

COMPILATION OF
CANAL TRADE ARTICLES FROM
THE DAILY TIMES
a Cumberland, Md. newspaper,
and
THE HEARLD AND TORCH LIGHT
a Hagerstown, Md. newspaper,
and
THE BALTIMORE SUN
a Baltimore, Md. newspaper
and
THE CRITIC
THE EVENING STAR
two Washington, D. C. newspapers
and
ALEXANDRIA GAZETTE
an Alexandria, Va. newspaper
1881

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Revision 1 March 2023

Canal Trade - 1881

A. PREFACE

This compilation of newspaper articles about the C. & O. Canal is one of a series. The newspapers were found on-line, except the *Daily Times* which was found on micro-film at Frostburg State University Library, Frostburg, MD. The report does offer a glimpse of life on the Canal in the time period 1881.

Articles from the *Daily Times* are preceded by DT, those from the *Herald and Torch Light* are preceded by H&TL, those from *The Baltimore Sun* are preceded by *Sun*, those from *The Critic* are preceded by TC, those from *The Evening Star* are preceded by ES and those from the *Alexandria Gazette* are preceded by AG.

Readers will note the coal tonnage is cited as, e.g. 110 06 tons; which should be read as 110 tons 6 cwt. Coal fractions of a ton were measured in hundred weights (cwt.), 20 hundred weights equal 1 ton.

Readers will also note the occasional article reflecting Maryland politics, receivership and the canal; those not interested should just skip over the articles.

Readers not interested in the assassination of President James A. Garfield should just skip over the articles.

This is an edited report. After the transcription was complete, an EXCEL spread sheet of the canal trade entries was made to establish consistency in spellings of the canal boat names and boat captain's names. Not all discrepancies were resolved. Readers looking for their ancestor's boat should try alternate spellings.

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

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Transcribed September 2018
Revision 1 March 2023
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Canal Trade 1881

ES, Mon. 1/3/81, p. 1. **Cumberland Coal Trade** – The *Cumberland Civilian* says: Mr. J. T. Edwards, clerk in this city of the Chesapeake and Ohio Canal Company, has just finished making out his yearly reports and has forwarded them to the canal office. The total amount of shipments of coal by canal during the year ended December 31 was, as previously stated, 615,423 01 tons, which was carried in 5,464 boats. The total amount of revenues accruing at this port on freights and rents during the year was \$342,721.52, which was about \$120,000 more than the receipts of last year.

DT, Tue. 1/4/81, p. 2. **NO RECEIVER TO BE APPOINTED** – The parquets were very much disheartened yesterday when the news reached here that the United States Circuit Court had decided against the appointment of a receiver for the canal. Their mouths had watered for months over the prospective offices they were to fill, even though the canal should cease to be a waterway for commerce in a year or two. They knew that such must be the result in the event of a receiver being appointed; for it is very seldom a receiver does better than the original directors in any work, and in the event of a disaster, to which the canal is liable from freshets, we would be without our cheap channel to market, and as a consequence our coal would be almost shut out of market by increased freights by rail.

The efforts on the part of these parquets to obtain office was a most ignoble one. They threatened our coal interests; they threatened the business prosperity of Cumberland; they attempted to destroy our industry by which thousands of miners obtain their living; they defamed the character of Senator Gorman, who in replication brought before the court numbers of the richest, most honorable and most capable business men in the State to testify as to his character and ability, and probably no man in the United States ever received before a court such high encomiums from disinterested and

interested parties. They did all this, and yet they failed.

These parquets have hounded President Gorman year after year; they have charged him with thievery, knavery and dishonesty; they have given the cue to Republican papers to attack him, but we are pleased to say that but few have been filthy enough to follow them. Take the whole caboodle of the parquets, from Bradley Johnson down, and there is not one who can show as bright an escutcheon as Hon. A. P. Gorman, and if they were to turn the world upside down they could not find a single man to give one of them the “character” that has been given Senator Gorman by such men as President Lloyd, of the American Coal Company, and a dozen other men equally good.

These parquets are like the New Zealand parrot or “Kea,” which selects its innocent victim, pounces upon its shoulders and sits there and tears away the flesh and gormandizes until it drops off from sheer exhaustion, the result of gluttony. They are lovers of sheep, and the shepherds have to keep a close watch upon them. So, these fellows have been watched so closely that they are starving for office. They selected the best dishes but they must now be content with carrion.

After first rejoicing that the interests of Cumberland and Allegany county have escaped destruction from these Kaus, we must next congratulate the canal management upon the vindication they have received at the hands of the United States Circuit Court. In these modern days when national courts are often used to seal a political verdict or manipulate law to advance the machinations of political leaders, it is a dangerous ordeal for honest men to pass through. With a chance to gain control of big institutions which might be wielded with great power to political advantage, we have no doubt the Republican leaders would have attempted to bring weighty arguments in favor of a receiver, but for the fact that the character of the president of the canal and the management were unimpeachable, and prominent men of both

parties testified to the excellent conduct of the thoroughfare.

One of the parquets said yesterday after hearing that the court refused to appoint a receiver, that he was not going to vote the Democratic ticket again. The joke came in there. He has not voted the ticket for five years.

SENATOR GORMAN could not afford to resign the office of President of the Chesapeake and Ohio Canal Company while the suit was pending; but now that he has been so gloriously exonerated, he can retire with honor should he so select, but which the friends of the canal and his own friends would regret. Should he desire to retire, however, his place could not be filled by a better officer than Stephen Gambrill, esq.

DT, Wed. 1/5/81, p. 2. THE CANAL RECEIVERSHIP – Daniel K. Stewart vs. The Chesapeake and Ohio Canal Company, Arthur P. Gorman and others. In the Circuit Court of the United States for the District of Maryland, in equity.

This is an application for the appointment of a receiver to take possession of and operate the Chesapeake and Ohio canal. The complainant, an alien, is the holder of \$150,000 of the preferred construction bonds issued by the canal company under the Maryland act of 1844, chapter 281. By this act the State of Maryland, which held five million dollars of the stock of the corporation, about five-eighths of the whole capital, and which had also loaned to the corporation about \$5,000,000 on a first mortgage of all its property, including tolls and revenue, agreed to waive and post; one its first lien in favor of the bonds to be issued under the above mentioned act and authorizes the corporation to execute a first mortgage of its tolls and revenues to secure them. Accordingly, the corporation did execute such a mortgage, dated June 5, 1848, and issued about \$1,700,000 of bonds thus secured. The mortgage conveyed to certain trustees the

revenues and tolls of the canal to secure, after paying the repairs of the canal and the salaries of the officers, the payment of interest on the bonds as issued and a sinking fund for their ultimate redemption. By the terms of the mortgage, in case of failure of the conditions to fulfil its obligations to the holders of these bonds and subject to the conditions hereafter mentioned, the trustees were given the power and authority to collect the tolls and revenues of the canal, and after applying sufficient to put and keep the canal in good condition and repair, and to provide the requisite supply of water and to pay the salaries of the officers and agents of the corporation and its current expenses, they were to apply the remainder in satisfaction of the bonds and interest. It was further provided that the corporation should retain possession of the canal so long as it should comply with the agreements of the mortgage, and if it should fail to comply with these agreements from any cause, except a deficiency of revenue arising from a failure of business, without fault on its part – the defense to be made to appear by the trustees – then the trustees might demand and should receive possession, and should appropriate the tolls and revenue in the manner aforesaid.

The bill alleges and the proof shows that the last payment of interest on complainant's bonds, and on all bonds issued under this mortgage, was made in the month of December, 1876, when the coupon which had fallen due July 1, 1864, was paid, and no payment has since been made. This default, however, by the express terms of the mortgage, gives the complainant no ground to ask to have possession of the canal, either through the trustees or by the appointment of a receiver, unless he has made it appear that the default in the payment of interest has been caused by some misappropriation or mismanagement on the part of the corporation, and not by a failure of business without its fault, or else has shown to the court such corporate misconduct injurious to the bondholders as demonstrates the necessity of taking the property

out of the hands of the corporation for the projection of their rights.

The complainant alleges, and has endeavored to show by testimony, that he is entitle to relief on both of these grounds. The first of the causes charged in the bill for the deficiency of revenue is that the present management under President Gorman, who was elected in 1872, has been so entirely political that the canal has been and now is used primarily and mainly in the interest of partisan political objects, without regard to the rights of its creditors, and that the president and those with him that control the management of the canal have during the last three years, under pretense of employing persons to perform service for the company, kept their political agents in the pay when not performing any service for the canal, and have employed large numbers of unnecessary and useless employees for the purpose of promoting their own political schemes. Undoubtedly the fact that the State of Maryland is the owner of a majority of the capital stock, and does through her board of public works appoint the president and directors, has always connected the management of the canal with the political charges in the State government. This has always been a subject of regret to those interested in the financial success of the work, and to the consequent lack of a fixed and stable policy in its management has been attributed the disappointment of the expectations of its projectors. The evil arising from the control of the State over the management of the canal have been the frequent theme of comment in the reports of its officers, and the ground of application to the legislature for relief. But this is not an evil which the courts can remedy. It existed at the time when complaint purchased his bonds, and has always been an element in the estimate of their value.

If, however, the complainant had produced proof to establish the abuses alleged in his bill to have grown out of this political connection, and had shown, as alleged, that the revenues of the corporation were being

squandered in paying persons kept in its services for political reasons and not really necessary for its business, we should have no doubt of the duty of the court to interpose to prevent so gross an abuse of a trust. For, the corporation being insolvent to the extent that for years at a time its revenues have barely met its working expenses, it is manifest that the property is held by the corporation as trustees for its creditors, and by utmost good faith, economy and prudence are to be exercised in its management; so that if the allegations of paying useless employees had been proved, such an abuse of this trust would have been made apparent as would have required the intervention of the court as the only protection left to the bondholders against a faithless trustee of the property which is the only security. But we do not find this allegation established by the proof. The complainant has urged upon the attention of the court the falling off in the net income of the canal and the increase of expenditures in proportion to the receipts since 1875, and charges that there are evidence of extravagance and mismanagement. The fact that the net income of the canal, which in the years 1871, '72, '73, '74 and '75 had been over \$200,000 in each of those years, fell in 1876 to \$67,144, and that in 1877, '78 and '79 the canal earned no net income at all, is a matter which, as trustee, the corporation was bound to explain and account for. The explanation given in its answer, and supported, as we think, by the proof, is that in those years the canal so suffered from hostile competition, compelling great reductions in tolls from the general depression of the business of the country, from the great flood in 1877, and from interruptions caused by strikes of the boatmen, that it was not possible to make the canal yield the revenue of the preceding years. Obligated, as it was, to contend with these obstacles to profitable business, some of which it is a matter of general notoriety did interfere with the prosperity of all great works of the country, the complainant has failed to satisfy us that any better results were possible, or that the deficiency of revenue is necessary to be

attributed to the extravagance or mismanagement of the officers of the corporation.

Nor would it seem to so appear to the trustees of the mortgage to secure these bonds, nor the great majority of the bondholders themselves; for, although the bill has been a year on the files of the court, only one bondholder besides the complainant, and he holding but a small amount of bonds, has united in the suit. It is but a very small minority of bondholders who are asking for the relief prayed for in the bill and it does not appear that any others believe that the remedy now sought would be beneficial to their interests; and the trustees of the mortgage, who are in no way connected with or committed to the present management, and who are as individual owners of considerable amounts of the bonds, are here in court strenuously opposing the present application. This attitude of these trustees, having a large pecuniary interest, having also an important duty and obligation as trustees, and who are familiar with the affairs of the canal, and this apparent indifference to this application on the part of a great majority of the bondholders, is, we think, to be considered by the court in determining whether, under all the facts of the case, results more beneficial to the bondholders might reasonably be expected from the management of a receiver. It is also to be considered that if a receiver were appointed it would not be for any merely temporary purpose to keep the canal going pending litigation and looking to a sale or other termination of his duties, but it would be to operate the canal until from the net increase these bonds with fifteen years of accumulated interest should be paid off. For some forty years of its existence the canal earned nothing beyond its current expenses, and it was not until after 1868 that it made any payment of interest on these bonds. Many of the difficulties and disasters which in former years have stood in the way of the pecuniary success of the canal may at any time again occur, so that it is manifest that the court by its receiver, if it took possession of the canal, might have to manage this artificial waterway, in need of constant

repairs, subject to freshets, strikes and the difficulties of competition, through a period of time which this century might not see the end of.

To lead the court to pass such a decree the case should be free of every question as to the mismanagement of the corporation and as to the absolute right of the complainant to have such relief, and there should be no doubt that the appointment of a receiver would be an effectual relief.

The complainant has shown and has pressed upon the attention of the court several considerable expenditures of the tolls and income which, it is alleged, are in violation of the terms of the mortgage, and are willful misappropriations of money which should have been applied to the payment of interest on the bonds.

These are the expenditures for (1) the outlet locks above Georgetown, (2) the leasing and purchasing of wharves at Cumberland, (3) the telephone, (4) and the payments to directors and their hotel bills.

With regard to the outlet locks above Georgetown and the wharf property at Cumberland the respondent corporation has produced a great deal of testimony to show the acquisition of these great terminal conveniences was absolutely necessary to enable the canal to maintain itself against competition which threatened its existence, and that the possession of them has put the canal in a position of independence from adverse control and of ability to economically manage its business and earn revenue such as it has not heretofore enjoyed, and from which the bondholders will reap immediate benefit. Without now considering these questions in all their bearings it is sufficient for the purposes of this motion to consider the standing of the complainant with regard to these expenditures. These acquisitions have not been undertaken secretly. They have been considered and discussed in the published reports made by the president and directors to the stockholders for some ten years past, and committees have been appointed who have

reported on them. It may be fairly said that the complainant, through his representatives and agents at stockholders' meetings and otherwise, has had full notice of the intention of the corporation to acquire these terminal facilities and of the reasons for so doing. He never raised his voice in protest before these acquisitions were consummated, and it does not seem to us that he can now be heard to say with any force that they were such a wrong upon his rights under the mortgage, and evince such a reckless disregard of them that the court should in consequence oust the corporation from possession and management.

The construction of the telephone along the line of the canal, the cost of which it is charged was an unlawful diversion of revenue, which should have been paid to the bondholders, was, it appears to us from the testimony, a reasonable expenditure for a very great convenience, tending directly to preserve the exitance of the canal by affording means of giving immediate notice of breaks and leaks which, if not quickly repaired, result in great damage and interruption of business.

The proof fully explains the dangerous delays and difficulties attending the former practice of sending notice of leaks by messengers to the nearest superintendent and the saving which is accomplished by the speedier method; and the proof also shows that with the use of the telephone a less number of superintendents is required, which results in a considerable saving of annual expense.

We come now to consider a misappropriation of income which the proof does fully sustain, and that is the payment from the earnings of the canal of extravagant hotel bills incurred by the president and directors, and charges by them to the corporation without warrant or authority. These bills, so far as ascertained and proved, amount for the four years from 1874 to 1878 to over \$12,000. The items show that the charges are for the personal expenses and extravagant entertainment of these officers, and indicate certainly a disposition on

their part to use their official position for their personal gratification, in disregard of the creditors they were appointed to protect; conduct in the managers of an insolvent corporation well calculated to excite suspicion and distrust with regard to the fidelity of their general management of its concerns. The excuse offered that it had been for years the custom of the directors to extend such "hospitalities" at the expense of the canal is, of course, no defense of so unwarrantable an expenditure of creditors' money, and is some proof of the averment made by the complainant that years of abuse have sanctioned methods of conducting the affairs of the canal which waste its revenue and deprive them of money which should be paid to them. But while it is true that these proved bills tend to excite distrust, they do not actually prove anything but themselves, and are not in themselves sufficient to justify the costly machinery of a receivership.

The complainant further charges that the conduct of the president and directors in obtaining the passage by the Legislature of Maryland of the act of 1878, authorizing the corporation to issue \$500,000 of repair bonds, was without actual necessity, and as it endangered the security of the complainant was a serious breach of trust committed by the corporation. The passage of this act was procured by representing to the Legislature the dismantled condition of the canal, caused by the extraordinary flood of 1877 and the impossibility of raising money on the repair bonds authorized by the act of 1844. Attorney who were the representatives and agents of the complainant acting in his behalf before the same Legislature, and in respect to the bonds he now sues upon, were also at that time attorneys of the corporation employed to assist in procuring the passage of the act of 1878. That any deceit was practiced upon them by officers of the corporation as to the real condition of the canal or its finances we have no reason to believe; and if with knowledge of all they now know the agents of the complainant were satisfied

themselves and endeavored to convince others that the act of 1878 and the issuing of the bonds authorized by it was a wise, necessary and beneficial measure, surely the complainant's present claim to be protected from the corporation because of its acceptance of that act is not argument which adds any strength to his case. Without a more particular statement of the reasons which have brought us to the conclusion it suffices to say that, after a full consideration of the able presentation of the whole case, we find most of the material averments of the bill unsupported by the testimony, and those which are proved are not, in our judgment, such as to justify the exercise of that judicial power which would put into the hands of an officer of the court for an indefinite time the management of a quasi-public work, attended with unusual risks and uncertainties.

We do, however, find that the complainant and those who hold bonds similar to his are in a position of great difficulty.

They have a first lien on the revenues of a canal which, it would appear, in years of reasonable business prosperity, when it has a fair share of business and meets with an extraordinary interruption from freshets or strikes, can earn sufficient revenue to pay them the interest on their bonds. This margin of surplus revenue over the working expenses, on which the ability to make those payments of interest depends, is so small that it is easily absorbed unless there is exercised the most careful management and economy.

In this management these bondholders have no voice whatever. The State, as the owner of a majority of the utterly valueless stock, appoints the managers, and unless the bondholders can sustain the burden of proof of showing that they are not paid because of mismanagement, they have no remedy under their mortgage.

It seems to us that under these circumstances the bondholders should be afforded some convenient method of scrutinizing these expenditures, which so vitally effect them,

and them alone, and we think that, without appointing a receiver, it would be within the power of this court to retain the bill for the purpose of having the corporation at stated intervals render an account of its receipts and disbursements for the information and protection of the bondholders.

The motion for a receiver is denied.

DT, Thu.1/6/81, p. 2. THE CANAL RECEIVERSHIP – Now that the court has decided against the appointment of a receiver for the canal, and thus exonerated the canal board, the opposition reply that it is but a half exoneration, because the court holds a whip over the management by retaining the bill in its possession, and assert that the court itself thus “suspicions” the directors. This is not so. The canal management itself first proposed that the court should have supervision over the accounts of the canal, because it would save the company excessive costs in litigation. The court expenses alone have been \$18,000, and the lawyer's fees will amount to the same – in all \$36,000 for the canal management to pay, simply because some personal enemies through spite desired to oust them from office. These parquets discovered after ransacking the whole State, that in seven years the president and board of directors had spent \$12,000, where it should only have been \$4,000 or \$5,000; while they have in less than a year burdened the canal company with unnecessary legal expenses to the extent of \$36,000.

To avoid this heavy expense the company, at the opening of the suit, offered to submit all its past and future actions to the supervision of the court, in order to hush the spiteful parquet cry of “ring!” “ring!” and to save the money of the stockholders. But it wasn't money these ingrates wanted. They want to oust the management, because they shone in comparison with the parquets like stars of the first magnitude among the millions of specks in the firmament. Now that they have lost the case, they come and say they have just what they

wanted – to have the court supervise the conduct of the canal. As the management also asked this, we suppose they are both satisfied, and each will ask the court to retain the bill. As the court has only been able to discover that the directors have spent \$12,000 in seven years for food and drink, or \$1,714 per annum, instead of wine and cake, they must hereafter take brown bread and beer, unless the court shall permit cheap wine and white bread. But of one thing they rest easy – the court holding authority will forever shut the mouths of the parquets and the management will be given a rest. As for us we would think it a joy to feed on bread and water with these envious vampires far away, then to live in king’s palaces with their feted breaths poisoning the atmosphere round and about us. The darkest hour is just before the dawn and sunlight follows; so, these impecunious parquets hovered around and tried to tarnish the fair fame of honorable men, but the sunlight soon broke forth and their escutcheons only reflected the more brightly the characters of the persecuted President and directors of the Chesapeake and Ohio Canal Company.

Canal-Suit Costs, &c.

Counsel for the complainant Stewart in the canal case on Tuesday gave notice to counsel for the canal that they will submit an order to the court Friday for taxing costs of court to the canal company. The question of costs will therefore be brought before the court in that way. The court said in its decision Monday that it “was within the power of the court to retain the bill for the purpose of having the corporation, at sated intervals, render an account of its receipts and disbursements for the information and protection of the bondholders.” Under this authority counsel for the bondholders will ask the court to pass an order to that effect, to which, it is understood, the canal company will have no objection. An annual report has always been made to the stockholders.

H&TL, Wed. 1/12/81, p.2. **Decision in the Canal Case.** – The decision reached by the

United States Circuit Court in the canal case, was not unlooked for. It was the general opinion of the bar and the public at the close of the lengthy arguments on the prayer of the complainant asking for a receiver, that a case had not been made out. However well satisfied people may be that the canal is used as a political machine, yet the testimony failed to establish such gross mismanagement and flagrant abuse of trust as would justify a receiver, especially as no subsequent sale was contemplated. The opinion of the court, delivered by Judge Bond, is clear and satisfactory in its conclusions. The complainant is not entitled to a receiver unless he shows the default in the payment of interest is due to mismanagement. The explanation of the failure of the canal to earn any net income from 1871 to 1879 inclusive, given in the answer of the defendant, and sustained, says the court, by the proof, is, “that in those years the canal so suffered from hostile competition, compelling great reductions in tolls, from the general depression of the business of the country, from the great flood in 1877 and from interruptions caused by strikes of the boatmen, that it was not possible to make the canal yield the revenue of the preceding years.”

The court did not consider the expenditures for locks, wharves and telephone to be willful misappropriations. In regard to the extravagant hotel bills the court says:

“These bills, so far as ascertained and proved, amount for the six years from 1874 to 1878 to over \$12,000. The items show that the charges are for personal expenses and extravagant entertainments of these officers, and indicate certainly a disposition on their part to use their official position for their personal gratification, in disregard of the creditors they were appointed to protect – conduct in the managers of an insolvent corporation well calculated to excite suspicion and distrust with regard to the fidelity of their general management of its concerns. The excuse offered – that it had for years been the custom of the directors to extend such “hospitalities” at the

expense of the canal – is, of course, no defense of so unwarrantable an expenditure of creditors' money, and is some proof of the averment made by the complainant that years of abuse have sanctioned methods of conducting the affairs of the canal which wastes its revenue and deprive them of money which should be paid to them. But while it is true that these proven bills do trend to excite distrust, they do not actually prove anything but themselves, and are not in themselves sufficient to justify the costly machinery of a receivership.

The fact that the complainants represented only a small amount of the bonds was also a strong point in favor of the defendants. But in view of the fact that the bondholders have no voice in the management of the company, the Court decided, without appointing a receiver, to retain the bill for the purpose of having the corporation, at stated intervals, render an account of its receipts and disbursements for the information and protection of the bondholders.

Ibid, p. 3. The additional lock which was to be built at Williamsport, on the line of the Chesapeake and Ohio Canal, this winter, will not be constructed. The cold weather closed the canal before the necessary material could be procured. The past year was a very prosperous one for the canal compared with the years since 1876. The revenue exceeded that of last year by about \$125,000, while the amount of coal shipped is nearly 100,000 tons more. The earnings of the Basin wharf for the year were \$15,356. The average tonnage of each boat carrying coal during the year was 112 12 tons [112 tons 12 cwt.].

Sun, Sat. 1/15/81, p. 4. **Chesapeake and Ohio Canal** – It is understood that counsel for Daniel K. Stewart, in the Chesapeake and Ohio Canal case, will next week make a further investigation of the books of the company, as they are entitled to do in the interest of any bondholder. What the ultimate object of this renewed investigation may

be is not known. It was asserted that one of the measures which the canal board had intended to consider in their meeting Thursday at Barnum's Hotel was to have been the issue and sale of more of the repair bonds of 1878, but the president of the canal company, on inquiry of him as to the existence of such an intention, said it was the first he had heard of it. For the repairs by the great freshet of 1877 about \$80,000 of the half million bonds authorized by act of 1878 were hypothecated. The company is in debt \$115,000 for these repairs, and it is stated that either more bonds would be hypothecated or that the debt would be paid out of the revenues of the canal. As the issue of repair bonds of 1878 is limited to half a million dollars, it seems to be the better policy not to exhaust but to husband this source of raising funds for future emergencies like the freshet of 1877, to which a work like the canal is liable at any time, and this seems to be the policy of the managers. The old repair-bonds were regarded in the light of bottomry bonds simply, of which the latest took priority of preceding issues. On such bonds in 1878 no money could be raised. An intimation was given by counsel for Stewart that the court would be applied to is any issue of repair bonds of 1878 was made. In view of the opinion filed by Judges Bond and Morris in the receivership case, in which this act of 1878 and the issue of bonds under it were unsuccessfully assailed, it is not easy to see how anything could be accomplished in this way. But if, in order to avoid any difficulty and to satisfy all sides, it is determined not to make an issue of bonds, the repairs and indebtedness for repairs will have to be paid out of the revenues of the canal, which will of course be to the disadvantage of the old repair bondholders, so far as it will have the effect of keeping them longer out of the possible payment of past due coupons.

An additional if not perhaps a principal motive for the investigation above spoke of, of the canal company's accounts at the present juncture, it is suggested, may be found in the fact that the costs of the case recently tried in the

United States Circuit Court, and which have just been taxed, are made payable by the court's order out of the first money payable to the bondholders out of the net revenues of the canal. Just what is the state of those revenues, therefore, and what moneys may be available for the payment of costs is not an unnatural subject of interest to the complainant and his counsel, and this, it is intimated, may be the real purpose of the proposed overhauling of accounts at Annapolis.

Sun, Tue. 1/18/81, p. 1. **Inspection of Canal Books** – Gen. Bradley T. Johnson, on the part of the associate counsel for the complainant in the Chesapeake and Ohio Canal suit, in which a receiver was refused by the court, went to Annapolis yesterday to examine the books of the canal company at the office there. One of the objects of the search of the books at this time is to discover what canal revenues are applicable to the payment of the costs of the suit, about eight thousand dollars, which the court had declared the canal company liable for before the bondholders can be paid. The right to examine the books is also given by the court's order, besides quarterly accounts being required to be made by the company to the court.

Sun, Wed. 1/19/81, p. 1. **Chesapeake and Ohio Canal** – Gen. Bradley T. Johnson, of counsel for complainant in the Chesapeake and Ohio Canal suit for a receiver, &c., which was refused by the United States Court, made an examination Monday at the canal office, Annapolis, of the books, papers, bill and reports, and had a frank interchange of view with President Gorman. The object of the examination was to ascertain the prospect for the payment of the costs of the suit and after that of the bondholders and their coupons. The conclusion arrived at was that the prospects of the canal for a good business and satisfactory earning of revenues are very good for the coming canal year.

Ibid, p. 4. **Letter from Cumberland** – The shipments from the mines of the Cumberland coal region for the week ended January 15 were 26,177 tons, and for the year to that date 58,897 tons, a decrease of 19,394 tons as compared with the corresponding period of 1880. The coal was carried as follows: Baltimore and Ohio Railroad, week 22,772 tons, year 51,312 tons; decrease as compared with 1880 19,669 tons. Chesapeake and Ohio Canal, none; decrease as compared with 1880 2,584 tons. Pennsylvania railroad, week 3,405 tons; year 7,585 tons; increase over 1880 2,858 tons.

DT, Thu. 1/20/81, p. 2. HON. A. P. GORMAN, president of the Chesapeake and Ohio canal, was present at the session of the House committee on commerce Tuesday when the subject of the Potomac river improvement was under consideration. Representative Hunton, chairman of the District of Columbia committee, made an argument in favor of the improvement, and an exceedingly interesting statement, covering the whole subject, was made by Maj. Twining, engineer commissioner of the District. The Chesapeake and Ohio canal claims riparian rights on the Georgetown front, and Mr. Gorman was present as its representative, although he did not make any remarks.

Sun, Thu. 1/27/81, p. 4. A report has reached here that last week a servant attempted to poison Mr. Benj. Fawcett, of Colesville, Montgomery county, Md., his wife and six children, by mixing arsenic with the buckwheat flour used in making cakes for breakfast. None of the family have died, but all were made quite sick. Mr. Fawcett is an officer of the Chesapeake and Ohio Canal Company, who not long since was assaulted on the canal by highwaymen who sought to rob him of money he was carrying to pay employees of the canal company.

Sun, Sat. 1/29/81, p. 1. **Chesapeake and Ohio Canal – The Railroad Crossing Cases** – Cumberland, Md., Jan. 28. – J. J. Fenton, clerk in

the Chesapeake and Ohio canal office, today left checks at the Second National Bank in part payment of the debt owed by the canal company to Welsh & McKaig on the basin wharf property here. It is understood that the payment was to take up some of the mortgage notes given in payment of the debt and to liquidate interest on all of them from January 1, 1880 to January 1, 1881. The matter was not attended to sooner on account of the receivership case. There still remains an amount due on wharf property.

The latest feature in the railroad-crossing complication is the refusal by Judge Alvey to grant the Cumberland and Pennsylvania Railroad injunction to restrain the Pennsylvania Railroad in Maryland from using the track recently laid by the latter through the former's station-house property at Hay street under condemnations recently confirmed by the court. The Cumberland and Pennsylvania people will appeal from the order refusing an injunction, and expect the Court of Appeals to take up the case at once. Counsel for the Cumberland and Pennsylvania Company claim that the bill asking for an injunction contains several new and valid points. The new railroad has not yet made an effort to cross the Baltimore and Ohio's tracks, or even made a tender of the condemnation money.

DT, Wed. 2/2/81, p. 2. **The Cumberland Coal Trade** – Our coal trade for the year 1880 shows the largest output since the year 1875, and only equaled in the years 1871-75. The superior quality of the coal for steam-generating purposes is now so well known that no attempt is made by other producers to contend against it in that respect, and their only competition is in the low price at which they are enabled to sell, which is claimed to be an offset to quality.

When the Cumberland coal was placed in the Eastern market in 1842 there was but little competition, owing to the fact that few coal beds were opened and it was a new article presented to the public.

From annual shipments of 1,708 tons in 1842, in 1850 our product reached 196,848 tons; in 1860, it reached 789,909 tons. About this period, other bituminous coals were put upon the market and entered into competition with ours, but the product continued to increase, and in 1870 we find the shipments amounting to 1,717,075 tons. The greatest competitor with the Cumberland coal now proved to be the Clearfield region, in which a five-foot vein of excellent coal was found, and by careful picking out of bone coal and cheap labor they succeeded in making rapid inroads upon our coal, until in 1879 it fell but two or three hundred thousand tons behind us, our shipments in that year being 1,730,709 tons, or but a few thousand tons large than in 1870. Last year, however, our trade picked up, it being an evident fact that when we can sell nearly as low as Clearfield, we can secure the bulk of the trade. Freights were nearly equalized between the two great railroads and Cumberland gained 405,499 tons over the previous year, her shipments amounting to 2,136,160 tons. Of the product last year, the Consolidation company put out about one fourth, its shipments reaching 568,244 – an increase of 84,552 tons. The other companies shipped as follows: New Central, 325,455 – increase, 18,195 tons; George's Creek, 288,435 – increase, 106,503; Borden, 159,374 – increase, 1,784; American, 125,434 – increase, 26,507; Maryland, 114,003 – increase, 44,067; Franklin, 102,821 – increase, 538; Hampshire and Baltimore, 99,032 – decrease, 7,552; Potomac, 77,694 – increase, 1,739; Atlantic, 65,842 – decrease, 5,784; Blaen Avon, 45,020 – increase, 4,283; Swanton, 42,124 – increase 545. Besides these, Davis & Bro. shipped 54,843 tons, George's Creek Mining Company, 50,538 tons, and Cumberland Coal and Iron Company, 22,940 tons. The shipments from other companies were small.

If the spring trade shall open without strikes there will be a heavy business this year, if we may judge from the indications. The George's Creek and Cumberland railroad have an agreement with the canal company, by which

they will be able to ship for many years by canal at a much lower rate than was charged last year; while if the freights from the mines to Cumberland are reduced to 1½ cents per ton per mile, the reduction in freight alone to tidewater will be 35 to 40 cents per ton. This will enable us to put our coal on market at a rate that will permit us to compete with Clearfield in price, and we see no reason why our lost trade should not be regained from that region.

All the industries which use coal are thriving, and the demand for that product must continue to increase, and if Cumberland coal can compete in price with other coal it must certainly virtually drive out all competition and control the trade.

H&TL, Wed. 2/2/81, p. 3. **A Whole Family**

Poisoned – Several days ago a shocking attempt was made to poison the family of Mr. Benj. Fawcett, paymaster of the Chesapeake and Ohio Canal, who reside near Colesville, Montgomery county, Md. The poison (arsenic) was mixed in the buckwheat cakes cooked for breakfast and of which eight persons, including Mrs. Fawcett and the children who were at home partook. They were immediately seized with violent sickness, and Mrs. Fawcett was thrown into spasms. Fortunately, the overdose of arsenic was so great that it caused vomiting and thereby the lives of all the victims were saved, though Mrs. Fawcett is still very ill. Mr. Fawcett, was away from home at the time, and thus escaped this desperate assault upon the lives of the family. It will be remembered that some years ago he came very near being murdered on the line of the canal by a gang of ruffians seeking to get possession of the money in his custody for the payment of the canal employees. He was waylaid and shot at, but managed by a desperate effort to force his horse through the circle of masked assailants and to make his escape with the money in his charge. It is not easy to see what could be the motive for this wholesale attempt at poisoning, but there are circumstances leading to the suspicion that the colored cook was the guilty party. She professed

to be ill with the others but the doctor examining her found her pulse regular and no indications of illness about her. There was some arsenic in the house, procured to kill rats in the green-house, and it is supposed she got possession of it, as no traces of the package can now be found. Still, it is considered almost incredible that she should harbor the malice for this deed, as she has always been kindly treated by Mrs. Fawcett, who is a most amiable lady. The whole Fawcett family are, in fact, held in the highest esteem by everybody, hence the surprise that they should be selected as the victims of such demonic malice. The suspected servant had lately expressed some dissatisfaction with her position, and was to leave on the 1st of February, but she had shown no signs of ill-will against the family.

AG, Fri. 2/4/81, p. 2. **Free Bridge Across the**

Potomac – The following is the text of the bill referred to in our Washington correspondence yesterday and the day before as having been introduced in the Senate by Mr. Whyte, of Maryland, relating to the aqueduct of the Alexandria Canal Company at Georgetown, in the District of Columbia, and to provide a free bridge across the Potomac river on the piers of said aqueduct: *Whereas* the Alexandria Canal Company received from the United States as a loan, at the times herein stated, the following amounts, to wit: May first, eighteen hundred and thirty-seven, fifty thousand dollars; June twenty-first, eighteen hundred and thirty-seven, ten thousand dollars; August first, eighteen hundred and thirty-seven, twenty thousand dollars; September thirtieth, eighteen hundred and thirty-seven, twenty thousand dollars; November ninth, eighteen hundred and thirty-seven, twenty-five thousand dollars; December twenty-first, eighteen hundred and thirty-seven, twenty-five thousand dollars; March twenty-second, eighteen hundred and thirty-eight, twenty-two thousand dollars; June thirtieth, eighteen hundred and thirty-eight, eighteen thousand dollars; September thirtieth, eighteen hundred and thirty-eight, thirty-five thousand dollars; December

thirty-first, eighteen hundred and thirty-eight, twenty-five thousand dollars; September thirtieth, eighteen hundred and thirty-nine dollars, forty thousand dollars; March thirty-first, eighteen hundred and forty, ten thousand dollars, making in the aggregate three hundred thousand dollars, to secure the payment of which said loan the corporate authorities of the town of Alexandria were required, by "An act to provide for certain harbors, and so forth," approved March third, eighteen hundred and thirty-seven, to transfer the stock held by them in the said canal company to the Secretary of the Treasury, in trust for the payment of said advances; and

Whereas the said authorities failed to transfer said stock, and the said canal company is indebted to the United States in the said sum of three hundred thousand dollars, with interest on the several sums from the dates when obtained; and

Whereas the said Alexandria canal and aqueduct, since the establishment of towing facilities on the Potomac River between Georgetown and Alexandria, and of the outlets from the Chesapeake and Ohio Canal into the Potomac River at and above Georgetown, has now the traffic of only one coal company, and is a barrier to the navigation of said river, and hinders the further development of the port of Georgetown: Therefore, for the collection of said debt due by said canal company, and for the establishment and maintenance of a free bridge for the convenience of the citizens of the District of Columbia at Georgetown.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War, for and in behalf of the United States be, and he is hereby, fully authorized and required to open negotiations with the said Alexandria Canal Company for the purchase of the said canal and aqueduct, or the piers of said aqueduct, with such portion of the lands and rights of said canal company in Virginia or the District of Columbia as may be necessary for the approaches to a free iron bridge, to be constructed and maintained

across the Potomac River on said piers; and the said company is hereby authorized to transfer and convey to the United States, by deed of conveyance, under its corporate seal, and signed by the president of said company all its right and title therein; Provided, That the amount loaned to said company, or a necessary part thereof, with interest thereon at six percent per annum from the date of its advance, shall be applied by said Secretary in making payment of the amount agreed on.

Sec. 2. That if the said Secretary shall be unable to make any agreement with said canal company for the purchases of said property as herein provided for, within the period of months from the date of the approval of this act, he is hereby authorized and required to present a petition to the supreme court of the District of Columbia, setting in general terms, reciting such facts as may be necessary, and praying that such proceedings may be had as will condemn or transfer the said property to the public use. The said court hereby empowered to appoint commissioners, not less than three nor more than twelve in number, to appraise the value of said property proposed to be taken; and the court may adopt any rules and regulations necessary to obtain a just, fair and equitable assessment thereof. The indebtedness of said canal company to the United States shall be ascertained by the court, and shall be credited upon such proceedings; and no judgment or order shall be entered in favor of said company except for the amount of appraisement, should there be any, in excess of said indebtedness, with interest as aforesaid, the authorities of the District of Columbia being hereby required to pay or cause to be paid to the United States, for the use of said canal company, whatever amount may be assessed in favor of said company over and above the amount found to be due to the United States for moneys loaned as aforesaid, and interest; said amount to be collected and applied by the Secretary of War. In case of final judgment, the court shall order that immediate possession of the property shall be delivered to

the said Secretary for and in behalf of the United States.

Sec. 3. That the costs occasioned by the inquiry and assessment shall be paid at the Treasury of the United States upon presentation of proper vouchers. The report of the first commissioners may be set aside for good cause shown, on application of either party, after the filing of said report, and other commissioners appointed, who shall proceed as directed by said court.

Des. 4. That the Secretary of War be, and he is hereby authorized and directed to cause to be constructed across the Potomac River, on the piers of said Alexandria Canal Aqueduct at Georgetown, according to plans to be approved by the Chief of Engineers of the United States Army, and under his supervision and direction, a substantial iron bridge, with suitable and necessary approaches at each end; and that the sum of one hundred thousand dollars, or so much thereof as may be necessary, be, and the same is hereby, appropriated, out of any money in the Treasury not otherwise appropriated, for the construction of said bridge and approaches, the same to be maintained as a free bridge for travel; which cost shall include the construction of a substantial iron bridge over the Chesapeake and Ohio Canal, and any and all other approaches to said iron bridge: And provide also, That a draw of sufficient width to permit the free passage of all classes of vessels navigating any part of the Potomac river shall be so constructed in said bridge: And provided also, That the sum which may be expended under this act shall be treated and regarded as a part of the general expenses of the District of Columbia; and the United States shall be credited with the amount which it may pay under this act for the erection of said bridge upon its fifty percent of the expenses of the District of Columbia, as provided in the act of June eleventh, eighteen hundred and seventy-eight entitled "an act providing a permanent form of government for the District of Columbia:" Provided further, That the Secretary of War shall, as soon as may be, advertise for plans and

price for the construction of such bridge, such advertisement to be inserted in one or more daily newspapers published in Washington, District of Columbia; New York; Cleveland, Ohio; Detroit, Michigan; Philadelphia, Pennsylvania; and Chicago, Illinois, for the space of one week.

Sun, Sat. 2/5/81, p. 4. **Affairs in Washington County** – Hagerstown, Md., Feb. 4, 1881. On Thursday last Col. Jacob Snively died at his residence, at Hancock, in the 80th year of his age. In times past, he was prominent in Western Maryland politics, having been at one time Whig candidate for Congress from this district, and more recently president of the Chesapeake and Ohio Canal.

DT, Mon. 2/7/81, p. 3. **How They Will Reach the Canal.** – The civil engineer corps of the Pennsylvania Railroad in Maryland were engaged on Saturday in surveying a route to the shipping wharf on the canal basin. The proposed route continues from the present termination of the road at the viaduct through various properties and across Hanover, Polk, Bedford and Frederick streets, around the Baltimore and Ohio Railroad Company's "round house," through the rear of Butler's factory lot to George street and with that street to the canal, crossing Baltimore and Harrison streets and the Williams road.

Sun, Tue. 2/8/81, p. 1. **End of a Damage Suit** – Cumberland, Md., Feb. 7. – In the Circuit Court here today the Allegany county commissioners obtained a verdict for \$3,397 against the Chesapeake and Ohio Canal Company. The facts are that Josiah Eyler some time since obtained a verdict for \$2,418 against the county commissioners for injuries received by being thrown from a horse by a broken plank in the bridge erected by the canal company across the county road near Patterson's creek. The case of Eyler against the commissioners was tried several times, and the Court of Appeals decided that the commissioners had recourse against the canal company; hence the suit brought and the

case terminated today with the above result. The amount awarded by the verdict is the sum of damages originally awarded Eyler with costs, fees, &c.

H&TL, Wed. 2/9/81, p. 3. **Canal Notes** – An active season is looked for along the Chesapeake and Ohio canal. – There are thirteen new boats being built at Cumberland.

The several suits brought by Walsh & McKaig vs. the Chesapeake and Ohio Canal Company, to recover the unpaid notes given for the purchase of the Walsh & McKaig wharf, at Cumberland, have all been settled and dismissed, the company paying all the overdue interest and notes, through J. J. Fenton, one of the company's clerks.

Sun, Thu. 2/10/81, p. 3. **Cumberland Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ended Saturday, February 5, were 24,957 tons, and for the year to that date 124,245 tons, a decrease of 48,950 tons as compared with the corresponding period of 1880. The shipments to the Baltimore and Ohio railroad were, for the week 22,265 tons; for the year 107,416 tons, a decrease of 47,974 tons as compared with 1880. There were no shipments to the Chesapeake and Ohio canal for the week or year, a decrease of 2,584 tons as compared with last year. The shipments to the Pennsylvania railroad were, for the week 2,693 tons; for the year 16,829 tons, an increase of 1,589 tons as compared with last year.

DT, Sat. 2/12/81, p. 3. **Carried Away by the Ice** – The chutes of the Potomac wharf have been carried away by the ice. The flats below the wharf and the vicinage of Young's boatyard are covered with debris of the breakup, consisting of mud and huge blocks of stranded ice. The roadway from Green street to Paca, in the rear of the water works, is obstructed by the ice so as to be altogether impassable by vehicles.

AG, Mon. 2/14/81, p. 2. **Break in the Chesapeake and Ohio Canal** – The force of water from the Potomac river broke in the bank of the Chesapeake and Ohio canal on the first level, four miles from Georgetown last night. The flood poured into the canal, and for a while it looked as if extensive damage would be done. All the waste ways were opened and levels lowered, thus giving the water every opportunity to pass freely. Up to midnight, though the water was coming in very large quantity and with much rapidity, no damage was done. A party of men were instantly put to work to repair the canal break if possible.

DT, Wed. 2/16/81, p. 3. **Dead Body Found** – About eleven o'clock Monday morning two boys found at the canal lock on Rock Creek, Georgetown, the body of a white woman, 35 or 40 years of age, about 5 feet 4 inches high, brown hair, four teeth out in front, clothed in a large figured cashmere dress, black cacique, trimmed with black beaded fringe, and heavy laced shoes, nearly new. The body was carried to the Georgetown station house. It is thought that this is the remains of some resident along the line of the Chesapeake and Ohio Canal drowned during the flood and swept into the basin.

Repairs at Basin Wharf

Preparations for the opening of canal trade were begun at basin wharf the first of this week. A thorough examination of the wharf is being made, worn out timbers and rails are being removed, and the improvements and repairs the wharf has need of will be completed in time for an early opening of the canal, should the weather prove favorable.

Sun, Wed. 2/16/81, p. 4. **Letter from Cumberland** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, February 12, were 19,696 tons, and for the year 1881 to that date 143,940 tons, a decrease of 54,506 tons as compared with the

corresponding period of 1880. The coal was carried as follows: Baltimore and Ohio railroad - week 16,301 tons; year 123,717 tons, decrease as compared with 1880, 53,711 tons. Chesapeake and Ohio canal – none; decrease as compared with 1880, 2,584 tons. Pennsylvania railroad - week 3,394 tons; year 20,233 tons; increase over 1880, 1,789 tons.

H&TL, Wed. 2/23/81, p. 3. The Chesapeake and Ohio Canal has a bright prospect the coming season; there are thirteen boats now in course of construction at Cumberland alone. But the boatmen say they will not start their boats until the rates for the season are fixed.

Sun, Wed. 2/23/81, p. 4. **Cumberland Coal Shipments** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, Feb. 19, were 23,535 tons, and for the year to that date 170,475 tons, a decrease of 61,146 tons as compared with the corresponding period of last year. The coal was carried as follows: Baltimore and Ohio railroad - week 24,874 tons; year 148,591 tons, decrease as compared with 1880, 58,647 tons. Chesapeake and Ohio canal – none; decrease as compared with 1880, 2,584 tons. Pennsylvania railroad - week 1,661 tons; year 21,884 tons; increase over 1880, 85 tons.

Sun, Fri. 2/25/81, p. 4. The Chesapeake and Ohio canal board met here today, President Gorman presiding. The meeting was confined to routine business, adjusting accounts, etc. President Loveridge, of the Maryland Coal Company, was before the board in reference to the rate of toll to be charged on the new road running from the mines to the canal.

DT, Sat. 2/26/81, p. 3. **The Route to the Canal Basin** – Matters in regard to the crossing case between two railroads remain as stated in yesterday's issue. The surveyors have not completed their labors in regard to the several

proposed routes to the basin from the present depot of the new railroad, consequently the route to be taken has not yet been decided upon.

Sat. 2/26/81, p. 2. Fifteen canal boats are in course of construction at Cumberland and a vigorous spring trade is expected.

It is understood that the entire damage done to the Chesapeake and Ohio Canal by the late freshet will not cost \$2,000 to repair.¹

DT, Wed. 3/2/81, p. 3. **Date Fixed for Filling the Canal** – The water will be let on the Cumberland division of the canal on next Tuesday. As the division is about fifty-miles long, it will take six or seven days to fill all the levels the entire length, placing the thoroughfare in readiness by the 15th inst.

Sun, Thu. 3/3/81, p. 1. **Cumberland Coal Shipments** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, Feb. 26, were 39,063 tons, and for the year to that date 209,538 tons, a decrease of 50,042 tons as compared with the corresponding period of last year. The coal was carried as follows: Baltimore and Ohio railroad - week 38,305 tons; year 184,896 tons, decrease as compared with 1880, 44,325 tons. Chesapeake and Ohio canal – none; decrease as compared with 1880, 2,584 tons. Pennsylvania railroad - week 2,758 tons; year 24,642 tons; decrease as compared with 1880, 3,133 tons.

Sun, Tue. 3/8/81, p. 1. **Chesapeake and Ohio Canal** – Cumberland, Md., March 7 -The work of turning water on the Cumberland Division of the Chesapeake and Ohio Canal was begun here today. It is expected the water will be turned on to Williamsport by next Monday and to Georgetown by about March 20. The object of turning on to Williamsport now is to supply dealers there with coal and also to move boats caught in the canal at the close of navigation last

¹ *The Democratic Advocate*, Westminster, Md.

season. It is not thought general shipments of coal will begin before April 1.

DT, Thu. 3/10/81, p. 3. **Reopening of the Canal** – Next week the canal will be ready for shipment, when a small lot of coal will be dispatched on personal account to Williamsport. No schedule of freights or other directions have been received at this port.

The canal will be ready to ship before the companies are ready and very likely before the boatmen are willing. The latter hold meetings regularly at their lodge room in this city, and we are reliably informed that the companies will soon be notified that they will have to pay the boatmen \$1.10 per ton for carrying. It is also whispered that the operators are not too well pleased with the demands being made upon them by the miners, and a lock-out is even hinted at by outsiders, though we have heard no coal men say so. It looks to us as if there is trouble ahead. We hope we are mistaken.

DT, Tue. 3/15/81, p. 3. **Chesapeake and Ohio Canal and its Presidency** – It is learned from reliable authority that Hon. Arthur P. Gorman, United States Senator from Maryland, who is also president of the Chesapeake and Ohio Canal Company, will serve in the latter position only until his term expires, in June, and that he will decline to be a candidate for re-election at the meeting of the board of public works to be held in that month. It is stated that Mr. Gorman would have resigned the presidency of the canal long ago but for the trouble that existed, he not being willing to leave while matters seemed to be under a cloud. Mr. Gorman has been induced to refuse a re-election in order that such action may be for the good of his friends and the party, who think that he should not hold two offices of such profit at the same time. It is asserted that Gov. Hamilton has never suggested any name to the board as president of the canal, and that at the meeting of the board in June he will have an opportunity to do so. Those mentioned as likely to be the successor of Mr. Gorman are Messrs.

John Ritchie, of Frederick city; Outerbridge Horsey, of Frederick county, and E. W. Mealey, of Washington county. Although there is no law requiring the president to come from Western Maryland, yet on account of the great interests of the canal lying in that section the presumption is that the president will be taken from that part of the State; in fact, no names are mentioned in connection with the position from elsewhere. – *Baltimore Sun.*

Sun, Thu. 3/16/81, p. 1. **Letter from Cumberland** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, March 12, were 35,188 tons, and for the year to that date 272,905 tons, a decrease of 71,484 tons as compared with the corresponding period of last year. The coal was carried as follows: Baltimore and Ohio railroad - week 31,472 tons; year 240,671 tons, decrease as compared with 1880, 60,991 tons. Chesapeake and Ohio canal – none; decrease as compared with 1880, 2,584 tons. Pennsylvania Railroad - week 3,715 tons; year 24,632 tons; decrease as compared with 1880, 7,908 tons.

DT, Thu. 3/17/81, p. 3. **Commencement of Trade by Canal** – The shipping of coal by the Chesapeake and Ohio canal was commenced for this season on Saturday last by the Consolidation Coal Company sending individual or sold coal to parties at Williamsport. Interviews held with the canal officials and several coal agents lead us to believe that trade will not actively open before the first of April. Boats that lay on the line of the Second Division of the canal during the winter are on their way to Cumberland. The First Division of the canal is now being filled and will be in readiness by Monday. The following boats sent by the Consolidation Coal Company left this place for Williamsport on the days named: Saturday, March 12, P. L. Lemen, Capt. Wm. O'Neill, 113 10 tons; Monday, March 14, Clinton Knode, Capt. Samuel Kelly, 117 19 tons; Tuesday, March 15, Dr. J. J. Broderick, Capt. Donnelly, 113 18 tons; F. M.

Offutt, Capt. Anderson, 107 08 tons. No boats left yesterday.

Sun, Fri. 3/18/81, p. 1. **Col. James M. Schley** is warmly urged for the presidency of the Chesapeake and Ohio Canal. It is stated that Col. Schley "is a lawyer well known throughout Maryland; he is an unwavering democrat and one who has never mixed up in the cliques and wings of party, and should therefore be acceptable to all democrats."

DT, Sat. 3/19/81, p. 3. **About Montgomery County** – (From Rockville Journal) – Work on the Chesapeake and Ohio Canal continues, and a number of extra hands and mechanics are being employed to push the work ahead. The knowing ones say that the canal will be in better condition than before, and that everything will be ready by the 29th instant.

The Crossing Case Decided

Last evening Mr. James A. Millholland, general manager of the Short Line road, received a telegram from Annapolis stating that the Court of Appeals had announced its decision yesterday, affirming the order of the court here, which refused to grant an injunction restraining the Short Line road from the use of the approaches to the Hay street crossing. The decision, it is alleged, removes the last obstacle to the crossing of the Baltimore and Ohio tracks at Hay street.

The First Steamer

The first steamer to leave this port this season with coal was one of Weld & Sheridan's, carrying a load to Williamsport. This steamer returned here last night, being the first vessel down and back this season.

Sun, Mon. 3/21/81, p. 4. **Letter from Cumberland** – During the week ended Saturday there were 3,041 loaded coal cars hauled over the Cumberland and Pennsylvania Railroad.

So far there have been no shipments of coal by canal this season except to the local trade

at Williamsport. It is reliably reported that notwithstanding the reduction of coal freights by the Baltimore and Ohio Railroad, the Chesapeake and Ohio Canal Company will not reduce their tolls this season, but will leave them the same as last year. The toll last year to Georgetown was 51 cents, with 4 cents wharfage.

There is no change in the aspect of the difficulty between the Baltimore and Ohio and Pennsylvania in Maryland Railroads in regard to the viaduct case. The Baltimore and Ohio Company still have a train of camp cars on the temporary track in front of the point where the new road proposes to make the crossing over the Baltimore and Ohio Road, and both sides have guards at the scene. It was expected that the decision of the Court of Appeals, affirming the order of the court here refusing an injunction to prevent the new road from putting in or using the crossing, would be followed by an effort on the part of the Pennsylvania Company to affect a crossing, but nothing of the kind has yet been attempted.

ES, Mon. 3/21/81, p. 4. **West Washington, nee Georgetown** – THE CANAL – Water was drawn off this level of the canal Saturday night and will probably remain off for repairs for about ten days, when it is hoped navigation will be opened all along the line.

DT, Tue. 3/22/81, p. 3. **Business on the Canal** – The canal has so far been filled only to Harper's Ferry, though the water has now been turned on on all the lower levels, and the canal is expected to be in complete order for navigation in a day or two.

Yesterday one boat left this port loaded with coal; being the Lucinda, Capt. John Rhinehart. A boat load of corn also arrived up from below yesterday afternoon.

The Williamsport *Pilot* says: "Several of our boatmen have already drawn stakes and pulled for Cumberland. They will load for this

port, and with coal for Messrs. Victor Cushwa and Steffey & Findlay. There are a number yet remaining, who will not leave until the rate of freight between Cumberland and Alexandria has been definitely fixed.

H&TL, Wed. 3/23/81, p. 2. **Green Spring Furnace Letter** – *The Chesapeake and Ohio Canal* – Messrs. Editors: - Since my last letter to you but little of interest has transpired with us, save the opening of navigation on the canal. The water was put in that thoroughfare about the close of the first week of this month and already boats are pushing both ways though the loaded boats are such as were caught in the cold snap of last November and frozen in. By the time this will be printed boats will be loaded for Williamsport, but it is thought that through shipments will not be begun before the 1st of April. The opening of navigation is always indicative of a revival of business of all kinds. Owing to the demand for many kinds of produce that are consumed by this carrying trade, for instance hay, that brings sixteen dollars per ton in your market, is bringing twenty dollars per ton on the canal; and so, with many other kinds of farm products.

NR, Wed. 3/23/81, p. 4. **Interfering in a Railroad Fight** – THE COMMISSIONERS yesterday sent the following letter to Hon. John W. Garrett, president of the Baltimore and Ohio Railroad Company: The Commissioners take the liberty of inviting your attention to the following considerations, namely: The George’s Creek and Cumberland Railroad Company have, they understand, completed their road from the coal mines in the county of Allegany, Maryland, to the city of Cumberland, in said State, but are denied access across your track to the Chesapeake and Ohio Canal for the purpose of shipping coal by the canal to tidewater at Georgetown, D. C. The Commissioners do not deem it necessary to remind you of the great value of this connection to the interests of the canal and the coal trade in the District of

Columbia, and trust that no rivalries of railroad interests will be permitted to obstruct the consummation of this important project.

DT, Thu. 3/24/81, p. 3. **Canal Trade Since Monday** – The following boats have left this port since last Saturday, leaving on the days named: Monday, March 12, Consolidation Coal Company, W. Weber, Capt. Rowland, 115 19 tons, bound for Georgetown; Tuesday, March 22, Borden Mining Company, Denton Jacques, 111 17 tons; Charlie Hassett, 109 15 tons, and Dr. O. M. Schindell, 108 17 tons; all three bound for Georgetown in the name of Capt. Hassett; Wednesday, March 23, Consolidation Coal Company, Alonzo A. Berry, Capt. Ardinger, 121 17 tons, Mathew Kersey, Capt. Fisher, 118 05 tons; both boats for Williamsport. Borden Mining Company, B. M. Young, Capt. Hassett, 109 08 tons; bound for Georgetown.

DT, Fri. 3/25/81, p. 3. **Canal Trade**
The following boats, 6 in number, carry 698 00 tons of coal, left this port yesterday, Thursday, March 24, 1881:

Consolidation Coal Company		
Williamsport:		
Ida & Harry	Capt. Wolf	112 00
Savannah	Capt. O’Neal	124 16
R. A. Farmer	Capt. Ardinger	117 10
Three boats		354 06
Borden Mining Company		
Georgetown:		
W. T. Hassett	Capt. Hassett	117 00
Jacob H. Snyder	Capt. Hassett	110 00
Two boats		227 00
Individual		
Georgetown		
Cigarette	Capt. Donnelly	116 14

DT, Sat. 3/26/81, p. 3. **Canal Trade**
The following boats, 5 in number, carry 557 15 tons of coal, left this port yesterday, Thursday, March 25, 1881:

Consolidation Coal Company		
Williamsport:		

Ida J. Kreps	Capt. Smith	116 00
Willie & Frankie	Capt. Morrison	121 17
Jack & Bessie	Capt. Schaffer	<u>114 18</u>
Three boats		352 15
Borden Mining Company		
Georgetown:		
James Clark	Capt. Griffith	118 07
Antares	Capt. Griffith	<u>86 13</u>
Two boats		205 00

A Ripple in the Crossing Case

Considerable of a crowd was attracted to the Hay street crossing yesterday by a stir there on the part of the Baltimore and Ohio railroad. The old condemned passenger cars were removed and others substituted for them to make more comfortable quarters for the guards. The work of removing the obstructions and hauling off the old cars caused no little trouble and occupied a good deal of time. The spectators thought the Baltimore and Ohio authorities were abandoning their position and all difficulties were to be amicably settled, until the workmen were discovered putting the blockade of wood and stone in again.

Mr. Loveridge yesterday demanded the removal of a Baltimore and Ohio telegraph pole, the wires of which are said to extend over the land of the Short Line near the little brick-house at the scene of the proposed crossing.

DT, Mon. 3/28/81, p. 2. **The Chesapeake and Ohio Canal** – The canal is probably of more importance to Cumberland and the coal interests of Allegany county than either of the railroads, and our people should do everything to encourage its continuance. That it will be under the control of the party that may be in power in the State is of course to be conceded. All State works in every part of the country are so directed. But for that very reason it behooves the party in power to see that the State’s interest does not suffer, and also as in our case to protect others whose interests are bound up with those of the State. A misuse of so great a work as the Chesapeake and Ohio canal would destroy the

party that should prove so unfaithful to the trusts imposed in them, and the people would soon make a change for the better.

Since the Democratic party came into power in this State our public works have received the careful consideration of its leaders and of the financial acumen of business and moneyed men. All State interests have been protected and the canal has been put into more complete repair than was ever known. Gradually improvements were put on it and repairs made, and especially since Mr. Gorman’s administration has the management been of the first order. Wherever the banks were weak they were strengthened; where damage was probable from rising creeks and rivulets, prevention was applied; where rotten gates threatened a bursting lock, new ones were put in; where waste-weirs were defective they were improved, and today the canal is in most excellent condition. In former years no captain left here with a hope of reaching Georgetown with his freight without a delay from some accident on the canal, because they were of more than frequent occurrence. Now, the contrary is the case. He is surprised and angered if he is delayed and expects the canal employees along the line to render him assistance if an accident happens to his boat.

The Democratic party has no need to hide in shame when the conduct of this great thoroughfare is pointed at, but rather, it can point with pride to the results of the past ten years.

Probably the greatest blow to the financial interests of the State and of the bondholders will be the resignation of Senator Gorman as President of the canal, should he finally determine upon that course. We know it is considered undemocratic for one man to hold two lucrative political positions; but Mr. Gorman is more the fiduciary agent of the bondholders and stockholders than a political office-holder, and we do not think the rule applies in his case. We believe if the bondholders should desire him to remain in the position of president, he should consider their wishes and comply with their

request, and under the circumstances every Democrat would cheerfully acquiesce.

We have no knowledge and no information as to Senator Gorman's purposes further than what we observe in the newspapers. If he should decline to serve longer than next June, it will require strong effort to resist the power brought to bear for the appointment of a mere politician. The President should be a party man, but he should be a man also who would look after the financial interests of State and bondholders. This is what bondholders fear. They care but little for the politics of a man. His abilities as an official and his fitness to look after their financial interests is what most concerns them, and the question with these men is. – Will we get as capable a man if he resigns? Will we get a *business* man?

These are all matters to be considered between now and 1st next June, and the people of Allegany and of Cumberland only hope that whatever the result in the management of the canal may be, that this great waterway will be kept up to its present proficiency, regardless of politics or individual preferences.

Sun, Mon. 3/28/81, p. 4. A prominent coal shipper, who returned to Cumberland from the East, stated that he had an interview in Washington with Senator Gorman, president of the Chesapeake and Ohio Canal, in which Mr. Gorman said positively that the toll on the canal would remain the same this season as last; that is, fifty-one cents toll and four cents wharfage, making fifty-five cents in all. The object of the shipper's visit to Senator Gorman was to ascertain whether there was any chance of having the tolls reduced, but no hope of any reduction was held out.

ES, Tue. 3/29/81, p. 5. **West Washington, nee Georgetown – The Grain Trade** – Arrived by canal – Boat Medley with 4,000 bushels wheat; boat Farmers' Friend with 2,000 bushels wheat and 2,000 bushels corn; boat Seneca with 2,500 bushels wheat and 50 barrels flour; boat E. L.

Whiting with 3,800 bushels wheat; boat Lycoix with 3,020 bushels wheat; boat M. C. W. Boyer with 4,100 bushels wheat.

DT, Tue. 3/29/81, p. 3. **Shipments by Canal** – Only two boats left this port yesterday, both destined for Georgetown and forwarded by the Borden Coal Company, viz: G. Berkebile (Capt. Griffith,) with 117 18 tons, and the Dr. Schenck (Capt. Hassett,) with 114 18 tons.

ES, Tue. 3/29/81, p. 4. **West Washington, nee Georgetown – The Grain Trade** – Arrivals by canal: Boat Medley with 4,000 bushels of wheat; boat Farmer's Friend with 2,000 bushels wheat and 2,000 bushels corn; boat Seneca with 2,500 bushels wheat and 50 barrels flour; boat E. L. Whiting with 3,800 bushels wheat; boat Lycoix with 3,020 bushels wheat; boat M. C. W. Boyer with 4,100 bushels wheat.

DT, Wed. 3/30/81, p. 3. **The Canal Open Throughout** – The Washington *Star* of Monday says: "Water was let in the Georgetown level of the canal Saturday night, and navigation is now open all along the line. There is, however, a new gate being put in at Lock No. 14, 4 miles above Little Falls, which will be completed today, and boats are expected this evening. The few empty boats which were here, are enroute for points above for their freight, and business will be fairly resumed upon the canal almost immediately."

DT, Thu. 3/31/81, p. 3. **Canal Trade**

The following boats, 5 in number, carrying 564 04 tons of coal, left this port yesterday, Wednesday, March 30, 1881:

Borden Mining Company

Georgetown:

Lizzie K.	Capt. Teeters	113 04
Wm. E. Turner	Capt. Teeters	108 11
New Boat	Capt. Hassett	118 03
Hancock:		
Round Top	Capt. Athey	<u>112 07</u>
Four boats		452 05

Consolidation Coal Company

Williamsport:

L Capt. McCardell 117 00

Sun, Thu. 3/31/81, p. 1. **Cumberland Coal Trade** - The shipment from the mines of the Cumberland coal region for the week ended Saturday, March 26, were 39,805 tons, and for the year 354,391 tons. The coal was carried as follows: Baltimore and Ohio railroad, 32,976 tons for the week and 309,058 tons for the year; Chesapeake and Ohio canal, 2,477 tons for the week and 3,674 tons for the year; Pennsylvania State Line Road, 4,350 tons for the week and 41,658 tons for the year.

DT, Sat. 4/2/81, p. 3. **Canal Trade**

The following boats, 4 in number, carrying 455 02 tons of coal, left this port yesterday, Friday, April 1, 1881:

Borden Mining Company

Georgetown:

Walter Beall	Capt. Griffith	115 02
Consolidation Coal Company		

Williamsport:

P. L. Lemen	Capt. Kimble	120 12
D. Seibert	Capt. Preston	<u>110 19</u>
Two boats		231 11

Individual

Williamsport:

Steffey & Findley Capt Rodeniser 108 09

DT, Mon. 4/4/81, p. 3. **His Foot Cut Off**

On Saturday morning Daniel McCoy, a boatman from Hancock, who has been in this city for several days past, desiring to return home, attempted to board a freight train near the steel works when he slipped and fell. His right hand was badly lacerated but not sufficiently injure to require amputation. His left foot was run over by a car wheel and crushed. The Odd Fellows and Knights of Pythias, of which orders he is a member, ministered to his necessities. Mr. McCoy had just received a postal card saying some members of his family had been taken seriously ill, and as the express train had gone,

he boarded the freight as the only means of reaching his home promptly.

DT, Tue. 4/5/81, p. 3. **Canal Trade**

The following boats, 6 in number, carrying 690 10 tons of coal, left this port yesterday, Monday, April 4, 1881:

Borden Mining Company

Georgetown:

Susan Charles	Capt. Hassett	113 18
Harry & Ralph	Capt. Griffith	116 10
Rainbow	Capt. Griffith	116 14
Baltimore	Capt. Griffith	116 18
M. S. Haines	Capt. Hassett	<u>114 10</u>
Five boats		578 10

Individual

Georgetown

Invincible	Capt. Young	112 00
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DT, Wed. 4/6/81, p. 3. **The Strike Ended –**

Shipment of Coal – The strike among the miners of the Consolidation coal company which was commenced on Friday ended on Monday evening, this miner returning to their work yesterday morning without gaining the points desired. The miners having resumed work the shipment of coal by canal by this company will very probably be commenced today.

Canal Trade

The following boats, 7 in number, carrying 785 05 tons of coal, left this port yesterday, Tuesday, April 5, 1881:

Borden Mining Company

Georgetown:

P. J. Sowers	Capt. Griffith	114 13
Arthur Lovell	Capt. Griffith	101 02
Kate Prather	Capt. Hassett	116 06
M. S. Fernsner	Capt. Hassett	<u>119 03</u>
Four boats		451 08

J. P. Agnew & Co.

Georgetown:

H. Hanekamp	Capt. Ganley	118 17
Theo M. Smith	Capt. Smith	<u>115 15</u>
Two boats		234 12

Individual

Shepherdstown

G. W. Knode Capt. Knode 99 05

H&TL, Wed. 4/6/81, p. 3. A petition is in circulation along the river district, asking the Hon. A. P. Gorman, president of the canal, to use his influence in securing an observance of the Sabbath by the boatmen "in making it compulsory for them to tie up their boats at 12 o'clock on Saturday night and remain so until 12 o'clock Sunday night."

Sun, Wed. 4/6/81, p. 4. **Letter from Cumberland** – The shipments from the mines of the Cumberland coal region for the week ended Saturday, April 2, were 38,129 tons and for the year to that date 392,521 tons, an increase of 28,585 tons as compared with the corresponding period of last year. The coal was carried as follows: Baltimore and Ohio Railroad – week 29,380 tons; year 338,439 tons; increase over 1880, 20,271 tons. Chesapeake and Ohio Canal – week 3,720 tons; year, 7,395 tons; increase over 1880, 3,518 tons. Pennsylvania Railroad – week 5,029 tons; year, 46,688 tons; increase over 1880, 4,775 tons.

DT, Thu. 4/7/81, p. 3. **Canal Trade**

The following boats, 9 in number, carrying 1,015 13 tons of coal, left this port yesterday, Wednesday, April 6, 1881:

Borden Mining Company

Georgetown:		
Sycorax	Capt. Hassett	115 14
Theo Dean	Capt. Hassett	114 03
Denton Jacques	Capt. Hassett	110 13
Dr. O. M. Schindell	Capt. Hassett	113 00
Sally E. Hassett	Capt. Hassett	111 06
Cowton & Tilghman	Capt. Hassett	117 02
Six boats		<u>681 18</u>

J. P. Agnew & Co.

Alexandria:		
B. L. Slack	Ca. Cartwright	111 19
Susquehanna	Capt. Dick	114 00
Queen City	Capt. Mertens	107 16
Three boats		<u>333 15</u>

DT, Fri. 4/8/81, p. 3. **Paying Off on the Canal** – Stephen Gambrill, esq., paymaster and superintendent of the canal, arrived here yesterday and paid the employees the money due them up to January 1st. The steamer *Maryland* will leave here early this morning on the down trip, and all the employees along the line will be paid up to this year. It is hoped on next pay-day the company will square accounts with all its employees.

Canal Trade

The following boats, 8 in number, carrying 908 19 tons of coal, left this port yesterday, Thursday, April 7, 1881:

Borden Mining Company

Georgetown:		
W. T. Hassett	Capt. Hassett	109 13
Jacob H. Snyder	Capt. Hassett	113 11
G. F. Smith	Capt. Hassett	114 12
Charlie Hassett	Capt. Hassett	113 07
Mollie E. Otto	Capt. Griffith	119 04
Five boats		<u>570 07</u>

J. P. Agnew & Co.

Alexandria:		
M. A. West	Capt. Mertens	108 19
Daniel Webster	Capt. Martz	118 15
Two boats		<u>227 14</u>

Individual

Shepherdstown		
Wm. H. Couter	Capt. Armstrong	110 18

DT, Sat. 4/9/81, p. 3. **Canal Trade**

The following boats, 8 in number, carrying 910 06 tons of coal, left this port yesterday, Friday, April 8, 1881:

Borden Mining Company

Georgetown:		
G. Berkebile	Capt. Griffith	115 07
Antares	Capt. Griffith	95 00
James Clarke	Capt. Griffith	123 15
B. M. Young	Capt. Hassett	115 02
Dr. A. Shank	Capt. Hassett	118 00
Five boats		<u>567 04</u>

J. P. Agnew & Co.

Canal Trade - 1881

Alexandria:		
R. J. Mitchell, Jr.	Capt Crambagh	110 15
E. T. Woody	Capt Crumbaugh	<u>114 11</u>
Two boats		225 06

Individual

Georgetown:		
Rising Sun	Capt. McQuade	117 16

DT, Mon. 4/11/81, p. 3. **Canal Trade**

The following boats, 9 in number, carrying 1,166 03 tons of coal, left this port yesterday, Saturday, April 9, 1881:

Consolidation Coal Company

Georgetown:		
Lewis P. Hieston	Capt. Brubaker	113 16
H. A. Clark	Capt. Carter	127 09
Jos M. Wheatley	Capt. Seaman	122 19
Jos Z. Williber	Capt. Zeigler	121 11
Williamsport:		
Grason & Fannie	Capt. Rinehart	109 07
D	Capt. Weller	<u>115 13</u>
Six boats		714 14

Borden Mining Company

Georgetown:		
Echo	Capt. Griffith	113 06
Cigarette	Capt. Tilghman	117 11
Mabel	Capt. Hassett	<u>117 07</u>
Three boats		348 04

ES, Mon. 4/11/81, p. 5. **West Washington, nee Georgetown – Grain Trade** – Arrived by canal – Boat Samuel Jarboe with 650 bushels wheat, 2,500 bushels white corn and 700 bushels yellow corn.

DT, Tue. 4/12/81, p. 3. **Canal Trade**

The following boats, 16 in number, carrying 1,850 10 tons of coal, left this port yesterday, Monday, April 11, 1881:

Consolidation Coal Company

Georgetown:		
E. K. Johnson	Capt. Walker	119 19
W. I. Smoot	Capt. Little	120 18
W. I. Stevenson	Capt. Byroads	117 09
Williamsport:		
Mary Anderson	Capt. Woltz	117 12

Jack & Bessie	Capt. Shaffer	117 01
Washington:		
Z. Williams	Capt. Mose	122 07
Alexandria:		
Geo. S. French	Capt. Wolf	<u>117 04</u>
Seven boats		832 07

Borden Mining Company

Georgetown:		
New Boat	Capt. Hassett	118 00
Areturus	Capt. Hassett	96 11
Little Nan	Capt. Hassett	115 11
Onward	Capt. Griffith	109 01
Exchange	Capt. Griffith	<u>114 13</u>
Five boats		553 16

George's Creek Coal Company

Alexandria:		
R. Fannon	Capt. Alexander	115 07
Ed. Conley	Capt. Gannon	113 13
Lewis Peacock	Capt. Kady	<u>116 00</u>
Four boats		350 00

Individual

Washington:		
Sally J. Kelly	Capt. Young	114 07

ES, Tue. 4/12/81, p. 4. **West Washington, nee Georgetown – GRAIN ARRIVALS** – Boat Ellen Brookes with 1,650 bushels wheat, 1,000 bushels corn, 94 barrels flour and 10 tons hay.

DT, Wed. 4/13/81, p. 3. **Canal Trade**

The following boats, 10 in number, carrying 1,160 19 tons of coal, left this port yesterday, Tuesday, April 12, 1881:

Consolidation Coal Company

Georgetown:		
Walter Thompson	Capt. Martz	118 12
A. Campbell	Capt. Eddy	116 00
M. B. Mayfield	Capt. Carder	121 18
A. P. Mayfield	Capt. Benner	120 13
C. D. Warfield	Capt. Kerns	117 12
Consolidation	Capt. Barger	112 17
Williamsport:		
Katie & Jimmy	Capt. Woltz	115 04
C. B. Embrey	Capt. Newcomer	<u>114 01</u>
Eight boats		937 02

Borden Mining Company

Canal Trade - 1881

Georgetown:		
Fall River	Capt. Hassett	110 09
Harry Borden	Capt. Griffith	<u>113 08</u>
Two boats		223 16

DT, Thu. 4/14/81, p. 3. **Coal Trade by Canal** – Only two boats left this city yesterday, both destined for Georgetown. The Consolidation Company sent out the S. W. Guemara, Capt. Dyer, with 121 11 tons of coal, and the Borden sent the Willie D., Capt. Hassett, with 115 08 tons.

Sun, Wed. 4/13/81, p. 4. **Cumberland Coal Shipments** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, April 9, were 39,832 tons, and for the year to that date 432,353 tons, an increase of 15,160 tons over the corresponding period of 1880. The coal was carried as follows: Baltimore and Ohio railroad, week 30,178 tons; year 368,617 tons, increase over 1880, 10,501 tons. Chesapeake and Ohio canal, week 5,594 tons, year 12,989 tons increase over 1880, 4,246 tons. Pennsylvania Railroad, week 4,050 tons; year 50,748 tons; increase over 1880, 414 tons.

DT, Fri. 4/15/81, p. 2. **Canal Trade**
The following boats, 23 in number, carrying 2,613 06 tons of coal, left this port yesterday, Thursday, April 18, 1881:

Consolidation Coal Company

Georgetown:		
G. Meredith	Capt. Compton	115 10
R. H. Jones	Capt. Westbrook	121 11
F. Mintdrop	Capt. Anderson	114 10
Julia Tyler	Capt. Nuse	112 03
J. B. Thomas	Capt. Yingling	112 12
Wm. Weber	Capt. Rowland	115 14
B. R. Mayfield	Capt. Piper	116 10
Williamsport:		
M. A. Shupp	Capt. Shupp	114 00
D. Seibert	Capt. Preston	<u>113 19</u>
Nine boats		1,037 09

Borden Mining Company

Georgetown:

W. H. M. Masters	Capt. Hassett	113 16
Henry Boley	Capt. Hassett	112 06
Abram Kuhn	Capt. Hassett	112 16
Invincible	Capt. Griffith	117 03
Hunter	Capt. Griffith	113 18
Walter Beall	Capt. Griffith	110 18
Harry & Ralph	Capt. Griffith	110 16
Isaac Wilson	Capt. Griffith	<u>115 11</u>
Eight boats		909 04

J. P. Agnew & Co.

Georgetown:		
Hunter Lee	Capt. Chaney	112 06
W. M. Price	Capt. Griminger	111 13
Lucinda	Capt. Reid	111 00
D. Boothe	Capt. Mertens	106 14
H. Loveridge	Capt. Hine	<u>112 14</u>
Five boats		554 07

George's Creek Coal Company

Alexandria:		
Ida J. Reid	Capt. Reid	111 06

DT, Sat. 4/16/81, p. 3. **Canal Trade**

The following boats, 29 in number, carrying 3,334 11 tons of coal, left this port yesterday, Friday, April 15, 1881:

Consolidation Coal Company

Georgetown:		
J. J. Moore	Capt. Boyer	113 00
Elbe River	Capt. Swain	120 15
D	Capt. Weller	112 01
Missouri	Capt. Riley	116 17
V. L. Sprigg	Capt. Chambers	110 03
C. W. Brengle	Capt. McAtee	110 10
Willie & Frankie	Capt. Repp	120 10
G. C. Goodrich	Capt. Little	110 17
Five Brothers	Capt. Little	113 01
Geo. A. Pearre	Capt. Shives	113 10
W. C. Ernst	Capt. Benner	113 15
Ernst & Holland	Capt. Miller	118 03
John Miller	Capt. Brown	119 08
Williamsport:		
Grason & Fannie	Capt. Rinehart	111 09
G. M. Cover	Capt. Miller	<u>103 14</u>
Twelve boats		1,707 13

Borden Mining Company

Georgetown:

Canal Trade - 1881

Kate Prather	Capt. Hassett	118 00
Sycorax	Capt. Hassett	121 02
M. S. Fernsner	Capt. Hassett	119 18
Susan Charles	Capt. Hassett	112 00
Warren Delano, Jr.	Capt. Hassett	116 00
Cowton & Tilghman	Capt. Hassett	118 17
Unexpected	Capt. Hassett	118 14
M. S. Haines	Capt. Hassett	113 07
Maggie B.	Capt. Griffith	114 08
E. R. Ladew	Capt. Griffith	119 17
C. Knode	Capt. Snyder	<u>113 11</u>
Eleven boats		1,285 14

J. P. Agnew & Co.

Alexandria:		
C. C. Kelly	Capt. Spong	115 07
George's Creek Coal Company		
Alexandria:		
Col. J. Myers	Capt. Roof	112 08
Individual		
Washington:		
Leander Lovell	Capt. Lewell	117 05

ES, Fri. 4/15/81, p. 4. **West Washington, nee Georgetown – Grain Arrivals** – Boat Farmer's Friend with 3,700 bushels corn; boat E. L. Whiting with 3,500 bushels wheat.

Sun, Sat. 4/16/81, p. 4. It is understood that Mr. C. V. Hammond, of Cumberland, for the past eight years in the Chesapeake and Ohio Canal service, most of the time as inspector, but at one time as division superintendent, will shortly leave the service of the company, and it is rumored he will enter that of the Baltimore and Ohio Railroad Company.

