

COMPILATION OF  
CANAL TRADE ARTICLES FROM  
***THE NEWS***  
a Frederick, Md. newspaper,  
and  
***THE HEARLD AND TORCH LIGHT***  
a Hagerstown, Md. newspaper,  
and  
***THE BALTIMORE SUN***  
a Baltimore Md., newspaper,  
and  
***DAILY CRITIC***  
***NATIONAL REPUBLICAN***  
and  
***THE EVENING STAR***  
three Washington, D. C. newspapers  
1885

Compiled by  
William Bauman  
C & O Canal Association Volunteer  
[wdbauman10896@gmail.com](mailto:wdbauman10896@gmail.com)

JULY 2018  
Revision 1, FEBRUARY 2024

A. PREFACE

This compilation of newspaper articles about the C. & O. Canal is one of a series. These newspapers were found online. Articles from *THE NEWS* are preceded by *News*, from *THE HEARLD AND TORCH LIGHT* are preceded by H&TL, from *THE BALTIMOR SUN* are preceded by *Sun*, from the *DAILY CRITIC* are preceded by CR, from the *NATIONAL REPUBLICAN* are preceded by NR, and those from *THE EVENING STAR* are preceded by ES.

This Revision 1 includes additional articles on grain canal boats arriving in Georgetown. This report documents the arrival of a lot of coal; where does it go? It is put on schooners which carry it to eastern ports. Those schooner arrivals and departures are to be found in **Shipping News**. Note that ice was brought from New England and coal was carried on the return trip.

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

William Bauman  
July 2018  
Revision 1, February 2024  
[wdbauman1086@gmail.com](mailto:wdbauman1086@gmail.com)

## Canal Trade – 1885

*News*, Thu. 1/1/85, p. 4. **The C. & O. Canal Appointments** – Mr. James P. Biser has been promoted from the position of boss carpenter of the C. & O. canal to that of superintendent of the first division, in place of J. J. Moore, resigned. The two positions have been consolidated. Mr. Biser is a son of the late Daniel S. Biser, of this county. The salary is \$90 per month, during January and February, and \$125 the remainder of the year, with \$25 per month for horse hire.

*Sun*, Fri. 1/2/85, p. 4. **Canal Coal Shipments for 1884** – Cumberland, Md., Jan. 1 – The annual report of Mr. Willison, collector of the Chesapeake and Ohio canal at this point, giving a detailed account of coal shipments for 1884, has been completed, and shows that the total amount shipped by canal from March, when the season opened, to date, was 378,352 tons 13 cwt. The coal was shipped to the following points: to Georgetown, 296,318 tons 4 cwt; Williamsport, 76,435 tons 16 cwt; Shepherdstown, 3,502 tons 6 cwt; Hancock, 1,435 tons 12 cwt.; other points, 669 tons 15 cwt. The total shipments of the companies sending over 25,000 tons by canal were as follows: Consolidation, 147,307 tons 17 cwt; George's Creek, 63,108 tons 10 cwt; Borden, 49,504 tons 3 cwt; American, 38,650 tons; Maryland, 25,739 tons 15 cwt. The season's total was over 300,000 tons behind that of 1883.

*News*, Sat. 1/3/85, p. 2. **Speaking** of the cutting down of wages on the C. & O. Canal, the Baltimore *American* has a significant parable with a moral attached as follows: "An Indian once had a blanket, and to make it longer he cut off a piece at the foot and sewed it on the other end. To his disappointment, the blanket did not lengthen. He then repeated the operation. The blanket grew still shorter. He tried it again, with the same result. And after several more repetitions, he realized his folly. This fable does

not teach very much, but we would remind President Baughman that cutting off the salaries of laboring men at one end of the canal and paying them out again in the shape of fat lawyer's fees at the other end is not going to make the big ditch pay any dividends."

Sat. 1/3/85, p. 2. **Maryland Affairs** – President Baughman has issued an order cutting down salaries on the Chesapeake and Ohio Canal during the winter months.<sup>1</sup>

*Sun*, Mon. 1/5/85, p. 6. **Ex-Gov. Thomas and the Canal** – The Easton (Talbot county) *Star* denies the story which has been going the rounds of some of the party press of Maryland, that ex-Gov. Thomas is the regular salaried counsel of the Chesapeake and Ohio Canal. The *Star* says: "The story is false, Gov. Thomas, with other gentlemen of the bar, was some time ago employed as counsel to defend the canal in an important suit, for which service he was paid by the canal company. Recently the company was sued again and desiring the services of the counsel engaged in the previous suit to defend it, Gov. Thomas was retained with his other colleagues, except Mr. Wallis, who had been engaged on the other side. The Governor is no more a salaried officer of the canal company than he is a salaried officer in any other suit he might bring or defend for an individual. Mr. Chas. J. M. Gwinn is the regular salaried counsel of the canal company."

*News*, Mon. 1/5/85, p. 3. **The Canal Trade of 1884** – Cumberland, January 2 – The official report of the Chesapeake and Ohio Canal is an interesting statement of the statistics for the year just closed. The shipments to Georgetown, Williamsport and other points along the line of the canal being 378,352 tons 13 cwt. Taken by the months, the shipments were as follows: March 3,518 tons 14 cwt.; April 42,763 tons 6 cwt.; May 59,033 tons 18 cwt.; June 39,999 tons 4 cwt.; July 27,863 tons 3 cwt.; August 44,748

<sup>1</sup> *The Democratic Advocate*, Westminster, Md.

tons 16 cwt.; September 35,986 tons 14 cwt.; October 57,509 tons 3 cwt.; November 57,130 tons 15 cwt.; December 9,279 tons; total 378,352 tons 13 cwt. The Consolidation Coal Company's shipments were 147,307 tons 17 cwt., a slight decrease as compared with the year 1883. The George's Creek shipments were 63,108 tons 10 cwt., a considerable increase, as is also the National Company which shipped 21,385 tons 18 cwt. The Borden Company shipped 49,504 tons 3 cwt.; the American 38,650 tons; and the Maryland 25,739 tons 15 cwt. The other companies, namely the Blaen Avon 753 tons 10 cwt., New Central 488 tons 7 cwt., and Keystone 210 tons 5 cwt., all show a decided decrease as compared with the previous year, whose shipments amounted to almost nothing. Their business during the year by railroad has been good, but the official report of the region has not yet been issued. The shipments by canal, if no better than last year, would not pay for the trouble of transportation by that route, and if nothing is done this year by the new president and board of directors to increase the shipments, the canal will soon be a thing of the past, without profit to the state, and a loss rather than a gain to the poor boatmen dependent upon it for support.

*News*, Fri. 1/9/85, p. 2. **Personal** – Louis G. Stanhope has resigned his position as superintendent of the Western division of the Chesapeake and Ohio canal.

*News*, Thu. 1/8/85, p. 1. **Verging Upon Bankruptcy** – Annapolis, Md., Jan. 7 – In Comptroller Turner's report on State finances sent to Gov. McLane yesterday appears the following statement in regard to the finances of the Chesapeake and Ohio Canal Company. This company, as shown by the report of the president made to the stockholders at their last meeting, is verging upon bankruptcy. Harassed alternately by floods and droughts during the past season and now by vexatious suits, it would seem that the fates had conspired against it. The expenses of the canal have been reduced to the minimum,

and since then an active and energetic gentleman has been placed at its head, who promises to make an earnest effort to place the canal once more upon a paying basis. In the face of these things, it would seem that the interest of all concerned can be best subserved by everyone interested in this great work of internal improvement giving to the new administration a hearty and cordial support. The state's claim against this canal, in bonds, stocks and interest amounts to \$24,566,412.20.

*News*, Tue. 1/13/85, p. 1. **The C. & O. Canal Troubles** – The *Baltimore American* says – The wrangle between the canal and anti-canal papers is becoming decidedly interesting. One feature of the quarrel is noticeable. The papers which defend the canal management admit that what has been said about the appointment of the canal counsel is true. They make apologies, but no denials; and not one of them has as yet come out with an official explanation, giving the canal authorities and the canal counsel.

