total	210 00
BLAEN AVON		
W. E. Turner	Williamsport	115 19
M. Scally	Georgetown	<u>114 16</u>
2 boats	total	230 15

Tue. 11/16/75, p. 4. **Canal Report.** - 37
boats left this port yesterday, carrying 4,268
09 tons of coal as follows:

Boat	Destination	tons cwt
CONSOLIDATION CO.		
Grason & Fannie	Williamsport	112 06
J. N. Clary	Washington	116 12
W. L. Read	Washington	121 04
Allan Campbell	Georgetown	115 19
D. M. Reed	Georgetown	115 19
W. Thompson	Georgetown	120 12
A. J. Center	Georgetown	110 05
J. R. Cruzen	Georgetown	115 18
Geo. A. Pearre	Georgetown	110 15

9 boats	total	<u>1,039 10</u>
BORDEN CO.		
David Seibert	Williamsport	112 00
J. R. Haines	Georgetown	112 10
Wm. Staples	Georgetown	118 04
Alonzo Berry	Georgetown	115 07
Invincible	Georgetown	124 18
J. R. Masters	Georgetown	115 03
J. H. Farrow	Georgetown	118 12
Jno. G. Lynn	Georgetown	<u>117 07</u>
8 boats	total	934 01
AMERICAN CO.		
H. C. Flagg	Alexandria	114 12
Peter G. Uhler	Alexandria	116 05
Michael Snow	Alexandria	116 12
James Green	Alexandria	120 06
Wm. Gregory	Alexandria	118 16
Jno. Wilson	Alexandria	116 08
Chas. R. Hooff	Alexandria	<u>117 15</u>
7 boats	total	820 14
MARYLAND CO.		
Steamer L. Patton	Georgetown	102 15
Carrie & Margie	Georgetown	112 18
Mountain City	Georgetown	<u>111 03</u>
3 boats	total	326 16
NEW CENTRAL CO.		
J. W. Rhind	Georgetown	118 07
Belle Resley	Georgetown	122 02
J. J. Moore	Georgetown	<u>111 14</u>
3 boats	total	352 03
BLAEN AVON CO.		
Wm. Mertens	Georgetown	117 15
J. W. Grant	Georgetown	<u>121 16</u>
2 boats	total	239 11
GEORGE'S CREEK		
F. R. Bowers	Georgetown	114 02
R. T. Semmes	Georgetown	<u>115 04</u>
2 boats	total	229 06
INDIVIDUAL		
Chas. Ridgley	Georgetown	105 00
M. A. West	Harper's Ferry	119 01
Star No. 1	Georgetown	<u>102 06</u>
3 boats	total	326 08

Thomas Cumberland, a workman at the boat yard of Mr. Fred Mertens, while hewing a piece of timber yesterday with an adze by some mischance the instrument slipped and cut his right foot in a very severe manner, nearly severing the great toe from the foot. His injuries were promptly attended to by Dr. Pat. Healey.

Thu. 11/18/75, p. 4. From the Hagerstown *News* we learn that Mrs. Mary Hardey, while attending a dance at the house of Jas. Colbert, at the lock near Harper's Ferry, lost her life by the overturning of a lamp by Mr. C. The account states that while she was enveloped in flames all the party ran out, leaving her to battle for life alone, and she was burned to a crisp.

 The receipts into the treasury of the Chesapeake and Ohio Canal Company for the week ending November 13 were: - From Cumberland, \$3,387.22; Georgetown, \$509; Hancock, \$138.81; and Williamsport, \$457.34; total, \$4,483.68. Revenue accrued at Cumberland for the week, \$12,593.45. 226 boats cleared during the week carrying 95,932 tons of coal.

Fri. 11/19/75, p. 4. **Canal Report.** - 31 boats left this port yesterday, carrying 3,577 07 tons of coal as follows:

Boat	Destination	tons cwt
CONSOLIDATION CO.		
Yonkers	Georgetown	112 08
Maryland	Georgetown	115 08
C. W. Brengle	Georgetown	119 06
J. & D. Nuse	Georgetown	117 12
T. J. Nimmo	Georgetown	108 11
Linnet	Georgetown	112 16
J. R. Purcell	Georgetown	114 10
Norrie & Willie	Alexandria	113 14
Monongahela	Williamsport	110 12
9 boats	total	<u>1,024 15</u>
BORDEN CO.		
Susan Charles	Georgetown	120 02
F. L. Tilghman	Georgetown	118 16
Harry Borden	Georgetown	116 19
Nathan Williams	Georgetown	113 09
Wm. Borden	Georgetown	113 16
Geo. T. Gattrell	Georgetown	118 02
Isaac Wilson	Georgetown	116 03
John A. Spielman	Georgetown	111 16
8 boats	total	<u>930 03</u>
MARYLAND CO.		
B. L. Slack	Georgetown	113 14
Geo. B. Oswald	Georgetown	118 17
Jos. Murray	Georgetown	109 06
Cherokee Tribe	Georgetown	114 04
T. J. Boyer	Georgetown	122 17

M. Whitson	Georgetown	119 00
B. R. Summers	Alexandria	<u>117 10</u>
7 boats	total	815 08
NEW CENTRAL CO.		
M. S. O'Donnell	Georgetown	116 00
E. M. Bynon	Georgetown	<u>113 13</u>
2 boats	total	229 13
AMERICAN CO.		
Andrew Main	Alexandria	114 14
R. H. Miller	Alexandria	<u>116 01</u>
2 boats	total	234 15
GEORGE'S CREEK		
Thos. J. Butler	Georgetown	122 00
BLAEN AVON		
J. B. Winslow	Williamsport	115 13
INDIVIDUAL		
R. A. Goodwin	Georgetown	105 00

The Trial of Barney McQuade and Martin Smith. - The trial of these two men on the charge of attempting to defraud the government of the United States is still in progress before Judges Giles and Bond of the U. S. District Court in Baltimore. The evidence for the United States was concluded yesterday, and the case made is as follows: A discharge from the army in the name of Alfred Slick was presented to the petition office at Washington last March in support of a demand for bounty due the said Slick. It was presented by a claim agent named McCullough who claimed to have received it with other papers and affidavits from Barney McQuade. The matter was placed in the hands of a detective for investigation, as fraud was suspected. The detective came to Cumberland on pretense of being in search of further testimony. He saw McQuade and stated what was said to be lacking in order to make the claim good. McQuade agreed to produce the desired evidence, and to that end brought three men before Justice Jones - one of whom was the mythical Slick, but whose real name is Stinerock - the other two were named Kelly and Barkly, respectively. They made the required affidavit which was duly forwarded to Washington. The arrest of the whole party followed. Stinerock, Kelley and