ES, Sat. 4/16/81, p. 8. **West Washington, nee Georgetown – Grain** – Arrived by canal, boat M. C. W. Boyer with 4,100 bushels of wheat.

DT, Mon. 4/18/81, p. 3. **Canal Trade**

The following boats, 19 in number, carrying 2,170 04 tons of coal, left this port yesterday, Saturday, April 16, 1881:

Consolidation Coal Company

Georgetown:

C. F. Moyer	Capt. Read	118 02
Lizzie K.	Capt. Teeters	116 09
Willie & Johnnie	Capt. Morrison	118 04
Lillie & May	Capt. Grove	114 19
V. S. Brashears	Capt. Moore	114 07
Three Sisters	Capt. Little	115 19
Thames River	Capt. Rossworm	124 05
Geo. L. Shupp	Capt. Spong	116 11
Maj. Anderson	Capt. Woltz	120 04
Jack & Bessie	Capt. Shaffer	<u>115 06</u>
Ten boats		1,174 06

Borden Mining Company

Georgetown:

New Era	Capt. Griffith	99 02
Arthur Lovell	Capt. Griffith	97 04
Alexander	Capt. Griffith	115 11
Jacob Snyder	Capt. Hassett	113 04
Wm. T. Hassett	Capt. Hassett	113 12
Dr. O M Schindell	Capt. Hassett	113 06
Denton Jacques	Capt. Hassett	<u>116 13</u>
Seven boats		768 12

J. P. Agnew & Co.

Georgetown:

T. M. Smith	Capt. Smith	112 06
Individual		

Georgetown:

P. J. Sowers	Capt. Price	115 00
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ES, Mon. 4/18/81, p. 4. **West Washington, nee Georgetown – The Grain Trade** – Arrived by canal, boat Mollie C. Waters with 2,700 bushels wheat; boat Ruby with 4,000 bushels wheat.

DT, Tue. 4/19/81, p. 3. **Canal Trade**

The following boats, 15 in number, carrying 1,731 08 tons of coal, left this port yesterday, Monday, April 18, 1881:

Consolidation Coal Company

Georgetown:

A. E. McDonald	Capt. Marmaduke	118 17
A. B. Turner	Capt. Bender	114 19
G. S. Young	Capt. Sellers	124 01
M. C. Clay	Capt. Murphy	114 09
H. A. Clark	Capt. Quigley	120 11
Amazon River	Capt. Ardinger	120 18
Williamsport:		

Canal Trade - 1881

C. B. Embrey	Capt. Newcomer	113 02
H	Capt. Shupp	113 19
G. B. Arnold	Capt. Moore	113 17
Katie & Jimmy	Capt. Woltz	<u>117 16</u>
Sixteen boats		1,172 09

Borden Mining Company

Georgetown:		
Rainbow	Capt. Griffith	115 00
Henry Freeland	Capt. Griffith	109 10
James Clark	Capt. Griffith	122 09
Antares	Capt. Griffith	<u>96 10</u>
Four boats		443 09

George's Creek Coal Company

Alexandria		
Alex Kratz	Capt. Brookman	115 10

ES, Tue. 4/19/81, p. 4. **West Washington, nee Georgetown** – GRAIN ARRIVALS – Boat Medley with 3,500 bushels of corn. Boat H. M. Talbott with 2,500 bushels of corn sold to arrive.

DT, Wed. 4/20/81, p. 3. **Canal Trade**

The following boats, 15 in number, carrying 1,721 03 tons of coal, left this port yesterday, Tuesday, April 19, 1881:

Consolidation Coal Company

Georgetown:		
Dr. Russell	Capt. Dawson	113 09
A. F. Lantz	Capt. Swain	111 01
Dr. A. A. Biggs	Capt. Brubaker	109 16
J. Z. Williams	Capt. Zeigler	120 05
E. K. Johnson	Capt. Walker	122 06
New Boat	Capt. Marmaduke	121 18
L. P. Hutson	Capt. Brubaker	123 18
A. P. Winship	Capt. Litch	112 04
J. M. Wheatley	Capt. Seaman	<u>119 02</u>
Nine boats		1,053 19

Borden Mining Company

Georgetown:		
G. F. Smith	Capt. Hassett	115 08
Theo. Dean	Capt. Hassett	115 02
Areturus	Capt. Hassett	94 16
Echo	Capt. Griffith	<u>111 00</u>
Five boats		436 05

J. P. Agnew & Co.

Georgetown:

R. J. Mead	Capt. Griffith	110 10
Individual		

Williamsport:

Diligent	Capt. Donnelly	129 08
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H&TL, Wed. 4/20/81, p. 4. It is rumored that C. V. Hammond, one of the inspectors of the Chesapeake and Ohio Canal, is about to resign.

Sun, Wed. 4/20/81, p. 4. **Cumberland Coal Shipments** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, April 16, were 42,062 tons, and for the year to that date 474,415 tons, a decrease of 2,764 tons as compared with the corresponding period of last year. The coal was carried as follows: Baltimore and Ohio Railroad - week 29,321 tons; year 397,938 tons, decrease as compared with 1880, 778 tons. Chesapeake and Ohio canal - week 11,728 tons; year 24,717 tons; increase over 1880, 3,226 tons. Pennsylvania Railroad - week 1,012 tons; year 51,760 tons; decrease as compared with 1880, 5,212 tons.

The only companies now shipping by canal to any extent are the Consolidation and Borden, while a few individual boats are going out. The rate of freight paid is not generally known, but it is understood to be not over 90 cents, and in some instances is thought to be as low as 80 cents. Collector Willison thinks the indications point to a prosperous season on the canal.

DT, Thu. 4/21/81, p. 3. **Canal Trade**

The following boats, 15 in number, carrying 1,743 10 tons of coal, left this port Wednesday, April 20, 1881:

Borden Mining Company

Georgetown:		
Charlie Hassett	Capt. Hassett	111 14
Little Nan	Capt. Hassett	115 03
Mabel	Capt. Hassett	117 05
J. A. Garfield	Capt. Griffith	119 10
Wm. Blackwell	Capt. Griffith	118 11
G. Berkebile	Capt. Griffith	<u>112 19</u>
Six boats		698 01

Canal Trade - 1881

Consolidation Coal Company

Georgetown:		
John R. Cruzon	Capt. Strider	115 10
B. C. Barroll	Capt. Jackson	122 02
Jimmy M., Jr.	Capt. Bush	117 06
W. J. Stephenson	Capt. Byroad	117 04
W. J. Smoot	Capt. Myers	118 12
Williamsport:		
D. Seibert	Capt. Preston	112 15
Four Sisters	Capt. Reader	110 10
Seven boats		<u>814 19</u>

J. P. Agnew & Co.

Alexandria:		
E. T. Woody	Capt Crumbaugh	114 15
Richard Fannon	Capt. Alexander	<u>115 15</u>
Two boats		230 10

DT, Fri. 4/22/81, p. 3. **Canal Trade**

The following boats, 15 in number, carrying 1,737 12 tons of coal, left this port Thursday, April 21, 1881:

Consolidation Coal Company

Georgetown:		
P. L. Burwell	Capt. Morrow	119 06
C	Capt. McCormick	119 16
Laura	Capt. Brubaker	113 04
L. C. Burwell	Capt. Zellers	114 19
A. B. Spear	Capt. Benner	112 02
Allegheny	Capt. Shaner	121 19
Shepherdstown:		
G. W. Knode	C. Widmeyer	111 04
Williamsport:		
Steffey & Findley	Capt. Kelley	120 15
Eight boats		933 05

Borden Mining Company

Georgetown:		
Sally E. Hassett	Capt. Hassett	114 03
B. M. Young	Capt. Hassett	114 17
Dr. A. Shank	Capt. Hassett	116 00
Onward	Capt. Griffith	114 08
Exchange	Capt. Griffith	115 02
Five boats		574 10

George's Creek Coal Company

Georgetown:		
Belle Humbird	Capt. Sherman	116 04
	Individual	

Georgetown:

Baltimore	Capt. Widmeyer	113 13
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Sun, Fri. 4/22/81, p. 4. **Letter from**

Washington – The commissioners of the District have determined to leave no means untried to procure the connection of the Cumberland and George's Creek Railway with the Chesapeake and Ohio Canal. They have, as already reported in this letter, written urgently to President Garrett, of the Baltimore and Ohio Railroad, and to the board of public works of Maryland, in support of the connection, and on tomorrow they will attend the meeting of the board of public works of Maryland at Cumberland for the same purpose. The Baltimore and Ohio Railway property intervenes between the George's Creek Railroad and the canal, and the commissioners hope to procure such assistance from the Maryland board of public works as will secure the consent of the managers of the Baltimore and Ohio Railroad to the connection, which is considered to be a matter of considerable importance to the coal trade of the District of Columbia.

ES, Fri. 4/22/81, p. 5. **West Washington, nee Georgetown – Grain** – Arrived by canal – Boat Seneca with corn; boat Farmers' Friend with corn and wheat.

DT, Sat. 4/23/81, p. 2. **Board of Public Works** – The Board of Public Works, consisting of Governor Hamilton, Comptroller Keating and Treasurer Compton, arrived here yesterday morning in the 6:25 train, for the purpose of inspecting the crossing at the viaduct, over which there has been so much contention. It was not the purpose of the board to hold a meeting here for final action, but simply to personally inspect the locality and have the engineers of the several companies present to explain anything that might seem to them necessary for a fuller understanding of the case. To men who neither practical nor theoretical engineers, it is a difficult

matter to comprehend fully the maps and explanations at a point far away from the designated locality, and a personal inspection of the Board of Public Works has enabled the members to more fully comprehend the situation and the more understandingly discuss the difficult questions that may come before them.

Though many of our citizens thought the board came here to make a final decision, such a result was farthest from our thoughts. The Board is the arbiter of the case, and there are many points that will arise for settlement. As arbiters they are expected to act with discretion, and we shall not be surprised if it requires days to reach a result. While our people are anxious to have the matter settled, there are probably few outside of Allegany county who take much interest in the matter; and what seems to us an interminable length of time may to them seem expeditious.

Hon. A. P. Gorman, president of the canal company, with several canal officials, were present yesterday, looking after the canal interests, but as the Board left here without action, their services were called in.

Ibid, p. 3. **Canal Trade**

The following boats, 10 in number, carrying 1,153 01 tons of coal, left this port Friday, April 22, 1881:

Consolidation Coal Company

Georgetown:

Lillie	Capt. Drenner	116 12
Nannie & Willie	Capt. Knode	112 08
A. M. Grove	Capt. Grove	112 13
Bernard Coulehan	Capt. McCoy	105 15

Williamsport:

Jack & Bessie	Capt. Shaffer	<u>119 19</u>
Five boats		584 08

Borden Mining Company

Georgetown:

W. H. M. Masters	Capt. Hassett	110 10
Abram Kuhn	Capt. Hassett	112 13
Harry & Ralph	Capt. Griffith	118 03
Walter Beall	Capt. Griffith	<u>114 15</u>
Four boats		456 03

J. P. Agnew & Co.

Alexandria:

Edward Cohill Capt. Gannon 112 07

Sun, Sat. 4/23/81, p. 1. **Railroad Controversy in Cumberland** – Cumberland, Md., April 21. – Unusual interest was aroused today in Cumberland by a visit from Gov. Hamilton, Comptroller Keating and Treasurer Compton, constituting the Maryland board of public works, in relation to the George's Creek and Pennsylvania Railroad crossing of the main tracks of the Baltimore and Ohio Company, and connecting with a side track to reach the canal basin with coal and other freights. In addition to the Maryland board of public works, having official cognizance of the matter, Messrs. Dent, Twining and Morgan, of the board of commissioners of the District of Columbia, who are interested for the coal trade of Georgetown, and Senator A. P. Gorman, president of the Chesapeake and Ohio Canal, who is interested for the traffic of the work of which he is the head, and a numerous body of civil engineers, railroad officers, representatives of the coal companies and various other persons having direct or indirect interest in the issue, were likewise on hand, while the townfolk, miners, railroad and canal hands, &c., came forth in considerable numbers. Among others invited to be present was Mr. J. M. Hood, president of the Western Maryland Railroad, who has on hand a crossing case for his line at Chambersburg, Pa., which is resisted by Pennsylvania Railroad influenced. A delegation of miners, purporting to represent 3,000 men, presented a petition containing 1,780 names, asking immediate solution of the crossing problem in order to afford them immediate employment. A similar petition from canal boatmen was handed in, and nothing seemed to have been left undone which could add weight or urgency to the request of Mr. Henry Loveridge, president of the new railroad, made two weeks ago at Annapolis, invoking the intervention of the board under the act of 1878.

The board of public works addressed itself actively to investigating the nature of the demand made by the George's Creek Company, and the alleged dangerous and obstructive nature of the same according to the Baltimore and Ohio Company. The board went over all the grounds in dispute. They found at the crossing, which is celebrated in local history, a railroad dead-lock and tracks of both roads occupied by rolling stock. Although many idle men, curious simply to see and hear all that was going on, clogged the steps of the gentlemen making the investigation, every disposition was manifested to facilitate the different and delicate public duty imposed upon the umpires. Messrs. Wm. M. Bolling, of the road department, Baltimore and Ohio, and Mr. Millholland, general manager of the George's Creek Company, were selected to give necessary information as desired by members of the board. Mr. Frick, of counsel for the Baltimore and Ohio Railroad, also rendered efficient service.

So far as there were expressions by representatives of the Baltimore and Ohio Company, no disposition was manifested to keep the George's Creek Company from reaching the canal basin; but it seemed to be clearly shown that there would be constant danger of collision on the main tracks of the Baltimore and Ohio road if crossing near Hanover street and connection 350 feet further on was allowed, as demanded. It was admitted that coal trains are usually 750 to 780 feet long, so that if the crossing and connecting points were only 350 feet apart, the ends of any connecting trains would lie athwart both main tracks of the Baltimore and Ohio road. Mr. Johnston, civil engineer of the Baltimore and Ohio, suggested some contingencies in which he thought it would be impossible to escape collision, particularly in night running. He further said that the situation would be so complicated and dangerous that no trunk line could afford to allow it for any price.

When asked how the object of the George's Creek Company to reach the canal basin with its coal could be attained, Mr. Bolling, of the Baltimore and Ohio Road

engineering corps, escorted the board to what is known as the viaduct, a stone bridge over a narrow stream in the mountain pass entrance of Cumberland, and only a few steps from the proposed crossing. Here the engineer showed that the new road could cross under grade of the Baltimore and Ohio, with 16 feet headway, thus avoiding the main danger of a grade crossing at a difficult curve over two tracks. Several coal trains of the Baltimore and Ohio passed while the investigation was being made, and afforded a practical illustration of the operations of everyday traffic and the difficulties of the situation. After under-grade crossing, it was stated, the new road would pass on to the point of connecting with the track to the canal over property already partly owned by the George's Creek interest. It would be necessary to tear down a few small houses now standing in the way, but no valuable property would be encountered, and there would be infringements on none of the streets of the city. Even with a junction formed in this way it would be necessary to pass on to destination over three-quarters of a mile of Baltimore and Ohio track. It was admitted by the George's Creek representative that crossing at grade would necessitate two watchmen and a signal station, as required by law. The cost for station repairs and watchmen would be \$1,200 to \$1,500 a year, which capitalized would make \$25,000 the cost of making the under-grade connection.

When the field operations were concluded the board retired to one of the parlors of the Queen City Hotel. Mr. Wm. M. Bolling and Mr. Arthur Johnson, of the Baltimore and Ohio road department, and Mr. Millholland were sent for. Senator Gorman, who was in Cumberland more particularly on regular canal business, was also summoned. Mr. Twining was called for information as to Georgetown coal trade interests. Finally, the board asked the presence of Mr. John K. Cowen, counsel of the Baltimore and Ohio Company, of whom the inquiry was made whether his corporation would assent to the construction of the George's Creek

Road under the tracks of the Baltimore and Ohio Road near Hay street, and connection with the switch track of the Baltimore and Ohio near Frederick street, provided the board of public works would designate the latter point as the proper place of connection and require the approach to it be by an under-grade crossing?

Mr. Cowen said the Baltimore and Ohio Company would not make any objection to the crossing under its tracks at the point named, but would elevate its track two feet to assist the Pennsylvania and George's creek Companies in making the crossing, and that it would permit a connection at Frederick street to the canal. The estimate for the under-crossing was \$25,000.

The board expressed its conviction as to the feasibility and desirability of constructing the new line with an under-crossing, instead of a grade-crossing, which latter is hazardous. At the hour of departure of the train for Baltimore, 5 P.M., the board had not fully reached all its conclusions, but consideration of the matter was prolonged until the Governor left at the Hagerstown Junction for his home. It is understood, however, that the Baltimore and Ohio Company was sustained in its dissent from the proposed point of grade crossing – Hanover street – as both dangerous and obstructive. Some difficulties seem to clog the steps remaining to be taken, but it is learned Mr. Cowen will reduce his proposition to writing, to be laid before the board of public works on Thursday next in Annapolis, to which time and place it adjourned. The board will then make known its determination to the companies interested.

Mr. Loveridge invited a large party to make an excursion from Cumberland to Lonaconing over his road.

ES, 4/23/81, p. 9. **COAL INTERESTS OF THIS DISTRICT – The Conference at Cumberland – RETURN OF THE DISTRICT COMMISSIONERS – The District Commissioners returned from their trip to Cumberland last night, and were in attendance at**

their office, on 4½ street, this morning. They report that they had a very pleasant trip, and looked over the situation of the proposed crossing of the George's Creek railroad, and were present at the meeting of the board of public works. The whole situation was discussed at the meeting, and Engineer Commissioner Twining was given an audience to present his views. Later in the day the board of public works held a conference at the hotel, and another on board the train on the return trip home. Governor Hamilton left the train at Weverton for his home at Hagerstown, and a decision was postponed until Thursday next, and will probably be made known at Annapolis on that day.

HISTORY OF THE CONTROVERSY

The question under consideration at Cumberland, Md., yesterday was whether bituminous coal from the Maryland mines for this District is to be allowed to be carried across the Baltimore and Ohio railroad track to the Chesapeake and Ohio canal, for shipment to this place. Some time ago the Baltimore and Ohio railroad purchased the Cumberland and Pennsylvania and Connellsville and Pittsburg railroads, the former running out of Cumberland, Md., to the large coal fields, known as the "Cumberland coal region," and which had, up to that time, supplied through the shipping trade of Georgetown, Alexandria and Baltimore, soft coal for the north and east. At the same time the Baltimore and Ohio railroad absorbed a majority of the stock of the Consolidation coal company, which corporation owned about three-eighths of the entire Cumberland region. The Baltimore and Ohio railroad thus secured a monopoly of carrying coal, and the other companies were placed in a dependent position. It was then determined to open up the coal fields in the George's Creek region, and being the coal into Cumberland by an independent road. A company known as the George's Creek and Cumberland railroad was formed, a charter obtained and the construction of the line, which is about twenty miles in length, was commenced. This was two years ago. Since that time the

Baltimore and Ohio railroad company has been fighting its rival, and almost every inch of the George's Creek road has been marked by a contest. The road, however, was completed to Cumberland, and the ties and rails brought into the city. Here the trouble culminated. It became necessary to cross the main stem to the west of the Baltimore and Ohio railroad. The latter corporation refused to allow its rival to cross its tracks, and the matter was brought into court. At the January term of the court, the case was decided in favor of the George's Creek company, and the exact point of connection was left to the public works of Maryland as arbitrators.

The Baltimore and Ohio railroad then erected a strong barricade at right angles to the connecting road, which has its ties and rails laid on either side of the B. & O. tracks and only waits the final decision of the arbitrators to connect the separate rails. So close are these rails together – a double track and a siding only dividing them – that they can be joined in a few hours. Close up against the barricade is a coal train, which was loaded at the George's Creek mines, and only awaits the connection to be switched on to the Baltimore and Ohio track and thence direct to the canal basin, where it can be unloaded into the canal boats.

Of course, if the right to cross or switch upon the Baltimore and Ohio track is lost, no coal can reach here by the Chesapeake and Ohio canal. The coal trade to Georgetown has in some years reached as high as 900,000 tons per annum, and unless the crossing is made the thousands of laborers now employed in and about the coal wharves and along the canal would be thrown out of employment. Eighteen hundred miners, nearly the same number of boatmen, have petitioned the board of arbitration to grant the application of the George's Creek coal company.

NO CONCLUSION YET ARRIVED AT

Nearly two hours were spent by the board, the lawyers and the engineers yesterday in surveying the proposed crossing, in considering the feasibility of connecting by a switch, of

tunneling under the Baltimore and Ohio track and of other schemes to accomplish the object sought. The whole party then adjourned to Queen City hotel, where a conference was held, with closed doors, between the board and two representatives from each of the contending roads.

VIEWS OF MAJOR TWINING

Major Twining was first called and his views solicited as those of a disinterested expert. He stated that he had fully surveyed the situation, and believed the crossing was not dangerous, and that no good reason could be urged against the application of the George's Creek company. It was a perfectly feasible undertaking. He presented at length the important District interests which were involved, and was unequivocal in his answers to the objections raised by the engineers of the Baltimore and Ohio railroad. After spending some time in executive session, the board of arbitration adjourned without rendering the expected decision, which it is expected will be announced in a day or two.

DT, Mon. 4/25/81, p. 3. **Canal Trade**

The following boats, 13 in number, carrying 1,599 16 tons of coal, left this port Saturday, April 28, 1881:

Consolidation Coal Company

Georgetown:

A. P. Gorman	Capt. Mullen	115 17
M. A. Shupp	Capt. Shupp	117 04
A. P. Mayfield	Capt. Benner	122 04
Bessie G.	Capt. Artz	115 16

Williamsport:

J. A. Spielman	Capt. Miller	<u>106 11</u>
Five boats		577 12

Borden Mining Company

Georgetown:

Henry Boley	Capt. Hassett	113 01
Willie D.	Capt. Hassett	115 06
R. B. Lynn	Capt. Hassett	115 16
Hunter G.	Capt. Griffith	114 03
Invincible	Capt. Griffith	<u>113 14</u>
Five boats		578 09

J. P. Agnew & Co.

Alexandria:

Lewis Peacock	Capt. Kady	121 15
A. H. Agnew	Capt. Myers	<u>113 04</u>
Two boats		234 19

Piedmont Coal and Iron Company

Berlin:

Lyons & Whiting	Capt. Watts	109 05
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Sun, Mon. 4/25/81, p. 5. **Arbitrament of the Cumberland Rail Road Crossing Case** – In deciding against enforcing the crossing of the Baltimore and Ohio Railroad, which had been arbitrarily selected by the George’s creek and Pennsylvania Railroad to enable them to reach the Chesapeake and Ohio canal wharves and basin in Cumberland, the board of public works has done everything in the premises it was strictly called upon to perform. But in order to aid the development of a large section of the coal fields of Maryland and to benefit the Chesapeake and Ohio canal, in which the State has so large an interest, it was considered advisable to take a step further and indicate what the board would be willing to recommend to insure the rights of all parties to the controversy. It seems to be the proper conclusion which the board has reached, not to be willing to take the responsibility of authorizing a grade crossing at a curve, as proposed in this case, in a narrow pass, amidst complicated and hazardous surroundings; but an under-grade crossing is entirely practicable at comparatively small cost in proportion to the benefit received, it is not unfair to insist on this course of procedure and connection with a switch-track in a safe locality to enable the cars of the new company to reach a shipping point. While on the one hand the railroad company already in possession must have consideration for its rights, and proper guarantees that its business will not be needlessly obstructed or public safety on its tracks jeopardized, the new company seeking an outlet to tidewater has rights guaranteed by law and contracts which the board of public works seems entirely willing to fully recognize and amply protect.

DT, Tue. 4/26/81, p. 3. **Canal Trade**

The following boats, 10 in number, carrying 1,122 15 tons of coal, left this port Monday, April 25, 1881:

Consolidation Coal Company

Georgetown:

M. C. Merryman	Capt. Grove	112 16
B. R. Mayfield	Capt. Piper	113 13

Williamsport:

C. B. Embrey	Capt Newcomer	<u>111 04</u>
Three boats		337 13

Borden Mining Company

Georgetown:

Warren Delano	Capt. Hassett	112 12
Unexpected	Capt. Hassett	118 12
Isaac Wilson	Capt. Griffith	114 09
Arthur Lovell	Capt. Griffith	<u>98 16</u>
Four boats		444 09

J. P. Agnew & Co.

Alexandria:

Ida J. Reid	Capt. Reid	111 16
Bernadette	Capt. Bancord	112 00
Two boats		223 16

Individual

Washington:

Rising Sun	Capt. Quade	116 17
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At the Great Falls

The Great Falls correspondent of the Rockville *Sentinel* sends that paper the following items:

Ice at the Great Falls is about ten feet thick.

A boat, loaded with coal, sunk in the canal, near Williamsport.

A colored hand, Geo. Taylor, on the boat Hunter No. 3, was kicked by a mule near Georgetown on Tuesday, and very seriously hurt. Dr. Carraher, who attended him, says he has but slight hopes of his recovery.

ES, Tue. 4/26/81, p. 4. **West Washington, nee Georgetown – The Grain Trade** – Arrived by canal – Boat Boyer with 3,500 bushels of wheat; boat G. T. Dunlop with 4,000 bushels of corn.

DT, Wed. 4/27/81, p. 3. **Canal Trade**

The following boats, 8 in number, carrying 901 16 tons of coal, left this port Tuesday, April 26, 1881:

Borden Mining Company

Georgetown:

M. S. Fernsner	Capt. Hassett	116 06
M. S. Haines	Capt. Hassett	111 17
Susan Charles	Capt. Hassett	113 07
Harry Borden	Capt. Griffith	114 16
New Era	Capt. Griffith	99 19
Five boats		<u>556 05</u>

Consolidation Coal Company

Georgetown:

Robt. Shriver	Capt. Nuse	112 01
Z. Williams	Capt. Moore	117 04
Two boats		<u>229 05</u>

George's Creek Coal Company

Georgetown:

Lucinda	Capt. Gowen	116 06
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H&TL, Wed. 4/27/81, p. 2. **Our Williamsport Letter** – The Canal is as yet doing but little business. Our boatmen are mostly idle, but few having any boating to do. They appear to be waiting the result of the action taken by the Board of Public Works, in the dispute about the crossing of the Baltimore and Ohio Railroad.

Sun, Wed. 4/27/81, p. 4. **Letter from Cumberland** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, April 23, were 42,576 tons, and for the year to that date 516,991 tons, a decrease of 19,553 tons as compared with last year. The coal was carried as follows: Baltimore and Ohio railroad, week 32,142 tons; year 430,080 tons, decrease as compared with 1880, 186 tons. Chesapeake and Ohio canal, week 9,516 tons, year 34,233 tons decrease as compared with 1880, 8,137 tons. Pennsylvania Railroad, week 918 tons; year 52,678 tons; decrease as compared with 1880, 11,229 tons.

ES, Wed. 4/27/81, p. 4. **West Washington, nee Georgetown – Grain Arrived** – Boat Samuel Jarboe with wheat and corn.

DT, Thu. 4/28/81, p. 3. **Canal Trade**

The following boats, 9 in number, carrying 1,052 09 tons of coal, left this port Wednesday, April 27, 1881:

Consolidation Coal Company

Georgetown:

C. D. Warfield	Capt. Kerns	117 02
Allan Campbell	Capt. Eddy	117 06
L. W. Guinand	Capt. Weller	119 13

Alexandria:

Geo. S. French	Capt. Wolf	<u>112 10</u>
Four boats		466 11

Borden Mining Company

Georgetown:

Cowton & Tilghman	Capt. Hassett	118 12
Sycorax	Capt. Hassett	116 12
Kate Prather	Capt. Hassett	<u>117 06</u>
Three boats		359 10

George's Creek Coal Company

Georgetown:

F. H. Darby	Capt. Tice	130 00
W. H. Couter	Capt. Armstrong	<u>113 08</u>
Two boats		233 08

ES, Thu. 4/28/81 p. 4. **West Washington, nee Georgetown – Grain Arrived** – Boat Ruby with 3,800 bushels wheat.

The Coal Trade – The total shipments for the week were 41,377 05 tons, a decrease of 17,103 11 tons compared with the same period last year. Of this amount 30,943 06 tons were shipped by the Baltimore and Ohio railroad; 918 01 tons by the Pennsylvania State Line; and 9,515 18 tons by the Chesapeake and Ohio canal. The total shipments for the year are 490,687 13 tons, a decrease of 42,773 tons compared with the same period last year. Of this sum 403,776 10 tons were shipped by the Baltimore and Ohio; 52,678 01 tons by the Pennsylvania State Line; and 34,233 02 tons by the Chesapeake and Ohio canal.

DT, Fri. 4/29/81, p. 3. **Canal Trade**

The following boats, 13 in number, carrying 1,482 15 tons of coal, left this port Thursday, April 28, 1881:

Consolidation Coal Company

Georgetown:

Julia Tyler	Capt. Nuse	123 14
G. Meredith	Capt. Compton	119 19
W. Thompson	Capt. Martz	115 10
Consolidation	Capt. Barger	115 17
M. Kersey	Capt. Lowell	119 01
M. B. Mayfield	Capt. Carder	<u>117 14</u>
Six boats		711 15

Borden Mining Company

Georgetown:

Denton Jacques	Capt. Hassett	112 18
Regulus	Capt. Hassett	97 12
Areturus	Capt. Hassett	96 14
E. R. Ladew	Capt. Griffith	121 07
Alexander	Capt. Griffith	<u>114 02</u>
Five boats		542 13

George's Creek Coal Company

Alexandria:

D. L. Taylor	Capt. Porter	115 03
D. R. Long	Capt. Evans	<u>113 04</u>
Two boats		228 07

Sun, Fri. 4/29/81, p. 4. **Letter from Annapolis**

– The board of public works was in secret session nearly all day considering the controversy between the George's Creek and Pennsylvania Railroad Companies and the Baltimore and Ohio Company relative to the crossing and connection dispute at Cumberland. Senator Arthur P. Gorman appeared before the board in behalf of the Chesapeake and Ohio canal, which would be greatly benefited by the George's Creek road as an important feeder of the canal. Hon. Patrick Hamill also was before the board in the interest of the canal. On the part of the Baltimore and Ohio Railroad, the proposition which Mr. John K. Cowen had made verbally was submitted in writing, in compliance with the request of the board.

This proposition is in substance that the new roads give up their claim to cross at grade for the purpose of making connection with the

Baltimore and Ohio tracks on the east side of Wills creek; that the crossing shall be under grade near Hay street; that a track be built by the George's Creek Road to the east side of Polk street; that the Baltimore and Ohio Road would meet the suggestion of the board of public works by building, at its own cost, a part of the proposed connecting track. It is not known whether the board came to a conclusion or not. At all events the decision, if reached, was not given out for publication, as Governor Hamilton, Comptroller Keating and Treasurer Compton all declined to speak on the question. It was understood, however, that on some of the main points the board has been decided for a week, but there are contingencies not yet determined. It is believed also that the question is complicated with other issues.

DT, Sat. 4/30/81, p. 3. **Canal Trade**

The following boats, 19 in number, carrying 2,181 07 tons of coal, left this port Friday, April 29, 1881:

Borden Mining Company

Georgetown:

Theo Dean	Capt. Hassett	115 15
S. M. Reitzell	Capt. Hassett	110 09
C. Knode	Capt. Snyder	113 17
James Clark	Capt. Griffith	128 08
Areturus	Capt. Griffith	<u>95 12</u>
Five boats		564 02

Consolidation Coal Company

Georgetown:

L. P. Hutson	Capt. Brubaker	118 07
J. A. Miller	Capt. Brown	120 14
W. H. Lowe	Capt. Carter	120 09
Wm. H. Price	Capt. Grimminger	113 13

Williamsport:

D. Seibert	Capt. Preston	113 07
Grason & Fannie	Capt. Rinehart	<u>114 11</u>
Six boats		791 00

New Central

Georgetown:

Susquehanna	Capt. Dick	118 10
H. Hanekamp	Capt. Connell	120 13
J. M. Schley	Capt. Kean	116 00

Canal Trade - 1881

Johnnie	Capt. Kean	111 18
Four boats		<u>467 10</u>
George's Creek Coal Company		
Georgetown:		
Wm. P. Wools	Capt.	111 04
F. Gannon	Capt. Yingling	115 04
Little Eddie	Capt. Yingling	<u>113 13</u>
Three boats		340 01
Individual		
Washington:		
Maggie B.	Capt. Beachler	116 14

ES, Sat. 4/30/81, p. 9. **West Washington, nee Georgetown – The Canal Trade – Grain –**
Arrived by canal, boat Mollie C. Waters with 2,500 bushels wheat.

DT, Mon. 5/2/81, p. 3. **Canal Trade**
The following boats, 20 in number, carrying 2,326 09 tons of coal, left this port Saturday, April 30, 1881:

Consolidation Coal Company		
Georgetown:		
Wm. Weber	Capt. Rowland	117 06
R. H. Jones	Capt. Westbrook	118 17
W. D. Read	Capt. Bissett	113 18
Hunter Lee	Capt. Chaney	119 00
Ida J. Kreps	Capt. Smith	119 18
Williamsport:		
M. Anderson	Capt. Waltz	118 15
Jack & Bessie	Capt. Shaffer	<u>114 11</u>
Seven boats		822 07
New Central		
Georgetown:		
New Boat	Capt. Bowers	112 13
Potomac	Capt. Barger	120 18
R. J. Mitchell	Capt. Grimes	114 11
Delaware	Capt. Dickerhoof	118 12
Missouri	Capt. Riley	115 15
Mississippi	Capt. Reid	<u>117 08</u>
Six boats		693 16
Borden Mining Company		
Georgetown:		
Echo	Capt. Griffith	113 18
Rainbow	Capt. Griffith	116 03
Wm. T. Hassett	Capt. Hassett	119 05

J. H. Snyder	Capt. Hassett	114 03
G. F. Smith	Capt. Hassett	<u>116 05</u>
Five boats		579 14
George's Creek Coal Company		
Alexandria:		
E. T. Woody	Capt Crumbaugh	115 02
D. Boothe	Capt. Read	<u>109 10</u>
Two boats		224 12

DT, Tue. 5/3/81, p. 3. **Canal Trade**
The following boats, 24 in number, carrying 2,314 17 tons of coal, left this port Monday, May 2, 1881:

Consolidation Coal Company		
Georgetown:		
Geo. A. Pearre	Capt. Shives	116 12
A. B. Turner	Capt. Bender	118 00
Jas. B. Thomas	Capt. Atwell	118 15
Van S. Brashears	Capt. Moore	111 16
W. C. Ernst	Capt. Bender	118 14
A. F. Lantz	Capt. Swain	115 00
Capt. H. Krone	Capt. Crone	111 04
Geo. L. Shupp	Capt. Spong	123 05
Ellen	Capt. Swain	121 18
J. M. Wheatley	Capt. Seaman	120 08
Thames River	Capt. Rossworm	116 11
Jos. Z. Williams	Capt. Zigler	125 01
Williamsport:		
J. A. Spielman	Capt. Miller	<u>117 02</u>
Thirteen boats		1,551 05
Borden Mining Company		
Georgetown:		
Highlander	Capt. Griffith	122 12
Henry Freeland	Capt. Griffith	115 13
Mabel	Capt. Hassett	117 06
Cigarette	Capt. Donnelly	<u>116 11</u>
Four boats		473 02
New Central		
Georgetown:		
Carrie V.	Capt. Martz	116 04
Edward Cohill	Capt. Gannon	116 06
Allegheny	Capt. Kroon	118 19
Daniel Webster	Capt. Martz	<u>114 17</u>
Four boats		456 06
George's Creek Coal Company		
Alexandria:		

Canal Trade - 1881

Geo B. Oswald	Capt. Moore	112 10
M. A. West	Capt. Conrad	<u>112 14</u>
Two boats		223 04
	Individual	
Washington: Cloud	Capt Zimmerman	115 19

DT, Wed. 5/4/81, p. 3. **Canal Trade**

The following boats, 19 in number, carrying 2,222 16 tons of coal, left this port Tuesday, May 3, 1881:

Consolidation Coal Company

Georgetown:		
H. C. Hicks	Capt. Miller	118 13
B. C. Barroll	Capt. Jackson	119 15
Willie & Johnnie	Capt. Morrison	116 04
Dr. C. T. Russell	Capt. Dawson	114 19
H. A. Clark	Capt. Quigley	122 00
Z. Williams	Capt. Mose	118 12
E. K. Johnson	Capt. Walker	121 11
A. B. Winship	Capt. Hebb	117 04
Eight boats		917 18

Borden Mining Company

Georgetown:		
Borden & Lovell	Capt. Hassett	112 00
Little Nan	Capt. Hassett	114 19
Dr. O. M. Schindel	Capt. Hassett	111 11
Gen. Garfield	Capt. Griffith	120 04
Harry & Ralph	Capt. Griffith	<u>115 10</u>
Five boats		571 04

New Central

Georgetown:		
Juniata	Capt. Cumming	122 00
Harlow Bros.	Capt. Malone	116 17
Savannah	Capt. O'Neal	<u>122 18</u>
Three boats		361 15

George's Creek Coal Company

Georgetown:		
Emma & Julia	Capt. Crampton	110 07
C. W. Brengle	Capt. Crampton	113 11
Chas. T. Dixon	Capt. Crampton	<u>115 01</u>
Three boats		338 19

H&TL, Wed. 5/4/81, p. 3. **The C. & O. Canal** –

Although navigation upon the Chesapeake and Ohio Canal has been resumed the full length of

the line, and there is a pressing demand for coal at the lower end, the boatmen, as a general thing, are doing but little business in the form of shipping of freight. This state of affairs has been occasioned by the disputed railroad crossing at Cumberland.

DT, Thus. 5/5/81, p. 3. **Canal Trade**

The following boats, 23 in number, carrying 2,789 14 tons of coal, left this port Wednesday, May 4, 1881:

Consolidation Coal Company

Georgetown:		
Willie & Frankie	Capt. Repp	115 16
P. L. Burwell	Capt. Morrow	120 14
A. M. Grove	Capt. Grove	118 07
W J Stevenson	Capt. Byroads	119 03
G M Stonebraker	Capt. Krone	116 10
Amazon River	Capt. Ardinger	122 07
W. A. Smoot	Capt. Little	119 12
New Boat	Capt Marmaduke	121 00
Williamsport:		
C. B. Embrey	Capt. Newcomer	<u>114 14</u>
Nine boats		1,003 03

Borden Mining Company

Georgetown:		
Charlie Hassett	Capt. Hassett	114 02
B. M. Young	Capt. Hassett	117 13
Fall River	Capt. Hassett	113 11
Onward	Capt. Griffith	118 03
Exchange	Capt. Griffith	<u>119 13</u>
Five boats		583 12

George's Creek Coal Company

Georgetown:		
Lewis Peacock	Capt. Kady	113 12
M. S. O'Donnell	Capt. Bowers	110 06
Lizzie K.	Capt. Teeters	114 13
Duncan Sinclair		<u>120 13</u>
Four boats		459 11

New Central

Georgetown:		
Richard Fannon	Capt Alexander	113 11
N. K. Phelps	Capt. Dixon	110 17
Col. J. P. Lynn	Capt. Reid	<u>117 08</u>
Three boats		343 16

Individual

Canal Trade - 1881

Washington:		
Alex Kratz	Capt. Brookman	109 12
Sally J. Kelly	Capt. Young	114 13
White's Ferry:		
G. T. Dunlop	Capt. Reid	<u>110 00</u>
Three boats		334 05

*Sun, Thu. 5/5/81, p. 4. **Cumberland Coal Shipments*** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, April 30, were 34,816 tons, and for the year to that date 551,807 tons, a decrease of 44,946 tons as compared with the corresponding period of 1880. The coal was carried as follows: Baltimore and Ohio railroad - week 24,684 tons; year 454,763 tons, decrease as compared with 1880, 8,098 tons. Chesapeake and Ohio canal - week 9,532 tons, year 43,765 tons decrease as compared with 1880, 19,177 tons. Pennsylvania Railroad - week 600 tons; year 53,278 tons; decrease as compared with 1880, 17,670 tons.

DT, Fri. 5/6/81, p. 3. **Canal Trade**

The following boats, 17 in number, carrying 1,933 17 tons of coal, left this port Thursday, May 5, 1881:

Consolidation Coal Company

Georgetown:		
Willie & Nannie	Capt. Knode	117 01
Lou & Glenn	Capt. Eichelberger	117 15
J. W. Steiner	Capt. Ingram	118 03
Jacob McGraw	Capt. Shaw	111 14
R. Portner	Capt. Wilgus	121 00
F. L. Moore	Capt. Wilgus	104 07
H. K. Shaner	Capt. Kroon	112 16
A. P. Mayfield	Capt. Benner	118 00
Williamsport:		
M. A. Shupp	Capt. Shupp	<u>113 13</u>
Nine boats		1,034 18

Borden Mining Company

Georgetown:		
Arthur Lovell	Capt. Griffith	94 11
Walter Beall	Capt. Griffith	113 14
Willie D.	Capt. Hassett	118 13
Sally E. Hassett	Capt. Hassett	<u>116 01</u>
Four boats		442 19

George's Creek Coal Company

Georgetown:		
Minnie & Pinkie	Capt. Beckwith	113 16
Lillie & May	Capt. Grove	<u>113 19</u>
Two boats		227 15

New Central

Georgetown:		
F. M. Offutt	Capt. Edenhart	110 14
	Individual	

Georgetown:		
O	Capt. Little	117 11

ES, Fri. 5/6/81, p. 4. **West Washington, nee Georgetown – Grain** – Arrived boat M. C. W. Boyer with 2,800 bushels of wheat and 1,000 bushels of corn.

DT, Sat. 5/7/81, p. 3. **Canal Trade**

The following boats, 24 in number, carrying 2,729 12 tons of coal, left this port Friday, May 6, 1881:

Consolidation Coal Company

Georgetown:		
Ernst & Holland	Capt. Miller	119 02
J. J. Moyer	Capt. Boyer	114 19
Jimmy M., Jr.	Capt. Rush	113 10
D	Capt. Weller	112 11
C. Goodrich	Capt. Little	117 02
Five Brothers	Capt. Little	113 09
C. F. Mayer	Capt. Read	119 07
Geo. M. Ryan	Capt. Kroon	117 07
Williamsport:		
Katie & Jimmy	Capt. Woltz	<u>121 01</u>
Nine boats		1,050 15

Borden Mining Company

Georgetown:		
Dr. A. Shank	Capt. Hassett	119 00
Regulus	Capt. Hassett	97 07
Areturus	Capt. Hassett	97 10
R. B. Lynn	Capt. Hassett	110 15
Hunter G.	Capt. Griffith	<u>116 12</u>
Five boats		517 04

New Central

Georgetown:		
J. T. Hager	Capt. Leonard	110 08
B. L. Slack	Capt. Cartwright	116 06

Canal Trade - 1881

J. F. A. Remley	Capt. Dixon	104 15
Six Children	Capt. Wolf	<u>115 03</u>
Four boats		446 12

George's Creek Coal Company

Georgetown:		
Van Lear Sprigg	Capt. Warrell	106 00
F. W. Mintdrop	Capt. Anderson	<u>114 13</u>
Two boats		220 13

Individual

Georgetown:		
Wm. Mertens	Capt. Merryman	118 01
George Hughes	Capt. Callen	117 11
Martin Scally	Capt. Dunn	113 16
Altair (Firebrick)	Capt. Mercer	<u>115 00</u>
Four boats		464 08

ES, Sat. 5/7/81, p. 8. **West Washington, nee Georgetown – Grain** – Arrived boat Samuel Jarboe with 2,075 bushels wheat and 25 bushels corn.

DT, Mon. 5/9/81, p. 3. **Canal Trade**

The following boats, 20 in number, carrying 2,320 01 tons of coal, left this port Saturday, May 7, 1881:

Consolidation Coal Company

Georgetown:		
A. E. McDonald	Capt. Marmaduke	111 14
Jon Light	Capt. Conrad	115 04
C. D. Warfield	Capt. Kerns	120 04
Three Sisters	Capt. Little	111 09
L. W. Guinand	Capt. Weller	121 03
Four Sisters	Capt. Kroon	114 14

Williamsport:		
Grason & Fannie	Capt. Rinehart	<u>112 01</u>
Seven boats		806 14

George's Creek Coal Company

Georgetown:		
Ida J. Reid	Capt. Reid	109 03
John R. Cruzen	Capt. Sticle	114 12
Wm. Foley	Capt. Montgomery	114 12
Elizabeth Snyder	Capt. Snyder	117 10
Col. J. Myers	Capt. Roof	<u>117 15</u>
Five boats		573 12

Borden Mining Company

Georgetown:		
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W H M Masters	Capt. Hassett	117 02
Unexpected	Capt. Hassett	121 04
P. J. Sowers	Capt. Griffith	<u>117 04</u>
Three boats		355 10

New Central

Georgetown:		
Susquehanna	Capt. Dick	120 02
T. M. Smith	Capt. Smith	114 12
Lucinda	Capt. Gower	<u>115 00</u>
Three boats		349 14

Individual

Washington:		
L. Lovell	Capt. Sensel	116 13
Round Top:		
Bessie G.	Capt. Artz	<u>118 07</u>
Two boats		235 00

DT, Tue. 5/10/81, p. 3. **Canal Trade**

The following boats, 22 in number, carrying 2,501 08 tons of coal, left this port Monday, May 9, 1881:

Consolidation Coal Company

Georgetown:		
B. J. Coulehan	Capt. McCoy	109 17
C	Capt. McCormick	121 05
G. Meredith	Capt. Compton	112 04
A. Campbell	Capt. Eddy	119 08
R. Shriver	Capt. Nuse	113 18
Julia Tyler	Capt. Nuse	117 00
Laura B. Agnew	Capt. Hoadley	114 00
G. S. Young	Capt. Sellers	113 13
B. R. Mayfield	Capt. Piper	120 08
J. M. Dove	Capt. Benner	124 13

Williamsport:		
Seneca	Capt. Taylor	<u>70 07</u>
Eleven boats		1,237 17

New Central

Georgetown:		
H. Hanekamp	Capt. Connell	118 01
Belle Humbird	Capt. Sherman	<u>114 16</u>
Two boats		283 17

Borden Mining Company

Georgetown:		
Abram Kuhn	Capt. Hassett	115 06
Henry Boley	Capt. Hassett	122 19
Susan Charles	Capt. Hassett	117 11

Canal Trade - 1881

Isaac Wilson	Capt. Griffith	119 10
Harry Borden	Capt. Griffith	<u>114 14</u>
Five boats		590 02

George's Creek Company

Georgetown:		
Maryland	Capt. Clendening	106 04
M. C. Clay	Capt. Swain	110 01
F. H. Darby	Capt. Tice	<u>112 08</u>
Three boats		334 13

Blaen Avon Company

Georgetown:		
F. Williams	Capt. McCormick	111 19

DT, Wed. 5/11/81, p. 3. **Canal Trade**

The following boats, 26 in number, carrying 2,878 15 tons of coal, left this port Tuesday, May 10, 1881:

Consolidation Coal Company

Georgetown:		
W. Thompson	Capt. Martz	117 13
J. A. Miller	Capt. Brown	119 09
L. P. Hutson	Capt. Brubaker	118 09
W. Weber	Capt. Powlan	114 16
W. H. Lowe	Capt. Carter	111 00
Consolidation	Capt. Barger	120 01
Geo. A. Pearre	Capt. Shives	113 09
R. H. Jones	Capt. Westbrook	117 10
M. B. Mayfield	Capt. Carder	114 12
Ida & Harry	Capt. Smith	115 19
Shepherdstown:		
M. E. Walters	Capt. Snyder	102 19
Williamsport:		
D. Seibert	Capt. Preston	109 19
Alexandria:		
M. Kersey	Capt. Lowell	124 08
G. S. French	Capt. Wolf	<u>113 03</u>
Fourteen boats		1,612 07

Borden Mining Company

Georgetown:		
New Era	Capt. Griffith	102 04
Jas. Clark	Capt. Griffith	127 15
Cigarette	Capt. Donnelly	123 14
M. S. Haines	Capt. Hassett	<u>117 01</u>
Four boats		469 14

George's Creek Coal Company

Georgetown:

P. L. Lemen	Capt. Kimble	118 02
Lilly	Capt. Drenner	110 09
C. W. Porter	Capt. Swain	<u>113 11</u>
Three boats		342 02

New Central

Georgetown:		
Missouri	Capt. Riley	116 06
M. Ruben	Capt. Reader	<u>115 03</u>
Two boats		231 09

Blaen Avon Company

Georgetown:		
C. C. Kelly	Capt. Spong	111 00
	Individual	

Georgetown:		
Rising Sun	Capt. McQuade	112 02
	Lumber	

Georgetown:		
P. Hein & Co.		21,000 ft

Sun, Wed. 5/11/81, p. 4. **Cumberland Coal**

Trade - The shipments from the mines of the Cumberland coal region for the week ended Saturday, May 7, were 43,624 tons, and for the year to that date 595,431 tons, a decrease of 47,885 tons as compared with the corresponding period of 1880. The coal was carried as follows: Baltimore and Ohio railroad, week 26,042 tons; year 480,806 tons, decrease as compared with last year, 5,589 tons. Chesapeake and Ohio canal, week 14,185 tons, year 57,950 tons decrease as compared with last year, 8,999 tons. Pennsylvania Railroad, week 3,397 tons; year 56,675 tons; decrease as compared with last year, 23,296 tons.

The track of the Pennsylvania Railroad in Maryland, from its point of connection with George's Creek and Cumberland Road, near Cumberland, to the State line, will shortly be re-laid with heavy steel rails. The distance is about four miles. It is stated the change from iron to steel is made in anticipation of heavy coal tonnage.

ES, Wed. 5/11/81, p. 4. **West Washington, nee Georgetown - The Canal Trade - Grain -** Arrived boat Caledonia with 250 bushels corn.

Canal Trade - 1881

DT, Thu. 5/12/81, p. 3. **Canal Trade**

The following boats, 23 in number, carrying 2,660 11 tons of coal, left this port Wednesday, May 11, 1881:

Consolidation Coal Company

Georgetown:

L. H. Kuhn	Capt. Krone	117 11
B. C. Barroll	Capt. Jackson	118 19
V. S. Brashears	Capt. Moore	113 03
J. B. Thomas	Capt. Atwell	119 05
J. M. Wheatley	Capt. Seaman	114 10
A. F. Lantz	Capt. Swain	114 11
A. B. Turner	Capt. Bender	119 10
Elbe River	Capt. Swain	119 03
Geo. L. Shupp	Capt. Spong	116 01

Williamsport:

M. Anderson	Capt. Waltz	<u>118 15</u>
Ten boats		1,171 08

Borden Mining Company

Georgetown:

Kate Prather	Capt. Hassett	118 09
M. S. Fernsner	Capt. Hassett	115 14
W. Delano, Jr.	Capt. Hassett	114 02
Sycorax	Capt. Griffith	120 07
Areturus	Capt. Griffith	95 10
Alexander	Capt. Griffith	<u>115 15</u>

Six boats		<u>680 17</u>
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New Central

Georgetown:

N	Capt. Wilson	117 07
Delaware	Capt. Dickerhoof	120 11
R. J. Mitchell	Capt. Grim	<u>116 03</u>

Three boats		354 00
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George's Creek Coal Company

Georgetown:

F. A. Mertens	Capt. Long	115 13
A. H. Agnew	Capt. Myers	<u>110 02</u>

Two boats		225 15
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Individual

Georgetown:

W. H. Couter	Capt. Armstrong	115 11
Ida & Harry	Capt. Wolf	<u>113 00</u>

Two boats		228 11
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DT, Fri. 5/13/81, p. 3. **Canal Trade**

The following boats, 27 in number, carrying 3,198 04 tons of coal, left this port Thursday, May 12, 1881:

Consolidation Coal Company

Georgetown:

Dr. C F Russell	Capt. Dawson	116 12
E K Johnson	Capt. Johnson	122 07
Thames River	Capt. Rossworm	121 16
M. A. Shupp	Capt. Shupp	116 14
H. C. Hicks	Capt. Miller	119 14
H. A. Clark	Capt. Quigley	124 17
J Z Williams	Capt. Zeigler	125 04
Z. Williams	Capt. Mose	118 06
A. P. Gorman	Capt. Muller	115 00
Dr. J. Broderick	Capt. Donnelly	113 19
R. A. Farmer	Capt. Ardinger	<u>120 13</u>
Eleven boats		<u>1,315 02</u>

Borden Mining Company

Georgetown:

Theo	Capt. Hassett	116 03
Cowton & Tilghman	Capt. Hassett	120 00
G. F. Smith	Capt. Hassett	115 16
Echo	Capt. Griffith	116 03
E. R. Ladew	Capt. Griffith	<u>119 09</u>
Five boats		<u>587 11</u>

New Central

Georgetown:

Allegheny	Capt. Kroon	123 13
Mississippi	Capt. Reid	115 17
New Boat	Capt. Bowers	116 02
Potomac	Capt. Barger	124 18
Juniata`	Capt. Cumming	<u>122 00</u>
Five boats		<u>602 10</u>

Individual

Georgetown:

A	Capt. Manning	116 10
R. J. West	Capt. Grady	108 06
W. Blackwell	Capt. Stull	<u>117 04</u>
Three boats		<u>342 00</u>

Blaen Avon Coal Company

D. Boothe	Capt. Read	110 18
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George's Creek Coal Company

Georgetown:

E. T. Woody	Capt. Crumbaugh	117 08
M. W. Adams	Capt. McCarty	<u>117 15</u>
Two boats		<u>235 03</u>

Canal Trade - 1881

ES, Fri. 5/13/81, p. 4. **West Washington, nee Georgetown – Grain Arrivals** – Boat Farmer’s Friend with wheat and corn; boat H. M. Talbott with 4,400 bushels corn; boat Medley with cargo of corn..

DT, Sat. 5/14/81, p. 3. **Canal Trade**
The following boats, 26 in number, carrying 3,004 07 tons of coal, left this port Friday, May 13, 1881:

Consolidation Coal Company

Georgetown:		
Willie & Johnnie	Capt. Morrison	119 08
A. B. Winship	Capt. Hebb	120 11
Willie & Frankie	Capt. Repp	111 13
G M Stonebraker	Capt. Krone	117 09
H. Boyd	Capt. Gristie	111 00
L. C. Burwell	Capt. Creamer	117 10
Hunter Lee	Capt. Chaney	111 06
W. A. Smoot	Capt. Little	115 00
A. P. Mayfield	Capt. Benner	119 17
H. Loveridge	Capt. Hine	115 05
Williamsport:		
H	Capt. Shupp	<u>119 08</u>
Eleven boats		1,278 07

Borden Mining Company

Georgetown:		
Mabel	Capt. Hassett	120 12
Borden & Lovell	Capt. Hassett	115 12
Rainbow	Capt. Griffith	121 01
C. Knode	Capt. Snyder	<u>116 06</u>
Four boats		473 11

New Central

Georgetown:		
Samuel	Capt. O’Neal	118 03
H. S. Dixon	Capt. Brooks	110 11
Helen V.	Capt. Eddy	114 12
Sarah B.	Capt. Adison	<u>113 18</u>
Four boats		457 01

George’s Creek Coal Company

Georgetown:		
D. L. Taylor	Capt. Paxton	117 10
Lucy & Willie	Capt. Ingram	109 06
Wm. M. Price	Capt Griminger	<u>109 00</u>
Three boats		335 16

Blaen Avon Company

Georgetown:		
T. Tilman	Capt. McKelvey	111 18
C. W. Brengle	Capt. McAtee	118 00
T F McCardell	Capt McCormick	<u>119 11</u>
Three boats		349 09

Individual

Georgetown:		
D. Sinclair	Capt Zimmerman	110 00

DT, Mon. 5/16/81, p. 3. **Canal Trade**
The following boats, 28 in number, carrying 3,235 13 tons of coal, left this port Saturday, May 14, 1881:

Consolidation Coal Company

Georgetown:		
Nannie & Willie	Capt. Knode	117 02
P. L. Burwell	Capt. Morrow	117 05
Laura	Capt. Bartlett	113 00
A. M. Grove	Capt. Grove	115 11
M J Berkebile	Capt. Long	120 11
Invincible	Capt. Long	126 12
D. Linkins	Capt Marmaduke	114 15
Amazon River	Capt. Ardinger	121 01
W. H. Murlow	Capt. Rinehart	114 07
W. C. Ernst	Capt. Bender	118 04
Williamsport:		
Katie & Jimmy	Capt. Woltz	112 16
Jack & Bessie	Capt. Shaffer	<u>113 16</u>
Twelve boats		1,405 00

New Central

Georgetown:		
J. R. Couter	Capt. Williams	112 17
Emily H.	Capt. Hammond	116 02
A. Berry	Capt. Ardinger	118 14
Bernadette	Capt. Bancord	111 05
Daniel Henry	Capt. O’Neal	111 00
R. Fannon	Capt. Alexander	115 02
Osceola & Jake	Capt. Davis	<u>116 04</u>
Seven boats		801 04

Borden Mining Company

Georgetown:		
Little Nan	Capt. Hassett	115 02
Chas. Hassett	Capt. Hassett	122 05
Regulus	Capt. Hassett	99 02
Highlander	Capt. Hassett	129 14

Canal Trade - 1881

Four boats		466 03
Blaen Avon Company		
Georgetown:		
Wm. P. Wools	Capt. Little	111 06
L W Poffenberger	Capt. Stickly	116 00
Two boats		227 06
George's Creek Coal Company		
Georgetown:		
D. R. Long	Capt. Evans	109 09
	Individual	
Washington:		
Baltimore	Capt. Young	112 11
N. K. Phelps	Capt. Young	114 00
Two boats		226 11

H&TL, 5/16/81, p. 2. **Letter from Williamsport.** – Our boatmen are still idle and no prospects for early employment. If navigation does not soon commence, we fear our canal will be a financial failure, not worth fighting over by bond holders or any other parties.

ES, Mon. 5/16/81, p. 4. **For Great Falls and Cabin John Bridge** – The Steamer *Belle May* will leave Congress and 31st St., Canal Bridge for the above points, Tuesdays, Thursdays, Saturdays and Sundays, at 8 a.m. Fare, round trip, 75¢. For charter Mondays and Wednesdays.

DT, Tue. 5/17/81, p. 3. **Canal Trade**
The following boats, 19 in number, carrying 2,137 15 tons of coal, left this port Monday, May 16, 1881:

New Central		
Georgetown:		
Daniel Webster	Capt. Martz	115 17
F. Gannon	Capt. Atwell	110 07
Little Eddie	Capt. Atwell	114 07
A. H. Bradt	Capt. Hill	110 03
A. J. Mills	Capt. Clark	111 06
Edward Cohill	Capt. Gannon	115 19
Harlow Bros.	Capt. Malone	114 15
Seven boats		792 14
Consolidation Coal Company		
Georgetown:		

Bessie G.	Capt. Artz	108 13
Geo. M. Ryan	Capt. Kroon	114 18
H. K. Shaner	Capt. Kroon	115 14
Williamsport		
Grason & Fannie	Capt. Rinehart	113 12
Four boats		452 17
Borden Mining Company		
Georgetown:		
Denton Jacques	Capt. Hassett	119 00
Areturus	Capt. Hassett	99 00
Harry & Ralph	Capt. Griffith	117 13
Three boats		335 13

George's Creek Coal Company		
Georgetown:		
Lizzie K.	Capt. Teeters	110 09
M S O'Donnell	Capt. Bowers	113 18
Emma & Julia	Capt. Crampton	111 18
Three boats		336 05

Blaen Avon Company		
Georgetown:		
M. Merryman	Capt. Piper	107 09
	Individual	
Georgetown:		
Chas. F. Dixon	Capt. Dixon	112 17

ES, Tue. 5/17/81, p. 4. **West Washington, nee Georgetown – FIRE AT THE AQUEDUCT BRIDGE** – About 2:30 o'clock yesterday afternoon the Aqueduct bridge was discovered to be on fire at the third pier from this side. The fire is supposed to have been communicated by sparks from a passing boat. It was extinguished by bridge hands cutting a hole in the trunk of the bridge above the fire and letting down the water, but not until the bottom chord was nearly burned in two. It will cost about \$500 to repair the damages; no insurance.

The Canal Trade – Grain – Arrived boat Loudoun with cargo grain.

DT, Wed. 5/18/81, p. 3. **Canal Trade**
The following boats, 20 in number, carrying 2,325 18 tons of coal, left this port Tuesday, May 17, 1881:

New Central		
Georgetown:		

Canal Trade - 1881

H. Hanekamp	Capt. Connell	115 02
Susquehanna	Capt. Dick	120 18
Carrie V.	Capt. Martz	115 12
Col. J. C. Lynn	Capt. Reid	117 07
Jas. T. Hager	Capt. Leonard	117 10
Missouri	Capt. Kelly	<u>115 09</u>
Six boats		701 18

Consolidation Coal Company

Georgetown:		
D	Capt. Weller	118 08
L. W. Guinand	Capt. Weller	118 12
W J Stevenson	Capt. Brubaker	119 13
B R Mayfield	Capt. Piper	118 06
Shepherdstown:		
G. W. Knode	Capt Widmeyer	110 13
Georgetown:		
Jimmy M., Jr.	Capt. Bush	<u>112 19</u>
Six boats		698 11

Borden Mining Company

Georgetown:		
Jacob H. Snyder	Capt. Hassett	121 09
W. T. Hassett	Capt. Hassett	116 14
Dr. O M Schindell	Capt. Hassett	115 10
Exchange	Capt. Griffith	<u>117 19</u>
Four boats		471 12

Hampshire and Baltimore Company

Georgetown:		
J. W. Turner	Capt. Price	111 02
J. J. Moore	Capt. Boyer	<u>113 06</u>
Two boats		224 08

George's Creek Coal Company

Georgetown:		
F W Mintdrop	Capt. Anderson	117 03

Blaen Avon Company

Georgetown:		
Jacob McGraw	Capt. Shaw	112 06

Sun, Wed. 5/18/81, p. 4. **Cumberland Coal Trade** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, May 14, were 42,294 tons, and for the year to that date 637,725 tons, a decrease of 57,902 tons as compared with the corresponding period of 1880. The coal was carried as follows: Baltimore and Ohio railroad, week 22,227 tons; year 503,033 tons, decrease as compared with

last year, 7,289 tons. Chesapeake and Ohio canal, week 17,030 tons; year 74,980 tons decrease as compared with last year, 21,078 tons. Pennsylvania Railroad, week 3,037 tons; year 59,712 tons; decrease as compared with last year, 29,474 tons.

DT, Thu. 5/19/81, p. 3. **Canal Trade**

The following boats, 33 in number, carrying 3,752 06 tons of coal, left this port Wednesday, May 18, 1881:

Consolidation Coal Company

Georgetown:		
R. Shriver	Capt. Nuse	117 01
A. Campbell	Capt. Eddy	114 18
Consolidation	Capt. Barger	117 06
C D Warfield	Capt. Kerns	121 16
Julia Tyler	Capt. Nuse	118 05
J. M. Dove	Capt. Benner	116 15
T. O'Connell	Capt. Mills	111 00
F	Capt. O'Neal	112 16
Laura B Agnew	Capt. Hoadley	117 12
John J. Moore	Capt. Hoadley	113 05
Shepherdstown:		
C. W. Osbourn	Capt. Osbourn	111 16
Berlin:		
E. Whitney	Capt. Watts	<u>111 00</u>
Twelve boats		1,383 10

New Central

Georgetown:		
L. Peacock	Capt. Keady	116 19
Maggie B.	Capt. Beachler	117 04
F. M. Offutt	Capt. Edenhart	115 05
J. F. A. Remley	Capt. Dixon	111 14
Theo M Smith	Capt. Smith	115 10
Ida J. Reid	Capt. Reid	110 03
Phillie G.	Capt. McCann	<u>116 19</u>
Seven boats		803 14

George's Creek Coal Company

Georgetown:		
Three Sisters	Capt. Little	111 00
G C Goodrich	Capt. Little	113 05
Geo B Oswald	Capt. Moore	116 07
Robert Portner	Capt. Wilgus	112 15
F. L. Moore	Capt. Wilgus	<u>95 13</u>
Five boats		549 00

Canal Trade - 1881

Borden Mining Company		
Georgetown:		
Sally E. Hassett	Capt. Hassett	117 04
B. M. Young	Capt. Hassett	113 19
Fall River	Capt. Hassett	111 18
Onward	Capt. Griffith	<u>117 01</u>
Four boats		460 02

Hampshire and Baltimore Company		
Georgetown:		
Five Brothers	Capt. Little	111 09
M. A. West	Capt. Conrad	<u>103 01</u>
Two boats		214 10

Blaen Avon Company		
Georgetown:		
W. M. Mertens	Capt. Merryman	112 02
Individual		
Georgetown:		
S. M. Reitzell	Capt. Rodenizer	110 00
White's Ferry		
Geo T. Dunlop	Capt. White	<u>107 08</u>
Two boats		217 08

DT, Fri. 5/20/81, p. 3. **Canal Trade**

The following boats, 28 in number, carrying 3,222 16 tons of coal, left this port Thursday, May 19, 1881:

Consolidation Coal Company		
Georgetown:		
John Wilson	Capt. McCann	122 14
D. Annan	C. Eichelberger	118 10
G. Meredith	Capt. Compton	116 11
M. A. Myers	C. Stonebraker	111 00
R. H. Jones	C. Westbrook	120 04
Mathew Kersey	Capt. Lowell	120 19
Dr. G. L. Porter	Capt. Tall	111 00
J. H. Platte	Capt. Bowers	117 10
Thomas M Faile	Capt. Penner	112 10
Williamsport:		
M. J. Anderson	Capt. Woltz	115 19
J. A. Spielman	Capt. Miller	<u>100 11</u>
Eleven boats		1,273 08

New Central

Georgetown:		
J. J. Swift	Capt. Brown	116 04
New Boat	C. Zimmerman	116 04
Alex Kratz	Capt. Brookman	120 06

S. J. Kelly	Capt. Myers	118 02
Jimmy M.	Capt. Kean	115 17
Jas M Schley	Capt. Kean	115 10
Diligent	Capt. Cramer	<u>113 00</u>
Seven boats		815 03

Borden Mining Company		
Georgetown:		
Willie D.	Capt. Hassett	116 11
Dr. A. Shank	Capt. Hassett	118 08
R. B. Lynn	Capt. Hassett	114 17
Arthur Lovell	Capt. Griffith	<u>103 09</u>
Four boats		453 05

George's Creek Coal Company		
Georgetown:		
Lillie & May	Capt. Grove	114 16
Ernst & Holland	Capt. Miller	<u>113 10</u>
Two boats		228 06

Hampshire and Baltimore Company		
Georgetown:		
Dr. A. A. Biggs	Capt. Grosh	113 04
Wm. L. Read	Capt. Bissett	<u>110 17</u>
Two boats		224 01

Blaen Avon Company		
Georgetown:		
Katie & Addie	Capt. Peck	112 14
Clara Miller	Capt. Colbert	<u>116 19</u>
Two boats		229 13

Sat. 5/21/81, p. 2. The board of public works of Maryland has arrived at a basis for the solution of the Cumberland Railroad crossing connection, which has been submitted for the acceptance of the George's Creek Road, one of the parties to the controversy. The determination comprehends a temporary crossing at grade, in order to give the Chesapeake and Ohio Canal the advantage of immediate connection by a new line with the coal measures [*sic.* mines] of Maryland, and provides for permanent connection under grade, the expense of which will be borne by the new road and the Baltimore and Ohio Company. The scheme involves a waiver of rights on the part of the George's Creek accorded to it by the courts, and protects the travel and traffic of the Baltimore and Ohio from liability to danger and interruption, while it

Canal Trade - 1881

insures to the canal the connection of an important feeder.

DT, Sat. 5/21/81, p. 3. **Canal Trade**

The following boats, 21 in number, carrying 2,422 16 tons of coal, left this port Friday, May 20, 1881:

New Central

Georgetown:

Delaware	C. Dickerhoof	118 16
Mattie	Capt. Seaman	112 06
Geo. S. Couter	C. Zimmerman	109 02
New Era	Capt. Hammond	100 12
Cloud	C. Zimmerman	112 19
Andrew Main	Capt. Matters	114 10
M. Ruben	Capt. Reeder	119 01
Seven boats		<u>787 06</u>

Consolidation Coal Company

Georgetown:

W. Thompson	Capt. Wertz	114 12
Dr. Wiley	Capt. Moore	115 03
Geo. A. Pearre	Capt. Shives	114 08
M. B. Mayfield	Capt. Carder	121 09
L. P. Hutson	Capt. Brubaker	122 04
John Miller	Capt. Brown	118 08
Six boats		<u>706 03</u>

Borden Mining Company

Georgetown:

Harry Borden	Capt. Griffith	116 12
Walter Beall	Capt. Griffith	119 02
Henry Freeland	Capt. Griffith	115 06
M. S. Haines	Capt. Hassett	117 03
Unexpected	Capt. Hassett	118 10
Five boats		<u>586 13</u>

George's Creek Coal Company

Georgetown:

B. L. Slack	Capt. Moriarty	115 11
John W. Carder	Capt. Darkey	110 19
Two boats		<u>226 10</u>

Blaen Avon Company

Georgetown:

Eliz. Snyder	Capt. Snyder	116 04
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DT, Mon. 5/23/81, p. 3. **Canal Trade**

The following boats, 33 in number, carrying 3,837 08 tons of coal, left this port Saturday, May 21, 1881:

Consolidation Coal Company

Georgetown:

A. E. McDonald	C. Marmaduke	114 19
A. F. Lantz	Capt. Swain	118 14
J. B. Thomas	Capt. Atwell	117 12
B. C. Barroll, Jr.	Capt. Jackson	119 17
William Wilen	Capt. Rowland	114 13
Van S Brashears	Capt. Moore	114 16
L. H. Kuhn	Capt. Krone	114 10
Ida J. Kreps	Capt. Smith	118 00
Z. Williams	Capt. Mose	120 03
Jos. M Wheatley	Capt. Seaman	123 10
Elbe River	Capt. Swain	119 15

Alexandria:

G. S. French	Capt. Wolf	110 05
Twelve boats		<u>1,406 19</u>

New Central

Georgetown:

New Boat	Capt. Bowers	119 06
Potomac	Capt. Leander	113 09
R. J. Mitchell	Capt. Grain	112 01
Allegheny	Capt. Kroon	121 08
C. K. Porter	Capt. Swain	117 13
Hunter G.	Capt. Brookman	119 17
Mississippi	Capt. Reid	117 19
Seven boats		<u>821 13</u>

George's Creek Coal Company

Georgetown:

Sallie H. Taylor	Capt. Reid	114 07
Chas. F. Myer	Capt. Reid	117 07
P. L. Leman	Capt. Kimble	117 06
J. R. Cruzen	Capt. Stride	111 06
Four boats		<u>461 06</u>

Borden Mining Company

Georgetown:

Warren Delano	Capt. Hassett	116 14
Altair	Capt. Hassett	116 12
W H M Masters	Capt. Hassett	118 07
Three boats		<u>351 13</u>

Blaen Avon Company

Georgetown:

Allen B. Spear	Capt. Kirby	112 18
Fred Williams	C. McCormick	111 02

Canal Trade - 1881

Two boats		224 00
Hampshire and Baltimore Company		
Georgetown:		
Minnie & Pinkie	Capt. Beckwith	111 15
Lillie	Capt. Drenner	111 01
Two boats		222 16
Individual		
Georgetown:		
Cigarette	Capt. Donnelly	121 01
Altoona	Capt. Pierce	113 00
C. D. Warfield	Capt. Otto	115 00
Three boats		349 01

DT, Tue. 5/24/81, p. 3. **Canal Trade**

The following boats, 25 in number, carrying 2,918 06 tons of coal, left this port Monday, May 23, 1881:

Consolidation Coal Company

Georgetown:		
Geo. S. Young	Capt. Sellers	117 15
Thames River	Capt. Stride	120 17
E. K. Johnson	Capt. Walker	120 12
H. A. Clark	Capt. Quigley	120 00
A. P. Mayfield	Capt. Benner	121 19
G. L. Sheriff	Capt. Spong	122 18
W. W. Lowe	Capt. Couter	117 00
M. A. Shupp	Capt. Shupp	114 11
Eight boats		1,955 12

New Central

Georgetown:		
L. Lovell	Capt. Sensel	113 12
D. Sinclair	C. Zimmerman	117 09
Helen V.	Capt. Eddy	117 09
Juniata	Capt. Cumming	121 10
Rising Sun	Capt. McQuade	114 14
Five boats		584 14

Borden Mining Company

Georgetown:		
Susan Charles	Capt. Hassett	115 09
Henry Bowley	Capt. Hassett	115 05
Isaac Wilson	Capt. Griffith	116 08
Three boats		347 02

George's Creek Coal Company

Georgetown:		
F. A. Mertens	Capt. Long	117 10
F. H. Darby	Capt. Tice	114 12

Cumberland	Capt. Pierce	115 16
Three boats		347 18
Hampshire and Baltimore Company		
Alexandria:		
M. C. Clay	Capt. Murphey	111 10
V. L. Sprigg	Capt. Chambers	106 00
D. Booth	Capt. Read	110 15
Three boats		328 05
Blaen Avon Company		
Georgetown:		
C. J. Meyers	Capt. Rutley	115 16
M. Scalley	Capt. Dunn	115 19
Two boats		231 15

Individual

Georgetown:		
W. Blackwell	Capt. Stull	118 00

ES, Tue. 5/24/81, p. 4. **West Washington, *nee***

Georgetown – The Canal Trade – Grain –

Arrived boat Seneca with 2,000 bushels wheat and 1,500 bushels corn; boat Loudoun with 2,000 bushels wheat and 2,000 bushels corn.

DT, Wed. 5/25/81, p. 3. **Canal Trade**

The following boats, 22 in number, carrying 2,533 04 tons of coal, left this port Tuesday, May 24, 1881:

Consolidation Coal Company

Georgetown:		
C	C. McCormick	119 04
Willie & Johnnie	Capt. Morrison	118 00
B. J. Coulehan	Capt. McCoy	114 17
Dr. C F Russell	Capt. Dawson	115 14
Geo. Bogus	Capt. Powell	122 17
H. C. Hicks	Capt. Miller	119 10
Six boats		710 02

New Central

Georgetown:		
E. T. Woody	C. Crumbaugh	112 01
W. H. Couter	Capt. Armstrong	116 10
Lucinda	Capt. Grover	115 10
Wm. P. Wools	Capt. Little	110 18
Willie Snyder	Capt. Moore	113 13
Abram Kuhn	Capt. Jackson	108 18
H. S. Dixon	Capt. Brooks	113 03
H	Capt. Shupp	112 14

Eight boats		903 07
Borden Mining Company		
Georgetown:		
Areturus	Capt. Griffith	96 10
J. C. Clark	Capt. Griffith	127 12
Kate Prather	Capt. Hassett	123 06
M. S. Fernsner	Capt. Hassett	<u>119 00</u>
Four boats		466 08
Blaen Avon Company		
Georgetown:		
Katie & Jimmy	Capt. Woltz	115 00
C. C. Kelly	Capt. Spong	<u>116 12</u>
Two boats		231 12
Hampshire and Baltimore Company		
Alexandria:		
Martha	Capt. Moore	111 07
George's Creek Coal Company		
Georgetown:		
A. H. Agnew	Capt. Myers	110 08

Sun, Wed. 5/25/81, p. 2. **Chesapeake and Ohio Canal** – The president and directors of the Chesapeake and Ohio Canal yesterday submitted a proposal to the stockholders and bondholders of the company to lengthen the locks of the canal from Cumberland to Georgetown, in order to pass simultaneously a team of two boats instead of single boats, as at present, and thus double the transportation facilities of the work, while at the same time diminishing the rates of tonnage. The proposal was accomplished by the suggestion to raise the necessary funds for the improvement by the issue of repair bonds, authorized by the act of 1878. After a lengthy conference, in which the mode of raising money was objected to be certain of the bondholders, the subject was referred to a special committee, who are to report at the annual meeting of the stockholders, at Annapolis, on the 6th of next June.

ES, Wed. 5/25/81, p. 4.

**Proposed Improvement of
The C. & O. Canal**

A special meeting of the stock and bondholders of the Chesapeake and Ohio canal company and others interested in the

Cumberland coal trade was held at the Arlington Hotel yesterday to consider certain recommendations submitted by the president and directors of that company looking to the improvement of canal navigation. The canal company was represented by Hon. A. P. Gorman, president; Hon. Hy. D. Farnandis, Hon. Patrick Hamill and Col. James G. Berrett, directors; the bondholders by Mr. W. W. Corcoran, Gen. Bradley T. Johnson, Charles C. Glover and E. Francis Riggs or Riggs & Co., Joseph Bryan, Gen. Corse, Messrs. Berry, Garden, McDonald, Baldwin, Matthews, Cutts, A. Bowie Davis, A. Ross Ray, Hy. T. Wild, Bernard Carter, Dr. Wallace and others, and the coal interests by Hy. Loveridge, president Maryland coal company, and G. P. Lloyd, president American coal company. President Gorman, of the canal company, after calling the meeting to order and stating briefly why the call had been issued, nominated Mr. Corcoran, of Washington, the oldest bondholder, for chairman. Mr. Corcoran declined the honor, and Mr. A. Bowie Davis, of the trustees of the bondholders, was then called to the chair. Mr. John M. Phelan, of the canal company, acting as secretary.

President Gorman then submitted a report, which is addressed to the stockholders and holders of construction bonds under the act of 1844, and is a voluminous document. It states that having been entrusted with the management of the work since 1872, and given great attention to its general condition, and having become familiar with the details of its management, &c., the board deemed it a duty to submit this special communication, so that those present might have the opportunity to consider the suggestions and be prepared to take action at the annual meeting, to be held on the first Monday in June. If unpalatable facts are presented, it will be because their desires are to render the stockholders a service, and because their convictions are so strong that if the canal were their individual property, they would make the improvements

suggested even more promptly than they can hope to do under existing circumstances.

The report recites the history of the canal and of the successive steps by which its rivals, and mainly the Baltimore and Ohio Railroad have increased their carrying capacity and decreased the charges of transportation, and urges the necessity of making improvements upon the canal to meet that railroad competition. The report says in this connection that the canal must be placed in such a condition that, with but a slight increase of the power now required to move 120 tons, they may be able to move 240 tons with no more, or but slightly increased cost for labor. Other canals in this country have had the same problem to solve, and they have solved it in different ways.

The best way to do this is to lengthen the locks 100 feet, so that two boats may be passed through together, being coupled and directed at all times in their movements by a patented device which makes a single displacement necessary, the two boats carrying 240 tons, and both being propelled by a power which only exceed by one-sixth that which is required to propel a single boat carrying not more than 120 tons, and manned by the same crew required for a single boat.

To lengthen all the locks between Cumberland and Georgetown, seventy in number, by making the composite locks, and having the timber creosoted, together with improved appliances for opening and closing the gates, so as to save the labor of one man at each lock, would cost about \$7,000 per lock - \$490,000; but by lengthening thirty-three locks, at a cost of \$231,000, we can use double boats, coupled, on 163 miles of the 184 miles of canal, and the locks remaining unimproved can be left in groups. At such points it will be necessary for the company to maintain animal power to pass the boats through the single locks.

Canals Not Obsolete

There is a theory that canals are obsolete and unprofitable. This is true of all canals which have not been enlarged sufficiently to keep pace

with the improvements made on other lines of transportation. It is not true as to those canals which have been improved by proper enlargement.