*News*, Thu. 1/15/85, p. 4. **C. & O. Canal Meeting** – The directors of the Chesapeake and Ohio canal will meet at the home of President Baughman, this city, on the 22<sup>nd</sup> instant. The meeting will be a very important one, as it is understood the subject of adjustment of tolls will be brought up.

*News*, Fri. 1/16/85, p. 4. Mr. William Weber, of Cumberland, well-known as a journalist and printer in Western Maryland, died on Wednesday evening in the 74<sup>th</sup> year of his age. He was at one time a collector of the C. & O. Canal and learned his trade as a printer in Frederick.

-----  
**Resignation of a Canal Boss** – Mr. Robert Butler, of Jefferson, has resigned his position of a boss of the canal. Mr. Butler was an efficient officer and had been in the employ of the company for many years. Mr. Charles Renneberger, a citizen of Buckeystown District, has been tendered the position.

Sat. 1/17/85, p. 3.<sup>2</sup> A meeting of the Directors of the Chesapeake and Ohio canal will be held in Frederick city on the 22<sup>nd</sup> of this month, when it is expected the toll rates will be adjusted and other matters of importance transacted.

-----  
Mr. F. H. Darby [Locktender at Lock 44], has a telephone placed in his residence, near town. The line was constructed Tuesday last, by Prof. Smith, the company's electrician, and before evening Mr. Darby was talking to the Williamsport and Hagerstown exchanges, and the out-side world.

*News*, Sat. 1/17/85, p. 1. **What is to become of the Canal** – From the *New York World* – “What is to become of the Chesapeake and Ohio Canal is an important question. It is practically bankrupt. Started in 1842 it has carried some 14,000,000 tons of Cumberland coal, but its tonnage has been gradually a decreasing one. The State of Maryland has a large investment in this canal, and it should not be allowed to fall into disuse. The vital importance of this artery to the coal beds of Allegany county, Maryland, can scarcely be realized during its existence.”

*News*, Wed. 1/21/85, p. 4. **The Forthcoming Season on the Canal** – President Baughman, of the Chesapeake and Ohio Canal, was in Baltimore yesterday and met a number of the coal operators, who do a good deal of the shipping from Cumberland. The canal board will hold a meeting in this city tomorrow, but it is not expected that much business will be done, and an adjournment will probably be had to Baltimore to meet at an early day. Col. Baughman favors as low a tariff of tolls by the canal as can be made, consistent with its proper operation, and there is a probability of lower tolls, by several cents at least, than last year, when the charge was 36 cents per ton.

*News*, Thu. 1/22/85, p. 4. **Meeting of the C. & O. Canal Directors** – The directors of the Chesapeake and Ohio Canal Company met in the private parlor of the City Hotel this morning. Present, President Baughman, A. Willison, P. Halmil, John Humbird, S. Gambrill, R. H. Dobbin, Spencer Watkins, H. W. McClure. Gen. Berritt, of Washington, was the only member not present. The toll question was very generally discussed and will be decided at an early day. The same policy of retrenchment adopted by President Baughman is being carried out and a considerable reduction has already taken place. Notwithstanding the heavy expenditure on the canal for all kinds of materials, which had to be purchased, the payroll for December, 1884, is about five thousand dollars less than it was for the same month in 1883. This is the first month that the new president has had charge of the affairs of the canal. It is stated that a much larger saving will be made for Jan. as compared with Jan. of 1883. All the lumber, cement and other articles necessary for the repairs have already been purchased and work is being pushed ahead. The Board is [illegible] the indications are that a heavy business will be done. The president intends to carry out a [illegible] policy and is doing all in his power to arrange for the payment of the merchants and laborers along the canal who have not been paid for so many months. A renewed confidence seems to have been restored all along the canal. The board adjourned today to meet at the call of the president.

H&TL, Thu. 1/22/85, p. 3. **Death of a Former Citizen** – Mr. William Weber, one of the oldest and most widely known and respected of the citizens of Cumberland, died in that city last Wednesday night in his 78<sup>th</sup> year. The immediate cause of his death was shock and congestion of the brain, following the removal of a large cartilaginous tumor from his head. It was the sixth time the tumor had been removed. He was a man of upright character and genial

<sup>2</sup> *The Williamsport Leader*, Williamsport, Md.

temperament, and was at the time of his death, and had been since 1827, a consistent member of the Methodist Episcopal Church. He was an excellent printer, was one of the journalists of the old school and had conducted with signal ability the papers with which he had been connected. He was born in Sharpsburg in this county, but when he was only seven years old his parents moved to Frederick, where he learned the art of printing and about 1830 became foreman of the "Citizen" office. In 1883 he obtained an interest in the "Mail" of this city and moved here, continuing to be the editor of that paper until 1844. During that period, he was a judge of the Orphans' Court and in 1842-43 represented this county in the State Legislature. In 1846 he removed to Cumberland and purchased "The Weekly Alleganian," which he published until 1860. There also he was for several years a judge of the Orphans' Court, he 1850 represented the county in the State Constitutional Convention and in 1851 was elected State Senator and held that position for four years. During Buchanan's administration he was cashier of the Custom House at Baltimore. In 1870 he was appointed collector at Cumberland for the C. & O. Canal Company, which position he retained until the spring of 1876, when his failing eye sight compelled him to resign. His wife, Mary Philips of Frederick county, died several years ago. He leaves two sons, William E., president of the Third National bank, of Cumberland, and Howard Kennedy, cashier of the First National bank, of Springfield, Illinois.

ES, Fri. 1/23/85, p. 4. **Affairs in West Washington – C. & O. Canal Affairs** – The board of directors of the Chesapeake and Ohio canal met in Frederick, Md., yesterday, when the toll question was discussed, but nothing definite was determined upon pending the action of the railroads in regard to freights. The indications are that the tolls will be reduced a few cents. In order to personally look after all kinds of repairs, the president and treasurer of the canal will make a trip over the line from Georgetown to

Cumberland. With a view of securing a more efficient system of labor, and prompt reports of the actual condition of things, it was determined that the president should issue orders to the superintendents requiring them to go over their entire divisions at least once a month, and to furnish a written statement of the condition of the canal, as they find it, and its requirements. Each division boss will also be instructed to make similar monthly reports to his superintendent.

*Sun*, Wed. 1/28/85, p. 4. **Maryland Coal Trade for 1884.** Cumberland, Md., Jan. 27. – The official report for the Cumberland coal trade for the past year has just been issued by the Cumberland and Pennsylvania Railroad Company. It gives the total output as 2,934,979 tons, which is 86,000 tons more than the total shown by the statement of shipments to tidewater, published recently, the difference being that the present statement embraces the entire consumption, including coal used in the rolling mills here, and fuel for locomotives, etc. The coal was shipped as follows: to Baltimore and Ohio Railroad, 2,099,000; to Chesapeake and Ohio Canal, 344,954 [tons]; to Pennsylvania Railroad, 356,097 tons. The balance was surplus and local consumption.

*News*, Thu. 1/29/85, p. 1. **Will the Pennsylvania Pool?** – Baltimore, Jan. 28 – It is now positively announced that the Baltimore & Ohio and Pennsylvania railroads will perform their proposed pool. The original basis of allotment has been agreed upon by which the Baltimore & Ohio gets 45 percent of the shipments to tidewater, and the Pennsylvania 55 percent.

The general feeling is that the Baltimore & Ohio has made a very bad bargain for its own interests, and those dependent upon it. The basis of rates agreed upon is very low, and to compete with it the Chesapeake and Ohio Canal will have to carry on small margins to get the output of the Cumberland coal region.