Barkley pleaded guilty at the last term of the U. S. Court, and are now in the penitentiary. McQuade and Smith were admitted to bail. Among the witnesses yesterday was the real claimant of the discharge, who swore that he lost the paper while in the employ of Martin Smith several years ago. The three convicts were brought into court in their curious prison garb and testified in behalf of the United States. The defense is that Stinerock personated Slick and imposed upon the prisoners, McQuade and Smith, and that they are innocent of any intention of fraud. A number of witnesses yesterday testified that they only knew Stinerock by the name of Slick. The evidence will likely close today and the case go to the jury. If a verdict is reached we will have it in time for tomorrow's issue. The prisoners are defended by Hon. A. K. Syester and Wm. M. Price and R. Chew Jones, Esq.'s. The United States is represented by Archibald Sterling, Esq.

ES, Fri. 11/19/75, p. 4. **GEORGETOWN. An alleged Mule Thief Arrested.** -

Yesterday afternoon a colored man, who gave the names of Philip Edelin and Frank Payton, was arrested by Sergeant Hess and Officers Lyle and White, having in his possession a mule supposed to have been stolen. Upon investigation Lieutenant Hurley found that the mule was stolen from Mr. John W. Grove, captain of the canal boat Wm. H. Boyd. Payton was placed in the station house.

River and Canal. - Arrived by canal - Boat Caledonia, with 1,700 bushels of wheat for Hartley & Brother, and 112 barrels flour for J. G. & J. M. Waters; boat Medley, with 1,000 bushels of wheat for Hartley & Brother, and 400 bushels of wheat for T. C. Wheeler.

Sat. 11/20/75, p. 4. **Canal Report.** - 42 boats left this port yesterday, carrying 4,750 15 tons of coal as follows:

Boat	Destination	tons cwt
MARYLAND CO.		
Henry Gerdeman	Washington	104 03
J. F. Kriegh	Georgetown	110 17
Peter Fleckenstein	Georgetown	113 11
Malcolm Sinclair	Georgetown	112 02
R. L. Gross	Georgetown	103 09
Edward Rizer	Georgetown	116 17
Three Brothers	Georgetown	116 17
A. E. McQuade	Georgetown	110 18
Mattie	Georgetown	118 17
B. F. Charles	Georgetown	111 08
D. L. Taylor	Georgetown	127 10
A. L. Miller	Georgetown	120 04
12 boats	total	1,365 13
CONSOLIDATION CO		
Grason & Fannie	Williamsport	111 16
J. Snively	Williamsport	117 15
M. C. Clay	Williamsport	116 03
W. Weber	Williamsport	122 00
Robert Shriver	Williamsport	114 02
Ernst & Holland	Williamsport	121 03
M. M. Jane	Williamsport	113 01
M. Waters	Williamsport	115 11
R. I. Morris	Williamsport	118 06
9 boats	total	1,166 15
AMERICAN CO.		
Chas. Robb	Alexandria	117 03
M. D. Corse	Alexandria	119 05
Richard Bender	Alexandria	117 06
Henry Delafield	Alexandria	116 11
M. A. Myers	Alexandria	115 12
J. A. Alexander	Alexandria	113 11
David Stewart	Alexandria	113 08
7 boats	total	812 16
BORDEN CO.		
Loretto	Williamsport	115 11
David Siebert	Williamsport	113 00
Jno. C. Hassett	Georgetown	111 01
R. Herr	Georgetown	108 11
Sallie E. Hassett	Georgetown	117 16
T. B. Lynn	Georgetown	108 13
M. S. Haines	Georgetown	114 00
7 boats	total	789 12
NEW CENTRAL CO.		
Ben Miller	Georgetown	116 13
F. A. Mertens	Georgetown	116 10
W. E. Turner	Georgetown	116 08
3 boats	total	349 11
INDIVIDUAL		
W. H. Billmyer	Georgetown	118 08
Geo. Hughes	Georgetown	116 00

J. W. Carder	Oldtown	32 00
3 boats	total	366 08

ES, Sat. 11/20/75, p. 4. **GEORGETOWN. Dangerously Ill.** - Capt. John Moore, one of the oldest and most respected of our citizens, is lying in a very critical condition, of paralysis, at his residence on Dumbarton street, and but little hope is entertained of his recovery.

The Canal. - Arrived by canal - Boat Seneca, with 500 bushels of wheat for H. M. Talbott, and 400 bushels wheat, 200 bushels corn, 200 bushels shipstuff and 130 barrels flour for T. C. Wheeler; boat Loudoun, with 3,800 bushels wheat for Hartley & Bro.

Mon. 11/22/75, p. 4. **Canal Report.** - 35 boats left this port yesterday, carrying 4,024 12 tons of coal as follows:

Boat	Destination	tons cwt
CONSOLIDATION CO.		
V. S. Brashear	Georgetown	113 02
J. W. Turner	Georgetown	119 06
Anna Bruce	Georgetown	117 02
C. H. Dalton	Georgetown	113 04
A. B. Turner	Georgetown	116 02
Wm. Young	Washington	120 15
J. T. Dixon	Washington	113 10
7 boats	total	813 01
BORDEN CO.		
J. Woodburn	Williamsport	120 05
Chas. B. Embrey	Williamsport	115 03
Little Nan	Georgetown	110 00
F. J. Laing	Georgetown	121 14
C. H. Knott	Georgetown	116 05
New Era	Georgetown	107 05
Geo. W. Thecker	Georgetown	110 16
H. S. Miller	Georgetown	110 18
Alice	Georgetown	115 15
9 boats	total	1,028 01
MARYLAND CO.		
R. Burke	Georgetown	109 17
Wm. T. Hassett	Georgetown	114 04
M. A. Brady	Georgetown	113 14
Phillie G.	Georgetown	117 14
E. F. Wheeler	Georgetown	110 18
G. Berkebile	Georgetown	119 02
P. J. Sowers	Georgetown	113 17
R. B. Copley	Washington	112 08
8 boats	total	911 13