In 1860 the whole output of this Cumberland region was only . . . 788,807 tons
 In 1880 it was 2,136,160 tons
 In 1890, if the increase is in the same ration, it will be 17,254,988 tons
 As large as this increase would seem to be, it must be remembered that the anthracite coal fields, which produced in 1870 within a fraction of 8,000,000 tons
 Produced in 1880 over 23,000,000 tons

In addition to this, if the Clearfield, Blossburg and other semi-bituminous coal fields continue to increase in production at the same rate for the next twenty years that they have for the past ten, then they will in 1900 be completely worked out, while the Cumberland and Piedmont region will last a hundred years longer.

If our statements are correct, and we do not think they can be controverted, it follows that by the expenditure of \$49,000 you can move a ton of coal over your work for fifty cents; that the canal company can receive for its tolls and wharfage fifty cents per ton; that its tonnage today is 600,000 tons; but if this reduction in cost can be made its tonnage would, at the lowest estimate, be a million tons, which would be a gain of two hundred thousand (\$200,000) dollars per annum; that by expending two hundred and thirty-one thousand (\$231,000) dollars to enlarge thirty-three (33) locks, the cost of tolls and transportation could be reduced to one dollar and twenty-five (\$1.25) cents, which would enable the canal to meet present competition by other lines of transportation. But if you fail to make these improvements, and the contemplated reduction in charges is made by the competing railroad lines, then it is more than probably that your tolls and wharfage must be reduced in 1882 from fifty-five (55) cents to thirty-one (31) cents, which would be a loss of one hundred and forty-four thousand (\$144,000) dollars per annum on

present tonnage of six hundred thousand (600,000) tons.

How the Improvements can be paid for.

If these facts shall determine you to direct that the improvements be made, the question arises how can they be paid for? In our judgment there is but one way, and that is by the sale of the repair bonds authorized to be issued by the Maryland act of 1878, in favor of which bonds the state of Maryland has, to the extent of five hundred thousand (\$500,000) dollars, waived her liens on the corpus of the work.

The actual cost of the repairs occasioned by the freshet of 1877 (to repair which these bonds were issued) was \$238,000, and we do not understand that there is any objection to our raising the necessary means by the sale of these bonds, and the application of the proceeds, together with the net revenue of the present year, to the proposed improvements. We know that the sale of these bonds has been objected to by some of the preferred bondholders because of the lien which is created upon the corpus of the work. Whatever force there may be in that suggestion, we submit, can be to some extent obviated if the holders of the bonds of 1844 will subscribe for the 1878 bonds, which we now suggest be sold. There is no other way by which a sufficient sum can be raised, unless it be that the bondholders can be induced to advance the amount upon which ordinary repair bonds, or upon toll certificates to be redeemed gradually.

Discussion and Action.

Gen. Bradley T. Johnson spoke against the proposition to issue \$500,000 in repair bonds for lengthening locks and repairs of the canal, as they had been authorized for another purpose, and urges that the company should go to the legislature and secure authority to issue new bonds. Messrs. Henry Thompson Wells, Brown and Cheney, of Baltimore, and others, advocated the proposition.

Mr. Carter offered the following:

Resolved, That the president and directors of the Chesapeake and Ohio Canal company may take the measures indicated in the

communication made by the president of the company this 24th day of May, 1881, in reference to the lengthening of the locks of the canal, and that the bonds authorized by the act of 1878, chapter 53, be used for raising the funds requisite for this purpose.

Gen. Johnson then offered as a substitute the following: - "The undersigned, holders of the preferred bonds of the Chesapeake and Ohio canal company, recommend that the company procure from the next general assembly of Maryland power to create a first mortgage on the tolls, revenues, franchises and property of the company, prior to all existing mortgages, to secure an issue of \$500,000 in bonds of the company, to be a first lien thereon, and to be applied to retire outstanding repair bonds under the act of 1878, and to lengthen the locks on the canal and also to issue bonds which shall be secured by a second lien on the same, which shall be sufficient in amount to retire all the outstanding preferred bonds under the act of 1844 and the overdue interest on the same; provided, that nothing in said act or mortgage shall impair the power of the company reserved under the act of 1844 to keep the canal in repair and to pledge the revenues for that purpose."

These two resolutions were fully discussed, and, upon motion of Gen. Johnson, were referred, as follows: *Resolved*, That the propositions of Messrs. Carter and Johnson be referred to a committee of bondholders, with instructions that they submit them to all the holders of the Chesapeake and Ohio preferred bonds accessible, with the request that they signify their assent or dissent to either or both of them, stating the number of bonds held or represented by each bondholder so expressing his opinion, and that they report to this meeting, which shall be adjourned to meet at the general meeting of the stockholders of the Chesapeake and Ohio Canal company, in June next, together with such modifications as said committee may deem advisable.

A committee, consisting of gen. Bradley T. Johnson, Jos. Bryan, of Virginia; Bernard

Carter, of Baltimore; Geo. Hawkins Williams, of Baltimore, and John W. Burke, of Alexandria, Va., was appointed under the resolution.

The Crossing at Cumberland.

In that portion of the discussion bearing upon the probability of a large increase in the business of the canal, President Loveridge, of the George's Creek railroad, was heard in regard to the proposed connection at Cumberland and the making of his road a feeder to the canal. His remarks were very favorably received, and it is understood that the George's Creek company will refuse the conditions under which a crossing was provided for by the recent decision of the board of public works, in which event it is anticipated that a crossing will be permitted to the George's Creek company under more advantageous conditions. Should this be refused, however, the canal company will enter into legal proceedings, in connection with the George's Creek company, to enforce their rights under the contracts of 1851 and 1878, entered into between the state of Maryland, the Chesapeake and Ohio canal company and the Baltimore and Ohio railroad.

Amusements, Excursions, &c.

The steamer *Belle May* will give a select private excursion to the Great falls on Decoration Day.

DT, Thu. 5/26/81, p. 3. **Canal Trade**

The following boats, 17 in number, carrying 1,976 13 tons of coal, left this port Wednesday, May 25, 1881:

New Central

Georgetown:		
R. Fannon	Capt. Alexander	119 15
J	Capt. Little	116 13
Thos. Venners	Capt. Brashears	97 12
Belle Humbird	Capt. Thompson	116 09
Four boats		<u>450 09</u>

George's Creek Coal Company

Georgetown:		
Four Sisters	Capt. Harris	114 03
D. L. Taylor	Capt. Paxton	117 16

Thos. Tebman	Capt. McKelvey	113 09
Three boats		<u>344 08</u>

Consolidation Coal Company

Georgetown:		
A. B. Winship	Capt. Hebb	114 12
W. A. Smoot	Capt. Little	121 14
Two boats		<u>236 06</u>

Borden Mining Company

Georgetown:		
Sycorax	Capt. Hassett	122 12
E. R. Ladew	Capt. Griffith	118 15
Two boats		<u>241 07</u>

Blaen Avon Company

Georgetown:		
Geo. Hughes	Capt. Callen	116 04
Wm. Foley	C. Montgomery	111 19
Clara & Prudy	Capt. Harrison	122 03
Three boats		<u>350 06</u>

Hampshire and Baltimore Company

Georgetown:		
Arkansas Trav.	Capt. Prudy	118 07
	Individual	

Georgetown:		
O	Capt. Little	116 00
Echo	Capt. Young	120 10
Two boats		<u>236 10</u>

ES, Thu. 5/26/81, p. 8. **Ho! For the Great Falls! on Decoration Day**, Steamer *Belle May*. There will be a Select, Private Excursion, and we advise all who contemplate going to get up private parties and purchase their tickets at once, as they are limited to 100. grand Scenery; good bass fishing. No liquors. Tickets, \$1. Apply to Metzertott's, Brad. Adam's, Nourse's Drug Store and Cropley's Georgetown.

Leave Congress (31st) St. and canal at 7:30 a.m.; returning 8 p.m.

DT, Fri. 5/27/81, p. 3. **Canal Trade**

The following boats, 17 in number, carrying 1,934 08 tons of coal, left this port Thursday, May 26, 1881:

Borden Mining Company

Georgetown:		
Alexander	Capt. Griffith	112 15

G. F. Smith	Capt. Hassett	112 14
Areturus	Capt. Hassett	98 09
Regulus	Capt. Hassett	98 05
Cowton & Tilghman	Capt. Hassett	122 07
Theo. Dean	Capt. Hassett	114 13
Six boats		<u>659 03</u>
New Central		
Georgetown:		
Dan. Webster	Capt. Martz	112 17
Carrie V.	Capt. Martz	118 05
Savannah	Capt. O'Neal	120 19
Daniel Henry	Capt. O'Neal	112 11
Four boats		<u>466 12</u>
Hampshire and Baltimore Company		
Georgetown:		
A. P. Gorman	Capt. Mullen	112 14
Sallie & Jennie	Capt. Fore	111 05
Two boats		<u>223 19</u>
Consolidation Coal Company		
Georgetown:		
Willie & Frankie	Capt. Repp	119 19
C. B. Embrey	C. Newcomer	113 11
Two boats		<u>233 10</u>
George's Creek Coal Company		
Georgetown:		
G M Stonebraker	Capt. Krone	116 15
Joe. Zigler	Capt. Baler	117 00
Two boats		<u>233 15</u>
Blaen Avon Company		
Georgetown:		
C W Brengle	Capt. McAtee	117 09

Sun, Fri. 5/27/81, p. 6. **General Bradley T. Johnson and the Canal** – *Messrs. A. S. Bell & Co.*: Please let me amend and correct the reports in this morning's papers of the proceedings at the meeting of the Chesapeake and Ohio Canal Company authorities and the preferred bondholders. The omissions from the report of what did happen there may mislead the public and the bondholders. Mr. Gorman proposed that the bondholders should consent that the company should use the repair bonds of 1878 for the purpose of improving the canal. Mr. Bernard Carter offered the resolution that the bondholders present do hereby consent to such appropriation

of said bonds. I offered as a substitute for Mr. Carter's proposition the resolution that the bondholders request the Canal Company to procure authority from the Legislature of Maryland to issue \$500,000 of first mortgage bonds to be applied to pay repair bonds and lengthen the locks, and a sufficient amount of second mortgage bonds to take up and fund the preferred bonds and accrued interest. I offered on the part of my friends to take the whole of such \$500,000 bonds at par as soon as issued. *My substitute was adopted instead of Mr. Carter's resolution.* This fact is not mentioned in any of the reports. Mr. Allen Bowie Davis then laid before the bondholders a printed memorial signed by himself and Mr. Smith, and approved by Mr. G. H. Williams, which paper set forth at length the great injury to the canal and the bondholders have suffered from political management of the canal and the constant changes of administration, and then begged Mr. Gorman to withdraw his resignation and consent to continue as president. I remarked that it was a *non sequitur* to prove, first, that political management had injured the canal, and then ask to have the principal managing politician of the State continued as president of the corporation. The paper was signed by Mr. Carter, who holds some bonds; by Mr. Weld, president of a coal company, and I think another gentleman. Mr. Corcoran declined to sign, as I was informed, saying he preferred to think about it. The rest walked off without signing. These facts are also not mentioned in any of the reports. I ask your permission to supply these unfortunate omissions.

BRADLEY T. JOHNSON

es, Fri. 5/27/81, p. 4. **West Washington, nee Georgetown – The Canal Trade – Grain** – Arrived boat Mollie C. Waters with 2,500 bushels of wheat.

ES, Sat. 5/28/81, p. 8. **West Washington, nee Georgetown – The Canal Trade – Grain** – Boat Caledonia with 2,100 bushels of corn and

1,000 bushels wheat; boat Samuel Jarboe with 3,400 bushels wheat and 450 bushels corn.

DT, Mon. 5/30/81, p. 2. **The Future of the Canal** – President Gorman has been a friend of the canal from the day of his appointment to the present time; and what is more, those who have the deepest financial interest in the canal are his staunchest friends. Where money is at stake there lies the strongest earthly tie. Money separates friends and the most of men will sacrifice the latter before they will the former. If the moneyed interests of the State and stockholders and bondholders had not been best conserved by Mr. Gorman, he would have been removed long ago from the presidency. It was not the abuse of his power or the use of the canal that made him Senator; but it was his ability as a manager that lifted him above many of his fellows and made him a leader in his party.

There probably never was a man in Maryland so maligned and yet so clearly vindicated as Senator Gorman. The most respectable people of the State endorse and esteem him, while only the disappointed office seekers continue to vilify him. In the past Allegany county has done him more injustice than all the State outside combined, yet we predict the time will soon come when she will prove his staunchest friend.

No unprejudiced man who has been familiar with the conditions of the canal for the past twenty years will assert that it is not in better condition now than it was ever known. Rotten and broken lock gates have been repaired, low waste-weirs have been raised, the tow path has been rip-rapped in weak places, until now there are seldom delays from breaks or leakages in the canal, and boatmen can make double the trips in a year that they formerly made, if provided with speedy loading and unloading at the terminals.

There have been many drawbacks thrown in the way of the canal since President Gorman took charge of it; he had to maintain it while boatmen were on long strikes; he had the

employees to pay while the miners were on strike for months and the canal was idle; he had instead to rebuild many miles of tow path bed when the freshet of 1877 swept over it and hid the canal in the bed of the Potomac. Small bondholders feared the loss of their investments and were pressing for the payment of coupons, until finally they instituted suit and tried to get control of the canal. Still the heavy bondholders and the State knew that ultimately the bonds would be paid and the canal would bring a good revenue, if Mr. Gorman were continued in position. Fortunately, he is still president and the canal is still a feeder to Cumberland.

Senator Gorman has been between two fires, in his defense of the canal. While his strong letter to the Governor in favor of a speedy connection of the George's Creek road with the canal has opened up an opportunity for opposition to him by the Baltimore and Ohio Railroad Company, the very parties whom he has been favoring have openly stated that he was not earnestly advocating their cause. At the conference at Washington between those interested in the canal, he proposed doubling the locks and urged the necessity of a speedy connection with the canal by the Short Line road, and still they questioned his sincerity. His next movement will be to compel a connection by the Baltimore and Ohio road, or make them pay damages for each day's delay in doing so. This will bring about the desired end before another week, in our opinion. It will not be done because he desires to oppose the Baltimore and Ohio or that he is partial to the Short Line. As president of the canal, when he finds all compromise at an end, he will, in his pride of duty, enforce the law, however unpleasant it may be.

President Gorman sees a bright future for the canal, if his plans are not interfered with. With a new feeder to the canal direct; with the Elk Garden road as another in the near future; with cheap rates secured by law over the Baltimore road to the canal; with double locks in the canal to reduce the cost of transportation, the time will soon come when the President of the

canal will not have to beg railroad companies to evade ruinous competition and thus save the canal from death; but the great corporations will then be the ones to ask that freight rates be maintained at paying figures to all.

Now, we desire to ask the people of Allegany if Mr. Gorman does not deserve our commendation. Can they really point to a single act in his management of the canal that has not proved beneficial to us? In his advocacy of the system of double locks is not the whole expense to come from the State, and ultimately from canal receipts, without imposing any burdens on us? Is there a county or city or hamlet in the State that will be benefitted the one-hundredth part in comparison with us? The moment doubling of locks shall be determined upon, every boatyard will be crowded with hands, the canal will demand double the boats now used, a million tons of coal will be shipped to Georgetown, and business will indeed boom.

There is another thing to consider. When it is a determined fact that our canal will be beyond the line of competition, and that it will be a perpetual institution, it will not be two years before the Maryland coal will cross from the Potomac to the Severn river, and it is needless to say what a benefit that will be to Cumberland. But of this we shall say more in the future.

We know that President Gorman has the canal at heart, and he expects to see in the near future all the above improvements consummated. We believe it can only be done under his management. We know that nine-tenths of the bondholders have urgently requested him to continue in the capacity of President. We know the Board of Public Works appreciate his services, and we believe they will unanimously re-elect him next month. In that event, the greatest blessing will be to Allegany county, and our people ought at all times to esteem Mr. Gorman above other public men, and repent in sackcloth and ashes over the wrongs they have done him in the past.

We predict that all our trouble will soon be over. The Short Line road will get to the

canal in a few days; Mr. Gorman will be re-elected president of the canal; coal will be shipped largely this season and the doubling of the locks will begin this year, and Cumberland will set her ears back for a big smile.

Ibid, p. 3. **Canal Trade**

The following boats, 16 in number, carrying 1,842 13 tons of coal, left this port Saturday, May 28, 1881:

Borden Mining Company			
Georgetown:			
Harry & Ralph	Capt. Griffith	116	15
Rainbow	Capt. Griffith	115	10
Borden & Lovell	Capt. Hassett	117	07
Charlie Hassett	Capt. Hassett	115	00
Four boats		<u>463</u>	12

George's Creek Coal Company			
Georgetown:			
R. J. West	Capt. Hudson	110	02
J. W. Steiner	Capt. Ingram	112	07
Harlow Bros.	Capt. Malone	116	06
Three boats		<u>368</u>	15

Consolidation Coal Company			
Georgetown:			
Daniel Linkins	C. Marmaduke	122	18
W. C. Ernst	Capt. Bender	116	19
Williamsport:			
M J Anderson	Capt. Woltz	116	15
M. A. Shupp	Capt. Shupp	118	19
Four boats		<u>475</u>	11

New Central			
Georgetown:			
Sarah B.	Capt. Allison	110	16
Bernadette	Capt. Bancord	113	07
Two boats		<u>224</u>	03

Individual			
Georgetown:			
M	Capt. Willison	117	09
N. Williams	Capt. Benner	112	17
C. W. Osbourn	Capt. Osbourn	110	06
Three boats		<u>340</u>	12

DT, Tue. 5/31/81, p. 3. **Canal Trade**

Canal Trade - 1881

The following boats, 25 in number, carrying 2,872 03 tons of coal, left this port Monday, May 30, 1881:

New Central

Georgetown:

Col. J. C. Lynn	Capt. Reid	115 06
Edward Cohill	Capt. Gannon	119 01
T. M. Smith	Capt. Smith	111 11
J. T. Hager	Capt. Leonard	112 18
D. R. Long	Capt. Evans	111 05
A. H. Bradt	Capt. Hill	111 17
Missouri	Capt. Ardinger	116 18
J. R. Couter	Capt. Williams	<u>112 03</u>
Eight boats		910 19

Consolidation Coal Company

Georgetown:

Amazon River	Capt. Bender	122 00
W J Stevenson	Capt. Brubaker	119 01
A. M. Grove	Capt. Grove	113 09
Z. Williams	Capt. Moore	118 02
L. P. Hutson	Capt. Brubaker	122 15
Nannie & Willie	Capt. Knode	120 17
Alexandria:		
Geo. S. French	Capt. Wolf	<u>109 17</u>
Seven boats		826 01

Borden Mining Company

Georgetown:

Exchange	Capt. Griffith	116 13
C. Knode	Capt. Snyder	115 00
Little Nan	Capt. Hassett	116 11
Denton Jacques	Capt. Hassett	<u>112 17</u>
Four boats		460 01

George's Creek Coal Company

Georgetown:

H. K. Shaner	Capt. Kroon	110 16
G. M. Ryan	Capt. Kroon	<u>111 15</u>
Two boats		222 11

Hampshire and Baltimore Company

Georgetown:

M. A. West	Capt. Conrad	111 03
Lizzie K.	Capt. Bower	<u>110 00</u>
Two boats		221 03

Blaen Avon Company

Georgetown:

M. Mertens	C. Merryman	113 08
	Individual	

Georgetown:

Maggie B.	Capt. Beachler	118 00
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ES, Tue. 5/31/81, p. 4. **West Washington, nee**

Georgetown – The Canal Trade – Grain -

Arrivals by canal – Boat Farmer's Friend with wheat and corn; boat H. M. Talbott with 1,100 bushels corn; boat Medley with cargo corn.

DT, Wed. 6/1/81, p. 3. **Canal Trade**

The following boats, 29 in number, carrying 3,324 11 tons of coal, left this port Tuesday, May 31, 1881:

Consolidation Coal Company

Georgetown:

C D Warfield	Capt. Kerns	118 19
D	Capt. Weller	110 05
Ida J. Kreps	Capt. Smith	116 02
B R Mayfield	Capt. Piper	121 08
L W Guinand	Capt. Weller	121 00
Williamsport:		
D Seibert	Capt. Preston	<u>112 16</u>
Six boats		700 10

New Central

Georgetown:

W. M. Price	C. Grimminger	117 00
Dr J P Broderick	Capt. Donnelly	117 19
Osceola & Jake	Capt. Davis	112 17
Alonzo Berry	Capt. Ardinger	115 05
L Peacock	Capt. Keady	<u>109 01</u>
Five boats		572 02

Borden Mining Company

Georgetown:

B M Young	Capt. Hassett	114 04
Fall River	Capt. Hassett	112 13
W T Hassett	Capt. Hassett	117 00
Dr O M Schindell	Capt. Hassett	115 15
Jacob H Snyder	Capt. Hassett	<u>116 13</u>
Five boats		576 05

George's Creek Coal Company

Georgetown:

Onward	Capt. Zigler	117 10
Thomas Connell	Capt. Mills	114 01
Arthur Lovell	Capt. Jackson	103 18
Ida J. Reid	Capt. Reid	110 13
Five Brothers	Capt. Little	115 00

Canal Trade - 1881

Ida & Harry	Capt. Elias	110 19
Six boats		<u>672 03</u>
Blaen Avon Company		
Georgetown:		
L W Poffenberger	Capt. Stickets	117 02
Clara Miller	Capt. Colbert	112 17
Lou & Glenn	C Eichelberger	<u>117 03</u>
Three boats		347 02
Hampshire & Baltimore Company		
Georgetown:		
Jacob McGraw	Capt. Shaw	110 13
Dr. A. A. Biggs	Capt. Grosh	<u>112 16</u>
Two boats		223 02
Individual		
Georgetown:		
S J Kelly	Capt. Myers	115 00
Baltimore	Capt. Gearhart	<u>118 00</u>
Two boats		233 00

*Sun, Wed.6/1/81, p. 1. **Cumberland Coal Movements*** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, May 28, were 44,490 tons, and for the year to that date 728,947 tons, a decrease of 73,272 tons as compared with 1880. The coal was carried as follows: Baltimore and Ohio railroad, week 24,225 tons; year 553,302 tons, decrease as compared with last year, 7,930 tons. Chesapeake and Ohio canal, week 13,820 tons; year 105,743 tons decrease as compared with last year, 37,095 tons. Pennsylvania Railroad, week 6,403 tons; year 69,875 tons; decrease as compared with last year, 28,269 tons. Shipments by New George's Creek and Cumberland Railroad are first reported this week. Coal was brought from the mines as follows: Cumberland and Pennsylvania Railroad, week 41,417 tons; year 695,067 tons. Baltimore and Ohio Railroad, week 17 tons; year 28,971 tons. George's Creek and Cumberland Railroad, week 2,805 tons; year 3,004 tons.

DT, Thu. 6/2/81, p. 3. **Canal Trade**
The following boats, 20 in number, carrying 2,311 10 tons of coal, left this port Wednesday, June 1, 1881:

Consolidation Coal Company		
Georgetown:		
Julia Tyler	Capt. Nuse	116 16
J Maury Dove	Capt. Benner	117 10
A P Mayfield	Capt. Benner	124 17
John Miller	Capt. Brown	116 19
Williamsport:		
J A Speelman	Capt. Miller	116 02
Maj. J. Anderson	Capt. Waltz	<u>118 15</u>
Six boats		710 19
New Central		
Georgetown:		
F M Offutt	Capt. Edenhart	111 18
J. F. A. Remley	Capt. Dixon	115 07
Jas M Schley	Capt. Kean	115 07
Johnnie M	Capt. Kean	<u>112 07</u>
Four boats		454 19
Borden Mining Company		
Georgetown:		
Willie D	Capt. Hassett	115 04
Unexpected	Capt. Hassett	119 10
Sally E. Hassett	Capt. Hassett	112 10
Harry Borden	Capt. Griffith	<u>113 13</u>
Four boats		460 17
Hampshire & Baltimore Company		
Georgetown:		
J W Turner	Capt. Price	111 16
L C Burwell	Capt. Zeller	<u>114 13</u>
Two boats		226 09
Blaen Avon Company		
Georgetown:		
T F McCardell	C. McCormick	117 05
Individual		
Georgetown:		
Cigarette	Capt. Donnelly	109 15
Henry Loveridge	Capt. Hine	116 11
Q	Capt. Pittman	<u>115 15</u>
Three boats		342 01

*Sun, Thu. 6/2/81, p. 3. **BY THOMAS DOWLING** – EXECUTOR'S SALE OF VALUABLE FOUNDRY PROPERTY IN GEORGETOWN, D. C., AT AUCTION. On TUESDAY, June 7, 1881, at 6 o'clock p.m., I will sell, on the premises, that valuable Iron Foundry and Machine Shops known as the*

COLUMBIA FOUNDRY, corner Washington street and Chesapeake and Ohio Canal, Georgetown, D. C., 158 feet on Washington street, 130 feet on canal, with all the improvements, commodious Machine Shop, Model Room and Foundry, Lathes, Tools, Models for Mill Machinery, large Engine and Boiler, &c., &c., on the premises. Facilities for coaling and transporting the heavy equipment perfect. Free of encumbrance.

Terms easy and made known at sale.
THOMAS DOWNING, Auctioneer.

ES, Thu. 6/2/81, p. 1. The *Belle May* will make an Excursion to the GREAT FALLS, TUESDAY, June 7th, starting from Congress street bridge, at 8 o'clock a.m. Fare, round-trip, 50¢. Tickets can be had at Mrs. Palmer's, 235 Pa. Ave. S.E., and at the boat.

THE STEAMER *BELLE MAY* will run to Great Falls, leaving Congress street bridge at 8 o'clock a.m. Round trip, 75¢. Every Saturday and Sunday during the summer.

Can be chartered balance of the time at reasonable rates. J. PASSENO, 73 Water street, Georgetown, D. C.

Ibid, p. 4. **West Washington, nee Georgetown – The Canal Trade – Grain** - Arrived – Boat E. Lyons, Whiting with 4,000 bushels wheat.

DT, Fri. 6/3/81, p. 3. **Canal Trade**

The following boats, 13 in number, carrying 1,566 17 tons of coal, left this port Thursday, June 2, 1881:

Borden Mining Company

Georgetown:		
Altair	Capt. Hassett	122 09
Dr. A Shank	Capt. Hassett	123 10
M. S. Haines	Capt. Hassett	115 08
New Era	Capt. Griffith	113 01
Gen. Garfield	Capt. Griffith	<u>120 13</u>
Five boats		594 01

New Central

Georgetown:		
R. A. Farmer	Capt. Ardinger	111 17
Meyersdale	Capt. Stull	<u>121 08</u>
Two boats		233 05

Hampshire & Baltimore Company

Georgetown:		
M C Merryman	Capt. Penner	109 19
Laura	Capt. Bartlett	<u>110 09</u>
Two boats		220 08

George's Creek Coal Company

Georgetown:		
Walter Beall	Capt. Manning	117 17
G C Goodrich	Capt. Little	<u>110 01</u>
Two boats		227 18

Consolidation Coal Company

Williamsport:		
Jack & Bessie	Capt. Shaffer	115 06
Blaen Avon Company		

Georgetown:		
Elizabeth Snyder	Capt. Snyder	112 19

DT, Sat. 6/4/81, p. 3. **Canal Trade**

The following boats, 19 in number, carrying 2,168 03 tons of coal, left this port Friday, June 3, 1881:

George's Creek Coal Company

Georgetown:		
Robert Portner	Capt. Wilgus	118 00
F. L. Moore	Capt. Wilgus	100 14
John W. Carder	Capt. Fields	113 05
R. J. Mitchell	Capt. Grim	114 19
Kirby & Herbert	Capt. Morgan	109 09
Phillie G.	Capt. McCann	<u>117 01</u>
Six boats		673 08

Consolidation Coal Company

Georgetown:		
Bessie G.	Capt. Artz	114 03
Consolidation	Capt. Barger	118 00
Willie & Johnnie	Capt. Morrison	118 00
W. H. Lowe	Capt. Carter	<u>119 03</u>
Four boats		469 06

Borden Mining Company

Georgetown:		
Henry Boley	Capt. Hassett	113 02
R. B. Lynn	Capt. Hassett	116 01
W H M Masters	Capt. Hassett	117 00

Canal Trade - 1881

Three boats		346 03
Blaen Avon Company		
Georgetown:		
Martin Scally	Capt. Dunn	114 14
Fred Williams	Capt. Anderson	117 18
Katie & Addie	Capt. Peck	<u>113 04</u>
Three boats		345 16
Hampshire & Baltimore Company		
Georgetown:		
Emma & Julia	Capt. Crampton	108 09
F. W. Mintdrop	Capt. Anderson	114 15
Wm. L. Read	Capt. Bissett	<u>110 06</u>
Three boats		333 10

DT, Mon. 6/6/81, p. 3. **Canal Trade**

The following boats, 22 in number, carrying 2,488 09 tons of coal, left this port Saturday, June 4, 1881:

Borden Mining Company

Georgetown:		
M. S. Fernsner	Capt. Hassett	110 14
Susan Charles	Capt. Hassett	112 00
Warren Delano	Capt. Hassett	116 17
Kate Prather	Capt. Hassett	114 19
Echo	Capt. Griffith	116 04
Hunter G.	Capt. Griffith	<u>118 04</u>
Six boats		697 08

George's Creek Coal Company

Georgetown:		
Minnie & Pinkie	Capt. Beckwith	113 03
B. L. Slack	C. Cartwright	114 08
Laura S.	Capt. Little	117 11
E T Woody	C. Crumbaugh	<u>114 15</u>
Four boats		459 17

Consolidation Coal Company

Georgetown:		
Allegheny	Capt. Kroon	120 08
Katie & Jimmy	Capt. Woltz	110 12
Williamsport:		
Seneca	Capt. Taylor	<u>73 11</u>
Three boats		334 11

Hampshire & Baltimore Company

Georgetown:		
Three Sisters	Capt. Little	107 18
Allen B. Spear	Capt. Kirby	109 08
Mississippi	Capt. Read	115 19

Three boats		333 05
New Central		
Georgetown:		
Lucy & Willie	Capt. Ingram	111 04
Lucinda	Capt. Grover	<u>116 14</u>
Two boats		227 18
Blaen Avon Company		
Georgetown:		
C. C. Kelly	Capt. Sprigg	112 06
Individual		
Georgetown:		
C. F. Dixon	Capt. Dixon	110 00
Washington:		
Alex Kratz	Capt. Bookman	117 17
Highlander	Capt. Young	<u>125 00</u>
Three boats		352 17

ES, Mon. 6/6/81, p. 4. **West Washington, nee Georgetown – The Canal Trade – Grain** – Arrived boat M. C. W. Boyer with 3,000 bushels wheat and 1,000 bushels corn.

DT, Tue. 6/7/81, p. 3. **Canal Trade**

The following boats, 20 in number, carrying 2,331 01 tons of coal, left this port Monday, June 6, 1881:

Consolidation Coal Company

Georgetown:		
B. C. Barroll, Jr	Capt. Jackson	120 03
G. A. Pearre	Capt. Shives	113 16
L. H. Kuhn	Capt. Shane	118 03
V. S. Brashears	Capt. Moore	114 04
Elbe River	Capt. Swain	118 04
R. Shriver	Capt. Nuse	116 05
R. H. Jones	C. Westbrook	120 19
A. Campbell	Capt. Eddy	120 08
Williamsport:		
C. B. Embrey	C. Newcomer	117 02
Shepherdstown:		
Allen Brooks	Capt. Jackson	<u>111 04</u>
Ten boats		1,170 04

Borden Mining Company

Georgetown:		
Sycorax	Capt. Hassett	123 14
Antares	Capt. Griffith	89 03
James Clark	Capt. Griffith	<u>131 08</u>

Three boats		344 05
George's Creek Coal Company		
Georgetown:		
Cumberland	Capt. Pierce	117 04
Delaware	Capt. Dickerhoof	<u>123 16</u>
Two boats		241 00
New Central		
Georgetown:		
M. Ruben	Capt. Ruder	116 06
Bernadette	Capt. Bancord	<u>112 02</u>
Two boats		228 08
Hampshire & Baltimore Company		
Georgetown:		
Lillie	Capt. Drenner	113 05
Blaen Avon Company		
Georgetown:		
Col John Myers	Capt. Roof	115 19
Individual		
Georgetown:		
S. M. Reitzel	C. Rodenizer	118 10

ES, Tue. 6/7/81, p. 1. **Chesapeake and Ohio Canal** – The annual meeting of the stockholders of the Chesapeake and Ohio canal company was held in Annapolis yesterday. There were present Gov. Wm. T. Hamilton, State Comptroller Thos. J. Keating and State Treasurer Barnes Compton, composing the board of public works of Maryland; Hon. Lloyd Lowndes, of Allegany county, representing the United States; Thos. P. Morgan, for the District of Columbia; John W. Burke, Alexandria, Va.; Gen. Bradley T. Johnson and Jos. Bryan, of Washington city, representing the holders of bonds issued in 1844; A. Bowie Davis, Col. J. G. Berret, of Washington; Bernard Carter, Hon. Patrick Hamill, of Allegany county, and others of the private stockholders.

Gov. Hamilton was called to the chair and Mr. Benj. C. Fawcett chosen secretary.

Senator A. P. Gorman, president of the company, read the annual report of the president and directors, showing that for the fiscal year ended December 31, 1889, the earnings of the canal from tolls and wharfage were \$349,645.44; total accrued revenue, \$372,616.07; expenditures

for operating, &c., \$227,277.11; showing net earned revenue of \$145,338.96. Actual net revenue over all expenses, \$85,531.20. Actual receipts, with balance of \$12,938.67 in treasury January 1, 1880, \$364,724.39. Balance in hand January 1, 1881, \$42,831.38. Actual receipts in 1880, \$351,785.72. Liabilities on account of indebtedness to repair damages by flood of 1877 were, on January 1, 1880, \$196,432.46, and January 1, 1881, \$161,697.03. Of this amount \$87,000 were repair bonds, issued under act of 1878. Of the cash on hand December 31, 1880, \$16,500 of the amount in the Farmers and Merchants' National Bank of Baltimore has been attached, and is therefore not available until a decision of the circuit is had. The case is pending in the United States circuit court for the district of Maryland.

Despite the delays caused by the strike of boatmen in the summer and ice in the winter the actual tonnage for the year was 615,423 tons, of which amount 577,305 was delivered at Georgetown and 38,118 was delivered at various points along the line of the canal. The tolls and wharfage charged on coal during the year were: Wharfage at Cumberland, 4 cents; tolls – Cumberland to Georgetown – 52 cents; total 55 cents; average to the boatmen, 90 cents; freight by the Baltimore and Ohio railroad – Cumberland to Locust point - \$2.09. The canal was maintained in good condition during the year, the telephone being of the greatest use. By it we have secured not only great economy, but a more prompt dispatch of business.

THE GEORGE'S CREEK CROSSING

Special attention was called to the matter of the crossing of George's Creek and Cumberland railroad, and immediate action urged; in addition to that feeder, the report mentioned the fact that another railroad is being constructed from a point on the B. & O. between Piedmont and Blooming, leading thence up the north branch of the Potomac to Elk Garden; that coal, iron, ore and lumber will be brought out of the Cumberland region by these roads, and largely increase the tonnage of the canal; and the

directors were urged by the report to put the canal in condition to meet the future increased demands upon it, "the one imperative demand being a decrease in the cost of transportation." The canal tonnage for this year up to May 31, was 113,717 07 tons, and the expenses to Georgetown 55 cents – same as last year. The report insists that the state of trade "compels further reduction in the cost of transportation from the Cumberland region. After the reading of the report, a preamble and resolution were adopted reciting that application was made to the Baltimore and Ohio Railroad Company by the president and directors of the canal on July 20, 1880, and again on January 18, 1881, to permit a connection to be made by the Pennsylvania Railroad Company in Maryland with the tracks of the Baltimore and Ohio railroad leading from the canal company's basin, between Hoy's and Shriver's mills, to a point at or near the junction of the Mount Savage (now known as the Cumberland and Pennsylvania Railroad Company) with the Baltimore and Ohio Railroad Company; that the application was made under the contract between the canal and Baltimore and Ohio railroad, but that the railroad has neglected or refused to comply with its contract; that the president and directors of the canal be directed to again demand from the railroad company compliance with its contract, and if the company neglect or refuse to comply, then to employ counsel and take action to enforce the rights of the canal company.

THE IMPROVEMENT QUESTION.

Hon. Lloyd Lowndes offered a preamble and resolution reciting the necessity of lengthening certain canal locks for purposes of inter-state transportation, in accordance with the recommendation in the annual report, and allowing the president and directors to dispose of repair bonds not to exceed \$250,000 for that purpose. He offered this resolution in behalf of the stock held by the United States and the District of Columbia.

Gen. Bradley T. Johnson said this resolution affected the interest of the preferred

bondholders, and be referred to his (Johnson's) proposition, made at the recent Washington meeting, to get the Maryland legislature to issue \$500,000 of mortgage bonds and retire the outstanding repair bonds. Gen. Johnson presented a paper, signed by holders of \$482,500 worth of bonds, endorsing his proposition and protesting against the use of the 1878 bonds for the purpose of lengthening locks, etc.

Mr. Bernard Carter submitted a paper, signed by a large number of the holders of the bonds of 184, consenting to the use of the bonds of 1878 as proposed by the president and directors. Among the signers are Messrs. W. W. Corcoran and Riggs & Co., of Washington, the whole amount represented being \$441,000.

ISSUE OF REPAIR BONDS AUTHORIZED

After considerable discussion the members of the board of public works retired to consider the different propositions before them. On their return the vote of the state was cast in favor of Mr. Lowndes' proposition to issue the repair bonds, and it was passed by a vote of 14,542 shares, no opposition being made. The meeting took no formal action on the papers of Gen. Johnson or Mr. Davis.

The next business being an election of officers. Hon. A. P. Gorman was renominated for president. Mr. Gorman said the stockholders had for eight years honored him with the election as president. It was known to many of them that at this time he had no desire to be further connected with the company, and he asked that some other person be elected in his place.

A memorial, numerous signed, asking that Mr. Gorman's resignation be not accepted, because the signers "feel confident that his vigor and skill area bright promise of the canal's future success, that would, to say the least, be greatly imperiled by any change of management at present," was presented. In reply to the objection of Mr. Gorman that he is a United States Senator, the examples are cited of the first president, Charles Fenton Mercer, and of George C. Washington and Francis Thomas, all of whom were members of Congress.

Canal Trade - 1881

A ballot resulted in the election of the following officers, by a vote of 14,547 shares of stock, none being cast in the negative: - President, Arthur P. Gorman; directors, Hon. Patrick Hamill, Col. Jas. G. Berret, (of Washington city,) John Humbird, H. D. Fernandez, J. Bayard H. Smith and Thos. P. Morgan. J. Bayard H. Smith takes the place of Michael Bannon in the Board.

DT, Wed. 6/8/81, p. 3. **Canal Trade**

The following boats, 24 in number, carrying 2,727 18 tons of coal, left this port Tuesday, June 7, 1881:

Consolidation Coal Company

Georgetown:

A. B. Turner	Capt. Reily	112 10
Laura B. Agnew	Capt. Hoadley	112 04
G. Meredith	Capt. Crampton	112 19
A. F. Lantz	Capt. Swain	112 13
J. M. Wheatley	Capt. Seaman	117 01
W. Thompson	Capt. Martz	115 13
Ernst & Holland	Capt. Miller	115 02
Jimmy M., Jr.	Capt. Bush	109 06
Z. Williams	Capt. Mose	116 17
L. P. Hutson	Capt. Brubaker	<u>116 06</u>

Ten boats 1,147 13

Hampshire & Baltimore Company

Georgetown:

Lillie & May	Capt. Grove	111 01
M. W. Adams	Capt. McCarty	113 04
Martha	Capt. Moore	<u>115 14</u>

Three boats 339 19

Blaen Avon Company

Georgetown:

D. Boothe	Capt. Read	111 01
Geo. Hughes	Capt. Callen	115 16
C. W. Porter	Capt. Swain	<u>111 15</u>

Three boats 338 12

George's Creek Coal Company

Georgetown:

M. C. Clay	Capt. Murphy	113 11
R. Fannon	C. Alexander	<u>125 05</u>

Two boats 228 16

Borden Mining Company

Georgetown:

H. Freeland	Capt. Griffith	117 08
Regulus	Capt. Hassett	96 09
A. Kuhn	Capt. Hassett	<u>113 04</u>

Three boats 327 01

Individual

Georgetown:

Mattie	Capt. Seaman	114 00
Hunter Lee	Capt. Dixon	117 15
Geo. S. Couter	Capt. Grimsby	<u>114 02</u>

Three boats 345 17

Sun, Wed. 6/8/81, p. 1. **Cumberland Coal**

Shipments - The shipments from the mines of the Cumberland coal region for the week ended Saturday, June 4, were 45,785 tons, and for the year to that date 774,732 tons, a decrease of 73,469 tons as compared with the corresponding period of 1880. The coal was carried to tidewater as follows: Baltimore and Ohio railroad - week 23,507 tons; year 576,302 tons, decrease as compared with 1880, 5,643 tons. Chesapeake and Ohio canal - week 13,434 tons; year 119,177 tons decrease as compared with 1880, 45,361 tons. Pennsylvania Railroad - week 8,776 tons; year 78,651 tons; decrease as compared with last year, 22,558 tons. The coal was brought from the mines as follows: Cumberland and Pennsylvania Railroad - week 38,010 tons, year 733,077 tons. Baltimore and Ohio Railroad - week 1,649 tons, year 30,620 tons. George's Creek and Cumberland Railroad - week 5,985 tons, year 8,990 tons.

DT, Thu. 6/9/81, p. 3. **Canal Trade**

The following boats, 15 in number, carrying 1,861 01 tons of coal, left this port Wednesday, June 8, 1881:

Consolidation Coal Company

Georgetown:

B. R. Mayfield	Capt. Carder	118 17
Amazon River	Capt. Bender	118 14
J. B. Thomas	Capt. Atwell	118 02

Williamsport:

D. Seibert	Capt. Preston	<u>117 10</u>
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Four boats 473 03

George's Creek Coal Company

Canal Trade - 1881

Georgetown:		
Helen V.	Capt. Eddy	118 05
New Boat	Capt. Zimmerman	123 11
Potomac	Capt. Barger	<u>119 03</u>
Three boats		361 19
Borden Mining Company		
Georgetown:		
E. R. Ladew	Capt. Griffith	123 16
Dr. Wilson	Capt. Griffith	117 17
Areturus	Capt. Hassett	<u>101 07</u>
Three boats		343 00
Hampshire & Baltimore Company		
Georgetown:		
J. R. Cruzen	Capt. Smith	109 05
J. J. Moore	Capt. Boyer	116 16
A. P. Gorman	Capt. Mullin	<u>114 07</u>
Three boats		340 08
Blaen Avon Company		
Georgetown:		
M S. O'Donnell	Capt. Bowers	115 03
	Individual	
Georgetown:		
M. C. Waters	Capt. Renner	110 05
Washington:		
Maggie B.	Capt. Beachler	<u>117 00</u>
Two boats		227 05
P. Hein	lumber for Tunnel	22K ft.

DT, Fri. 6/10/81, p. 3. **Canal Trade**

The following boats, 17 in number, carrying 1,982 01 tons of coal, left this port Thursday, June 9, 1881:

Consolidation Coal Company

Georgetown:		
E K Johnson	Capt. Walker	120 09
Thames River	Capt. Stride	121 03
Washington:		
Jack & Bessie	Capt. Shaffer	114 03
M. A. Shupp	Capt. Shupp	<u>114 17</u>
Four boats		471 04

George's Creek Coal Company

Georgetown:		
Juniata	Capt. Cumming	123 14
Geo B Oswald	Capt. Moore	119 12
D. Sinclair	C. Zimmerman	<u>118 06</u>
Three boats		361 12
Borden Mining Company		

Georgetown:		
Theo Dean	Capt. Hassett	114 02
Harry & Ralph	Capt. Griffith	<u>117 17</u>
Two boats		231 08
Hampshire & Baltimore Company		
Georgetown:		
F. H. Darby	Capt. Tice	114 08
P. L. Lemen	Capt. Kimble	<u>119 00</u>
Two boats		233 08
New Central		
Georgetown:		
E. Schull	Capt. Gannon	112 17
Maryland	Capt. Clendening	<u>107 06</u>
Two boats		220 03
Blaen Avon Company		
Georgetown:		
V. Lear Sprigg	Capt. Chamber	107 18
Ark. Traveler	Capt. Brady	<u>119 05</u>
Two boats		227 03
Individual		
Georgetown:		
Diligent	Capt. Cramer	119 00
Cigarette	Capt. Donnelly	<u>117 12</u>
Two boats		236 12

Sat. 6/11/81, p. 2. On Monday last the annual meeting of the stockholders of the Chesapeake and Ohio Canal Company was held in Annapolis, at which the report of the President, Hon. A. P. Gorman, was read. Mr. Gorman asked that his resignation be accepted, as he no longer desired to be further connected with the Company. Mr. A. Bowie Davis presented a memorial begging that the resignation be not accepted. A ballot was had for officers, 14,547 shares of stock being voted, none being cast in the negative: President, Arthur P. Gorman; directors, Hon. Patrick Hamill, Colonel James G. Berrett, (of Washington city,) John Humbird, H. D. Fernandez, J. Bayard, H. Smith and Thomas P. Morgan.

The re-election of Mr. Gorman is a deserved and well merited compliment to a faithful officer, and is an evidence of the integrity and good management of the work under his care and supervision.

Ibid, p. 3. **Canal Trade**

Canal Trade - 1881

The following boats, 11 in number, carrying 1,275 18 tons of coal, left this port Friday, June 10, 1881:

Consolidation Coal Company

Georgetown:		
H. A. Clark	Capt. Quigley	121 14
A P Mayfield	Capt. Benner	118 08
Geo. Bogus	Capt. Powell	119 01
A. E. McDonald	C. Marmaduke	116 07
Shepherdstown:		
Geo W Knode	Capt. Witmeyer	<u>115 00</u>
Five boats		590 10

Hampshire & Baltimore Company

Georgetown:		
W. P. Wools	Capt. Little	108 06
Daniel Webster	Capt. Martz	<u>112 07</u>
Two boats		220 13

George's Creek Coal Company

Georgetown:		
F A Mertens	Capt. Long	115 11

Blaen Avon Company

Georgetown:		
Daniel Henry	Capt. O'Neal	110 15
	Individual	

Georgetown:		
G Berkebile	Capt. Long	120 15
W H Couter	Capt. ---	<u>117 14</u>
Two boats		238 09

ES, Sat. 6/11/81, p. 8. **West Washington, nee Georgetown – The Canal Trade – Grain** – Arrived boat Jarboe with 2,700 bushels corn and 1,000 bushels wheat.

DT, Mon. 6/13/81, p. 3. **Canal Trade**

The following boats, 19 in number, carrying 2,190 11 tons of coal, left this port Saturday, June 11, 1881:

Consolidation Coal Company

Georgetown:		
G. L. Sheriff	Capt. Sorrell	122 09
H. C. Hicks	Capt. Miller	115 15
A. B. Winship	Capt. Hebb	116 19
B. J. Coulehan	Capt. McCoy	110 00
Wm. Weber	Capt. Rowland	114 16
Dr C F Russell	Capt. Dawson	111 05

Alexandria:		
G. S. French	Capt. Wolf	112 03
Williamsport:		
J. A. Speilman	Capt. Miller	<u>118 19</u>
Eight boats		922 06

Borden Mining Company

Georgetown:		
Cowton & Tilghman	Capt. Hassett	121 05
Arthur Lovell	Capt. Griffith	<u>103 00</u>
Two boats		224 05

George's Creek Coal Company

Georgetown:		
Johnny & Frankie	Capt. Magaha	112 04
Ida J. Reid	Capt. Reid	<u>111 05</u>
Two boats		223 09

New Central

Georgetown:		
M	Capt. Wilson	110 01

Hampshire & Baltimore Company

Georgetown:		
A. J. Mills	Capt. Clark	115 02
Blaen Avon Company		

Georgetown:		
C. F. Mayer	Capt. Reid	115 08
Individual		

Georgetown:		
Wm. Blackwell	Capt. McQuade	116 00
S. J. Kelly	Capt. Myers	119 00
Invincible	Capt. Long	124 00
L. Lovell	Capt. Sensel	<u>121 00</u>
Four boats		480 00

DT, Tue. 6/14/81, p. 2. **President of the Canal** – The Baltimore Gazette of Saturday, in an editorial complimenting Mr. Gorman on his unanimous re-election to the presidency of the canal, takes occasion to refer to the false charges so often made against him and so often exploded. Speaking of the charge made by Mr. Keedy, of Washington county, that he was defeated for the Legislature in 1879 through Mr. Gorman's influence with employees of the canal company, the Gazette says:

“Explicit and positive denial of this charge has long ago and repeatedly been made. But there is ample legal record of its utter falsity.

Immediately after the election of 1879 a bill was filed in the United States Court by Stewart and others charging Mr. Gorman, as president of the canal company, with having used his employees for political purposes, and on that account, asking for a receiver. Mr. Keedy was employed as council to examine witnesses in Washington county to substantiate the charge. All this was the result of his efforts. Each and every employee testified under oath that they never received from Mr. Gorman, or from any one else, instructions to vote against Keedy or any other candidate, and that the employees were never used by him for political purposes. It did transpire, however, that one or two of them voted against Keedy, not by Mr. Gorman's wish, knowledge or consent, but because of personal and political differences between them and Keedy. So that the charge was not only not proved, but Mr. Keedy's endeavors only resulted in proving it to be utterly without foundation.

Why Mr. Keedy should have renewed the charge at a recent meeting of the State Central Committee, in view of these facts, is merely a matter for him to settle with his own conscience. But the facts are as above stated, and of official record under oath – placed there, too, by Mr. Keedy's own efforts to substantiate his allegation. Certainly, the ways of some politicians are of so mysterious a sort that "no fellow can find them out."

Ibid, p. 3. **Canal Trade**

The following boats, 20 in number, carrying 2,345 15 tons of coal, left this port Monday, June 13, 1881:

Consolidation Coal Company

Georgetown:		
W. C. Ernst	Capt. Bender	117 03
W. A. Smoot	Capt. Little	119 16
W. H. Marlow	Capt. Rinehart	124 03
J. Z. Williams	Capt. Zeigler	121 04
Daniel Linkins	C. Marmaduke	120 17
Williamsport:		
Chas B Embrey	Capt. Newcomer	116 02
Mary Anderson	Capt. Woltz	<u>119 00</u>

Seven boats 838 05

Borden Mining Company

Georgetown:		
G F Smith	Capt. Hassett	114 16
Borden & Lovell	Capt. Hassett	115 04
Altair	Capt. Hassett	119 19
Mabel	Capt. Hassett	123 04
Clinton Knode	Capt. Snyder	<u>115 13</u>
Five boats		588 16

George's Creek Coal Company

Georgetown:		
Savannah	Capt. O'Neal	120 00
H S Dixon	Capt. Brooks	112 17
Geo. T. Gatrell	Capt. Harper	114 18
A H Agnew	Capt. Myer	<u>113 16</u>
Four boats		461 11

Hampshire & Baltimore Company

Georgetown:		
H. Hanekamp	Capt. Ganley	119 02
Lizzie K.	Capt. Brown	<u>111 07</u>
Two boats		230 09

Blaen Avon Company

Georgetown:		
Thomas Tierman	Capt. McKerry	111 08
Onward	Capt. Zeigler	<u>115 06</u>
Two boats		226 14

ES, Tue. 6/14/81, p. 4. **West Washington, nee Georgetown – The Canal Trade – Grain** – Arrived boats Medley, Seneca and E. L. Whiting with 9,000 bushels of wheat and 1,000 bushels of corn.

DT, Wed. 6/15/81, p. 3. **Canal Trade**

The following boats, 20 in number, carrying 2,317 09 tons of coal, left this port Tuesday, June 14, 1881:

Consolidation Coal Company

Georgetown:		
P L Burwell	Capt. Morrow	114 19
Geo. S. Young	Capt. Sellers	118 17
Nannie & Willie	Capt. Knode	113 17
A. M. Grove	Capt. Grove	118 08
C	Capt. McCormick	110 19
W J Stevenson	Capt. Byroads	125 06
Jacob McGraw	Capt. Byroads	108 00

Canal Trade - 1881

G M Stonebraker	Capt. Krone	111 06
Willie & Frankie	Capt. Repp	117 08
B R Mayfield	Capt. Piper	<u>121 01</u>
Ten boats		1,170 01

Borden Mining Company

Georgetown:		
Little Nan	Capt. Hassett	110 16
Dr O M Schindell	Capt. Hassett	112 11
Charlie Hassett	Capt. Hassett	122 05
Denton Jacques	Capt. Hassett	113 15
Exchange	Capt. Griffith	<u>116 12</u>
Five boats		576 00

Hampshire & Baltimore Company

Georgetown:		
City of Hamburg	Capt. Shaffer	114 01
Six Children	Capt. Shupp	<u>112 01</u>
Two boats		226 02

New Central

Georgetown:		
R. J. Mitchell	Capt. Green	113 00

George's Creek Coal Company

Georgetown:		
Neta K. Phelps	Capt. Sanbower	113 08

Individual

Georgetown:		
Rainbow	Capt. Widmeyer	118 00

ES, Wed. 6/15/81, p. 4. **West Washington, nee Georgetown** – DROWNED – Hilleary Powell, a deaf-mute coal heaver, for many years employed at the Borden company's coal wharf, was drowned in the river this morning at the Borden wharf by falling from a gang plank while wheeling coal from the wharf to a schooner. The deceased was a middle-aged colored man, commonly known by the name of "Dummy," and lived with his mother at 2445 M street. His body had not been recovered at noon today.

DT, Thu. 6/16/81, p. 3. **Canal Trade**

The following boats, 25 in number, carrying 2,923 04 tons of coal, left this port Wednesday, June 15, 1881:

Consolidation Coal Company

Georgetown:		
Col. J. C. Lynn	Capt. Reid	119 03

J. W. Turner	Capt. Mertens	119 02
M. B. Winship	Capt. Bowers	118 08
R. J. West	Capt. Hudson	114 19
John Miller	Capt. Brown	120 19
Grason & Fannie	Capt. Rinehart	112 13
Theo. M. Smith	Capt. Smith	117 16
T. O'Connell	Capt. Mills	112 18
Williamsport:		
Kate & Jimmie	Capt. Martz	<u>111 00</u>
Nine boats		1,046 18

Borden Mining Company

Georgetown:		
Jacob H. Snyder	Capt. Hassett	113 03
W. T. Hassett	Capt. Hassett	116 07
B. M. Young	Capt. Hassett	116 02
Fall River	Capt. Hassett	110 06
Sally E. Hassett	Capt. Hassett	<u>115 07</u>
Five boats		571 05

George's Creek Cola Company

Georgetown:		
C. T. Dixon	Capt. Coffman	117 14
C W Brengle	Capt. McAtee	118 07
F. H. Irwin	Capt. Hall	115 02
E. T. Woody	Capt. Crumbaugh	<u>118 07</u>
Four boats		469 10

Hampshire & Baltimore Company

Georgetown:		
Emily H.	Capt. Hammond	119 02
D. L. Taylor	Capt. Payton	<u>116 14</u>
Two boats		235 16

New Central

Georgetown:		
Belle Humbird	Capt. Sherman	113 19
Individual		

Georgetown:		
Cloud	Capt. Gearhart	120 00
Laura S.	Capt. Little	120 00
Alex Kratz	Capt. Brookman	116 08

Washington:		
Highlander	Capt. Young	<u>129 08</u>
Four boats		485 16

ES, Thu. 6/16/81, p. 4. **West Washington, nee Georgetown** – THE BODY OF HILLEARY POWELL, the colored deaf mute who was

drowned in the Potomac at the Borden wharf, as mentioned in yesterday's *Star*, was recovered at 6:30 o'clock p.m. yesterday and taken to his home, No. 2445 M street northwest, and the coroner notified.

The Canal Trade – Grain – Arrived boat California with 2,700 bushels wheat and 400 bushels corn.

Coal Shipments - For week ending Saturday, June 11, were 40,686 tons, and for the year to that date 815,418 tons, a decrease of 79,520 tons as compared with the corresponding period of 1880. The shipments to the Baltimore and Ohio railroad were, for the week 16,667 tons; for the year 596,477 tons, a decrease of 8,737 tons, as compared with 1880. The shipments to the Chesapeake and Ohio canal were, for the week 11,430 tons; for the year 130,607 tons, a decrease of 53,627 tons, as compared with last year. The shipments to the Pennsylvania Railroad were, for the week 9,545 tons; for the year 88,196 tons; a decrease of 17,295 tons, as compared with last year.

DT, Fri. 6/17/81, p. 3. **Canal Trade**

The following boats, 22 in number, carrying 2,578 19 tons of coal, left this port Thursday, June 16, 1881:

Consolidation Coal Company

Georgetown:		
C D Warfield	Capt. Kerns	121 17
Julia Tyler	Capt. Nuse	117 17
L W Guinand	Capt. Weller	115 07
J. Maury Dove	Capt. Bender	113 00
Z. Williams	Capt. Mose	113 05
L. C. Burwell	Capt. Zilus	<u>117 11</u>
Six boats		708 17

Borden Mining Company

Georgetown:		
Willie D.	Capt. Hassett	115 14
Dr. A. Shank	Capt. Hassett	120 02
Unexpected	Capt. Hassett	117 08
W H Hasters	Capt. Hassett	117 09
Alexander	Capt. Griffith	<u>119 15</u>
Five Boats		590 04

George's Creek Coal Company

Georgetown:		
O	Capt. Little	117 14
H. Loveridge	Capt. ---	115 05
Henry Boyd	Capt. ---	<u>121 15</u>
Three boats		354 14

New Central

Georgetown:		
Lucinda	Capt. Gaines	115 07
Susquehanna	Capt. Dick	120 01
Harlow Bros	Capt. Bissett	<u>110 10</u>
Three boats		345 18

Hampshire & Baltimore Company

Georgetown:		
Little Eddie	Capt. Atwell	114 11
Francis Gannon	Capt. Atwell	112 07
Chas. W Osburn	Capt. Osburn	<u>116 08</u>
Three boats		343 06

Individual

Georgetown:		
Echo	Capt. Crawl	116 00
J A Garfield	Capt. Otto	<u>120 00</u>
Two boats		236 00

ES, Fri. 6/17/81, p. 4. **West Washington, nee Georgetown** – SCARCITY OF VESSELS – There is a great scarcity of vessels at this port, and there is a large quantity of coal upon the wharves and in the boats awaiting them. One reason for this is that freight prices have been raised, and the coal companies don't want to pay the increased rates.

AG, Fri. 6/17/81, p. 2. **A Question of Title**

The fact that the piers of the Georgetown aqueduct are the property of a Virginia canal company has just become known to most of the people of the District, who have been under the mistaken impression that they belonged either to the government of the United States or to the Chesapeake and Ohio Canal Company. The subject is now being investigated by R. T. Birchett and R. A. Bailey, clerks detailed by the Treasury Department of the United States for this purpose. The Chesapeake and Ohio Canal Company was designed to serve the commercial advantage of all the District cities, Georgetown

was the terminus of the main line. The corporation of Washington in 1831 bought the pre-existing Washington canal and designed it to carry the boats from the Chesapeake and Ohio Canal through the city and over to the Eastern Branch. Alexandria was at first intended to be supplied by a canal diverging from the Chesapeake and Ohio Canal on the Virginia, near the Little Falls, the boats crossing the river there without an aqueduct; but it was finally determined to carry the canal across the river by an aqueduct at Georgetown, and in the summer of 1830 the Alexandria Canal Company was organized, and between November, 1831, and November 16, 1844, the town of Alexandria subscribed \$500,000 toward the canal, which runs from the Chesapeake and Ohio Canal at Bridge street, Georgetown, to the Potomac river at Montgomery street, Alexandria, passing by aqueduct over the Potomac river and over Four Mile run. While the canal was being dug through Alexandria county the Potomac aqueduct, whose massive character has recently been described in this correspondence, was in progress of construction. Congress, while this work was in progress, directed the Secretary of the Treasury, by act approved March 3, 1837, upon the deposit with him of the stock held by the city of Alexandria in the Alexandria Canal Company, with proper arrangements and conveyances thereof from the corporation authorities of the city of Alexandria, to advance from time to time the sum of \$300,000 in order to complete the canal.

The Common Council of Alexandria on the 15th of April, 1837, "ordered that the mayor, on behalf of the Common Council of Alexandria, to deposit in the hands of the Secretary of the Treasury of the United [States] the certificates of stock in the Alexandria Canal Company held by the Common Council, as required by the act of Congress of the 31st of March, 1837, containing the appropriation for the continuation of the Alexandria Canal." This, however, did not suit the Treasury Department, which demanded another mode of transfer. There was

considerable opposition to the kind of conveyance demanded by the subordinate officer of the treasury, and finally on the 4th of April, 1837, they made the following order as a compromise: "That the mayor, on behalf of the Common Council of Alexandria, do deposit in the hands of the Secretary of the Treasury * * * of stock, etc. * * * *, and further, that the mayor be, and he is hereby, authorized and directed to execute and deliver all proper and competent its ramenis and conveyances in law to vcs: said stock in the Secretary of the Treasury of his successors in office for and in behalf of the United States, to be held in trust upon the same terms and conditions in all respects as the stocks held in the Chesapeake and Ohio Canal Company by the several cities of this District were required to be held in and by virtue of the act approved July 7, 1836, entitled 'An act for the relief of several corporate citied of the District of Columbia.'" The matter and all papers connected with it was placed in charge of the committees representing the interests of Alexandria before the next Congress. There was a change in the administration. The new secretary did not demand the hypothecation of the stock, and advance the money without it, and the stock was part of that sold in 1847 to the State of Virginia *at par*, the corporation of Alexandria receiving some \$272,000 therefor. – *Wash. cor., Balt. Sun.*

DT, Sat. 6/18/81, p. 3. **Canal Trade**

The following boats, 26 in number, carrying 2,964 17 tons of coal, left this port Friday, June 17, 1881:

Consolidation Coal Company

Georgetown:

Willie & Johnnie	Capt. Morrison	120 12
Consolidation	Capt. Boyer	116 00
V S Brashears	Capt. Moore	114 15
Bessie G.	Capt. Artz	116 15
L. P. Hutson	Capt. Brubaker	119 04
Lou & Glenn	C. Eichelberger	116 02
R. H. Jones	Capt. Westbrook	118 11
L. H. Kuhn	Capt. Kroon	113 14

Canal Trade - 1881

Elbe River	Capt. Swain	120 06
Allegheny	Capt. Kroon	119 01
Williamsport:		
David Seibert	Capt. Preston	<u>111 17</u>
Eleven boats		1,285 19
Borden Mining Company		
Georgetown:		
Henry Boley	Capt. Hassett	117 17
Regulus	Capt. Hassett	94 07
Warren Delano	Capt. Hassett	115 04
Susan Charles	Capt. Hassett	112 12
M. S. Fernsner	Capt. Hassett	119 18
Harry Borden	Capt. Griffith	<u>114 09</u>
Six boats		<u>676 07</u>
George's Creek Coal Company		
Georgetown:		
Wm M. Price	C Grimminger	113 08
Thomas Veneer	Capt. ---	101 13
A. H. Bradt	Capt. Hill	<u>115 05</u>
Three boats		330 06
Hampshire & Baltimore Company		
Georgetown:		
Sallie & Jennie	Capt. Bowers	110 14
James T Hager	Capt. Leonard	109 03
Sarah B.	Capt. Stalley	<u>113 10</u>
Three boats		333 06
Blaen Avon Company		
Georgetown:		
William Foley	C. Montgomery	110 13
Wm M. Mertens	Capt. Merryman	<u>110 13</u>
Two boats		221 06
Individual		
Washington:		
Baltimore	Capt. Young	117 03

ES, Sat. 6/18/81, p. 8. **West Washington, nee Georgetown – The Canal Trade – Grain** – Arrived boat Ruby with 4,000 bushels wheat – sold to arrive.

DT, Mon. 6/20/81, p. 3. **Canal Trade**
The following boats, 24 in number, carrying 2,749 12 tons of coal, left this port Saturday, June 18, 1881:

Consolidation Coal Company

Georgetown:

B. C. Barroll	Capt. Jackson	121 10
D	Capt. Weller	114 10
Robert Shriver	Capt. Nuse	117 05
Joseph Light	Capt. Conrad	115 00
Three Sisters	Capt. Little	116 19
Geo. M. Ryan	Capt. Kroon	114 00
W. H. Lowe	Capt. Carter	119 00
H. K. Shaner	Capt. Krone	117 10
Ida J. Kreps	Capt. Smith	115 15
J. M. Wheatley	Capt. Seaman	117 13
Williamsport:		
Jack & Bessie	Capt. Shaffer	<u>113 05</u>
Eleven boats		1,282 07
Borden Mining Company		
Georgetown:		
Kate Prather	Capt. Hassett	119 18
Areturus	Capt. Hassett	100 17
Sycorax	Capt. Hassett	121 11
R. B. Lynn	Capt. Hassett	118 14
New Era	Capt. Griffith	<u>99 14</u>
Five boats		560 09
Blaen Avon Company		
Georgetown:		
Martin Scalley	Capt. Dunn	110 15
Clara	Capt. Colbert	114 09
Eliz. Snyder	Capt. Snyder	109 17
L Poffenberger	Capt. Stickle	<u>114 10</u>
Four boats		449 11
Hampshire & Baltimore Company		
Georgetown:		
M. A. West	Capt. Conrad	110 08
D. R. Long	Capt. Evens	<u>112 07</u>
Two boats		222 15
New Central Coal Company		
Georgetown:		
Richard Fannon	Capt. Alexander	115 13
Individual		
Georgetown:		
Cigarette	Capt. Donnelly	118 17

DT, Tue. 6/21/81, p. 3. **Canal Trade**
The following boats, 19 in number, carrying 2,173 08 tons of coal, left this port Monday, June 20, 1881:

Consolidation Coal Company

Georgetown:

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A P Mayfield	Capt. Benner	118 16
W. Tomson	Capt. Virtz	113 05
A. F. Lantz	Capt. Swain	112 18
Geo. A. Pearre	Capt. Shives	114 16
J. W. Steiner	Capt. Ingram	114 13
Ernst F Holland	Capt. Penner	113 03
Williamsport:		
M. A. Shupp	Capt. Shupp	112 16
J A Smeelman	Capt. Miller	116 17
Alexandria:		
G S French	Capt. Wolf	<u>112 11</u>
Nine boats		1,029 15
Hampshire & Baltimore Company		
Georgetown:		
A. A. Briggs	Capt. Grosh	109 08
Lewis Peacock	Capt. Keedy	115 17
F. W. Mintdrop	Capt. Anderson	<u>115 01</u>
Three boats		340 06
Borden Mining Company		
Georgetown:		
M. S. Haines	Capt. Hassett	112 14
A. Kuhn	Capt. Hassett	<u>120 10</u>
Two boats		233 04
Blaen Avon Company		
Georgetown:		
D. Booth	Capt. Read	114 02
T. F. McCardell	C. McCormick	<u>114 08</u>
Two boats		228 10
New Central Coal Company		
Georgetown:		
Bernadette	Capt. Bancord	110 03
George's Creek Coal Company		
Georgetown:		
Cumberland	Capt. Pierce	114 01
Individual		
Georgetown:		
J Marmaduke	Capt. Schopper	117 04

DT, Wed. 6/22/81, p. 3. **Canal Trade**

The following boats, 17 in number, carrying 1,950 01 tons of coal, left this port Tuesday, June 21, 1881:

Consolidation Coal Company		
Georgetown:		
A. B. Turner	Capt. Reily	116 03
Jimmy M, jr.	Capt. Bush	118 05

J. B. Thomas	Capt. Atwell	115 18
E. K. Johnson	Capt. Walker	119 02
Williamsport:		
C. B. Embrey	Capt. Newcomer	<u>111 19</u>
Five boats		581 07
Borden Mining Company		
Georgetown:		
Thomas Dean	Capt. Hassett	115 04
Cowton & Tilghman	Capt. Hassett	121 15
Walter Bell	Capt. Griffith	116 17
James Clark	Capt. Griffith	124 12
Areturus	Capt. Griffith	<u>97 12</u>
Five boats		576 00
Hampshire & Baltimore Company		
Georgetown:		
A. B. Spear	Capt. Kirby	108 12
Emma & Julia	Capt. Crampton	112 09
Wm. L. Read	Capt. Manning	<u>113 07</u>
Three boats		334 08
Blaen Avon Company		
Georgetown:		
F. Williams	C. McCormick	110 06
Katie & Addie	Capt. Peck	<u>110 07</u>
Two boats		220 13
Individual		
Georgetown:		
Hunter G.	Capt. Brookman	120 00
Helen V.	Capt. Eddy	<u>117 13</u>
Two boats		237 13

*Sun, Wed. 6/22/81, p. 4. **Cumberland Coal Shipments** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, June 18, were 39,506 tons, and for the year to that date 854,924 tons, a decrease of 82,059 tons as compared with the corresponding period of 1880. The coal was carried to tidewater as follows: Baltimore and Ohio railroad - week 19,359 tons; year 615,836 tons, decrease as compared with last year 10,777 tons. Chesapeake and Ohio canal - week 14,517 tons; year 145,125 tons; decrease as compared with last year 56,010 tons. Pennsylvania Railroad - week 5,614 tons; year 93,810 tons; decrease as compared with last year, 15,424 tons. The coal was brought from the mines as follows:*

Cumberland and Pennsylvania Railroad – week 36,953 tons; year 805,224 tons. Baltimore and Ohio Railroad – week 1,286 tons; year 33,072 tons. George’s Creek and Cumberland Railroad – week 1,158 tons; year 14,459 tons.

DT, Thu. 6/23/81, p. 3. **Canal Trade**

The following boats, 22 in number, carrying 2,526 05 tons of coal, left this port Wednesday, June 22, 1881:

Consolidation Coal Company

Georgetown:

G C Goodrich	Capt. Little	115 15
Four Brothers	Capt. Little	120 00
Amazon River	Capt. Bender	119 04
G. Meredith	Capt. Compton	116 17
Thames River	Capt. Stride	124 08
H. A. Clark	Capt. Quigley	119 19
Six boats		716 03

New Central Coal Company

Georgetown:

Missouri	Capt. Ardinger	121 18
E. Cahill	Capt. Gannon	116 00
A. Berry	Capt. Ardinger	121 14
Johnnie	Capt. Kean	117 12
J. M. Schley	Capt. Kean	123 01
Five boats		599 05

Borden Mining Company

Georgetown:

E. R. Ladew	Capt. Griffith	119 02
A. Lovell	Capt. Griffith	106 04
H. Freeland	Capt. Griffith	118 00
I. Wilson	Capt. Griffith	122 17
Four boats		466 03

Blaen Avon Company

Georgetown:

George Hughes	Capt. Callen	109 15
John Meyer	Capt. Roof	113 02
Two boats		222 17

Hampshire & Baltimore Company

Georgetown:

Laura	Capt. Barley	109 17
	Individual	

Georgetown:

Mattie	Capt. Seaman	113 14
Maggie B.	Capt. Beachler	115 00

Paddy Dunlap	Capt. Keady	108 06
Washington:		
W. Blackwell	Capt. McQuade	115 00
Four boats		452 00

Fined for Whipping Boy

Yesterday afternoon Louis Hughes, of Washington county, a canal boat captain, was arraigned before Squire King and fined \$10 and costs for cruelly whipping his driver, a lad named Maur’ce Everall, aged about fourteen years. The boat was lying at the Consolidation wharf, and Hughes had sent the boy on some errand across the railroad. The boy stopped to play marbles, and Hughes went after him and whipped him with, what one of the witnesses said, was a stick as heavy as a broom. Samuel Penn, the watchman at the railroad crossing there, saw the beating and called upon Hughes to stop. He paid no attention to this, when Penn went in search of Officer Martz, who arrested Hughes. The boy in this case was one of a large class of unfortunate children who are thrown upon the canal as drivers. When put upon the stand he could not tell his own story, and a more unfortunate, woe-begone creature never lived. A huge scar was on the side of his face where he had been kicked by a mule and thrown into the canal. He seemed to be completely terrorized by his master.

The Squire in pronouncing sentence in this case said that he had often heard before of the cruelty practiced upon boys by some of the boat captains on the canal. He hoped the present case would soon be known along the whole line of the canal, and that it would stand as a warning to all such.

DT, Fri. 6/24/81, p. 3. **Canal Trade**

The following boats, 27 in number, carrying 3,163 02 tons of coal, left this port Thursday, June 24, 1881:

Consolidation Coal Company

Georgetown:

Laura B. Agnew	Capt. Hoadley	116 10
A. Campbell	Capt. Eddy	116 04

Canal Trade - 1881

M. B. Mayfield	Capt. Carder	119 05
G. Bogus	Capt. Powell	120 09
G. L. Shupp	Capt. Sorrell	124 05
Dr. C. F. Russell	Capt. Bowers	113 05
Wm. Weber	Capt. Rowland	117 01
A. B. Winship	Capt. Hebb	117 14
Williamsport:		
D. Seibert	Capt. Preston	<u>117 11</u>
Nine boats		1,064 04
New Central Coal Company		
Georgetown:		
Mississippi	Capt. Read	122 05
Osceola & Jake	Capt. Davis	120 00
Ida J. Reid	Capt. Reid	113 03
C. W. Porter	Capt. Swain	116 14
Dr. J P Broaderick	Capt. Donnelly	<u>113 13</u>
Five boats		585 16
Blaen Avon Company		
Georgetown:		
Four Sisters	Capt. Harris	113 17
Adam Sherman	C. Poffenberger	109 12
C. C. Kelly	Capt. Spong	109 13
M. S. O'Donnell	Capt. Brown	<u>113 16</u>
Four boats		446 18
Borden Mining Company		
Georgetown:		
Highlander	Capt. Griffith	123 02
Hampshire & Baltimore Company		
Georgetown:		
G. W. Knode	Capt. Malone	114 18
Individual		
Georgetown:		
Meyersdale	Capt. Stull	119 00
S. M. Reitzell	Capt. Rodenizer	119 00
M. McClary	C. Zimmerman	120 00
S. J. Kelley	Capt. Myers	119 00
M. M. Jane	Capt. Morrison	<u>114 03</u>
Five boats		591 03
Gaston Coal Company		
Washington:		
G. Berkebile	Capt. Young	120 11
Altoona	Capt. Young	<u>116 10</u>
Two boats		237 01

ES, Fri. 6/24/81, p. 4. **West Washington, nee Georgetown** – LEAK IN THE CANAL – A leak

in the 4-mile “log-wall level” of the canal, about eleven miles from this place, occurred yesterday, and has prevented the arrivals of boats today. The water was turned off last night, and repairs are being made today.

DT, Sat. 6/25/81, p. 3. **Canal Trade**

The following boats, 20 in number, carrying 2,400 02 tons of coal, left this port Friday, June 24, 1881:

Consolidation Coal Company		
Georgetown:		
A. E McDonald	Capt Marmaduke	113 14
Z. Williams	Capt. Mose	117 16
B. J. Coulehan	Capt. McCoy	114 04
C. F. Mayer	Capt. Reid	124 17
Williamsport:		
Jack & Bessie	Capt. Shaffer	<u>118 10</u>
Five boats		589 01
New Central Coal Company		
Georgetown:		
E. T. Woody	C. Crumbaugh	113 12
Geo. S. Couter	C. Zimmerman	111 19
J. F. A. Remley	Capt. Dixon	111 11
Daniel Henry	Capt. O'Neal	118 15
F. M. Offutt	Capt. Edenhart	112 11
Lucy & Willie	Capt. Ingram	<u>112 06</u>
Six boats		780 16
Borden Mining Company		
Georgetown:		
Little Nan	Capt. Hassett	114 00
Denton Jacques	Capt. Hassett	111 12
G. F. Smith	Capt. Hassett	115 06
Exchange	Capt. Griffith	115 04
C. Knode	Capt. Snyder	<u>117 08</u>
Five boats		573 10
Hampshire & Baltimore Company		
Georgetown:		
J. W. Carder	Capt. Darkey	118 08
Ida & Harry	Capt. Ekis	<u>110 14</u>
Two boats		220 02
Blaen Avon Company		
Georgetown:		
Lillie & May	Capt. Grove	113 19
J. J. Moore	Capt. Boyer	<u>113 14</u>
Two boats		227 13

Canal Trade - 1881

RS, Sat. 6/25/81, p. 8. **West Washington, nee Georgetown – The Canal Trade**, which was interrupted a short while by the break in the log wall level of the canal, was resumed last night, the break having been repaired.

Grain – Arrived boat Samuel Jarboe with 3,500 bushels corn; boat Farmer’s Friend with load of corn.

DT, Mon. 6/27/81, p. 3. **Canal Trade**

The following boats, 24 in number, carrying 2,721 16 tons of coal, left this port Saturday, June 25, 1881:

Consolidation Coal Company

Georgetown:

Lillie	Capt. Drenner	119 02
A. P. Gorman	Capt. Mullen	116 04
H. C. Hicks	Capt. Miller	116 12
W. H. Marlow	Capt. Rinehart	123 12
W. A. Smoot	Capt. Little	124 11
B. R. Mayfield	Capt. Piper	121 00

Williamsport

M. A. Anderson	Capt. Waltz	<u>118 01</u>
Seven boats		799 02

Borden Mining Company

Georgetown:

B. M. Young	Capt. Hassett	117 07
Areturus	Capt. Hassett	98 08
W. T. Hassett	Capt. Hassett	115 05
Regulus	Capt. Hassett	98 11
Maybell	Capt. Griffith	119 02
Onward	Capt. Griffith	114 10
Rainbow	Capt. Griffith	<u>114 02</u>

Seven boats		777 03
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New Central Coal Company

Georgetown:

R. J. Mitchell	Capt. Grim	113 07
J. R. Couter	Capt. Williams	112 04
M. Ruben	Capt. Reader	119 10
R. A. Farmer	Capt. Ardinger	116 12
D. Sinclair	C. Zimmerman	116 03
M. W. Adams	Capt. McCarty	<u>117 14</u>

Six boats		695 10
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Blaen Avon Company

Georgetown:

Wm. M. Mertens	C. Merryman	114 12
J. R. Cruzen	Capt. Smith	<u>109 17</u>
Two boats		224 09

Hampshire & Baltimore Company

Georgetown:

F. H. Darby	Capt. Tice	108 00
	Individual	

Georgetown

Steffey & Findley	Capt. Rodeniser	117 02
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DT, Tue. 6/28/81, p. 3. **Canal Trade**

The following boats, 19 in number, carrying 2,221 09 tons of coal, left this port Monday, June 27, 1881:

Consolidation Coal Company

Georgetown:

W.C. Ernst	Capt. Bender	116 18
Daniel Linkins	C. Marmaduke	119 07
Jos Z Williams	Capt. Ziegler	124 14
Jacob McGraw	Capt. Shaw	111 15
L. P. Hutson	Capt. Brubaker	117 14
G M Stonebraker	Capt. Krone	115 07

Williamsport:

M. A. Shupp	Capt. Shupp	116 11
J A Spielman	Capt. Miller	<u>114 15</u>

Eight Boats		937 01
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New Central Coal Company

Georgetown:

A. H. Agnew	Capt. Myers	115 15
Delaware	C. Dickerhoof	121 00
Susquehanna	Capt. Dick	116 18
Lucinda	Capt. Gower	113 07
Willie Snyder	Capt. Moore	<u>116 18</u>
Five boats		583 18

Borden Mining Company

Georgetown:

Charlie Hassett	Capt. Hassett	113 04
Unexpected	Capt. Hassett	119 17
Gen. Garfield	Capt. Griffith	<u>121 05</u>
Three boats		354 06

George’s Creek Cola Company

Georgetown:

C W Brengle	Capt. McAtee	117 01
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Hampshire & Baltimore Company

Alexandria

Van L Sprigg	Capt. Chambers	117 09
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Blaen Avon Company
 Georgetown
 Wm. Foley C. Montgomery 111 14

Sun, Wed. 6/29/81, p. 2. **Senator A. P. Gorman**, who is on a visit to Cumberland, Md., is quoted by the *Times* of that city as denying that he is a stockholder in the West Virginia Central and Pittsburg Railroad Company. He is interested in the road only so far as it is a prospective feeder to the Chesapeake and Ohio Canal.