*News*, Thu. 2/5/85, p. 2. The *Cumberland Times* has an interesting account of an interview with Colonel Baughman, in which that gentleman gave an account of his plans for the administration of the canal, to be considered by the Board of Directors at their meeting on Friday. According to the *Times* report, the president stated that now that the railroad pool had been formed, the board was able to act intelligently for the first time, and that at the meeting in Baltimore, a rate would be fixed which would be a few cents lower than at present. President Baughman said that whenever the coal companies were willing to meet the canal in its endeavors and to guarantee them a shipment of 700,000 tons of coal, that he would do all in his power to secure lower tolls. He said that 700,000 was fixed as the minimum figure, which would allow the reduction to 25 cents, as this amount would only leave a margin of \$25,000 profit over running expenses.

With regard to the recent changes in superintendents, he said that in making these appointments he was not in any way influenced by the connection of the appointees with any political personages. He affirmed his intention to conduct the canal solely upon business principles, and further declared his absolute independence of any person in its administration.

This news will be gratifying to the very many who have resigned themselves to the contemplation of the canal presidency as a mere political footstool, for which the state has to pay, and in regard to which the interests of the citizens have been treated with a mixture of apathy and scorn by the politicians who have scrambled into prominence through the aid of "Gorman's ditch."

*Sun*, Thu. 2/5/85, p. 4. **Maryland Items** – The *Cumberland Times* says that from all information obtainable it appears that Lewis G. Stanhope has not resigned from the Chesapeake and Ohio Canal, but was desired and expected to, and his successor, Mr. Mulvaney, has certainly been

appointed. It is possible the matter may come up before the canal board next Friday in Baltimore.

H&TL, Thu. 2/5/85, p. 2. "It is understood that Mr. L. G. Stanhope, of this city, has resigned the Superintendency of the upper division of the Chesapeake and Ohio Canal, and that Mr. Edward Mulvaney, of Allegany county, has been appointed to fill the vacancy."

DC, Sat. 2/7/85, p. 2. An important reduction of tolls on the Chesapeake and Ohio Canal is a subject of much local interest. The reduction agreed upon yesterday was necessitated by the railroad competition and decreases the charges to a figure lower than that charged for land transportation. By this means the canal managers hope to secure a prosperous season and infuse new life into the sluggish trade on the time-honored waterway.

ES, Sat. 2/7/85, p. 2. **Canal Tolls Fixed**

At a meeting of the board of directors of the Chesapeake and Ohio Canal Co. in Baltimore yesterday the tolls for the coming season were fixed at 22 cents a ton, with 4 cents wharfage, making the charges for the transportation of coal by the canal from Cumberland to Georgetown 26 cents, a reduction of 10 cents a ton from last season, when the charges were 36 cents. Under the new schedule of charges, which are the lowest ever known on the canal, the cost of the transportation of coal to tidewater will be about as follows: Expenses from the mines to Cumberland, 30 cents a ton; boating 70 cents; tolls and wharfage, 26 cents – total \$1.26. This is a little lower than the cost by railroad, which has been fixed at \$1.30 per ton after the drawback has been allowed. The canal charges were placed at the reduced figures to meet the railroad competition.

The directors decided to do away with all the local counsel in the various counties along the line of the canal, also the counsel in the District of Columbia, who have been receiving retaining fees. The next meeting will be held in

this city, when the directors will inspect the canal at Georgetown.

ASTONISHING THE CANAL POLITICIANS  
The Cumberland *Daily News*, February 3, says:  
“Col. Baughman is astonishing some of the democratic politicians. Since he came into office some two months ago, Lewis H. Stanhope and Jesse Moore, division superintendents, have been allowed to ‘resign.’ These two officials were generally supposed to be the Western Maryland right and left bowers of Senator Gorman, and as such, particularly distasteful to the *Hambletonian*’s. \* \* \* We don’t care if Col. Baughman reduces his party to such size that a canal boat hauled by two half-starved mules will hold them all, if he will only give us a successful administration of canal affairs and make that great highway profitable.”

ES, Mon. 2/9/85, p. 4. **The Free Bridge** – To the Editor of *The Evening Star*: There seems every prospect now of having a free bridge at the Aqueduct, as the report made by the Attorney General upon the title tendered to the government finds the same to be satisfactory in all respects except as to the right to cross the Chesapeake and Ohio canal from Bridge street to the north abutment, and as to a portion of lot 7, 22 feet by 46; and that it is only necessary that the easement which the canal company now has should be ratified by a deed thereof from the Chesapeake and Ohio canal to the United States. As this is only a technical matter, and of no pecuniary importance whatever, it is believed that the Chesapeake and Ohio Canal company, on the request of the Secretary of War, would unite in the deed or grant the easement referred to. X.

Mon. 2/9/85, p. 1. **OUTLOOK ON THE CANAL** – Cumberland, Feb. 9. – The news of the reduction of tolls from 36 to 26 cents per ton on the Chesapeake and Ohio Canal has caused much favorable comment. There will be few (if any) coal-boats built this year, for the simple reason that the coal companies last year, and in fact for several years past, have been losing

confidence in the management of the canal. The companies this year refuse to pledge themselves to ship any more than they did last year, which, according to the official report, was 344,954 tons.

The cost of shipping coal by canal this year will be about \$1.35 per ton to Georgetown, besides the incidental expenses, which will give the canal no advantage over the Baltimore & Ohio Railroad, which charges \$1.35 per ton to Locust Point. The boatmen will expect at least 70 cents per ton to Georgetown, which might be sufficient wages for them to barely live, provided they have constant work. The boatmen last year received 60 cents per ton to Georgetown, which was considered starvation rates, as they could not make more than two and a-half trips per month.

The principal companies that will ship by canal this year are the Consolidation, George’s Creek Coal & Iron Company, the Borden Mining Company and probably the Maryland and American companies, which would require 325 boats to ship 600,000 tons – all the boats in existence at present. There are five boat-yards in this city, which have a capacity to build about twelve boats per month. All these boat-builders would have been at work this winter had the toll been reduced this time last year to 25 cents per ton, which would have enabled the companies to have shipped 700,000 tons. The Maryland and American Coal companies, which shipped by canal in 1880 175,000 tons, last year only shipped 64,139 tons. This year the shipments by these two companies (which own all the stock of the George’s Creek & Cumberland Railroad) may be very small, as they have been opposed to the canal management ever since the crossing difficulties in this city in 1881, when they accused President Gorman of acting in bad faith toward their new railroad.

ES, Tue. 2/10/85, p. 5. **Affairs in West Washington** – A Canal Boat Raided – A police raid was made on a canal boat laying at the foot of Market street Saturday night. The boat has been a rendezvous for a large number of colored



disorderly characters, both male and female, for some time. One or two important arrests were made in this raid.

*Sun*, Thu. 2/12/85, p. 4. **The Chesapeake and Ohio Canal Bonds** – It is understood that the Chesapeake and Ohio canal repair bonds, which it has been before stated are to be sold to wipe out the floating debt of the canal, are likely to be taken by a Baltimore syndicate. The canal board, at its meeting last week, it is said, authorized the negotiation of the sale of \$260,000 of these repair bonds, \$189,000 at 86 and \$71,000 at 80, and it is reported that a syndicate, of which the banking house of Messrs. Robert Garrett & Sons are at the head, will take the whole offering. It is argued that the sale is a good one for the canal with its present standing as to financial credit, and that as the bonds are to be sold, it is at least some advantage to have them taken by home people. It was stated that the canal should be able to earn its operating expenses and the \$30,000 interest on the \$500,000 of repair bonds. Some \$125,000 of them were sold under previous administrations and a portion were hypothecated. The canal repair bonds differ from the former canal bonds in that the latter were simply a lien on the revenues of the canal. The repair bonds are a lien on the canal itself, and in case of default the canal itself may be sold under foreclosure of the mortgage.

H&TL, Thu. 2/12/85, p. 2. The tolls on the canal have been fixed at 26 cents per ton for this season and the appointment of Mr. Edward Mulvaney, of Cumberland, as Superintendent, in place of Mr. Lewis G. Stanhope, has been confirmed by the Board of Directors.