AMERICAN		
Wm. J. Boothe, Jr.	Alexandria	116 10
American Flag	Alexandria	117 09
A. J. Akin	Alexandria	118 15
T. H. Faile	Alexandria	118 18
Rechabites	Alexandria	117 08
J. H. Stickney	Alexandria	116 05
6 boats	total	705 02
NEW CENTRAL CO.		
I. J. Kreps	Georgetown	116 11
Wm. Moffett	Georgetown	113 10
M. E. Tice	Georgetown	109 12
3 boats	total	349 13
INDIVIDUAL		
J. Marmaduke	Georgetown	105 00
M. Fannon	Harper's Ferry	112 04
2 boats	total	217 04

ES, Mon. 11/22/75, p. 4. *The Fraudulent Bounty Claim Case.* - The trial of Barney McQuade as principal, and Martin Smith as accessory, both of Allegany county, Maryland, on the charge of a conspiracy to defraud the United States by means of fraudulent bounty claims, was concluded on Saturday, the jury bringing in a verdict of guilty after being out two hours. Barney McQuade disappeared very suddenly on Saturday morning and his bail was forfeited. He and Smith were each under \$2,000 bail. It is supposed that he is still in Baltimore. He is also under bail for his appearance at the January term of the Circuit Court for Allegany county on a charge of attempting to assassinate Paymaster Fawcett and Superintendent Mulvaney, of the Chesapeake and Ohio canal, some weeks ago, while they were traveling on the canal paying off the hands. Martin Smith remained in the court-room until the jury rendered their verdict. He was much affected when the result was announced, and cried like a child. It is in the discretion of the court whether to imprison Smith or only fine him, but the penalty in McQuade's case is confinement to the penitentiary for not less than two or more than five years. George Steinrock, now in the penitentiary, was one of the parties to the conspiracy,

representing a fictitious soldier under the name of Slick. The defense was represented by Attorney General Syester, R. Chew Jones and Wm. M. Price, of Cumberland, Wm. Fell Giles, Jr., and J. Thompson Mason, A. Sterling, Jr., prosecuting.

Wed. 11/24/75, p. 4. **Canal Report.** - 36
boats left this port yesterday, carrying 4,134
13 tons of coal as follows:

Boat	Destination	tons cwt
CONSOLIDATION CO.		
G. W. Barnett	Georgetown	115 01
L. L. Shives	Georgetown	119 14
Ino	Georgetown	112 12
Dr. C. F. Russell	Georgetown	112 12
Robin	Georgetown	117 04
G. Meredith	Georgetown	119 15
Joel Charles	Georgetown	113 16
S. T. Ekis	Georgetown	115 18
Dove	Washington	119 03
Monongahela	Williamsport	108 04
10 boats	total	1,153 19
MARYLAND CO.		
Johnny & Tommy	Georgetown	117 15
John Weir	Georgetown	114 04
H. W. Dellinger	Georgetown	110 16
Willie & Annie	Georgetown	110 12
Etta & Rena	Georgetown	112 10
Willie Snyder	Georgetown	120 10
H. B. Simonds	Georgetown	111 00
Thos. O'Connell	Georgetown	112 06
M. E. Spier	Georgetown	113 14
Kate Brooks	Georgetown	110 13
10 boats	total	1,134 12
BORDEN CO.		
E. M. Stanhope	Georgetown	114 01
Henry Kraus	Georgetown	118 00
Martha	Georgetown	117 08
Henry Freeland	Georgetown	118 11
J. E. West	Georgetown	115 05
Donna Tilghman	Georgetown	109 12
W. S. Shaw	Georgetown	113 03
R. J. West	Georgetown	115 03
Henry Boley	Georgetown	118 16
9 boats	total	1,040 13
AMERICAN		
Maj. E. L. Moore	Alexandria	116 05
Wm. C. Hunter	Alexandria	116 16
Geo. Sherman	Alexandria	111 02
3 boats	total	344 03
INDIVIDUAL		
Mrs. C. E. Charles	Georgetown	115 16
M. Ruben	Georgetown	115 00

G. Blackburn	Georgetown	116 05
3 boats	total	345 16

Thu. 11/25/75, p. 4. **Canal Report.** - 38
boats left this port yesterday, carrying 4,288
16 tons of coal as follows:

Boat	Destination	tons cwt
CONSOLIDATION CO.		
Dr. Delaplane	Georgetown	114 15
P. A. Gorman	Georgetown	117 11
Wm. M. Hill	Georgetown	116 10
P. J. Smith	Georgetown	114 08
W. H. Boyd	Georgetown	115 07
Hawk	Georgetown	116 14
W. Irving	Georgetown	112 06
R. H. Gordon	Georgetown	113 00
S. K. Miller	Georgetown	119 06
A. M. Grove	Georgetown	120 16
P. L. Lemen	Williamsport	113 08
11 boats	total	1,274 01
MARYLAND CO.		
Mary Mack	Alexandria	111 04
H. T. Weld	Washington	98 05
A. Spier	Georgetown	108 05
Laura S.	Georgetown	114 05
Ida & Willie	Georgetown	110 16
W. H. Lowe	Georgetown	112 11
J. B. Slatery	Georgetown	102 09
Geo. S. Young	Georgetown	115 14
H. Loveridge	Georgetown	111 01
9 boats	total	984 06
BORDEN CO.		
Alexander	Georgetown	115 04
Invincible	Georgetown	117 17
Borden & Lovell	Georgetown	116 10
J. R. Masters	Georgetown	119 14
Sallie J. Kelly	Georgetown	115 09
L. N. Lovell	Georgetown	119 09
A. H. Blackiston	Georgetown	109 11
David Seibert	Williamsport	111 00
8 boats	total	924 08
NEW CENTRAL CO.		
E. J. Hammond	Georgetown	104 10
Four Sisters	Georgetown	116 10
G. Knobe	Georgetown	116 16
Viola H. Weir	Georgetown	114 03
4 boats	total	451 19
INDIVIDUAL		
Steamer, Star No. 1	Georgetown	96 00
S. Swain	Georgetown	110 00
C. Segerson	Georgetown	113 08
J. B. Turton	Georgetown	102 15
4 boats	total	422 15
AMERICAN CO.		
L. A. Long	Alexandria	114 06