DT, Wed. 6/29/81, p. 3. **Canal Trade**

The following boats, 23 in number, carrying 2,660 15 tons of coal, left this port Tuesday, June 28, 1881:

Consolidation Coal Company

Georgetown:
 Nannie & Willie Capt. Knode 115 07
 P. L. Burwell Capt. Morrow 118 01
 John Miller Capt. Brown 120 03
 L. W. Grunand Capt. Weller 121 03
 J. Maury Dove Capt. Benner 120 05
 W G Stevenson Capt. Brubaker 119 19
 Williamsport:
 C. B. Embrey Capt. Newcomer 111 03
 Katie & Jimmy Capt. Woltz 111 14
 Eight Boats 937 15

Borden Mining Company

Georgetown:
 Fall River Capt. Hassett 111 13
 Jacob H. Snyder Capt. Hassett 116 03
 Sally E. Hassett Capt. Hassett 114 07
 Borden & Lovell Capt. Hassett 115 05
 Willie D. Capt. Hassett 116 08
 Dr. A. Shank Capt. Hassett 119 01
 Six boats 692 17

New Central Coal Company

Georgetown:
 Daniel Webster Capt. Martz 114 00
 Carrie V. Capt. Martz 116 08
 Two boats 230 08

Blaen Avon Company

Georgetown:
 M. C. Clay Capt. Murphy 110 12

Thomas Tiernan Capt. McKelvey 115 08
 Two boats 226 00

Hampshire & Baltimore Company

Alexandria
 B. L. Slack Capt. Moriarity 116 08
 M C Merryman Capt. Penner 107 07
 Two boats 223 15

Individual

Georgetown
 J. N. Cover Capt. Dascol 111 00
 C. T. Dixon Capt. Dixon 115 00
 Invincible Capt. Long 123 00
 Three boats 350 00

DT, Thu. 6/30/81, p. 3. **Canal Trade**

The following boats, 21 in number, carrying 2,444 00 tons of coal, left this port Wednesday, June 29, 1881:

Consolidation Coal Company

Georgetown:
 Julia Tyler Capt. Nuse 118 04
 C. D. Warfield Capt. Kerns 124 19
 R. H. Jones Capt. Westbrook 121 02
 Alice P. Mayfield Capt. Benner 120 15
 Willie & Frankie Capt. Repp 117 09
 Williamsport:
 D. Seibert Capt. Preston 117 08
 Grason & Fannie Capt. Rinehart 110 01
 Alexandria:
 Geo. S. French Capt. Wolf 100 19
 Eight Boats 930 17

New Central Coal Company

Georgetown:
 Potomac Capt. Barger 125 14
 W. H. Couter Capt. Armstrong 113 03
 A. J. Mills Capt. Clark 114 12
 Henry Hanekamp Capt. Connell 113 01
 Col. J. C. Lynn Capt. Reid 117 08
 Maryland Capt. Claudius 104 04
 Six boats 693 01

Borden Mining Company

Georgetown:
 Echo Capt. Griffith 120 07
 Harry & Ralph Capt. Griffith 119 11
 Two boats 239 18

Blaen Avon Company

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Georgetown:		
Lizzie K.	Capt. Bowers	115 13
Clara Brady	Capt. Harrison	<u>107 09</u>
Two boats		223 02
George's Creek Coal Company		
Georgetown		
Laura S.	Capt. Little	120 10
Hampshire & Baltimore Company		
Alexandria:		
P. L. Lemen	Capt. Kimble	116 17
	Individual	
Georgetown		
Cigarette	Capt. Donnelly	119 15

ES, Thu. 6/30/81, p. 4. TO THE GREAT FALLS. On the FOURTH OF JULY, Steamer *Belle May* will leave Congress street bridge at 8 a.m. Round Trip 75¢. The above steamer can be chartered at reasonable rates. J. PASSENO, 3134 Water street, Georgetown.

DT, Sat. 7/2/81, p. 3. **Canal Trade**

The following boats, 39 in number, carrying 4,546 14 tons of coal, left this port Friday, July 1, 1881:

Consolidation Coal Company		
Georgetown:		
J. M. Wheatley	Capt. Seaman	118 18
H. K. Shaner	Capt. Kroon	119 07
L. C. Burwell	Capt. Cramer	118 01
Three Sisters	Capt. Little	118 00
Geo. M. Ryan	Capt. Kroon	118 04
Lou & Glenn	Capt. Eichelberger	118 10
Elbe River	Capt. Swain	123 00
B. C. Barroll	Capt. Jackson	120 14
Consolidation	Capt. Barger	119 04
Willie & Johnnie	Capt. Morrison	120 00
C	Capt. McCormick	117 02
V. S. Brashears	Capt. Moore	113 09
A. M. Grove	Capt. Grove	119 09
L. H. Kuhn	Capt. Krone	116 15
Williamsport:		
Maj. Anderson	Capt. Waltz	118 12
Jack & Bessie	Capt. Shaffer	<u>115 12</u>
Sixteen boats		1,893 08
Borden Mining Company		

Georgetown:		
Sycorax	Capt. Hassett	122 16
M. S. Fernsner	Capt. Hassett	118 17
Hunter G.	Capt. Griffith	122 07
Harry Borden	Capt. Griffith	115 06
Warren Delano	Capt. Hassett	113 04
Susan Charles	Capt. Hassett	116 12
W. H. M. Masters	Capt. Hassett	114 13
H. Boley	Capt. Hassett	114 14
Dr. O M Schindell	Capt. Hassett	<u>120 00</u>
Nine boats		1,058 10
New Central Coal Company		
Georgetown:		
City of Hamburg	Capt. Shaffer	113 16
Six Children	Capt. Shupp	117 14
F. A. Mertens	Capt. Long	117 17
H. S. Dixon	Capt. Brooks	108 14
N. K. Phelps	Capt. Dixon	108 07
Savanah	Capt. O'Neal	122 14
T. M. Smith	Capt. Smith	114 00
Harlow Bros.	Capt. Bissett	115 16
Wm. P. Wools	Capt. Little	<u>110 01</u>
Nine boats		1,028 19
Hampshire & Baltimore Company		
Georgetown:		
Minnie & Pinkie	Capt. Beckwith	116 16
Martha	Capt. Moore	<u>120 07</u>
Two boats		229 03
Blaen Avon Company		
Georgetown:		
M. Scally	Capt. Dunn	111 04
George's Creek Coal Company		
Georgetown:		
Geo. B. Oswald	Capt. Mouse	112 10
	Individual	
Georgetown		
Alex Kratz	Capt. Brookman	114 00

Sun, Sat. 7/3/81, p. 1. **ATTEMPTED MURDER OF THE PRESIDENT.**

Washington, July 2. – The change from the busy but to most men the trifling rivalries and intrigues of political life at the nation's capital to the sharp, clear-cut occasion when a pistol-shot echoes through the world and brings all suddenly to a reality that all men can appreciate, to life and

death, is a change not often made here. These few occasions are the very cameos of history, cut and set into the solid stone that makes imperishable history. The mad attempt upon the life of James A. Garfield, President of the United States, by Charles Guiteau, at the depot of the Baltimore and Potomac Railroad yesterday, was such an occasion.

THE TRAGIC NARRATIVE

The story of the shooting, though dramatic enough in some details, can be told in a few words: It was announced several days since that the President would start this morning on the Eastern tour, to assist in several college commencements. He arrived at the B street entrance of the Baltimore and Potomac Road about 9:30 o'clock, the others in his party having arrived shortly before him. They consisted of Secretary and Mrs. Hunt, Secretary Windom and Mrs. Windom, Postmaster-General James and others, all of whom had taken seats in the cars. The President was accompanied by Secretary Blaine. They came in the same carriage, the President entering the depot in the lead. As he stepped out of his carriage, he asked police officer Kearney, the depot officer, if he had any time to spare. Mr. Kearney answered, "Yes, a few minutes." The officer then turned his back, and in an instant the reports of two pistol shots, the one following close upon the other, were heard. Chas. Guiteau, the assassin, had been seen to enter the depot a few minutes before the President arrived, though his actions were not of a character to attract the attention of those who were in the depot. He stood in about the center of the hall leading from the B-street entrance or ladies' room, and advanced towards the President as he entered. Without giving any notice whatever of his intention he fired, the ball from the first shot entering the right sleeve of the President's coat, passing up the same and out at the shoulder. This ball did no injury, except scratch the flesh of the arm, though it was thought at first that it had entered the shoulder. The President at this juncture turned, when Guiteau fired the second time, the ball entering

the back, lodging in the kidneys. This staggered the President and he fell to the floor. Mrs. White, the janitress of the ladies' room of the depot, first ran to the President. Secretary Blaine was so shocked by the occurrence that he first ran after the assassin, and finding that he was in the custody of officer Kearney, returned to the side of the President, who was taken upstairs to the superintendent's room, where in a few moments several surgeons were in attendance upon him. They expressed the gravest doubts the moment they saw what direction the ball had taken. The wound bled freely, though the hemorrhage was at no time very profuse. The President vomited slightly and fainted, but in a short time recovered consciousness and talked freely to those around him. In an hour it was thought better to remove him to the White House, which was done by means of the police ambulance, Drs. Bliss, Wales and Surgeon-General Barnes riding with him. Corbin sitting with the driver, and Col. Rockwell, the superintendent of public buildings and grounds standing on the rear step. Dr. Lincoln and a couple of the other physicians followed in the wagon of the chief of the fire department, which happened to be near the depot at the time.

It is wonderful how the news of the assassination got abroad, and in a few minutes after the shooting took place several hundred had gathered about the depot. Five minutes afterwards the number had quadrupled, and by the time the ambulance started to the White House several thousand had collected about the depot. A platoon of mounted police kept the larger part of the crowd from following, but as they reared the White House they found just as many congregated about the gates there. There was much excitement in the crowd, and many threats at lynching were heard, loud and violent curses being heaped upon the act of the assassin. Anticipating that there was a possibility of this excitement taking shape in some form, the chief of police ordered Guiteau to be taken immediately to jail, which was done. From the moment of his arrest, he displayed but little

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excitement, saying upon his arrival at police headquarters that he had nothing to say in regard to the matter, which he had fully explained in a number of letters which he handed to Lieut. Eckloff. They were tied up in a package, on the outside of which was a letter addressed to the public, as follows:
 [Transcriber's Note: For brevity, this article is abbreviated here; it goes on for columns.]

DT, Mon. 7/4/81, p. 3. **Canal Trade**

The following boats, 29 in number, carrying 3,330 17 tons of coal, left this port Saturday, July 2, 1881:

Consolidation Coal Company

Georgetown:

L W Poffenberger	Capt. Stickles	117 01
John H Parrott	Capt. Fisher	123 01
J. W. Turner	Capt. Mertens	113 19
Bessie G.	Capt. Artz	118 13
Maggie McCleary	Capt. Dixon	120 14
Thos. O'Connell	Capt. Mills	112 14
Diligent	Capt. Cramer	120 07
Z. Williams	Capt. Mose	117 12
H. Loveridge	Capt. Hine	117 04
Thomas Venners	Capt. Hynes	<u>101 17</u>
Ten boats		1,163 02

New Central Coal Company

Georgetown:

Allegheny	Capt. Kroon	130 19
Missouri	Capt. Ardinger	116 08
Alonzo Berry	Capt. Ardinger	116 13
Little Eddie	Capt. Yingling	117 14
F. Gannon	Capt. Yingling	112 12
Hunter Lee	Capt. Dixon	<u>112 04</u>
Six boats		706 10

Borden Mining Company

Georgetown:

James Clark	Capt. Griffith	123 01
Arthur Lovell	Capt. Griffith	101 02
Kate Prather	Capt. Hassett	117 00
M. S. Haines	Capt. Hassett	116 00
R. B. Lynn	Capt. Hassett	<u>118 00</u>
Five boats		575 03

Blaen Avon Company

Georgetown:

Katie & Addie	Capt. Peck	111 12
Denton Booth	Capt. Read	112 01
Eliz. Snyder	Capt. Snyder	<u>111 07</u>
Three boats		335 00

George's Creek Coal Company

Georgetown

Harry Boyd	Capt. Rowen	124 05
W. M. Price	C. Grimminger	118 05
R. Fannon	Capt. Alexander	<u>118 19</u>
Three boats		361 09

Despard Coal Company

Washington:

Maggie B.	Capt. Young	118 09
Baltimore	Capt. Young	<u>121 04</u>
Two boats		239 13

ES, Tue. 7/5/81, p. 8. **Alexandria Affairs** – The Alexandria Canal is doing some business, but not enough to render it very profitable to the Alexandria Canal & Bridge Co., which has leased the work for 99 years, at \$1,000 per annum, from the Alexandria Canal Co. The lessees are in receipt of a sum almost equal to the amount of the lease from the unused wharves, leased long ago by northern companies, whose leases have not yet expired. It also holds an old canal bond, whose interest, it claims, more than offsets the annual rent, so that no payment for rent has been made for several years. The lessees are now, however, taxed by the city of Alexandria at one end of the work, and will be taxed next year by the District at the other end, upon the Aqueduct.

DT, Wed. 7/6/81, p. 3. **Canal Trade**

The following boats, 25 in number, carrying 2,807 15 tons of coal, left this port Tuesday, July 5, 1881:

Consolidation Coal Company

Georgetown:

A. F. Lantz	Capt. J. Swain	115 18
R. Shriver	Capt. A. Nuse	118 02
Geo. A. Pearre	Capt. O. Shives	115 01
J. B. Thomas	Capt. D. Yingling	113 10
W. Thomson	Capt. W A Wertz	117 19
E. K. Johnson	Capt. M Walker	122 19

A. B. Turner	Capt. J. Reily	116 03
H. A. Clark	Capt. P Quigley	120 11
Ernst & Holland	Capt. A L Miller	116 18
Thames River	Capt. R. Stride	118 07
Williamsport:		
J A Spielman	Capt. B. Miller	<u>113 16</u>
Eleven boats		1,289 04
Borden Mining Company		
Georgetown:		
Regulus	Capt. Hassett	96 17
Abram Kuhn	Capt. Hassett	116 18
Theo. Dean	Capt. Hassett	115 00
Wm T Hassett	Capt. Hassett	117 18
Areturus	Capt. Hassett	94 02
Walter Beall	Capt. Griffith	<u>116 10</u>
Six boats		657 05
New Central Coal Company		
Georgetown:		
E. Cahill	Capt. J. Gannon	113 05
E. T. Woody	Capt. D. Crumbaugh	116 19
A. B. Winship	Capt. J. Bowers	<u>113 13</u>
Three boats		343 17
George's Creek Coal Company		
Georgetown:		
Cumberland	Capt. T B Pierce	117 08
Blaen Avon Company		
Georgetown		
T F McCardell	Capt. J. McCormick	115 19
Hampshire & Baltimore Company		
Georgetown:		
D. L. Taylor	Capt. H. Partin	116 02
Individual		
Georgetown:		
L. Lovell	Capt. H. Sensel	119 00
Cloud	Capt. J. Gearhart	<u>119 00</u>
Two boats		238 00

Life on the Canal

Mr. George H. Nock, who has been sent out by the Maryland Sunday School Union to organize Union Sunday schools at different places along the Chesapeake and Ohio Canal, gives an interesting account of his labors in a series of letters to the Baltimore *Truth*. He reports that Williamsport and Hancock are both dull just now in every branch of business, owing

to the depressed condition of affairs on the canal. At Clearspring he met a gentleman by the name of Goseard who has been the father of 21 children, 19 of whom are still living. Speaking of the morality of the boatmen on the canal he says:

“I have often heard of immorality on the canal, but I have failed to find anymore among the boatmen than ordinarily in our towns and cities. I have traveled considerably up and down the canal, and have in every instance been treated with the utmost respect, and with one or two exceptions, have heard no swearing, and in no instance have heard the least vulgarity. Some of these boatmen have wives and children aboard. It is a nervous sight to see the little ones running about the deck, expecting every moment to see them fall overboard, while the parents look on with perfect indifference. Very few children have been drowned in the canal, but many have fallen overboard, and were speedily rescued by the boatmen. I love to talk to these boatmen; many of them have noble hearts, and they even try to appreciate your interest in their welfare. I don't want to run on Sunday, and wish the law would stop it altogether, but if one boat stops the others pass, and the boat has to wait several days longer to be unloaded, for the first one enters is the first unloaded.”

These men and women do not hear the Gospel's sound and the fact that these boats run on Sunday keeps business in motion during the Lord's day all along the canal. I asked a bot at one of the locks if he attends Sunday school. “No, sir,” he replied, “I haven't time, I have to stay in the store on Sunday.” On inquiry I found that the stores are not only kept open on Sunday, but it is their business day, and considered by them the most profitable. In conversation with a lady, the wife of one of the boatmen, I discovered that “The Saturday Night” is the standard canal literature, especially for the women. I presented her with a number of tracts which she said she would read, and conversed with her about the weighty matters of life. She listened, attentively, and talked freely.

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After a while she retired to the cabin, and I heard her singing in no discordant tone, "There is rest by the river." Let us hope her thoughts have been turned to that home where the humblest of earth can have a mansion and feast forever upon the riches and light and glory of Devine love. There is rest. Would that the oppressed and weary masses of earth would seek that rest."

H&TL, Wed. 7/6/81, p. 3. **The Canal.** - We learn that active operations will be speedily commenced upon the lengthening of the locks of the Chesapeake and Ohio Canal. Thirty-six of the locks will be lengthened so as to admit two boats instead of one, thus allowing a steamer and convoy, or two mule boats to make the trip at nearly the expense of now running one boat. It is thought that four mules can pull two loaded boats with as much ease as three mules can pull a single boat, and the same crew that will operate one boat can just as easily operate two boats. The cost is estimated at \$7,000 per lock. The whole of the repair bonds for this purpose have been sold and the work will be pushed forward rapidly.

DT, Thu. 7/7/81, p. 3. **Canal Trade**

The following boats, 18 in number, carrying 2,065 03 tons of coal, left this port Wednesday, July 5, 1881:

Consolidation Coal Company

Georgetown:		
Jimmy M. Jr.	Capt. Bush	114 18
D	Capt. Weller	116 19
G. S. Young	Capt. Sellers	116 08
Amazon River	Capt. Bender	122 05
W. C. Ernst	Capt. Bender	116 05
Williamsport:		
M. A. Shupp	Capt. Shupp	115 16
C. B. Embrey	Capt. Newcomer	<u>112 00</u>
Seven boats		814 11

Borden Mining Company

Georgetown:		
Alexander	Capt. Griffith	117 00
Antares	Capt. Griffith	96 00
G. F. Smith	Capt. Hassett	116 10

Little Nan	Capt. Hassett	118 17
C. Knode	Capt. Snyder	<u>117 08</u>
Five boats		567 15

New Central Coal Company

Georgetown:		
Mississippi	Capt. Read	117 06

Blaen Avon Company

Georgetown:		
Clara	Capt. Colbert	111 12
F. Williams	Capt. McCormick	<u>115 02</u>
Two boats		226 14

Individual

Georgetown		
R. J. West	Capt. Hudson	108 00
Mattie	Capt. Seaman	114 01
Meyersdale	Capt. Stull	<u>116 15</u>
Three boats		338 16

DT, Fri. 7/8/81, p. 3. **Canal Trade**

The following boats, 16 in number, carrying 1,735 05 tons of coal, left this port Thursday, July 7, 1881:

Borden Mining Company

Georgetown:		
Altair	Capt. Hassett	118 00
Denton Jacques	Capt. Hassett	110 17
Cowton & Tilghman	Capt. Hassett	120 07
Highlander	Capt. Griffith	124 06
Exchange	Capt. Griffith	<u>117 04</u>
Five boats		590 14

Consolidation Coal Company

Georgetown:		
G. Meredith	Capt. Compton	116 01
George Bogus	Capt. Powell	119 04
J. W. Steiner	Capt. Ingram	113 08
Geo. L. Schupp	Capt. Sorrell	<u>120 19</u>
Four boats		469 12

New Central Coal Company

Georgetown:		
F. H. Irwin	Capt. Hall	112 08
Phoebe & Johnnie	Capt. Sherman	111 01
Sallie & Jennie	Capt. Bowers	109 10
Geo. S. Couter	Capt. Zimmerman	<u>108 17</u>
Four boats		441 16

Blaen Avon Company

Georgetown:

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Emily H.	Capt. Hammond	115 14
	Individual	
Georgetown:		
Steffey & Findley	Capt. Rodeniser	113 18
Robert Callahan	Capt. McQuade	<u>112 08</u>
Two boats		226 06

DT, Sat. 7/9/81, p. 3. **Canal Trade**

The following boats, 9 in number, carrying 1,030 07 tons of coal, left this port Friday, July 8, 1881:

Borden Mining Company

Georgetown:		
Unexpected	Capt. Hassett	117 06
Henry Freeland	Capt. Griffith	118 03
E. R. Ladew	Capt. Griffith	<u>120 19</u>
Three boats		356 08

Blaen Avon Company

Georgetown:		
J. F. A. Remley	Capt. Dixon	111 14
D. R. Long	Capt. Evans	112 00
F. M. Offutt	Capt. Edenhart	<u>112 12</u>
Three boats		336 06

New Central Coal Company

Georgetown:		
R J Mitchell	Capt. Grimm	107 16
Daniel Henry	Capt. O'Neal	<u>112 13</u>
Two boats		220 09

Despard Coal Company

Washington:		
Altoona	Capt. Young	117 04

DT, Mon. 7/11/81, p. 3. **Canal Trade**

The following boats, 22 in number, carrying 2,507 tons of coal, left this port Saturday, July 9, 1881:

Consolidation Coal Company

Georgetown:		
L. P. Hutson	Capt. Brubaker	124 14
Five Brothers	Capt. Little	119 06
G. C. Goodrich	Capt. Little	119 16
W. H. Marlow	Capt. Rinehart	121 01
J. H. Farrow	Capt. Smith	114 14
W. H. Lowe	Capt. Carter	116 13
Shepherdstown		
Allen Brooks	Capt. Widemeyer	109 05

Alexandria:		
G. S. French	Capt. Wolf	<u>116 06</u>
Eight boats		941 15

New Central Coal Company

Georgetown:		
Ida J. Reid	Capt. Reid	110 09
Dr. J P Broderick	Capt. Donnelly	113 17
Col. J M Schley	Capt. Kean	117 14
Lucinda	Capt. Godwin	115 06
S. H. Taylor	Capt. Reid	<u>111 11</u>
Five boats		568 17

Borden Mining Company

Georgetown:		
Chas. Hassett	Capt. Hassett	114 04
Cigarette	Capt. Hassett	<u>121 18</u>
Two boats		236 02

Blaen Avon Company

Georgetown:		
Jas Light	Capt. Baler	111 14
C W Osbourn	Capt. Osbourn	<u>112 05</u>
Two boats		223 19

Despard Coal Company

Georgetown		
Sallie J Kelley	Capt. Young	124 17

Piedmont Coal Company

Sarah B.	Capt. Stelley	122 04
	Individual	

Georgetown:		
Phillie G.	Capt. Brady	116 06
Helen V.	Capt. Eddy	116 00
G. Berkebile	Capt. Long	<u>120 00</u>
Three boats		352 06

AG, Mon. 7/11/81, p. 2. **The Georgetown**

Aqueduct – The investigation of the relations of the government to the aqueduct at Georgetown have been but slightly intermitted. It was stated a short time since that when the United States, in 1837, gave the town of Alexandria \$300,000, to be used in completing the aqueduct, an amount of Alexandria canal stock equal to this sum was directed to be delivered to the Secretary of the Treasury to be held in trust, “upon the same terms and conditions in all respects as the stocks held in the Chesapeake and Ohio Canal Company by the several cities of the District

were required to be held by the act approved June 7, 1836, entitled 'An act for the relief of the several corporate cities of the District of Columbia.'" Now, there is no act of this kind approved June 7, 1836. The act doubtless intended to be referred to, under the title above, was approved May 4, 1836, and was passed in the most troublesome period of the history of the District cities – time which foreshadowed the recent special assessment liens of the board of public works – when, to use the language of the time, 'the District of Columbia was about to be sold to the Dutch.'" In the latter part of the decade of 1820-30 the cities of the district subscribed a million and a half dollars to the Chesapeake and Ohio Canal, Washington taking \$1,000,000 of stock and Alexandria and Georgetown each \$250,000. To raise funds for this purpose, the three cities borrowed of certain bankers in Holland the \$1,500,000, the United States agreeing to direct the three cities to each levy a tax, and, if the funds were not provided by the corporations and placed in the treasury of the United States ninety days before any day of payment under the contract which might be entered into, the President should appoint collectors to collect the tax. In case of the failure of the cities to pay, the Secretary of the Treasury was directed "to ascertain the deficiency according to the terms of the contracts, and order the money to be collected by the usual mode of assessment and sale of the property assessed." When the first payment on the debt became due it was not met. The city of Washington was already struggling with loans contracted for the City Hall, lottery losses and Washington canal. The year 1845 opened a crisis in the affairs of the city. Says a report of that winter: "The money becoming due upon the contract must be paid in four or five months. It cannot be paid by the city. The government must, in compliance with its own pledge, enforce the collection by sales of property."

The Senate committee to whom the subject was referred submitted to Congress in February "whether, under the relations which the

government holds to the city, it is not wise and expedient to pass a law which shall afford at least a temporary relief from the ruin which is approaching." Congress did more than this: it assumed the whole loan, principal and interest, not only of Washington, but of Alexandria and Georgetown also. The stock of the Chesapeake and Ohio Canal thus purchased was directed to be surrendered *in trust* to the Secretary of the Treasury to be sold if necessary, and it was to this trust fund that the \$300,000 of the Alexandria Canal stock was afterwards directed to be added on the same trust. It is this trust fund which is now being looked into. – *Wash. cor. Balt. Sun.*

DT, Tue. 7/12/81, p. 1.

The Packet-Boat, Gen. M. C. Meigs,
can be chartered at any time for the Great Falls.
Apply to
JOHN T. SCHRIENER,
Aqueduct Bridge,
Georgetown, D. C.

The above advertisement was found on the date above, frequency to be determined.

Ibid, p. 3. Canal Trade

The following boats, 21 in number, carrying 2,407 17 tons of coal, left this port Monday, July 11, 1881:

Consolidation Coal Company

Georgetown:

W. Weber	Capt. Rowland	111 17
Dr. Russell	Capt. Bowers	114 16
A. Campbell	Capt. Eddy	117 06
A. B. Winship	Capt. Hebb	114 09
A. P. Mayfield	Capt. Benner	121 08
Z. Williams	Capt. Mose	118 06

Williamsport:

David Seibert	Capt. Preston	114 13
Grason & Fannie	Capt. Rinehart	109 09
Eight boats		921 15

Borden Mining Company

Georgetown:

Jacob H. Snyder	Capt. Hassett	114 16
Dr. O M Schindel	Capt. Hassett	116 09
Mabel	Capt. Hassett	116 15
Fall River	Capt. Hassett	113 02

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Onward	Capt. Griffith	113 15
Five boats		<u>574 17</u>
New Central Coal Company		
Georgetown:		
A. M. Bradt	Capt. Hill	114 03
Johnnie Mertens	Capt. Kean	114 00
James T. Hager	Capt. Leonard	<u>109 10</u>
Three boats		337 13
George's Creek Coal Company		
Georgetown:		
P. Sinclair	Capt. Eaton	118 07
Piedmont Coal Company		
Georgetown:		
Lillie	Capt. Drenner	113 04
Blaen Avon Company		
Georgetown:		
Wm. M. Mertens	Capt. Merryman	111 16
Individual		
Round Top		
Round Top	Capt. Athey	110 05
D. Sinclair	C. Zimmerman	<u>120 00</u>
Two boats		230 05

DT, Wed. 7/13/81, p. 3. **Canal Trade**

The following boats, 26 in number, carrying 3,944 10 tons of coal, left this port Tuesday, July 12, 1881:

Consolidation Coal Company

Georgetown:		
A. O. McDonald	Ca. Marmaduke	115 15
B. R. Mayfield	Capt. Piper	117 04
H. Roussell	Capt. McKnight	124 06
H. C. Hicks	Capt. Seaman	114 10
Wm. King	Capt. McCoy	118 00
C. F. Mayer	Capt. Read	121 18
M. B. Mayfield	Capt. Pennel	119 18
W. A. Smoot	Capt. Little	121 10
Jacob McGraw	Capt. Shaw	112 06
Daniel Linkins	Ca. Marmaduke	118 07
G M Stonebraker	Capt. Krone	112 06
Williamsport:		
Katie & Jimmy	Capt. Woltz	<u>111 00</u>
Twelve boats		1,406 17
Borden Mining Company		
Georgetown:		
B. M. Young	Capt. Hassett	117 09

Dr. A. Shank	Capt. Hassett	120 13
Sally E. Hassett	Capt. Hassett	113 11
W H M Masters	Capt. Hassett	116 04
Henry Boley	Capt. Hassett	114 13
New Era	Capt. Griffith	<u>108 00</u>
Six boats		685 10
New Central Coal Company		
Georgetown:		
Susie & Willie	Capt. Ingram	114 04
Osceola & Jake	Capt. Davis	114 01
Susquehanna	Capt. Dick	124 08
A. H. Agnew	Capt. Myers	<u>109 14</u>
Four boats		462 07
George's Creek Coal Company		
Georgetown:		
Capt. J. T. Dixon	Capt. Dixon	115 00
M. C. Water	Capt. Renner	109 08
Laura S.	Capt. Little	<u>117 03</u>
Three boats		341 06
Blaen Avon Company		
Georgetown:		
George Hughes	Capt. Callen	111 16
Col. John Myers	Capt. Roof	<u>115 18</u>
Two boats		227 04
Piedmont Coal Company		
Alexandria:		
J. J. Moore	Capt. Boyer	121 07

Sun, Wed. 7/13/81, p. 1. **Cumberland Coal Trade** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, July 9, were 38,643 tons, and for 1881 to that date 989,399 tons, a decrease of 73,028 tons as compared with last year. The coal was carried to tidewater as follows: Baltimore and Ohio railroad - week 21,330 tons; year 687,438 tons, decrease as compared with last year 4,100 tons. Chesapeake and Ohio canal - week 8,056 tons; year 183,260 tons; decrease as compared with last year 70,152 tons. Pennsylvania Railroad - week 8,402 tons; year 118,445 tons; increase over last year, 968 tons. The coal was brought from the mines as follows: Cumberland and Pennsylvania Railroad - week 32,449 tons; year 924,403 tons. Baltimore and Ohio Railroad - week 472 tons; year 33,631 tons. George's

Creek and Cumberland Railroad – week 5,537 tons; year 28,848 tons.

ES, Wed. 7/13/81, p. 4. **West Washington, nee Georgetown** – CANAL OFFICIALS COMING – The canal steamer *Maryland* left Cumberland yesterday morning on her way down the canal, having on board among others Comptroller Keating and the following canal officials: Superintendent Stanhope, Paymaster Gambrill, Treasurer Fawcett, G. W. Smith, chief engineer and S. D. Young, boss carpenter. The party was to have been joined at Paw Paw by President Gorman. Paymaster Gambrill will pay off the employees along the canal and Messrs. Smith and Young will examine the locks to ascertain which it will be advisable to lengthen.

DT, Thu. 7/14/81, p. 3. **Canal Trade**
The following boats, 26 in number, carrying 3,016 09 tons of coal, left this port Wednesday, July 13, 1881:

Consolidation Coal Company

Georgetown:		
Nannie & Willie	Capt. Knode	117 16
C. D. Warfield	Capt. Kerns	117 19
Julia Tyler	Capt. Nuse	118 10
Willie & Johnnie	Capt. Morrison	119 18
V. S. Brashears	Capt. Moore	111 15
L. W. Guinand	Capt. Weller	117 13
G. M. Ryan	Capt. Kroon	113 14
L. H. Kuhn	Capt. Kroon	111 07
John Miller	Capt. Brown	118 05
R. H. Jones	Capt. Westbrook	121 17
Jos Z Williams	Capt. Sigler	120 08
Williamsport:		
Maj. Anderson	Capt. Woltz	<u>118 15</u>
Twelve boats		1,407 17

New Central Coal Company

Georgetown:		
Wm. Blackwell	Capt. Hoadley	115 17
A. J. Mills	Capt. Clark	110 17
H. Hanekamp	Capt. Ganley	112 04
W. P. Wools	Capt. Little	109 03
Delaware	Capt. Dickerhoof	124 10
M. A. West	Capt. Conrad	113 16

Col. J. C. Lynn	Capt. Reid	<u>114 04</u>
Seven boats		800 17

Borden Mining Company

Georgetown:		
Warren Delano jr	Capt. Hassett	114 08
Pilot Boy	Capt. Hassett	118 19
Susan Charles	Capt. Hassett	<u>114 00</u>
Three boats		346 12

Blaen Avon Company

Georgetown:		
A. P. Gorman	Capt. Mullin	111 18
F W Mintdrop	Capt. Anderson	<u>116 00</u>
Two boats		227 18

George's Creek Coal Company

Georgetown:		
F	Capt. O'Neal	113 19
Individual		

Georgetown:		
Samuel M. Reitzel	Capt. Wiland	119 00

RC, Thu. 7/14/81, p. 4. **GEORGETOWN AFFAIRS – The Striking Coopers Going to Work – What an Employer Says.**

Nearly all the striking coopers have returned to their work at the rates – ten cents per barrel – proposed by the bosses. Mr. Jarboe, whose men were on a strike for a few days, in conversation with a *Critic* reporter this morning, said he thought the press had done him an injustice in publishing what he termed a “hasty account” of the strike. He said the papers alleged that at the old rates, ten cents per barrel, the men would only make from \$5 to \$7 per week, whereas any cooper who is an average workman can earn from \$8 to \$10 per week. Mr. Jarboe, continuing, said: “The coopers who were at work for me have nearly all returned to their labors, considering my offer of ten cents per barrel with work all the year round far better than twelve cents with only five- or six-month’s work in the year. Good active men,” said Jarboe, “can make \$8 to \$10 per week, which, with constant work, will compare favorably with the earnings of other mechanics.”

INSPECTING THE CANAL – The canal steamer “Maryland,” which left Cumberland on

Canal Trade - 1881

Tuesday last with Superintendent Keating, Paymaster Gambrill and other canal officials on board, is expected to arrive here tomorrow evening. Mr. Keating and his brother officers are on a tour of inspection, while Mr. Gambrill comes down to pay off his men along the line of the canal.

ES, Thu. 7/14/81, p. 4. **West Washington, nee Georgetown – The Coal Trade** – The official report of the Cumberland coal trade for the week ending Saturday, July 9, 1881, states the total shipments for the week to be 37,986 11 tons, an increase of 5,967 17 tons compared with the same period last year. Of this amount 20,673 09 tons were shipped by the Baltimore and Ohio railroad; 2,919 19 tons by the Cumberland and Pennsylvania railroad to the State Line; 5,537 02 tons by the George's Creek and Cumberland railroad to the State Line; and 8,856 tons by the Chesapeake and Ohio canal. The heaviest shippers for the week were the Consolidation Coal Company 10,751 15 tons; the New Central Coal Company 5,609 19 tons; George's Creek Coal and Iron Company 4,655 15 tons. The total shipments for the year are 953,250 16 tons, a decrease of 88,331 09 tons compared with the same period last year. Of this sum 651,289 13 tons were shipped by the Baltimore and Ohio; 118,445 04 tons by the Pennsylvania State Line; and 183,074 01 by the Chesapeake and Ohio canal. The heaviest shippers for the year are the Consolidation Coal Company 332,979 12 tons; New Central Company 141,390 11 tons; and the George's Creek Coal and Iron Company 129,236 06 tons.

DT. Fri. 7/15/81, p. 3. **Canal Trade**

The following boats, 31 in number, carrying 3,570 02 tons of coal, left this port Thursday, July 14, 1881:

Consolidation Coal Company

Georgetown:

Benj. C. Barroll	Capt. Jackson	117 00
P. L. Burwell	Capt. Morrow	120 10
W. J. Stevenson	Capt. Brubaker	119 06

J. M. Dove	Capt. Benner	118 18
Three Sisters	Capt. Little	112 18
Elbe River	Capt. Swain	118 12
Lou & Glenn	Ca. Eichelberger	114 14
H. K. Shaner	Capt. Krone	110 15
J. M. Wheatley	Capt. Seaman	116 17
Williamsport:		
Jack & Bessie	Capt. Shaffer	112 08
M. A. Shupp	Capt. Shupp	114 08
Eleven boats		<u>1,276 06</u>

Borden Mining Company

Georgetown:

M. S. Haines	Capt. Hassett	117 13
Regulus	Capt. Hassett	99 00
M. S. Fernsner	Capt. Hassett	118 07
Kate Prather	Capt. Hassett	116 08
R. B. Lynn	Capt. Hassett	114 06
Borden & Lovell	Capt. Hassett	111 11
Sycorax	Capt. Hassett	118 17
Rainbow	Capt. Griffith	117 07
Eight boats		<u>913 09</u>

New Central Coal Company

Georgetown:

Juniata	Capt. Cumming	118 14
Daniel Webster	Capt. Martz	115 09
Carrie V.	Capt. Martz	116 01
M. Ruben	Capt. Reader	113 14
R. A. Farmer	Capt. Ardinger	116 13
F. H. Darby	Capt. Tice	115 17
Capt. Marmaduke	Capt. Shopper	117 14
Seven boats		<u>814 02</u>

Blaen Avon Company

Georgetown:

Wm. L. Read	Capt. Manning	116 02
A. B. Spear	Capt. Kirby	111 03
Two boats		<u>227 05</u>

George's Creek Coal Company

Georgetown:

F. L. Moore	Capt. Wilgus	100 18
	Individual	

Georgetown:

M. McCleary	Ca. Zimmerman	116 00
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Washington:

Invincible	Capt. Young	122 02
Two boats		<u>238 02</u>

The Chesapeake and Ohio Canal

The writer, who has no prejudices either for or against the present management of the Chesapeake and Ohio Canal Company, recently made a tour of inspection along the same, and was gratified to see the excellent condition in which the canal bed proper, the tow-path, locks, waste ways, flumes, dams, and in fact all the appurtenances of a first-class water transportation company are in. The tow-path was never in as good a condition as it is at the present time. The improved tow-path could not be excelled. A brief description of the same may be of interest to those who have not got "canal prejudice" on the brain. To those who are familiar with the old tow-path, it will be recollected that the banks of the tow-path next to the canal was built out of large rocks, thereby readily giving away to the swells of passing boats and to the work of the pernicious muskrat. Now the tow-path is constructed out of small stones, packed with clay, and at such an angle that the "swells" and suction from passing boats have no perceptible effect upon the row-path. Then by frequent inquiries of the boatmen we are informed that there is no just cause of complaint in regard to a sufficient depth of water to navigate successfully loaded boats. The increase lockage facilities which will be completed by the Spring of 1882, will be a benefit in every respect, not only to the canal company and shippers, but to the boatmen and will really make the canal company what it ought to and should be – a competing freight transportation company. Mr. Gorman, the president, ably assisted by the hearty co-operation of his subordinates, has systematized the working of this great internal State thoroughfare never dreamed of by its warmest friends and supporters. If those who had been working for a receivership had at first made a thorough tour of inspection of this great water-way, they would have been ashamed of their stupidity and ignorance in ever having the thought to ask for or suggest the appointment of a receiver. The writer does not believe in an inspection of the canal in the same manner that

grand juries inspect public buildings by due notice to the officers in charge, thereby enabling them to get up in a manner a grand dress parade, but on the contrary to take competent engineers and judges of such work, and inspect it in a thoroughly business-like manner, for we can assume the public that, as military men would say, "The canal and its management will in every sense of the word pass in a satisfactory and successful manner a thorough inspection," as it is, in all its details, managed upon business principles.

TC, Fri. 7/15/81, p. 4. **The Officers** of the Chesapeake and Ohio Canal Company, who are on their way to Georgetown, are expected to arrive this afternoon. President Gorman will probably join them here.

AG, Fri. 7/15/81, p. 3. LOCAL BREVITIES
 Superintendent Keating, Paymaster Gambrill and other canal officers are inspecting the Chesapeake and Ohio Canal.

DT, Sat. 7/16/81, p. 3. **Canal Trade**
 The following boats, 23 in number, carrying 2,672 05 tons of coal, left this port Friday, July 15, 1881:

New Central Coal Company		
Georgetown:		
J. N. Cover	Capt. Dixon	119 08
R. Fannon	Capt. Alexander	113 07
N. K. Phelps	Capt. Dixon	112 09
Potomac	Capt. Barger	124 08
Allegheny	Capt. Kroon	123 10
T. M. Smith	Capt. Smith	115 02
Six Children	Capt. Shupp	110 04
J. R. Couters	Capt. Williams	112 12
Monongahela	Capt. Grosh	121 18
Bernadette	Capt. Bancord	113 06
Ten boats		<u>1,166 04</u>
Consolidation Coal Company		
Georgetown:		
Bessie G.	Capt. Artz	114 08
Consolidation	Capt. Boyer	120 06
A. M. Grove	Capt. Grove	114 11

A. B. Turner	Capt. Reily	113 19
Willie & Frankie	Capt. Repp	117 10
E. K. Johnson	Capt. Walker	<u>119 15</u>
Six boats		699 19

Borden Mining Company

Georgetown:		
Abram Kuhn	Capt. Hassett	115 13
Wm. T Hassett	Capt. Hassett	117 03
Theo. Dean	Capt. Hassett	113 15
General Garfield	Capt. Griffith	117 00
Isaac Wilson	Capt. Griffith	<u>119 07</u>
Five boats		582 18

Blaen Avon Company

Georgetown:		
Four Sisters	Capt. Harris	111 11
L W Poffenberger	Capt. Stickles	<u>111 13</u>
Two boats		223 04

ES, Sat. 7/16/81, p. 8. **Inspecting the Canal** – The Baltimore *American* of this morning says: Senator Gorman, President of the Chesapeake and Ohio Canal; Comptroller Keating, Dr. DeWitt Snowden, R. W. W. Bowie, J. F. Jarboe, of Prince George’s, Superintendent Gambrill and others, who made a trip of inspection over the Chesapeake and Ohio Canal, returned yesterday – Mr. Keating coming to Baltimore and Mr. Gorman proceeding to his country seat in Howard county. The party started from Cumberland Tuesday morning in the canal steamer, traveling daily until 9 o’clock in the evening, and resuming progress early next morning. The trip was made principally to secure measurements for the new canal locks ordered at the stockholders’ meeting last month. It is proposed to begin work on them at once. When finished, it is expected that steam navigation will be introduced generally on the canal, increasing the revenues of the company considerably. Comptroller Keating, who made his first trip on the canal on this occasion, speaks in glowing terms of the magnitude of the work and the beauties of the surrounding country. He wants to see the canal extended to Baltimore. In answer to a question why Governor Hamilton was not on the trip, Mr. Keating replied that he

would have been delighted to see the Governor on “the raging canal,” but he added “Governor Hamilton and I do not generally travel in the same boat.”

West Washington, nee Georgetown

THE ICE FACTORY – The mill property recently purchased from Mr. J. W. Metz, is being rapidly fitted up for the manufacture of ice, and the new building on the canal approaching completion. The company expects to be making ice before the summer is over. They propose sinking wells for the water for the ice-making. The undertaking is being looked forward to with interest, as to its financial outcome.

DT, Mon. 7/18/81, p. 3. **Canal Trade**

The following boats, 24 in number, carrying 2,736 17 tons of coal, left this port Saturday, July 16, 1881:

Consolidation Coal Company

Georgetown:		
C	Capt. McCormick	117 02
A. F. Lantz	Capt. Swain	113 17
Jas. B. Thomas	Capt. Atwell	118 14
Walter Thompson	Capt. Martz	112 15
Geo. A. Pearre	Capt. Shives	111 13
W. C. Ernst	Capt. Bender	113 18
Ernst & Holland	Capt. Penner	120 13
H. A. Clark	Capt. Quigley	120 17
Robert Shriver	Capt. Nuse	114 04
J. A. Spielman	Capt. Miller	112 14
G. L. Sheriff	Capt. Lowell	<u>118 14</u>
Eleven boats		1,275 01

Borden Mining Company

Georgetown:		
Harry Borden	Capt. Griffith	116 12
Harry & Ralph	Capt. Griffith	115 06
Echo	Capt. Griffith	118 01
James Clarke	Capt. Griffith	122 19
Antares	Capt. Griffith	94 05
Areturus	Capt. Hassett	98 16
Altair	Capt. Hassett	<u>115 11</u>
Seven boats		781 10

Blaen Avon Company

Georgetown:

C. C. Kelly	Capt. Spong	111 10
New Central Coal Company		
Georgetown:		
Savannah	Capt. O'Neal	120 14
Individual		
Washington:		
Baltimore	Capt. Young	115 17
White's Ferry		
Medley	Capt. White	109 16
Loudoun	Capt. White	110 08
Williamsport:		
Martin Scally	Capt. ---	<u>112 01</u>
Four boats		448 02

**The Baltimore and Ohio Railroad Company
 Will Put in the Crossing today – Some Facts
 Relative Thereto.**

A dispatch was received in this city last evening from Vice President Garrett, by the agent of the road at this place, directed to Mr. Henry Loveridge, stating that the Baltimore and Ohio Railroad Company would put in the crossing of the Pennsylvania railroad at the viaduct today. Shortly after, in accordance with instructions, the special police force, that for weeks past have been on duty watching the Baltimore and Ohio tracks, and seeing that no attempt was made to put in the crossing, were discharged. The large engine, that had also been kept in readiness for the previous three nights should it have been needed, was sent back to the round-house. The employees of Kelly's camp, who have been lodged at the viaduct for months past, were put to work on removing the huge stones thrown there as obstacles, and at this writing are still engaged in the work. This being done, the cars will be moved away, and at 6 o'clock this morning the employees of the Baltimore and Ohio Railroad Company will put the long-disputed crossing in.

We may congratulate ourselves as citizens that the affair is being thus amicably settled, as the crossing would be put in in such manner that there is no question but that blood would have been shed.

Yesterday afternoon, before the dispatch had been received, a prominent gentleman of Lonaconing informed us that if nothing were heard before morning from the Baltimore and Ohio authorities, that two trains of miners were coming down from Lonaconing to assist the sheriff in putting the crossing in, and that he himself, (the gentleman,) had engaged a band to accompany the miners. About midnight we were also informed officially by the management of the new road that the above was the intention of the company, and that they proposed to put the crossing in anyhow today, if the instructions as dispatched had not been received.

Last night about 75 miners came down over the new road from Lonaconing, leaving more in readiness to come if needed. Those who came stopped at the City Hotel.

The news of the dispatch being received was not generally known until about 11 o'clock after the churches had been let out and the people had wended their way home. Many persons, who as a rule generally know the news when first in circulation, were not apprised of the affair until 11 o'clock. Considering the local importance of the affair the matter was kept very quiet, and but comparatively few persons will know of the settlement until the papers this morning have been read.

TC, Mon. 7/18/81, p. 3. **The Railroad Crossing Controversy at Cumberland**

“The crossing of the Pennsylvania Railroad in Maryland over the Baltimore and Ohio Railroad at Hayes street, Cumberland, has not yet been affected. Mr. Loveridge, manager of the new road, publishes a lengthy statement giving recent correspondence between themselves and the Baltimore and Ohio authorities on the subject. Mr. Gorman, of the canal company, made a suggestion to Mr. John W. Garrett, as follows: ‘I suggest you give the new road connection with canal by use of switch on land of Consolidation Company, provided the new road will agree not to use the crossing at grade, and the rate to be that fixed by act of

1878, which, I think, is two and a-half cents.” Mr. John W. Garrett wrote to Mr. Loveridge that he had accepted the proposition by a dispatch to President Gorman. Mr. Loveridge says President Gorman had no authority from either of the new roads to make the suggestion of a connection about the crossing under the act of 1878. On the contrary, we understand that the canal company had directed proceedings to secure to the Pennsylvania Railroad in Maryland a connection with canal track under contract of 1851 at rate of one cent. Neither of the new roads can accept the proposition. Mr. Loveridge also writes to Mr. John W. Garrett as follows: “In our interview with you of June 23 we indicated that a proposition from you giving connection with track work above crossing under the canal contract of 1851 would be accepted, and the crossing would not be used during its uninterrupted enjoyment. After conferences between you and Vice-President Robert Garrett, the latter informed us on June 29, as the conclusion of the subject, that we should proceed to complete our line from crossing place to the point of connection approved of by the board of public works at Polk street, and that upon its completion your company would put in the crossing and connection. Upon the faith which we could not withhold from this declaration, we paid for the necessary properties previously held under option, removed the buildings therefrom and prepared the ground for the track, which was expected to be completed last night, but will be today. Under the circumstances we expect your company to comply with the definite conclusion declared by Vice-President Garrett, and we cannot permit ourselves to doubt that your company will at once order the crossing and connection to be put in.”

Ibid, p. 4. **Bloodshed Prevented**

A dispatch has been received here from the superintendent of the George’s Creek Railroad, dated Cumberland, to the effect that the Baltimore & Ohio road had today given in to the judgment of the courts and allowed the crossing

of the George’s Creek Railroad to the canal – across the Baltimore & Ohio road – to be commenced.

This prevented bloodshed, as the George’s Creek road had 2,000 men in readiness to carry out the connection of their lines, and had the Baltimore & Ohio decided to prevent it, trouble was certain to ensue.

The construction of the George’s Creek road will be of great benefit to the District coal trade, as it will greatly enlarge the same. This company was chartered some time ago, Mr. Loveridge, of New York, as president, and was granted the right to cross the Baltimore & Ohio road on its way to the canal, but for some time has been prevented through legal technicalities from building the same. The Commissioners of the District and the Governor of Maryland visited Cumberland last fall to aid in behalf of the George’s Creek Company. The final action of the Baltimore & Ohio road is highly commendable, and the results will be greatly beneficial to Washington as well as Maryland.

Grain Arrivals

The boat Samuel Jarboe brought down to J. G. & J. M. Waters 3,000 bushels of wheat today.

ES, Mon. 7/18/81, p. 4. **West Washington, nee Georgetown – The Canal Trade – Grain –** Arrived boat Samuel Jarboe with 3,000 bushels wheat; boat H. M. Talbott with 1,500 bushels wheat and 500 bushels corn.

DT, Tue. 7/19/81, p. 3. **Canal Trade**

The following boats, 29 in number, carrying 3,447 11 tons of coal, left this port Monday, July 18, 1881:

Consolidation Coal Company

Georgetown:

Grason & Fannie	Capt. Rinehart	109 13
J. W. Steiner	Capt. Ingram	114 09
G. Meredith	Capt. Compton	110 18
Thames River	Capt. Stride	120 13
Amazon River	Capt. Bender	119 15

Geo. Bogus	Capt. Powell	119 12
Jimmy M., Jr.	Capt. Bush	113 04
L. C. Burwell	Capt. Creamer	116 00
Laura	Capt. Bentley	118 04
W. H. Marlow	Capt. Rinehart	116 03
Williamsport:		
C. B. Embrey	Capt. Newcomer	<u>110 04</u>
Eleven boats		1,268 15
New Central Coal Company		
Georgetown:		
W. M. Price	Capt. Grimminger	115 10
Missouri	Capt. Ardinger	118 08
Hunter Lee	Capt. Dixon	114 05
E. T. Woody	Capt. Crumbaugh	113 08
W. H. Couter	Capt. Armstrong	113 10
F. A. Mertens	Capt. Long	115 08
A. Berry	Capt. Ardinger	115 11
L. Peacock	Capt. Keady	114 02
City of Hamburg	Capt. Shaffer	<u>116 06</u>
Nine boats		1,036 08
Borden Mining Company		
Georgetown:		
G. F. Smith	Capt. Hassett	118 13
Little Nan	Capt. Hassett	113 00
Charlie Hassett	Capt. Hassett	116 02
Cowton & Tilghman	Capt. Hassett	120 15
C. Knode	Capt. Snyder	<u>112 18</u>
Five boats		581 13
Blaen Avon Company		
Georgetown:		
Wm. Foley	Capt. Montgomery	111 13
Lizzie K.	Capt. Bowers	<u>112 02</u>
Two boats		223 15
Individual		
Georgetown:		
Alex Kratz	Capt. Brookman	118 00
Maggie B.	Capt. Beachler	<u>119 00</u>
Two boats		237 00

At the Crossing Yesterday

By 1 o'clock yesterday morning the force under Mr. Kelly, in charge of the bridge-builders camped at the viaduct, was busily at work removing the stones and ties that held their train in place and by sunrise everything was cleared away ready to begin work on the crossing.

At 7 o'clock the workmen of the Baltimore and Ohio Railroad Company began tearing up the siding, after which notice was given the switchmen to turn no more trains on the main track.

About thirty men then began to tear up the main track and put in the crossing, which had been furnished by the Short Line road, and by 12 o'clock the crossing was in, the track relaid, and engines Nos. 474 and 21 drew trains over the crossing, and everything was found to work magnificently.

After dinner the employees of the Short Line road went to work making connections, and by night the crossing was completed and trains could have passed over the Baltimore and Ohio track.

Today it is expected the connection will be made at Polk street, when the Short Line will be enabled to ship freight to the canal. They are now engaged in constructing a double track to Hanover street.

Incidents of the Day.

It had been arranged by the Short Line road to bring down a large number of miners from Lonaconing, accompanied by the Lonaconing band, for the purpose of acting as a *posse comitatus* for the sheriff, who was expected to enforce the order of the court yesterday, in the event of the failure of Mr. Garrett to put in the crossing. As Mr. Loveridge had been notified that the crossing would be placed, he determined not to bring the men from Lonaconing; but as they had fixed their minds upon coming and expected a pleasant trip, it was a difficult matter to restrain them from coming down at all hazard; but they were finally prevailed on to give over their purpose. The band, however, with a number of friends, came down on the regular passenger train and passed a pleasant day among us.

During the entire day the crossing was the great attraction, and a stream of people were constantly going and returning, at times there being some five hundred people present.

At night the cannon was brought out and taken to the viaduct crossing, where, under command of Capt. Harry Millholland and Lieut. F. M. Gramlich, a number of rounds of ammunition were fired in honor of the event, while the thundering sound of the cannon was accompanied by fireworks set off under the same authority.

As the hours grew apace the people left, and by 10 o'clock silence reigned where all had been bustle and labor for the twenty-four hours preceding.

Let us now hope that the railroad war is over, and that miners, boatmen and business men will really be benefited by the connection with the canal.

TC, Tue. 7/19/81, p. 4. **District Government Notes** – Major Morgan was absent from his office this afternoon attending a meeting of the board of directors of the Chesapeake & Ohio Canal at Baltimore.

Grain Receipts

Hartley Bros. this morning received 1,500 bushels of corn and 800 bushels of wheat.

Coal Trade Booming

The coal trade in Georgetown may fairly be said to be booming. Twenty-four boats, carrying 2,736 17 tons, are on their way to this port from Cumberland.

ES, Tue. 7/19/81, p. 4. **West Washington, nee Georgetown – The Canal Trade – Grain** – Arrived boat Seneca with wheat and corn.

Tue. 7/19/81, p. 4. The Cumberland *Alleghanian* says President A. P. Gorman has made arrangements with P. Hein & Co. to furnish 2,000,000 feet of lumber and H. G. Davis & Co. 3,000,000 feet, to be used in the lengthening of the canal locks.²

DT, Wed. 7/20/81, p. 3. **Canal Trade**

The following boats, 20 in number, carrying 2,319 14 tons of coal, left this port Tuesday, July 19, 1881:

Consolidation Coal Company

Georgetown:

D	Capt. Weller	117 01
T. O'Connell	Capt. Weller	112 14
Lillie & May	Capt. Grove	114 13
J. W. Turner	Capt. Mertens	117 01
G. W. Knode	Capt. Malone	117 03
M. C. Clay	Capt. Murphy	116 18
L. P. Huston	Capt. Brubaker	116 01
Ida & Harry	Capt. Wolf	112 04
M. S. O'Donnell	Capt. Bowers	116 02
A. B. Winship	Capt. Hebb	<u>118 05</u>
Ten boats		1,158 02

Borden Mining Company

Georgetown:

Highlander	Capt. Griffith	122 19
Walter Beall	Capt. Griffith	115 04
Cigarette	Capt. Hassett	122 00
Denton Jacques	Capt. Hassett	112 11
Unexpected	Capt. Hassett	<u>118 19</u>
Five boats		591 13

New Central Coal Company

Georgetown:

F. Gannon	Capt. Yingling	112 08
Little Eddie	Capt. Yingling	114 02
H. S. Dixon	Capt. Brooks	<u>114 01</u>
Three boats		340 11

Blaen Avon Company

Georgetown:

Thomas Tiernan	Capt. McKelvey	112 18
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Individual

Georgetown:

C. W. Brengle	Capt. McAtee	116 10
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H&TL, Wed. 7/20/81, p. 3. Five million feet of lumber will be used in lengthening the locks of the Chesapeake and Ohio Canal.

President Gorman, of the Chesapeake and Ohio Canal, passed along the line last week on a tour of inspection.

² *National Republican*, Washington, D. C.

ES, Wed. 7/20/81, p. 4. **Chesapeake and Ohio Canal** – The first meeting of the new board of directors of the Chesapeake and Ohio Canal Company was held yesterday at Barnum’s Hotel, in Baltimore. Major Morgan was present as the representative of the District. Mr. Benjamin C. Fawcett was re-elected secretary and treasurer, and Stephen Gambrill superintendent of the canal. Senator Gorman, president of the company, reported that the necessary preliminary arrangements for the lengthening of the locks had been made, and it was expected that 34 of the locks will be lengthened in time for the opening of navigation next season, when there is every reason to hope for an increased trade. Under instructions of the annual meeting of the stockholders, the repair bonds will be issued from time to time as the work progresses. Senator Gorman stated that the completion of a direct connection between the George’s Creek railway and the canal would, it was believed, result in advantage to the canal as well as to the railway company. The completion of the West Virginia railroad is anxiously awaited as an additional feeder of the canal.

WHAT COMMISSIONER MORGAN SAYS

Commissioner Morgan returned from the meeting of the directors of the Chesapeake and Ohio canal this morning. He says that the principal object of the meeting was to give instructions to the president of the canal company to conclude contracts for lumber and other materials, and to proceed to the enlargement of the canal locks from Cumberland southward, in order to facilitate the transportation of coal and reduce its cost to the lowest possible minimum. It is thought that by the enlargement of the locks and adding to the length of the boats in the shape of an annex, that freight can be reduced from \$1 to 75 cents per ton. The plan is to lengthen each of the locks so as to admit boats 140 feet in length, which are now 110 feet. The timber, both oak and pine, has already been engaged, and the work will be commenced at once. Of course, so great a work will take two or three years to finish, but the coal

transportation will not be interfered with in the least during its prosecution. The cost will reach to some \$350,000. This canal was never more prosperous than at present.

ES, Wed. 7/20/81, p. 4. **West Washington, nee Georgetown – The Canal Trade** – Arrivals – Grain, boat G. T. Dunlop with wheat and corn.

DT, Thu. 7/21/81, p. 3. **Canal Trade**

The following boats, 25 in number, carrying 2,879 10 tons of coal, left this port Wednesday, July 20, 1881:

Consolidation Coal Company

Georgetown:

G. S. Young	Capt. Sellers	119 14
Wm. Weber	Capt. Rowland	114 14
A. P. Mayfield	Capt. Benner	122 18
J. H. Farrow	Capt. Smith	119 05
A. Campbell	Capt. Eddy	116 16
Dr. Russell	Capt. Bowers	115 18
Five Brothers	Capt. Little	117 15
G. C. Goodrich	Capt. Little	111 19
B. R. Mayfield	Capt. Piper	120 00

Mercerville:

Mollie Boyer	Capt. Knode	111 10
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Williamsport:

Katie & Jimmy	Capt. Woltz	<u>114 08</u>
Eleven boats		1,284 17

Borden Mining Company

Georgetown:

Exchange	Capt. Griffith	115 01
E. R. Ladew	Capt. Griffith	115 08
Mabel	Capt. Hassett	119 07
Dr O M Schindell	Capt. Hassett	<u>116 04</u>
Four boats		466 00

New Central Coal Company

Georgetown:

M. B. Winship	Capt. Bowers	114 06
Sallie & Jennie	Capt. Bowers	110 03
Helen V.	Capt. Eddy	114 16
J. M. Schley	Capt. Kean	<u>115 16</u>
Four boats		455 01

Blaen Avon Company

Georgetown:

D. Boothe	Capt. Read	106 09
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E. Snyder	Capt. Snyder	107 12
Katie & Addie	Capt. Peck	115 17
T. F. McCardell	Capt. McCormick	<u>112 13</u>
Four boats		442 11
Individual		
Georgetown:		
M	Capt. Wilson	114 01
Meyersdale	Capt. Stull	<u>117 00</u>
Two boats		231 01

Monthly Meeting of the Canal Board
President Gorman's Report.

The board of directors of the Chesapeake and Ohio Canal Company held their first meeting since the election of the new board at Barnum's on Tuesday. "There were present Senator A. P. Gorman, president; Benjamin C. Fawcett, secretary; Col. James G. Berrett, H. D. Farnandis, Patrick Hamill and Maj. Morgan, the latter representing the District Commissioners on the board. The absentees were Messrs. Humbird and Bayard Smith. The president and directors present took the oath of office, as required under the law of Maryland, for the faithful discharge of their duties as members of the board. President Gorman announced that the first business was the election of officers. Mr. Benjamin Fawcett was re-elected secretary and treasurer, and Stephen Gambrill was re-elected superintendent of the canal. The salary of each was continued at \$2,000 a year. Senator Gorman, it will be remembered, was elected president at the stockholders' meeting, which fixed his salary at \$5,000 a year, and \$1,000 for traveling expenses. The other officers of the canal hold their appointment under the president.

After the election of officers, Mr. Gorman submitted his monthly report, giving an account of the condition of the canal since the last meeting. He stated that he and other officers of the canal had made an inspection of the waterway last week, and had made the necessary preliminary arrangements for the lengthening of the locks, as authorized by the stockholders' meeting last month. Arrangements have been made for the purchase, at reasonable terms, of

timber, stone and other materials required for these improvements, which will be pushed forward at once. It is expected that thirty-four of the locks will be lengthened in time for the opening of the navigation next season, when there is every reason to hope for an increased trade and increasing revenues. Under instructions of the annual meeting of the stockholders the repair bonds will be issued from time to time, as the work progresses, and the proceeds applied to the payment for the improvements. The total amount of the bonds appropriated for the purpose is \$500,000, but \$450,000 will be sufficient to pay for the entire work, and of this sum about \$250,000 will be expended this season. The canal authorities will dispose of the bonds on the best terms they can secure for them.

Mr. Gorman devotes considerable space in the report of the troubles in Cumberland crossing case, and explained that since his report closed, the crossing has been peaceably affected, and that now the George's Creek railway has a direct connection with the canal. The arrangement will, it is believed, result in advantage to the canal as well as to the railway company. The completion of the West Virginia railroad, of which Senator H. G. Davis is president, which will traverse the coal fields in West Virginia, and reach the canal by means of a connection with the Baltimore and Ohio railroad, is anxiously awaited, as an additional feeder to the canal. The road will be in working order in about two years. Under the order of the United States Circuit Court quarterly reports of the affairs of the company continue to be made. This involves additional work, and an additional clerk had to be appointed on that account. The board transacted the usual routine business.

ES, Thu. 7/21/81, p. 4. **West Washington, nee Georgetown – The Coal Trade** – For week ending Saturday last: Shipments – 50,617 tons, and for the year to that date 1,040,016 tons, a decrease of 65,081 tons as compared with the corresponding period of 1880. Shipments to the

Canal Trade - 1881

Baltimore & Ohio railroad for the week, 25,326 tons; for the year 712,764 tons, a decrease of 3,579 tons as compared with 1880. Shipments to the Chesapeake and Ohio canal for the week 17,923 tons; for the year 201,183 tons, a decrease of 66,410 tons as compared with last year. Shipments to the Pennsylvania railroad for the week, 7,341 tons; for the year 125,786 tons, an increase of 5,625 tons as compared with last year. The heaviest shipper last week was the Consolidation company 18,815 tons; the New Central second 7,869 tons, none of the others shipping over 5,000 tons. Twenty boats left Cumberland Tuesday with 2,319 14 tons of coal for this port.

DT, Fri. 7/22/81, p. 3. **Canal Trade**

The following boats, 23 in number, carrying 2,658 11 tons of coal, left this port Thursday, July 21, 1881:

Consolidation Coal Company

Georgetown:

G. S. French	Capt. Wolf	112 04
W. A. Lowe	Capt. Carter	118 03
W. King	Capt. McCoy	116 12
C. F. Mayer	Capt. Read	120 05
Z. Williams	Capt. Mose	116 17
W. A. Smoot	Capt. Little	117 06
H. Loveridge	Capt. Hine	117 17
G. M. Stonebraker	Capt. Krone	116 18

Williamsport:

Maj. Anderson	Capt. Woltz	<u>117 19</u>
Nine boats		1,054 01

New Central Coal Company

Georgetown:

M. W. Adams	Capt. Keady	114 06
Mississippi	Capt. Reid	114 00
Susquehanna	Capt. Dick	118 02
J. T. Hager	Capt. Leonard	110 08
H. Hanekamp	Capt. Gauley	118 11
A. J. Mills	Capt. Clark	<u>109 19</u>
Six boats		685 06

Borden Mining Company

Georgetown:

L. N. Lovell	Capt. Hassett	116 06
Dr. A. Shank	Capt. Hassett	116 11

B. M. Young	Capt. Hassett	118 03
Sally E. Hassett	Capt. Hassett	115 05
Alexander	Capt. Griffith	<u>113 13</u>
Five boats		579 18

Blaen Avon Company

Georgetown:

V. L. Sprigg	Capt. Chambers	107 19
Emma & Julia	Capt. Crampton	<u>108 17</u>
Two boats		216 16

Despard Coal Company

Washington:

G. Berkebile	Capt. Young	122 10
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TC, Fri. 7/22/81, p. 4. **GEORGETOWN**

AFFAIRS – It may be of interest to our Georgetown readers to know that negotiations are being entered into by the officials of the Baltimore and Ohio Railroad Company and those of the George’s Creek and Cumberland Railroad Company, for the transportation of coal over the former’s track and in their cars. It is said that the first train of coal will pass over the Polk-street connection today.

Sat. 7/23/81, p. 2. **A Railroad Controversy**

Settled – The railway crossing controversy which has been going on between the Baltimore and Ohio and Pennsylvania railroad interests, at Cumberland, Maryland, has ended in the victory of the latter. For a year or more there has been a contest going on between the officers of the Baltimore and Ohio Railroad and of the George’s Creek and Cumberland Railroad as to the right of the George’s Creek Road to cross the tracks of the Baltimore and Ohio at Cumberland. The matter has been to the Court of Appeals and before the Board of Public Works, but in spite of decisions giving to the George’s Creek Road the right to make the crossing, the Baltimore and Ohio delayed matters, and, in fact, refused to allow the crossing to be made. Watchmen have for months been stationed at various points to prevent any attempt to secure the crossing by force, and an engine has been kept as a sentry to block the track at the disputed point. It had been supposed by the George’s Creek officers that

everything had been satisfactorily settled by the last decision of the Board of Public Works, by which their road had been authorized to make the crossing, but the Baltimore and Ohio officers interposed a suggestion for a crossing at another point, and so the matter continued to drag along, with considerable bitter feeling on both sides. The George's Creek Road had been completed to the Baltimore and Ohio tracks on both sides, and all that was lacking was the crossing. Last week considerable correspondence passed between Mr. Henry Loveridge, President of the George's Creek Company, and President Garrett, and, as Mr. Loveridge was dissatisfied at the replies he received, he resolved to make the crossing on Monday, by force if necessary. He evidently expected that considerable force might be necessary, and word was sent to the miners of the George's Creek Company, at Lonaconing and other points, to go to Cumberland. Vice President Garrett heard Sunday night of the preparations that were going on to carry the crossing by force, and in order to avoid the responsibility of being a party to such an affair, which would, in all probability, have been attended with loss of life, he telegraphed to Mr. Loveridge that the Baltimore and Ohio would construct the crossing over its own track for the use of the George's Creek road. On Monday morning this was carried out, and trains of the George's Creek road were running over the crossing by 9 o'clock. The order to the miners was countermanded Sunday night, but they went to Cumberland, nevertheless, several hundred strong, with a band of music, and the day which was feared might be see serious trouble was turned into a general festival. This fight has really been between the Baltimore and Ohio and the Pennsylvania Railroad authorities, and the Pennsylvania people have carried their point. Mr. Henry Loveridge, who is president of the George's Creek and Cumberland Railroad, is Vice President of the Pennsylvania road in Maryland.

The settlement of this difficulty will furnish a large increase of freight to the Chesapeake and Ohio Canal.

DT, Sat. 7/23/81, p. 3. **Canal Trade**

The following boats, 25 in number, carrying 2,720 01 tons of coal, left this port Friday, July 22, 1881:

Consolidation Coal Company

Georgetown:

H. C. Hicks	Capt. Seaman	115 05
Jacob McGraw	Capt. Shaw	111 05
L. W. Guinand	Capt. Weller	121 01
H. Roussell	Capt. McKnight	118 11
R. H. Jones	Capt. Westbrook	119 17
F. H. Irwin	Capt. Hall	113 07

Williamsport:

M. A. Shupp	Capt. Shupp	112 15
D. Seibert	Capt. Preston	113 17
Eight boats		<u>925 18</u>

New Central Coal Company

Georgetown:

Wm. P. Wools	Capt. Priglon	105 17
Johnnie	Capt. Kean	113 15
Col. J. C. Lynn	Capt. Reid	112 08
D. Sinclair	C. Zimmerman	111 11
R. J. Mitchel	Capt. Grimm	110 19
Daniel Henry	Capt. O'Neal	115 17
Six boats		<u>670 06</u>

Borden Mining Company

Georgetown:

Fall River	Capt. Hassett	111 18
Henry Boley	Capt. Hassett	111 14
W H M Masters	Capt. Hassett	113 14
Regulus	Capt. Hassett	95 04
Onward	Capt. Griffith	115 04
Hunter G.	Capt. Griffith	116 17
Six boats		<u>664 05</u>

American Coal Company

Alexandria:

Geo Sherman	Capt. Renner	115 00
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Blaen Avon Company

Georgetown:

J. J. Moore	Capt. Boyer	116 06
Minnie & Pinkie	Capt. Beckwith	112 02
Two boats		<u>228 08</u>

Individual

Georgetown:		
Harlow Bros.	Capt. Brissett	116 03
Lumber	P. Hein & Co.	2,800'

The Eyler Case Before the Court of Appeals.

The case of the Chesapeake and Ohio Canal Company vs. the commissioners of Allegany county has just been decided by the Court of Appeals. It involves the question as to the liability of the canal company to keep in repair a bridge erected by it when the canal was cut through a public road in that county. One Eyler had recovered \$2,418, with \$375 cost, against the county commissioners, the Court of Appeals having decided that they were liable to Eyler. The commissioners then sued the canal company to recover the damages paid to Eyler, with costs, counsel fees and interest. The Court of Appeals, Judge Ritchie delivering the opinion, says that it has been decided that the canal company was bound in law to connect again by suitable means any public road severed by it in constructing its canal. This principle has been frequently applied in the excavation of streets by railroads and other disturbances of highways. In a previous case this court decided that "the duty of keeping this bridge in repair is devolved on the canal company." It is simply for additional security that the county commissioners are held primarily responsible for the safe condition of the bridges. As to the principle of *pari delicto*, it is well settled that as to the public, or third person, one of two parties may be held primarily responsible without diminishing the obligation of the other or impairing the right of action over against them.

When a municipal corporation is primarily bound to indemnify one who has been injured in consequence of default in keeping the streets safe for passage of persona and property, the corporation has a clear remedy over against the body who has so used the street as to produce the injury. When there is no moral delinquency in the act in which two have participated, the relative delinquency of the parties may be inquired into and justice administered, although

both parties were wrongdoers. In a case cited a city recovered the amount of a judgment paid by it for compensation to a person injured by falling down a cellarway unprotected by a railing as required by city ordinance, though the ordinance had been disregarded for twenty years. In this case the party injured, Eyler, could have sued the canal company had he so elected. The remedy against the commissioners is cumulative. And the commissioners, had they been informed of the bad condition of the bridge, could have required the canal company to repair it, and on its neglect the commissioners could have had it done, and made the canal company pay for the expenditures. As to the form of notice to be given a party when it is intended to call upon to defend the suit, of for indemnity, it is not material, so that the party is substantially informed and is afforded opportunity to make defense. The county commissioners are also entitled to recover for their counsel fees and costs from the canal company. The opinion is concurred in by Chief Judge Bartol and Judges Grason, Miller, Robinson, Alvey, Irving and Magruder.

Sun, Sat. 7/23/81, p. 1. **The First Coal Train Over the New Crossing** – Today the first coal carried to the Chesapeake and Ohio Canal over the George's Creek and Cumberland Railroad was taken over the crossing and connection of the Baltimore and Ohio Road. The train of hoppers with coal of the American Company was taken by one of the new railroad's engine to the point of connection, where a Baltimore and Ohio engine took the train to basin wharf. There the coal was loaded on canal boat George Sherman and shipped.

 CHESAPEAKE AND OHIO CANAL LOCKS
 Lumber and stone to lengthen the locks of the Chesapeake and Ohio Canal in Maryland are being delivered for use when navigation closes. It is expected 33 locks will be lengthened during the winter. In the meantime, material is being forwarded to various convenient points along the line. Superintendents L. G. Stanhope and J. J.

Moore and Chief Engineer Smith, of the canal, with a number of boss carpenters, are going over the work preliminary to the commencement of operations.

ES, Sun. 7/24/81, p. 1. **C. and O. Canal Interests.** FIRST COAL TRAIN OVER THE NEW CROSSING – At Cumberland, Md., yesterday, the first coal carried to the Chesapeake and Ohio canal over the George’s Creek and Cumberland railroad was taken over the crossing and connection of the Baltimore and Ohio road. The train of hoppers with coal of the American Company was taken by one of the new railroad’s engines to the point of connection, where a Baltimore and Ohio engine took the train to the basin wharf. There the coal was loaded on canal boat George Sherman and shipped for Georgetown.

THE LENGTHENED LOCKS.

Lumber and stone to lengthen the locks of the Chesapeake and Ohio canal in Maryland are being delivered for use when navigation closes. It is expected 33 locks will be lengthened during the winter. In the meanwhile material is being forwarded to various convenient points along the line. Superintendents L. G. Stanhope and J. J. Moore and Chief Engineer Smith, of the canal, with a number of the boss carpenters, are going over the work preliminary to the commencement of operations.

DT, Mon. 7/25/81, p. 3. **Canal Trade**

The following boats, 28 in number, carrying 3,220 14 tons of coal, left this port Saturday, July 23, 1881:

Consolidation Coal Company

Georgetown:

V. S. Brashears	Capt. Moore	114 17
C. D. Warfield	Capt. Kerns	118 11
Willie & Johnnie	Capt. Morrison	119 08
M. B. Mayfield	Capt. Pennel	115 13
I. Miller	Capt. Brown	116 16
J. Z. Williams	Capt. Zeigler	120 05
G. M. Ryan	Capt. Kroon	111 19
H. K. Shaner	Capt. Kroon	114 16

B. C. Barrell, jr.	Capt. Jackson	117 17
Three Sisters	Capt. Little	114 05
J. M. Dove	Capt. Benner	116 10
L. H. Kuhn	Capt. Krone	<u>116 03</u>
Twelve boats		1,396 11

Borden Mining Company

Georgetown:

Abram Kuhn	Capt. Hassett	109 00
Wm. T. Hassett	Capt. Hassett	118 12
M. S. Haines	Capt. Hassett	111 01
Pilot Boy	Capt. Hassett	116 00
Warren Delano, jr.	Capt. Hassett	114 12
Areturus	Capt. Hassett	101 02
H. Freeland	Capt. Griffith	<u>119 10</u>
Seven boats		789 17

New Central Coal Company

Georgetown:

Dr. J P Broderick	Capt. Donnelly	113 08
Youghiogheny	Capt. Little	122 12
F. M. Offutt	Capt. Edenhart	<u>111 03</u>
Three boats		347 03

Blaen Avon Company

Georgetown:

J. W. Carder	Capt. Darkey	111 19
Clara	Capt. Colbert	112 17
F. Williams	Capt. McCormick	<u>116 08</u>
Three boats		341 04

American Coal Company

Alexandria:

Andrew Main	Capt. Matters	112 00
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Individual

Washington:

Robt. Callahan	Capt. McQuaid	113 03
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Despard Coal Company

Georgetown:

Altoona	Capt. Young	120 16
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ES, Mon. 7/25/81, p. 9. **West Washington, nee Georgetown – The Canal Trade – Grain** – Arrived boat G. T. Dunlop with wheat and corn.

Ibid, p. 10. **Alexandria Affairs**

FAST STEAMERS WRECKING CANAL

BOATS – The steamer *Excelsior* and other steamers which pass close to the river front here at a high rate of speed cause considerable

Canal Trade - 1881

damage. The craft moored at the wharves are first sucked out to the full length of their moorings and then thrown with great violence against the wharves. Last week a loaded canal boat at Herbert's wharves was dashed against a pier by a wave from the steamer *Excelsior* and a hole opened in her bottom through which the water poured, and the hands were kept busy at the pumps until after midnight before the leak was stopped. There is some talk of a suit for damages.