*News*, Fri. 2/13/85, p. 1. **C. & O. Canal Affairs** – Cumberland, Feb. 12 – It is thought the cold snap may delay the opening of the Chesapeake and Ohio canal beyond the time fixed. So far little can be learned regarding the probable tonnage to be shipped by canal the coming

season, as it is stated few if any sales of coal have been made. It is understood that seventy cents will most likely be the rate of freight to boatmen, with trippage at twelve cents a ton. The average rate of freight at the close of navigation last season was sixty five cents. It is reported in Baltimore that a syndicate, of which the banking house of Messrs. Robert Garrett & Sons are at the head, will take the whole offering of the Chesapeake and Ohio canal repair bonds, which are to be sold to wipe out the floating debt of the canal. - \$189,000 at 86 and \$71,000 at 80.

*News*, Sat. 2/14/85, p. 4. **Chesapeake and Ohio Canal Bonds** – In reference to the reported sale of Chesapeake and Ohio Canal bonds, President Baughman while in Baltimore on Thursday is reported to have said: “There has been no sale made of the Chesapeake and Ohio Canal bonds issued under the act of 1878. There is no doubt, however, that we are anxious to make a satisfactory sale. The act of 1878 was passed for the purpose of enabling the canal company to raise the amount of money necessary to put and keep the canal and its works in good condition and repair, to pay its current expenses, and to provide such supply of water as may be necessary to make the canal effective as a means of transportation. This act has not been, owing to various circumstances, hitherto utilized. The needs of the canal, the proper claims of those who have furnished labor and material to keep the canal a living, going concern, and the need of having a canal in proper order at the opening of navigation, make it the duty of those in charge of the canal to avail themselves of the powers which the General Assembly have given them; and if a favorable opportunity is afforded for the exercise of such powers, it will be promptly availed of.”

*News*, Tue. 2/17/85, p. 4. **Prospects of the C. & O. Canal** – Paymaster Gambrill of the canal said yesterday that the ordinary repairs of the canal were being pushed with vigor and the canal will be ready for navigation by March 15. The

reduction of tolls to 26 cents, he said, had a marked effect on all the interests connected with the canal. Ship-owners and boat-builders were hard at work building and repairing everything along the line that could carry coal.

ES, Tue. 2/17/85, p. 3. **Affairs in West Washington – The C. & O. Canal Repairs** – Secretary Gambrill, of the Chesapeake and Ohio canal, says that the ordinary repairs on the canal are being pushed with energy, and that the canal will be ready for navigation by March 15<sup>th</sup> at the farthest. The reduction of tolls, he says, is met with satisfaction, and a brisk season is predicted.

Sun, Tue. 2/24/85, p. 4. **PRESIDENT BAUGHMAN'S PLANS** – In an interview with Col. L. Victor Baughman, president of the Chesapeake and Ohio Canal, on the financial policy of his administration and the statement that the management would be likely to play an important role in the politics of the State, the following interesting points were elicited:

The *Sun* reporter said to Col. Baughman: "I see it stated that the democrats of Western Maryland are excited at the proposed sale of the repair bonds of the Chesapeake and Ohio Canal for the payment of the wages of the laborers and other debts of the canal management. Is it proposed to make sale of these bonds?"

Col. Baughman replied: "I have repeatedly stated, both publicly and privately, that such a sale will be made if a purchaser can be found at a fair price, and I see no reason for abandoning the purpose."

"But in this connection fears are expressed, it is said, that these bonds may fall into the hands of parties antagonistic to the canal, and Western Maryland thereby suffer."

"This would seem to imply that the people of Western Maryland are not alive to their own interests, or are incapable of taking care of them, neither of which, I take it, is true. These bonds are on the market. Every one interested has ample opportunity of looking over the fields and protecting such interests as he may have. If,

as it has been suggested, it is the interest of the Baltimore & Ohio Railroad to buy these bonds and seek to cripple the canal, it is equally the interest of others not less powerful and able than the railroad to see that no such scheme is consummated. I take it for granted that the people of Western Maryland are no more asleep than others who have interests to look after. This kind of talk leaves out of view the city of Cumberland, the wealthy coal companies, and all the varied industries connected with and depending upon the maintenance of the canal as a means of cheap transportation."

"Some doubts have been expressed as to the power of the canal company to dispose of these bonds."

"Not seriously I think: the language of the law would seem to be too full and explicit for a serious doubt on the subject. But be that as it may, the present canal administration does not propose to do anything not sanctioned by the United States court. Should a sale of these bonds be effected, it will be reported to the court in which the proceeding for a receiver is now pending and will be subject to its approval or disapproval. I do not see how the most inveterate carper can have any objection to such a course. I think the present administration should at least have credit for honesty of purpose, and so far as the wisdom of their policy is concerned, let what has already been done speak for itself. Twenty odd thousand dollars of indebtedness have already been paid off, the pay-rolls have been reduced to twelve thousand dollars within three months, and a system of economy adopted which at the end of the year will show a saving of from twenty-five to thirty thousand dollars."

"It is said, Mr. President, that the canal will again soon play an important part in the politics of the State."

"This is a mistake: it is worse than a mistake – it is slander. What other administrations have done I neither know nor care, but whilst I remain at its head it will play no part, important or otherwise, in the politics of

the State. Call me a politician – a partisan, if you please, I won't be offended. I speak not in my capacity as a citizen, but as the president of the canal I have no politics. I am the trustee of those having interests in the work, and, so far as my ability goes, I will be true to my trust. If there is any man, or any set of men, who are looking forward to the canal management as a factor in their political schemes or ambitions, they may as well understand now, once and for all, that they will be mistaken. Any one is at liberty to cut this out and file it away for future reference. So far as the senatorial question is concerned, to which I presume this rumor points, I make no concealment of the fact that I have my preference, as I presume every other independent citizen has or will have, and at the proper time shall use what personal influence I may be able to exert legitimately to gratify that preference.”

H&TL, Thu. 2/26/85, p. 1. **THE CANAL REPAIR BONDS** – The Board of Directors of the C. & O. Canal have determined to sell the repair bonds, not heretofore sold, to pay off the floating debt of the canal, and it was reported that a syndicate in Baltimore, of which the banking house of Messrs. Robert Garrett & Sons is the principal party, would take the whole amount to be sold (\$260,000). Some \$125,000 of these bonds were sold under previous administrations and a portion were hypothecated for loans made to the canal. They differ from all other canal bonds in that they are a lien on the canal itself and in case of default in them it may be sold under foreclosure of the mortgage given to secure them. President Baughman has denied that any sale has been made, but recently said there was no doubt that we (the Board) were anxious to make a satisfactory sale; the needs of the canal, the proper claims of those who have furnished labor and material to keep the canal a living, going concern, and the need of having the canal in proper order at the opening of navigation, making it the duty of those in charge to avail themselves of the powers which the General Assembly had given them by the act of

1878, authorizing the issue of the repair bonds. It looks as if matters were slowly shaping themselves so as to cause the canal to pass into the control of the B. & O. R. R. Co., and thus enable it to shut off the only competitor for the carrying trade of the Allegheny coal region.

*News*, Fri. 2/27/85, p. 2. **The Baltimore Sun** yesterday reported the demise of a colored woman who had literally and truly laughed herself to death. The poor creature had probably been reading a statement that the C. & O. Canal is not to be run any longer as a political machine.

*News*, Fri. 2/27/85, p. 1. **Cumberland Will Be Chief Mourner** – From the *Cumberland Times* – It may be only a wag of rumor's tongue, but it is certainly reported that Miss Mary Garrett, daughter of the late railway king, is to become the purchaser of the repair bonds of the Chesapeake and Ohio Canal. This method of hocus pocus is not necessary to be resorted to. The bonds can be bought by the Baltimore & Ohio railroad in open market if it wants them, and the United States Court will confirm the sale. But most latterly there seems to be a doubt about the Baltimore & Ohio's caring to possess these valuable securities. Some well posted people say that the road considers that the canal is doomed to die of the coal companies' neglect and prefers to let the death be entirely natural. There is just one thing absolutely certain about this matter, and this is, if the canal does die or is killed off by any opposition, Cumberland will be chief mourner at its funeral and will be called upon to wear mourning for some time to come, if, indeed, it ever lays aside its weeds.