Dr. G. E. Porter	Alexandria	117 11
2 boats	total	231 17

Sat. 11/27/75, p. 4. **Canal Report.** - 32
boats left this port Thursday, carrying 3,629
13 tons of coal as follows:

Boat	Destination	tons cwt
MARYLAND CO.		
American Boy	Georgetown	98 08
T. J. Mahaffey	Georgetown	115 05
Queen City	Georgetown	115 17
A. Kuhn	Georgetown	115 12
Sharpsburg	Georgetown	110 05
J. E. Hughes	Georgetown	114 05
L. G. Stanhope	Georgetown	112 08
Baltimore	Georgetown	117 14
A. K. Syester	Georgetown	113 00
9 boats	total	1,009 14

CONSOLIDATION CO.		
Owl	Georgetown	111 04
Dr. A. A. Biggs	Georgetown	110 01
Magpie	Georgetown	107 16
C. P. Manning	Georgetown	117 10
D. A. Miller	Georgetown	119 14
H. C. Hicks	Georgetown	118 16
W. C. Ernst	Georgetown	000 00
Dr. R. J. Duckett	Georgetown	111 19
Samuel Reinhart	Alexandria	118 09
A. C. Gruber	Williamsport	112 08
10 boats	total	1,027 17

BORDEN CO.		
John Spencer	Georgetown	111 12
M. S. Fernsner	Georgetown	119 16
R. E. Fugitt	Georgetown	105 18
Dr. O. M. Schindel	Georgetown	103 03
R. B. Lynn	Georgetown	114 12
J. R. Haines	Georgetown	111 08
Kate Prather	Georgetown	119 06
J. R. Couter	Williamsport	118 00
Charles B. Embrey	Williamsport	114 07
9 boats	total	1,018 02

NEW CENTRAL CO.		
Our Sisters	Georgetown	112 17
Four Sisters No. 2	Georgetown	120 03
E. B. Hartley	Georgetown	112 02
3 boats	total	315 02

AMERICAN CO.		
Samuel Lloyd	Alexandria	120 02
A. J. Clark	Alexandria	108 16
2 boats	total	228 18

Twenty four boats left this port Friday,
November 26, carrying 2,974 04 tons of coal
as follows:

Boat	Destination	tons cwt
CONSOLIDATION CO.		
J. A. Graham	Georgetown	112 11
D. M. Reed	Georgetown	116 08
Creole	Georgetown	117 09
S. S. Cunningham	Georgetown	112 09
Julia Tyler	Georgetown	115 08
Energy	Georgetown	116 06
Blue Bell	Georgetown	109 19
J. N. Clary	Georgetown	115 04
Jimmy M., jr.	Georgetown	120 00
9 boats	total	1,035 14

BORDEN CO.		
Jno. A. Spielman	Williamsport	113 15
Cumberland	Georgetown	119 00
Exchange	Georgetown	109 02
Theo. Dean	Georgetown	119 10
Jno. G. Lynn	Georgetown	114 16
Sallie H. Taylor	Georgetown	115 13
Pattie Dunlop	Georgetown	110 00
7 boats	total	801 16

MARYLAND CO.		
Mountain City	Georgetown	112 07
Dr. Grimes	Georgetown	112 05
F. H. Irwin	Georgetown	118 00
Dr. F. C. Doyle	Georgetown	118 06
Henry Boyd	Georgetown	116 03
Col. J. C. Lynn	Georgetown	114 10
Clara & Prudy	Georgetown	112 05
W. & B. Mills	Georgetown	110 15
8 boats	total	914 11

NEW CENTRAL CO.		
W. C. Merryman	Georgetown	115 05
J. B. Winslow	Georgetown	116 18
2 boats	total	232 03

Wed. 12/1/75, p. 4. **Canal Report.** - 26
boats left this port yesterday, carrying 3,000
11 tons of coal as follows:

Boat	Destination	tons cwt
BORDEN CO.		
M. S. Haines	Georgetown	113 14
Lillie Lemen	Georgetown	115 03
Geo. S. Couter	Georgetown	115 07
Alpha	Georgetown	106 05
Alice	Georgetown	118 03
John T. James	Georgetown	112 18
Julia Borden	Georgetown	116 19
T. B. Lynn	Georgetown	119 01
Sallie E. Hassett	Georgetown	114 10
Chas. B. Embrey	Williamsport	116 13
10 boats	total	1,139 10

CONSOLIDATION CO.		
Clara	Georgetown	114 05
A. B. Turner	Georgetown	116 15

J. Snively	Georgetown	118 02
H. J. Kenah	Georgetown	119 09
Chas. Ridgley	Georgetown	120 15
Belle Resley	Georgetown	116 15
A. Bain	Georgetown	117 14
Mollie	Georgetown	117 04
A. C. Gruber	Williamsport	119 10
9 boats	total	1,060 09

MARYLAND CO.

P. Fleckenstein	Georgetown	117 15
R. Burke	Georgetown	110 13
J. F. Kriegh	Georgetown	115 15
3 boats	total	344 03

NEW CENTRAL CO.

T. H. West	Georgetown	116 04
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AMERICAN CO.

H. O. Claughton	Alexandria	115 15
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ATLANTIC CO.

John Douglas	Georgetown	116 00
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INDIVIDUAL

Jas Noble	Georgetown	113 10
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Thu. 12/2/75, p. 4. **Canal Report.** - 19 boats left this port yesterday, carrying 2,182 09 tons of coal as follows:

Boat	Destination	tons cwt
BORDEN CO		
E. F. Wheeler	Georgetown	111 14
Onward	Georgetown	115 09
Lucinda	Georgetown	121 05
Fall River	Georgetown	112 10
G. W. Thecker	Georgetown	112 02
F. J. Laing	Georgetown	119 08
C. H. Knott	Georgetown	117 18
H. S. Miller	Georgetown	113 00
F. R. M. Bowers	Georgetown	117 00
9 boats	total	1,040 06

MARYLAND CO.

Emma	Washington	112 06
B. R. Summers	Georgetown	115 01
J. E. Stanhope	Georgetown	117 17
C. J. Myers	Georgetown	113 01
J. E. Coulehan	Georgetown	110 10
5 boats	total	558 15

CONSOLIDATION CO.