DT, Tue. 7/26/81, p. 3. **Canal Trade**

The following boats, 29 in number, carrying 3,348 09 tons of coal, left this port Monday, July 25, 1881:

Consolidation Coal Company

Georgetown:

Lillie	Capt. Draner	114 06
J. H. Parrott, jr.	Capt. Shaley	119 08
Jos. M. Wheatley	Capt. Seaman	117 12
E. K. Johnson	Capt. Walker	118 04
Maggie McCleary	Capt. Dixon	117 06
D. Linkins	C. Marmaduke	121 18
Elbe River	Capt. Swain	117 12
H. A. Clarke	Capt. Quigley	119 09
Ed Cohill	Capt. Gannon	121 07
Lou & Glen	C. Eichelberger	114 17

Williamsport:

Grason & Fannie	Capt. Rinehart	<u>109 03</u>
Eleven boats		1,291 02

New Central Coal Company

Georgetown:

Emily H.	Capt. Hammond	113 02
Osceola & Jake	Capt. Davis	113 13
Sarah B.	Capt. Kimble	114 08
Allegheny	Capt. Krone	115 08
Wm. Blackwell	Capt. Hoadley	110 00
Delaware	C. Dickerhoof	120 07
J. F. A. Remley	Capt. Dixon	<u>109 00</u>
Seven boats		795 18

Borden Mining Company

Georgetown:

Susan Charles	Capt. Hassett	116 01
Samuel Reitzel	Capt. Hassett	115 18
Jacob H. Snyder	Capt. Hassett	117 09

Altair	Capt. Hassett	<u>119 13</u>
Four boats		468 16

American Coal Company

Alexandria:

Edward Bayer	Capt. Fisher	110 02
David A. Lowe	Capt. Fisher	113 06
William Smith	Capt. Masters	<u>113 06</u>
Three boats		336 14

Blaen Avon Company

Georgetown:

Wm. M. Mertens	Capt. Merryman	113 01
George Hughes	Capt. Callen	<u>112 16</u>
Two boats		225 17

George's Creek Coal Company

Georgetown:

F. H. Darby	Capt. Tice	114 02
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Individual

Georgetown:

Cloud	Capt. Gearhart	116 00
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DT, Wed. 7/27/81, p. 3. **Canal Trade**

The following boats, 26 in number, carrying 2,978 13 tons of coal, left this port Tuesday, July 26, 1881:

Consolidation Coal Company

Georgetown:

J. B. Thomas	Capt. Yingling	119 02
Nannie & Willie	Capt. Knode	119 13
A. E. McDonal	C. Marmaduke	112 17
Bessie G.	Capt. Artz	115 08
A. F. Lantz	Capt. Swain	114 11
W. C. Ernst	Capt. Bender	116 19
Consolidation	Capt. Barger	116 07
W. Thomson	Capt. Wertz	112 00
P. L. Burwell	Capt. Morrow	121 01
G. A. Pearre	Capt. Shives	112 14
A. B. Turner	Capt. Riley	116 08
G. L. Sheriff	Capt. Sorrell	118 17
W. J. Stephenson	Capt. Brubaker	<u>116 13</u>
Thirteen boats		1,512 10

Borden Mining Company

Georgetown:

Sycorax	Capt. Hassett	113 17
M. S. Fernsner	Capt. Hassett	116 12
Borden & Lovell	Capt. Hassett	109 14
Kate Prather	Capt. Hassett	114 15

Gen. Garfield	Capt. Griffith	119 00
Harry Borden	Capt. Griffith	<u>116 06</u>
Six boats		690 04
American Coal Company		
Alexandria:		
Richard Bender	Capt. Moore	109 15
Thomas Patton	Capt. Eaton	110 17
R. H. Miller	Capt. Eaton	<u>110 05</u>
Three boats		330 17
New Central Coal Company		
Georgetown:		
Lucinda	Capt. Gowes	111 04
D. R. Long	Capt. Evans	<u>109 14</u>
Two boats		220 18
Blaen Avon Company		
Georgetown:		
Wm. L. Read	Capt. Manning	122 09
A. B. Spear	Capt. Kirby	<u>111 15</u>
Two boats		224 04

H&TL Wed. 7/27/81, p. 3. **Meeting of the Canal Board** – The board of directors of the Chesapeake and Ohio Canal Company held the first meeting since the election of the new board at Barnum’s Hotel, Baltimore, on Tuesday of last week. There were present Senator A. P. Gorman, president; Benjamin C. Fawcett, secretary; Col. James G. Berrett, H. D. Fernandes, Patrick Hamill and Major Morgan, the latter representing the District Commissioners on the board. The absentees were Messrs. Humbird and Bayard Smith. The president and directors present took the oath of office, as required under the law of Maryland, for the faithful discharge of their duties as members of the board. President Gorman announced that the first business was the election of officers. Mr. Benjamin C. Fawcett was re-elected secretary and treasurer, and Stephen Gambrill was re-elected superintendent of the canal. The salary of each was continued at \$2,000 a year. Senator Gorman, it will be remembered, was elected president at the stockholder’s meeting, which fixed his salary at \$5,000 a year and \$1,000 for traveling expenses.

The other officers of the canal hold their appointment under the president.

After the election of officers, Mr. Gorman submitted his monthly report, giving an account of the condition of the canal since the last meeting. He stated that he and other officers of the canal had made an inspection of the waterway last week, and had made the necessary preliminary arrangements for the lengthening of the locks, as authorized by the stockholder’s meeting last month. Arrangements have been made for the purchase at reasonable terms of timber, stone and other material required for those improvements, which will be pushed forward at once. It is expected that thirty-four of the locks will be lengthened in time for the opening of navigation next season, when there is every reason to hope for an increased trade and increasing revenues. Under instructions of the annual meeting of the stockholders, the repair bonds will be issued from time to time, as the work progresses, and the proceeds applied to the payment for the improvements. The total amount for the bonds appropriated for the purpose is \$500,000, but \$450,000 will be sufficient to pay for the entire work, and of this sum about \$250,000 will be expended this season. The canal authorities will dispose of the bonds on best terms they can secure for them.

The New Canal Locks – The Chesapeake and Ohio Canal Company has adopted a new patent lock-gate, with six paddles, the invention of Mr. S. D. Young. These gates will be used by the company in the lengthening of the locks, the work on which, however, is not likely to begin before the close of the present season’s navigation. There are thirty-three of these locks, which will be lengthened, and it is the purpose of the company to have them all completed by the re-opening of navigation next spring.

Sun, Wed. 7/27/81, p. 1. **The Cumberland Coal Trade** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, July 23, were 47,315 tons, and for the

year 1881 to that date 1,087,342 tons, a decrease of 57,523 tons as compared with last year. The coal was carried to tidewater as follows: Baltimore and Ohio railroad, for the week 22,399 tons; for the year 735,163 tons, decrease as compared with last year of 4,110 tons. Chesapeake and Ohio canal, for the week 16,079 tons; for the year 217,262 tons; a decrease as compared with last year of 62,884 tons. The coal was brought from the mines as follows: Cumberland and Pennsylvania Railroad, for the week 39,743 tons; for the year 1,008,290 tons. Baltimore and Ohio Railroad, for the week 1,137 tons; for the year 35,645 tons. George's Creek and Cumberland Railroad, for the week 6,363 tons; for the year 40,688 tons.

ES, Wed, 7/27/81, p. 4.

Alexandria Affairs

From George's Creek – The coal trade via the George's Creek and Cumberland railroad connecting with the canal was begun here this morning by the arrival of the canal boat George Sherman, 110 tons, to the American Coal Company.

DT, Thu. 7/28/81, p. 3. **Canal Trade**

The following boats, 29 in number, carrying 3,323 16 tons of coal, left this port Wednesday, July 27, 1881:

Consolidation Coal Company

Georgetown:

Gilmore Meredith	Capt. Compton	119 17
A. M. Grove	Capt. Grove	116 14
Willie & Frankie	Capt. Repp	114 06
R. Fannon	Capt. Alexander	116 14
J. W. Steiner	Capt. Ingram	111 05
George Bogus	Capt. Powell	119 04
Thames River	Capt. Stride	118 09
W. H. Marlow	Capt. Rinehart	115 12
Laura S.	Capt. Little	120 00
Ernst & Holland	Capt. Miller	115 15
Amazon River	Capt. Benner	118 01

Williamsport:

Katie & Jimmy	Capt. Woltz	113 05
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Shepherdstown:

C. W. Osbourn	Capt. Osbourn	113 06
Thirteen boats		1,512 07

New Central Coal Company

Georgetown:

Neta K. Phelps	Capt. Dixon	109 12
Six Children	Capt. McCardell	113 08
Theo M. Smith	Capt. Smith	110 16
A. H. Bradt	Capt. Hill	114 05
Four boats		448 01

Blaen Avon Company

Georgetown:

Adam Sherman	C. Poffenberger	111 18
Col John Meyers	Capt. Roof	111 10
L W Poffenberger	Capt. Stackles	112 05
F W Mintdrop	Capt. Anderson	116 12
Four boats		452 05

Borden Mining Company

Georgetown:

Echo	Capt. Griffith	115 12
Harry & Ralph	Capt. Griffith	115 14
Cowton & Tilghman	Capt. Hassett	120 17
Three boats		342 03

American Coal Company

Georgetown:

Benj. Williamson	Capt. Reynolds	112 17
J. J. Swift	Capt. Brown	111 17
John L. Read	Capt. Brendlinger	111 19
Three boats		336 13

George's Creek Coal Company

Georgetown:

Steffey & Findley	Capt. Rodeniser	115 02
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Individual

Georgetown:

Juniata	Capt. Cumming	117 04
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TC, Thu. 7/28/81, p. 4. **A Horse Thief Caught** – John H. Simms, a colored man on crutches, was introduced to Judge Snell today on a charge of stealing a horse from the canal boat of Charles J. Schaeffer, in Georgetown. When Officers Howe and Smoot caught him on the Navy yard, he was making his way at quick time into Maryland. Johnny has already served a term in the penitentiary, and he was again committed to await the action of the grand jury.

ES, Thu. 7/28/81, p. 4. **West Washington, nee Georgetown – The Coal Trade** – The official report of the Cumberland coal trade for the week ending Saturday, July 23, 1881, states the total shipments for the week by the Cumberland and Pennsylvania railroad to be 39,742 11 tons, and increase of 2,156 04 tons compared with the same period last year, and 6,362 18 tons by the George’s Creek and Cumberland railroad. Of this amount 21,189 tons were shipped by the Baltimore and Ohio railroad; 2,680 03 tons by the Cumberland and Pennsylvania railroad to the State Line; 6,125 19 tons by the George’s Creek and Cumberland railroad to the State Line; 15,873 08 tons to the Chesapeake and Ohio canal by the Cumberland and Pennsylvania railroad; 205 09 by the George’s Creek and Cumberland railroad. 217,262 06 tons have been shipped during the year by canal. 26 boats left Cumberland Tuesday with 2,978 13 tons of coal for Georgetown, excepting 330 17 tons for Alexandria.

 THE STEAM CANAL PACKET *EXCELSIOR* WILL leave foot of Congress street, Georgetown, EVERY MORNING AT 8 O’CLCOK, for the Great Falls. Fare, 50¢, round trip.

DT, Fri. 7/29/81, p. 3. **Canal Trade**
 The following boats, 35 in number, carrying 4,033 12 tons of coal, left this port Thursday, July 28, 1881:

Consolidation Coal Company

Georgetown:		
J. R. Cruzen	C. McCormick	111 11
Major Anderson	Capt. Woltz	119 01
R. Shriver	Capt. Nuse	117 05
Julia Tyler	Capt. Nuse	118 12
A. P. Gorman	Capt. Mullen	116 12
Mollie Boyer	Capt. Knode	116 13
J. Light	Capt. Baler	115 09
M. C. Clay	Capt. Murphy	114 17
L. C. Burwell	Capt. Zellers	113 08
Clara & Prudy	Capt. Harrison	112 02
Williamsport:		

Jack & Bessie	Capt. Shaffer	<u>112 16</u>
Eleven boats		1,268 06

Borden Mining Company

Georgetown:		
Theo. Dean	Capt. Hassett	116 17
R. B. Lynn	Capt. Hassett	115 19
Little Nan	Capt. Hassett	114 15
Charlie Hassett	Capt. Hassett	113 11
Rainbow	Capt. Griffith	119 01
James Clarke	Capt. Griffith	129 07
Clinton Knode	Capt. Snyder	<u>117 09</u>
Seven boats		826 19

American Coal Company

Alexandria:		
James Dayton	Capt. Fink	110 09
William C. Hunter	Capt. Spitznogle	111 09
H. O. Claughton	Capt. Fisher	113 03
J. H. Stickney	Capt. Moore	107 15
Wm. J. Boothe	Capt. Weaver	<u>111 07</u>
Five boats		554 03

New Central Coal Company

Georgetown:		
Daniel Webster	Capt. Martz	113 18
Carrie V.	Capt. Martz	113 16
Lucy & Willie	Capt. Ingram	109 17
M. A. West	Capt. Conrad	<u>110 02</u>
Four boats		447 13

George’s Creek Coal Company

Georgetown:		
Ida J. Reid	Capt. Reid	115 17
Sallie H. Taylor	Capt. Reid	113 10
Phillie G.	Capt. Brady	<u>121 01</u>
Three boats		350 08

Blaen Avon Company

Georgetown:		
Four Sisters	Capt. Harris	115 10
Mollie	C. Poffenberger	115 16
D. L. Taylor	Capt. Parton	<u>115 10</u>
Three boats		346 16

Individual

Georgetown:		
Highlander	Capt. Young	120 00
Washington:		
Sally J. Kelly	Capt. Young	<u>119 07</u>
Two boats		239 07

TC, Fri. 7/29/81, p. 4. **ALEXANDRIA AFFAIRS** – Several boats loaded with coal arrived at the wharf of the American Coal Company from Cumberland yesterday. The company will be ready to load vessels for the Eastern ports by Monday next.

ES, Fri. 7/29/81, p. 4. The steam canal packet *Excelsior* will leave foot of Congress street, Georgetown, every morning at 8 o'clock for the Great Falls.

DT, Sat. 7/30/81, p. 3. **Canal Trade**

The following boats, 21 in number, carrying 2,411 11 tons of coal, left this port Friday, July 29, 1881:

Consolidation Coal Company

Georgetown:		
W. Weber	Capt. Rowland	114 16
Jimmy M. jr.	Capt. Bush	116 11
L. P. Huston	Capt. Brubaker	117 01
A. B. Winship	Capt. Hebb	116 11
B. R. Wayfield	Capt. Piper	117 14
Z. Williams	Capt. Mose	106 07
C. F. Mayer	Capt. Reed	120 12
Thos. O'Connell	Capt. Mills	113 02
Diligent	Capt. Cramer	115 15
Williamsport:		
M. A. Shupp	Capt. Shupp	117 04
Berlin:		
E. L. Whiting	Capt. Darrow	112 08
Eleven boats		1,278 01

Borden Mining Company

Georgetown:		
Antares	Capt. Griffith	96 01
Exchange	Capt. Griffith	118 11
Cigarette	Capt. Hassett	121 05
Regulus	Capt. Hassett	98 19
Four boats		434 16

American Coal Company

Alexandria:		
Theo. L. Betts	Capt. Lucas	116 03
John H. Platte	Capt. Bowers	116 12
Dr. G. E. Porter	Capt. Tall	115 16
Three boats		348 11

New Central Coal Company

Georgetown:		
Potomac	Capt. Barger	122 08
Blaen Avon Company		

Georgetown:		
Wm. Foley	C. Montgomery	111 15
Individual		

Georgetown:		
Maggie B.	Capt. Beachler	116 00

TC, Sat. 7/30/81, p. 4. **Earnings of the Canal** – The quarterly report of the board of directors of the Chesapeake and Ohio Canal Company was yesterday filed with the clerk of the United States Circuit Court of Maryland, in accordance with the directions of the court given at the time of the trial of the case some months ago. It shows: Expenditures for April \$24,311.48; for May \$29,438.66; for June \$28,410.96, making \$82,161.10. Total payments for the quarter \$144,792.79; receipts \$149,321.82; net earnings \$4,529.03.

ES, Sat. 7/30/81, p. 4. **West Washington, nee Georgetown – The Canal Trade – Grain** arrivals boat Farmer's Friend with 1,000 bushels wheat and 2,000 bushels corn; boat H. M. Talbott with 1,500 bushels wheat and 800 bushels corn; boat Medley with 3,400 bushels wheat and 500 bushels corn.

DT, Mon. 8/1/81, p. 2. **THE CANAL IMPROVEMENTS** – Arrangements have been perfected for the improvements on the canal this coming fall and winter, and it is the purpose of the company not to interfere in any manner with the shipment of coal. Contracts have been made with the Messrs. Davis, of Mineral county, for a large amount of logs, while Messrs. P. Hein & Co. will furnish the larger quantity from their immense tract of virgin timber in the lower end of the county, to reach which they will construct several miles of tram road from the canal. For the lower locks, where less timber will be required, a contract has been made with a Virginia firm.

The purpose of the company, if we understand the matter aright, is to remove the lower gates and stone work and extend the walls a distance of 100 feet by constructing log sides; which, if properly made, will last for a long period of time.

For the coming fall and winter there will be about twenty-five locks lengthened, and by the coming month work will be begun on such parts as will not require a suspension of business on the canal. The logs will be delivered to the locks to be lengthened, the stones for the lower end of the extended locks, that hold the gates, will be quarried, and masons will be employed in cutting the stone. It is believed that by the opening of trade next spring, the locks will be completed, and the canal will become the cheapest outlet for our coal.

Ibid, p. 3. **Canal Trade**

The following boats, 30 in number, carrying 3,439 12 tons of coal, left this port Saturday, July 30, 1881:

Consolidation Coal Company

Georgetown:

Dr. Biggs	Capt. Weller	112 02
P. L. Lemen	Capt. Crampton	114 17
A. P. Mayfield	Capt. Benner	119 00
W. A. Smoot	Capt. Little	117 10
M. E. Waters	Capt. Benner	111 09
G M Stonebraker	Capt. Krone	112 05
L. W. Guinand	Capt. Weller	117 18
Five Brothers	Capt. Little	112 13
G. C. Goodrich	Capt. Little	116 07
R. H. Jones	Capt. Westbrook	118 13
Ten boats		1,152 14

Borden Mining Company

Georgetown:

G. F. Smith	Capt. Hassett	115 07
Fall River	Capt. Hassett	108 11
Dr. O M Schindell	Capt. Hassett	118 06
Mabel	Capt. Hassett	121 06
Walter Beall	Capt. Griffith	115 00
New Era	Capt. Griffith	101 15
Six boats		680 05

New Central Coal Company

Georgetown:

Savannah	Capt. O'Neal	116 09
M. Ruben	Capt. Reader	117 19
Monongahela	Capt. Grosh	119 18
Three boats		354 06

Maryland Coal Company

Georgetown:

Eliz. Miller	Capt. Rossworm	122 00
Mattie	Capt. Seaman	116 14
Maryland	Capt. Clendening	111 04
Three boats		349 18

Blaen Avon Company

Georgetown:

Katie & Addie	Capt. Peck	112 00
Lizzie K.	Capt. Bowers	112 00
Martin Scally	Capt. Dunn	112 05
Three boats		336 05

American Coal Company

Alexandria:

James Green	Capt. Bowers	113 02
American Flag	Capt. Pearce	112 10
Wm. E. Bell	Capt. Delaney	110 09
Three boats		336 01

George's Creek Coal Company

Georgetown:

Geo. B. Oswald	Capt. Blome	113 06
Individual		

Washington:

G. Berkebile	Capt. Young	116 17
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TC, Mon. 8/1/81, p. 4. **ALEXANDRIA**

AFFAIRS – The American Coal Company of this city are now loading a number of schooners with Cumberland coal for the Eastern ports as far as Eastport, Me.

DT, Tue. 8/2/81, p. 3. **Canal Trade**

The following boats, 33 in number, carrying 3,750 13 tons of coal, left this port Monday, August 1, 1881:

Consolidation Coal Company

Georgetown:

H. Roussell	Capt. McKnight	117 09
Allen Campbell	Capt. Eddy	116 11
W. King	Capt. McCoy	121 14
Three Sisters	Capt. Little	109 18

Canal Trade - 1881

V. S. Brashears	Capt. Moore	110 07
I. Miller	Capt. Brown	117 15
Willie & Jonnie	Capt. Morrison	120 06
B. C. Barroll	Capt. Jackson	119 10
Jacob McGraw	Capt. Shaw	109 03
L. H. Kuhn	Capt. Kroon	116 02
H. C. Hicks	Capt. Seaman	116 15
Williamsport:		
Grason & Fannie	Capt. Rinehart	110 02
Alexandria:		
G. S. French	Capt. Wolf	<u>112 04</u>
Thirteen boats		1,498 00
Borden Mining Company		
Georgetown:		
B. M. Young	Capt. Hassett	115 11
Sally E. Hassett	Capt. Hassett	112 15
Areturus	Capt. Hassett	98 08
E. R. Ladew	Capt. Griffith	117 08
Onward	Capt. Griffith	<u>117 07</u>
Five boats		561 00
American Coal Company		
Alexandria:		
Wm. Darrow	Capt. Bower	109 11
American Flag	Capt. Pearce	112 18
John Bradburn	Capt. Malone	111 01
J. P. Moore	Capt. Nuse	112 14
Dr. M. M. Lewis	Capt. Lynch	<u>111 07</u>
Five boats		557 11
New Central Coal Company		
Georgetown:		
A. H. Agnew	Capt. Myers	111 14
R. A. Farmer	Capt. Ardinger	114 05
Wm. M. Price	Capt. Grimminger	110 00
Geo. S. Couter	Capt. Zimerly	<u>110 11</u>
Four boats		446 01
Blaen Avon Company		
Georgetown:		
C. C. Kelly	Capt. Spong	112 01
D. Boothe	Capt. Read	112 07
E. Snyder	Capt. Jackson	<u>112 05</u>
Three boats		336 13
Maryland Coal Company		
Georgetown:		
Geo. T. Gatrell	Capt. Harper	116 16
Cumberland	Capt. Pierce	<u>116 14</u>
Two boats		233 10

Individual		
Georgetown:		
Meyersdale	Capt. Stull	117 00

ES, Tue. 8/2/81, p. 4. **West Washington, nee Georgetown – The Canal Trade** – Grain arrivals – boat Samuel Jarboe with 3,800 bushels wheat.

DT, Wed. 8/3/81, p. 3. **Canal Trade**
The following boats, 21 in number, carrying 2,267 00 tons of coal, left this port Tuesday, August 2, 1881:

Consolidation Coal Company		
Georgetown:		
G. M. Ryan	Capt. Kroon	112 18
P. Sinclair	Capt. W. Stull	114 10
W. H. Lowe	Capt. H. Carter	115 08
H. Loveridge	Capt. E. Hine	113 14
Dr. Russell	Capt. S. Bowers	111 00
J. M. Dove	Capt. B. Benner	115 12
M. B. Mayfield	Capt. J. Pennel	115 10
Williamsport:		
Katie & Jimmy	Capt. J. Woltz	<u>115 11</u>
Eight boats		912 08
Borden Mining Company		
Georgetown:		
Pilot Boy	Capt. Hassett	116 15
Isaac Wilson	Capt. Griffith	117 00
Invincible	Capt. Griffith	120 08
Denton Jacques	Capt. Hassett	<u>115 01</u>
Four boats		448 19
New Central Coal Company		
Georgetown:		
E. T. Woody	Ca. D. Crumbaugh	118 05
F. A. Mertens	Capt. N. Long	115 16
J. R. Couter	Capt. A Williams	<u>110 13</u>
Three boats		344 14
Maryland Coal Company		
Georgetown:		
Johnnie & Frankie	Capt. Magaha	115 05
Star No. 4	Capt. Garrett	91 14
Star No. 7	Capt. Ripple	<u>96 00</u>
Three boats		302 19
Blaen Avon Company		
Georgetown:		

Ida & Harry	Capt. Ekis	107 19
Thos. Tiernan	Capt. McKelvey	<u>112 06</u>
Two boats		220 05
American Coal Company		
Alexandria:		
M. Kersey	Capt. McMullen	111 15

Sun, Wed. 8/3/81, p. 4. **Cumberland Items**

The shipments from the mines of the Cumberland coal region for the week ended Saturday, July 30, were 51,280 tons, and for the year to that date 1,138,612 tons, a decrease of 48,770 tons as compared with the corresponding period of last year. The coal was carried to tidewater as follows: Baltimore and Ohio Railroad: week 23,553 tons; year 758,715 tons, decrease as compared with last year 5,851 tons. Chesapeake and Ohio Canal: week 19,946 tons; year 236,441 tons; decrease as compared with last year 55,738 tons. Pennsylvania Railroad: Week 7,493 tons; year 143,085 tons; increase over last year 12,448 tons. The coal was brought from the mines as follows: Cumberland and Pennsylvania Railroad: week 42,481 tons; year 1,050,771 tons. George's Creek and Cumberland Railroad: week 7,427 tons; year 48,115 tons. Baltimore and Ohio Railroad: week 1,265 tons; year 36,909 tons.

TC, Wed. 8/3/81, p. 4. **GEORGETOWN AFFAIRS – The George's Creek Road**

It may be of interest to our Georgetown readers to state that the George's Creek road is doing considerable business in the way of shipping coal. Monday that road shipped 100 hopper loads of coal to the canal and fifty scows to the State line. Manager Millholland stated that shipments would be kept up by the Pennsylvania route for some time yet; his company had made certain alliances in the spring and those alliances would not be abandoned. He expected to send at least a hundred loads to the canal per day for the rest of the season, probably more. The road was already in prime condition, but the smallest details to complete its effectiveness would be carried out.

Patent Lock-Gate

The Chesapeake & Ohio Canal Company has adopted a new patent lock-gate, with six paddles, the invention of Mr. S. D. Young. These gates will be used by this company in the lengthening of the locks.

DT, Thu. 8/4/81, p. 3. **Canal Trade**

The following boats, 20 in number, carrying 2,306 04 tons of coal, left this port Wednesday, August 3, 1881:

Consolidation Coal Company

Georgetown:		
C. D. Warfield	Capt. Kerns	118 19
J. Z. Williams	Capt. Zeigler	118 05
J. M. Wheatley	Capt. Seaman	113 19
H. K. Shaner	Capt. Kroon	120 01
Thos. Venners	Capt. Coulehan	97 19
H. A. Clark	Capt. Quigley	119 05
Dan. Linkins	Ca. Marmaduke	120 14
E. K. Johnson	Capt. Walker	<u>118 06</u>
Eight boats		927 08

Borden Mining Company

Georgetown:		
Dr. A. Shank	Capt. Hassett	116 07
Unexpected	Capt. Hassett	115 16
L. N. Lovell	Capt. Hassett	112 14
Hunter G.	Capt. Griffith	<u>119 18</u>
Four boats		464 15

New Central Coal Company

Georgetown:		
City of Hamburg	Capt. Long	111 03
J. M. Schley	Capt. Kean	<u>118 16</u>
Two boats		229 19

Maryland Coal Company

Georgetown:		
Charlie	Capt. Woodward	113 19
O	Capt. O'Neal	<u>117 10</u>
Two boats		231 09

Blaen Avon Company

Georgetown:		
F. Williams	Capt McCormick	120 04

American Coal Company

Alexandria:		
A S Wintringham	Capt. Bear	105 02

Despard Coal Company

Washington:
 Baltimore Capt. Young 116 16
 Individual

Washington:
 R. Callahan Capt. McQuaid 110 11

TC, Thu. 8/4/81, p. 4. **GEORGETOWN AFFAIRS** – Gen. Wells, formerly provost marshal Alexandria, and subsequently the military governor of Virginia, and now one of the lessees of the Alexandria canal, says there is a short, speedy and effective way by which the Government can obtain possession of the piers of the canal aqueduct at Georgetown and build thereon a permanent bridge, and that is for it to assume the ownership of what he says is its rightful majority of the stock of the Alexandria Canal Company, and thereby give itself the required title to those piers. He says the Canal Company is in the hands of people who do not hold a majority of its stock, and that therefore its refusal to let the lessees sell the piers and pocket the money is a thing the Government ought not to respect.

ES, Thu. 8/4/81, p. 4. **West Washington, nee Georgetown – The Grain Trade** – Arrived by canal boat Farmer’s Friend with 2,500 bushels of wheat and 1,000 bushels corn.

DT, Fri. 8/5/81, p. 3. **Canal Trade**

The following boats, 22 in number, carrying 2,530 06 tons of coal, left this port Thursday, August 4, 1881:

Consolidation Coal Company

Georgetown:
 Geo. L. Sheriff Capt. Sorrell 119 13
 Ed. Cohill Capt. Gannon 116 08
 A. B. Turner Capt. Riley 113 14
 J. J. Moore Capt. Boyer 119 14
 M S O’Donnell Capt. Bowers 117 16
 Elbe River Capt. Swain 119 07
 Williamsport:
 J A Spielman Capt. Miller 113 06
 Seven boats 819 18

Borden Mining Company

Georgetown:
 W H M Masters Capt. Hassett 115 14
 A. Kuhn Capt. Hassett 113 11
 H. Boley Capt. Hassett 112 17
 Warren Delano Capt. Hassett 114 09
 Susan Charles Capt. Hassett 112 11
 H. Freeland Capt. Griffith 117 00
 Six boats 686 02

New Central Coal Company

Georgetown:
 F. Gannon Capt. Yingling 117 06
 Little Eddie Capt. Yingling 114 14
 H. Hanekamp Capt. Ganley 119 07
 R. J. Mitchell Capt. Grimm 111 01
 Four boats 462 08

American Coal Company

Alexandria:
 J. A. Alexander Capt. Turner 112 18
 A. J. Akin Capt. Hall 111 19
 M. A. Myers Capt. Creamer 107 07
 Three boats 331 17

Maryland Coal Company

Georgetown:
 H Capt. Shupp 110 03
 J Capt. Albert 119 18
 Two boats 230 01

ES, Fri. 8/5/81, p. 4. **West Washington, nee Georgetown – The Canal Trade – Grain** – Arrived boat G. T. Dunlop with load wheat and corn.

DT, Sat. 8/6/81, p. 3. **Canal Trade**

The following boats, 31 in number, carrying 3,516 02 tons of coal, left this port Friday, August 5, 1881:

Consolidation Coal Company

Georgetown:
 A. F. Lantz Capt. Swain 113 19
 Bessie G. Capt. Artz 112 11
 Geo. A. Pearre Capt. Shives 110 03
 W. J. Stevenson Capt. Brubaker 119 15
 W. H. Marlow Capt. Rinehart 113 11
 Laura Capt. Bartlett 114 04
 J. W. Turner Capt. Mertens 115 13
 P. L. Burwell Capt. Morrow 115 05

Canal Trade - 1881

W. Thompson	Capt. Martz	113 16
W. C. Ernst	Capt. Bender	118 09
Amazon River	Capt. Bender	120 10
Williamsport:		
C. B. Embrey	Capt. Newcomer	<u>111 01</u>
Twelve boats		1,378 17
American Coal Company		
Alexandria:		
R. B. Lynn	Capt. Hassett	114 05
J. H. Snyder	Capt. Hassett	115 09
Harry Borden	Capt. Griffith	116 11
A. Lovell	Capt. Griffith	106 00
Harry & Ralph	Capt. Griffith	118 00
Gen. Garfield	Capt. Griffith	<u>118 08</u>
Six boats		688 13
Maryland Coal Company		
Georgetown:		
B. L. Slack	Capt. Cartwright	114 08
Star No. 3	Capt. Ekis	96 02
Henry Boyd	Capt. Shaffer	116 04
Star No. 6	Capt. Grimm	91 05
Washington:		
F. H. Darby	Capt. Tice	114 13
C. W. Brengle	Capt. Brengle	<u>115 09</u>
Six boats		649 01
Borden Mining Company		
Georgetown:		
John Wilson	Capt McCormick	112 11
Thos. H. Faile	Capt. Penner	115 05
G. P. Lloyd	Capt. Long	107 08
Wm. Walsh	Capt. Teach	116 08
J. W. Burke	Capt. James	<u>111 10</u>
Five boats		563 02
New Central Coal Company		
Georgetown:		
Helen V.	Capt. Eddy	117 16
Col. J. C. Lynn	Capt. Reid	<u>118 13</u>
Two boats		236 09

ES, Sat. 8/6/81, p. 5. **West Washington, nee Georgetown – The Canal Trade** – Arrivals: Grain, boat Loudoun with 4,100 bushels wheat.

DT, Mon. 8/8/81, p. 3. **Canal Trade**

The following boats, 26 in number, carrying 3,030 02 tons of coal, left this port Saturday, August 6, 1881:

Consolidation Coal Company		
Georgetown:		
Z. Williams	Capt. Mose	117 05
D. Sinclair	C. Zimmerman	121 03
M. A. Shupp	Capt. Shupp	113 12
Laura S.	Capt. Little	114 05
J. B. Thomas	Capt. Yingling	115 10
Nannie & Willie	Capt. Knode	115 08
W. T. Coulehan	Capt. Staley	119 03
Thames River	Capt. Stride	119 16
Ernst & Holland	Capt. Penner	118 10
G. S. Young	Capt. Sellers	118 00
Williamsport:		
Maj. Anderson	Capt. Waltz	119 03
Hancock:		
F. H. Irwin	Capt. Hall	<u>112 18</u>
Twelve boats		1,404 13
Borden Mining Company		
Georgetown:		
Borden & Lovell	Capt. Hassett	116 13
M. S. Haines	Capt. Hassett	115 18
Samuel Reitzell	Capt. Hassett	117 07
Alexander	Capt. Griffith	115 16
Round Top	Capt. Athey	<u>112 08</u>
Five boats		578 02
American Coal Company		
Alexandria:		
G. L. Boothe	Capt. Dunn	115 04
Wm. Smith	Capt. Masters	118 17
Geo. Sherman	Capt. Renner	113 15
Andrew Main	Capt. Masters	<u>117 00</u>
Four boats		464 16
New Central Coal Company		
Georgetown:		
A. Berry	Capt. Ardinger	117 10
Missouri	Capt. Ardinger	<u>122 16</u>
Two boats		240 00
Blaen Avon Company		
Georgetown:		
C. W. Porter	Capt. Ardinger	112 18
T F McCardell	Capt McCormick	<u>112 19</u>
Two boats		225 17
Despard Coal Company		

Canal Trade - 1881

Washington:
Altoona Capt. Young 116 08

TC, Mon. 8/8/81, p. 4. **ALEXANDRIA AFFAIRS** – The American Coal Company received from Cumberland last week 14,000 tons of coal. Five hundred tons left Cumberland Saturday, consigned to this company. Vessels are scarce and in demand.

ES, Tue. 8/9/81 p. 4. **West Washington, nee Georgetown – The Grain Trade** – Grain arrived – boat H. M. Talbott with wheat and corn.

DT, Wed. 8/10/81, p. 3. **Canal Trade**
The following boats, 28 in number, carrying 3,116 01 tons of coal, left this port Tuesday, August 9, 1881:

Consolidation Coal Company

Georgetown:
W. P. Wools C. Winebrenner 112 06
Emma & Julia Capt. Miller 111 02
A. P. Gorman Capt. Mullen 110 08
W. Mertens Capt. Drenner 114 00
C. F. Mayer Capt. Reed 119 11
L. C. Burwell Capt. Zellers 112 08
B. J. Coulehan Capt. Carder 109 01
F. M. Offutt Capt. Edenhart 114 04
A. B. Winship Capt. Hebb 115 16
M. B. Winship Capt. Bowers 117 09
L. P. Huston Capt. Brubaker 112 13
Sallie & Jennie G. Capt. Yingling 114 03
M. C. Clay Capt. Murphy 116 10

Williamsport:
Jack & Bessie Capt. Shaffer 109 03
Fourteen boats 1,588 14

Borden Mining Company

Georgetown:
James Clarke Capt. Griffith 123 12
Antares Capt. Griffith 94 16
Sycorax Capt. Hassett 118 01
Cowton & Tilghman Capt. Hassett 119 13
Kate Prather Capt. Hassett 116 00
Five boats 572 02

Maryland Coal Company

Georgetown:
F Capt. Yingling 106 08
Star No. 1 Capt. Frisby 94 13
Star No. 5 Capt. Burhay 96 05
Star No. 8 Capt. Shupp 95 16
H. S. Dixon Capt. Dixon 110 17
Five boats 503 19

American Coal Company

Alexandria:
J. W. Morris Capt. Bowers 116 04
John L. Read Capt. Brendlinger 116 03
Two boats 232 07

New Central Coal Company

Georgetown:
Hunter Lee Capt. Eddy 101 19
Individual

Georgetown:
Alex Kratz Capt. Brookman 117 09

Sun, Wed. 8/10/81, p. 4. **Cumberland Coal Trade** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, August 6, were 50,517 tons, and for the year to that date 1,189,129 tons, a decrease of 35,058 tons as compared with the corresponding period of last year. The coal was carried to tidewater as follows: Baltimore and Ohio Railroad - week 24,964 tons; year 783,679 tons, decrease as compared with last year 166 tons. Chesapeake and Ohio Canal - week 16,874 tons; year 253,315 tons; decrease as compared with last year 49,758 tons. Pennsylvania Railroad - week 8,631 tons; year 151,715 tons; increase over last year 14,447 tons. The coal was brought from the mines as follows: Cumberland and Pennsylvania Railroad - week 40,360 tons; year 1,091,131 tons. Baltimore and Ohio Railroad - week 1,340 tons; year 38,249 tons; George's Creek and Cumberland Railroad – week 8,750 tons; year 56,865 tons.

ES, Wed, 8/10/81, p. 5. **West Washington, nee Georgetown -The Grain Trade** – Arrived – boats Farmer's Friend and Samuel Jarboe with wheat and corn.

Canal Trade - 1881

DT, Thu. 8/11/81, p. 3. **Canal Trade**

The following boats, 28 in number, carrying 3,198 07 tons of coal, left this port Wednesday, August 10, 1881:

Consolidation Coal Company

Georgetown:

Wm. Weber	Capt. Rowland	114 05
R. Shriver	Capt. Nuse	117 15
Van L. Sprigg	Capt. Clark	107 13
A. J. Mills	Capt. Clark	115 00
W. A. Smoot	Capt. Little	120 04
Dr. J P Broderick	Capt. Donnelly	112 09
Sarah B.	Capt. Kimmell	116 19
L. W. Guinand	Capt. Weller	115 17
A. P. Mayfield	Capt. Benner	120 06
Lewis Peacock	Capt. Reagan	111 15
Daniel Henry	Capt. O'Neal	111 02
Delaware	Capt. Dickerhoof	121 05

Williamsport:

Katie & Jimmy	Capt. Woltz	<u>112 14</u>
Thirteen boats		1,497 04

Borden Mining Company

Georgetown:

Little Nan	Capt. Hassett	115 18
Theo. Dean	Capt. Hassett	114 13
Walter Beall	Capt. Griffith	116 16
Exchange	Capt. Griffith	112 00
Clinton Knode	Capt. Snyder	<u>116 04</u>
Five boats		575 11

American Coal Company

Alexandria:

Samuel Henry	Capt. Chambers	112 01
J. H. Stickney	Capt. Moore	114 04
Wm. J. Boothe	Capt. Weaver	118 09
Richard Bender	Capt. Moore	116 04
Charles Clifton	Capt. James	<u>111 06</u>
Five boats		572 04

Maryland Coal Company

Georgetown:

Jas. H. Farrow	Capt. Smith	117 01
Star No. 2	Capt. Bowers	94 10
Maggie McClary	C. Zimmerman	114 16

Washington:

J. F. A. Remley	Capt. Dixon	<u>108 01</u>
Four boats		434 08

Individual

Georgetown:

Cigarette	Capt. Donnelly	110 00
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ES, Thu. 8/11/81, p. 4. **West Washington, nee**

Georgetown – The Coal Trade – The

shipments from the Cumberland coal region for the week ended Saturday, August 6, were 50,517 tons, and for the year to that date 1,189,129 tons, a decrease of 35,058 tons as compared with the corresponding period of 1880. The shipments to the: Baltimore and Ohio Railroad were, for the week 24,964 tons; for the year 783,679 tons, decrease of 166 as compared with 1880. The shipments to the Chesapeake and Ohio canal were, for the week 16,874 tons; for the year 253,315 tons; a decrease of 49,758 tons as compared with last year. The shipments to the Pennsylvania Railroad were, for the week 8,631 tons; for the year 151,715 tons; an increase of 14,447 tons over last year. 28 boats left Tuesday with 2,984 01 tons of coal for this port.

Alexandria Affairs

COAL TRADE – The schooner Charles Baillis, of Bristol, R. I., arrived here this morning, and is taking on the first vessel-load of coal shipped here by the American Coal Company since the George's Creek connection was made.

DT, Fri. 8/12/81, p. 3. **Canal Trade**

The following boats, 30 in number, carrying 3,401 03 tons of coal, left this port Thursday, August 11, 1881:

Consolidation Coal Company

Georgetown:

V. S. Brashears	Capt. Moore	112 00
Wm. Blackwell	Capt. Hoadley	112 07
W. L. Read	Capt. Manning	112 13
Lillie	Capt. Manning	111 10
R. H. Jones	Capt. Westbrook	116 10
John Miller	Capt. Brown	117 19
G M Stonebraker	Capt. Krone	112 14
Theodore Smith	Capt. Smith	115 14
Emily H.	Capt. Hammond	115 17
Five Brothers	Capt. Little	114 04
G. C. Goodrich	Capt. Little	110 18

Martha	Capt. Hoadley	111 14
Williamsport:		
J. A. Spielman	Capt. Miller	<u>112 10</u>
Thirteen boats		1,471 10
Maryland Coal Company		
Georgetown:		
Steffey & Findley	Capt. Rodeniser	111 08
W. H. Couter	Capt. Armstrong	113 11
Cloud	C. Zimmerman	114 10
N	Cap. Eichelberger	118 13
A. H. Bradt	Capt. Hill	111 04
Washington:		
Harlow Bros.	Capt. Bissett	111 19
P	Cap. Highbarger	116 03
Osceola & Jake	Capt. Davis	<u>111 10</u>
Eight boats		910 18
Borden Mining Company		
Georgetown:		
Areturus	Capt. Hassett	95 04
Fall Rivers	Capt. Hassett	111 14
Wm. T. Hassett	Capt. Hassett	114 04
Charlie Hassett	Capt. Hassett	115 03
Dr. O M Schindel	Capt. Hassett	<u>118 05</u>
Five boats		554 10
American Coal Company		
Alexandria:		
Michael Snow	Capt. Schoppart	114 06
Edward Bayer	Capt. Fisher	<u>115 19</u>
Two boats		230 05
George's Creek Coal Company		
Georgetown:		
Bernadette	Capt. Bancord	117 09
Individual		
Washington:		
Maggie B.	Capt. Young	116 11

TC, Fri. 8/12/81, p. 4. **GEORGETOWN AFFAIRS** – Major King, the vigilant and watchful officer of the Society for the Prevention of Cruelty to Animals, arrested two parties in Georgetown yesterday for working sore-back and bony horses. Good for the Major! Now won't he give his attention to the poor overworked canal mules. If he will take his stand somewhere near High street and the canal, he can see almost any day poor broken down

mules, with bleeding and lacerated backs, drawing huge canal boats down the stream. It is needless to say that the Major will stop this nuisance at once.

ALEXANDRIA AFFAIRS

Large quantities of coal from Cumberland arrive here each day, and principally consigned to the American Coal Company.

DT, Sat. 8/13/81, p. 3. **Canal Trade**

The following boats, 25 in number, carrying 2,813 03 tons of coal, left this port Friday, August 12, 1881:

Consolidation Coal Company

Georgetown:		
Juniata	Capt. Cumming	121 00
B. C. Barroll	Capt. Jackson	116 06
Willie & Johnnie	Capt. Morrison	116 08
Dr. A. A. Biggs	Capt. Weller	109 16
A. Campbell	Capt. Eddy	113 19
Jimmy M.	Capt. Bush	111 12
A. B. Spear	Capt. Kirby	111 07
William King	Capt. McCoy	114 00
L. H. Kuhn	Capt. Krone	110 10
H. Roussell	Capt. McKnight	116 09
Alexandria:		
Geo. S. French	Capt. Wolf	109 00
Eleven boats		1,250 07

Borden Mining Company

Georgetown:		
New Era	Capt. Griffith	99 13
G. Berkebile	Capt. Griffith	113 01
Onward	Capt. Griffith	112 11
Denton Jacques	Capt. Hassett	111 00
B. M. Young	Capt. Hassett	<u>114 13</u>
Five boats		550 18

American Coal Company

Alexandria:		
William Darrow	Capt. Bowers	110 14
Ben Williamson	Capt. Reynolds	112 06
John H. Platte	Capt. Bowers	<u>112 06</u>
Three boats		335 06

Maryland Coal Company

Georgetown:		
Elizabeth Miller	Capt. Smith	112 08

Tho. O'Connell	Capt. Mills	107 12
Mattie	Capt. Seaman	<u>117 04</u>
Three boats		337 04
George's Creek Coal Company		
Georgetown:		
E. T. Woody	Capt. Crumbaugh	114 07
Blaen Avon Company		
Georgetown:		
George Hughes	Capt. Callen	113 01
Individual		
Georgetown:		
N. K. Phelps	Capt. Dixon	112 00

TC, Sat. 8/13/81, p. 4. **GEORGETOWN AFFAIRS** – The steam packet “Maryland,” having on board Paymaster Gambrell, Civil Engineer Smith, Assistant Collector Jarboe at Georgetown, Mr. E. P. Mercer and Joseph Isaacs arrived at Cumberland Thursday. The boat started several days since from the lower end of the canal. The employees along the line were paid as the boat advanced on its trip. The party determined what locks should be doubled when the improvements are made this fall. The payroll this trip amounted to \$18,000.

Kicked by a Mule

About 4 o'clock yesterday afternoon Frank Turner, a young colored man, while driving on the tow-path, above Georgetown, was badly kicked by a mule in the face and breast. He was removed in an unconscious condition to his home, on Q, between Eleventh and Twelfth streets northwest, and Dr. B. M. Beall was called in to render the necessary surgical assistance.

ES, Sat. 8/13/81, p. 4. **West Washington, nee Georgetown – KICKED BY A MULE** – Yesterday evening about 3:30 o'clock a colored man named Frank Turner, aged twenty-four years, a canal boatman, while driving a team of mules on the towpath above the Aqueduct bridge was kicked in the face by one of the animals. His face was terribly mashed, the nose being broken and a sever cut received over the right eye. Dr. Suter attended him, after which he was

taken to his home on I street, between 11th and 12th. His condition today is very serious.
The Grain Trade – Arrivals – boat Caledonia with 1,800 bushels wheat.

DT, Mon. 8/15/81, p. 3. **Canal Trade**
 The following boats, 28 in number, carrying 3,068 16 tons of coal, left this port Saturday, August 13, 1881:

Consolidation Coal Company		
Georgetown:		
John R. Cruzen	Capt. McCormick	102 16
Jacob McGraw	Capt. Shaw	106 19
Henry Clark	Capt. Quigley	115 18
Jos M Wheatley	Capt. Seamen	112 14
Williamsport:		
C. B. Embrey	Capt. Newcomer	106 17
Shepherdstown:		
G. W. Knode	Capt. Widmeyer	<u>108 08</u>
Six boats		658 12
Maryland Coal Company		
Georgetown:		
Cumberland	Capt. Pierce	111 03
Star No. 4	Capt. Garrett	94 18
Johnnie & Frankie	Capt. Magaha	109 01
Geo. T. Gatrell	Capt. Harper	112 10
Washington:		
Carrie V.	Capt. Martz	113 02
Daniel Webster	Capt. Martz	<u>111 18</u>
Six boats		651 12
American Coal Company		
Alexandria:		
James Green	Capt. Bowers	113 10
John Bradburn	Capt. Malone	112 08
M. Sanford	Capt. Myers	109 12
David A. Lowe	Capt. Fisher	114 13
Dr. G. E. Porter	Capt. Tall	113 16
John H. Parrott	Capt. Lynch	114 11
H. O. Claughton	Capt. Fisher	<u>105 01</u>
Seven boats		783 11
Borden Mining Company		
Georgetown:		
Sally E. Hassett	Capt. Hassett	112 00
Mabel	Capt. Hassett	112 17
Willie D.	Capt. Hassett	110 12
Unexpected	Capt. Hassett	111 12

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Dr. A. Shank	Capt. Hassett	111 07
Five boats		<u>558 08</u>
George's Creek Coal Company		
Georgetown:		
Lucinda	Capt. Gowers	109 19
F. L. Moore	Capt. Wilgus	<u>90 00</u>
Two boats		199 19
Blaen Avon Company		
Georgetown:		
Minnie & Pinkie	Capt. Beckwith	108 13
Clara	Capt. Colbert	<u>108 01</u>
Two Boats		216 14

ES, Mon. 8/15/81, p. 4. **West Washington, nee Georgetown – The Grain Trade** – Arrived – boat Loudoun with 4,000 bushels wheat.

DT, Tue. 8/16/81, p. 3. **Canal Trade**
The following boats, 22 in number, carrying 2,402 16 tons of coal, left this port Monday, August 15, 1881:

Consolidation Coal Company		
Georgetown:		
M. B. Mayfield	Capt. Powell	114 18
C. D. Warfield	Capt. Yingling	111 16
J. Z. Williams	Capt. Zeigler	112 18
W. H. Marlow	Capt. Rinehart	114 09
Z. Williams	Capt. Mose	117 07
J. M. Dove	Capt. Benner	114 01
G. M. Ryan	Capt. Little	108 04
H. K. Shaner	Capt. Krone	106 03
	Capt. Krone	<u>106 03</u>

Nine boats 1,010 07

Borden Mining Company		
Georgetown:		
Pilot Boy	Capt. Hassett	114 16
Henry Boley	Capt. Hassett	110 00
Abram Kuhn	Capt. Hassett	112 01
Arthur Lovell	Capt. Griffith	<u>104 19</u>
Four boats		444 16

Maryland Coal Company		
Georgetown:		
Star No. 3	Capt. Ekis	90 05
Star No. 7	Capt. Ripple	91 09
Henry Loveridge	Capt. Hine	<u>111 11</u>
Three boats		293 05

American Coal Company		
Alexandria:		
Theo. L. Betts	Capt. McLucas	108 18
Dr. M. M. Lewis	Capt. Swain	111 12
John P. Moore	Capt. Nuse	<u>109 18</u>
Three boats		330 08

Blaen Avon Company		
Georgetown:		
F. W. Mintdrop	Capt. Anderson	108 02
C. W. Osbourn	Capt. Osbourn	<u>108 09</u>
Two boats		216 11

Hampshire & Baltimore Company		
Lou & Glenn	Capt. Eichelberger	107 09

DT, Wed. 8/17/81, p. 3. **Canal Trade**
The following boats, 16 in number, carrying 1,732 01 tons of coal, left this port Tuesday, August 16, 1881:

Maryland Coal Company		
Georgetown:		
Charley	Capt. Woodward	107 03
H	Capt. Shupp	110 14
Baltimore	Capt. Rinehart	112 12
Star No. 6	Capt. Grimm	<u>84 16</u>
Four boats		415 05

American Coal Company		
Alexandria:		
A. S. Wintringham	Capt. Bear	106 01
Jacob Fisher	Capt. Dayton	108 17
W. E. Bell	Capt. Driscoll	<u>112 18</u>
Three boats		327 16

George's Creek Coal Company		
Alexandria:		
Ida J. Reid	Capt. Reid	108 14
S. H. Taylor	Capt. Reid	108 16
R. J. Mitchell	Capt. Tringstraine	<u>111 11</u>
Three boats		325 07

New Central Coal Company		
Georgetown:		
Mississippi	Capt. Reid	110 12
Johnnie	Capt. Kean	<u>108 04</u>
Two boats		218 16

Borden Mining Company		
Georgetown:		
Sally J. Kelly	Capt. Griffith	110 10
Consolidation Coal Company		

Canal Trade - 1881

Georgetown:
 E. K. Johnson Capt. Walker 116 11
 Hampshire & Baltimore Company
 Alexandria:
 Jas. T. Hager Capt. Leonard 107 16
 Individual
 Washington:
 R. Coulehan Capt. McQuaid 110 00

Sun, Wed. 8/17/81, p. 4. **Allegheny County News** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, August 13, were 45,967 tons, and for the year to that date 1,235,096 tons, a decrease of 28,974 tons as compared with the corresponding period of 1880. The coal was carried to tidewater as follows: Baltimore and Ohio Railroad - week 19,321 tons; year 803,000 tons, decrease as compared with last year 1,415 tons. Chesapeake and Ohio Canal - week 18,817 tons; year 272,133 tons; decrease as compared with last year 45,291 tons. Pennsylvania Railroad - week 7,715 tons; year 159,493 tons; increase over last year 17,262 tons. The coal was brought from the mines as follows: Cumberland and Pennsylvania Railroad - week 34,282 tons; year 1,125,142 tons. George's Creek and Cumberland Railroad - week 10,138 tons; year 67,004 tons. Baltimore and Ohio Railroad - week 1,458 tons; year 39,707 tons.

DT, Thu. 8/18/81, p. 3. **Canal Trade**
 The following boats, 13 in number, carrying 1,439 03 tons of coal, left this port Wednesday, August 17, 1881:

Consolidation Coal Company
 Georgetown:
 Elbe River Capt. Swain 113 15
 Amazon River Capt. Bender 115 11
 Dan. Linkins Capt. Marmaduke 112 05
 G. L. Shupp Capt. Sorrell 111 07
 Four boats 452 18
 American Coal Company
 Alexandria:
 W. C. Hunter Capt. Cavearer 114 00
 Wm. Smith Capt. Masters 107 12

Two boats 327 16
 Blaen Avon Company
 Georgetown:
 D. R. Long Capt. Evans 107 08
 P. L. Lemen Capt. Crompton 108 01
 Two boats 215 09
 New Central Coal Company
 Georgetown:
 Youghiogeny Capt. Little 112 12
 George's Creek Coal Company
 Georgetown:
 Wm. M. Price Capt. Grimminger 107 13
 Borden Mining Company
 Georgetown:
 C. R. Ladew Capt. Griffith 111 00
 Maryland Coal Company
 Georgetown:
 O Capt. O'Neal 113 07
 Hampshire & Baltimore Company
 Alexandria:
 Six Children Capt. McCardell 104 12

ES, Thu. 8/18/81, p. 4. **West Washington, nee Georgetown** - There has been a blockade on the 14-mile level, below dam No. 6, caused by low water, which has caused much delay in the arrival of boats. It is said that at one time 200 boats were in the blockade.

DT, Fri. 8/19/81, p. 3. **Canal Trade**
 The following boats, 19 in number, carrying 2,068 00 tons of coal, left this port Thursday, August 18, 1881:

Consolidation Coal Company
 Georgetown:
 P. L. Burwell Capt. Morrow 115 05
 H. C. Hicks Capt. Seaman 109 01
 Thames River Capt. Stride 115 07
 Thos. Venners Capt. P. Fahey 93 03
 Col. J. C. Lynn Capt. Geo. Reid 108 11
 Williamsport:
 Maj. Anderson Capt. Waltz 111 00
 Six boats 652 07
 American Coal Company
 Alexandria:
 Wm. Walsh Capt. Teach 105 02

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D. Annan	Capt. Eichelberger	109 07
Wm. Gregory	Capt. James	113 11
Weyand Doerner	Capt. Creamer	<u>109 03</u>
Four boats		437 03
Maryland Coal Company		
Alexandria:		
Ed. Cohill	Capt. Dyer	109 12
Geo. S. Couter	Capt. Hawken	108 05
C. W. Brengle	Capt. Brengle	<u>107 18</u>
Three boats		325 15
New Central Coal Company		
Georgetown:		
Savannah	Capt. O'Neal	112 18
Potomac	Capt. Barger	<u>113 14</u>
Two boats		226 12
Hampshire & Baltimore Company		
Alexandria:		
M. A. West	Capt. Conrad	105 04
Jos. Light	Capt. Bohler	<u>106 03</u>
Two boats		211 07
Borden Mining Company		
Georgetown:		
Susan Charles	Capt. Hassett	107 02
Blaen Avon Company		
Georgetown:		
C. J. Myers	Capt. Roof	107 14

TC, Fri. 8/19/81, p. 4. **ALEXANDRIA AFFAIRS** – Several canal boats arrived last night with coal consigned to different coal companies.

AG, Fri. 8/19/81, p. 3. **The Canal Blockade** – The Cumberland *News* of yesterday says: “Boats were yesterday reported to be slowly moving out of the blockade on the 14-mile level, but it will take some time for them all to clear. It was also reported yesterday that there were still a number of boats lying at Dam No. 6, and there was also a rumor that the leak in the dam had not been permanently stopped. The result of the blockade has been a scarcity of light boats here, which will increase during the next few days. A rise in the river is earnestly wished for by canal people.”

The leak at Dam No. 6 has been repaired, and the Chesapeake and Ohio Canal is now in

good order, although the water is so low that boats fully loaded cannot pass certain points. The mills at Georgetown were shut down yesterday at 12 o'clock, and boats detained above that city commenced arriving this morning.

DT, Sat. 8/20/81, p. 3. **Canal Trade**

The following boats, 21 in number, carrying 2,282 10 tons of coal, left this port Friday, August 19, 1881:

Consolidation Coal Company		
Georgetown:		
W. C. Ernst	Capt. Bender	111 11
Bessie G.	Capt. Artz	108 12
W. Thomson	Capt. Wertz	110 02
A. F. Lantz	Capt. Swain	110 16
W. J. Stevenson	Capt. Brubaker	112 17
Williamsport:		
M. A. Shupp	Capt. Shupp	<u>110 09</u>
Six boats		644 07
Borden Mining Company		
Georgetown:		
Harry & Ralph	Capt. Griffith	112 04
W. Delano, jr.	Capt. Hassett	109 08
M. S. Haines	Capt. Hassett	107 09
W H M Masters	Capt. Hassett	<u>103 04</u>
Four boats		431 16
American Coal Company		
Alexandria:		
John Wilson	Capt. McCann	108 04
J. W. Burke	Capt. Long	105 00
M. Kerrey	Capt. McMullen	109 16
G. P. Lloyd	Capt. Grooms	105 11
American Flag	Capt. Pearce	<u>111 08</u>
Five boats		539 19
Maryland Coal Company		
Georgetown:		
J	Capt. Albert	109 01
B. L. Slack	Capt. Cartwright	104 08
F. H. Darby	Capt. Tice	<u>109 17</u>
Three boats		323 06
New Central Coal Company		
Georgetown:		
Monongahela	Capt. Grosh	112 11
Blaen Avon Company		

Georgetown:
 M. Scally Capt. Dunn 108 06
 Hampshire & Baltimore Company
 Alexandria:
 Lucy & Willie Capt. Ingram 102 05

TC, Sat. 8/20/81, p. 4. **GEORGETOWN AFFAIRS – Canal Blockade** – The blockade on the fourteen-mile level is about being cleared. Yesterday boats were reported to be slowly moving out, but it will take some time for them all to clear. It was also reported that there were still a number of boats lying at Dam No. 6, and there was also a rumor that the leak in the dam had not been permanently stopped. The result of the blockade has been a scarcity of light boats at Cumberland, which will increase during the next few days. A rise in the river is earnestly wished for by canal people.

The leak at Dam No. 6 has been repaired, and the Chesapeake and Ohio Canal is now in good order, although the water is so low that boats fully loaded cannot pass certain points.

DT, Mon. 8/22/81, p. 3. **Canal Trade**

The following boats, 9 in number, carrying 979 05 tons of coal, left this port Saturday, August 20, 1881:

Consolidation Coal Company

Georgetown:
 Dr. F. C. Burrell Capt. Richardson 110 14
 Williamsport:
 Jack & Bessie Capt. Shaffer 104 00
 Grason & Fannie Capt. Mallott 110 02
 D. Seibert Capt. Preston 110 02
 Four boats 434 14

Borden Mining Company

Georgetown:
 Gen. Garfield Capt. Griffith 110 10
 J. Snyder Capt. Hassett 111 05
 Two boats 222 15

American Coal Company

Alexandria:
 Geo. Sherman Capt. Renner 109 14
 Maryland Coal Company

Georgetown:

Henry Boyd Capt. Shaffer 109 08
 Hampshire & Baltimore Company
 Alexandria:
 M. W. Adams Capt. Moore 102 14

TC, Mon. 8/22/81, p. 4. **GEORGETOWN AFFAIRS – Grain Arrivals** – Boat Ruby, with 3,600 bushels of wheat, and boat Medley, with 3,000 bushels of corn, for Hartley Bros., and boat Samuel Jarboe with 3,300 bushels wheat for J. G. & J. M. Waters arrived today.

The Leak in Dam No. 6.

It is reported that the leak in dam No. 6 on the canal continues, and that many boats are still blocked there. Light boats at this port are very scarce in consequence of the blockade at dam No. 6 and on Fourteen-mile level, and shipments from here are much reduced. The water in several of the levels on the canal is very low, and rain is greatly needed.

ES, Mon. 8/22/81, p. 4. **West Washington, nee Georgetown – The Coal Business** looks very promising today. There has been some obstruction at dam No. 6, occasioned by low water at that point. Boats are arriving slowly, and it is estimated that there are 200 above waiting for the chance of getting through. The port looks quite lively this morning, with about 25 schooners loading and awaiting an opportunity to get their loads.

DT, Tue. 8/23/81, p. 3. **Canal Trade**

The following boats, 12 in number, carrying 1,279 09 tons of coal, left this port Monday, August 22, 1881:

Consolidation Coal Company

Georgetown:
 Nannie & Willie Capt. Knode 110 07
 A. B. Turner Capt. Magruder 106 03
 Hancock:
 Clara & Prudy Capt. Harrison 109 06
 Three boats 325 16

American Coal Company

Alexandria:

A. J. Akin	Capt. Hall	109 19
R. S. Grant	Capt. McKelvey	108 18
J. A. Alexander	Capt. Turner	<u>105 05</u>
Three boats		324 02
Maryland Coal Company		
Georgetown:		
Samuel M Reitzel	Capt. Wiland	105 05
Diligent	Capt. Cramer	108 09
Laura S.	Capt. Little	<u>104 06</u>
Three boats		318 00
Hampshire & Baltimore Company		
Alexandria:		
M. S. O'Donnell	Capt. Bowers	103 11
R. A. Farmer	Capt. Ardinger	<u>104 04</u>
Two boats		207 15
Blaen Avon Company		
Georgetown:		
L W Poffenberger	Capt. Stickles	103 16

Canal Navigation Practically Suspended

It is understood that there will be little shipping of coal until there is rain. Boats can leave here loaded with 108 or 110 tons and drawing four feet six inches of water, but they cannot get through with even that much on the Hancock division. It is thought this division will be let down upon the lower division in order to break the blockade that still exists there to some extent.

Since the above was put in type it has been learned that this division has been drawn down to fill the lower levels and that boats detained have accordingly been sent on.

TC, Tue. 8/23/81, p. 4. **GEORGETOWN AFFAIRS** – On account of the blockade in the canal, very few coal boats are arriving here. For several months past, thirty boats on an average could leave Cumberland daily with coal for Georgetown, Washington and Alexandria. Yesterday only nine boats left with coal for the following: Consolidation Company 434 tons; Borden Company 222 tons; Maryland Company 109 tons. For Alexandria: American Company 109 tons; Hampshire and Baltimore Company 102 tons.

On the subject of the blockade, the *Cumberland Times* says: "If the present low water continues much longer there will be serious trouble about canal navigation. It is true that the blockade at Dam No. 6 has been broken, but the water is still so low on the Hancock division that boats in the blockade were loaded at five feet are having a very hard time to pull through, being fairly dragged along the canal bottom. Boats on this division can go out at four feet six. The South Branch, which is mainly relied on for filling the Hancock division, was never lower than at present. Less than half a dozen boats arrived in port yesterday. A well-known canal man said yesterday he did not believe the loaded boats on the lower division would pull through unless the water from the upper level was flushed in behind them. The boats *Freeland*, *Invincible*, *Hunter G.* and *Harry Borden* are lying here loaded and awaiting a rise in the water on the lower levels of the canal."

DT, Wed. 8/24/81, p. 3. **Canal Trade**

The following boats, 12 in number, carrying 1,246 06 tons of coal, left this port Tuesday, August 23, 1881:

Consolidation Coal Company

Georgetown:		
B. R. Mayfield	Capt. Piper	109 06
Ernst & Holland	Capt. Penner	108 16
Williamsport:		
Katie & Jimmy	Capt. Woltz	105 14
J. A. Spielman	Capt. Miller	<u>104 06</u>
Four boats		428 02

Maryland Coal Company

Georgetown:		
A. Sherman	Capt. Whittington	104 00
Mollie	Capt. Nuse	104 17
Star No. 2	Capt. Shupp	91 10
Star No. 8	Capt. Bowers	<u>94 15</u>
Four boats		395 02

American Coal Company

Alexandria:		
J. J. Swift	Capt. Brown	110 12
Thomas Patton	Capt. Eaton	101 00
R. H. Miller	Capt. Eaton	<u>106 00</u>

Three boats	317 12
George's Creek Coal Company	
Georgetown:	
Richard Fannon Capt. Alexander	105 10

Sun, Wed. 8/24/81, p. 4. **Navigation Resumed**
 – Navigation upon the Chesapeake and Ohio Canal, which has been obstructed for several days by reason of a break that occurred in dam No. 6, and which drew off a large volume of water, has been resumed [*sic.* repaired] and the blockade of boats at that point been broken.

CT, Wed. 8/24/81, p. 4. **GEORGETOWN AFFAIRS – Navigation Almost Suspended** – Canal navigation is practically suspended. It is understood that there will be little shipping of coal until there is a rain. Boats can leave Cumberland with 108 or 110 tons and drawing four feet six inches of water, but they cannot get through with even that on the Hancock division. It is thought this division will be let down upon the lower division in order to break the blockade that still exists there to some extent.

Wheat Arrivals

Boat E. Lyons Whiting arrived yesterday with 1,900 bushels of wheat for Hartley Bro.

DT, Thu. 8/25/81, p. 3. **Canal Trade**

The following boats, 14 in number, carrying 1,521 04 tons of coal, left this port Wednesday, August 24, 1881:

Consolidation Coal Company

Georgetown:		
G. Meredith	Capt. Compton	107 11
J. B. Thomas	Capt. Yingling	107 01
Julia Tyler	Capt. Nuse	109 12
A. B. Winship	Capt. Hebb	108 12
Geo. Bogus	Capt. Powell	<u>108 03</u>
Five boats		540 19

Borden Mining Company

Georgetown:		
Isaac Wilson	Capt. Griffith	108 03
Invincible	Capt. Griffith	112 04
Henry Freeland	Capt. Griffith	115 16
Hunter G.	Capt. Griffith	<u>114 03</u>

Four boats	450 06
Hampshire & Baltimore Company	

Alexandria:		
Laura	Capt. Bartley	105 05
Lizzie K.	Capt. Bowers	<u>103 19</u>
Two boats		208 18

Maryland Coal Company

Georgetown:		
M	Capt. Wilson	108 12
Willie Snyder	Capt. Crampton	<u>107 18</u>
Two boats		216 10

George's Creek Coal Company

Georgetown:		
John W. Carder	Capt. Fields	104 11

Thu. 8/25/81, p. 3. **“I Go A Fishing”** etc. – On Wednesday last, one professional and three amateur Waltonites started for the Potomac, bass fishing. Passage was taken on the railroad to Williamsport and thence on the C. & O. Canal for Millstone Point. Arriving there at daybreak on Thursday morning, they found bait scarce and fish not at all hungry. A tramp was taken on the tow path to Hancock and several hours spent in that busy town. The party was cordially met by Messrs. James and Dan Cover and L. H. Kuhn, all formerly citizens of our town. There are sixteen general stores and five saloons, one hotel, a mill and numerous handsomely built dwellings in that thriving place. The older and less pretentious dwellings have nearly all the improvement of a new coat of paint. Many boats are owned in that town and boatmen make business good at that point. The “Light” House at dinner placed one of the numbers almost *hors du tramp*, by its excellent and plentiful cookery. The water being low in the canal, boats were not coming down at that time, which necessitated a return tramp to Millstone Point and thence across the river to Sleepy Creek Station, B. & O. R. R., where a “pick-up” train was boarded and Martinsburg reached at midnight. The hotel experience at that town was one of mingled pleasure and annoyance, the former being experienced at the breakfast table, the latter during the night, part (a decidedly small part) of

which was spent in bed, whence they were driven by legions of former, hungry and highly perfumed occupants, the remaining portion of which was passed four stories lower, on the floor in the hall. But the tone can agree to expect little and suffer much on a charge of twenty-five cents for lodging, breakfast and a five-cent cigar. The trip was doubtless highly beneficial to the health of the party and in no wise interfered with that of the fish.

TC, Thu. 8/25/81, p. 4. **GEORGETOWN AFFAIRS – Coal Coming** – Twelve boats, carrying 1,246 tons, left Cumberland yesterday with coal for the following: Consolidation Company 428 tons; Maryland Company 395 tons; George’s Creek Company 105 tons. For Alexandria: American Company 317 tons. There are very few arrivals and departures of boats at Cumberland, on account of the blockade in the canal.

ES, Thu. 8/25/81, p. 4. **West Washington, nee Georgetown – The Coal Trade** – There is a scarcity of coal here on account of the blockade at dam No. 6, which is likely to continue until a heavy rain comes, but twelve boats left Cumberland Tuesday with 1,246 06 tons of coal. Shipments for the week ending Saturday by the Cumberland and Pennsylvania 34,731 10 tons, a decrease of 4,611 06 tons compare with the same period last year, and 7,782 05 tons by the George’s Creek and Cumberland railroad. Of the first amount 23,611 05 tons were shipped by the Baltimore and Ohio railroad; 2,810 05 tons to the State Line, and 8,310 tons to the Chesapeake and Ohio canal. The George’s Creek and Cumberland railroad shipped 2,971 05 tons to the State Line, and 4,575 13 tons to the Chesapeake and Ohio canal.

DT, Fri. 8/26/81, p. 3. **Canal Trade**
 The following boats, 19 in number, carrying 1,995 12 tons of coal, left this port Thursday, August 25, 1881:
 Consolidation Coal Company

Georgetown:
 A. E. McDonald Capt. Marmaduke 106 09
 A. P. Mayfield Capt. Benner 106 10
 C. F. Mayer Capt. Reid 111 07
 J. W. Steiner Capt. Ingram 105 09
 R. H. Jones Capt. Westbrook 112 16
 Five boats 542 11

American Coal Company

Alexandria:
 Richard Bender Capt. Moore 109 00
 J. H. Stickney Capt. Moore 105 10
 J. W. Morris Capt. Bowers 105 15
 John L. Read Capt. Brendlinger 106 08
 Four boats 426 13

Maryland Coal Company

Georgetown:
 Robert D. Porter Capt. Merryman 105 00
 Altoona Capt. Pierce 104 06
 Washington:
 E Capt. Carter 104 06
 Three boats 313 12

George’s Creek Coal Company

Georgetown:
 Little Eddie Capt. Atwell 104 04
 Francis Gannon Capt. Atwell 102 10
 Allegheny Capt. Krone 113 04
 Three boats 319 18

Blaen Avon Company

Georgetown:
 F. A. Mertens, jr Capt. Long 107 16
 City of Hamburg Capt. Long 99 13
 J. W. Turner Capt. Price 99 08
 Three boats 306 17

Borden Mining Company

Georgetown:
 Rainbow Capt. Griffith 86 01

DT, Sat. 8/27/81, p. 3. **Canal Trade**
 The following boats, 38 in number, carrying 3,934 16 tons of coal, left this port Friday, August 26, 1881:

Borden Mining Company

Georgetown:
 Exchange Capt. Griffith 96 09
 Harry Borden Capt. Griffith 107 08
 Walter Beall Capt. Griffith 99 10

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Alexander	Capt. Griffith	98 19
Echo	Capt. Griffith	106 05
Maggie B.	Capt. Griffith	106 14
M. S. Fernsner	Capt. Hassett	103 17
Kate Prather	Capt. Hassett	105 17
Borden & Lovell	Capt. Hassett	103 07
Altair	Capt. Hassett	103 16
Sycorax	Capt. Hassett	104 00
Cowton & Tilghman	Capt. Hassett	106 09
Cigarette	Capt. Hassett	<u>102 01</u>
Thirteen boats		1,344 12

Consolidation Coal Company

Georgetown:		
V. S. Brashears	Capt. Moore	102 13
Geo. A. Pearre	Capt. Shives	103 07
Wm. A. Smoot	Capt. Little	108 19
J. Miller	Capt. Brown	105 19
L. W. Guinand	Capt. Weller	103 06
H. Roussell	Capt. McKnight	105 04
L. P. Huston	Capt. Brubaker	105 02
J. M. Wheatley	Capt. Seaman	<u>105 03</u>
Nine boats		945 09

American Coal Company

Alexandria:		
John H. Platte	Capt. Bowers	101 02
William Darrow	Capt. Bowers	101 03
Wm. J. Boothe	Capt. Weaver	106 04
David Stewart	Capt. Harris	105 10
Henry Delafield	Capt. Bancord	<u>101 05</u>
Five boats		515 04

Maryland Coal Company

Georgetown:		
Joseph H. Farrow	Capt. Smith	103 05
Star No. 5	Capt. Bowhay	90 00
Mattie	Capt. Seaman	107 19
Washington:		
W. T. Coulehan	Capt. Staley	103 17
Phillie G.	Capt. Brady	<u>108 09</u>
Five boats		513 10

George's Creek Coal Company

Georgetown:		
G M Stonebraker	Capt. Kroon	97 00
Wm. P. Wools	Capt. Stratsman	100 10
L. H. Kuhn	Capt. Kroon	<u>100 16</u>
Three boats		298 06

New Central Coal Company

Georgetown:		
Henry Hanekamp	Capt. Ganley	109 09
J. M. Schley	Capt. Kean	<u>109 11</u>
Two boats		219 00

Hampshire & Baltimore Company

Alexandria:		
M. C. Clay	Capt. Murphy	98 15

Sun, Sat. 8/27/81, p. 4. **The Drought in**

Cumberland Low water continues seriously to impede canal navigation. The leak in dam No. 6 has been stopped, or nearly so, and the dam is now supplied from the lower division, from which no trouble is apprehended however. Some of the levels are very low, the borrowing of water from the division to break the blockade in the lower one being partly the cause of this. Another blockade of loaded boats is reported today from Twiggs lock, about twenty miles from Cumberland, the water on five-mile level having gotten so low as to stop the passage of loaded boats, and another blockade is reported on one of the smaller levels.

Gambrill and Stanhope, in conference, considered the plan to move boats by flushing the levels on which they are blockaded with water from some of the upper levels, and decided not to do so, as it would practically stop navigation. They will wait a few days for rain to relieve the drought. Boats are now loading very light. If the levels are not soon filled it is feared that the effect on navigation will be disastrous. Empty boats are arriving and a number were loaded today, but all with light tonnage.

ES, Sat. 8/27/81, p. 4. **West Washington, nee Georgetown – The Grain Trade** – Arrived boat George T. Dunlop with 2,500 bushels of wheat.

DT, Mon. 8/29/81, p. 3. **Canal Trade**

The following boats, 17 in number, carrying 1,669 05 tons of coal, left this port Saturday, August 27, 1881:

Borden Mining Company

Georgetown:		
Theo. Dean	Capt. Hassett	101 06

Canal Trade - 1881

B. M. Young	Capt. Hassett	105 18
Denton Jacques	Capt. Hassett	98 02
W. T. Hassett	Capt. Hassett	<u>104 18</u>
Four boats		410 04

Consolidation Coal Company

Georgetown:		
Willie & Jimmie M.	Capt. Morrison	103 16
B. C. Barroll, jr.	Capt. Jackson	104 14
Williamsport:		
M. J. Anderson	Capt. Woltz	<u>102 01</u>
Three boats		310 11

Maryland Coal Company

Georgetown:		
Maggie McClary	C. Zimmerman	96 13
Chas. F. Dixon	Capt. Coffman	100 00
Star No. 1	Capt. Frisby	<u>82 13</u>
Three boats		279 06

Hampshire & Baltimore Company

Alexandria:		
F. M. Offutt	Capt. Edenhart	95 00
Sallie & Jennie G	Capt. Yingling	93 16
Lillie & May	Capt. Burns	<u>96 13</u>
Three boats		285 09

American Coal Company

Alexandria:		
F. H. Irwin	Capt. Hall	94 09
G. L. Boothe	Capt. Dunn	<u>100 07</u>
Two boats		194 16

George's Creek Coal Company

Georgetown:		
Denton Booth	Capt. Reid	93 00

Blaen Avon Company

Georgetown:		
Wm. Foley	C. Montgomery	95 19

ES, Mon. 8/29/81, p. 4. **Low Water in the Chesapeake and Ohio Canal** – A special dispatch to the Baltimore *Gazette* from Cumberland, August 28, says: - The extremely low stage of water in the Chesapeake and Ohio canal is causing great loss to coal shippers and boatmen. It is learned that a large number of vessels are lying at the Georgetown outlet, waiting for cargoes of coal, and that, in this way, large pecuniary loss comes to owners of these vessels. There has been a partial stoppage of the

leak at dam No. 6, so that it supplies water to the lower division; but this has nearly depleted the upper division, and there is a blockade of canal boats at Twigg's lock, thirty miles from this city, while the five-mile level has not sufficient water to enable boats to pass. There is also a blockade at a smaller level. The superintendents have consulted as to the emergency, and have concluded that "flushing" the depleted levels is merely "robbing Peter to pay Paul," and that nothing practical can result from such method. In fact, there can be no remedy except copious rains in the regions that feed the Potomac river.

DT, Tue. 8/30/81, p. 3. **Canal Trade**

The following boats, 14 in number, carrying 1,390 02 tons of coal, left this port Monday, August 29, 1881:

Borden Mining Company

Georgetown:		
Fall River	Capt. Hassett	99 05
Dr. O M Schindell	Capt. Hassett	101 11
Little Nan	Capt. Hassett	103 04
J. C. Clark	Capt. Griffith	111 05
Areturus	Capt. Griffith	73 17
C. Knode	Capt. Snyder	<u>103 19</u>
Six boats		593 01

Maryland Coal Company

Georgetown:		
F	Capt. Yingling	99 16
E. Miller	Capt. Smith	<u>104 06</u>
Two boats		204 02

Consolidation Coal Company

Georgetown:		
H. A. Clark	Capt. Quigley	107 14
Williamsport:		
C. B. Embrey	Capt. Newcomer	<u>98 15</u>
Two boats		206 09

New Central Coal Company

Georgetown:		
E. T. Woody	Capt. Crumbaugh	100 08
A. H. Bradt	Capt. Jackson	<u>96 02</u>
Two boats		196 10

Individual

Georgetown:		
Jack & Bessie	Capt. Shaffer	89 13

Canal Trade - 1881

American Coal Company

Alexandria:

Andrew Main Capt. Matthews 100 07

ES, Tue. 8/30/81, p. 4. **West Washington, nee Georgetown – The Grain Trade** – Arrived boat Farmer’s Friend with 3,500 bushels wheat and 300 bushels corn.

DT, Wed. 8/31/81, p. 3. **Canal Trade**

The following boats, 18 in number, carrying 1,787 13 tons of coal, left this port Tuesday, August 30, 1881:

Consolidation Coal Company

Georgetown:

Wm. Weber Capt. Rowland 99 16

A. Campbell Capt. Eddy 101 19

R. Shriver Capt. Nuse 101 16

Five Brothers Capt. Little 101 17

G. C. Goodrich Capt. Little 99 05

W. H. Marlow Capt. Rinehart 104 15

Williamsport:

D. Seibert Capt. Preston 92 04

Grason & Fannie Capt. Mallott 93 07

Dr. J P. Broderick Capt. Donnelly 100 08

Nine boats 895 07

Maryland Coal Company

Georgetown:

Steffey & Findley Capt. Rodenizer 94 00

W. H. Couter Capt. Armstrong 100 06

Cumberland Capt. Pierce 100 08

A. H. Bradt Capt. Hill 107 09

Four boats 402 03

George’s Creek Coal Company

Alexandria:

Katie & Addie Capt. Park 96 07

Geo. M. Ryan Capt. Kroon 95 04

H. K. Shaner Capt. Kroon 97 01

Three boats 288 12

Borden Mining Company

Georgetown:

Charlie Hassett Capt. Hassett 100 04

Sallie E. Hassett Capt. Hassett 101 07

Two boats 201 11

TC, Wed. 8/31/81, p. 4. **GEORGETOWN**

AFFAIRS – The Canal – The water in the canal is still very low and boats coming down experience considerable trouble in getting away from Dam No. 6. Several boats on their way to Alexandria were delayed at this dam several days last week, but were able to get off Friday, and arrived at their destination Saturday.