-----  
*Ibid.* p. 4. **Special Meeting of the C. & O. Canal Board** – The board of directors of the Chesapeake and Ohio Canal held a special meeting yesterday at Barnum's Hotel, Baltimore. There were present President L. Victor Baughman, Jas. G. Berrett, James A. L. McClure, Judge P. Hamill, John Humbird, George W. Dobbs, Jr., Spencer Watkins and

Stephen Gambrill, secretary and treasurer. The Board had a great many matters of detail before them in relation to the opening of the canal. President Baughman stated that it would be necessary to double the force on the repairs to effect an opening by the middle of March and this matter and others induced him to call the meeting. The board had also under consideration several proposals for the \$375,000 of repair bonds remaining from the issue of \$500,000 authorized in 1878. The price fixed by the board is 86, and it has been decided not to sell them for any less. The negotiations with several capitalists strengthens President Baughman in the opinion that this price will be realized, in case the issues now before the United States Court are decided favorably to the present management. The placing of these bonds would liquidate some \$160,000 of back labor indebtedness, besides leaving a large surplus for repairs.

ES, Fri. 2/27/85, p. 4. **Alexandria Affairs Killed While Ducking** – A white canal boat driver, named J. E. Cunningham, who resided in the village north of the canal, was accidentally killed yesterday afternoon by Ed. Jackson, colored. Cunningham and Jackson, with John Deane White and E. Dudles, colored, were in a ducking boat in a cave near the canal, from which the ice had floated. Jackson attempted to lift the gun from the bottom of the boat when it went off, and a load of duck-shot was discharged into Cunningham's heart, killing him instantly. His body was carried to his home.

*News*, Tue. 3/3/85, p. 4. **Cumberland and the C. & O. Canal** – A Baltimore *American* special dated February 28, says: "The intimation that Cumberland would buy the canal bonds (made by President Baughman at the canal meeting in Baltimore on Thursday last) causes some surprise here, as the charter of the city of Cumberland, which went into operation in 1878, says distinctly that "The Mayor and City Council

shall not have power to pledge the faith and credit of the city for any sum exceeding ten thousand dollars, without first submitting the question to the voters of said city after twenty days' public notice," \* \* \* "and two-thirds of the legal votes cast upon such question being in favor thereof." It is very certain that the taxpayer of this city, at the present time and under the present circumstances, would not favor an increase of the present debt of the city to that amount for any reason. A petition from Allegany county and probably other counties in Western Maryland will be sent to the next legislature, asking them to investigate the Gorman administration of canal affairs, including his favorite "terminal facility" at Georgetown built under his administration. By an investigation some strange developments might be brought to light. The assertion of President Baughman that he has reduced expenses on the canal within the last two months \$9,000 goes to corroborate this, but his appointment of Edward Mulvaney, who is one-half of the Democratic State Central Committee in Allegany county, would seem to indicate that some power behind the new president is dictating the political affairs of the canal."

Sat. 3/7/85, p. 2.<sup>3</sup> **Letter from Cumberland.**  
Editors, *Leader*:

Dear Sirs: - The Boatmen of Cumberland held a meeting in Good Templers Hall last Monday night, to consider their interest for the coming season and they have instructed their secretary to inform the Boatmen of Williamsport, of part of the business done and acted upon at said meeting, in the column of your paper.

There were about fifteen boat captains present, and about ten proxies. The chairman called the meeting to order at 8 o'clock, and informed those present the object of the meeting and said the time of year was here when the Boatmen should know what they were to do for this season, what freights would be, rent of Boats, &c.

<sup>3</sup> *The Williamsport Leader*, Williamsport, Md.

He said that the papers have fixed the freight to Boatmen at 70 cents per ton, trippage at 12 cents per ton, &c. But the Boatmen have not been officially notified of what the terms may be for this year, and he thought they should know something about the matter, as the Boatmen were equally interested in the matter with the coal men and boat owners, and he advises the men not to make any preparations for boating until the freight and trippage question would be settled satisfactory. He said he had a number of letters from men along the line asking the boatmen here to take action in the matter and advise them what would be best to do, and to know what freight and trippage will be. The letters were read before the meeting which asked for a united action of the boatmen of Cumberland and the men along the line of the canal.

He stated that the boat owners had their meeting and as far as he could learn, they had agreed to charge 12 cents per ton for the use of boat, on a basis of 70 cents per ton freight, he thought the boatmen should have been consulted on this matter and he asked the meeting to take action on this matter, which was done and the unanimous feeling and voice of the meeting was opposed to any increase in rent of boats over last year, and agreed they would pay but ten dollars per trip for use of boat, but no matter what freights would be as they thought that this was enough owing to the state of trade and conditions of the boatmen. The Boatmen here ask through your columns the cooperation of the boatmen of your town in this matter, and to stay at their homes until the trippage matter is settled. There was nothing much said about freight, any more, then to appoint a committee to confer with the coal agents here whenever they say they are ready to ship coal by canal, and to know when they intend to offer coal to the canal. At present, the companies show no signs of offering coal to the canal.

A corresponding committee was appointed at the meeting to keep the boatmen in the towns down the canal posted and advise them

of how the situation may be from time to time, said committee will make themselves known to the boatmen, and they ask the boatmen of Williamsport to hold their meeting and confer with us in opposing any increase of trippage over last year, and let us know through the Cumberland Daily papers how you stand on the matter.

Yours truly, Secretary of the meeting

-----  
*Ibid*, p. 3. On last Friday, a young white man named J. E. Cunningham, better known as "Tommy Joe," a canal boat driver, met with an accidental death at Alexandria. Three boys and himself were in a ducking boat, paddling about in an open space in the river off the canal locks. They had just shot a duck and put the gun, a double-barreled one, down, when Jackson, drawing it from the bottom of the boat, accidentally discharged the other barrel, the load entering Cunningham's shoulder and heart, killing him almost instantly. The boy is well known along the line of the canal. – *Hagerstown Daily Globe*.

-----  
**Notice to Boatmen.**

The boatmen of Williamsport are requested to meet in Temperance Hall, this Saturday evening at 7 o'clock. Business of importance.

*News*, Thu. 3/12/85, p. 4. **The Canal** – President Baughman, of the Chesapeake and Ohio Canal, was in Georgetown, D. C., Tuesday. A force of men is at work clearing out the level of the canal. The water will be turned on in both divisions on the 15<sup>th</sup> inst. A meeting of the directors of the canal company will be held in Georgetown on the 18<sup>th</sup> inst.

*Sun*, Sat. 3/14/85, p. 1. **Letting Water Into the Canal** – Cumberland, Md., March 13 – The feeding of water into the Cumberland division of the Chesapeake and Ohio Canal was begun last evening and continued today.

*News*, Mon. 3/16/85, p. 4. **C. & O. Canal Matters** – Colonel L. Victor Baughman has returned from a trip to New York in the interest of the Chesapeake & Ohio Canal, of which he is president. He says the outlook for a busy season is a very bright one; that he feels much encouraged by the promises made of shipments, and the prospect of large sales of Cumberland coal. In spite of the severe winter weather and the heavy frost, water was turned into the canal last Friday. President Baughman says he will soon be able to show that he has saved from \$12,000 to \$15,000 to the canal company during the past three months when compared with the expenses for the same time last year. The repair bonds have not yet been disposed of and the Loveridge claim still stands unadjusted. Since Colonel Baughman's accession to office, he has paid off nearly \$25,000 to the indebtedness due to the laborers on the canal, who for some time past had been receiving script in lieu of money, said script being subject to a reduction of at least twenty-five percent at the stores.

ES, Mon. 3/16/85, p. 3. **Affairs in West Washington – Canal Prospects** – The water was turned on yesterday in this level of the canal in order to clear the canal of the rubbish and ice. The Baltimore *Sun* of today says: President Baughman, of the Chesapeake and Ohio canal, returned on Saturday night from New York, where he had been to look after coal shipments by the canal. He said there are prospects of large shipments of Cumberland coal, and the canal is promised a good business. The water has been turned into the canal, and shipments will commence at once. The regular meeting of the canal board of directors will be held in Washington on Thursday.