Knights of Pythias	Georgetown	115 02
B. F. Price	Georgetown	110 06
J. C. Stubblefield	Georgetown	116 08
Harlow & Brothers	Georgetown	117 04
4 boats	total	459 00

NEW CENTRAL CO.

Noble Grand	Georgetown	114 08
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And they don't know where Barney McQuade is.

Fri. 12/3/75, p. 4. **Canal Report.** - 26 boats left this port yesterday, carrying 2,905 04 tons of coal as follows:

Boat	Destination	tons cwt
CONSOLIDATION CO.		
Lillie & May	Georgetown	111 15
A. J. Center	Georgetown	110 15
Yonkers	Georgetown	114 08
E. M. Bynon	Georgetown	116 13
Geo. H. Bradt	Georgetown	115 13
Loretto	Georgetown	113 10
Ed. Mulvaney	Georgetown	114 05
John Hammond	Georgetown	115 18
R. T. Semmes	Georgetown	120 10
Grason & Fannie	Williamsport	107 10
P. L. Lemen	Williamsport	110 07
11 boats	total	1,251 04

BORDEN CO.

Emerald	Georgetown	117 15
Ida & Sallie	Georgetown	113 17
J. H. Snyder	Georgetown	118 06
Wm. Walsh	Williamsport	116 19
Katie & Addie	Williamsport	115 13
Morning Star	Williamsport	115 01
J. A. Spielman	Williamsport	114 08
7 boats	total	811 19

MARYLAND CO.

Thomas Hassett	Georgetown	108 12
Thomas W. Riley	Georgetown	112 04
M. Sinclair	Georgetown	107 02
M. H. Russell	Georgetown	108 00
A. E. McQuade	Georgetown	108 11
5 boats	total	544 09

NEW CENTRAL CO.

Four Sisters	Georgetown	111 05
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INDIVIDUAL

Star No. 1	Georgetown	100 12
M. A. West	Harper's Ferry	115 15
2 boats	total	216 07

An Extensive Theft - The boat "Wm. M. Price" was lying snugly moored at the Consolidation wharf Wednesday night, rigged in complete order for a trip to Georgetown. The captain, Mr. Robert A. Soris, was ready to take charge of her but though he would not go on board until the next day. The next day the boat was gone, disappeared in the night, as if swallowed up

by the angry floods of the ditch. But no, the dark waters did not encompass her. She was afloat, but where? Here was a mystery to be investigated. The watchman had seen no one carry her away; none of the wharf hands had her in their pockets; she was not found at the pawnbrokers; nor was she at any of the stores on sale. Nevertheless the boat had been taken away, as from her position, and other circumstances, it was impossible for her to have got loose and float down the stream. Further search was more successful and the "Wm. M. Price" was at last discovered tightly secured to the bank at Dougherty's Wide Water, four miles below town. And now Mr. Soris thinks it would be advisable for his friends to take in their chimneys, smoke houses and barns at night, as this feat proves there are expert hands at the business.

Sat. 12/4/75, p. 4. The reported capture of Barney McQuade yesterday proved incorrect. Barney is still on the wing.

 The canal trade is gradually drawing to a close for the winter season. Only nine boats left there yesterday as will be seen from our report.

Canal Report. - 9 boats left this port yesterday, carrying 1,002 05 tons of coal as follows:

Boat	Destination	tons cwt
BORDEN CO.		
New Era	Georgetown	104 11
Michael Snow	Georgetown	115 02
Invincible	Georgetown	119 09
Maggie B.	Georgetown	115 11
R. B. Cropley	Four Locks	115 00
5 boats	total	<u>569 13</u>
CONSOLIDATION CO.		
Wm. Moorehead	Georgetown	89 12
Uno	Williamsport	119 11
2 boats	total	<u>209 09</u>
MARYLAND CO.		
Henry Gerdeman	Washington	105 11
Godfrey Berkebile	Georgetown	117 18
2 boats	total	<u>223 09</u>

Mon. 12/6/75, p. 4. **Canal Report.** - 14 boats left this port yesterday, carrying 1,625 05 tons of coal as follows:

Boat	Destination	tons cwt
BORDEN CO.		
Borden & Lovell	Georgetown	111 02
C. E. Hassett	Georgetown	118 18
Martha	Georgetown	114 19
Alexander	Georgetown	117 14
D. Seibert	Williamsport	120 05
Ida & Harry	Williamsport	113 04
6 boats	total	<u>882 13</u>
CONSOLIDATION CO.		
C. Slack	Williamsport	177 04
A. C. Gruber	Williamsport	124 07
2 boats	total	<u>241 11</u>
MARYLAND CO.		
E. J. Neal	Washington	109 04
H. Willison	Georgetown	110 16
2 boats	total	<u>220 00</u>
BLAEN AVON CO.		
Mrs. C. E. Charles	Georgetown	116 08
Elmer & Kate	Georgetown	115 13
2 boats	total	232 01
INDIVIDUAL		
P. Sinclair	Georgetown	105 00

Arrest of Barney McQuade - A telegram was received about five o'clock yesterday evening by Deputy Sheriff Reid from Deputy Marshall J. C. Lynn, at Pittsburgh, notifying him of the arrest of Barney McQuade, recently convicted of forgery in the District Court at Baltimore. If this be true, and there is evidently no mistake about it, the sureties of McQuade must feel considerable relief at the capture - Barney, it will be remembered, was on bail at the time he absented himself from the authority of the law at Baltimore and would have been sentenced had come to him. We do not remember the exact amount of bail that the sureties were bonded for, but to the best of our knowledge [illegible].

Tue. 12/7/75, p. 4. **Canal Report.** - 13 boats left this port yesterday, carrying 1,476 14 tons of coal as follows:

Boat	Destination	tons cwt
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BORDEN CO.		
J. R. Couter	Williamsport	110 05
Chas E. Embrey	Williamsport	115 12
Morning Star	Williamsport	124 07
J. R. Masters	Georgetown	116 06
Henry Kraus	Georgetown	117 14
J. E. West	Georgetown	111 06
Wm. Staples	Georgetown	118 07
7 boats	total	<u>799 13</u>
CONSOLIDATION CO.		
Wm. Young	Washington	115 16
Jno Dixon	Washington	106 16
2 boats	total	<u>222 12</u>
MARYLAND CO.		
L. Agnew	Washington	117 05
Jno Sammon	Washington	103 13
Annie	Washington	112 11
3 boats	total	<u>338 09</u>
BLAEN AVON CO.		
J. B. Winslow	Williamsport	116 00
13 boats	total	<u>1,476 14</u>

Arrest of Barney McQuade - Particulars of His Capture - His Return to Cumberland.