ES, Wed. 8/31/81, p. 4. **West Washington, nee Georgetown**

– None of the boats sent out now are full loaded. They must draw one foot less of water than usual on account of low water in the canal.

DT, Thu. 9/1/81, p. 3. **Canal Trade**

The following boats, 16 in number, carrying 1,553 14 tons of coal, left this port Wednesday, August 31, 1881:

Consolidation Coal Company

Georgetown:

E. K. Johnson Capt. Walker 101 15

Dr. A. A. Biggs Capt. Miller 95 14

C. D. Warfield Capt. Yingling 101 12

Frank Kirby Capt. Spier 96 19

Four boats 396 00

Borden Mining Company

Georgetown:

Abram Kuhn Capt. Hassett 98 11

Unexpected Capt. Hassett 100 13

Willie D. Capt. Hassett 96 15

Susan Charles Capt. Hassett 103 08

Four boats 399 07

Maryland Coal Company

Georgetown

N Capt. Snyder 98 12

T. O’Connell Capt. Mills 97 08

Star No. 3 Capt. Ellison 79 01

Three boats 275 01

New Central Coal Company

Georgetown:

N. K. Phelps Capt. Dixon 93 12

T. M. Smith Capt. Smith 96 00

Two boats 189 12

American Coal Company

Alexandria:

S. S. Howison Capt. James 101 07
 George's Creek Coal Company
 Alexandria:
 J. A. Remley Capt. Dixon 99 00
 Hampshire & Baltimore Company
 Alexandria:
 Four Sisters Capt. Paxton 93 07

Sending Boats to Tidewater.

Yesterday Supt. L. G. Stanhope was in the city examining into the condition of the canal water supply here. As a result of this it was decided to flood along the loaded boats that are now on their way to tide-water by drawing from the levels of this division. It is reliably stated that a great many boats which have recently left here and gone tolerably well over this division have met serious difficulties on the Hancock division, and will be hardly able to pull through unless the lower levels are fed from those above. Supt. Stanhope was expected to leave here this morning to oversee the operation indicated. It is probable that after today there will be a practical suspension of the departure of boats from this port.

Thu. 9/1/81, p. 2. **Maryland News** – The Chesapeake and Ohio Canal has dried up.³

CT, Thu. 9/1/81, p. 4. **GEORGETOWN AFFAIRS – Coal Coming** – Eighteen boats with coal for the following companies left Cumberland last Tuesday; Consolidation Company 895 tons; Maryland Company 402 tons; Borden Company 201 tons. For Alexandria: George's Creek Company 288 tons.

Saved from a Watery Grave

This morning at 9 o'clock Frank B. Essex, a twelve-year-old son of Mr. F. Van-Essen Essex, of Congress and Canal streets, Georgetown, fell from a canal boat into the canal and sank three times. His mother saw him fall overboard from her room, and called for help and fainted. A young colored man, William Dyson,

who last week saved the life of a son of Mrs. Tribbly, of Bridge and High street, jumped into the canal, dived for the body of the boy which had sunk for the last time and brought it up. Information was given at the station-house, but as Georgetown – a city of 15,000 inhabitants – has only two police officers, both were out covering their beats at the time. Maj. King, agent of the Society for the Prevention of Cruelty to Animals, was in the station at the time, and hastened to the scene to disperse the crowd that had gathered about the unfortunate boy. The child was taken to his home in a half-dead condition, and Drs. Suter and Chew summoned, who, after working on him for two or three hours, brought him to consciousness. Although in a weak condition, the boy is getting on quite well. As this is the second child that Dyson has rescued from a watery grave, it is suggested that a medal be awarded him for his valor.

ES, Thu/ 9/1/81, p. 4. **Canal Boats** are now loading at Cumberland at a little over four feet. A week's more of drought will virtually stop navigation.

DT, Fri. 9/2/81, p. 3. **Canal Commerce at Alexandria.** Arrived on Tuesday, boats W. Gregory, G. P. Lloyd, J. Bradburn, J. Dayton, A. S. Wintringham, W. W. Walsh, American Flag, H. O. Claughton and D. A. Lowe, to American Coal Company; Lou & Glenn, Lucy & Willie and M. A. West to Hampshire & Baltimore Coal Company.

Departed, boats W. Gregory, G. P. Lloyd, J. Green, J. Bradburn, J. Dayton, A. S. Wintringham, W. Walsh, American Flag, H. O. Claughton, D. A. Lowe, Lou & Clem, Lucy & Willie and M. A. West.

Suspended Coal Shipments

Yesterday Supt. L. G. Stanhope left for Dam No. 5 to superintend the operation noted in yesterday's *Times*. There are very few boats here and some of them may be loaded now, but

³ *Catoctin Clarion*, Mechanicstown, Md.

they will not attempt to go out until there is rain. Beyond this there will be no movement of coal on the wharves here.

CT, Fri. 9/2/81, p. 1. **Effect of the Drought in Maryland** – Reports from all over the State give distressing accounts of the prevailing drought, which is burning up the crops and drying up the streams. A dispatch from Cumberland says: “Canal navigation is virtually suspended, at least for the present, by the low water, only two boats having loaded today. Loaded boats cannot go farther than the tunnel, forty miles down the canal.”

There have been for several days past about 150 loaded boats strung along the canal, from the tunnel to Dam No. 6, unable to proceed. Yesterday Superintendent Stanhope again adopted the expedient of flushing the levels to move their boats, using water from the levels below the tunnel. The plan succeeded, and the blockaded boats were moving today.

ES, Fri. 9/2/81, p. 2. **West Washington, nee Georgetown – Grain** – 3,500 bushels of wheat was offered on Merchant’s Exchange yesterday, but not sold. The mills were all shut down yesterday on account of low water in the canal. The millers are not at all anxious to buy wheat at the present prices.

DT, Sat. 9/3/81, p. 3. **The Rain Last Evening and its Effects.** – The shower of rain that fell yesterday afternoon, commencing in this city about 3 o’clock and lasting in its varied fall about an hour and a-half, was the first beneficial shower we have had since the 29th day of July. It was not sufficiently heavy in this immediate vicinity to revive vegetation to the extent desired, as it scarcely more than laid the dust; but from accounts received a larger quantity of rain fell elsewhere. At Pompey Smash and Frostburg, the fall was very heavy, and at Patterson’s creek three successive showers fell. The greatest benefit from the rain is the increase of water for the canal. Last evening at 6

o’clock the water had risen in the basin fully three inches and was then still rising. Boats that were unable to leave the port the day previous unloosed their ropes and started for Georgetown last evening. The full benefit the rain may prove to be can not at this hour be ascertained, as it is not known to what extent the mountain streams emptying into the Potomac and its tributaries have been fed, but many of the coal operators seem confident that canal navigation will be resumed. The boats on the lower division were cleared of their blockade yesterday by flushing from the levels of the Cumberland division.

TC, Sat. 9/3/81, p. 4. **GEORGETOWN AFFAIRS – Suspension of the Coal Trade**

In consequence of the blockade in the canal, the coal trade is almost at a standstill. Superintendent L. G. Stanhope left Cumberland last Thursday for Dam No. 6, to superintend the work of repairing. Only two boats left Cumberland Thursday for the East, and no others will leave that port until after there is a rain.

Canal Trade for August

During the month of August there were 385 boats left Cumberland, carrying 64,150 02 tons of coal, and fifteen tons of merchandise. The revenue for the month amounted to upward of \$35,000.

ES, Sat. 9/3/81, p. 4. **West Washington, nee Georgetown – THE LOW WATER IN THE CANAL** – The Cumberland papers say that canal navigation is virtually suspended by reason of low water. Loaded boats can now go no further than the tunnel, forty miles below that city. For several days there have been about 150 loaded boats strung along the canal from the tunnel to dam No. 6. The only relief of the blockade will be copious rains in the Potomac tributaries.

DT, Mon. 9/5/81, p. 3. **Canal Trade**

The following boats, 7 in number, carrying 680 05 tons of coal, left this port Saturday, Sept. 3, 1881:

George’s Creek Coal Company

Alexandria:

Lillie	Capt. Manning	96 08
W. L. Read	Capt. Manning	<u>93 17</u>
Two boats		190 05

American Coal Company

Alexandria:

Wm. Blackwell	Capt. Hoadley	96 18
M. A. Myers	Capt. Hoadley	<u>100 08</u>
Two boats		197 06

Maryland Coal Company

Georgetown

Hunter Lee	Capt. Eddy	94 13
Helen V.	Capt. Eddy	<u>98 10</u>
Two boats		193 03

Consolidation Coal Company

Georgetown:

B. J. Coulehan	Capt. Keady	99 11
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Canal Items of Interest.

Seven boats left this port on Saturday carrying 680 05 tons of coal, which to each boat is 13 tons less than the average loading.

The boats W. L. Read and Lillie, arrived in port Saturday morning, being the first empty boats that have arrived for several days.

The new boat Muskingum No. 14, of the New Central line was launched from Merten's boat yard Saturday.

The showers, though light, that have fallen within the past three days have proven of some benefit to the canal, raising the water about three inches on the Cumberland levels.

TC, Mon. 9/5/81, p. 4. **GEORGETOWN AFFAIRS – Canal Navigation** – The rain which fell last Friday evening in and around Cumberland has done much for canal navigation. The rise in the basin was about three inches Friday night, with a prospect that it would rise sufficiently high to permit the canal boats to resume business. Boats that were unable to leave the port the day before unloosed their ropes and started to Georgetown.

The boats on the lower division were cleared Thursday by flushing from the levels of the Cumberland division.

Wheat Sales

Hartley Bros. this morning received by boat 2,000 bushels of wheat.

ALEXANDRIA AFFAIRS

The following is a report of the receipts and shipments of coal during the past week: Receipts – American Coal Co. 2,641 tons; Hampshire & Baltimore Co. 700 tons; J. P. Agnew & Co. 555 tons. Shipments – American Coal Co. 1,911 tons; Hampshire & Baltimore Co. 1,000 tons; J. P. Agnew & Co. 650 tons.

DT, Tue. 9/6/81, p. 2. **THE SINKING**

PRESIDENT – Attorney-General MacVeagh, who has conducted the correspondence with the Pennsylvania railroad officials for the removal of the President to Long Branch, said last evening that the route over which the special train would proceed will be direct from Washington to West Philadelphia, and thence to Monmouth Junction, New Jersey. At the latter point the “special” train will leave the main line of the Pennsylvania railroad and proceed to Jamesburg, N. J., where it will take the regular Long Branch route. The train, he thought, would run about forty miles per hour, and he did not think the President would experience any disturbance whatever from this high rate of speed, owing to the fact that a contrivance had been adopted that would prevent any jarring or jostling of the patient's couch.

The condition of the President was regarded as very grave, and there was not a very happy feeling prevailing at the White House today. There was no carriage riding, and the attendants remained about the President. Dr. Boynton, who went out for a walk and returned about 8 o'clock, was asked in regard to the President's condition. He said that he was getting along very well.

Ibid, p. 3. **Canal Trade**

The following boats, 6 in number, carrying 583 08 tons of coal, left this port Monday, Sept. 5, 1881:

American Coal Company
 Alexandria:

Wm. C. Hunter	Capt. Weyand	99 16
John P. Moore	Capt. Nuse	100 19
Two boats		<u>200 15</u>
Borden Mining Company		
Georgetown:		
New Era	Capt. Griffith	95 01
New Central Coal Company		
Georgetown		
R. J. Mitchell	Capt. Crumbaugh	95 08
Hampshire & Baltimore Company		
Alexandria:		
Lewis Peacock	Capt. Keady	92 16
Maryland Coal Company		
Georgetown:		
Osceola & Jake	Capt. Davis	99 08

DT, Wed. 9/7/81, p. 2. **SPECIAL FROM LONG BRANCH** – Attorney-General MacVeagh arrived here yesterday afternoon at five o'clock. He was followed by Secretaries Hunt, James and Windom, who will come today with the President, and have engaged quarters at the West End Hotel. Attorney-General MacVeagh says he has no idea that the President will live many days longer; that he may live to get here, but that he is removed as a dying man to be recovered by a miracle – removed from the face of death to a hope for life.

Washington, Sept. 6. – The President was removed to the depot at 6 o'clock this morning. In leaving the White House, in order to prevent any disturbance in the President's condition in conveying him from the sick room to the wagon a wooden frame was used. The President was lifted from the bed on the mattress, which was placed in the frame. In going down stairs the frame was so arranged that it remained in a horizontal position and the patient was not disturbed. The principle is the same as that of the inclined plane, so that whatever the incline may be the horizontal position is not disturbed. The mattress upon which the President lies was then placed upon the springs arranged for it in the wagon and he was taken to the train without disturbance and immediately left for Long Branch.

THE OFFICIAL BULLETINS

Baltimore, Md., Sept. 6 – 8:30 a. m. – The train with the President passed union depot at 8:02 a. m. President has stood the fatigue of travel up to this hour with remarkable fortitude, his pulse is even less frequent than it was before leaving Washington. It is now 106. The arrangements are so complete in every detail that the inconvenience to the President is reduced to a minimum. The bed upon which he is lying is so carefully adjusted that the vibration is hardly noticeable. The train ran from Washington to Baltimore at an average speed of thirty miles per hour. It is found that this rate of speed causes less annoyance than if it was reduced one half. At seven o'clock the President took three ounces of beef tea with relish.

Grays Ferry, Pa., Sept. 6. – 11:21 a. m. – The President continues to do well. A brief stop was made at Bay View and the wound successfully dressed. Out of Bay View, by reason of good track, the speed was increased to fifty miles per hour, and no discomfort felt by the President, the vibrating of the bed being no greater than at lower rate of speed.

J. S. Brown, Private Secretary.

Trenton, Sept. 6 – 12:18 p. m. – The special passed Trenton at 11:18; Princeton Junction at 11:59. The President is doing well.

Long Branch, Sept. 6. – 2:41 p. m. – The special train arrived at Long Branch at 1:10 p. m.

Ibid, p. 3. **Canal Trade**

The following boats, 6 in number, carrying 585 03 tons of coal, left this port Tuesday, Sept. 6, 1881:

Maryland Coal Company		
Georgetown:		
James Clendening	Capt. Clendening	95 11
Henry Loveridge	Capt. Hine	98 00
B. L. Slack	Capt. Colbert	<u>98 13</u>
Three boats		292 04
Consolidation Coal Company		
Georgetown:		
G. L. Shupp	Capt. Sorrell	109 12
M. A. Shupp	Capt. Shupp	100 16

Two boats		210 08
Borden Mining Company		
Georgetown		
Arthur Lovell	Capt. Griffith	82 11

DT, Thu. 9/8/81, p. 2. THE OFFICIAL BULLETINS – Long Branch, N. J., Sept. 7. – 9 a. m. – The President slept quietly the greater part of the night, awaking, however, to take nourishment. This morning his symptoms were normal, and he appears to have recovered from the fatigue of the journey. Pulse, 106; temperature, 98.4; respiration, 18.

Ibid, p. 3. **Canal Trade**

The following boats, 9 in number, carrying 866 04 tons of coal, left this port Wednesday, Sept. 7, 1881:

Borden Mining Company		
Georgetown:		
Areturus	Capt. Hassett	84 00
Gen. Garfield	Capt. Griffith	100 00
E. R. Ladew	Capt. Griffith	98 09
Three boats		282 09
Maryland Coal Company		
Washington:		
Col James C Lynn	Capt. Reid	98 19
Onward	Capt. Sigler	98 16
Two boats		197 15
New Central Coal Company		
Georgetown		
Johnnie	Capt. Kean	98 11
W. M. Price	Capt. Grimminger	95 02
Two boats		193 13
Consolidation Coal Company		
Williamsport:		
Grason & Fannie	Capt. Mallott	97 05
J. A. Spielman	Capt. Miller	95 02
Two boats		192 07

Sun, Thu. 9/8/81, p. 1. **Cumberland Coal Trade** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, September 3, were 39,080 tons, and for the year to that date 1,365,331 tons, a decrease of 41,190 tons as compared with the

corresponding period of 1880. The shipments to the Baltimore and Ohio Railroad were for the week 25,840 tons; for the year 883,058 tons, an increase of 8,829 tons as compared with 1880. The shipments to the Chesapeake and Ohio canal were for the week 6,653 tons; for the year 303,501 tons; a decrease of 75,548 tons as compared with last year. The shipments to the Pennsylvania Railroad were for the week 6,561 tons; for the year 177,940 tons; increase of 25,697 tons over last year.

ES, Thu. 9/8/81, p. 4. **West Washington, nee Georgetown – The Coal Trade** – Shipments for the week ending Saturday, September 3, 1881, by the Cumberland and Pennsylvania railroad 31,373 14 tons, a decrease of 18,583 05 tons compared with the same period last year, and 5,905 18 tons by the George’s Creek and Cumberland railroad. Of the first amount 24,039 09 tons were shipped by the Baltimore and Ohio Railroad; 3,517 18 tons to the State Line, and 3,816 07 tons to the Chesapeake and Ohio canal. The George’s Creek and Cumberland railroad shipped 3,043 03 tons to the State Line, and 2,836 11 tons to the Chesapeake and Ohio canal. The grand total for the week is 37,279 12. The grand total for the year is 1,317,421 09 tons. of which 24,319 13 tons were shipped by the canal.

DT, Fri. 9/9/81, p. 2. OFFICIAL BULLETIN – Long Branch, Sept. 8, - 8:30 a. m. – Elberon Hotel – At the morning examination made at 8 o’clock the President’s pulse was 104; temperature, 98.7; respiration 18. He was restless and wakeful during the early part of the night, but after midnight he slept well until morning. His general condition appears more encouraging.

Ibid, p. 3. **Canal Trade**

The following boats, 15 in number, carrying 1,408 18 tons of coal, left this port Thursday, Sept. 8, 1881:

Consolidation Coal Company
Georgetown:

Canal Trade - 1881

C. F. Mayer	Capt. Reed	104 07
B. R. Mayfield	Capt. Piper	101 02
Henry A. Clark	Capt. Quigley	105 09
M. B. Mayfield	Capt. Pennel	100 19
Allegheny	Capt. Krone	103 13
G. M. Stonebraker	Capt. Krone	97 03
Jos. Z. Williams	Capt. Zigler	104 07
Williamsport:		
Jack & Bessie	Capt. Shaffer	92 05
Bessie G.	Capt. Artz	96 11
F. H. Darby	Capt. Tice	95 19
Shepherdstown		100 00
L. L. Mouse	C. Wintermeyer	88 05
Eleven boats		1,090 00
Maryland Coal Company		
Georgetown:		
Star No. 6	Capt. Grimm	78 01
Washington:		
Thos Venners	Capt. Fabey	77 01
Two boats		155 02
New Central Coal Company		
Georgetown		
Susquehanna	Capt. Dick	101 14
Blaen Avon Company		
Hancock:		
M. W. Adams	Capt. Mouse	62 02

DT, Sat. 9/10/81, p. 2. ON THE ROAD TO HEALTH – Long Branch, Sept. 9. – Elberon Hotel, 8:30 a. m. – At the examination of the President at 8 a. m., his temperature was 98.5; pulse, 100; respiration, 17. The condition of the parotid and wound are improved. He was somewhat wakeful during the night but not restless, and slept sufficiently. The enemata and stimulants have been suspended during the past 36 hours. On the whole the past 24 hours give evidence of favorable progress.

Ibid. p. 3. **Canal Trade**

The following boats, 9 in number, carrying 827 16tons of coal, left this port Friday, Sept. 9, 1881:

Consolidation Coal Company

Georgetown:		
John W. Hames	Capt. Aries	92 03

Susie & Jennie	Capt. Welty	91 14
Mary Anderson	Capt. Woltz	97 02
C. B. Embrey	Ca. Newcomer	89 04
H. Roussell	Capt. McKnight	102 04
Five boats		472 07
Borden Mining Company		
Georgetown:		
S. Rentzell	Capt. Hassett	90 00
James Clark	Capt. Griffith	102 01
Antares	Capt. Griffith	77 02
Three boats		269 12
Maryland Coal Company		
Georgetown		
J	Capt. Eldridge	85 17

Manager James Clark, of the Illinois Central railroad, and the immediate predecessor of Hon. A. P. Gorman as president of the Chesapeake and Ohio canal, passed through this city in a special car with his family yesterday, enroute to the old homestead in Frederick county.

ES, Sat. 9/10/81, p. 4. **West Washington, nee Georgetown – The Canal – Grain** – arrived boat Walter Thompson with 2,800 bushels wheat.

DT, Mon. 9/12/81, p. 2. THE PRESIDENT IMPROVING – Elberon, N. J., Sept. 10. – 9:40 a. m. – At the examination of the President at 8:30 a. m. the temperature was 99.4; pulse, 104; respiration, 18. He slept well during the night, awakening at intervals of one-half to one hour. There is a perceptible increase of strength, with an improved condition of the digestive apparatus. The tumefaction of the parotid gland has entirely disappeared, and the suppuration greatly diminished. The wound continues to improve, and presents a more healthy appearance.

Ibid. p. 3. **Canal Trade**

The following boats, 21 in number, carrying 1,988 19 tons of coal, left this port Saturday, Sept. 10, 1881:

Consolidation Coal Company

Georgetown:		
Julia Tyler	Capt. Nuse	91 00
L. H. Kuhn	Capt. Krone	98 16
H. K. Shaner	Capt. Krone	97 12
Jacob McGraw	Capt. Mertens	90 07
Geo. M. Ryan	Capt. Ryan	97 03
A. B. Turner	Capt. Magruder	96 17
Alexandria:		
Geo. S. French	Capt. Wolf	92 04
Seven boats		<u>662 19</u>

Borden Mining Company

Georgetown:		
Mabel	Capt. Hassett	93 03
Dr. A. Shank	Capt. Hassett	95 18
W. T. Hassett	Capt. Hassett	96 18
Theodore Dean	Capt. Hassett	96 14
Echo	Capt. Griffith	95 15
Five boats		<u>478 08</u>

Maryland Coal Company

Georgetown:		
Cumberland	Capt. Pierce	94 16
E. Miller	Capt. Smith	99 02
Washington:		
Geo. S. Couter	Capt. Hawken	90 12
Three boats		<u>284 10</u>

George's Creek Coal Company

Georgetown:		
Mollie C. Bryer	Capt. Knode	88 18
Richard Fannon	Capt. Alexander	88 06
Two boats		<u>177 04</u>

New Central Coal Company

Georgetown:		
River Nile	Capt. Mertens	94 14

DT, Tue. 9/13/81, p. 2. OUR WOUNDED PRESIDENT – Long Branch, Sept. 12 – 9 a. m. – The President passed an unusually good night, his sleep being uninterrupted, except occasionally to enable him to take nourishment. The suppuration from the parotid has almost entirely ceased. The opening from which the pus discharges is rapidly healing. The cough is less and expectoration materially diminished. The temperature is 98.4; pulse, 100; respiration, 18.

Ibid, p. 3. **Canal Trade**

The following boats, 9 in number, carrying 835 07 tons of coal, left this port Monday, Sept. 12, 1881:

Borden Mining Company

Georgetown:		
Hunter G.	Capt. Griffith	93 02
Altair	Capt. Hassett	92 16
H. Boley	Capt. Hassett	91 04
Cigarette	Capt. Hassett	92 10
J. H. Snyder	Capt. Hassett	89 08
Five boats		<u>459 09</u>

Consolidation Coal Company

Georgetown:		
Alex Kratz	Capt. Brockman	93 05
W J Stevenson	Capt. Brubaker	99 04
W. King	Capt. McCoy	88 18
W. H. Marlow	Capt. Rinehart	95 00
Four boats		<u>376 07</u>

Coal Commerce at Alexandria.

Arrived on Saturday – Boats S. S.

Howison, A. J. Akin and A. Main to American Coal Company; J. A. Remley and Katie & Addie to George's Creek Coal and Iron Company; A. H. Bradt to New Central Coal Company.

Departed – Boats S. S. Howison, A. J.

Akin, A. Main, J. A. Remley, Katie & Addie and A. H. Bradt.

DT, Wed. 9/14/81, p. 2. FROM THE PRESIDENT – Long Branch, N. J. – 8:30 a. m. – At the examination of the President at 8 o'clock today the temperature was 99.4; pulse, 100; respiration, 20. He passed a comfortable night, sleeping most of the time, and on the whole his condition this morning is encouraging and gives promise of a good day.

Ibid. p. 3. **Canal Trade**

The following boats, 17 in number, carrying 1,498 06 tons of coal, left this port Tuesday, Sept. 13, 1881:

Borden Mining Company

Georgetown:		
Ruby	Capt. Hassett	89 14
Alexander	Capt. Griffith	87 07

W H M Masters	Capt. Griffith	92 17
W. Delano, jr.	Capt. Griffith	92 19
Harry & Ralph	Capt. Hassett	94 04
Exchange	Capt. Griffith	66 00
Highlander	Capt. Griffith	123 17
Maggie B.	Capt. Griffith	85 00
Eight boats		<u>731 18</u>

Maryland Coal Company

Georgetown:		
Baltimore	Capt. Rinehart	88 13
Star No. 8	Capt. Shupp	77 07
Altoona	Capt. Pearce	86 01
Three boats		<u>252 01</u>

Hampshire & Baltimore Company

Alexandria:		
F. Mintdrop	Capt. Armstrong	85 03
D. R. Long	Capt. Evans	85 11
Two boats		<u>170 14</u>

New Central Coal Company

Georgetown:		
Youghiogheny	Capt. Shaner	96 14
Ida J. Reid	Capt. Reid	79 12
Two boats		<u>176 06</u>

George's Creek Coal Company

Georgetown:		
Lucinda	Capt. Dower	80 10
L. H. Taylor	Capt. Reid	86 17
Two boats		<u>167 07</u>

Flushing the Levels.

This morning the work of flushing the levels on the canal will be commenced at Twigg's Lock, and will be continued to the 14-mile level below Hancock. There are 80 boats below the tunnel and 25 or 30 above. There is plenty of water this side of the tunnel and plenty below the commencement of the 14-mile level. Seventeen boats left this port yesterday.

H&TL, Wed. 9/14/81, p. 3. Judge Motter, Tuesday morning of last week, on complaint of the Chesapeake and Ohio Canal Company, through Col. H. Kyd Douglas, Attorney, granted an injunction restraining one Frank P. Nevil from occupying certain lands owned by said company, near Krieg & Cushwa's store, in the

Williamsport district, upon which the said Nevil is now erecting a saw mill.

The Canal – Shipments by canal continue slim, says the *Cumberland News*, the reason assigned being the light and consequently unprofitable loads boatmen are compelled to take out, and the difficulty and delay in reaching tidewater. In the present stage of the water, loaded boats cannot proceed further than Orleans unless the water is drawn from the upper levels. This, a canal official states, will be done in case it is necessary to move a fleet of loaded boats. After that, the only hope of relief is in heavy rains.

TC, Wed. 9/14/81, p. 4. **GEORGETOWN AFFAIRS – Canal Navigation** – The recent rains did not extend far enough down the canal to make navigation altogether smooth. Consequently, the departure of coal boats from Cumberland are few. Only nine boats left yesterday with coal for the following: Borden Co. 459 09 tons; Consolidation Co. 376 07 tons.

Traffic Over the Aqueduct Bridge

Rival telegraph lines are now being erected across the bridge of the Alexandria Canal aqueduct at Georgetown. It is said that there is a movement on foot to run a railroad over the bridge. If this is done it will take considerable trade away from the Washington & Alexandria Ferry Company which at this time is subject to much criticism on account of running only one boat between Washington and Alexandria.

DT, Thu. 9/15/81, p. 2. **OFFICIAL BULLETIN** – Long Branch, Sept. 14. – 9 a. m. – At the examination of the President at 8:30 this morning the temperature was 98.4; pulse, 100; respiration, 19. He passed the night comfortably, sleeping sufficiently. He is bright and cheerful this morning, and has taken fruits and his first meal for the day with relish.

Ibid. p. 3. **Canal Trade**

The following boats, 10 in number, carrying 872 14 tons of coal, left this port Wednesday, Sept. 14, 1881:

Consolidation Coal Company

Georgetown:		
R. H. Jones	Capt. Westbrook	90 10
J. B. Thomas	Capt. Atwell	87 02
C. D. Warfield	Capt. Yingling	89 18
Harper's Ferry		
A. B. Wolf	Capt. McQuade	92 14
Robt. Callahan	Capt. McQuade	88 05
Williamsport:		
S. J. Preston	Capt. McQuade	81 08
Dr. J P Broderick	Capt. Donnelly	82 14
Seven boats		<u>612 11</u>

Borden Mining Company

Georgetown:		
Denton Jacques	Capt. Hassett	82 14
Fall River	Capt. Hassett	86 19
Two boats		<u>169 13</u>

Maryland Coal Company

Georgetown:		
O	Capt. O'Neal	90 10

Sun, Thu. 9/15/81, p. 1. **Cumberland Coal Trade** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, September 10, were 43,908 tons, and for the year to that date 1,408,939 tons, a decrease of 43,646 tons as compared with the corresponding period of 1880. The shipments to the Baltimore and Ohio Railroad were for the week 29,075 tons; for the year 912,133 tons, an increase of 17,675 tons as compared with 1880. The shipments to the Chesapeake and Ohio canal were for the week 5,726 tons; for the year 308,927 tons; a decrease of 91,017 tons as compared with last year. The shipments to the Pennsylvania Railroad were for the week 8,910 tons; for the year 186,851 tons; increase of 28,667 tons over last year.

TC, Thu. 9/15/81, p. 4. **GEORGETOWN AFFAIRS – Coal Coming** – Seventeen boats, with coal for the following, left Cumberland Tuesday: Borden Co. 731 tons; Maryland Co.

252 tons; New Central Co. 176 tons; George's Creek Co. 167 tons; Alexandria – Hampshire & Baltimore Co. 170 tons.

ES, Thu. 9/15/81, p. 4. **West Washington, nee Georgetown – The Coal Trade** – Total shipment for the week by the Cumberland and Pennsylvania railroad 34,882 10 tons, a decrease of 9,199 06 tons compared with the same period last year, and 7,324 16 tons by the George's Creek and Cumberland railroad. Of the first amount 27,374 07 tons were shipped by the Baltimore and Ohio railroad; 3,270 14 tons to the State Line, and 4,237 09 tons to the Chesapeake and Ohio canal. The George's Creek and Cumberland railroad shipped 5,639 09 tons to the State Line, and 1,488 17 tons to the Chesapeake and Ohio canal. The grand total for the week is 42,207 06 [tons]; for the year 1,359,328 15 [tons], of which 25,518 10 were shipped by canal. Seventeen boats left Cumberland Wednesday with 1,498 06 tons of coal.

DT, Fri. 9/16/81, p. 2. **THE NATION'S PATIENT.** – Long Branch, Sept. 15 – 9 a. m. – At the morning dressing at 8:30 today the President's temperature was 98.1; pulse, 100; respiration, 20. He passed the night comfortably, sleeping until 3 a. m., when he was wakeful for a period of two hours, during which the pulse rose to 120, but without the marked elevation of temperature which has characterized the febrile disturbance heretofore. After this time, he slept until morning. More nourishment was given during the night than for several nights past. In reviewing the case of the President since his arrival at Long Branch it may be said that in spite of the various accidents that complicate his case he has certainly not retrograded, but on the contrary has made some progress toward convalescence.

Ibid. p. 3. **Creek of Ink and River of Milk** – Wills creek and the Potomac river form a junction near the water-works in this city. When

the mountain streams are full the water is good; in a drouth like the present, the river is supplied by limestone springs and the creek to a great extent by sulphur water from the mines. At the upper part of the city are two tanneries which throw their offal into the creek, thus mixing sulphur, iron and tannin and giving us a large basin of ink, which slowly runs into the river and is turned into the canal with the surplus of river water. Just above the water-works several large springs abound, which flow up from the bed of the river from albitic limestone, and during the drouth is the main supply for the city. Let any citizen draw a bucket of water from a hydrant, and though clear while being drawn, it immediately becomes albescent and for five minutes has the color of Baltimore milk, after which it again becomes clear. Thus, as far as the eye can discern, we have a river supplying us with milk through the water-works, and a creek supplying us with ink – both running into and uniting their liquids at the canal locks. Who can beat this: a milk river and an ink creek.

TC, Sat. 9/17/81, p. 4. **GEORGETOWN AFFAIRS – Prospects for Canal Navigation** – Information received here from Cumberland is to the effect that a splendid rain fell at that place Thursday, and the prospects for resumption of the canal trade are very flattering. Mr. F. Mertens, of Cumberland, said to a *Critic* reporter that it would require a long, heavy rain to raise the water in the canal high enough to float boats, fully loaded, over the low water points. Boats detained at Orleans, on the canal, have been flushed over, and arrivals are expected here by Tuesday next.

ES, Sat. 9/17/81, p. 1. **West Washington, nee Georgetown – The Grain Trade** – Arrived, boats Seneca with 2,500 bushels wheat; and G. T. Dunlop with 800 bushels wheat.

TC, Sun. 9/18/81, p. 4. **GOERGETOWN AFFAIRS – How Boats are Sent to Georgetown** – Wednesday afternoon the levels

from Cumberland to below Hancock were flushed, in order that the boats might be sent to Georgetown. The canal will be closed until a fall of rain occurs sufficient to fill the levels again. The basin will probably be kept full by closing the stop-lock and keeping open the feeder.

DT, Mon. 9/19/81, p. 2. **BLISS CONCERNS BLOOD POISONING** – Long Branch, Sept. 16. – The physicians have at last concluded to admit that the President is suffering from chronic blood poisoning, and that frequently his pulse has risen at night to 120. Dr. Boynton also says that it has risen to that figure or higher every night for week, dropping down toward morning to the vicinity of 100. For weeks therefore, the truth has been officially withheld from an anxious public for no sufficient reason. It is understood and believed here that the late appearance of the bulletin yesterday was caused by a discussion among the doctors over the construction of it. It seems that Dr. Boynton, though not officially in the case, came to a conclusion that the bulletins must convey the truth. Dr. Agnew agreed with Dt. Boynton in this respect, and Dr. Hamilton's assent followed. Dr. Bliss was outvoted, and thus the truth of the statements made in the dispatches of the correspondents lately stand officially confirmed.

Chronic pyæmia being now an admitted fact, the future developments of the case need occasion no surprises, whatever they may be. Dr. Hamilton said today that the poison might become eliminated from the system in about five weeks, and that after this process could be completed convalescence might be expected to begin. Meanwhile, however, the patient would be liable to further "septic accidents," which may retard convalescence indefinitely, or even destroy life. This is substantially what Dr. Boynton said days ago and was found fault with by Dr. Bliss for saying it. It seems probable at this writing that the President will remain, if his life is spared, until some time in October. He will then be removed either to Mentor or some Southern clime for the winter.

Ibid, p. 3. **The Rise in the River.**

The last fall of rain which was general throughout this region has raised the river to 6 or 8 inches. A few hours more of the same rain would fill the canal sufficient to resume once more the transportation of coal in boats heavily loaded.

DT, Tue. 9/20/81, p. 2. **THE PRESIDENT DEAD!** – Long Branch, Sept. 19 – Last night it was rumored the President had another chill; and the correspondents were up early this morning to learn any news from the President. They found that he had indeed had another chill, followed by high fever, and that his pulse ranged from 112 to 130 by midnight, when he fell asleep, and of this morning’s examination the temperature was 98.8; pulse 106 and feeble, and respiration 20. While the wound was being dressed, he was taken with another chill, followed by fever, the pulse going up as high as 140. Towards noon he slept, and at 12:30 his pulse had fallen to 104, temperature, 98.2, respiration, 20. At this hour the President looked haggard but no one expected him to live long. The six o’clock bulletin showed that the President was growing weaker, though his temperature stood at 98.4, pulse 102, and respiration 18.

The next news that came from the sick chamber was that the President was not expected to live to midnight; that he had another continuous rigor, followed by wild pulse, and that he was fast approaching his end.

The family was called in, the members of the Cabinet who were at Elberon, were summoned to his bedside, the members of the household were summoned, and standing around and beside the bed they tearfully awaited the parting of soul and body of our now unconscious President. Death had laid his icy hands upon him; he no longer suffered pain; but lying calmly upon his couch life slowly ebbed away, until, at 10:58 the last flickering flame went out, and our President was dead.

Ibid, p. 3. **Canal News of Special Interest.** – Yesterday afternoon Treasurer Benjamin Fawcett, Paymaster Stephen A. Gambrill, Civil Engineer H. G. Smith, officials of the Chesapeake and Ohio Canal Company, together with Mr. J. T. Ayres, head clerk of the company at Annapolis, and John Baker, esq., of Montgomery county, arrived from the East and established themselves in quarters on the steam packet *Maryland*, preparatory to leaving this morning on a “paying” trip down the canal, making disbursements according to the pay-roll for the month of July, amounting to somewhat more than twenty thousand dollars.

The most gratifying news is the rapid rise in the river, which rose eighteen inches yesterday in six hours. Since the low water previous to the rain of Friday week, the river has risen nearly three feet. There is plenty of water now and the levels are filling rapidly. The boats will leave with full loads today; provided the boatmen are satisfied to go at the coal companies’ rates. The boatmen are asking \$1.10, and the companies are willing to give but 90 cents. They were paid 80 cents previous to the drought.

DT, Wed. 9/21/81, p. 2. **THE DEAD PRESIDENT** – Long Branch, Sept. 20. – During the night the body of the President was being prepared for burial. Mrs. Garfield desires that the remains be taken to Mentor.

Hon. Chester A. Arthur arrived here this morning and was sworn in as President in the presence of the Cabinet.

Ibid, p. 3. **Canal Trade**

The following boats, 5 in number, carrying 582 16 tons of coal, left this port Tuesday, Sept. 20, 1881:

Consolidation Coal Company

Georgetown:

A. Campbell	Capt. Eddy	109 19
D. Henry	Capt. O’Neal	102 11
R. E. Johnson	Capt. Walker	108 12
J. J. Moore	Capt. Mullan	107 11
Six Children	Capt. Clands	<u>104 13</u>

Five boats 532 16

Case Settled

The Chesapeake and Ohio Canal Company, through its attorneys, Price & Willison, have settled the case of the county commissioners against it for damages recovered by Eyler, for injuries sustained while crossing Patterson's Creek bridge over the canal. It was at first thought the State would resist the payment of the claim, but the canal officials thought the claim should be settled, which was done yesterday.

DT, Thu. 9/22/81, p. 2. **THE LATE PRESIDENT** – Washington, D. C., Sept. 21. – The Capitol has been heavily draped in mourning, and also the White House. The corpse of the late President arrived here this afternoon. General Arthur, General Grant and wife, and Chief Justice and Mrs. Waite accompanied the remains. Ex-President Hayes and wife were invited to be present on the special train, and it is understood that they will meet it on its way after leaving Washington. The remains of the late President will lie in state in the rotunda of the Capitol during Thursday and Friday. Short services will be held in Washington previous to the departure for the West. The remains were met upon arrival at Washington by detachments of the army and navy and escorted to the Executive Mansion. They were in charge of Adjutant-General Drum, U. S. A., Admiral Nichols, U. S. N., and the Sergeants-at-Arms of the Senate and House of Representatives.

A special train bearing the remains and members of the President's family will leave Washington on Friday enroute to Cleveland, and the funeral will take place at Lake View Cemetery, Cleveland, at 2 p. m. Monday.

Ibid. p. 3. **Canal Trade**

The following boats, 9 in number, carrying 983 04 tons of coal, left this port Wednesday, Sept. 21, 1881:

George's Creek Coal Company

Georgetown:

Francis Gannon	Capt. Atwell	112 12
Little Eddie	Capt. Atwell	108 11
Sallie & Jenny	Capt. Brace	104 11
Lillie & May	Capt. Berry	106 10
Laura	Capt. Bentley	104 19
W. A. Went	Capt. Conrad	<u>106 08</u>
Six boats		643 11

Consolidation Coal Company

Georgetown:

J. M. Wheatley	Capt. Seaman	114 15
W. A. Smoot	Capt. Little	113 09
Three Sisters	Capt. Little	<u>111 09</u>
Three boats		339 13

Sun, Thu. 9/22/81, p. 1. **Cumberland Coal Trade** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, Sept. 17, were 42,643 tons, and for the year to that date 1,451,582 tons, a decrease of 51,425 tons as compared with the corresponding period of 1880. The shipments to the Baltimore and Ohio Railroad were for the week 31,745 tons; for the year 943,878 tons, an increase of 25,151 tons as compared with 1880. The shipments to the Chesapeake and Ohio canal were for the week 3,838 tons; for the year 312,766 tons; a decrease of 108,442 tons as compared with last year. The shipments to the Pennsylvania Railroad were for the week 6,985 tons; for the year 193,835 tons; an increase of 30,762 tons over last year.

DT, Fri. 9/23/81, p. 3. **Canal Trade**

The following boats, 17 in number, carrying 1,911 17 tons of coal, left this port Thursday, Sept. 22, 1881:

Borden Mining Company

Georgetown:

Willie D.	Capt. Hassett	114 18
Kate Prather	Capt. Hassett	116 00
Sally E. Hassett	Capt. Hassett	113 10
Dr. O M Schindell	Capt. Hassett	113 06
Unexpected	Capt. Hassett	114 03
R. B. Lynn	Capt. Hassett	<u>113 07</u>

Canal Trade - 1881

Six boats		731 18
Consolidation Coal Company		
Georgetown:		
Carrie V.	Capt. Kirby	112 12
Consolidation	Capt. Barger	113 07
W. Thomson	Capt. Wertz	112 02
Robert Shriver	Capt. Miller	110 19
J. W. Steiner	Capt. Ingram	<u>110 07</u>
Five boats		559 07
George's Creek Coal Company		
Georgetown:		
H. Hanekamp	Capt. Mertens	116 19
A. B. Spier	Capt. Mertens	109 00
Theo. M. Smith	Capt. Smith	<u>109 05</u>
Three boats		335 04
Maryland Coal Company		
Washington:		
E	Capt. Carter	112 15
Phoebe & Johnnie	Ca. Crumbaugh	<u>108 00</u>
Two boats		220 15
New Central Coal Company		
Georgetown:		
E. T. Woody	Ca. Crumbaugh	111 07

DT, Sat. 9/24/81, p. 3. **Canal Trade**

The following boats, 10 in number, carrying 1,126 16 tons of coal, left this port Friday, Sept. 23, 1881:

Borden Mining Company		
Georgetown:		
Cowton & Tilghman	Capt. Hassett	120 00
Susan Charles	Capt. Hassett	112 16
Walter Beall	Capt. Griffith	114 13
Isaac Wilson	Capt. Griffith	117 05
Four boats		464 14
Consolidation Coal Company		
Georgetown:		
Five Brothers	Capt. Little	110 14
G. C. Goodrich	Capt. Little	109 19
Williamsport:		
Grason & Fannie	Capt. Malotte	<u>108 17</u>
Three boats		330 10
American Coal Company		
Alexandria:		
Michael Snow	Capt. Schoppart	110 10
William Smith	Capt. Teach	106 16

Samuel Lloyd	Ca. McMullen	<u>114 06</u>
Three boats		331 12

DT, Mon. 9/26/81, p. 3. **Canal Trade**

The following boats, 38 in number, carrying 4,246 09 tons of coal, left this port Saturday, Sept. 24, 1881:

Consolidation Coal Company		
Georgetown:		
J. M. Dove	Capt. Berner	116 02
Geo. Bogus	Capt. Powell	114 11
B. C. Barroll	Capt. Jackson	117 02
G. S. Young	Capt. James	111 03
W. Weber	Capt. Rowland	112 01
Jack & Bessie	Capt. Shaffer	111 19
Williamsport:		
Muskingum	Capt. Donnelly	122 02
M. A. Shupp	Capt. Shupp	103 07
Shepherdstown		
A. B. Winship	Capt. Hebb	108 03
L. L. Mouse	Ca. Wintermyer	<u>111 02</u>
Ten boats		1,137 00
American Coal Company		
Alexandria:		
George Sherman	Capt. Renner	109 11
W. Gregory	Capt. Arnold	114 08
Andrew Main	Capt. Matters	110 11
S. S. Howison	Capt. James	115 03
Theo. L. Betts	Capt. McLucas	109 07
Edward Bayer	Capt. Price	110 15
Robert H. Miller	Capt. Eaton	111 01
Thomas Patton	Capt. Eaton	110 18
W. D. Walbridge	Capt. Reynolds	<u>115 11</u>
Nine boats		1,007 05
Borden Mining Company		
Georgetown:		
Borden & Lovell	Capt. Hassett	109 18
B. M. Young	Capt. Hassett	115 10
Charles Hassett	Capt. Hassett	115 11
Sycorax	Capt. Hassett	121 15
Arthur Lovell	Capt. Griffith	101 04
Henry Freeland	Capt. Griffith	111 04
G. F. Smith	Capt. Griffith	<u>111 08</u>
Seven boats		786 10
New Central Coal Company		
Georgetown:		

Canal Trade - 1881

Neta K. Phelps	Capt. Matters	107 01
M. B. Winship	Capt. Bowers	111 14
Winnie & Rinkie	Capt. Bowers	107 01
James M. Schley	Capt. Kean	114 16
Edmund Cahill	Capt. Gorman	106 04
F. M. Offutt	Capt. Edenhart	<u>104 06</u>
Six boats		651 02

Maryland Coal Company

Georgetown:		
George Hughes	Capt. Callen	112 07
Charlie	Capt. Grove	112 13

Washington:		
C. W. Brengle	Capt. Brengle	<u>113 17</u>
Three boats		338 17

George's Creek Coal Company

Georgetown:		
Joseph Light	Capt. Bochler	111 01
J. A. Remley	Capt. Masters	102 11
Fred Williams	Ca. McCormick	<u>112 03</u>
Three boats		325 15

ES, Mon. 9/26/81, p. 4. **Affairs in West Washington – The Grain Market** – Arrived – boat H. M. Talbott with 3,000 bushels wheat.

ES, Tue. 9/27/81, p. 4. **Affairs in West Washington – The Grain Trade** – Grain – Arrived boat M. C. Meigs with 500 bushels wheat.

DT, Wed. 9/28/81, p. 3. **Canal Trade**
The following boats, 26 in number, carrying 2,817 10 tons of coal, left this port Tuesday, Sept. 27, 1881:

Consolidation Coal Company

Georgetown:		
V. S. Brashears	Capt. Moore	113 14
George A. Pearre	Capt. Shives	109 12
Jimmy M., jr.	Capt. Bush	112 16
L. W. Guinand	Capt. Weller	114 03
A. P. Mayfield	Capt. Benner	116 12
Ernst & Holland	Capt. Renner	109 00
Z. Williams	Capt. Mose	116 00
John Miller	Capt. Brown	111 10
Williamspport:		
C. B. Embrey	Ca. Newcomer	105 16

Katie & Jimmy	Capt. Woltz	<u>109 04</u>
Ten boats		1,118 07

American Coal Company

Alexandria:		
M. Kersey	Capt. Bear	109 00
James Green	Capt. Bowers	110 18
Weyand Doerner	Capt. Cramer	110 07
Samuel Henry	Capt. Chambers	101 10
Wm. E. Bell	Capt. Driscoll	106 02
H. Delafield	Capt. Bancord	<u>105 05</u>
Six boats		643 02

George's Creek Coal Company

Georgetown:		
L. H. Kuhn	Capt. Kroon	109 15
H. K. Shaner	Capt. Kroon	106 10
Missouri	Capt. Ardinger	113 05
A. Berry	Capt. Ardinger	<u>112 03</u>
Four boats		441 13

Borden Mining Company

Georgetown:		
James Clark	Capt. Griffith	119 15
Antares	Capt. Griffith	93 09
Abram Kuhn	Capt. Hassett	<u>112 02</u>
Three boats		325 16

New Central Coal Company

Georgetown:		
F. H. Irwin	Capt. Hall	102 05
Bernadette	Capt. Shingle	<u>105 02</u>
Two boats		207 07

Individual

Berlin:		
Caledonia	Capt. Cornuch	81 05

ES, Wed. 9/28/81, p. 4. **Affairs in West Washington – Grain** - Arrived – Boat Loudoun with 3,100 bushels wheat.

DT, Thu. 9/29/81, p. 3. **Canal Trade**
The following boats, 12 in number, carrying 1,239 08 tons of coal, left this port Wednesday, Sept. 28, 1881:

Borden Mining Company

Georgetown:		
Harry Borden	Capt. Griffith	107 12
Wm. T. Hassett	Capt. Hassett	108 15
Henry Boley	Capt. Hassett	<u>113 18</u>

Three boats 330 05

Maryland Coal Company

Georgetown:

Star No. 3 Capt. Ekis 87 00

Star No. 7 Capt. Ripple 86 13

Thos. Venners Capt. Fahey 85 02

Three boats 258 15

American Coal Company

Alexandria:

Wm. J. Boothe Capt. Weaver 109 15

John Wilson Capt. McCann 109 19

Two boats 219 14

George's Creek Coal Company

Georgetown:

G. M. Ryan Capt. Kroon 103 10

G M Stonebraker Capt. Krone 108 05

Two boats 325 16

Blaen Avon Company

Georgetown:

T. F. McCardell Ca. McCormick 105 00

Hampshire & Baltimore Company

Alexandria:

Allegheny Capt. Kroon 113 14

ES, Thu. 9/29/81, p. 4. **Affairs in West**

Washington – The Coal Trade – The official report of the Cumberland coal trade for the week ending Saturday, September 24, 1881, states the total shipments for the week by the Cumberland and Pennsylvania railroad to be 34,932 04 tons, a decrease of 14,499 01 tons compared with the same period last year, and 5,435 08 tons by the George's Creek and Cumberland railroad. Of the first amount 24,527 05 tons were shipped by the Baltimore and Ohio railroad; 3,373 10 tons to the State Line and 7,031 09 tons to the Chesapeake and Ohio canal. The George's Creek and Cumberland railroad shipped 171 04 tons to the State Line, and 5,163 08 tons to the Chesapeake and Ohio canal. The grand total for the week is 40,367 12 [tons]. Grand total for the year, 1,440,474 15 tons, of which 370,348 02 was shipped by the Chesapeake and Ohio.

CANAL – Twenty-six boats left Cumberland Tuesday with 2,817 10 tons of coal for this port.

DT, Fri. 9/30/81, p. 3. **Canal Trade**

The following boats, 26 in number, carrying 2,795 18 tons of coal, left this port Thursday, Sept. 29, 1881:

Consolidation Coal Company

Georgetown:

A. F. Lantz Capt. Swain 111 09

Dr. A. A. Biggs Capt. Weller 109 19

Williamsport:

J. A. Spielman Capt. Miller 106 05

M. J. Anderson Capt. Wolz 110 18

Four boats 438 08

Borden Mining Company

Georgetown:

M. S. Fernsner Capt. Hassett 111 16

Little Nan Capt. Hassett 107 08

Dr. A. Shank Capt. Hassett 117 11

Highlander Capt. Griffith 118 15

Gen. Garfield Capt. Griffith 112 18

C. Knode Capt. Snyder 107 01

New Era Capt. Griffith 97 12

Seven boats 773 01

George's Creek Coal Company

Alexandria:

Emma Mertens Ca. Hammond 114 19

Monongahela Capt. Doush 110 16

J. T. Hager Capt. Henry 101 10

Wm. M. Price Ca. Grimmering 107 17

J. W. Carder Capt. Fields 105 05

F. L. Moore Capt. Wilgus 88 07

Six boats 628 14

Maryland Coal Company

Georgetown:

Star No. 1 Capt. Hetzel 90 03

Col. J. C. Lynn Capt. Reid 110 15

Thos. O'Connell Capt. Mills 107 19

Three boats 308 17

American Coal Company

Alexandria:

J. W. Morris Capt. Hooker 110 04

J. W. Swift Capt. Brown 111 14

Two boats 222 08

Blaen Avon Company

Georgetown:

C. J. Myers Capt. Roof 108 15

Katie & Addie Capt. Beck 109 19

Two boats		217 14
New Central Coal Company		
Georgetown:		
R. Fannon	Capt. Alexander	107 12
Hampshire & Baltimore Company		
Alexandria:		
M. C. W. Boyer	Capt. Knode	99 04

 Bob Arrington, a canal boatman, who walks on a wooden leg, his natural leg being bent at the knee and very much deformed, while stepping from his boat at Alexandria a few days ago, fell and broke his lame leg.

TC, Fri. 9/30/81, p. 4. **GEORGETOWN AFFAIRS – The Aqueduct Bridge** – The canal is well supplied with water now and boats are arriving rapidly and a brisk business is expected to be done during the remainder of the season. Preparations are now being made to repair the Aqueduct bridge. The repairs will be confined almost entirely to the trunk, as all the necessary heavy repairs were made last winter, and those to be made next winter will, it is thought, be of such a durable character that it will not be necessary to make any more for several years.

Coal Freights

Coal freights have advanced recently ten cents, being now ninety and ninety-five cents to Georgetown and Alexandria respectively. Many canal men do not approve of the proposed enlargement of the locks on the Chesapeake & Ohio canal during the approaching winter, and say that the existing capacity of the canal is more than sufficient for the business that will be done on it after the capacity shall have been increased, and that while the motive power requisite for two boats will not be double that required for one, it is certain that two boats cannot be propelled by the same force that is sufficient to propel one.

Coal Coming

Twelve boats, with coal for the following, left Cumberland Wednesday: Borden Company 330 tons; Maryland Company 258

tons; George’s Creek Company 211 tons; Blaen Avon Co. 105 tons. For Alexandria: Hampshire & Baltimore Company 113 tons; American Company 219 tons.

DT, Sat. 10/1/81, p. 3. **Canal Trade**

The following boats, 18 in number, carrying 1,993 03 tons of coal, left this port Friday, Sept. 30, 1881:

Borden Mining Company		
Georgetown:		
Denton Jacques	Capt. Hassett	112 09
Areturus	Capt. Hassett	98 16
J. H. Snyder	Capt. Hassett	112 11
Echo	Capt. Griffith	117 08
Exchange	Capt. Griffith	115 05
Five boats		<u>556 09</u>

Maryland Coal Company		
Georgetown:		
Mattie	Capt. Seaman	112 08
G	Capt. Martz	112 02
H	Capt. Martz	110 07
W. T. Coulehan	Capt. Staley	116 18
Four boats		<u>451 15</u>

George’s Creek Coal Company		
Alexandria:		
Daniel Webster	Capt. Snyder	109 14
Delaware	Ca. Dickerhoof	113 09
Willie & Frankie	Capt. Martin	108 17
Three boats		<u>332 00</u>

Consolidation Coal Company		
Georgetown:		
G. Meredith	Capt. Campbell	113 00
Geo. S. French	Capt. Wolf	110 00
Williamsport:		
Daniel Henry	Capt. O’Neal	108 03
Three boats		<u>331 12</u>

American Coal Company		
Alexandria:		
Richard Bender	Capt. Moore	109 04
W. C. Hunter	Capt. Weaver	105 04
Two boats		<u>214 08</u>

Hampshire & Baltimore Company		
Alexandria:		
Thos. Tiernan	Capt. Mallott	106 19

Canal Trade - 1881

Come to Terms at Last.

The boatmen and shippers have come to an understanding, and so far as the canal is concerned no further misunderstanding is expected. We are informed that the companies would send more coal to market if they could mine it faster, there being a scarcity of miners just now.

DT, Mon. 10/3/81, p. 3. **Canal Trade**

The following boats, 40 in number, carrying 4,495 18 tons of coal, left this port Saturday, Oct. 1, 1881:

Borden Mining Company

Georgetown:

Fall River	Capt. Hassett	112 05
Theo. Dean	Capt. Hassett	115 05
W. Delano, Jr.	Capt. Hassett	114 05
Samuel Reitzel	Capt. Hassett	110 15
Ruby	Capt. Hassett	111 18
M. S. Haines	Capt. Hassett	115 10
E. R. Ladew	Capt. Griffith	118 05
Rainbow	Capt. Griffith	<u>112 17</u>
Eight boats		910 18

Consolidation Coal Company

Georgetown:

Amazon River	Capt. Bender	120 19
A. E. McDonald	Capt. Murphy	111 03
H. A. Clark	Capt. Quigley	121 09
G. L. Sheriff	Capt. Sorrell	119 19
Elbe River	Capt. Swain	116 05

Williamsport:

Bessie G.	Capt. Artz	114 01
D. Seibert	Capt. Preston	<u>108 07</u>
Seven boats		812 03

Blaen Avon Company

Georgetown:

V. L. Sprigg	Capt. Mertens	108 06
Wm. Foley	C. Montgomery	108 02
Emma & Julia	Capt. Mertens	108 13
Denton Boothe	Capt. Mertens	112 08
Three Sisters	Capt. Little	<u>107 14</u>
Five boats		545 03

Maryland Coal Company

Georgetown:

Maggie McClary	C. Zimmerman	113 09
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C. F. Dixon	Capt. Coffman	106 17
W. H. Couter	Capt. Armstrong	113 02
Geo. T. Gatrell	Capt. Harper	108 04
Geo. S. Couter	Capt. Hawken	<u>109 02</u>
Five boats		552 14

American Coal Company

Alexandria:

David A. Lowe	Capt. Sorrell	114 19
T. H. Faile	Capt. Penner	115 01
John Bradburn	Capt. Nuse	109 17
J. H. Stickney	Capt. Ekis	109 10
H. O. Claughton	Capt. Moore	<u>114 08</u>
Five boats		563 15

New Central Coal Company

Georgetown:

Hunter Lee	Capt. Eddy	105 11
C. W. Porter	Capt. Ardinger	107 00
Savannah	Capt. O'Neal	117 16
F. A. Mertens	Capt. Long	<u>109 05</u>
Four boats		439 12

George's Creek Coal Company

Alexandria:

Helen V.	Capt. Eddy	115 04
Leander Lovell	Capt. Snyder	113 19
M. W. Adams	Capt. Mertens	104 02
A. B. Turner	Capt. Magruder	<u>111 14</u>
Four boats		444 19

Hampshire & Baltimore Company

Alexandria:

Sallie & Jennie	Capt. Atwell	109 11
Potomac	Capt. Barger	<u>117 03</u>
Two boats		226 14

DT, Tue. 10/4/81, p. 3. **Canal Trade**

The following boats, 32 in number, carrying 3,577 15 tons of coal, left this port Monday, Oct. 3, 1881:

Consolidation Coal Company

Georgetown:

Julia Tyler	Capt. Nuse	117 11
B. R. Mayfield	Capt. Riper	114 13
L. P. Huston	Capt. Brubaker	115 17
W. H. Marlow	Capt. Rinehart	118 18
Thames River	Capt. Stride	120 01
Williamsport:		
Willie & Johnnie	Capt. Morrison	114 16

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Grason & Fannie	Capt. Malatt	110 17
Jack & Bessie	Capt. Shaffer	<u>107 14</u>
Eight boats		916 07

American Coal Company

Alexandria:

A. J. Akin	Capt. Hall	110 13
John P. Moore	Capt. Fink	111 03
R. S. Grant	Capt. Myers	109 19
Benj. Williamson	Capt. McKalvey	110 09
A S Wintringham	Capt. Ingram	<u>110 02</u>
Five boats		552 06

Maryland Coal Company

Georgetown:

Henry Boyer	Capt. Shaffer	109 04
M	Capt. Wilson	108 12
Star No. 5	Capt. Holfe	95 16
Laura S.	Capt. Little	112 02

Washington:

Henry Loveridge	Capt. Hine	<u>108 08</u>
Five boats		534 02

George's Creek Coal Company

Alexandria:

R. J. West	Capt. Shields	106 03
Wm. L. Read	Capt. Manning	107 08
Lillie	Capt. Manning	104 19
Clara & Prudy	Capt. Harrison	<u>105 10</u>
Four boats		424 00

Borden Mining Company

Georgetown:

R. B. Lynn	Capt. Hassett	114 15
Unexpected	Capt. Hassett	114 16
Altair	Capt. Hassett	<u>120 03</u>
Three boats		350 04

New Central Coal Company

Georgetown:

Youghioghenny	Capt. Shauer	121 15
H. Hanekamp	Capt. Mouse	113 15
Mississippi	Capt. Reid	<u>112 05</u>
Three boats		347 15

Blaen Avon Company

Georgetown:

Clara	Capt. Colbert	112 00
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Hampshire & Baltimore Company

Alexandria:

Laura	Capt. Bartley	107 17
	Individual	

Georgetown:

Alex Kratz	Capt. Bookman	114 13
Cigarette	Capt. Donnelly	<u>118 11</u>
Two boats		233 04

Sun, Tue. 10/4/81, p. 4. **Maryland News.**
 Yesterday Christian Hartung, storekeeper at North Branch, Allegany county, got into [an] altercation there with a young man named [Mac, sic. Joseph] Duvall, lock keeper at that place, when the latter struck Hartung on the head with a stone, producing a serious wound, which may possibly prove fatal.

ES, Tue. 10/4/81, p. 4. **Affairs in West Washington – The Grain Trade – Grain** – Arrived boat Regulus with 3,400 bushels wheat.

DT, Wed. 10/5/81, p. 3. **Canal Trade**

The following boats, 35 in number, carrying 4,033 13 tons of coal, left this port Tuesday, October 4, 1881:

Consolidation Coal Company

Georgetown:

C. D. Warfield	Capt. Kerns	117 05
Nannie & Willie	Capt. Knode	111 10
H. Roussell	Capt. McKnight	114 18
W. J. Stevenson	Capt. Brubaker	114 05
W. King	Capt. McCoy	117 02
M. B. Mayfield	Capt. Pennel	115 08

Williamsport:

J. R. Couter	Capt. McCardell	107 02
Sarah B.	Capt. Kimble	114 18
Muskingum	Capt. Donnelly	119 03

Shepherdstown:

M. C. Waters	Capt. Penner	<u>110 04</u>
Ten boats		1,141 15

Borden Mining Company

Georgetown:

Willie D.	Capt. Hassett	110 06
Susan Charles	Capt. Hassett	113 02
Sally E. Hassett	Capt. Hassett	112 00
Cowton & Tilghman	Capt. Hassett	118 12
W. H. Masters	Capt. Hassett	112 10
Hunter G.	Capt. Griffith	117 07
Harry & Ralph	Capt. Griffith	<u>112 18</u>

Seven boats		796 15
Maryland Coal Company		
Georgetown:		
M	Capt. Snyder	108 12
F. H. Darby	Capt. Tice	106 06
Joseph H. Farrow	Capt. Smith	108 11
Washington:		
Osceola & Jake	Capt. Davis	108 05
Four boats		<u>431 14</u>
American Coal Company		
Alexandria:		
Dr. M. M. Lewis	Capt. Swain	110 12
John L. Read	Ca. Brendlinger	105 11
James Dayton	Capt. Creamer	109 19
G. P. Lloyd	Capt. McDonald	109 15
Four boats		<u>435 17</u>
George's Creek Coal Company		
Alexandria:		
Little Eddie	Capt. Atwell	111 04
A. H. Bradt	Capt. Hill	117 19
F. Gannon	Capt. Yingling	111 11
R. J. Mitchell	Ca. Crumbaugh	109 06
Four boats		<u>450 00</u>
New Central Coal Company		
Georgetown:		
Lucinda	Capt. Gower	107 06
Duncan Sinclair	Capt. Ingram	111 00
Iowa	Capt. Keedy	113 08
Three boats		<u>331 14</u>
Hampshire & Baltimore Company		
Alexandria:		
F. W. Mintdrop	Capt. Anderson	111 16
D. R. Long	Capt. Evans	108 15
Two boats		<u>220 11</u>
Blaen Avon Company		
Georgetown:		
Four Sisters	Capt. Paxton	108 15
J. J. Moore	Capt. Mullen	116 13
Two boats		<u>225 07</u>

Canal News

The following are the arrivals and departures of boats at Alexandria for October 3:
 Arrived – Boats W. Smith, T. L. Betts, S. S. Howison, W. D. Walbridge, W. Gregory, D. Stewart, S. Lloyd, R. H. Miller and Thomas

Eaton to American Coal Company; T. M. Smith, A. B. Spear, F. Williams, H. K. Shaner, G. M. Ryan, L. H. Kuhn, J. A. Kenty to George's Creek Coal & Iron Company.

Departed – Boats W. Smith, T. L. Betts, S. S. Howison, W. D. Walbridge, W. Gregory, D. Stewart, S. Lloyd, R. H. Miller, T. Paton, T. M. Smith, A. B. Spear, F. Williams, H. K. Shaner and G. M. Ryan.

H&TL, Wed. 10/5/81, p. 3. Since the recent rains along the line of the canal, navigation has materially increased. Large numbers of boats leave Cumberland every day for Georgetown and Alexandria. Thirty-eight boats, carrying 4,246 tons, left Cumberland a few days since.

Sun, Wed. 10/5/81, p. 4. **Cumberland Coal Trade** - The shipments from the mines of the Cumberland coal region for the week ended October 1 were 49,617 tons, and for the year to that date 1,543,545 tons, a decrease of 17,537 tons as compared with the corresponding period of 1880. The coal was carried as follows: Baltimore and Ohio Railroad, week 28,635 tons; year 1,000,019 tons, increase over 1880, 77,726 tons; Chesapeake and Ohio Canal, week 13,304 tons; year 333,273 tons; decrease as compared with 1880, 134,624; Pennsylvania Railroad, week 6,677 tons; year 209,049 tons; increase over 1880, 38,159 tons.

ES, Wed. 10/5/81, p. 4. **Affairs in West Washington – The Grain Trade – Grain** – Arrived boat Seneca with load of grain.

DT, Thu. 10/6/81, p. 3. **Canal Trade**
 The following boats, 30 in number, carrying 3,329 15 tons of coal, left this port Wednesday, October 5, 1881:

Consolidation Coal Company		
Georgetown:		
Jos. Z. Williams	Capt. Zigler	114 09
Jos. M Wheatley	Capt. Seaman	114 09
W. A. Smoot	Capt. Little	111 10
C. F. Mayer	Capt. Reid	114 05

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E. K. Johnson	Capt. Walker	116 12
R. H. Jones	Ca. Westbrook	115 10
Williamsport:		
M. A. Shupp	Capt. Shupp	109 17
J. A. Spielman	Capt. Miller	105 00
R. A. Farmer	Capt. Ardinger	109 00
Shepherdstown:		
G. W. Knode	Ca. Wintmeyer	<u>110 15</u>
Ten boats		1,121 09
Borden Mining Company		
Georgetown:		
G. F. Smith	Capt. Griffith	112 12
Arthur Lovell	Capt. Griffith	97 06
Onward	Capt. Griffith	109 02
Kate Prather	Capt. Hassett	111 17
Dr O M Shindell	Capt. Hassett	114 13
Maggie B.	Capt. Young	<u>108 17</u>
Six boats		654 07
Maryland Coal Company		
Georgetown:		
Baltimore	Capt. Rinehart	113 17
Meyersdale	Capt. Beckwith	116 09
Cloud	C. Zimmerman	104 13
Washington:		
W. H. Lowe	Capt. Carter	<u>108 14</u>
Four boats		443 13
New Central Coal Company		
Georgetown:		
Edward J. Cahill	Capt. Cahill	111 09
A. H. Agnew	Capt. Jackson	106 17
Ida J. Reid	Capt. Reid	105 01
Juniata	Ca. Cumming	<u>116 13</u>
Four boats		440 00
American Coal Company		
Alexandria:		
John W. Burke	Capt. Long	112 12
Daniel Annan	C. Eichelberger	109 02
John H. Parrott jr	Capt. Lynch	<u>106 16</u>
Three boats		328 10
George's Creek Coal Company		
Alexandria:		
Lucy & Willie	Ca. Ninnemyer	105 10
Invincible	Capt. Ward	<u>113 10</u>
Two boats		219 00
Blaen Avon Company		
Georgetown:		

A. B. Winship Capt. Hebb 112 16

Canal Business

The following are the arrivals and departures of boats at Alexandria for Tuesday, October 4: Arrived – Boats J. Light, G. M. Stonebraker to George's Creek Coal & Iron Company; Alleghany to Hampshire & Baltimore Coal Company; M. Kersey to American Coal Company.

Departed – Boats L. H. Kuhn, J. A. Kenty, Bernadette and M. Kersey.

ES, Thu. 10/6/81, p. 4. **Affairs in West Washington – The Grain Trade – Grain** – Arrived boat G. T. Dunlop with 3,600 bushels wheat.

DT, Fri. 10/7/81, p. 3. **Canal Trade**

The following boats, 34 in number, carrying 3,688 03 tons of coal, left this port Thursday, October 6, 1881:

Consolidation Coal Company

Georgetown:		
Robert Shriver	Capt. Miller	107 03
A. M. Grove	Capt. Grove	106 13
James B. Thomas	Capt. Yingling	106 19
P. L. Burwell	Capt. Morrow	113 03
B. C. Barroll	Capt. Jackson	112 03
W. C. Ernst	Capt. Bender	113 05
A. Campbell	Capt. Eddy	109 03
George Bogus	Capt. Powell	114 17
H. C. Hicks	Capt. Grove	107 04
Jacob McGraw	Capt. Sheene	113 07
Z. Williams	Capt. Mose	112 03
J. Maury Dove	Capt. Benner	111 15
Williamsport:		
Katie & Jimmy	Capt. Woltz	111 08
Daniel Henry	Capt. O'Neal	<u>105 15</u>
Fourteen boats		1,544 16

American Coal Company

Alexandria:		
George Sherman	Capt. Renner	112 05
S. S. Howison	Capt. James	107 12
Dr G Ellis Porter	Capt. Tall	106 02
Charles Clifton	Capt. Driscoll	104 17

John H. Platte	Capt. Albert	<u>109 15</u>
Five boats		540 11
Borden Mining Company		
Georgetown:		
Mabel	Capt. Hassett	115 16
Henry Boley	Capt. Hassett	93 08
Walter Beall	Capt. Griffith	99 00
Alexander	Capt. Griffith	<u>107 17</u>
Four boats		417 16
Maryland Coal Company		
Georgetown:		
Pilot Boy	Ca. Zimmerman	108 16
Cumberland	Capt. Pierce	108 11
A. Sherman	Ca. Whittington	104 05
Mollie	Capt. Mose	<u>109 08</u>
Four boats		431 00
New Central Coal Company		
Georgetown:		
Col. James M. Schley	Capt. Kean	117 01
Johnnie	Capt. Kean	109 09
Susquehanna	Capt. Dick	<u>113 09</u>
Three boats		339 10
Hampshire & Baltimore Company		
Alexandria:		
Lillie & May	Capt. Burns	102 01
John R. Cruzen	Capt. Crampton	<u>104 01</u>
Two boats		206 02
Blaen Avon Company		
Georgetown:		
Wm. Mertens	Capt. Drenner	107 16
George's Creek Coal Company		
Alexandria:		
Six Children	Capt. Mertens	<u>100 12</u>

TC, Fri. 10/7/81, p. 4. **The Chesapeake and Ohio Canal** – The board of directors of the Chesapeake and Ohio Canal held their monthly meeting at Barnum's Hotel, Baltimore, yesterday. Senator Gorman presided and Mr. Benjamin Fawcett, of Montgomery County, acted secretary. The business transacted was of a routine character. Among the gentlemen present were Commissioner Morgan and Col. James G. Berrett, of this city.

DT, Sat. 10/8/81, p. 3. **Canal Trade**

The following boats, 25 in number, carrying 2,578 13 tons of coal, left this port Friday, October 7, 1881:

Consolidation Coal Company		
Georgetown:		
Consolidation	Capt. Barger	107 09
V. S. Brashears	Capt. Moore	99 02
H. K. Shaner	Capt. Krone	103 16
A. P. Mayfield	Capt. Benner	113 09
G. M. Ryan	Capt. Kroon	108 01
Williamsport:		
Emily H.	Capt. Woltz	107 05
David Seibert	Capt. Preston	<u>100 02</u>
Seven boats		739 04
Maryland Coal Company		
Georgetown:		
Harlow Bros.	Capt. Bissett	100 03
E. Miller	Capt. Smith	108 10
Star No. 4	Capt. Mayhugh	91 01
Altoona	Capt. Pierce	104 15
Sally J. Kelly	Capt. Groomes	108 15
Washington:		
H. S. Dixon	Capt. Dixon	<u>108 18</u>
Six boats		622 02
Borden Mining Company		
Georgetown:		
Charlie Hassett	Capt. Hassett	96 08
W. T. Hassett	Capt. Hassett	100 06
Dr. A. Shank	Capt. Hassett	100 06
Antares	Capt. Griffith	74 16
James Clark	Capt. Griffith	<u>107 01</u>
Five boats		478 17
Blaen Avon Company		
Georgetown:		
Robert Callahan	Capt. McQuade	107 14
A. B. Wolf	Capt. McQuade	108 06
C. C. Kelly	Capt. Spong	104 14
F. Williams	Ca. McCormick	<u>104 12</u>
Four boats		425 06
American Coal Company		
Alexandria:		
William Smith	Capt. Teach	105 19
William Gregory	Capt. Arnold	101 01
William Walsh	Capt. Edenhart	<u>106 04</u>
Three boats		313 04

Canal Commerce

The following boats arrived at Alexandria on Thursday last: Boats E. Bayer, A. Main, H. Delafield and D. A. Lowe to American Coal Company; J. W. Carder, A. Berry, Missouri and Delaware to George's Creek Coal & Iron Company.

The following left: Boats E. Bayer, A. Main, H. Delafield, D. A. Lowe, Alleghany, M. C. W. Boyer, J. W. Carder, A. Berry, Missouri and Delaware.

ES, Sat. 10/8/81, p. 8. THE STEAM PACKET WILL MAKE HER REGULAR trips to Great Falls and Cabin John Bridge SUNDAY, 9th, leaving foot Congress street, Georgetown, at 8 o'clock. For charter by day or week. Apply to GEO. W. WEBSTER, 1114 4th street, northwest.

DT, Mon. 10/10/81, p. 3. **Canal Trade**

The following boats, 28 in number, carrying 2,765 03 tons of coal, left this port Saturday, October 8, 1881:

Consolidation Coal Company

Georgetown:

Geo. A. Pearre	Capt. Shives	102 10
W. Thomson	Capt. Wertz	104 09
L. W. Guinand	Capt. Weller	103 15
L. H. Kuhn	Capt. Krone	105 01

Williamsport:

Bessie G.	Capt. Artz	101 03
Grason & Fannie	Capt. Malotte	97 12
C. B. Embrey	Capt. Kelly	100 12
Jack & Bessie	Capt. Shaffer	98 13

Eight boats 815 16

Borden Mining Company

Georgetown:

Highlander	Capt. Griffith	100 15
New Era	Capt. Griffith	83 10
Gen. Garfield	Capt. Griffith	97 15
Isaac Wilson	Capt. Griffith	95 08
Areturus	Capt. Hassett	78 16
M. S. Haines	Capt. Hassett	91 12
Abram Kuhn	Capt. Hassett	94 15

Seven boats 652 11

American Coal Company

Alexandria:

Theo. L. Betts	Capt. McLucas	101 00
W D Walbridge	Capt. Reynolds	101 02
Gardner L. Boothe	Capt. Durin	100 19
M. A. Myers	Capt. Stull	101 01
Four boats		<u>404 02</u>

Maryland Coal Company

Washington:

B. L. Slack	Capt Cartwright	92 08
Col. J. C. Lynn	Capt. Reid	100 05

Georgetown:

Maryland	Ca. Clendening	95 05
Three boats		<u>287 18</u>

George's Creek Coal Company

Alexandria:

E. T. Woody	Ca. Crumbaugh	102 02
L. C. Burwell	Capt. Zellars	100 12
Two boats		202 14

Hampshire & Baltimore Company

Alexandria:

A. B. Spear	Ca. Stoneburner	95 05
W. A. West	Capt. Conrad	102 17
Two boats		<u>197 12</u>

New Central Coal Company

Georgetown:

Phoebe & Johnnie	Ca. Crumbaugh	103 13
Theodore M. Smith	Capt. Smith	100 17
Two Boats		<u>204 10</u>

DT, Tue. 10/11/81, p. 3. **Canal Trade**

The following boats, 29 in number, carrying 2,861 08 tons of coal, left this port Monday, October 10, 1881:

Consolidation Coal Company

Georgetown:

Johnnie & Willie	Capt. Morrison	99 17
A. F. Lantz	Capt. Swain	100 11
Ernst & Holland	Capt. Penner	95 12
G. L. Sheriff	Capt. Sorrell	108 09
H. A. Clark	Capt. Quigley	108 15
J. Miller	Capt. Ryan	104 19
G. S. Young	Capt. James	100 08

Williamsport:

Muskingum	Capt. Donnelly	104 18
Sarah B.	Capt. Kimble	98 18
J. R. Couter	Capt. McCartle	98 16

Canal Trade - 1881

M. A. Shupp	Capt. Shupp	<u>101 00</u>
Eleven boats		1,122 03
Maryland Coal Company		
Georgetown:		
Star No. 8	Capt. Shupp	83 06
Star No. 4	Capt. Russell	79 07
Washington:		
C. W. Brengle	Capt. Brengle	87 03
Steffey & Findley	Ca. Rodenizer	109 19
Johnnie & Frankie	Capt. Magaha	<u>97 18</u>
Five boats		457 13
Borden Mining Company		
Georgetown:		
B. M. Young	Capt. Hassett	95 18
M. S. Fernsner	Capt. Hassett	99 05
E. R. Ladew	Capt. Griffith	90 18
Rainbow	Capt. Griffith	93 04
Exchange		<u>100 02</u>
Five boats		479 07
American Coal Company		
Alexandria:		
Wm. Darrow	Capt. Hetzel	100 11
D. Stewart	Capt. Harris	100 16
M. Kersey	Capt. Bear	100 17
James Green	Capt. Bowers	<u>102 01</u>
Four boats		404 05
New Central Coal Company		
Georgetown:		
Wm. M. Price	Ca. Grimminger	101 14
George's Creek Coal Company		
Georgetown:		
R. Fannon	Capt. Alexander	103 05
Individual		
Round Top:		
Round Top	Capt. Athey	92 01
Wm. Blackwell	Capt. Hoadley	<u>101 00</u>
Two Boats		193 01

TC, Tue. 10/11/81, p. 3. **Canal Property** – The Maryland authorities having been for some time annoyed by persons attaching the property of the Chesapeake & Ohio Canal Company for judgments secured on acceptances and script, have determined to settle the whole question of other acquired property by the Canal Company by foreclosing its several mortgages. Attorney-

General Gwinn has prepared and sent to Price & Willison, attorneys at Cumberland, to be filed, a bill to foreclose the Chesapeake & Ohio Canal mortgages to the State of Maryland of April 23, 1835, May 15, 1839 and January 8, 1846. The foreclosure will be subject to the mortgage of Walsh and McKaig, on the wharf. There is also a prayer in the bill for an injunction against Maria Reynolds, et. al., to prevent them from selling the wharf property now advertised for sale.