*News*, Wed. 3/18/85, p. 3. **The Cumberland Coal Trade** – Cumberland, March 17 – The shipments from the mines of the Cumberland coal region for the week ending Saturday, March 14<sup>th</sup>, 1885, were 45,971 00 tons, and the total shipments for the year to date 352,833 05 tons,

an increase of 8,507 tons as compared with the corresponding period of 1884. There were no shipments to the Chesapeake and Ohio Canal.

H&TL, Thu. 3/19/85, p. 3. The boatmen of Williamsport have adopted resolutions that 12 cents a ton trippage on the canal is too high and that \$10 a trip is fair compensation. That they endorse the action of the Cumberland boatmen as to trippage and agree to remain at home until it is satisfactorily settled as to boats through to Georgetown, D. C. Also, they will not boat coal to Williamsport for less than 35 cents per ton freight.

DC, Thu. 3/19/85, p. 3. THE POLICE COURT Ephraim Shaw, colored, was put on trial for house-breaking in entering the canal boat of Kerns J. Kirby on June 30 last and stealing a stove. The boat was entered by cutting a plank out of the cabin. The evidence was conclusive and the defendant was held for the action of the grand jury in \$500 bail.

ES, Thu. 3/19/85, p. 3. **Affairs in West Washington** – Notes – The canal is presenting somewhat of a busy appearance. – There were four arrests made yesterday, the prisoners all being colored.

DC, Fri. 3/20/85, p. 3. The Chesapeake & Ohio Canal Company in repairing a break in the north wall of the east level near Twenty-ninth street, Georgetown, threatened to close the opening of a pipe-sewer which discharged into the canal at that point, and the Commissioners have directed the police to arrest any person attempting to do so for committing a nuisance by such obstruction. The company were notified that they could have necessary sewer pipe to preserve the outlet with upon application to Captain Greene.

-----  
*Ibid*, p. 4. BRIGHT PROSPECTS – The Board of Directors of the Chesapeake & Ohio Canal Company held their monthly meeting

yesterday at the Arlington Hotel. Those present were Colonel L. Victor Baughman, president; General James S. Berret, Hon. Patrick Hamill, John Humbird, Jas. A. L. McClure, Spencer Watkins and Robert A. Dobbin, directors; Stephen Gambrill, treasurer; Edward Mulvaney and James P. Biser, superintendents, and John P. Ayers, accountant. The business was principally in the direction of preparation for the opening of the shipping season, which will begin at once.

The reports stated that the water was let into the canal along its whole line, and the boats are ready to load coal at Cumberland.

President Baughman stated that there is a good outlook for a fine business this year.

The board approved reductions in salaries in a number of instances. The salary of the collector and superintendent of the wharf at Cumberland, Mr. A. Willison, was reduced from \$1,500 a year to \$1,350, and the collector at Georgetown from \$1,200 to \$1,080, a reduction in both instances of 10 percent. The pay of the two division superintendents, Messrs. Mulvaney and Biser, was fixed at \$1,200 a year each, with \$180 allowed for their horses, instead of \$300, a reduction of \$120 each. The two clerks at Annapolis, Messrs. Thomas and Snowden, were reduced from \$900 to \$800, and the boss carpenters from \$80 a month to \$60. These items of retrenchment will secure a further saving of \$3,000 a year in the expenses.

President Baughman presented a tabulated statement showing the condition of the finances of the canal, the amount of money he had paid and the marked decrease in the pay-rolls. The liabilities on December 8, 1884, were \$170,000. To this is to be added the expense estimate for December, 1884, \$13,123; January, 1885, \$8,202, and February, 1885, \$11,229, making the total liabilities \$202,554. Of this amount \$27,000 was paid from December 8, 1884, to March 13, 1885, reducing the liabilities to \$175,554. In addition to this \$27,000 on the pay-roll account there was paid \$3,750 for interest coupons on repair bonds, due January 1, 1885, together with \$1,500 for interest on a

\$10,000 note in bank, and for other expenses. This makes the total payments of the new administration amount to \$33,250 in the three months.

The decrease of expenses in the pay-rolls as compared with the same months of the previous year was as follows: Pay-roll for December, 1883, \$17,683.36; for December, 1884, \$13,123; a decrease of \$4,560.37. Pay-roll for January, 1884, \$10,454.59; for January, 1885, \$8,202.68; a decrease of \$2,251.91. Pay-roll for February, 1884, \$19,460.77; for February, 1885, \$11,229.10; a decrease of \$8,232.67. Pay-roll for March, 1884, \$17,189.93; for March, 1885, estimated, \$12,000; a decrease of \$5,189.93. This shows a total decrease in the pay-roll expenses for the four months of \$20,233.88. The president was congratulated by the members of the board upon the practical economy he has enforced in the management of the canal. The board adjourned to meet in Cumberland in April at the call of the president. A number of Marylanders called at the Arlington Hotel to see the canal men.

ES, Fri. 3/20/85, p. 1. **District Government Affairs.** – The Chesapeake and Ohio canal company are repairing a portion of the north wall on the last level of the canal near 29<sup>th</sup> street, where a pipe sewer discharges, and threatens to close up the mouth of the sewer. The Commissioners have notified the police to cause the arrest of any person for obstruction the sewer and thereby creating a nuisance. They have informed the canal company that the necessary pipe would be given the company upon application to make a proper outlet.

News, Sat. 3/21/85, p. 4. **C. & O. Canal Board** – The monthly meeting of the C. & O. Canal Board was held in Washington on Thursday, Col. L. V. Baughman presiding. The president was congratulated by the members of the board upon the practical economy he has enforced in the management of the canal. The brief was confidently expressed that with the fair share of

the coal carrying which is expected, the canal will make a financial showing at the end of the year that will be creditable to the administration. The boat owners along the line are getting all their boats in order for the business. The matter of the repair bonds to pay off the floating debt, which had been authorized, was not brought up at the meeting. The board adjourned to meet at Cumberland, in April, at the call of the president.

Sat. 3/21/85, p. 2. The Chesapeake & Ohio canal is expected to be opened to navigation on Monday next. The water was let in this week.<sup>4</sup>

ES, Sat. 3/21/85, p. 8. **Affairs in West Washington – Canal Frozen** – In consequence of the cold snap yesterday ice formed on the canal two or three inches thick.

Reducing Canal Expenses – The directors of the Chesapeake and Ohio canal have decided upon a reduction of the salaries of a number of employees, the retrenchment in this respect amounting altogether to \$3,000 per year. The salary of the collector at Georgetown is cut down from \$1,200 to \$1,080.

*News*, Tue. 3/24/85, p. 1. It was thought more than a year ago that the telephone line from Frederick would be run to this point in a short time. Mr. Miller, the superintendent, came here and our enterprising merchant, J. M. Miller, Esq., subscribed for an instrument. At that time no one else would subscribe. Now I think it would be different. There is no doubt but what our Canal superintendent, Mr. John P. Biser, would take an instrument.

*News*, Wed. 3/25/85, p. 2. Our able and enterprising contemporary, the *Cumberland Times*, makes a vigorous protest against the contemplation of locating the office of the canal president at Frederick instead of at Cumberland. It cannot be said that the *Times* is either officious or jealous in this matter. It is simply doing its duty in studying the interests of the community it

represents. *The News*, in the same spirit, would suggest that our Mahomet is already very comfortably fixed among the mountains, in the Mountain City, and thus while the bottom falls out of our contemporary's well-intended metaphor, the cold fact remains that Frederick is a fairly central point as regards meetings of the canal employees. From Georgetown (Washington) to Cumberland is about 145 miles. The nearest half-way point would probably be Williamsport, so far as the canal is concerned, but this station is not located on the B. & O. road and would be difficult of access from both termini of the canal, and even more objectionable to the president himself. The most suitable point for location both as regards the canal, and as being the converging point of the railroads would be Harper's Ferry, but there would be a natural opposition to transacting the business of a Maryland concern in West Virginia. It remains only to mention that there are no proper facilities at Point of Rocks in order to show that, having regard to the interests of all parties, Frederick is about the most suitable spot that could be chosen for the location of the office of the president of the C. & O. Canal, under its existing administration.