- Yesterday we were questioned on every side for the particulars concerning the arrest of Barney McQuade, a notice of which was published in yesterday's *Times*. We therefore interviewed his captor, Col. J. C. Lynn, Deputy U. S. Marshall, and obtained the following account. Having a suspicion that Barney was in the Iron City or thereabout, the Colonel left Cumberland with a hope of falling in with him. On Sunday morning last our late Sheriff arrived in Pittsburgh at an early hour and took a wash, lit a cigar and proceeded out on the street, leaving his baggage, including his revolver, at the St. Charles Hotel. He had not gone very far before, to his pleased surprise, he saw Barney, distant from him probably a hundred yards. For awhile he could scarcely believe the evidence of his own eyesight, and he approached to within a few feet of Barney, and looked closely at him to satisfy himself of his identity. McQuade recognized the Ex-Sheriff and exclaimed "Hallo! What are you doing up here?" upon which the Colonel remarked that he was on a short visit, with which

business and pleasure were combined. "By the way," said Barney, "couldn't you loan me five dollars, I'm pretty hard up and will be until can hear from home." The Colonel said, yes he would do so with pleasure if he would accompany him to the hotel, which was only a short distance off. Barney readily consented and walked with him until they arrived in front of the hotel, when McQuade suggested that he would wait outside while the Colonel went up and in to get the funds, but the Colonel had no idea of losing sight of his man and with a little gentle persistence got him upstairs to the clerk's office; knowing that official very well he asked him to give him the sum of five dollars, which was promptly done. "Now," said Col. Lynn, "Barney you must give me a receipt for this money." "Of course I will" said Barney, "you write the receipt and I will sign it." The paper was prepared, and while Barney was signing the Colonel stepped around to his valise and secured his revolver. Stepping quickly up to McQuade he said "Barney, you are my prisoner." We can only imagine the surprise of Barney at such an announcement. His reply was: "Now this is a devil of a business." The sequent facts are these: the prisoner was given a shave, a shampoo and breakfast, which occupied as much time that the earlier train was missed and Barney was taken to the lock-up and kept until yesterday morning, when captive and captor took the train for this city, arriving here about 4:40 p.m. A large crowd were gathered at the depot on the arrival of the prisoner and much interest manifested in his arrest. The prisoner was at once taken to the county jail and will be taken thence without delay (if he don't escape) to Baltimore.

Wed. 12/8/75, p. 4. **Barney McQuade** was taken to Baltimore yesterday morning by Col. Lynn on the 8:45 train.

Canal Report. - 10 boats left this port yesterday, carrying 1,476 14 tons of coal as follows:

Boat	Destination	tons cwt
MARYLAND CO.		
Johnny	Georgetown	112 04
R. L. Gross	Georgetown	110 19
H. Loveridge	Georgetown	116 05
T. O'Connell	Georgetown	107 16
R. H. Gordon	Washington	114 06
5 boats	total	<u>561 10</u>
BORDEN CO.		
Exchange	Georgetown	106 05
R. B. Lynn	Williamsport	119 10
W. C. Hunter	Williamsport	118 13
3 boats	total	<u>338 09</u>
CONSOLIDATION CO.		
Congress	Georgetown	110 02
T. J. Baker	Georgetown	118 07
2 boats	total	<u>228 09</u>

Canal Extension.

A meeting of the citizens of Westernport was held at the Council Chamber on Monday evening the 6th inst., relative to the extension of the C. and O. Canal to the mouth of Savage River. On motion Owen Riordan was called to the chair and G. W. Sheetz elected secretary. Hon. P. Hamill explained the object of the meeting in a very able and satisfactory manner.

A committee of seven was appointed consisting of Hon. P. Hamill, G. W. Kildow, James Hughes, J. S. Jamison, Stephen Fuller, Jno. M. Kelly and Owen Riordan, to make the necessary arrangements for holding a general meeting of the citizens of the county on Thursday the 16th inst., at two o'clock p.m., at Westernport. The committee were instructed to invite the senators and delegates of Allegany and Garrett counties to attend said meeting; also any others friendly to the movement or motion. The secretary was instructed to send a copy of the proceedings of this meeting to the editors of the several papers of Allegany and Garrett counties, also of Mineral county, W. Va., with a request that

they publish the same in their papers. On motion the meeting adjourned.

Owen Riordan, Chairman

G. W. Sheetz, Secretary.

Thu. 12/9/75, p. 4. **Canal Report.** - 14 boats left this port yesterday, carrying 1,562 01 tons of coal as follows:

Boat	Destination	tons cwt
CONSOLIDATION CO.		
Monongahela	Williamsport	102 10
G. Meredith	Washington	110 15
J. Marmaduke	Georgetown	122 15
Dr. C. F. Russell	Georgetown	116 14
J. R. Ray	Georgetown	121 19
Robin	Georgetown	108 19
6 boats	total	<u>683 12</u>
MARYLAND CO.		
A. K. Syester	Washington	114 04
H. T. Weld	Washington	96 14
A. P. Gorman	Georgetown	110 16
Steamer Ludlow Patton	Georgetown	98 11
Joseph Murray	Georgetown	107 16
5 boats	total	<u>528 01</u>
BORDEN CO.		
Katie & Addie	Williamsport	119 12
Samuel Henry	Williamsport	118 16
2 boats	total	<u>231 08</u>
BLAEN AVON CO.		
Diligent	Williamsport	119 00
1 boat	total	<u>119 00</u>

Fri. 12/10/75, p. 4. **Canal Report.** - 13 boats left this port yesterday, carrying 1,498 04 tons of coal as follows:

Boat	Destination	tons cwt
CONSOLIDATION CO.		
W. H. Boyd	Georgetown	114 05
Linnet	Georgetown	112 05
M. Boyer	Georgetown	115 00
R. I. Morris	Georgetown	119 01
A. J. Akin	Williamsport	123 00
Thos. H. Faile	Williamsport	120 05
Grason & Fannie	Williamsport	107 14
7 boats	total	<u>811 10</u>
MARYLAND CO.		
Isaac Wilson	Georgetown	113 14
Johnny & Frankie	Georgetown	110 14
Geo. H. Gatrell	Georgetown	113 19
City of Hamburg	Georgetown	109 00
4 boats	total	<u>447 07</u>
BALEN AVON CO.		
Four Sisters	Williamsport	112 09

 We acknowledge the receipt of an invitation to be present at a public meeting at Westernport, Md., on the 16th instant in the interest of canal extension. We shall take pleasure in attending.