DT, Wed. 10/12/81, p. 3. **Canal Trade**

The following boats, 32 in number, carrying 3,119 06 tons of coal, left this port Tuesday, October 11, 1881:

Borden Mining Company		
Georgetown:		
Theo. Dean	Capt. Hassett	95 02
R. B. Lynn	Capt. Hassett	92 03
Ruby	Capt. Hassett	92 17
Warren Delano	Capt. Hassett	95 13
Unexpected	Capt. Hassett	98 18
Sycorax	Capt. Hassett	104 19
J. H. Snyder	Capt. Hassett	94 18
Echo	Capt. Griffith	96 12
Harry Borden	Capt. Griffith	99 00
H. Freeland	Capt. Griffith	<u>92 15</u>
Ten boats		953 16
Maryland Coal Company		
Georgetown:		
Star No. 2	Capt. Ripple	79 00
Star No. 3	Capt. Ekis	82 14
P	Capt. Chapline	102 17
Deer Park	Capt. Cain	107 05
O	Capt. Stickle	94 12
Diligent	Capt. Merryman	101 07
R. Porter	Capt. Merryman	97 03
Washington:		
Willie Snyder	Capt. Crampton	100 17
Thos. Venners	Capt. Fahey	<u>81 04</u>
Nine boats		846 16
Consolidation Coal Company		
Georgetown:		
G M Stonebraker	Capt. Krone	100 06
J. Rineheart	Capt. Marlow	107 13

Three Sisters	Capt. Little	98 12
Williamsport:		
W. H. Couter	Ca. Armstrong	<u>102 07</u>
Four boats		408 18
American Coal Company		
Alexandria:		
J. J. Swift	Capt. Brown	101 00
J. W. Morris	Capt. Hooker	103 01
J. A. Alexander	Capt. Turner	96 07
D. A. Lowe	Capt. Lovell	<u>104 12</u>
Four boats		405 00
New Central Coal Company		
Georgetown:		
Delaware	Ca. Dickerhoof	105 09
Emma Mertens	Capt. Hammond	<u>105 13</u>
Two boats		211 02
George's Creek Coal Company		
Alexandria:		
F. H. Irwin	Capt. Hall	96 01
Bernadette	Capt. Gannon	<u>97 05</u>
Two boats		193 06
Blaen Avon Company		
Georgetown:		
Geo. Hughes	Capt. Callen	100 08

Canal News

The following arrivals and departures are reported from Alexandria for October 10:

Arrived – Boats W. C. Hunter, W. J. Boothe, jr., R. S. Grant, S. Henry to American Coal Co.; Monongahela and Willie & Frankie to George's Creek C. & I. Co.; Lucinda to J. P. Agnew & Co.

Departed – Boats A. B. Turner, Monongahela, Willie & Frankie, W. C. Hunter, W. J. Boothe, jr., R. S. Grant, S. Henry and Lucinda.

TC, Wed. 10/12/81, p. 3. **Cumberland Coal Trade** - The shipments from the mines of the Cumberland coal region for the week ended Saturday October 8, were 56,039 tons, and for the year to that date 1,599,651 tons, a decrease of 50,366 tons as compared with the corresponding period of 1880. The coal was carried to tidewater as follows: Baltimore and Ohio Railroad. week 26,970 tons; year 1,026,989 tons,

increase over 1880, 39,808 tons. Chesapeake and Ohio Canal, week 21,988 tons; year 354,261 tons; a decrease of 130,354 tons as compared with the corresponding period of 1880.

Pennsylvania Railroad, week 6,912 tons; year 215,961 tons; increase over 1880, 37,834 tons.

The coal was brought from the mines as follows: Cumberland & Pennsylvania Railroad – week 43,734 tons; year 1,418,724 tons. George's Creek and Cumberland Railroad – week 10,364 tons; year 123,788 tons. Baltimore & Ohio Railroad – week 1,760 tons; year 52,430 tons.

ES, Wed. 10/12/81, p. 4. **Affairs in West Washington – The Canal** – Owing to the low condition of the water in Western Maryland, most of the millers are comparatively idle, and the boatmen find great difficulty in loading the boats to their full capacity.

DT, Thu. 10/13/81, p. 3. **Canal Trade**

The following boats, 20 in number, carrying 1,974 01 tons of coal, left this port Wednesday, October 12, 1881:

Maryland Coal Company

Georgetown:

Star No. 1	Capt. Frisby	83 07
Hancock	Capt. Keeseckik	74 11
Mattie	Capt. Seaman	104 00
Maj. Anderson	Capt. Brady	100 15
Four boats		362 13

Consolidation Coal Company

Georgetown:

Wm. Weber	Capt. Rowland	102 06
Elbe River	Capt. Swain	102 14
Jimmy M. jr.	Capt. Bush	<u>100 10</u>
Three boats		305 10

American Coal Company

Alexandria:

Weyand Doerner	Capt. Creamer	102 05
Thomas Patton	Capt. Eaton	101 19
R. H. Miller	Capt. Eaton	<u>100 16</u>
Three boats		305 00

Borden Mining Company

Georgetown:

Altair	Capt. Hassett	102 09
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Fall River	Capt. Hassett	102 09
C. Knode	Capt. Snyder	<u>102 17</u>
Three boats		307 15
George's Creek Coal Company		
Georgetown:		
J. F. A. Remley	Capt. Dixon	97 11
Lou & Glenn	C. Eichelberger	99 10
J. W. Carder	Capt. Fields	<u>96 13</u>
Three boats		293 14
New Central Coal Company		
Georgetown:		
Alleghany	Capt. Kroon	104 19
F. M. Offutt	Capt. Grove	<u>101 06</u>
Two boats		206 05
Hampshire & Baltimore Company		
Georgetown:		
Sallie & Jennie	Capt. Atwell	95 04
	Individual	
Little Nan	Capt. Snyder	98 00

DT, Fri. 10/14/81, p. 3. **Canal Trade**

The following boats, 27 in number, carrying 2,687 10 tons of coal, left this port Thursday, October 13, 1881:

Consolidation Coal Company		
Georgetown:		
B. R. Mayfield	Capt. Pifer	102 19
Amazon River	Capt. Bender	103 16
R. H. Jones	Ca. Westbrook	102 05
H. Roussell	Capt. McKnight	106 02
Five Brothers	Capt. Little	101 09
G. C. Goodrich	Capt. Little	98 17
Alexandria:		
G. S. French	Capt. Wolf	99 01
Williamsport:		
J. A. Spielman	Capt. Miller	97 06
Katie & Jimmy	Capt. Woltz	97 09
Jack & Bessie	Capt. Shaffer	<u>100 03</u>
Ten boats		1,009 09
American Coal Company		
Alexandria:		
J. Bradburn	Capt. Nuse	100 13
American Flag	Capt. Pearce	101 05
H. Delafield	Capt. Bancord	97 04
M. Snow	Capt. Schoppart	100 15
Samuel Lloyd	Capt. McMillan	<u>101 17</u>

Five boats		501 14
Borden Mining Company		
Georgetown:		
Willie D.	Capt. Hassett	106 14
Sally E. Hassett	Capt. Hassett	102 12
Arthur Lovell	Capt. Griffith	89 03
G. Berkebile	Capt. Griffith	<u>62 16</u>
Four boats		361 05
New Central Coal Company		
Georgetown:		
River Nile	Capt. Saris	110 07
Minnie & Pinkie	Capt. Bowers	100 11
M. B. Winship	Capt. Bowers	<u>101 18</u>
Three boats		312 16
Hampshire & Baltimore Company		
Alexandria:		
Jos Light	Capt. Baylor	93 18
D. Webster	Capt. Snyder	<u>95 10</u>
Two boats		189 08
Maryland Coal Company		
Georgetown:		
Maggie McCleary	C. Zimmerman	104 19
Blaen Avon Company		
Georgetown:		
T. F. McCardell	Capt. McCormick	99 19
Individual		
Georgetown:		
Cigarette	Capt. Donnelly	107 00

ES, Fri. 10/14/81, p. 3. **Affairs in West Washington – Grain** – Arrived by canal – Boat Seneca with 1,800 bushels wheat.

DT, Sat. 10/15/81, p. 3. **Canal Trade**

The following boats, 26 in number, carrying 2,793 09 tons of coal, left this port Friday, October 14, 1881:

Consolidation Coal Company		
Georgetown:		
A. E. McDonald	Capt. Murphy	103 09
E. K. Johnson	Capt. Walker	104 14
W. A. Smoot	Capt. Little	104 07
Geo. Bogus	Capt. Powell	106 01
L. P. Huston	Capt. Brubaker	107 03
Thames River	Capt. Stride	108 07
Williamsport:		

Emily H.	Capt. Woltz	103 07
M. A. Shupp	Capt. Shupp	103 01
Grason & Fannie	Capt. Malotte	100 13
D. Henry	Capt. O'Neal	103 07
D. Seibert	Capt. Preston	<u>98 12</u>
Eleven boats		1,143 01

Borden Mining Company

Georgetown:		
Cowten & Tilghman	Capt. Hassett	109 00
Susan Charles	Capt. Hassett	102 01
Dr. O M Schindell	Capt. Hassett	103 19
Four Locks		
S. M. Reitzel	Capt. Willand	<u>100 18</u>
Four boats		415 18

American Coal Company

Alexandria:		
Wm. J. Boothe	Capt. Price	104 12
R. Bender	Capt. Moore	101 07
A. Main	Capt. Mathers	101 09
John Wilson	Capt. McCann	<u>101 13</u>
Four boats		496 04

New Central Coal Company

Georgetown:		
Missouri	Capt. Ardinger	109 08
A. Berry	Capt. Ardinger	105 11
Potomac	Capt. Barger	<u>106 09</u>
Three boats		321 08

Maryland Coal Company

Georgetown:		
T. O'Connell	Capt. Mills	99 03
M	Capt. Wilson	100 14
Geo. T. Gatrell	Capt. Harper	<u>104 04</u>
Three boats		314 01

Individual

Georgetown:		
Laura S.	Capt. Little	102 00
Maggie B.	Capt. Beachler	<u>101 00</u>
Two boats		203 00

Canal News.

The following arrivals and departures are reported from Alexandria for Thursday, Oct. 13: Arrived – Boats S. S. Howison and J. W. Burke to American Coal Co. Lillie and W. L. Read to George's Creek Coal & Iron Co.

Departed – Boats S. S. Howison, J. W. Burke, Lillie and W. L. Read.

Sale of Real Estate and Personal Property

Henry Hanekamp, Sheriff, will offer for sale this morning at 10 o'clock, in front of the post office, the property known as the canal basin wharf property.

DT, Mon. 10/17/81, p. 3. **Canal Trade**

The following boats, 33 in number, carrying 3,378 11 tons of coal, left this port Saturday, October 15, 1881:

Consolidation Coal Company

Georgetown:

Messrs. Kengrim	Capt. Donnelly	108 17
Bessie G.	Capt. Artz	102 03
C. D. Warfield	Capt. Kerns	107 11
Dr. A. A. Biggs	Capt. Weller	96 09
A. B. Winship	Capt. Hebb	105 15
Daniel Linkins	Ca. Marmaduke	106 10
Z. Williams	Capt. Mose	108 16
Julia Tyler	Capt. Nuse	106 01
A. B. Turner	Capt. Magruder	104 02
Williamsport:		
J. R. Couter	Ca. McCardell	<u>100 17</u>
Ten boats		1,047 02

Maryland Coal Company

Georgetown:

R. A. Farmer	Capt. Ardinger	100 00
F. H. Darby	Capt. Tice	100 12
J	Capt. Peck	104 00
J. H. Farrell	Capt. Smith	100 14
H	Capt. Martz	100 01
G	Capt. Martz	101 00
N	Capt. Snyder	100 18
Washington:		
P. Mullan	Capt. Smith	<u>103 02</u>
Eight boats		810 07

Borden Mining Company

Georgetown:

H. Boley	Capt. Hassett	101 18
Wm. T. Hassett	Capt. Hassett	106 02
Dr. A. Shank	Capt. Hassett	101 12
W H M Masters	Capt. Hassett	106 05
Harry & Ralph	Capt. Griffith	104 05

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Four Locks:		
Danton Jacques	Capt. Hassett	99 12
Six boats		<u>619 14</u>

American Coal Company

Alexandria:		
Ed Boyer	Ca. McKelvey	101 14
B. Williamson	Ca. McKelvey	101 11
W. E. Bell	Capt. Driscoll	101 16
J. L. Read	Ca. Brendlinger	<u>101 12</u>
Four boats		<u>406 13</u>

Hampshire & Baltimore Company

Alexandria:		
F. A. Mertens	Capt. --	95 15
Savannah	Capt. O'Neal	99 18
J. T. Hager	Ca. Hendesey	94 16
Carrie V.	Capt. Kirby	<u>99 01</u>
Four boats		<u>389 10</u>

New Central Coal Company

Georgetown:		
Iowa	Capt. Keedy	105 05

Sad News that Ought to be Joyful

Large orders have been received by the Blaen Avon, Hampshire and George's Creek Coal Companies to load schooners at Alexandria, but the low water on the canal prevents filling these orders at present. The boats that now leave this port are so light that there is no money in the business, and the captains are as a rule tying up at different points on the canal. For this reason, many of the boat crews have left the canal for the season and are seeking work and winter quartering.

ES, Mon. 10/17/81, p. 1. **Affairs in West Washington – The Grain Trade** – Arrived – boat M. C. Waters with 3,200 bushels of wheat; steamer Regulus with 3,500 bushels of wheat.

DT, Tue. 10/18/81, p. 3. **Canal Trade**

The following boats, 28 in number, carrying 2,854 05 tons of coal, left this port Monday, October 17, 1881:

Consolidation Coal Company

Georgetown:		
L. W. Guinand	Capt. Weller	106 19

William King	Capt. McCoy	108 00
Geo. M. Ryan	Capt. Kroon	105 12
A. P. Mayfield	Capt. Benner	105 09
H. K. Shaner	Capt. Krone	102 01
C. F. Mayer	Capt. Reid	107 01

Williamsport:		
Sarah B.	Capt. Kimble	<u>107 15</u>
Seven boats		<u>742 17</u>

Borden Mining Company

Georgetown:		
G. F. Smith	Capt. Griffith	106 12
Highlander	Capt. Griffith	109 01
New Era	Capt. Griffith	91 18
James Clarke	Capt. Griffith	108 16
Antares	Capt. Griffith	80 16
M. S. Haines	Capt. Hassett	<u>100 00</u>
Six boats		<u>597 03</u>

American Coal Company

Alexandria:		
R. S. Grant	Capt. Myers	96 06
H O Claughton	Capt. Moore	101 10
Wm. J. Boothe	Capt. Weaver	101 12
Wm. C. Hunter	Capt. Weaver	101 10
George Sherman	Capt. Renner	103 00
Thomas H. Faile	Capt. Penner	<u>101 03</u>
Six boats		<u>605 02</u>

Maryland Coal Company

Georgetown:		
Cloud	Ca. Zimmerman	105 02
Henry Boyd	Capt. Shaffer	104 10
Washington:		
W. T. Coulehan	Capt. Staley	104 17
Henry Loveridge	Capt. Hine	<u>95 15</u>
Four boats		<u>410 04</u>

Blaen Avon Company

Georgetown:		
Col. John Myers	Capt. Roof	109 07
William Foley	C. Montgomery	<u>99 11</u>
Two boats		<u>199 18</u>

New Central Coal Company

Georgetown:		
Monongahela	Capt. Grosh	107 06

George's Creek Coal Company

Alexandria:		
R. J. West	Capt. Shields	96 09

Hampshire & Baltimore Company

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Alexandria:
 Laura Capt. Bartley 95 06

Canal Business

The following arrivals and departures are reported from Alexandria for Saturday, October 15: Arrived – Boats Wm. Smith, James Dayton, J. H. Platte to American Coal Company; Lillie & May and M. A. West to Hampshire & Baltimore Coal Company; Lucy & Willie to George’s Creek Coal & Iron Company; R. J. Mitchell to John P. Agnew & Co.; Capt. L. H. Kuhn to Mayfield & Hieston.

Departed – Boats W. Smith, James Dayton, J. H. Platte, Lillie & May, M. A. West, Lucy & Willie, R. J. Mitchell and Capt. L. H. Kuhn.

TC, Tue. 10/18/81, p. 4. **GEORGETOWN AFFAIRS – Low Water in the Canal** – The canal men are again in a peck of trouble on account of the low water in the canal. Large orders have been received by the Blaen Avon, Hampshire and George’s Creek Coal companies to load schooners at Alexandria, but the low water in the canal prevents filling these orders at present. The boats that now leave Cumberland are so light that there is no money in the business, and the captains are as a rule tying up at different points on the canal. For this reason, many of the boat crews have left the canal for the season and are seeking work and winter quartering.

DT, Wed. 10/19/81, p. 3. **Canal Trade**

The following boats, 22 in number, carrying 2,210 09 tons of coal, left this port Tuesday, October 18, 1881:

Consolidation Coal Company

Georgetown:
 Robert Shriver Capt. Miller 108 00
 Willie & Frankie Capt. Repp 101 09
 J. M. Wheatley Capt. Seaman 103 13
 W. J. Stevenson Capt. Brubaker 106 17
 Jacob McGraw Capt. Shaw 100 16
 H. A. Clark Capt. Quigley 99 05

Geo. L. Sheriff Capt. Sorrels 107 02
 L. H. Kuhn Capt. Krone 103 05

Williamsport:
 Chas. B. Embrey Capt. Kelly 74 18
 J. A. Spielman Capt. Miller 102 04
 Ten boats 1,067 09

Borden Mining Company

Georgetown:
 Mabel Capt. Hassett 102 13
 M. S. Fernsner Capt. Hassett 106 19
 Unexpected Capt. Hassett 104 15
 Gen. Garfield Capt. Griffith 103 12
 Exchange Capt. Griffith 104 06
 Alexander Capt. Griffith 100 07
 Six boats 622 17

Maryland Coal Company

Georgetown:
 Star No. 5 Capt. Wolfe 78 04
 Baltimore Capt. Rinehart 99 19
 A. Sherman Ca. Whittington 100 04
 Washington:
 Geo. S. Couter Capt. Hawken 99 11
 Four boats 377 18

Individual

Georgetown:
 D. Sinclair Capt. Ingram 102 00
 White’s Ferry
 Loudoun Capt. White 100 05
 Two boats 202 05

Boat C. B. Embrey, Capt. Kelley, loaded with twenty tons wire and consigned to T. E. Hardesty.

H&TL, Wed. 10/19/81, p. 3. The boatmen thus far have made a poor season on the canal. The very low stage of water has been a serious drawback. Many of them have lost money.

TC, Wed. 10/19/81, p. 3. **Cumberland Coal Trade** - The shipments from the mines of the Cumberland coal region for the week ended Saturday October 15, were 55,188 08 tons, as against 56,038 13 tons the previous week, a decrease of 850 05 tons; for the year 1,654,839 06 tons, against 1,686,008 09 tons for the corresponding period of last year, a decrease of

Canal Trade - 1881

31,169 03 tons. The shipments to the Baltimore and Ohio Railroad were, for the week 34,206 15 tons; for the year 1,061,195 07 tons, an increase of 52,356 11 tons as compared with last year. The shipments to the Chesapeake and Ohio Canal were, for the week 15,414 10 tons; for the year 360,675 04 tons; a decrease of 136,202 11 tons as compared with last year.

During the same week 167 boats left Cumberland against 185 the previous week. The shipments to the Pennsylvania Railroad were, for the week 5,402 tons; for the year 221,363 19 tons, an increase of 40,908 07 tons as compared with last year. The shipments to the Cumberland & Pennsylvania Railroad were, for the week 44,812 09 tons; for the year 1,463,536 07 tons, a decrease of 175,011 03 tons as compared with last year. The shipments to the George's Creek & Cumberland Railroad were, for the week 8,344 03 tons, against 10,363 13 tons the previous week, a decrease of 2,019 10 tons as compared with the previous week; for the year 132,131 19 tons.

DT, Thu. 10/20/81, p. 3. **Canal Trade**

The following boats, 18 in number, carrying 1,851 07 tons of coal, left this port Wednesday, October 19, 1881:

Consolidation Coal Company

Georgetown:

B. C. Barroll	Capt. Jackson	105 06
Van S. Brashear	Capt. Moore	102 09
J. B. Thomas	Capt. Yingling	103 02
Geo. A. Pearre	Capt. Shives	102 02

Williamsport:

Emily H.	Capt. Woltz	102 12
Jack & Bessie	Capt. Shaffer	102 12
M. A. Shupp	Capt. Shupp	<u>103 02</u>

Seven boats 721 05

Borden Mining Company

Georgetown:

Rainbow	Capt. Griffith	104 15
Onward	Capt. Griffith	103 16
E. R. Ladew	Capt. Griffith	106 10
Charlie Hassett	Capt. Hassett	102 04
Bertha M. Young	Capt. Hassett	<u>104 11</u>

Five boats 521 16

Maryland Coal Company

Georgetown:

Col. J. C. Lynn	Capt. Reid	99 13
Mollie	Capt. Mose	99 06
A. H. Bradt	Capt. Hill	105 09

Washington:

Osceola & Jake	Capt. Davis	<u>103 19</u>
Four boats		408 07

Hampshire & Baltimore Company

Alexandria:

M. Ruben	Capt. Malotte	95 19
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Individual

Georgetown:

E. Cohill	Capt. Gannon	104 00
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Boat P. Hein & Co., loaded with 15,000 feet of lumber for canal locks.

Canal Commerce

The following arrivals and departures of boats are reported from Alexandria for Tuesday, October 18: Arrived – Boats W. Walsh, T. L. Betts, W. D. Walbridge, Dr. G. E. Porter, G. L. Boothe, D. Annan, J. W. Morris, D. A. Lowe, J. J. Swift, James Green and M. Kersey to American Coal Company; M. W. Adams, Clara & Prudy, L. C. Burwell to George's Creek Coal & Iron Company; D. R. Long, Sallie & Jennie to Hampshire & Baltimore Coal Company; A. H. Agnew, R. Fannon, Phoebe & Johnnie, E. T. Woody, Bernadette to John P. Agnew & Co.; Geo. S. French to Wm. A. Smoot.

Departed – Boats W. Walsh, T. L. Betts, W. D. Walbridge, Dr. G. E. Porter, G. L. Boothe, D. Annan, J. W. Morris, D. A. Lowe, J. J. Swift, James Green, M. Kersey, M. W. Adams, Clara & Prudy, L. C. Burwell, D. R. Long, Sallie & Jennie, A. H. Agnew, R. Fannon, Phoebe & Johnnie, E. T. Woody, Bernadette and Geo. S. French.

DT, Fri. 10/21/81, p. 3. **Canal Trade**

The following boats, 32 in number, carrying 3,230 07 tons of coal, left this port Thursday, October 20, 1881:

Consolidation Coal Company

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Georgetown:		
Nannie & Willie	Capt. Reeves	102 13
J. M. Dove	Capt. Benner	105 12
W. H. Marlow	Capt. Rinehart	104 16
H. C. Hicks	Capt. Grove	106 09
Jos. Z. Williams	Capt. Sigler	103 18
Williamsport:		
Grason & Fannie	Capt. Malotte	95 02
David Seibert	Capt. Preston	94 19
Katie & Jimmy	Capt. Woltz	105 18
Hancock		
L W Poffenberger	Capt. Sensel	<u>101 15</u>
Nine boats		921 02
American Coal Company		
Alexandria:		
J. H. Stickney	Capt. Ekis	101 02
Dr. M. M. Lewis	Capt. Swain	101 11
William Gregory	Capt. Arnold	104 19
Samuel Henry	Capt. Chambers	97 10
John W. Burke	Capt. Long	<u>103 12</u>
Five boats		508 14
Borden Mining Company		
Georgetown:		
R. B. Lynn	Capt. Hassett	103 10
Abram Kuhn	Capt. Hassett	100 15
Theo. Dean	Capt. Hassett	104 02
Arthur Lovell	Capt. Griffith	95 01
Walter Beall	Capt. Griffith	<u>106 10</u>
Five boats		508 18
Maryland Coal Company		
Georgetown:		
Pilot Boy	Ca. Zimmerman	103 13
W. H. Couter	Ca. Armstrong	102 09
Altoona	Capt. Pierce	98 16
Cumberland	Capt. Pierce	<u>101 17</u>
Four boats		406 15
Hampshire & Baltimore Company		
Alexandria:		
Little Eddie	Capt. Atwell	93 16
F. Gannon	Capt. Atwell	97 05
Lillie	Capt. Manning	95 05
W. L. Read	Capt. Manning	<u>95 16</u>
Four boats		382 02
George's Creek Coal Company		
Alexandria:		
Geo. W. Knode	Ca. Ninnemyer	97 07

Lucy & Willie	Ca. Ninnemyer	<u>98 05</u>
Two boats		195 12
New Central Coal Company		
Georgetown:		
H. Hanekamp	Capt. Mouse	102 02
Blaen Avon Company		
Georgetown:		
Fred Williams	Ca. McCormick	98 02
Individual		
Georgetown:		
Juniata	Capt. Cumming	107 00

TC, Fri. 10/21/81, p. 4. **GEORGETOWN AFFAIRS – Canal News** – The water in the canal and river still continues very low. Boats can take out only light loads, which is, of course, unprofitable to the boatmen. It is feared that unless there is a heavy rain within the next ten days there will be a complete stoppage of navigation.

There is a great deal of sickness along the canal; scarcely a boat without one or more cases of chills and fever.

Large quantities of stone and lumber are being shipped during the suspension of business for lengthening the locks.

The boatmen thus far have made a poor season on the canal. The very low stage of water has been a serious drawback. Many of them have lost money.

DT, Sat. 10/22/81, p. 3. **Canal Trade**

The following boats, 24 in number, carrying 2,393 13 tons of coal, left this port Friday, October 21, 1881:

Borden Mining Company		
Georgetown:		
Altair	Capt. Hassett	105 18
Sycorax	Capt. Hassett	109 16
Warren Delano, jr	Capt. Hassett	102 14
Borden & Lovell	Capt. Hassett	104 14
Sally E. Hassett	Capt. Hassett	<u>99 19</u>
Five boats		523 01
Consolidation Coal Company		
Georgetown:		
P. L. Burwell	Capt. Monson	104 13

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A. M. Grove	Capt. Grove	102 13
Williamsport:		
Daniel Henry	Capt. O'Neal	99 03
J. R. Couter	Capt. McCardle	<u>96 12</u>
Four boats		403 01
Maryland Coal Company		
Georgetown:		
C. F. Dixon	Capt. Coffman	102 18
Star No. 2	Capt. Ripple	81 06
Star No. 3	Capt. Ekis	82 01
Sally J. Kelly	Capt. Groomes	<u>103 15</u>
Four boats		370 00
American Coal Company		
Alexandria:		
S. S. Howison	Capt. James	101 07
John H. Parrot, jr	Capt. Lynch	105 00
John P. Moore	Capt. Fink	<u>98 15</u>
Three boats		304 12
Hampshire & Baltimore Company		
Alexandria:		
Lizzie A. K.	Capt. Smith	94 00
C. W. Powell	Capt. Pennell	95 13
M. A. West	Capt. Conrad	<u>92 14</u>
Three boats		282 07
George's Creek Coal Company		
Georgetown:		
Helen W	Capt. Eddy	101 06
Alexandria:		
Richard Fannon	Ca. Alexander	<u>98 12</u>
Two Boats		199 18
Blaen Avon Company		
Georgetown:		
Lillie & May	Capt. Burns	100 14
Individual		
Georgetown:		
Susquehanna	Capt. Dick	105 00
L. Lovell	Capt. Crowl	<u>105 00</u>
Two boats		210 00

Ernst & Holland	Capt. Penner	97 11
John Miller	Capt. Brown	104 03
R. H. Jones	Ca. Westbrook	104 12
G M Stonebraker	Capt. Krone	95 03
B. R. Mayfield	Capt. Piper	100 05
Williamsport:		
Muskingum	Capt. Donnelly	106 13
Sarah B.	Capt. Kimble	101 08
Bessie G.	Capt. Artz	<u>92 18</u>
Nine boats		905 16
American Coal Company		
Alexandria:		
David A. Lowe	Capt. Sorrell	97 05
William Walsh	Capt. Edenhart	96 15
J. W. Morris	Capt. Hooker	93 14
J. J. Swift	Capt. Brown	97 04
John H. Platte	Capt. Albert	91 10
James Dayton	Capt. Creamer	98 07
Theo. L. Betts	Capt. McLucas	96 15
W. S. Walbridge	Capt. Reynolds	96 11
William Smith	Capt. Teach	<u>92 16</u>
Nine boats		860 17
New Central Coal Company		
Georgetown:		
Johnnie	Capt. Kean	93 18
James M. Schley	Capt. Kean	105 14
Wm. Blackwell	Capt. Hoadley	<u>95 00</u>
Three boats		294 12
Borden Mining Company		
Georgetown:		
Willie D.	Capt. Hassett	104 00
Ruby	Capt. Hassett	99 18
Denton Jacques	Capt. Hassett	92 15
Little Nan	Capt. Hassett	94 17
Clinton Knode	Capt. Snyder	<u>94 15</u>
Five boats		486 05
Blaen Avon Company		
Georgetown:		
Four Sisters	Capt. Paxton	99 15
Wm. M. Mertens	Capt. Drenner	<u>94 00</u>
Two boats		193 15
George's Creek Coal Company		
Alexandria:		
A. H. Agnew	Capt. Jackson	94 12
Hampshire & Baltimore Company		
Alexandria:		

DT, Mon. 10/24/81, p. 3. **Canal Trade**
 The following boats, 33 in number,
 carrying 3,212 18 tons of coal, left this port
 Saturday, October 22, 1881:

Consolidation Coal Company		
Georgetown:		
J. J. Moore	Capt. Mullin	103 03

Canal Trade - 1881

F. W. Mintdrop	Capt. Anderson	91 17
Maryland Coal Company		
Georgetown:		
Meyersdale	Capt. Beckwith	90 07
Individual		
Georgetown:		
Hunter G.	Capt. Young	97 17
Youghiogheny	Capt. Mertens	107 00
Two boats		<u>194 17</u>

ES, Mon. 10/24/81, p. 4. **Affairs in West Washington – The Grain Trade** during the last week was very small, and the arrivals meagre. This is accounted for partly by the recent decline in prices and also by the fact that the farmers are now generally engaged in seeding.

DT, Tue. 10/25/81, p. 3. **Canal Trade**
The following boats, 10 in number, carrying 908 10 tons of coal, left this port Monday, October 24, 1881:

Borden Mining Company		
Georgetown:		
Dr. A. Shank	Capt. Hassett	93 11
Susan Charles	Capt. Hassett	88 13
Kate Prather	Capt. Hassett	99 09
Henry Boley	Capt. Hassett	83 19
W. T. Hassett	Capt. Hassett	94 02
Five boats		<u>459 14</u>
American Coal Company		
Alexandria:		
G. L. Boothe	Capt. Dunn	93 02
A. J. Akin	Capt. Hall	92 17
Two boats		<u>185 19</u>

New Central Coal Company		
Georgetown:		
Invincible	Capt. Ward	95 17
Consolidation Coal Company		
Hancock:		
G. Meredith	Capt. Compton	93 12
Maryland Coal Company		
Georgetown:		
Star No. 6	Capt. Russell	73 08

Canal Business

The following arrivals and departures are reported from Alexandria for Saturday, October 22: Arrived – Boats Wm. Darrow, J. A. Alexander, Samuel Lloyd, R. Bender, W. J. Booth, jr., W. E. Bell to American Coal Co. Lou & Glenn to George’s Creek Coal & Iron Co.
Departed – Boats W. Darrow, J. A. Alexander, Samuel Lloyd, R. Bender, W. J. Boothe, Jr., W. E. Bell and Lou & Glenn.

DT, Wed. 10/26/81, p. 3. **Canal Trade**
The following boats, 29 in number, carrying 2,282 12 tons of coal, left this port Tuesday, October 25, 1881:

Consolidation Coal Company		
Georgetown:		
W. Thompson	Capt. Wirtz	91 14
W. A. Smoot	Capt. Little	95 04
C. D. Warfield	Capt. Yingling	94 17
A. E. McQuade	Capt. Murphy	93 01
Elbe River	Capt. Swain	95 04
Willie & Johnnie	Capt. Morrison	96 03
Amazon River	Capt. Bender	97 14
Three Sisters	Capt. Little	95 18
Eight boats		<u>759 15</u>
Maryland Coal Company		
Georgetown:		
Mattie	Capt. Seaman	95 12
Washington:		
P. E. Dawson	Capt. Pittlan	94 01
Hunter Lee	Capt. Seaman	90 11
Thos. Venners	Capt. Fahey	73 06
Wm. P. Wools	Capt. Mertens	90 14
Dr J P Broderick	Capt. Mertens	100 05
Six boats		<u>544 09</u>
Borden Mining Company		
Georgetown:		
Echo	Capt. Griffith	93 14
Harry Borden	Capt. Griffith	89 00
Isaac Wilson	Capt. Griffith	91 07
J. H. Snyder	Capt. Hassett	90 13
Four boats		<u>304 14</u>
American Coal Company		
Alexandria:		
M. Kersey	Capt. Bear	97 14
Dr. G. E. Porter	Capt. Tall	92 00

Canal Trade - 1881

James Green	Capt. Bowers	92 08
Three boats		282 02
New Central Coal Company		
Georgetown:		
W. M. Price	Ca. Grimminger	89 14
T. M. Smith	Capt. Smith	90 18
Mississippi	Capt. Reid	94 14
Maggie B.	Capt. Beachler	94 09
Four boats		389 15
Blaen Avon Company		
Georgetown:		
C. C. Kelly	Capt. Spong	91 15
J. W. Carder	Capt. Darkey	91 19
Two Boats		183 14
Hampshire & Baltimore Company		
Alexandria:		
Lewis Peacock	Capt. Nokes	90 17
George's Creek Coal Company		
Georgetown:		
Sallie & Jennie	Capt. Atwell	87 06

A. H. Bradt	Capt. Mertens	94 01
Maggie McCleary	Ca. Zimmerman	94 13
Laura S.	Capt. Little	93 15
Five boats		466 18
New Central Coal Company		
Georgetown:		
Allegheny	Capt. Kroon	95 06
H. S. Dixon	Capt. Brooks	90 19
Two boats		186 05
Consolidation Coal Company		
Georgetown:		
M. C. Waters	Capt. Renner	89 04
American Coal Company		
Alexandria:		
J. L. Reed	Ca. Brendlinger	97 00
Borden Mining Company		
Georgetown:		
New Era	Capt. Griffith	78 09
Individual		
Georgetown:		
Alex Kratz	Capt. Brookman	94 04

ES, Wed. 10/26/81, p. 4. **Affairs in West Washington – A Canal Steamer Burned** – About 2:00 o'clock this morning the steam canal boat Ludlow Patton, lying in the Potomac, off the point of Analostan Island, opposite the Potomac boat house, was observed to be on fire, and as the fire engines could not reach it was entirely destroyed. The Patton was owned by Mr. Henry G. Wagner, of this place, and was valued at \$4,200, being insured for only \$1,200. There was no fire about the boat when she was left during the day, and it is thought therefore that it must have been incendiary.

Grain – Arrived by canal boat Caledonia with 800 bushels wheat

DT, Thu. 10/27/81, p. 3. **Canal Trade**

The following boats, 11 in number, carrying 1,012 tons of coal, left this port Wednesday, October 26, 1881:

Maryland Coal Company

Georgetown:		
Steffey & Findley	Ca. Rodenizer	89 16
Maj. Anderson	Capt. Brady	94 13
Washington:		

Sun, Thu. 10/27/81, p. 1. **Cumberland Coal Trade** - The shipments from the mines of the Cumberland coal region for the week ended Saturday October 22, were 55,387 tons, and for the year to that date 1,710,227 tons, a decrease of 11,169 tons as compared with the corresponding period of 1880. The shipments to the Baltimore and Ohio Railroad were, for the week 24,226 tons; for the year 1,095,422 tons, an increase of 64,583 tons as compared with 1880. The shipments to the Chesapeake and Ohio Canal were, for the week 16,186 tons; for the year 386,861 tons; a decrease of 121,705 tons as compared with last year. The shipments to the Pennsylvania Railroad were, for the week 4,736 tons; for the year 226,100 tons; an increase of 44,209 tons over last year.

TC, Thu. 10/27/81, p. 4. **PERTINENT PARAGRAPHS** – **Eight Hundred** bushels of wheat have arrived at Georgetown by the canal boat Caledonia.

DT, Fri. 10/28/81, p. 3. **Canal Trade**

The following boats, 15 in number, carrying 1,403 04 tons of coal, left this port Thursday, October 27, 1881:

Consolidation Coal Company

Georgetown:

Lewis P. Hieston	Capt. Brubaker	95 13
M. B. Mayfield	Capt. Carter	96 17
Z. Williams	Capt. Mose	96 19
J. R. Cruzen	Capt. Crampton	89 03
M. A. Shupp	Capt. Shupp	94 05
Five boats		<u>472 17</u>

Maryland Coal Company

Georgetown:

Willie Snyder	Capt. Crampton	97 18
F. H. Darby	Capt. Tice	93 15
Washington:		
C. W. Brengle	Capt. Brengle	106 00
M	Capt. Wilson	94 00
Four boats		<u>392 02</u>

Borden Mining Company

Georgetown:

Areturus	Capt. Hassett	73 10
Highlander	Capt. Griffith	98 00
Unexpected	Capt. Hassett	91 06
Three boats		<u>262 16</u>

American Coal Company

Alexandria:

A S Wintringham	Capt. Ingram	92 13
Weyand Doerner	Capt. Creamer	93 01
Two boats		<u>185 14</u>

Blaen Avon Company

Georgetown:

F. M. Offutt	Capt. Grove	90 01
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A Canal Steamer Burned.

About 2:00 o'clock Wednesday morning the steam canal boat *Ludlow Patton*, lying in the Potomac, off the point of Analostan Island, opposite the Potomac boat house near Georgetown was observed to be on fire, and as the fire engine could not reach it was entirely destroyed. The Patton was owned by Mr. Henry G. Wagner, of Georgetown and was valued at \$4,200, being insured for only \$1,200. There was no fire about the boat when she was left

during the day, and it is thought therefore that it must have been an incendiary.

On Monday there arrived at Alexandria boats E. Boyer, B. Williamson, T. H. Faile, W. C. Hunter and W. J. Boothe, Jr. to American Coal Company; Wheeler & Banon limestone to E. Francis.

Departed – Boats E. Boyer, B. Williamson, T. H. Faile, W. C. Hunter, W. J. Boothe and Wheeler & Banon.

ES, Fri. 10/28/81, p. 4. **Affairs in West Washington – The Canal Trade** – Grain – Arrived boat M. C. W. Boyer with 4,200 bushels wheat; boat Farmer's Friend with 3,000 bushels wheat.

DT, Sat. 10/29/81, p. 3. **Canal Trade**

The following boats, 30 in number, carrying 2,804 09 tons of coal, left this port Friday, October 28, 1881:

Consolidation Coal Company

Georgetown:

A. P. Mayfield	Capt. Benner	95 14
E. K. Johnson	Capt. Walker	96 10
H. K. Shaner	Capt. Kroon	86 13
G. L. Sheriff	Capt. Sorrell	98 13
H. Rousell	Capt. McKnight	98 05
A. F. Lantz	Capt. Swain	94 01
Geo. Bogus	Capt. Powell	95 18
A. B. Winship	Capt. Hebb	95 05
Thames River	Capt. Studd	96 06
A. B. Wolf	Capt. McQuade	97 01
R. Callehan	Capt. McQuade	98 14

Alexandria:

R. Shriver	Capt. Hall	93 03
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Williamsport:

C. B. Embrey	Capt. Keller	87 00
Seneca	Capt. Taylor	79 15

Fourteen boats		<u>1,312 19</u>
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Maryland Coal Company

Georgetown:

B. L. Slack	Capt. Cartwright	97 01
G. T. Gatrell	Capt. Harper	97 08
F	Capt. Miller	97 12

Canal Trade - 1881

Thos O'Connell	Capt. Mills	93 02
N	Capt. Snyder	92 00
Johnnie & Frankie	Capt. Magaha	<u>92 16</u>
Six boats		569 19

Borden Mining Company

Georgetown:		
Dr. O M Schindell	Capt. Hassett	93 11
M. S. Haines	Capt. Hassett	91 05
M. S. Fernsner	Capt. Hassett	94 13
Fall River	Capt. Hassett	94 14
Mabel	Capt. Hassett	<u>96 18</u>
Five boats		471 01

George's Creek Coal Company

Georgetown:		
R. J. Mitchell	Ca. Crumbaugh	92 02
E. T. Woody	Ca. Crumbaugh	92 12
Phoebe & Johnnie	Ca. Crumbaugh	<u>95 07</u>
Three boats		280 08

New Central Coal Company

Georgetown:		
Daniel Webster	Capt. Snyder	97 04

Garton Coal Company

Georgetown:		
Cigarette	Capt. Sensel	93 18

Sun, Sat. 10/29/81, p. 4. **Canal Navigation.**

Cumberland, Md. - The low water in the canal still greatly impedes navigation. There is plenty of coal here for shipment, but the boats are very scarce, both on account of blockades to loaded boats and the fact that many of the boatmen tired of takin such light loads as they are compelled to, have tied up along the canal. One company here today offered as high as one dollar per ton freight, without securing all the boats needed. Rain is greatly needed.

DT, Mon. 10/31/81, p. 3. **Canal Trade**

The following boats, 26 in number, carrying 2,507 15 tons of coal, left this port Saturday, October 29, 1881:

Consolidation Coal Company

Georgetown:		
A. Campbell	Capt. Eddy	98 19
L. W. Guinand	Capt. Welsh	102 06
Geo. S. Young	Capt. James	101 16

Jimmy M. Jr	Capt. Bush	99 16
Geo. S. French	Capt. Wolf	98 09
Consolidation	Capt. Barger	99 00
W. C. Ernst	Capt. Bender	99 07
Julia Tyler	Capt. Nuse	99 06
Jack & Bessie	Capt. Shaffer	89 14
J. A. Spielman	Capt. Miller	<u>95 09</u>
Ten Boats		984 11

American Coal Company

Alexandria:		
John Bradburn	Capt. Nuse	97 16
Thomas Patton	Capt. Eaton	97 02
R. H. Miller	Capt. Eaton	97 03
Geo. Sherman	Capt. Renner	<u>97 09</u>
Four boats		389 10

Borden Mining Company

Georgetown:		
Harry & Ralph	Capt. Griffith	96 16
Exchange	Capt. Griffith	97 16
B. M. Young	Capt. Hassett	97 07
S. M. Reitzell	Capt. Hassett	<u>93 19</u>
Four boats		385 18

George's Creek Coal Company

Georgetown:		
A. J. Mills	Capt. Davis	90 08
Lucinda	Capt. Reid	91 00
Ida J. Reid	Capt. Reid	<u>90 14</u>
Three boats		272 02

New Central Coal Company

Georgetown:		
Clara & Prudy	Capt. Harrison	92 17
Iowa	Capt. Keedy	<u>93 08</u>
Two boats		196 05

Blaen Avon Company

Georgetown:		
Geo. Hughes	Capt. Callen	96 11
L. C. Burwell	Capt. Zellers	<u>96 05</u>
Two Boats		192 16

Maryland Coal Company

Georgetown:		
P	Capt. Chapline	96 13

DT, Tue. 11/1/81, p. 3. **Canal Trade**

The following boats, 18 in number, carrying 1,921 13 tons of coal, left this port Monday, October 31, 1881:

Consolidation Coal Company

Williamsport:

Emily H.	Capt. Woltz	111 14
Katie & Jimmy	Capt. Woltz	111 06
D. Seibert	Capt. Hornsly	103 07
Grason & Fannie	Capt. Malotte	102 09
J. R. Couter	Ca. McCardell	105 06

Georgetown:

Wm. King	Capt. McCoy	112 17
H. A. Clark	Capt. Quigley	115 18
W. J. Stevenson	Capt. Brubaker	114 16
W. H. Lowe	Capt. Carter	<u>104 13</u>
Nine boats		982 06

Maryland Coal Company

Georgetown:

G	Capt. Martz	107 00
H	Capt. Martz	106 17
Henry Loveridge	Capt. Hine	<u>103 17</u>
Three boats		317 14

Borden Mining Company

Georgetown:

Antares	Capt. Griffith	84 07
James Clark	Capt. Griffith	109 16
Cowton & Tilghman	Capt. Hassett	<u>109 16</u>
Three boats		303 19

George's Creek Coal Company

Georgetown:

Bernadette	Capt. Butler	103 08
Lou & Glenn	Eichelberger	<u>105 12</u>
Two boats		209 00

New Central Coal Company

Georgetown:

River Nile	Capt. Kimble	108 14
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ES, Tue. 11/1/81, p. 4. **Affairs in West Washington** – CANAL BOATS are now being full loaded, the first time for more than a month, the low water in the canal heretofore having prevented it. The latest advices from Cumberland received at the canal office were to the effect that the water had risen 12 or 13 inches at Dam No. 6 Sunday, and the impression at the office and among the coal companies is that the canal is now full all the way to Cumberland. A telegram received by the New Central Company from their general agent yesterday stated that

they would load eight or ten boats today. The companies all expect a brisk trade between this and the close of navigation, and say they will load all the vessels that come to this port up to Christmas.

ST, Wed. 11/2/81, p. 3. **Canal Trade**

The following boats, 24 in number, carrying 2,562 10 tons of coal, left this port Tuesday, November 1, 1881:

Consolidation Coal Company

Georgetown:

W. Weber	Capt. Rowland	107 06
Geo. M. Ryan	Capt. Kroon	106 05
L. H. Kuhn	Capt. Krone	104 09
W. H. Marlow	Capt. Rinehart	111 19
C. F. Mayer	Capt. Reed	111 16
Jos. M. Wheatley	Capt. Seaman	113 03

Williamsport:

D. Henry	Capt. O'Neal	<u>108 19</u>
Seven Boats		763 17

New Central Coal Company

Georgetown:

Delaware	Ca. Dickerhoof	110 01
Potomac	Capt. Barger	105 08
Savannah	Capt. O'Neal	109 02
J. F. A. Remley	Capt. Dixon	103 07
E. P. Cahill	Capt. Gannon	109 14
Emma Mertens	Ca. Hammond	112 13
Muskingum	Capt. Donnelly	<u>113 13</u>
Seven boats		763 18

Borden Mining Company

Georgetown:

Rainbow	Capt. Griffith	104 17
Henry Freeland	Capt. Griffith	107 07
G. F. Smith	Capt. Griffith	108 02
E. R. Ladew	Capt. Griffith	110 07
Abram Kuhn	Capt. Hassett	104 01
Theo. Dean	Capt. Hassett	<u>110 06</u>
Six boats		645 01

Blaen Avon Company

Georgetown:

A. B. Spear	Capt. Pidgran	105 01
T. F. McCardell	Ca. McCormick	<u>105 09</u>
Two boats		210 10

George's Creek Coal Company

Georgetown:		
Bernard J. Coulehan	Capt. Wilgus	95 13
F. L. Moore	Capt. Wilgus	<u>83 11</u>
Two boats		179 04

The Month's Business on the Canal.

During the month of October, the shipments by the Chesapeake and Ohio canal were as follows: The total number of boats leaving this port was 695, carrying 70,764 01 tons of coal and thirty-five tons of merchandise; being an average of 101 15 tons per boat, and bringing in a revenue of \$38,000.

The shipments for the same month in 1880 show a total of 653 boats, carrying 73,237 14 tons of coal and five tons of merchandise, with a revenue of \$39,000. The average load was 112 03 tons to each boat.

The shipments were larger for October just ended than that of any preceding month during the present year. The month of July shows the next largest shipments, there having been 612 boats which left this port, carrying 70,475 06 tons.

Clearing Dam No. 6

The water at Dam No. 6 has risen eleven inches, and boats carrying 115 tons, four feet six inches gauge, passed that point yesterday very easily. The rains have increased the depth of the Potomac very much, and will afford more than a sufficient supply for the canal in a day or so.

*Sun, Wed. 11/2/81, p. 4. **Cumberland Coal Trade*** - The shipments from the mines of the Cumberland coal region for the week ended Saturday October 29, were 46,877 tons, and for the year to that date 1,757,104 tons, a decrease of 13,902 tons as compared with the corresponding period of last year. The coal was carried to tidewater as follows: Baltimore and Ohio Railroad, week 31,347 tons; year 1,126,769 tons, increase over 1880, 73,428 tons. Chesapeake and Ohio Canal, week 11,074 tons; year 397,935 tons; decrease as compared with 1880, 131,714 tons. Pennsylvania Railroad, week 4,263 tons;

year 230,363 tons; an increase of 42,347 [tons] over 1880. The coal was brought from the mines as follows: Cumberland and Pennsylvania Railroad, week 37,501 tons, year 1,546,851 tons; George's Creek and Cumberland Railroad, week 6,745 tons, year 146,434 tons; Baltimore and Ohio Railroad, week 1,716 tons, year 57,523 [tons]; West Virginia Central and Pittsburg Railway, week 547 tons, its first business.

DT, Thu. 11/3/81, p. 3. **Canal Trade**

The following boats, 26 in number, carrying 2,778 16 tons of coal, left this port Wednesday, November 2, 1881:

Consolidation Coal Company

Georgetown:		
B. C. Barroll, jr	Capt. Jackson	112 13
R. H. Jones	Capt Westbrook	112 18
G. C. Goodrich	Capt. Little	108 00
Five Brothers	Capt. Little	110 14
Williamsport:		
Chas. B. Embrey	Capt. Kelly	<u>103 05</u>
Five boats		547 10

Borden Mining Company

Georgetown:		
W H M Masters	Capt. Hassett	107 19
W. T. Hassett	Capt. Hassett	108 12
Henry Boley	Capt. Hassett	107 09
Charlie Hassett	Capt. Hassett	108 19
Altair	Capt. Hassett	<u>113 03</u>
Five boats		546 02

Maryland Coal Company

Georgetown:		
Star No. 8	Capt. Shupp	93 06
J	Capt. Peek	107 06
Star No. 2	Capt. Ripple	89 03
Washington:		
Geo. S. Couter	Capt. Hawken	103 09
Duncan Sinclair	Capt. Ingram	<u>109 06</u>
Five boats		502 10

American Coal Company

Alexandria:		
Daniel Annan	Eichelberger	108 00
Andrew Main	Capt. Matters	106 14
Richard Bender	Capt. Moore	111 11
American Flag	Capt. Pearce	111 12

Canal Trade - 1881

Four boats		437 17
George's Creek Coal Company		
Georgetown:		
Robert Portner	Capt. Merryman	106 13
Diligent	Capt. Merryman	106 13
Cumberland	Capt. Pierce	107 03
R. J. West	Capt. Shields	102 05
Four boats		422 14

Blaen Avon Company

Georgetown:		
Andrew Sherman	Whittington	110 12
Clara	Capt. Colbert	104 18
Two Boats		215 10

New Central Coal Company

Georgetown:		
Detroit	Capt. Myers	106 13

Canal Commerce at Alexandria.

Arrived Tuesday – Boats D. A. Lowe and Wm. Smith to American Coal Co. G. W. Knode and Lucy & Willie to George's Creek Coal & Iron Co.

Departed – Boats D. A. Lowe, W. Smith, G. W. Knode and Lucy & Willie.

DT, Fri. 11/4/81, p. 3. **Canal Trade**

The following boats, 28 in number, carrying 3,085 14 tons of coal, left this port Thursday, November 3, 1881:

Consolidation Coal Company

Georgetown:		
Van S Brashears	Capt. Moore	109 06
G. Meredith	Capt. Shriver	113 00
Geo. A. Pearre	Capt. Price	110 07
Dr. A. A. Biggs	Capt. Weller	107 13
Jacob McGraw	Capt. Shaw	104 02
Williamsport:		
R. A. Farmer	Capt. Ardinger	115 19
M. A. Shupp	Capt. Shupp	108 13
Regulus	Capt. Achel	104 04
J. A. Spielman	Capt. Miller	111 04
Nine boats		984 08

American Coal Company

Alexandria:		
Wm. J. Boothe	Capt. Weaver	106 19
Wm. C. Hunter	Capt. Weaver	110 18

G. P. Lloyd	Capt. McDonald	106 15
Charles Clifton	Capt. Driscoll	107 01
Edward Boyer	Capt. McKalvey	111 02
Ben. Williamson	Capt. McKalvey	111 13
H. O. Claughton	Capt. Moore	111 18
Michael Snow	Capt. Schoppart	106 02
Samuel Lloyd	Capt. McMullen	106 03
Nine boats		978 11

Borden Mining Company

Georgetown:		
Willie D.	Capt. Hassett	110 01
Sycorax	Capt. Hassett	120 06
Dr. A. Shank	Capt. Hassett	114 17
Gen. Garfield	Capt. Griffith	117 01
Four boats		462 05

Maryland Coal Company

Georgetown:		
Maryland	Ca. Clendening	106 17
E. Miller	Capt. Smith	112 03
Two boats		219 01

George's Creek Coal Company

Georgetown:		
Sarah B.	Capt. Stuff	106 11
Richard Fannon	Ca. Alexander	108 10
Two boats		215 01

Blaen Avon Company

Georgetown:		
Mollie	Capt. Mose	111 09
Individual		
Georgetown:		
G. Berkebile	Capt. Young	114 19

Canal Commerce

Arrived at [11/2/1881] Alexandria – Boats J. W. Morris, J. H. Stickney, T. L. Betts, J. H. Platte, J. Green and J. L. Reed to American Coal Company; J. T. Hager and Laura to Hampshire & Baltimore Coal Company; A. Kratz to Sinclair & Agnew.

Departed – Boats J. W. Morris, J. H. Stickney, T. L. Betts, J. H. Platte, J. Green, J. L. Reed, J. T. Hager, Laura and A. Kratz.

DT, Sat. 11/5/81, p. 3. **Canal Trade**

Canal Trade - 1881

The following boats, 25 in number, carrying 2,814 19 tons of coal, left this port Friday, November 4, 1881:

Consolidation Coal Company		
Georgetown:		
Robert Shriver	Capt. Miller	109 14
C. D. Warfield	Capt. Kerns	115 13
B. R. Mayfield	Capt. Piper	115 08
Mollie C. Boyer	Capt. Knode	108 04
G M Stonebraker	Capt. Krone	110 14
A. B. Turner	Capt. Magruder	116 08
H. C. Hicks	Capt. Grove	112 18
Williamsport:		
Bessie G.	Capt. Artz	<u>114 10</u>
Eight boats		903 09
Borden Mining Company		
Georgetown:		
Ruby	Capt. Hassett	109 03
Unexpected	Capt. Hassett	118 05
Highlander	Capt. Griffith	124 17
Clinton Knode	Capt. Snyder	<u>111 12</u>
Four boats		463 17
American Coal Company		
Alexandria:		
William E. Bell	Capt. Driscoll	109 17
John Wilson	Capt. McCann	109 08
William Gregory	Capt. Arnold	116 01
James A. Alexander	Capt. Turner	<u>107 00</u>
Four boats		442 06
Maryland Coal Company		
Georgetown:		
Col. J. C. Lynn	Capt. Reid	112 11
Charley	Capt. Shaffer	111 00
Washington:		
W. T. Coulehan	Capt. Staley	<u>116 10</u>
Three boats		340 01
New Central Coal Company		
Georgetown:		
H. Hanekamp	Capt. Mouse	110 15
Alonzo Berry	Capt. Ardinger	109 15
Missouri	Capt. Ardinger	<u>114 10</u>
Three boats		335 00
Blaen Avon Company		
Georgetown:		
William Foley	Montgomery	111 09
Martin Scalley	Capt. Dunn	<u>108 19</u>

Two boats	<u>220 08</u>	
George's Creek Coal Company		
Georgetown:		
F. A. Mertens	Capt. Long	109 18

DT, Mon. 11/7/81, p. 3. **Canal Trade**

The following boats, 35 in number, carrying 3,931 04 tons of coal, left this port Saturday, November 5, 1881:

Consolidation Coal Company		
Georgetown:		
W. A. Smoot	Capt. Myers	117 18
J. J. Miller	Capt. Brown	115 19
Amazon River	Capt. Bender	118 03
Daniel Lukin	Capt. Swain	114 17
Willie & Frankie	Capt. Repp	110 09
Geo. L. Sheriff	Capt. Sowell	117 06
A. P. Mayfield	Capt. Benner	114 17
Williamsport:		
Katie & Jimmy	Capt. Woltz	111 17
Grason & Fannie	Capt. Malotte	109 02
Jack & Bessie	Capt. Shaffer	<u>111 02</u>
Ten boats		1,141 10
Borden Mining Company		
Georgetown:		
Sally E. Hassett	Capt. Hassett	111 17
Borden & Lovell	Capt. Hassett	112 07
R. B. Lynn	Capt. Hassett	112 08
Kate Prather	Capt. Hassett	114 01
M. S. Fernsner	Capt. Hassett	110 13
Arthur Lovell	Capt. Griffith	99 16
Walter Beall	Capt. Griffith	<u>113 16</u>
Seven boats		774 18
American Coal Company		
Alexandria:		
William Walsh	Capt. Edenhart	111 11
John H. Parrott, jr.	Capt. Lynch	116 06
William J. Boothe	Capt. Hetzer	111 09
Dr. M. M. Lewis	Capt. Swain	111 05
Henry Delafield	Ca. Bancord	111 13
Thomas H. Faile	Capt. Penner	<u>116 19</u>
Six boats		679 03
Maryland Coal Company		
Georgetown:		
G	Capt. O'Neal	116 07
Q	Capt. Stickley	110 14

Canal Trade - 1881

Star No. 3	Capt. Wilkins	98 06
Cloud	Zimmerman	112 04
Baltimore	Capt. Rinehart	<u>115 18</u>
Five boats		553 09

New Central Coal Company

Georgetown:		
James M. Schley	Capt. Kean	114 14
A. H. Bradt	Capt. Hill	111 00
M. B. Winship	Capt. Bowers	111 17
Minnie & Pinkie	Capt. Bowers	<u>107 08</u>
Four boats		444 19

Blaen Avon Company

Georgetown:		
D. R. Long	Capt. Evans	112 04

George's Creek Coal Company

Georgetown:		
Helen V.	Capt. Eddy	110 11
Individual		

Georgetown:		
Maggie B.	Capt. Beachler	115 00

H&TL, Mon. 11/7/81, p. 2. LETTER FROM GREEN SPRING FURNACE –

Messrs. Editors. – After a long period of drought just passed, and which with us lasted about three months, we are being blessed with a bountiful supply of rain. For nearly a week past the clouds have been dropping more or less of their burden and the thirsty, newly seeded grain-fields have greedily drank up their share, but are returning it to the surface rapidly in the shape of thrifty growing young grain – in fact the newly seeded fields which were bare a week ago, are now covered with a beautiful coat of green verdure.

The canal, which a week ago was about twenty inches below its ordinary level, is gradually filling up, and it is very likely that for the short remainder of the season, boats will carry full loads through. Between the railroad squabble in Cumberland, and the unusually low stage of water, the boatmen have a pretty difficult time of it in making both ends meet.

ES, Mon. 11/7/81, p. 4. **Affairs in West Washington – The Grain Trade** – Arrived – boat Samuel Jarboe with 1,500 bushels wheat

and 400 bushels corn. Boat Farmer's Friend with 1,600 bushels wheat and deck load of apples.

DT, Tue. 11/8/81, p. 3. **Canal Trade**

The following boats, 24 in number, carrying 2,721 07 tons of coal, left this port Monday, November 7, 1881:

Consolidation Coal Company

Georgetown:		
J. M. Dove	Capt. Benner	118 04
H. K. Shaner	Capt. Kroon	112 10
Z. Williams	Capt. Mose	116 12
Williamsport:		
Emily H.	Capt. Woltz	120 04
J. R. Couter	Ca. McCardell	<u>106 13</u>
Five boats		574 03

Borden Mining Company

Georgetown:		
Mabel	Capt. Hassett	116 05
Susan Charles	Capt. Hassett	108 04
Denton Jacques	Capt. Hassett	112 01
New Era	Capt. Griffith	<u>102 00</u>
Four boats		438 10

American Coal Company

Alexandria:		
David Stewart	Capt. Harris	111 12
J. W. Burke	Capt. Long	115 15
S. S. Howison	Capt. James	115 12
J. J. Swift	Capt. Brown	<u>111 01</u>
Four boats		454 00

Maryland Coal Company

Georgetown:		
Deer Park	Capt. Cain	121 09
Maj. Anderson	Capt. Brady	111 17
J. H. Farrow	Capt. Smith	112 08
Osceola & Jake	Capt. Davis	<u>116 06</u>
Four boats		462 00

New Central Coal Company

Georgetown:		
Allegheny	Capt. Kroon	119 04
Monongahela	Capt. McCardell	114 06
Wm. Blackwell	Capt. Hoadley	<u>107 17</u>
Three boats		341 07

Blaen Avon Company

Georgetown:

Canal Trade - 1881

J. W. Carder	Capt. Darkey	113 02
Katie & Addie	Capt. Davis	<u>115 12</u>
Two boats		228 14
George's Creek Coal Company		
Georgetown:		
Lucy & Willie	Capt. Wintermeyer	105 03
Individual		
Georgetown:		
L. Lovell	Capt. Crowl	117 00

Canal Commerce at Alexandria.

Arrived on Saturday – Boats A. J. Akin, James Dayton and W. D. Walbridge to American Coal Company; Carrie V. to Hampshire & Baltimore Coal Company.

Departed – Boats A. J. Akin, James Dayton, W. D. Walbridge, Sallie & Jennie and Carrie V.

DT, Wed. 11/9/81, p. 3. **Canal Trade**

The following boats, 30 in number, carrying 3,415 14 tons of coal, left this port Tuesday, November 8, 1881:

Consolidation Coal Company

Georgetown:		
Elbe River	Capt. Swain	121 01
E. K. Johnson	Capt. Walker	118 08
J. Z. Williams	Capt. Zeigler	119 10
Geo. Bogus	Capt. Powell	118 12
H. Rousell	Ca. McKnight	121 13
S. Barnott	Capt. Penner	120 13
L. P. Huston	Ca. Brubaker	114 12
Nannie & Willie	Capt. Reives	116 09
P. L. Burwell	Capt. Morrow	113 07
Williamsport:		
C. B. Embrey	Capt. Kelly	108 14
M. A. Shupp	Capt. Shupp	112 00
D. Seibert	Capt. Berton	<u>106 14</u>
Thirteen boats		1,498 12

Borden Mining Company

Georgetown:		
Echo	Capt. Griffith	118 13
Onward	Capt. Griffith	112 05
Exchange	Capt. Griffith	117 14
M. S. Haines	Capt. Hassett	111 05
Cigarette	Capt. Hassett	<u>118 03</u>

Five boats		579 00
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Maryland Coal Company

Georgetown:		
Altoona	Capt. Pierce	116 17
W. H. Couter	Ca. Armstrong	112 00
Star No. 6	Capt. Russell	94 09
Pilot Boy	Ca. Zimmerman	<u>116 17</u>
Four boats		440 03

American Coal Company

Alexandria:		
J. W. Morris	Capt. Hooker	110 14
Wm. Smith	Capt. Teach	114 14
T. L. Betts	Capt. Lucas	114 12
D. A. Lowe	Capt. Smith	<u>119 18</u>
Four boats		459 18

Blaen Avon Company

Georgetown:		
M. E. Waters	Capt. Renner	104 10
Joseph Light	Capt. Rohler	<u>109 09</u>
Two boats		213 19

New Central Coal Company

Georgetown:		
Daniel Henry	Capt. O'Neal	113 10
George's Creek Coal Company		
Georgetown:		
M. W. Adams	Capt. Davis	110 12

Canal Commerce on Monday.

Arrived at [11/7/1881] Alexandria – Boats J. P. Moore, W. Doerner and G. Sherman to American Coal Company; Bernadette to George's Creek Coal & Iron Company; L. Peacock to Hampshire & Baltimore Coal Company; F. H. Irwin to Wm. A. Smoot; Wheeler & Banon, limestone, to E. Francis.

Departed – Boats Bernadette, F. H. Irwin and Wheeler & Banon.

DT, Thu. 11/10/81, p. 3. **Canal Trade**

The following boats, 27 in number, carrying 3,073 19 tons of coal, left this port Wednesday, November 9, 1881:

Consolidation Coal Company

Georgetown:		
Three Sisters	Capt. Little	109 03
A. E. McDonald	Capt. Murphy	114 09

Canal Trade - 1881

A. M. Grove	Capt. Grove	115 00
H. A. Clark	Capt. Quigley	121 09
Julia Tyler	Capt. Nuse	117 09
J. B. Thomas	Capt. Yingling	114 14
W. H. Marlow	Capt. Rinehart	<u>115 05</u>
Seven boats		807 09

New Central Coal Company

Georgetown:		
W. M. Price	Capt. Grimmiger	108 02
Youghiogeny	Capt. Reid	120 09
F. Gannon	Capt. Atwell	110 09
Little Eddie	Capt. Atwell	112 05
James T. Hager	Capt. Hensey	<u>109 09</u>
Five boats		560 14

Maryland Coal Company

Georgetown:		
F. H. Darby	Capt. Tice	116 17
C. F. Dixon	Capt. Coffman	116 16
Laura S.	Capt. Little	121 06
Meyersdale	Capt. Beckwith	112 10
N	Capt. Snyder	<u>116 18</u>
Five boats		584 07

American Coal Company

Alexandria:		
J. H. Stickney	Capt. Ekis	115 12
M. Kersey	Capt. Bear	114 16
J. H. Platte	Capt. Albert	114 08
James Green	Capt. Bowers	116 08
J. L. Read	Capt. Bendlinger	<u>115 05</u>
Five boats		576 09

George's Creek Coal Company

Georgetown:		
Lizzie K.	Capt. Smith	107 13
Sallie & Jennie	Capt. Atwell	105 17
M. A. West	Capt. Conrad	<u>118 13</u>
Three boats		313 19

Borden Mining Company

Georgetown:		
Areturus	Capt. Hassett	95 09

Blaen Avon Company

Georgetown:		
F. Williams	Ca. McCormick	117 18

A New Engine.

There arrived here yesterday on the canal boat Frank Thompson, a small engine to be used

at one of the mines. It was shipped at Georgetown and was landed at the consolidation Coal Company's wharf.

ES, Thu. 11/10/81, p. 4. **Affairs in West Washington** – BUSINESS ENTERPRISE AT THE WEST END – There are now at this port the four-masted schooner *Wm. L. White*, a regular trader, 200 feet long from stem to stern, carrying 1,500 tons of coal – the largest commercial vessel that ever entered a port in this District, with larger tonnage than any other, - besides twenty other vessels, mostly three-masted. The amount of wheat received here and ground exceeds one million bushels per year, besides corn and rye. Besides the receipts of grain by canal mentioned in our daily reports there is a large trade in grain arriving by wagons, sometimes amounting to 1,000 bushels in a day. West Washington is really the only exclusively wholesale portion of our great metropolis – the large flour mills and Cumberland coal agencies are exclusively wholesale.

DT, Fri. 11/11/81, p. 3. **Canal Trade**

The following boats, 29 in number, carrying 3,302 16 tons of coal, left this port Thursday, November 10, 1881:

Consolidation Coal Company

Georgetown:		
W. Thompson	Capt. Martz	113 08
M. B. Mayfield	Capt. Carter	116 07
L. W. Guinand	Capt. Weller	120 10
Ernst & Holland	Ca. McCormick	116 08
Williamsport:		
Regulus	Capt. Crowe	106 12
J. A. Spielman	Capt. Miller	105 09
Willie & Johnnie M	Capt. Morrison	117 03
Hancock	Capt. Mallott	<u>91 05</u>
Eight boats		887 02

Maryland Coal Company

Georgetown:		
R. A. Farmer	Capt. Ardinger	115 19
Willie Snyder	Capt. Crampton	116 07
S. J. Kelley	Capt. Groomes	117 03
M	Capt. Wilson	117 06

Canal Trade - 1881

B. L. Slack	Capt. Cartwright	115 14
Washington:		
Invincible	Capt. Ward	121 04
H. S. Dixon	Capt. Brooks	<u>111 07</u>
Seven boats		815 00
Borden Mining Company		
Georgetown:		
W. T. Hassett	Capt. Hassett	117 12
Dr. O M Schindell	Capt. Hassett	116 13
Jacob H. Snyder	Capt. Hassett	114 15
Abram Kuhn	Capt. Snyder	110 16
Alexander	Capt. Griffith	113 14
Harry Borden	Capt. Griffith	<u>112 16</u>
Six boats		686 00
New Central Coal Company		
Georgetown:		
River Nile	Capt. Kimble	122 11
Susquehanna	Capt. Dick	117 18
Mississippi	Capt. Reid	<u>112 15</u>
Three boats		353 04
American Coal Company		
Alexandria:		
G. L. Boothe	Capt. Dunn	111 09
Dr. G Ellis Porter	Capt. Tall	115 04
W D Walbridge	Capt. Reynolds	<u>115 00</u>
Three boats		341 13
George's Creek Coal Company		
Georgetown:		
Laura	Capt. Bargeley	105 08
Blaen Avon Company		
Georgetown:		
Col. John Meyers	Capt. Roof	114 03

ES, Fri. 11/11/81, p. 4. **Affairs in West Washington – The Grain Trade** – Arrived by canal, boat Seneca with 800 bushels wheat, 800 bushels corn and 200 bbls. flour.

DT, Sat. 11/12/81, p. 3. **Canal Trade**

The following boats, 25 in number, carrying 2,693 13 tons of coal, left this port Friday, November 11, 1881:

Consolidation Coal Company		
Georgetown:		
C. F. Mayer	Capt. Reid	120 00
Thames River	Capt. Stride	119 14

Grason & Fannie	Capt. Malotte	113 12
L. H. Kuhn	Capt. Krone	110 01
A. B. Winship	Capt. Hebb	111 03
Williamsport:		
Katie & Jimmy	Capt. Woltz	114 07
Jack & Bessie	Capt. Shaffer	<u>110 15</u>
Seven boats		800 00
Maryland Coal Company		
Georgetown:		
P	Capt. Chapline	116 05
Mattie	Capt. Seaman	117 09
Geo. T. Gatrell	Capt. Harper	113 14
Thos. Tenners	Capt. Fahey	97 04
P. E. Dawson	Capt. Pittman	<u>125 01</u>
Five boats		571 13
New Central Coal Company		
Georgetown:		
T. M. Smith	Capt. Smith	111 03
F. M. Offutt	Capt. Grove	111 05
Daniel Webster	Capt. Snyder	<u>107 08</u>
Three boats		329 16
Borden Mining Company		
Georgetown:		
Isaac Wilson	Capt. Griffith	113 10
J. C. Clark	Capt. Griffith	119 17
Antares	Capt. Griffith	<u>91 07</u>
Three boats		323 14
American Coal Company		
Alexandria:		
James Dayton	Capt. Creamer	115 05
	Capt. Hall	<u>117 14</u>
Two boats		232 17
A. J. Akin George's Creek Coal Company		
Georgetown:		
Lillie	Capt. Manning	105 07
W. L. Read	Capt. Manning	<u>103 13</u>
Two boats		209 00
Blaen Avon Company		
Georgetown:		
F. W. Mintdrop	Capt. Andgron	117 04
C. W. Porter	Capt. Pennell	<u>109 09</u>
Two boats		226 13
Individual		
Georgetown:		
Capdello	Capt. Byroads	116 00

Canal Trade - 1881

ES, Sat. 11/12/81, p. 8. **Affairs in West Washington – The Canal Trade – Grain –**
Arrived boat G. T. Dunlop with 2,000 bushels of wheat.

DT, Mon. 11/14/81, p. 3. **Canal Trade**
The following boats, 26 in number, carrying 2,917 06 tons of coal, left this port Saturday, November 12, 1881:

Consolidation Coal Company

Georgetown:		
W. C. Ernst	Capt. Bender	115 19
J. R. Cruzen	Capt. Crampton	110 05
W. H. Lowe	Capt. Carter	111 10
R. H. Jones	Capt. Westbrook	121 02
Williamsport:		
G. B. Oswald	Capt. Moore	106 00
Steffey & Findley	Capt. Rodenizer	112 07
Emily H.	Capt. Waltz	117 01
J. W. Turner	Capt. Waltz	<u>110 00</u>
Eight boats		904 13

Maryland Coal Company

Georgetown:		
M. McCleary	Zimmerman	116 02
Star No. 8	Capt. Shupp	98 01
Thomas O'Connell	Capt. Mills	111 12
Star No. 2	Capt. Ripple	102 15
Washington:		
C. W. Brengle	Capt. Brengle	112 00
Hunter Lee	Capt. Dixon	<u>110 10</u>
Six boats		651 00

Borden Mining Company

Georgetown:		
Henry Boley	Capt. Hassett	113 09
Theo. Dean	Capt. Hassett	112 15
Chas. Hassett	Capt. Hassett	111 15
Altair	Capt. Hassett	<u>113 14</u>
Four boats		451 13

George's Creek Coal Company

Alexandria:		
Bernadette	Capt. Gannon	118 05
Lillie & May	Capt. Burns	<u>118 00</u>
Two boats		217 05

New Central Coal Company

Georgetown:		
Savannah	Capt. O'Neal	115 10

Blaen Avon Company

Georgetown:		
C. C. Kelly	Capt. Spong	113 03

American Coal Company

Alexandria:		
Samuel Henry	Capt. Chambers	109 07
Geo. Sherman	Capt. Renner	<u>115 11</u>
Two boats		224 18

Individual

Georgetown:		
Potomac	Capt. Mertens	121 00
Muskingum	Capt. Donnelly	<u>118 04</u>
Two boats		239 04

DT, Tue. 11/15/81, p. 3. **Canal Trade**

The following boats, 33 in number, carrying 3,795 04 tons of coal, left this port Monday, November 14, 1881:

Consolidation Coal Company

Georgetown:		
V. S. Brashears	Capt. Moore	110 03
Consolidation	Capt. Barger	116 18
A. Campbell	Capt. Eddy	114 17
B. C. Barroll	Capt. Jackson	119 09
B. R. Mayfield	Capt. Piper	115 00
W. A. Smoot	Capt. Myers	122 19
William King	Capt. McCoy	119 14
Williamsport:		
M. A. Shupp	Capt. Shupp	110 13
C. B. Embrey	Capt. Kelly	<u>106 19</u>
Nine boats		1,036 12

Borden Mining Company

Georgetown:		
Unexpected	Capt. Hassett	118 00
Sycorax	Capt. Hassett	116 04
Dr. A. Shank	Capt. Hassett	117 07
Willie D.	Capt. Hassett	120 03
S. M. Reitzell	Capt. Hassett	114 14
E. R. Ladew	Capt. Griffith	118 14
Arthur Lovell	Capt. Griffith	97 01
Rainbow	Capt. Griffith	<u>116 05</u>
Eight boats		918 08

American Coal Company

Alexandria:		
Weyand Doerner	Capt. Creamer	115 16
John P. Moore	Capt. Fink	115 11

Canal Trade - 1881

R. H. Miller	Capt. Eaton	114 12
Thomas Patton	Capt. Eaton	115 10
Andrew Main	Capt. Matters	111 02
John Bradburn	Capt. Nuse	<u>115 11</u>
Six boats		688 02
Maryland Coal Company		
Georgetown:		
Cumberland	Capt. Pierce	116 00
A. Sherman	Whittington	112 19
Washington:		
Henry Loveridge	Capt. Hine	<u>112 10</u>
Three boats		341 15
New Central Coal Company		
Georgetown:		
James M. Schley	Capt. Kean	115 09
H. Hanekamp	Capt. Mouse	<u>116 12</u>
Two boats		232 01
Blaen Avon Company		
Georgetown:		
Carrie V.	Capt. Kirby	116 17
George's Creek Coal Company		
Alexandria:		
Richard Fannon	Capt. Alexander	115 19
Individual		
Georgetown:		
N. K. Phelps	Capt. Dixon	109 00
Detroit	Capt. Myers	118 00
Emma Mertens	Ca. Hammond	<u>118 10</u>
Three boats		345 10

ES, Tue. 11/15/81, p. 4. **Affairs in West Washington – The Canal Trade – Grain** – Arrived boat H. M. Talbott with 3,000 bushels of wheat.

DT, Wed. 11/16/81, p. 3. **Canal Trade**
The following boats, 18 in number, carrying 2,041 18 tons of coal, left this port Tuesday, November 15, 1881:

Maryland Coal Company		
Georgetown:		
F	Capt. Gearhart	113 05
G	Capt. Martz	113 00
H	Capt. Martz	115 12
Col. J. C. Lynn	Capt. Reid	111 10
Star No. 3	Capt. Ekis	<u>102 00</u>

Five boats		555 06
Consolidation Coal Company		
Georgetown:		
Jimmy M. Jr.	Capt. Bush	115 06
G. Meredith	Capt. Shrives	116 07
A. P. Mayfield	Capt. Benner	122 01
W. J. Stevenson	Capt. Brubaker	<u>117 19</u>
Four boats		471 13
Borden Mining Company		
Georgetown:		
Little Nan	Capt. Hassett	114 19
M. S. Fernsner	Capt. Hassett	114 11
Ruby	Capt. Hassett	108 01
Clinton Knode	Capt. Snyder	<u>116 16</u>
Four boats		454 07
Blaen Avon Company		
Georgetown:		
P. L. Burwell	Capt. Zellers	112 08
Four Sisters	Capt. Paxton	112 18
Wm. M. Mertens	Capt. Drenner	<u>113 03</u>
Three boats		338 09
George's Creek Coal Company		
Alexandria:		
George Hughes	Capt. Callen	111 16
R. J. West	Capt. Shields	<u>110 05</u>
Two boats		222 01

Canal Commerce at Alexandria.

Arrived on Wednesday – Boats E. Boyer, B. Williamson, Chas. Clifton, J. W. Morris, S. S. Howison, J. A. Alexander, T. H. Faile, W. J. Boothe, Jr., W. C. Hunter to American Coal Company; F. A. Mertens to John P. Agnew & Co.

Departed – Boats E. Boyer, B. Williamson, C. Clifton, J. W. Morris, S. S. Howison, J. A. Alexander, T. H. Faile, W. J. Boothe, Jr. and W. C. Hunter.

Canal Notes

Paymaster Gambrell and others of the Chesapeake and Ohio Canal Company left Georgetown yesterday morning in the steam packet *Maryland*, and will pay the employees of the company along the entire line for the months of August and September. About \$65,000 will

be distributed. The boat is expected to arrive here Friday evening or Saturday morning. The party will also inspect the stone that has been delivered at various points along the canal and pass judgment as to the adaptability of the stone for improving and repairing the locks.

Yesterday morning a boat failed to enter the locks at North Branch properly and the gates when shut closed upon the rudder blade. The water was turned on and the boat in rising pulled the gates out. The damages will very probably be repaired by this afternoon and navigation will be resumed.

The canal will not be closed for the season until December 15, if the weather proves favorable for the continuance of the trade until that time.

There is great complaint among the boatmen at present because of the scarcity of hands, the weather being too cold for the men who can, as a rule, secure better wages elsewhere without being exposed to the weather to such an extent as they would be if at work as one of the boat-crew.

DT, Thu. 11/17/81, p. 3. **Canal Trade**

The following boats, 22 in number, carrying 2,619 19 tons of coal, left this port Wednesday, November 16, 1881:

Consolidation Coal Company

Georgetown:

G. S. Young	Capt. James	116 01
H. K. Shaner	Capt. Krone	118 00
G. L. Sheriff	Capt. Sorrell	122 00
C. D. Warfield	Capt. Kean	121 00
J. M. Wheatley	Capt. Seaman	112 11

Williamsport:

Bessie G.	Capt. Artz	112 13
D. Seibert	Capt. Preston	112 19

Shepherdstown:

L. L. Mouse	Capt. Mouse	116 08
Eight boats		1,051 16

Maryland Coal Company

Georgetown:

Mollie	Capt. Mose	111 14
Charley	Capt. Shaffer	115 09

Washington:

Duncan Sinclair	Capt. Ingram	117 09
Loudoun	Capt. Mertens	106 17
Four boats		451 09

American Coal Company

Alexandria:

John H. Parrott, Jr.	Capt. Lynch	115 08
William Gregory	Capt. Arnold	117 10
William Walsh	Capt. Edenhart	114 19
Three boats		347 17

New Central Coal Company

Georgetown:

Delaware	Ca. Dickerhoof	117 14
Phoebe & Johnnie	Ca. Crumbaugh	109 08
E. T. Woody	Ca. Crumbaugh	109 19
Three boats		337 01

Borden Mining Company

Georgetown:

Gen. Garfield	Capt. Griffith	119 16
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Blaen Avon Company

Georgetown:

Martin Scally	Capt. Dunn	112 08
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George's Creek Coal Company

Alexandria:

R. J. Mitchell	Ca. Crumbaugh	107 02
Individual		

Berlin:

E. L. Whiting	Capt. Sigaforse	92 10
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Canal Commerce at Alexandria.

Arrived on Wednesday - Boats W. J.