*News*, Wed. 3/25/85, p. 4. **They Will Resign** – The reduction of the salaries of bosses on the canal from \$70 to \$60 per month, it is understood, will have the effect of causing quite a number of resignations. – *Cumberland Times*.

H&TL, Thu. 3/26/85, p. 3. The water in the canal at Williamsport was covered with a thick coating of ice last week and the youth of that town were skating on it.

*News*, Fri. 3/27/85, p. 4. President L. Victor Baughman, of the Chesapeake and Ohio Canal, arrived in Baltimore last night, in company with ex-congressman Hart B. Holton.

<sup>4</sup> *The Democratic Advocate*, Westminster, Md.



*News*, Sat. 3/28/85, p. 1. **The C. & O. Canal Matters** – From the *Cumberland Times* of March 26 – It looks very much as if Colonel Baughman would take *The News*' view of the case, unless something is done at once towards insisting upon the retention of the Cumberland office in its present location.

The Annapolis office could be removed to Frederick with advantage both to the canal and that city but the necessity for a removal of those located here is not manifest. It was rumored about the wharves this morning that an ice-breaker was on its way up the canal today followed by several empty coal boats, but the story lacked verification.

The ice at Williamsport is an inch and a half thick still. The coal companies still preserve a stolid silence.

The belief is expressed that the boatmen will fall into line and boat at 70 cents trippage.

NR, Sat. 3/28/85, p. 1. **Chesapeake and Ohio Canal – Busy Season** – Cumberland, Md., March 27 – The ice in the Chesapeake and Ohio Canal is rapidly disappearing. It is thought that the canal will be ready for shipments early next week, and empty boats are reported as having left Washington and other points for this city. Everything points to a busy season.

*News*, Mon. 3/30/85, p. 1. **Wash Out on the Canal** – Cumberland, March 29 – The upper end of the Sideling Hill aqueduct, on the Chesapeake and Ohio Canal, about forty-eight miles from Cumberland, gave way last night, and a portion of the masonry was washed out. Navigation will be stopped for several days.

*Sun*, Mon. 3/30/85, p. 1. **Cumberland Items** – Cumberland, Md., March 29 – The Consolidation Coal Company loaded three more boats Saturday, and the Borden one, making five in all loaded so far. They have not yet cleared.

A slight break occurred in the canal at Sideling Hill aqueduct forty-five miles below Cumberland, last evening. Part of the masonry

there gave way last season and was repaired with wood work. The recent thaw following the freeze forced the wood work away from the masonry in one place and forced out a few of the stones. The water will be turned off tomorrow to admit of repairs. It is thought the work can be done and the water turned on again by Thursday at furthest, so the delay to navigation will be practically nothing.

*Sun*, Tue. 3/31/85, p. 4. **Chesapeake and Ohio Canal Business** – Cumberland, Md., March 30 – Only one canal boat was loaded with coal today by the Consolidation Company, making six loaded thus far. They are expected to clear Tuesday. A number of light boats passed the break at Sideling Hill Sunday and today before the water was turned off the level there. It is thought that by the time boats leaving here tomorrow reach Sideling Hill the break will have been repaired and the water turned on.

-----  
*Ibid*, p. 5. **Canal Office in Frederick** – Frederick, Md., March 30 – As the result of a consultation in Frederick today between President L. Victor Baughman, of the Chesapeake and Ohio Canal Company, and Messrs. Gambrill and Ayres, of the same company, it was decided to establish a branch office in this city, where it is intended that weekly meetings of these several officials shall be held for the purpose of examining and adjusting the accounts and transacting any other matters pertaining to the administration of the affairs of the canal. There is no intention whatever. as had been intimated in various quarters, of removing the offices from Cumberland or Annapolis. Col. Baughman will leave tomorrow morning for Sideling Hill, near Sir John's Run, to ascertain personally the extent of the break in the canal at that point.

ES, Tue. 3/31/85, p. 4. **Affairs in West Washington** – Notes – Seventy-four canal boats passed this level of the canal last week.

*News*, Wed. 4/1/85, p. 3. **Affairs on the Canal** – From the *Cumberland Times* - The water will be drawn off this level this evening after a good many boats have passed up on their way to load and by the time they have their cargoes aboard, it is expected the canal will be ready for them to go down.

The winter has been a hard one on woodwork and there will have to be a good deal of pumping done before the boats can carry well. The general aspect of affairs in and about the basin is more cheerful and the men are generally hopeful and confident of a good season.

DC, Wed. 4/1/85, p. 4. **Cumberland Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ended, Saturday, March 28, were 63,873 tons, and for the year to date 472,446 tons, an increase of 27,590 tons as compared with the corresponding period of last year. The coal was shipped as follows: To Baltimore & Ohio Railroad and local points – Week, 53,552 tons; year, 421,538 tons; increase over last year, 49,710 tons. To Pennsylvania Railroad – Week, 9,617 tons; year, 50,204 tons; decrease from last year, 18,890 tons. To Chesapeake and Ohio Canal – Week (first shipment,) 704 tons; decrease from last year, 3,292 tons.

*News*, Thu. 4/2/85, p. 1. **C. & O. Canal Matters** – From the *Cumberland Daily News* of April 1 – There were five more boats loaded yesterday, two of them having been filled with coal by the George’s Creek Coal and Iron company at the basin wharf. Several of the boats previously loaded cleared.

So far only the Consolidation, George’s Creek and Borden companies are loading, the Borden using the Consolidation wharf for the present. The Maryland company will begin loading as soon as their boats arrive, probably this week.

News by telephone from the break yesterday was that boats would be able to pass there both ways by tomorrow. President

Baughman visited the scene of the break yesterday.

The business which recently took John T. Edwards, accountant in the canal office here, to Annapolis was the adjustment for the season of the toll sheet. There are various changes in the rates. Those on coal show a general reduction. The following table shows the rates last year and this. Four cents wharfage must be added in every case:

	1884	1885
Cumberland to Hancock	11 cents	10 cents
“ to Williamsport	15½ cents	12 cents
“ to Shepherdstown	21 cents	17 cents
“ to Harper’s Ferry	23 cents	19 cents
“ to Point of Rocks	27 cents	26 cents
“ to Georgetown	33 cents	32 cents

H&TL, Thu. 4/2/85, p. 3. **Canal Prospects** – Green Spring Furnace, March 28<sup>th</sup> 1885 – *Editor Herald and Torch* – Boatmen along this part of the Canal seem to be in good cheer over the prospects of an early resumption of the carrying trade, several of the Companies having ordered their boats to proceed to Cumberland as soon as the Canal would be open. The Slack Waters and Big Pool are yet covered with ice and until broken up boats cannot pass. The river is remarkably low, lower, many persons say, than ever known at this season of the year.

*Sun*, Thu. 4/2/85, p. 1. **Cumberland and Canal Items** – Cumberland, April 1 – Canal boat loading continued today, the George’s Creek Company having loaded four boats. It is understood the Maryland Company will begin loading tomorrow. News from the Sideling Hill break today is that the repairs will take a little longer than at first thought, and that light boats cannot pass before Friday and loaded ones Saturday.

*News*, Fri. 4/3/85, p. 4. **The C. & O. Canal O. K.** – A special message to the *Cumberland Times* from Supt. Mulvaney says that the break at Sideling Hill has been repaired, and that boats can now pass up and down. The water was let in

the locks this afternoon. About thirty boats were at the break.

*Sun*, Fri. 4/3/85, p. 1. **Canal Break Repaired** – Cumberland, Md., April 2 – News from the canal break at Sideling Hill this evening was that the repairs were finished and the water on, and that boats could pass both ways. This will allow a number of empty boats below the break to come to Cumberland, and will doubtless stimulate canal shipments considerably, as boats are scarce here. The Maryland Company were unable to load any boats today but have coal ready for the purpose and expect to begin tomorrow.