The Alexandria *Gazette* of the 7th says: One boat is still out. It belongs to the American Coal Company, and as soon as it arrives and departs which must be within a day or two at the furthest, the water of the Alexandria Canal will be let off and navigation suspended for the winter. Several boats are still due at Georgetown, and the probability is the Chesapeake and Ohio Canal will not be drawn off as soon as that in the Alexandria Canal.

ES, Fri. 12/10/75, p. 4. **GEORGETOWN. Coal Trade.** - Report for week ending the 10th: - Consolidation Coal Company - Receipts and shipments, 3,954 tons. Borden Mining Company - Receipts, 4,140 tons; shipments, 3,000. New Central and George's Creek Company - Receipts and shipments, 6,795 tons. Maryland Coal Company - Receipts, 2,600 tons; shipments, 1,900 tons.

Grain Market. - Arrived by boat Loudoun, 300 bushels wheat consigned to H. M. Talbott; 4,500 bushels corn to Hartley & Bro. By boat Seneca, 1,500 bushels wheat and 160 barrels flour consigned to T. C. Wheeler, and 50 bushels corn for H. M. Talbott.

Not Small-Pox. A case of small-pox was said to be on the canal boat William Foley, now lying at the aqueduct bridge, and the Board of Health was notified, but after examination Dr. Kleinschmidt states that "the man has no more small-pox than I."

Sat. 12/11/75, p. 4. **Canal Report.** - 5 boats left this port yesterday, carrying 578 03 tons of coal as follows:

Boat	Destination	tons cwt
CONSOLIDATION CO.		
C. P. Manning	Georgetown	123 16
C. H. Dalton	Georgetown	122 11
P. L. Lemen	Georgetown	113 07
3 boats	total	<u>359 14</u>
BLAEN AVON CO.		
Morning Star	Georgetown	115 19
MARYLAND CO.		
Star No. 1	Georgetown	102 10

Mon. 12/13/75, p. 4. **Canal Report.** - 8 boats left this port Saturday, carrying 925 10 tons of coal as follows:

Boat	Destination	tons cwt
MARYLAND CO.		
A. L. Miller	Georgetown	115 19
Samuel Swain	Georgetown	110 17
S. S. Lynn	Washington	112 14
3 boats	total	<u>339 10</u>
BLAEN AVON CO.		
J. B. Winslow	Georgetown	119 09
Ida & Harry	Georgetown	119 13
2 boats	total	<u>239 02</u>
CONSOLIDATION CO.		
M. Waters	Georgetown	115 17
INDIVIDUAL		
Ernst & Holland	Georgetown	113 09
BORDEN CO.		
David Seibert	Williamsport	115 12

 The little child of Mr. Jos. Taylor, of Williamsport, who died of small pox on his boat some weeks ago, also fell a victim to the disease and died Saturday. Mrs. Taylor is now alone upon the boat in an isolated condition and among strangers. We commend to the notice of the friendly and charitable, as she is in every way a worthy lady.

Tue. 12/14/75, p. 4. **Canal Report.** - 4 boats left this port yesterday, carrying 455 10 tons of coal as follows:

Boat	Destination	tons cwt
MARYLAND CO.		
E. F. Wheeler	Mercersville	102 11
Ludlow Patton	Georgetown	100 00

2 boats	total	202 1
	CONSOLIDATION CO.	
T. J. Boyer	Washington	127 06
	BLAEN AVON CO.	
Katie & Ida	Williamsport	123 12

Wed. 12/15/75, p. 4. **Only two** boats laden with coal left this port yesterday. The end of the season is at hand. Rest gentle mule; they sonorous bray wilt greet no more the dawning day; nor will the blushing sun of morn welcomed by the boatman's horn until the sun of vernal spring shall mule and horn and boatman bring.

The Alexandria Canal has been closed for the winter, and the water drawn off.

Canal Report. - 2 boats left this port yesterday, carrying 226 11 tons of coal as follows:

Boat	Destination	tons cwt
	BORDEN CO.	
Chas B. Embrey	Williamsport	111 11
	BLAEN AVON CO.	
F. R. M. Bowers	Hancock	115 00

Thu. 12/16/75, p. 4. Four boat loads of coal were shipped from this point via canal yesterday, three by Consolidation Company and one by individuals. The small quantity shipped indicates the near approach of the end of the season.

Canal Report. - 4 boats left this port yesterday, carrying 382 08 tons of coal as follows:

Boat	Destination	tons cwt
	CONSOLIDATION CO.	
John Reeves	Georgetown	110 12
Jerry Dick	Georgetown	113 08
D. Murphy	Georgetown	112 08
3 boats	total	336 08
	INDIVIDUAL	
Clearspring	Cherry Run	46 09

Fri. 12/17/75, p. 4. There were no departures of laden coal boats yesterday.

We infer that the season is about over on the C. and O. Canal.

We are without a full report of the canal extension meeting at Westernport yesterday. Quite a number of persons from this city attended, including Mr. Sprigg, member elect of the House of Delegates. Speeches were made by Hon. Patrick Hamill, Cols. Horace Resley and Alfred Spates. A large number of persons were present, and the meeting was quite enthusiastic on the subject of canal extension to the mouth of Savage river.

Sat. 12/18/75, p. 4. One boat [Jacob Snively] left this port yesterday via Chesapeake and Ohio Canal laden with one hundred and ten tons of Blaen Avon coal and destined for Williamsport.