Boothe, J. W. Burke, J. Wilson and H. Delafield to American Coal Company. G. S. French to W. A. Smoot.

Departed - Boats W. J. Boothe, J. W. Burke, J. Wilson and H. Delafield.

Canal Navigation Resumed.

The damaged gates of the North Branch lock were repaired by noon yesterday and navigation resumed immediately, quite a number of light boats arriving in port together by 2 o'clock.

Sun, Thu. 11/17/81, p. 4. **Cumberland Coal Trade** - The shipments from the mines of the

Canal Trade - 1881

Cumberland coal region for the week ended Saturday November 12, were 58,419 tons, and for the year to that date 1,872,220 tons, a decrease of 8,710 tons over the corresponding period of 1880. The coal was carried to tidewater as follows: Baltimore and Ohio Railroad, week 33,913 tons; year 1,189,008 tons, increase over 1880, 94,866 tons. Chesapeake and Ohio Canal, week 18,238 tons; year 431,783 tons; decrease as compared with 1880, 138,141 tons. Pennsylvania Railroad, week 6,054 tons; year 245,252 tons; an increase over 1880, 46,808 tons. The coal was brought from the mines as follows: Cumberland and Pennsylvania Railroad, week 46,204 tons, year 1,638,485 tons; George's Creek and Cumberland Railroad, week 9,423 tons, year 164,958 tons; Baltimore and Ohio Railroad, week 1,551 tons, year 60,219 tons; West Virginia Central and Pittsburg Railway, week 851 tons, year 2,124 tons.

DT, Fri. 11/18/81, p. 3. **Canal Trade**

The following boats, 30 in number, carrying 3,456 10 tons of coal, left this port Thursday, November 17, 1881:

Consolidation Coal Company

Georgetown:		
R. Callahan	Capt. McQuade	118 12
A. B. Wolf	Capt. McQuade	120 08
Wm. Weber	Capt. Rowland	111 00
R. Shriver	Capt. Miller	118 00
Z. Williams	Capt. Mose	116 10
Jacob McGraw	Capt. Shaw	107 01
Amazon River	Capt. Bender	120 15
J. J. Moore	Capt. Kidwell	119 02
Williamsport:		
Katie & Jimmy	Capt. Woltz	115 01
Jack & Bessie	Capt. Shaffer	109 08
J. A. Spielman	Capt. Miller	114 17
Eleven boats		1,263 09

Borden Mining Company

Georgetown:		
Mabel	Capt. Hassett	120 03
Denton Jacques	Capt. Hassett	116 15
Warren Delano	Capt. Hassett	113 13
Kate Prather	Capt. Hassett	118 03

Cowton & Tilghman	Capt. Hassett	119 08
Henry Freeland	Capt. Griffith	115 03
G. F. Smith	Capt. Griffith	113 15
Seven boats		816 18

Maryland Coal Company

Georgetown:		
Baltimore	Capt. Rinehart	118 04
J	Capt. Peck	115 13
Maj. Anderson	Capt. Brady	116 17
Joseph H. Farrow	Capt. Smith	117 02
Washington:		
Geo. S. Couter	Capt. Hawken	111 05
Five boats		577 01

American Coal Company

Alexandria:		
J. J. Swift	Capt. Brown	115 09
Dr. M. M. Lewis	Capt. Swain	115 11
A. S. Wintringham	Capt. Ingram	115 04
Three boats		346 04

George's Creek Coal Company

Alexandria:		
Lucinda	Capt. Gowen	112 09
Ida J. Reid	Capt. Gowen	107 00
Edward Cahill	Capt. Gannon	115 09
Three boats		334 18

Individual

Washington:		
Cigarette	Capt. Sensel	118 00

ES, Fri. 11/18/81, p. 4. **Affairs in West**

Washington – The Grain Trade – Arrived by canal – boat Farmer's Friend with 3,000 bushels wheat.

DT, Sat. 11/19/81, p. 3. **Canal Trade**

The following boats, 28 in number, carrying 3,220 11 tons of coal, left this port Friday, November 18, 1881:

Consolidation Coal Company

Georgetown:		
Geo. A. Pearre	Capt. Price	114 02
E. K. Johnson	Capt. Walker	123 03
Geo. Bogus	Capt. Powell	123 00
L. P. Huston	Capt. Brubaker	119 08
G M Stonebraker	Capt. Krone	110 10
L. W. Guinand	Capt. Dyce	116 09

Williamsport:		
C. B. Embrey	Capt. Kelly	117 08
Lewis Peacock	Capt. Mertens	113 01
Hancock:		
F. H. Irwin	Capt. Hall	<u>109 07</u>
Nine boats		1,046 14
American Coal Company		
Alexandria:		
Richard Bender	Capt. Moore	116 06
Daniel Annan	Eichelberger	116 13
American Flag	Capt. Pearce	116 16
Michael Snow	Capt. Schoppart	115 19
William E. Bell	Capt. Driscoll	<u>115 15</u>
Five boats		581 09
Borden Mining Company		
Georgetown:		
Walter Beall	Capt. Griffith	116 16
Harry & Ralph	Capt. Griffith	115 18
Highlander	Capt. Griffith	127 16
M. S. Haines	Capt. Hassett	<u>115 12</u>
Four boats		476 02
New Central Coal Company		
Georgetown:		
A. H. Agnew	Capt. Jackson	109 18
M. Ruben	Capt. Mallott	114 03
Monongahela	Capt. McCardell	<u>122 14</u>
Three boats		346 15
Maryland Coal Company		
Georgetown:		
Elizabeth Miller	Capt. Smith	121 06
Johnnie & Frankie	Capt. Magaha	<u>112 10</u>
Two boats		233 16
Blaen Avon Company		
Georgetown:		
A. B. Spear	Capt. Pizeon	112 14
John W. Carter	Capt. Darkey	<u>111 13</u>
Two boats		224 06
George's Creek Coal Company		
Alexandria:		
Bernard J. Coulehan	Capt. Wilgus	100 15
F. L. Moore	Capt. Wilgus	<u>90 13</u>
Two boats		191 08

 Officers of the Chesapeake & Ohio Canal Company are engaged in inspecting the stone that has been delivered at various points along

the canal and pass judgment on the adaptability of the stone for improving and enlarging the locks.

Canal Commerce on Thursday.

Arrived at Alexandria – Boats William Smith, James Green, T. L. Betts, M. Kersey, D. A. Lowe, J. H. Platte, J. L. Read, G. L. Boothe and D. Stewart to American coal Company; Sallie & Jennie to George's Creek Coal & Iron Company; M. A. West to John P. Agnew & Co.; Alex Kratz to Sinclair & Agnew.

Departed – Boats W. Smith, James Green, T. L. Betts, M. Kersey, D. A. Lowe, J. H. Platte, J. L. Read, G. L. Boothe, D. Stewart, Sallie & Jennie, M. A. West and A. Kratz.

Business on the Canal.

The shipments by the canal are very lively now, and are expected to continue so until the 15th of December, when the water will be drawn off in order to proceed with the lengthening of the locks.

The pay-boat will arrive here this afternoon, when the "shiners" will roll out.

DT, Mon. 11/21/81, p. 3. **Canal Trade**

The following boats, 33 in number, carrying 3,794 00 tons of coal, left this port Saturday, November 19, 1881:

Consolidation Coal Company

Georgetown:		
Johnnie & Willie	Capt. Morrison	119 13
Julia Tyler	Capt. Nuse	116 12
H. A. Clark	Capt. Quigley	124 06
Willie & Frankie	Capt. Repp	109 13
A. B. Turner	Capt. Magruder	114 15
C. F. Mayer	Capt. Reid	120 14
J. E. Barroll	Capt. Penner	120 19
Williamsport:		
J. W. Turner	Capt. Waltz	99 03
J. R. Couter	Capt. Morrison	107 09
Emily H	Capt. Waltz	126 08
P. Hein & Co.	Capt. Reynolds	<u>99 11</u>
Eleven boats		1,261 01

Borden Mining Company

Canal Trade - 1881

Georgetown:		
W H M Masters	Capt. Hassett	112 13
W. T. Hassett	Capt. Hassett	116 04
Exchange	Capt. Griffith	119 01
New Era	Capt. Griffith	102 03
G. Berkebile	Capt. Young	<u>117 00</u>
Five boats		567 01

New Central Coal Company

Georgetown:		
William Foley	Montgomery	120 16
Iowa	Capt. Keedy	114 13
Allegheny	Capt. Krone	118 16
River Nile	Capt. Kimble	<u>123 05</u>
Four boats		477 15

Maryland Coal Company

Georgetown:		
Laura S.	Capt. Little	116 07
N	Capt. Little	116 08
Washington:		
Helen V.	Capt. Eddy	117 02
W. T. Coulehan	Capt. Staley	<u>123 10</u>
Four boats		475 07

George's Creek Coal Company

Georgetown:		
Lizzie K.	Capt. Smith	109 13
J. N. Cover	Eichelberger	109 00
Lou & Glenn	Eichelberger	108 08
Geo. M. Ryan	Capt. Kroon	<u>103 17</u>
Four boats		430 13

American Coal Company

Alexandria:		
S. S. Howison	Capt. James	115 12
M	Capt. Wilson	116 11
Altoona	Capt. Pearce	115 19
Samuel Lloyd	Capt. McMullen	<u>115 18</u>
Four boats		464 00

Individual

Georgetown:		
Maggie B.	Capt. Beachler	118 03

TC, Mon. 11/21/81, p. 4. **PERTINENT PARAGRAPHS** – There was a report on the streets this morning that a serious shooting affray between two men took place near Cabin John bridge, in which one man was seriously and perhaps fatally wounded. The officers of the

Georgetown precinct had not up to the time of going to press heard anything of the matter. Later we were informed that the fight was between two canal boatmen. Dr. Townshend was called to attend the wounded man, whose name we could not learn. One shot took effect in the left arm, which was shattered. Another took effect in the abdomen and will probably prove fatal.

ES, Mon. 11/21/81, p. 4. **Affairs in West Washington – The Canal Trade – Grain** – Arrived boat Samuel Jarboe with 3,500 bushels wheat.

HO! FOR GREAT FALLS! – THE STEAM PACKET *EXCELSIOR* will make her trip to Cabin John Bridge and Great Falls on THANKSGIVING DAY. Fifty cents round trip.

DT, Tue. 11/22/81, p. 3. **Canal Trade**
The following boats, 29 in number, carrying 3,327 06 tons of coal, left this port Monday, November 21, 1881:

Consolidation Coal Company

Georgetown:		
Daniel Linkins	Capt. Swain	124 05
P. L. Burwell	Capt. Morrow	121 00
W. H. Marlow	Capt. Rinehart	121 00
J. M. Dove	Capt. Benner	120 12
L. H. Kuhn	Capt. Krone	119 01
Three Sisters	Capt. Little	113 08
Alexandria:		
G. S. French	Capt. Wolf	110 16
A. J. Mills	Capt. Wolf	111 00
Harlow Bros.	Capt. Wolf	119 04
Williamsport:		
M. A. Shupp	Capt. Shupp	110 08
Steffey & Findley	Rodenizer	<u>118 00</u>
Eleven boats		1,288 14

Maryland Coal Company

Georgetown:		
Deer Park	Capt. Hetzer	121 15
Mattie	Capt. Seaman	115 15
A. H. Bradt	Capt. Hill	115 11
Osceola & Jake	Capt. Davis	<u>117 10</u>

Four boats 470 11

American Coal Company

Alexandria:

Theo. L. Betts	Capt. McLucas	114 03
T. H. Faile	Capt. Penner	115 17
Wm. Smith	Capt. Teach	116 14
James Green	Capt. Bowers	115 02
J. W. Burke	Capt. Long	116 07

Five boats 578 03

Borden Mining Company

Georgetown:

Abram Kuhn	Capt. Hassett	114 04
Areturus	Capt. Hassett	99 15
Antares	Capt. Griffith	94 00
James Clark	Capt. Griffith	127 00

Four boats 434 19

George's Creek Coal Company

Georgetown:

Little Eddie	Capt. Mertens	109 00
F. Gannon	Capt. Mertens	110 07

Two boats 219 07

New Central Coal Company

Georgetown:

W. M. Price	Capt. Griminger	114 18
J. F. A. Remley	Capt. Dixon	108 02

Two Boats 223 00

Blaen Avon Company

Georgetown:

T. F. McCardell	McCormick	112 12
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**The Steam Packet Maryland
 Who were on Board**

The steam packet "Maryland" having arrived here too late on Saturday night to pay the employees of the Chesapeake & Ohio Canal Company, in this city, the funds for that purpose were not distributed until yesterday. The pay roll was for August and September. The party on the boat consisted of Paymaster Gambrill, Superintendents Jesse Moore and L. G. Stanhope, E. P. Mercer, of Annapolis, Thomas Marriott, of Howard county, E. Garrett, son of Warren Garrett, a wealthy resident of Washington county, Mr. Hardesty, of Prince George's county and Mr. Jack Stanhope. The party left on the eastbound Pittsburg train. Mr.

Gambrill while here visited the company's wharf, with the purpose of as-[not printed].

TC, Tue. 11/22/81, p. 4. **PERTINENT**

PARAGRAPHS – The particulars of a fight between two men on a canal boat, near the Seven Locks, noted last evening, seem to be that Samuel Ensminger, of the canal boat Clinton Knode, and Robert Bartley, of the canal boat Laura, had a quarrel, during which the former fired twice at the latter, the second shot taking effect in the arm, which was amputated by Dr. Smith Townshend.

ES, Tue. 11/22/81, p. 4. **Affairs in West**

Washington – A MAN WOUNDED IN A FIGHT ON THE CANAL – About 2 o'clock yesterday afternoon, two canal boatmen, viz: Robert Bartley, of boat Laura, who is 35 years old, and Samuel, alias Tobias Ensminger, of boat Clinton Knode, who is about 20 years old, had an altercation, resulting in a fight about seven miles above Seven Locks, in which Bartley was badly wounded on the left arm above the elbow by two shots fired from a shotgun by Ensminger. The wounded man was brought to this place on his boat, where Dr. Suter attended him, and was today sent to the Providence Hospital. Ensminger escaped.

The Canal Trade – *Grain* – Arrived boat Seneca with 1,500 bushels wheat, 600 bushels corn and 140 barrels flour.

DT, Wed. 11/23/81, p. 3. **Canal Trade**

The following boats, 30 in number, carrying 3,418 18 tons of coal, left this port Tuesday, November 22, 1881:

Consolidation Coal Company

Georgetown:

M. B. Mayfield	Capt. Carder	114 08
Elbe River	Capt. Swain	119 18
H. C. Hicks	Capt. Grove	118 15
Dr. A. A. Biggs	Capt. Weller	113 16
H. Russell	Capt. McKnight	121 04

Hancock:

Clara & Prudy	Capt. Harrison	116 12
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Canal Trade - 1881

Williamsport:		
D. Seibert	Capt. Preston	113 17
Seven boats		<u>818 19</u>
Maryland Coal Company		
Georgetown:		
Meyersdale	Capt. Beckwith	121 19
Star No. 2	Capt. Ripple	102 17
Star No. 6	Capt. Russell	102 13
F. H. Darby	Capt. Tice	117 01
Pilot Boy	Zimmerman	120 19
Q	Capt. Sticks	116 15
M. McCleary	Zimmerman	117 08
Washington:		
Diligent	Capt. Merryman	118 00
Eight boats		<u>917 12</u>
Borden Mining Company		
Georgetown:		
H. Boley	Capt. Hassett	103 05
Fall River	Capt. Hassett	105 00
B. M. Young	Capt. Hassett	115 01
Borden & Lovell	Capt. Hassett	107 09
Sally E. Hassett	Capt. Hassett	<u>107 09</u>
Five boats		541 04
George's Creek Coal Company		
Georgetown:		
Wm. Foley	Capt. Little	112 11
G. T. Dunlop	Capt. Dove	106 18
Sarah B.	Capt. Stull	111 19
Geo. W. Knode	Ca. Merryman	<u>108 13</u>
Four boats		442 01
American Coal Company		
Alexandria:		
Ben. Williamson	Capt. McKelvey	115 13
Edw. Boyer	Capt. McKelvey	114 02
J. W. Morris	Capt. Hacket	<u>115 01</u>
Three boats		344 16
New Central Coal Company		
Georgetown:		
Missouri	Capt. Ardinger	119 19
A. Berry	Capt. Ardinger	<u>116 05</u>
Two Boats		236 04
Individual		
Williamsport:		
Daniel Henry	Capt. O'Neal	118 11

Canal Commerce at Alexandria

Arrived on Monday – Boats Samuel Henry, A. J. Akin and A. Main to American Coal co. R. Fannon, W. L. Read and Lillie to John P. Agnew & Co. Emma Mertens to Sinclair & Agnew.

Departed – Boats L. Henry, A. J. Akins, A. Main, R. Fannon and W. L. Read.

ES, Wed. 11/23/81, p. 1. **Affairs in West Washington – Sent to Hospital** – Robert Barkley, who was shot on the 29th instant by Samuel Ensminger on the Chesapeake and Ohio canal, was sent to the hospital last evening. **The Canal Trade – Grain** – Arrived boat M. C. W. Boyer with 4,000 bushels of wheat.

Ibid, p. 5. **The Steam Packet *Excelsior*** will leave foot of High street, Georgetown, at 8 a.m. tomorrow, for Cabin John Bridge and the Great Falls.

DT, Thu. 11/24/81, p. 3. **Canal Trade**
 The following boats, 27 in number, carrying 3,081 16 tons of coal, left this port Wednesday, November 23, 1881:

Consolidation Coal Company		
Georgetown:		
Five Brothers	Capt. Mertens	117 17
G. C. Goodrich	Capt. Mertens	115 05
R. H. Jones	Ca. Westbrook	120 17
Williamsport:		
C. B. Embrey	Capt. Kelly	108 07
Grason & Fannie	Capt. Malotte	114 07
Jack & Bessie	Capt. Shaffer	<u>105 00</u>
Six boats		681 13
American Coal Company		
Alexandria:		
M. Kersey	Capt. Bear	115 02
J. A. Alexander	Capt. Turner	116 03
Geo. Sherman	Capt. Renner	115 19
W. J. Boothe	Capt. Weaver	115 05
W. C. Hunter	Capt. Weaver	116 06
G. L. Boothe	Capt. Dunn	<u>116 12</u>
Six boats		695 07
New Central Coal Company		
Georgetown:		

Canal Trade - 1881

Savannah	Capt. O'Neal	119 07
W. Blackwell	Capt. Hoadley	107 09
H. Hanekamp	Capt. Mouse	118 15
J. M. Schley	Capt. Kean	<u>116 04</u>
Four boats		461 15
Maryland Coal Company		
Georgetown:		
O	Capt. O'Neal	117 05
Star No. 8	Capt. Shupp	98 17
G. T. Gatrell	Capt. Harper	116 08
B. L. Slack	Ca. Cartwright	<u>116 05</u>
Four boats		448 15
Borden Mining Company		
Georgetown:		
R. B. Lynn	Capt. Hassett	116 00
Altair	Capt. Hassett	120 19
Dr. A. Shank	Capt. Hassett	116 02
Arthur Lovell	Capt. Griffith	<u>105 09</u>
Four boats		458 10
George's Creek Coal Company		
Georgetown:		
Sallie & Jennie	Capt. Atwell	110 03
Thos. Tearman	Capt. Atwell	<u>109 01</u>
Two Boats		219 04
Blaen Avon Company		
Georgetown:		
F. Williams	McCormick	116 12

A Canal man Shot at Seven Locks.

On Monday last a dispute arose in the neighborhood of the Great Falls, between Robert Bartley, of the boat Laura, and Toby Ensminger, of the boat Clinton Knode. Ensminger is hardly of age, while Bartley is between thirty and forty years old. After fighting for awhile Ensminger got worsted and ran for his gun. He fired both barrels at Bartley, badly wounding him in the arm, near the shoulder. Bartley was taken to Providence hospital in Washington, and Ensminger escaped.

Sun, Thu. 11/24/81, p. 4. **Cumberland Coal Trade** - The shipments from the mines of the Cumberland coal region for the week ended Saturday November 19, were 57,373 tons, and for the year to that date 1,929,593 tons, a

decrease of 19,164 tons as compared with the corresponding period of last year. The coal was carried to tidewater as follows: Baltimore and Ohio Railroad, week 34,875 tons; year 1,227,604 tons, increase over 1880, 110,665 tons. Chesapeake and Ohio Canal, week 17,915 tons; year 449,698 tons; decrease as compared with 1880, 142,068 tons. Pennsylvania Railroad, week 4,327 tons; year 249,580 tons; an increase over 1880, 47,856 tons.

Sun, Fri. 11/25/81, p. 3. A man named Griglen was drowned a few nights ago in the Chesapeake and Ohio canal at the Seven Locks.

DT, Sat. 11/26/81, p. 3. **Trade**

The following boats, 53 in number, carrying 5,988 01 tons of coal, left this port Friday, November 25, 1881:

American Coal Company

Alexandria:

John L. Read	Brendlinger	114 19
David A. Lowe	Capt. Sorrell	115 10
D. A. Lowe	Capt. Sorrell	115 10
D. Stewart	Capt. Harris	117 06
M. A. Myers	Capt. Henry	116 12
H. Delafield	Capt. Bancord	115 17
I. Wilson	Capt. McCann	116 13
J. H. Platte	Capt. Albert	115 16
J. H. Stickney	Capt. Ekis	115 07
W. J. Boothe	Capt. Hetzer	<u>115 16</u>
Ten boats		1,159 11

Consolidation Coal Company

Georgetown:

Thames River	Capt. Stride	121 00
W. Thompson	Capt. Martz	111 00
A. E. McDonald	Capt. Murphy	116 02
V. S. Brashears	Capt. Moore	111 02
M. C. Walters	Capt. Snyder	108 02
G. L. Sheriff	Capt. Sorrell	121 00
Williamsport:		
Katie & Jimmy	Capt. Woltz	115 07
J. A. Spielman	Capt. Miller	108 08
Bessie G.	Capt. Artz	114 02
Four Locks:		
Susan Charles	Capt. Snyder	75 05

Canal Trade - 1881

Sharpsburg:		
A. F. Lantz	Capt. Snyder	85 09
Eleven boats		1,186 17

Borden Mining Company

Georgetown:		
Charlie Hassett	Capt. Hassett	115 17
J. H. Snyder	Capt. Hassett	117 02
Onward	Capt. Griffith	115 12
Echo	Capt. Griffith	121 13
Capellar	Capt. Hassett	115 16
Unexpected	Capt. Hassett	121 19
Alexander	Capt. Griffith	121 06
Theo Dean	Capt. Hassett	105 01
Willie D.	Capt. Doyle	116 06
Eight boats		1,050 12

New Central Coal Company

Georgetown:		
Muskingum	Ca. Donnelly	118 12
F. A. Mertens	Capt. Long	111 13
Susquehanna	Capt. Dick	113 03
Alex Kratz	Ca. Brookman	112 05
Delaware	Dickerhoof	115 09
W. L. Read	Capt. Manning	109 05
Mississippi	Capt. Reid	116 12
Seven boats		796 09

Maryland Coal Company

Georgetown:		
C. F. Dixon	Capt. Dixon	116 13
Youghiogeny	Capt. Mertens	119 14
P	Capt. Chapline	116 19
Col. J. C. Lynn	Capt. Reid	117 01
Cloud	Zimmerman	117 01
T. O'Connell	Capt. Mills	114 02
Willie Snyder	Ca. Crampton	119 08
Washington:		
Thos. Venner	Capt. Fahey	93 18
C. W. Brengle	Capt. Brengle	116 00
Hancock	Capt. Mallott	98 19
Ten boats		1,129 15

George's Creek Coal Company

Georgetown:		
C. W. Porter	Capt. Powell	115 17
Lucy & Willie	Winterman	108 00
M. A. West	Capt. Conrad	109 02

F. W. Mintdrop	Ca. Anderson	108 17
R. Fannon	Ca. Alexander	103 10
Five boats		555 06

Blaen Avon Company

Georgetown:		
Clara M.	Capt. Colbert	109 01

Sat. 11/26/81, p. 2. **MR. GORMAN WILL RESIGN** – “What truth is there in the rumors of Senator Gorman’s resignation of the canal presidency?” was the last question that the reporter ventured to ask.

“You may state in the most positive way,” said Mr. Colton, “that Mr. Gorman will resign as president of the Chesapeake and Ohio Canal Company very early next year. Of course, it is impossible for me to say who will be his successor. Many good men may be candidates, but who the fortunate man will be the future must decide.”⁴

DT, Mon. 11/28/81, p. 3. **Canal Trade**

The following boats, 29 in number, carrying 3,315 01 tons of coal, left this port Saturday, November 26, 1881:

Consolidation Coal Company

Georgetown:		
H. K. Shaner	Capt. Krone	114 10
B. C. Barroll	Capt. Jackson	121 00
B. R. Mayfield	Capt. Piper	121 00
Consolidation	Capt. Barger	110 06
Jimmy M. Jr.	Capt. Burle	113 18
G. Meredith	Capt. Shriver	114 11
J. Miller	Capt. Brown	119 06

Williamsport:

D. R. Long	Capt. Mertens	111 05
R. A. Farmer	Capt. Ardinger	123 04

Sharpsburg:

A. B. Winship	Capt. Hebb	113 00
Ten boats		1,162 00

New Central Coal Company

Georgetown:		
C. Knode	Capt. Snyder	113 19
M. S. Fernsner	Capt. Hassett	110 06

⁴ *Denton Journal*, Denton, Md.

Canal Trade - 1881

J. A. Garfield	Capt. Otis	113 05
Little Nan	Ensminger	111 09
F. M. Offutt	Capt. Grove	105 13
W. H. Couter	Armstrong	<u>113 02</u>
Six boats		667 14

American Coal Company

Alexandria:

Weyand Doerner	Capt. Creamer	117 03
W. S. Walbridge	Capt. Reynolds	115 10
Wm. Walsh	Capt. Edenhart	112 13
Dr. G. E. Porter	Capt. Tall	<u>117 09</u>
Four boats		462 15

Borden Mining Company

Georgetown:

Sycorax	Capt. Hassett	118 19
M. S. Fernsner	Capt. Hassett	121 12
Ruby	Capt. Hassett	111 04
Rainbow	Capt. Griffith	<u>119 00</u>
Four boats		470 15

Maryland Coal Company

Georgetown:

S. J. Kelley	Capt. Groomes	120 16
Star No. 3	Capt. Ekis	102 02
Cumberland	Capt. Pierce	117 03
Hunter Lee	Capt. Dixon	<u>111 16</u>
Four boats		451 17

Individual

Georgetown:

Harry Borden	Capt. Allison	100 00
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A Man Drowned in the Canal.

On Wednesday Charles Foley, a store-keeper at Darkey's Lock, fell into the canal at that place when crossing a foot board leading from his residence to the store and was drowned.

DT, Tue. 11/29/81, p. 3. **Canal Trade**

The following boats, 25 in number, carrying 2,940 12 tons of coal, left this port Monday, November 28, 1881:

Consolidation Coal Company

Georgetown:

A. Campbell	Capt. Eddy	120 07
Jos. Z. Williams	Capt. Zigler	120 00
Amazon River	Capt. Bender	121 15
Z. Williams	Capt. Mose	119 19

Williamsport:

M. A. Shupp	Capt. Shupp	114 19
Jack & Bessie	Capt. Shaffer	113 11
Emily H.	Capt. Woltz	<u>116 16</u>
Seven boats		827 07

Maryland Coal Company

Georgetown:

Maj. Anderson	Capt. Brady	118 08
G	Capt. Martz	117 01
H	Capt. Martz	117 14
Adam Sherman	Whittington	111 13
Washington		
Henry Loveridge	Capt. Hine	112 18
Chas. B. Embrey	Capt. Kelly	<u>112 03</u>
Six boats		689 17

American Coal Company

Alexandria:

John H. Parrott, Jr	Capt. Lynch	116 08
H O Claughton	Capt. Moore	116 07
Charles Clifton	Capt. Driscoll	116 12
James Dayton	Capt. Creamer	<u>115 16</u>
Four boats		455 03

Borden Mining Company

Georgetown:

Mabel	Capt. Hassett	118 13
Warren Delano	Capt. Hassett	118 18
Samuel M. Reitzell	Capt. Hassett	120 19
Highlander	Capt. Griffith	<u>126 07</u>
Four boats		351 10

New Central Coal Company

Georgetown:

Monongahela	Ca. McCardell	122 15
River Nile	Capt. Kimball	119 15
Detroit	Capt. Myers	<u>119 00</u>
Three boats		451 17

Blaen Avon Company

Georgetown:

W. M. Mertens	Capt. Dranier	111 13
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Sun, Tue. 11/29/81, p. 1. Charles Foley, a storekeeper at Darley's [sic, Darkey's] Locks, on the Chesapeake and Ohio canal, fell into the canal at that place a few days ago, and was drowned.

DT, Wed. 11/30/81, p. 3. **Canal Trade**

The following boats, 24 in number, carrying 2,730 06 tons of coal, left this port Tuesday, November 29, 1881:

Consolidation Coal Company

Georgetown:		
J. B. Thomas	Capt. Atwell	114 03
A. M. Grove	Capt. Atwell	116 09
W. A. Smoot	Capt. Myers	120 16
A. P. Mayfield	Capt. Benner	122 05
Williamsport:		
Steffey & Findley	Rodenizer	112 16
Grason & Fannie	Capt. Malotte	110 06
Lewis Peacock	Capt. Mertens	115 05
Seven boats		<u>812 00</u>

American Coal Company

Alexandria:		
J. J. Swift	Capt. Brown	114 11
William Darrow	Capt. Brown	112 01
M. Sanford	Capt. Turner	111 14
R. S. Grant	Ca. Chambers	111 12
Samuel Henry	Ca. Chambers	107 06
Five boats		<u>667 14</u>

Borden Mining Company

Georgetown:		
Dr. O M Schindell	Capt. Hassett	124 03
Abram Kuhn	Capt. Hassett	116 04
W. T. Hassett	Capt. Hassett	117 04
Exchange	Capt. Griffith	116 13
Four boats		<u>474 04</u>

Maryland Coal Company

Georgetown:		
Charley	Capt. Shaffer	112 02
Laura S.	Capt. Little	117 17
Baltimore	Capt. Rinehart	117 05
Mollie	Capt. Mose	112 05
Four boats		<u>459 09</u>

New Central Coal Company

Georgetown:		
New Era	Capt. Sherman	98 00
James T. Hager	Capt. Hensey	109 04
Maggie B.	Capt. Beachler	113 18
Three boats		<u>321 02</u>

Blaen Avon Company

Georgetown:		
R. J. West	Capt. Shields	106 07

H&TL, Wed. 11/30/81, p. 3. **Canal Notes** – Geo. Colton, Esq., of the Baltimore *Gazette*, and he ought to know what he is talking about, is authority for the statement that President Gorman, of the Chesapeake and Ohio Canal, will resign the Presidency early in the coming new year.

Some days ago, the steam packet “Maryland” passed over the canal and paid off the hands.

On Wednesday evening of last week, as a canal boat was let into the lock at Seven Locks, it was discovered that a body of some sort had impeded the work of the paddle. When the body was brought to shore it was identified as that of Mr. Elgin, who lives in the neighborhood. An inquest was held and the verdict was that the deceased “came to his death by drowning in the canal whilst in a state of intoxication.”

The Rockville *Advocate*, of Thursday last, says that whilst the canal boats Laura and Clinton Knode were passing near Seven Locks, on Sunday afternoon, Robert Bradley and Tobias Ensminger, men belonging to these boats, became involved in an altercation, which resulted in the shooting of Ensminger. Bradley used a shotgun loaded with buckshot and the entire load took effect in the left arm about the elbow, completely shattering it. The wounded man was taken to Providence Hospital, Washington, where the arm was amputated. Ensminger’s condition is extremely critical and fear are entertained of a fatal termination. No arrests have been made.

The Chesapeake and Ohio Canal is doing a better business now than at any previous time this year. Boats are loading at Cumberland as rapidly as they arrive, and the canal is full of them on the way down, but their passage down is delayed by the want of hands, many of whom, owing to the low water and consequent low wages of the summer and early fall, went off and obtained other employment, and it has been difficult to supply their places. Orders for coal are said to be numerous, and boats are unloaded

Canal Trade - 1881

at Georgetown and at Alexandria as soon as they reach these ports.

Officers of the Canal Company are engaged in inspecting the stone that has been delivered at various points along the canal and pass judgment as to the adaptability of the stone for improving and enlarging the locks.

Sun, Wed, 11/30/81, p. 4. Shipments of Cumberland Coal - The shipments of Cumberland coal for the week ended Saturday November 26, were 51,597 tons, and for the year to that date 1,982,190 tons, an increase of 48,081 tons as compared with the corresponding period of last year. The coal was carried to tidewater as follows: Baltimore and Ohio Railroad, week 32,058 tons; year 1,259,662 tons, increase over 1880, 126,226 tons. Chesapeake and Ohio Canal, week 18,473 tons; year 468,171 tons; decrease as compared with 1880, 129,102 tons. Pennsylvania Railroad, week 1,862 tons; year 251,443 tons; increase over 1880, 48,042 tons. The coal was brought from the mines as follows: Cumberland and Pennsylvania Railroad – week 42,870 tons; year 1,727,364 tons. George’s Creek and Cumberland Railroad – week 7,271 tons; year 180,682 tons. Baltimore and Ohio Railroad – week 1,182 tons; year 62,966 tons. West Virginia Central and Pittsburg Railway – week 941 tons; year 4,079 tons.

DT, Thu. 12/1/81, p. 3. Canal Trade

The following boats, 29 in number, carrying 3,332 08 tons of coal, left this port Wednesday, November 30, 1881:

Consolidation Coal Company

Georgetown:

C. D. Warfield	Capt. Krone	118 01
W. C. Ernst	Capt. Bender	115 10
L. P. Huston	Capt. Brubaker	121 07
W. J. Stevenson	Capt. Brubaker	120 05
C. F. Mayer	Capt. Reed	119 11
William King	Capt. McCoy	120 00
H. A. Clark	Capt. Quigley	121 00
Ernst & Holland	McCormick	119 13
E. K. Johnson	Capt. Walker	125 06

Williamsport:

J. W. Turner	Capt. Woltz	100 13
David Seibert	Capt. Preston	<u>116 01</u>
Eleven boats		1,297 07

American Coal Company

Alexandria:

M	Capt. Wilson	115 19
Richard Bender	Capt. Moore	115 16
William Gregory	Capt. Arnold	117 00
Dr. M. M. Lewis	Capt. Swain	115 11
S. S. Howison	Capt. James	<u>115 18</u>
Five boats		580 04

Maryland Coal Company

Georgetown:

Jos. H. Farrow	Capt. Smith	112 06
Star No. 2	Capt. Ripple	102 08

Washington:

P. E. Dawson	Capt. Pittman	121 05
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Williamsport:

Mary M. Adams	Capt. Mertens	<u>112 06</u>
Four boats		448 05

Borden Mining Company

Georgetown:

Denton Jacques	Capt. Hassett	112 00
Cigarette	Capt. Hassett	118 16
James Clarke	Capt. Griffith	119 12
Antares	Capt. Griffith	<u>97 10</u>
Four boats		447 18

New Central Coal Company

Georgetown:

Henry Boley	Capt. Wiland	107 15
Minnie & Pinkie	Capt. Bowers	109 00
M. B. Winship	Capt. Bowers	113 14
Park Agnew	Capt. Smith	<u>112 02</u>
Four boats		443 01

Blaen Avon Company

Georgetown:

J. J. Moore	Capt. Kidwell	115 13
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Canal Commerce at Alexandria

Arrived on Monday – Boats Thos. L.

Betts, Geo. Sherman, J. W. Burke, S. Lloyd and T. H. Faile to American Coal Company. Lizzie K. to John P. Agnew & Co.

Departed – Boats W. Smith, James Green, M. Snow, G. Sherman, T. L. Betts, J. W. Burke, S. Lloyd, T. H. Faile and Lizzie K.

ES, Thu. 12/1/81, p. 4. **Affairs in West Washington – The Grain Trade** – Arrivals – Boat Caledonia with 2,000 bushels wheat; boat E. L. Whiting with 4,000 bushels wheat; boat Farmer’s Friend with 3,800 bushels wheat.

DT, Fri. 12/2/81, p. 3. **Canal Trade**
The following boats, 16 in number, carrying 1,819 16 tons of coal, left this port Thursday, December 1, 1881:

Maryland Coal Company

Georgetown:		
Mattie	Capt. Seaman	116 04
Altoona	Capt. Pierce	116 18
M	Capt. Snyder	111 10
Washington:		
Duncan Sinclair	Capt. Ingram	111 12
Helen V.	Capt. Eddy	116 04
H. S. Dixon	Capt. Dixon	111 08
Six boats		<u>683 17</u>

Consolidation Coal Company

Georgetown:		
Jos. M. Wheatley	Capt. Seaman	114 00
John R. Cruzen	Ca. Crampton	111 15
Williamsport:		
Daniel Henry	Capt. O’Neal	113 07
Three boats		339 11

American Coal Company

Alexandria:		
Andrew Main	Capt. Matters	114 13
P. G. Uhler	Capt. Matters	116 15
John Bradburn	Capt. Nuse	115 04
Three boats		<u>346 12</u>

New Central Coal Company

Georgetown:		
J. M. Schley	Capt. Kean	115 18
Potomac	Capt. Mertens	118 08
Two boats		<u>234 06</u>

George’s Creek Coal Company

Georgetown:		
L. H. Kuhn	Capt. Kroon	111 01

Borden Mining Company

Georgetown:
Arthur Lovell Capt. Griffith 104 09

Comparative Statement of Canal Business For November.

For the month ending Wednesday, November 31, 721 boats were shipped, carrying 81,587 13 tons of coal, and 117 tons of general merchandise, with a revenue of \$44,000. The business for the same time last year was 620 boats, carrying 79,466 06 tons of coal, 24 tons of merchandise, with a revenue of \$39,000. The total shipments for the year 1881 to date are 409,119 14 tons against 615,423 01 tons to same date last year. The total revenue for the year to date is \$267,000, against \$338,000 last year. The greatest number of shipments in one month this year was 70,764 01 tons for October, and the largest in 1880, 98,561 13 tons for September. The prospects for the shipments of from 20,000 to 30,000 tons yet this month are good. In 1881 the business on the canal commenced in January, while shipments were not made until March this year.

TC, Fri. 12/2/81, p. 3. **Cumberland Coal Trade** – During November 721 boats, carrying 81,537 tons of coal and 117 tons of merchandise, cleared from this port on the canal. The revenue for the month was over \$44,000. This was the heaviest month’s shipments of the year. The shipments are now brisk and the canal will be kept open as long as possible. The shipments so far this year are over 190,000 tons, and this will probably be increased over 30,000 tons before the season closes.

ES, Fri. 12/2/81, p. 4. **Affairs in West Washington** - The board of directors of the Chesapeake and Ohio Canal met today and transacted routine business. President Gorman and all of the directors were present, except Mr. H. D. Fernandes. It was decided to keep navigation open until the ice renders it impossible.

Canal Trade - 1881

Grain Trade – Arrived – Boat Ellen Brooks with 3,600 bushels of wheat; boat H. M. Talbott with 3,500 bushels of corn and 300 bushels of wheat; boat Samuel Jarboe with 1,300 bushels corn and 2,000 bushels wheat.

DT, Sat. 12/3/81, p. 3. **Canal Trade**

The following boats, 24 in number, carrying 2,778 17 tons of coal, left this port Friday, December 2, 1881:

Consolidation Coal Company

Georgetown:

Willie & Jonnie	Capt. Morrison	116 15
L. W. Guinand	Capt. Dyer	121 17
Geo. Bogus	Capt. Powell	124 03
Jacob McGraw	Capt. Shaw	110 16

Williamsport:

Katie & Jimmy	Capt. Elliot	<u>114 17</u>
Five boats		588 08

Borden Mining Company

Georgetown:

Cowton & Tilghman	Capt. Hassett	121 02
Dr. A. Shank	Capt. Hassett	115 01
Altair	Capt. Hassett	120 07
Harry & Ralph	Capt. Griffith	117 14
E. R. Ladew	Capt. Griffith	<u>121 14</u>

Four boats		<u>595 18</u>
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New Central Coal Company

Georgetown:

W. H. Marlow	Capt. Rinehart	113 06
Iowa	Capt. Keedy	113 01
H. Hanekamp	Capt. Mouse	114 11

Williamsport:

M. Scally	Capt. Dunn	<u>104 00</u>
Four boats		444 18

American Coal Company

Alexandria:

R. N. Jones	Westbrook	121 07
James Green	Capt. Bowers	116 13
William Smith	Capt. Teach	<u>115 18</u>

Three boats		353 18
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Maryland Coal Company

Georgetown:

F	Capt. Gearhart	116 01
J	Capt. Peck	121 11

Washington:

John A. Spielman	Capt. Miller	<u>106 11</u>
Three boats		353 18

George's Creek Coal Company

Georgetown:

Lillie & May	Capt. Bowers	108 14
G M Stonebraker	Capt. Krone	114 13
Two boats		223 07

Blaen Avon Company

Georgetown:

L. C. Burwell	Capt. Zellers	112 14
	Individual	

Georgetown:

Willie & Frankie	Capt. Repp	110 01
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DT, Mon. 12/5/81, p. 3. **Canal Trade**

The following boats, 33 in number, carrying 3,807 00 tons of coal, left this port Saturday, December 3, 1881:

American Coal Company

Alexandria:

Thomas Patton	Capt. Eaton	116 08
Robert H. Miller	Capt. Eaton	116 13
George Sherman	Capt. Renner	116 18
Daniel Annan	Eichelberger	114 12
Deer Park	Capt. Eizer	119 17
G. S. Young	Capt. James	116 06
G. P. Lloyd	Ca. McDonald	116 04
American Flag	Capt. Pearce	<u>116 02</u>

Eight boats		988 00
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Consolidation Coal Company

Georgetown:

Daniel Linkins	Capt. Swain	121 16
A. B. Turner	Ca. Magruder	119 10
A. B. Winship	Capt. Hebb	111 13

Williamsport:

Bessie G.	Capt. Artz	118 12
R. A. Farmer	Capt. Ardinger	108 02
Jack & Bessie	Capt. Shaffer	108 05
Clara & Prudy	Capt. Hanison	<u>111 08</u>

Seven boats		809 05
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Maryland Coal Company

Georgetown:

F. H. Darby	Capt. Tice	110 01
Star No. 8	Capt. Shupp	102 19
Maggie McCleary	Zimmerman	115 13
E. Miller	Capt. Smith	125 19

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Washington:		
Peter Sinclair	Capt. Tice	117 13
Loudoun	Capt. Mertens	111 05
Williamsport:		
Col. J. Myers	Capt. Roof	<u>111 00</u>
Seven boats		794 10
New Central Coal Company		
Georgetown:		
R. Callahan	Capt. McQuade	109 02
W. B. Wolf	Capt. McQuade	115 14
Laura	Capt. Mertens	111 02
Col. J. C. Lynn	Capt. Reid	<u>110 13</u>
Four boats		446 11
Borden Mining Company		
Georgetown:		
Unexpected	Capt. Hassett	122 01
Fall River	Capt. Hassett	107 17
Bertha M. Young	Capt. Hassett	<u>118 01</u>
Three boats		347 19
George's Creek Coal Company		
Georgetown:		
M. A. Shupp	Capt. Shupp	114 07
Emily H.	Capt. Woltz	<u>115 01</u>
Two boats		229 08
Blaen Avon Company		
Georgetown:		
Josephine Barroll	Capt. Penner	126 08
Individual		
Round Top:		
Round Top	Capt. Athey	119 18

DT, Tue. 12/6/81, p. 3. **Canal Trade**

The following boats, 28 in number, carrying 3,328 14 tons of coal, left this port Monday, December 5, 1881:

Consolidation Coal Company

Georgetown:		
Thames River	Capt. Stride	121 00
R. Shriver	Capt. Miller	115 00
B. C. Barroll	Capt. Jackson	115 00
J. Miller	Capt. Brown	120 01
Williamsport		
Grason & Fannie	Capt. Malotte	108 01
C. B. Embrey	Capt. Kelly	111 13
Alexandria:		
G. L. Sheriff	Capt. Sorrell	<u>123 07</u>

Seven boats		814 02
Borden Mining Company		
Georgetown:		
Cappelia	Capt. Hassett	107 08
M. S. Fernsner	Capt. Hassett	116 08
M. S. Haines	Capt. Hassett	111 09
W H M Masters	Capt. Hassett	118 02
Charlie Hassett	Capt. Hassett	122 15
Willie D.	Capt. Hassett	118 10
G. Berkebile	Capt. Young	<u>119 08</u>
Seven boats		814 00
Maryland Coal Company		
Georgetown:		
G. T. Gattrell	Capt. Hayes	120 13
B. L. Slack	Ca. Cartwright	121 05
Star No. 3	Capt. Ekis	101 10
Osceola & Jake	Capt. Davis	116 08
Geo. S. Couter	Capt. Hawken	113 12
Bernadette	Capt. Gannon	<u>116 05</u>
Six boats		689 13
New Central Coal Company		
Georgetown:		
M. Ruben	Capt. Reader	117 00
D. R. Long	Capt. Reader	112 19
Lucy & Willie	Wintermeyer	111 15
L. Peacock	Capt. Mertens	<u>110 15</u>
Four boats		452 09
American Coal Company		
Alexandria:		
G. L. Boothe	Capt. Dunn	115 16
M. Snow	Ca. Schoppart	116 07
J. W. Morris	Capt. Hooker	<u>116 04</u>
Three boats		348 07
George's Creek Coal Company		
Georgetown:		
Lizzie K.	Capt. Smith	110 03

Arrival of Canal Officials.

Paymaster Gambrell and Treasurer Fawcett, of the Chesapeake & Ohio Canal Company, were expected last evening to arrive on this morning's early train and commence today the payment of the canal employees for October. Supt. Stanhope arrived yesterday afternoon.

Canal Commerce at Alexandria.

Arrived on Saturday – Boats W. Foley, Little Eddie and F. W. Mintdrop to George’s Creek Coal & Iron Co.; J. H. Platte and J. H. Stickney to American Coal Co.

Departed – Boats T. Tiernan, Katie & Addie, J. H. Platte and J. H. Stickney.

DT, Wed. 12/7/81, p. 3. **Trade**

The following boats, 24 in number, carrying 2,478 02 tons of coal, left this port Tuesday, December 6, 1881:

Consolidation Coal Company

Georgetown:

Carrie V.	Capt. Kirby	122 01
H. Roussell	Capt. McKnight	124 03
Wm. Weber	Capt. Yingling	111 01
G. M. Ryan	Capt. Kroon	115 06
Geo. A. Pearre	Capt. Price	115 06

Williamsport:

Geo. Hughes	Capt. Callan	119 10
J. W. Carder	Capt. Darkey	114 04

Seven boats 821 11

Borden Mining Company

Georgetown:

Echo	Capt. Griffith	116 09
C. Knode	Capt. Snyder	117 06
Areturus	Capt. Hassett	103 01
Little Nan	Capt. Hassett	108 09
J. H. Snyder	Capt. Hassett	115 16

Five boats 560 12

New Central Coal Company

Georgetown:

F. M. Offutt	Capt. Grove	111 13
Invincible	Capt. Crawl	115 11
Muskingum	Capt. Donnelly	115 10
Missouri	Capt. Ardinger	118 14
Allegheny	Capt. Krone	125 19

Five boats 587 13

Maryland Coal Company

Georgetown:

Maj. Anderson	Capt. Brady	117 09
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Williamsport:

Steffey & Findley	Capt. Rodeniser	119 08
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Washington:

E. P. Cahill	Capt. Butler	116 11
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Three boats 353 08

American Coal Company

Alexandria:

J. P. Moore	Capt. Fisk	111 08
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J. W. Burke	Capt. McMullen	116 11
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M. Kersey	Capt. Bear	118 10
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Three boats 346 09

Blaen Avon Company

White’s Ferry:

G. T. Dunlop	Capt. Wootton	108 09
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Down the Canal.

As announced in the *Times* the Chesapeake & Ohio canal officials arrived here yesterday morning and perfected arrangements for the payment of the canal employees in this city for the month of October. The officials left here in the afternoon in the company’s steam packet *Maryland* to pay the employees on the line of the canal. There were on board the boat Treasurer Fawcett, Paymaster Gambrill, Superintendent Stanhope, C. Gorman, Esq., brother to President A. P. Gorman, Mr. F. G. Hardesty, a County Commissioner of Montgomery County, and his friend Mr. J. T. Mulligan.

H&TL, Wed. 12/7/81, p. 3. Navigation on the Chesapeake and Ohio canal, which was appointed to close on or about the 15th inst., will continue until January 1, 1882, unless ice interferes.

Some of the boatmen on the canal have tied up for the season.

CT, Wed. 12/7/81, p. 4. **PERTINENT PARAGRAPHS** – Paymaster Gambrill began paying off canal employees and other bills against the canal company at Cumberland yesterday for the month of October. After paying there, he started on the steamer “Maryland” to pay along the line of the canal. The entire amount to be disbursed is about \$27,000.

ES, Wed. 12/7/81, p. 1. **Affairs in West Washington – The Grain Trade** – Arrived – Boat M. C. W. Boyer with 4,200 bushels wheat; boat Seneca with 2,000 bushels wheat.

Wed. 12/7/81, p. 7. The managers of the Chesapeake and Ohio and Alexandria Canals are making arrangements to keep the said canals open as long as possible. Two ice breakers have been secured for the C. & O. Canal, and a large scow for the Alexandria Canal. The boatmen have been informed that they will certainly be able to make one more trip, and if possible, the canals will be kept open till the first of January.

DT, Thu. 12/8/81, p. 3. **Trade**

The following boats, 18 in number, carrying 2,118 08 tons of coal, left this port Wednesday, December 7, 1881:

Consolidation Coal Company

Georgetown:

Amazon River	Capt. Bender	122 17
B. R. Mayfield	Capt. Piper	117 19
H. C. Hicks	Capt. Grove	115 13
V. S. Brashears	Capt. Moore	109 00
Williamsport		
D. Seibert	Capt. Preston	<u>112 05</u>
Five boats		577 14

New Central Coal Company

Georgetown:

Susquehanna	Capt. Dick	117 15
A. H. Agnew	Capt. Loman	114 02
River Nile	Capt. Kimbel	<u>125 01</u>
Three boats		356 18

Borden Mining Company

Georgetown:

Highlander	Capt. Griffith	126 18
Gen. Garfield	Capt. Griffith	122 12
Sally E. Hassett	Capt. Hassett	120 10
Onward	Capt. Griffith	<u>116 12</u>
Four boats		486 12

Maryland Coal Company

Georgetown:

Cloud	Zimmerman	117 02
Williamsport:		
F. Gannon	Capt. Mertens	111 15

Four Sisters	Capt. Paxton	<u>115 09</u>
Three boats		344 06

American Coal Company

Alexandria:

W. J. Boothe	Capt. Weaver	116 16
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Hancock:

F. H. Irwin	Capt. Hall	<u>117 00</u>
Two boats		233 16

Blaen Avon Company

Seven Locks:

Katie & Addie	Capt. Davis	119 02
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Canal Commerce at Alexandria.

Arrived Tuesday – Boats H. O.

Claughton, Dr. G. E. Porter, I. Wilson, H. Delafield, S. S. Howison and M to American Coal Company.

Departed – Boats F. W. Mintdrop, M. A.

West, R. Fannon, H. O. Claughton, Dr. G. E. Porter, I. Wilson, H. Delafield, S. S. Howison and M.

Moving Their Saw Mill.

Messrs. P. Hein & Co. have made arrangements for moving their saw mill in the lower part of the county to a more convenient site near the canal. The point selected is near Okonoko, and about one mile from the nearest timber belonging to the firm.

ES, Thu. 12/8/81, p. 4. **Affairs in West**

Washington – The Grain Trade – Arrivals – Boat E. L. Whiting with 4,000 bushels of wheat.

DT, Fri. 12/9/81, p. 3. **Canal Trade**

The following boats, 21 in number, carrying 2,425 11 tons of coal, left this port Thursday, December 8, 1881:

Consolidation Coal Company

Georgetown:

P. L. Burwell	Capt. Morrow	120 00
C. W. Porter	Capt. Pennel	117 14
Williamsport:		
Jack & Bessie	Capt. Shaffer	107 11
J. W. Turner	Capt. Woltz	114 01
Katie & Jimmy	Capt. Elliot	113 05

Canal Trade - 1881

M. B. Mayfield	Capt. Carder	118 12
Savannah	Capt. O'Neal	127 12
W. L. Reed	Capt. Manning	122 08
W. H. Lowe	Capt. Carter	117 17
Nine boats		<u>1,058 00</u>
Maryland Coal Company		
Georgetown:		
O	Capt. O'Neal	120 17
Q	Capt. Stickel	116 17
Willie Snyder	Capt. Crampton	121 16
Adam Sherman	Whittington	112 01
M. W. Adams	Capt. Turner	112 01
Five boats		<u>583 12</u>
Borden Mining Company		
Georgetown:		
New Era	Capt. Griffith	103 03
Abram Kuhn	Capt. Hassett	117 15
W. Delano	Capt. Hassett	118 05
W. T. Hassett	Capt. Hassett	121 17
Four boats		<u>461 00</u>
George's Creek Coal Company		
Georgetown:		
F. L. Moore	Capt. Wilgus	95 12
City of Hamburg	Capt. Wilgus	110 13
Two boats		<u>206 05</u>
American Coal Company		
Alexandria:		
J. H. Platte	Capt. Albert	116 14

ES, Fri. 12/9/81, p. 4. **Affairs in West Washington – The grain Trade** – Arrival – Boat Medley with 2,500 bushels wheat and 1,000 bushels corn.

DT, Sat. 12/10/81, p. 3. **Canal Trade**
The following boats, 10 in number, carrying 1,136 04 tons of coal, left this port Friday, December 9, 1881:

Consolidation Coal Company		
Georgetown:		
E. K. Johnson	Capt. Walker	119 16
Shepherdstown:		
Mollie	Capt. Mouse	115 18
Williamsport:		
J. R. Couter	Capt. Mullers	110 19
J. A. Spielman	Capt. Miller	111 05

Laura S.	Capt. Little	118 18
Five boats		<u>576 16</u>
Borden Mining Company		
Georgetown:		
S. H. Hetzer	Capt. Griffith	110 16
James Clark	Capt. Hassett	122 18
Areturus	Capt. Hassett	94 18
Three boats		<u>328 12</u>
American Coal Company		
Alexandria:		
J. H. Stickney	Capt. Ekis	116 15
New Central Coal Company		
Georgetown:		
Wm. Blackwell	Capt. Hoadley	114 01

Canal Commerce at Alexandria.

Arrived – Boats Dr. M. M. Lewis, R. H. Jones, J. Green, R. Bender, J. Dayton, Geo. Sherman, W. Darrow and J. J. Swift to American Coal Company; L. H. Kuhn to George's Creek Coal & Iron Company; J. Light and M. Strupp to John P. Agnew & Co.

Departed – Boats J. A. Alexander, W. Gregory, Dr. M. M. Lewis, R. H. Jones, J. Green, R. Bender, J. Dayton, Geo. Sherman, W. Darrow, J. J. Swift and J. Light.

DT, Mon. 12/12/81, p. 3. **Canal Trade**

The following boats, 14 in number, carrying 1,606 16 tons of coal, left this port Saturday, December 10, 1881:

Consolidation Coal Company		
Georgetown:		
C. F. Mayer	Capt. Read	119 19
W. H. Marlow	Capt. Rinehart	118 00
C. S. Dixon	Capt. Kelly	115 10
Williamsport:		
C. B. Embrey	Capt. Kelly	108 18
Grason & Fannie	Capt. Malotte	109 05
Five boats		<u>571 12</u>
American Coal Company		
Alexandria:		
A S Wintringham	Capt. Ingram	115 06
S. S. Howison	Capt. James	116 09
M	Capt. Wilson	116 12
Three boats		<u>384 07</u>

Maryland Coal Company		
Georgetown:		
Charley	Capt. Shaffer	117 17
T O'Connell	Capt. Mills	<u>113 08</u>
Two boats		231 05

Borden Mining Company		
Georgetown:		
Borden & Lovell	Capt. Hassett	107 13
Ruby	Capt. Hassett	<u>119 07</u>
Two boats		227 00

New Central Coal Company		
Georgetown:		
Youghioghney	Capt. Mertens	119 14

Blaen Avon Company		
Georgetown:		
T. Tierman	Capt. Walker	108 13

A Helpless Cripple.

The boatman, Bartlett, who was shot at Cropley's brick yard, two weeks since, is convalescent. Since the amputation of his arm, he is left a helpless cripple, having lost the use of his right arm years ago on the railroad. Ensminger, who did the shooting, is still at large, no effort being made to capture him. It is said he has recently served a term in the penitentiary.

One Deer Out of Fifteen.

Messrs. William Hall, Edward hall, Owen Willison and Asias Wilson returned home yesterday from a three days hunt in the neighborhood of Orleans. Their return was by canal boat, and some little inconvenience was experienced in breaking the ice in the canal, which was about two inches thick. One of the party reports fifteen deer seen and one shot which was secured. As an interview with the other members of the party might elicit a fish story of a fish nature, our reporter accepted this statement and left.

ES, Mon. 12/12/81, p. 1. **Affairs in West Washington – The Grain Trade** – Arrivals – boat Farmer's Friend with 3,000 bushels wheat; boat Seneca with 1,500 bushels wheat and 1,400

bushels corn; boat Ellen Brooks with 3,600 bushels wheat.

DT, Tue. 12/13/81, p. 3. **Canal Trade**

The following boats, 13 in number, carrying 1,512 05 tons of coal, left this port Monday, December 12, 1881:

Consolidation Coal Company		
Georgetown:		
Willie & Johnnie	Capt. Morrison	117 15
Jacob McGraw	Capt. Shaw	108 01
R. H. Jones	Capt. Westbrook	122 11
Williamsport:		
Dr. A. A. Biggs	Capt. Weller	112 17
Duncan Sinclair	Capt. Ingram	121 04
W. A. Smoot	Capt. Myers	<u>114 06</u>
Six boats		696 14

Maryland Coal Company		
Georgetown:		
Maggie McCleary	Zimmerman	122 03
C. W. Brengle	Capt. Brengle	<u>117 14</u>
Two boats		239 17

New Central Coal Company		
Georgetown:		
Monongahela	Capt. McCardell	121 07

Blaen Avon Company		
Georgetown:		
J. J. Moore	Capt. Kidwell	119 07

American Coal Company		
Alexandria:		
Dr. M. M. Lewis	Capt. Swain	116 11

George's Creek Coal Company		
Georgetown:		
Hunter Lee	Capt. Barger	113 07

Borden Mining Company		
Georgetown:		
Arthur Lovell	Capt. Griffith	105 02

DT, Wed. 12/14/81, p. 3. **Canal Trade**

The following boats, 7 in number, carrying 818 16 tons of coal, left this port Tuesday, December 13, 1881:

Consolidation Coal Company		
Georgetown:		
H. J. Clark	Capt. Quigley	124 08
Josephine Barroll	Capt. Penner	121 18

Williamsport:		
Emily H.	Capt. Woltz	118 06
Three boats		<u>364 12</u>
Maryland Coal Company		
Georgetown:		
T. Venner	Capt. Fahey	103 02
Baltimore	Capt. Rinehart	116 09
Two boats		<u>219 11</u>
American Coal Company		
Alexandria:		
W. Gregory	Capt. Arnold	115 12
Blaen Avon Company		
Georgetown:		
F. W. Mintdrop	Ca. Anderson	119 01

H&TL, Wed. 12/14/81, p. 3. **Paid Off** – On Wednesday of last week the canal steamer “Maryland” passed down the Chesapeake and Ohio Canal with Messrs. Gambrell and Fawcett aboard, who paid off the employees of the canal for the month of October, and others, who held bills against the company. The entire amount disbursed was about \$27,000, this sum covering some payments for store furnished for lengthening the locks.

Sun, Wed. 12/14/81, p. 3. **FOR SALE** – A valuable piece of property, containing one hundred and sixty-six acres, situated in Washington county, Maryland, four miles west of Harper’s ferry, on the Chesapeake and Ohio Canal; good **LOG HOUSE**, with necessary out-buildings, thirty acres clear, with choice fruit soil, generally limestone, remainder of land heavily timbered; manganese mine, main vein four to six feet, analysis 75 to 90 percent; abounds with iron ore of the finest quality, several tons already out, with three to four tremendous limestone quarries, the best in the State – immediately on the canal, fifty miles from Washington. The facilities for shipping are superior to any place of this kind in the State. A person with the facilities and knowledge of operating or utilizing this property should realize ten thousand dollars per year; property actually worth twenty thousand dollars, fifteen thousand

dollars has been refused for it. Will be sold for \$8,000, if sold at once. Apply to G. W. GREEN,
Harper’s Ferry, W. Va.
 P. S. – This property is not misrepresented in any particular.

DT, Thu. 12/15/81, p. 3. **Canal Trade**

The following boats, 13 in number, carrying 1,479 00 tons of coal, left this port Wednesday, December 14, 1881:

Consolidation Coal Company		
Georgetown:		
Katie & Jimmy	Capt. Herbert	113 08
A. B. Wolf	Capt. McQuade	121 18
R. Coulehan	Capt. McQuade	121 01
Three boats		356 07
New Central Coal Company		
Georgetown:		
Park Agnew	Capt. Smith	117 06
Little Eddie	Capt. Mertens	116 08
James F. A. Remley	Capt. Dixon	<u>110 11</u>
Three boats		344 05
American Coal Company		
Alexandria;		
J. J. Swift	Capt. Brown	116 16
W C Walbright	Capt. Reynolds	<u>116 02</u>
Two boats		222 18
Maryland Coal Company		
Georgetown:		
Helen V.	Capt. Eddy	116 17
Williamsport:		
Neta K. Phelps	Capt. Shaffer	107 18
Jack & Bessie	Capt. Shaffer	<u>103 13</u>
Three boats		328 08
Blaen Avon Company		
Georgetown:		
M. A. West	Capt. Conrad	110 10
Borden Mining Company		
Georgetown:		
Exchange	Capt. Griffith	116 12

ES, Thu. 12/15/81, p. 8. **Affairs in West Washington – The Coal Trade** – Shipments for the week ending Saturday: The Cumberland and Pennsylvania railroad 49,788 09 tons, an

increase of 25,506 09 tons compared with the same period last year, and 6,404 01 tons by the George's Creek and Cumberland railroad. Of the first amount 38,491 04 tons were shipped by the Baltimore and Ohio railroad; 1,856 06 tons to the State Line, and (,440 09 tons to the Chesapeake and Ohio canal. The George's Creek and Cumberland railroad shipped 3,019 16 tons to the State Line, and 3,226 04 tons to the Chesapeake and Ohio canal. The grand total for the week is 15,192 10 tons. Seven boats, with 818 16 tons, left Cumberland Tuesday.

The Grain Trade – Arrivals – Boat Regulus with 3,500 bushels of wheat; boat H. M. Talbott with 2,800 bushels of wheat and 600 bushels of corn; boat Samuel Jarboe with 3,800 bushels of wheat; boat M. C. W. Boyer with 4,000 bushels of wheat.

DT, Fri. 12/16/81, p. 3. **Canal Trade**

The following boats, 11 in number, carrying 1,278 07 tons of coal, left this port Thursday, December 15, 1881:

Consolidation Coal Company

Georgetown:		
S. H. Irwin	Capt. Hall	116 17
Star No. 8	Capt. Shupp	105 01
E. P. Cahill	Capt. Gannon	118 07
Alonzo Berry	Capt. Malotte	119 06
M. C. Clay	Capt. Malotte	109 03
Joseph H. Farrow	Capt. Smith	117 02
Thomas Patton	Capt. Eaton	117 13
William Walsh	Capt. Shields	<u>117 03</u>
Eight boats		919 02

Maryland Coal Company

Georgetown:		
Cloud	Zimmerman	120 11
P. E. Dawson	Capt. Crampton	<u>121 03</u>
Two boats		241 14

New Central Coal Company

Georgetown:		
M. S. Haines	Zimmerman	117 11

DT, Sat. 12/17/81, p. 3. **Canal Trade**

The following boats, 5 in number, carrying 578 08 tons of coal, left this port Friday, December 16, 1881:

Consolidation Coal Company

Georgetown:		
J. Rensell	Capt. Miller	116 00
Williamsport:		
J. W. Turner	Capt. Wolf	110 02
Laura S.	Capt. Little	<u>118 09</u>
Three boats		344 11

Borden Mining Company

Washington:		
Little Nan	Capt. Ensminger	114 15

Blaen Avon Company

Georgetown:		
N. Long	Capt. ----	110 02

Canal Commerce at Alexandria.

Arrived on Tuesday – Boats G. S. Young, J. H. Stickney and G. P. Lloyd to American Coal Co.; Lillie & May to George's Creek Coal and Iron Co.; P. Sinclair to A. M. Brandt.

Departed – Boats G. S. Young, J. H. Stickney, G. P. Lloyd, Lillie & May and P. Sinclair.

DT, Mon. 12/19/81, p. 3. **Canal Trade**

The following boats, 8 in number, carrying 848 03 tons of coal, left this port Saturday, December 17, 1881:

Consolidation Coal Company

Williamsport:		
Dr. O M Schindell	Capt. Castle	118 19
Muskingum	Capt. Donnelly	130 09
River Nile	Capt. Kimble	128 01
M. A. Shupp	Capt. Kimble	111 08
Georgetown:		
A. B. Turner	Capt. Magruder	121 11
W. A. Smoot	Capt. Myers	<u>119 18</u>
Six boats		720 06

Maryland Coal Company

Williamsport:		
Col. J. C. Lynn	Capt. Reid	117 04

Blaen Avon Company

Georgetown:		
Sallie & Jennie	Capt. Keady	110 13

ES, Mon. 12/19/81, p. 2. **Affairs in West Washington – Grain News** – Arrived – Boat Seneca with 2,500 bushels of wheat.

DT, Tue. 12/20/81, p. 3. **Canal Trade**

The following boats, 6 in number, carrying 685 10 tons of coal, left this port Monday, December 19, 1881:

Maryland Coal Company

Georgetown:

B. L. Slack	Capt. Cartwright	118 02
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Williamsport:

Mary W. Adams	Capt. Mertens	116 07
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Hancock:

Hancock	Capt. Mitchell	98 01
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Three boats		<u>332 10</u>
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Blaen Avon Company

Georgetown:

James Schley	Capt. Reynolds	120 06
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New Central Coal Company

Georgetown:

Alexander Kratz	Capt. Brookman	116 13
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Consolidation Coal Company

Georgetown:

Mollie	Whittington	116 01
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ES, Tue. 12/20/81, p. 2. **Affairs in West Washington – Grain Trade** – Arrived – Boat Medley with 4,000 bushels wheat.

DT, Wed. 12/21/81, p. 3. **Canal Trade**

The following boats, 4 in number, carrying 467 16 tons of coal, left this port Tuesday, December 20, 1881:

Consolidation Coal Company

Georgetown:

Chas. F. Mayer	Capt. Reid	121 13
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W. T. Hassett	Capt. Dunn	<u>121 06</u>
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Two boats		<u>242 19</u>
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Maryland Coal Company

Georgetown:

M	Capt. Wilson	110 16
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Blaen Avon Company

Georgetown:

Susquehanna	Capt. Dick	114 01
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Census Items

The advance sheet No. 271, issued from the Census office is at hand and presents the final official figures of the population of the United States for 1880.

The State of Maryland has 934,953, of which 724,693 are white, 210,230 are colored, 5 are Chinese and 15 are Indians. There are 10,000 more women than men, there being 462,187 males and 472,756 females. Of the entire population 852,137 are natives and 82,806 are foreigners. The population in 1870 was 780,894, a gain for 1880 of 154, 049, or nearly twenty percent.

ES, Wed. 12/21/81, p. 2. **Affairs in West Washington – Grain Trade** – Arrived – Boat Farmers' Friend with 3,000 bushels wheat and 300 bushels corn.

DT, Thu. 12/22/81, p. 3. **Canal Trade**

The following boats, 2 in number, carrying 230 15 tons of coal, left this port Wednesday, December 21, 1881:

Maryland Coal Company

Georgetown:

Captella	Capt. Barlow	117 13
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Blaen Avon Company

Georgetown:

Lizzie K.	Capt. Smith	113 03
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Canal Commerce

Arrived at Alexandria – Boats Thomas Patton and J. J. Swift to American Coal Company; A. H. Agnew to John P. Agnew & Co.

Departed – Boats T. Patton, J. J. Swift and A. H. Agnew.

Sun, Thu. 12/22/81, p. 4. **Cumberland Coal Shipments** - The shipments from the Cumberland coal region for the week ended Saturday Dec. 17, were 53,693 tons, and for the year to that date 2,154,198 tons, an increase of 126,925 tons as compared with the

corresponding period of last year. The coal was carried to tidewater as follows: Baltimore and Ohio Railroad, week 43,406 tons; year 1,380,956 tons, increase over 1880, 161,792 tons.

Chesapeake and Ohio Canal, week 5,433 tons; year 503,753 tons; decrease as compared with 1880, 97,781 tons. Pennsylvania Railroad, week 4,699 tons; year 256,096 tons; increase as compared with 1880, 59,520 tons.

ES, Thu. 12/22/81, p. 2. **Affairs in West Washington** – SALE OF THE OLD FOUNDRY – Duvall’s foundry property, purchased some time ago by Mrs. Boise, has been recently purchased by Mr. Noyes, the well-known Washington machinist.

DT, Fri. 12/23/81, p. 3. **Canal Trade**
The following boats, 3 in number, carrying 335 15 tons of coal, left this port Thursday, December 22, 1881:

Consolidation Coal Company

Georgetown:

George S. Couter	Capt. Summers	109 13
D. Seibert	Capt. Rock	<u>110 13</u>
Two boats		220 06

Maryland Coal Company

Georgetown:

S. H. Irwin	Capt. Hall	115 09
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ES, Fri. 12/23/81, p. 8. **Affairs in West Washington – The Grain Trade** – Arrivals – Boat Loudoun with 3,500 bushels wheat; boat Seneca with 1,200 bushels wheat and 1,200 bushels corn; boat H. M. Talbott with 1,500 bushels wheat and 1,500 bushels corn.

Obstructions to Navigation at the River Front

– Considerable complaint is made by boatmen and merchants doing business on and about Water street of obstructions to navigation, in the shape of old piles and sunken old hulls of disabled vessels, about the wharves. Parties interested state that while the government is clearing out the channel in the interests of commerce, that something should be done by the

District to clear away the obstructions alluded to. One of these obstructions is an old hull alleged to have been sunk just below the ferry landing, opposite the wharf of Mr. G. L. Sheriff by the Ferry company, and is a serious impediment to navigation, especially to the landing of steamboats. A rather anomalous fact is that the Commissioners have recently appointed a harbor master for Washington, while there are no harbor regulations for this port, thus creating an officer without functions to execute any regulation he may find it necessary to make for harbor government. Such rules and regulations as are proper for the harbor of Washington should be made and receive the sanction of Congress.

AG, Fri. 12/23/81, p. 3. **The Canal** – Navigation on the Alexandria Canal will be suspended some time next week, when the work of lengthening the locks on the Chesapeake and Ohio Canal will be commenced. All the boats belonging to the American Coal Company have been unloaded. There are now but twelve boats out consigned to Messrs. J. P. Agnew & Co. These boats are expected to arrive here next week, when the water in the canal will be cut off.

DT, Sat. 12/24/81, p. 3. **Canal Trade**
The following boats, 4 in number, carrying 430 17 tons of coal, left this port Friday, December 23, 1881:

George’s Creek Coal Company

Georgetown:

F. L. Moore	Capt. Wilgus	93 10
City of Hamburg	Capt. Wilkins	<u>114 19</u>
Two boats		208 09

New Central Coal Company

Georgetown:

Katie & Eddie	Capt. Wilkins	111 09
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Maryland Coal Company

Williamsport:

Capella	Capt. Barlow	111 01
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DT, Mon. 12/26/81, p. 3. **Want to Reach the Canal** – In the Circuit Court of this county a bill has been filed on the equity docket, by the

Pennsylvania railroad, to compel the Baltimore & Ohio Railroad Company and Chesapeake & Ohio Canal Company to carry out the agreement of 1841, and allow it to connect with the basin track of the Baltimore & Ohio Railroad Company, and run coal and commodities down into the city with its own engines, instead of being limited as at present to the exclusive use of the Baltimore & Ohio Railroad Company's engines.

Sun, Mon. 12/26/81, p. 4. **Letter from Cumberland** – The Pennsylvania Railroad in Maryland yesterday filed a bill in the Circuit Court here to compel the Baltimore and Ohio Railroad and Chesapeake and Ohio Canal to carry out the agreement made between the two corporations in 1851, and allow it (the Pennsylvania Company) to connect with the basin track of the Baltimore and Ohio Railroad and run coal to the canal with its own engine. At present the cars of the Pennsylvania Company are carried to the canal by Baltimore and Ohio engines. The agreement has heretofore been thoroughly ventilated in the railroad litigation, and its terms are familiar to all interested.

DT, Wed. 12/28/81, p. 3. **Accidental Drowning at North Branch.** – At a late hour Monday night, a colored man, named Samuel Wright, aged about twenty-three years, was accidentally drowned at the middle lock at North Branch. The circumstances of the affair are substantially as follows: The deceased had been employed at the lock since the 11th of October, and was in charge on Monday night. At about 11 o'clock a boat approached the lock and signaled for it to be opened, but met with no response, and upon investigation it was found that the watch-house, occupied by the attendant, was empty. All search failing to discover the missing man, Superintendent Kelley this morning had the water drawn off from the lock, and the body of the unfortunate negro was found lying at the bottom. Coroner Strong was notified immediately and proceeded to the spot, where he

took depositions of several witnesses and returning to Cumberland summoned the following jury: Messrs. J. J. Wegman, Conrad Swartz, John Meister, Isaac Richards, George Langlotz, Matthias Maus, Lewis Young, Chas. Shober, John Tauber, Robert B. Laney, Conrad Ludwig and N. Gottlieb. The remains were brought to this city yesterday afternoon, and the jury, after viewing the body and hearing the statement of Dr. Wilson, who had been called, that there were no marks of violence on the body, rendered a verdict that the "deceased had come to his death by accidental drowning." It is presumed that the man made a misstep, owing to the darkness of the night and the stormy weather, and was precipitated into the lock with the above fatal result.

H&TL, Wed. 12/28/81, p. 3. The work of lengthening the locks on the Chesapeake and Ohio Canal is to commence January 1. The material for the purpose is now being distributed at the different locks.

ES, Wed. 12/28/81, p. 8. **Affairs in West Washington – The Grain Trade** – Arrived – Boat Medley with 2,500 bushels wheat and 1,500 bushels corn; boat E. L. Whiting with 3,000 bushels wheat; M. C. W. Boyer with 4,100 bushels wheat.

DT, Thu. 12/29/81, p. 3. **The Doubling of the Locks.** – There has been considerable pressure upon the canal company from our coal operatives to keep open the canal as long as the weather permits, and it is probable the request will be granted.

Yesterday three boats left this port carrying 120,000 feet of lumber for use in lengthening the locks above Georgetown. The lumber is from H. G. Davis & Co., who have a large contract to fill; though they informed Mr. Willison, collector of this port, that they would not be able to deliver any more lumber before April next.

Mr. Mertens has also a large contract for lumber for the same purpose.

It is more than probable that, owing to the open winter and the inability to get the lumber for the work, not more than half the locks designed to be doubled will be completed the coming year.

Sun, Thu. 12/29/81, p. 4. The coupons of the Repair bonds of the Chesapeake and Ohio Canal Company, due 1st January, will be paid at the Farmers and Merchants' National Bank of Baltimore.

ES, Thu. 12/29/81, p. 1. **Affairs in West Washington – The Grain Trade** – Arrival boat Samuel Jarboe with 2,500 bushels wheat and 200 bushels corn.

DT, Fri. 12/30/81, p. 3. **Drawing off the Water.** – The canal authorities have issued orders for drawing off the water in the canal on Tuesday next; and consequently, the shipments of coal will cease with tomorrow.

Sun, Fri. 12/30/81, p. 4. **Cumberland Coal Shipments** - The shipments from the mines of the Cumberland coal region for the week ended Saturday December 24, were 43,518 tons, and for the year 1881, 2,197,715 tons, an increase of about 135,000 tons over last year. No exact comparison can be made, as the report for the last Saturday in December is usually omitted, and a report made for the 7, 8, 9, 10 or 11 days ending December 31. The coal was carried to tidewater last week as follows: Baltimore and Ohio Railroad, week 34,658 tons; year 1,415,613 tons. Chesapeake and Ohio Canal, week 1,586 tons; year 505,339 tons. Pennsylvania Railroad, week 7,067 tons; year 273,163 tons. The coal was brought from mines as follows: Cumberland and Pennsylvania Railroad week 33,984 tons; year 1,903,428 tons. George's Creek and Cumberland Railroad week 6,116 tons; year 207,824 tons. Baltimore and Ohio Railroad week 1,401 tons; year 67,993 tons. West

Virginia Central and Pittsburg Railway week 1,691 tons; year 10,235 tons.

ES, Fri. 12/30/81, p. 2. **Affairs in West Washington – Grain Trade** – Arrived – Boat Farmer's Friend with 1,200 bushels corn and 1,700 bushels wheat; boat Seneca with 1,500 bushels wheat.

DT, Wed. 1/4/82, p. 3. **The Coal Sent by Canal Last Season.** – Through the courtesies of Mr. John T. Edwards, assistant to Asahel Willison, Esq., collector of the Chesapeake & Ohio Canal Company, at this port, we have before us the advance sheet of the official statements of the shipments of coal from this point from the opening of the season in March to the close of the season on Saturday, a period of ten months. The total number of tons is 521,189 13, of which 477,423 08 tons were shipped to Georgetown, 38,109 07 tons to Williamsport, 1,577 17 tons to Hancock, 2,390 14 tons to Shepherdstown, W. Va., 505 08 tons to Berlin and 1,182 19 tons to sundry points. The total is about 94,000 tons short of last year's shipments, owing principally to the drought of August and September, causing very low water, the lateness in the opening of the season and the delay in the laying of the Short Line crossing.

The monthly shipments were as follows: March, 6,107 10; April, 37,589 15; May, 70,020 02; June, 61,808 07; July, 70,475 06; August, 64,150 02; September, 28,104 11; October, 70,764 01; November, 81,587 13; and December, 30,582 06. The heaviest shipment was November, 81,587 13; the lightest in September, 28,104 11 tons. The heaviest shippers of the season were the Consolidation Coal Company, 173,895 08; Borden Mining Company, 195,502 19; and the New Central Coal Company, 61,649 07 tons.