Mon. 12/20/75, p. 4. At the meeting of the friends of the canal extension at Westernport on Thursday last, the following resolutions, offered by Hon. Patrick Hamill, were unanimously adopted:

Resolved, That this Convention appoint a committee of five persons from Allegany and three from Garrett counties of Maryland and one each from Mineral, Hardy and Grant counties of West Virginia, to prepare an address embodying the views and wishes of this Convention for presentation to the Legislature of Maryland and the Congress of United States, asking aid in the construction of this improvement; and be it further -

Resolved, That said Committee shall, if they deem it judicious and proper, appoint one or more of their number to represent this interest before Congress and the Legislature of Maryland at the present session.

In accordance with these resolutions the following named gentlemen were selected as such Committee:

Allegany - Col. James M. Schley, Col. Horace Resley, G. W. Kildow, John S. Grove, James Park

Garrett - William H. Barnard, P. Hamid,
Andrew Mullen.

Mineral - Co. John E. Wood.

Grant - William I. Brown.

Hardy - Thomas Maslin.

Several boats, one a new steamer built by Messrs. Young for the Messrs. Hassett, of Four Locks, were loaded at the Potomac wharf Saturday, but the ice was too thick for them to get out. Supt. Mulvaney would have kept a channel open if any person would, but the boatmen did not care to try it.

There were no departures of coal boats via Chesapeake and Ohio Canal on Saturday, consequently it is reasonable to suppose that there will be no more until more promising weather. The season may be said to be over.

Small Pox - The canal boat William Foley, Captain Hartley, passed this place on Sunday last with a case of small pox on board. The Captain, as soon as he came in sight of the lock, at this place, warned the lock tender and others that he had a case of small pox on his boat, and that they had better get out of the way. If a thirty pound howitzer, loaded with grape and canister, had been fired at that lock wall it could not have cleared it any better. - *Williamsport Pilot*.

Tue. 12/21/75, p. 4. **Narrow Escape** - A boy while skating in the vicinity of Lynn's wharf yesterday evening, broke through the ice and had a narrow escape from drowning. But for timely assistance of Master Adams and Sinclair, who pushed him a plank, he would have perished. We learn that he was in an exhausted condition when taken from water. This should be a caution to the boys who venture upon ice without a knowledge of its thickness or strength.

Wed. 12/22/75, p. 4. **Mrs. Joseph Taylor**, wife of the young man who died with small

pox on the canal boat in this port some weeks ago, returned to her friends in Williamsport, Md., yesterday. She requests us to express her deep sense of gratitude for the many acts of kindness received at the hands of the people of Cumberland during the time of her great trouble and bereavement. Not a want was unsupplied, not a moment was she left without attention the most tender and charitable, and she will ever hold the good people in the word mindful of her [illegible].

ES, Wed. 12/22/75, p. 3. **Mr. Gorman's Canal Policy.** - President Gorman, of the Chesapeake and Ohio Canal, has been discharging a large number of his employees recently, and the *Williamsport Pilot* remarks that he "has commenced the work of retrenchment and bung-hole economy at the first blast of winter, and during the past week has discharged eight men, four from each company boat of this division, and we presume the same thing has taken place along the entire line." The *Pilot* further says: "And there is not more than six laborers on each boat that leaves but two. To us this seems outrageous, for instead of discharging hands he ought to be hiring them; for the canal is badly in need of repairs, and now when the water is taken off, which will be in a few days, is the only chance to make repairs. Every other president except A. P. Gorman had hands at work during the winter repairing and cleaning out the canal. But Purloin thinks different. If he pays out moneys to laborers during the winter, and thereby helps to keep comfortable poor suffering humanity, he will not have the money at once to pay off that coupon for which he gets his percentage. While the canal laborer suffers and the canal goes to destruction, he, the incubus, flourishes."

Thu. 12/23/75, p. 4. The thaw yesterday will likely give all the light boats caught along the line of canal, a chance to reach port. The ice-breaker has been running on this division, and the channel is open.

Fri. 12/24/75, p. 4. The new steam canal boat recently launched from the Messrs. Young's boat yard in this city, and which was the last boat loaded with coal at this port, and then became tightly frozen up in the river and which, after considerable work with the Canal Company's ice-breaker, was enabled to get into the canal on Tuesday last, left this place yesterday morning for the Four Locks, consigned to her owner, Mr. Hassett, of that place. Although the canal is again reported open, doubtless this is the last boat that will attempt another trip of any length.

ES, Fri. 12/24/75, p. 8. **GEORGETOWN. Grain.** - boat H. M. Talbott, with 1,300 bushels of wheat, 900 bushels of corn, and 400 bushels of rye, to H. M. Talbott; also 360 bushels of wheat to T. C. Wheeler.

Coal Trade. - Consolidation Coal Company, 1,066 tons receipts, 2,585 tons shipments; Borden Mining Company, shipments 1,225 tons.

Thu. 12/30/75. p. 4. **The Canal Extension - Meeting of the Committee at the Queen City Hotel.** - The committee appointed at the Convention held in Westernport, Md., Dec. 14th, met at the call of its chairman, Judge P. Hamill, at the Queen City Hotel in this city yesterday, Dec. 29. Present Judge P. Hamill, Col. H. Resley, Col. Jas. Schley, Col. John R. Wood, Messrs. Jas. Parks, John S. Grove, Wm. J. Brown and W. H. Barnard. After a general discussion of the merits of the movement Col. Resley moved that when the committee adjourn it be to meet in Baltimore city, at Barnum's Hotel, on the

21st day of January next, at 11 o'clock a.m. The chairman was instructed to invite the members of the Board of Public Works of the State of Maryland, and the stockholders of the C. & O. Canal, the President and Directors of the Western Maryland railroad, the Mayor and Councilmen of Baltimore, the President and Directors of the C. & O. Canal, the President and Directors of the Washington & Ohio Railroad and the officers of the coal companies operating on George's Creek, Md. On motion of Mr. Brown, the following gentlemen were added to the present committee: Judge Jas. D. Armstrong, Hampshire Co., W. Va., and E. J. Livingstone, Garrett Co., Md. On motion of Jno. S. Grove, Col Horace Resley was elected permanent Secretary to the committee. On motion of Col. Wood, the papers of Allegany and Garrett counties, and adjoining counties of West Virginia were requested to publish these proceedings. On motion the meeting adjourned.

P. Hamill, Chairman