-----  
*Ibid*, p. 4. **President Baughman**, of the Chesapeake and Ohio Canal, said the break at Sideling Hill will require more time to repair than was at first expected. The opening of the boating season will be delayed until next Monday. The cost of repairing the break will not be large, and the delay, at this early date, will not occasion much inconvenience.

*Sun*, Sat. 4/4/85, p. 1. **Cumberland Items** – Cumberland, Md., April 3 – The Maryland Company began shipping by canal today, having loaded three boats. Empty boats detained by the break are expected to arrive tonight and tomorrow.

-----  
*Ibid*, p. 4. **President Baughman**, of the Chesapeake and Ohio Canal, was in the city yesterday. The silk hat of Col. Baughman, ruined at the recent fire at St. Joseph's Academy, near Emmitsburg, has been replaced by a new spring tile of the latest fashion.

ES, Sat. 4/4/85, p. 5. **The C. & O. Canal Bonds** The Chesapeake and Ohio Canal company have filed in the U. S. circuit court, Baltimore, a petition setting forth the agreement of the company with Robt. T. Baldwin and others for the sale of the repair bonds of 1878. The agreement is to sell \$189,000 of the bonds at 86 percent of their face value, with the option to

purchase \$71,000 additional within ten years at 80 percent of their face value. The matter will come up for a hearing on April 20<sup>th</sup>.

ES, Tue. 4/7/85, p. 4. **Affairs in West Washington – Grain Receipts** – Canal boat Samuel Jarboe, arrived with 3,270 bushels of corn and 400 bushels of wheat, for J. G. & J. M. Waters; canal boat Maryland arrived with 700 bushels of corn and 2,300 bushels of wheat for Hartley Bros.

**The First Boat Load of Coal** – Canal boat Cigarette arrived from Cumberland with 115 tons of Cumberland coal. This is the first shipment received here this season.

*News*, Wed. 4/8/85, p. 4. **The Old Canal Office** It may not be generally known, but the present is not the only time in which the C. & O. Canal office has been located in Frederick. The office now located at Georgetown, D. C., was formerly established in this city, in a house opposite Mr. William Kolb's meat store on North Market street, above Third. Messrs. Ringgold and Laurence J. Brengle were respectively treasurer and clerk of the canal. The office was removed to Georgetown on account of the proximity of the latter point to the terminus of the "big ditch."

*Sun*, Wed. 4/8/85, p. 5. **Maryland Coal Trade** Cumberland, Md., April 7 – The shipments from the mines of the Cumberland coal region for the week ending Saturday, April 4, were 56,660 tons, and for the year to that date 529,106 tons, an increase of 24,353 tons as compared with the corresponding period last year. The coal was shipped as follows: To Baltimore & Ohio Railroad and local points – Week, 42,090 tons; year, 463,628 tons. To Chesapeake and Ohio Canal – Week, 5,080 tons; year, 5,783 tons; decrease from last year, 3,950 tons. To Pennsylvania Railroad – Week, 9,499 tons; year, 59,694 tons; decrease from last year, 20,175 tons.

*News*, Thu. 4/9/85, p. 1. **Knoxville Kinks** – Knoxville, Md., April 7 – The canal begins to look like itself again with boats passing up and down. We wish them a prosperous season. With the C. & O. Canal open for navigation we get cheap fuel.

H&TL, Thu. 4/9/85, p. 1. A branch office of the Chesapeake and Ohio Canal Company is to be established at Frederick City.

-----  
*Ibid*, p. 2. The *Cumberland Times* says that Col. L. Victor Baughman, the President of the Canal Company, is reported to have the Gubernatorial bee buzzing in his bonnet.

Thu. 4/9/85, p. 3. **A Branch Office Here** – We understand it is the purpose of Col. L. V. Baughman, president of the Chesapeake and Ohio Canal, to establish in this city, a branch office of the company, where there will then be held weekly meetings of the president and the several other officers engaged in the management of the affairs of the canal. – *Union*.<sup>5</sup>

*News*, Fri. 4/10/85, p. 2. The *Cumberland Times* publishes a logical but startling editorial, the purport of which is that Mr. Manning's resignation is anticipated and that Mr. Randall and Mr. Gorman are coquetting for the mantle of the New York Eisha. *The Times* further hints that, according to the story, Mr. Gorman's ambition is bounded only by the Presidency. We can readily believe this but recalling the history of the C. & O. Canal, it is scarcely possible that so disastrous a consummation is to be looked for, - at least by any Marylander.

ES, Fri. 4/10/85, p. 1. **Affairs in West Washington – Grain Receipts** – Canal boat Seneca arrived with 1,700 bushels of corn for Hartley Bros.

ES, Sat. 4/11/85, p. 5. **Affairs in West Washington – Grain Receipts** – Canal boat

Maryland arrived with 1,800 bushels corn for Hartley Bros.

*News*, Wed. 4/15/85, p. 4. **The Colonel Feels Good** – The *Sun* says: President Baughman, of the Chesapeake and Ohio Canal, was in Baltimore yesterday with Mr. S. Gambrill, secretary and paymaster, and several other canal people. He came to arrange payrolls for the past month, and to transact other routine business. Col. Baughman is pleased at the large shipments of coal by the canal so early in the season. He expects to go to New York this week to make further engagements for shipping coal.

ES, Wed. 4/15/85, p. 4. **Affairs in West Washington – A Stolen Revolver** – George Thomas, a young negro, was before Judge Shell this morning for stealing a revolver from one of his companions employed on a canal boat, and was fined \$10, or 30 days in jail.

*News*, Thu. 4/16/85, p. 4. **C. & O. Canal** – The next meeting of the canal board will be held in Cumberland.

**The Old Canal Office** – The editor of the *Liberty Banner* corroborates the statement in *The News* as to the location and administration of the C. & O. Canal office in Frederick and adds that he can personally recall the fact that Gen. Jas. M. Coale, the then president of the canal, took grievous liberties with the text on the proof sheets.

H&TL, Thu. 4/16/85, p. 2. Senator Gorman, accompanied by Mrs. Gorman and three of their children, left for New Orleans last Thursday night, going by way of Cincinnati and down through Tennessee. The Senator expected to spend several days at the World's Fair, but beyond that point his program was not determined upon.

*Sun*, Thu. 4/16/85, p. 1. **Cumberland Coal Trade** – The shipments from the mines of the

<sup>5</sup> *Catoctin Clarion*, Mechanicstown, Md.

Cumberland coal region for the week ended, Saturday, April 11, were 62,230 tons, and for the year to that date 591,386 tons, an increase of 23,783 tons as compared with the corresponding period of last year. The coal was shipped as follows: To Baltimore & Ohio Railroad and local points – Week, 41,793 tons; year, 505,422 tons; increase over last year, 43,340 tons. To Pennsylvania Railroad – Week, 3,100 tons; year, 67,726 tons; decrease from last year, 23,558 tons. To Chesapeake and Ohio Canal – Week, 12,354 tons; year, 13,108; increase over last year, 3,106 tons.

ES, Fri. 4/17/85, p. 4. **Affairs in West Washington – Grain Receipts** – Canal boat Samuel Jarboe arrived, 400 bushels of wheat and 2,800 bushels of corn for J. G. & J. M. Waters. **Shipping News.** – Schooner Mabel, Phillips, arrived light from Fall River. Schooner F. Curtis arrived today from Providence, light.

ES, Sat. 4/18/85, p. 9. **Affairs in West Washington – Shipping News** – Schooner O. D. Wetherall cleared today with 1,000 tons of coal for Boston. Barque Florence arrived with 500 tons of fertilizer from Liverpool, England, consigned to G. T. Dunlop.

*News*, Wed. 4/22/85, p. 4. **The Canal Trade** – President Baughman, of the Chesapeake and Ohio Canal, has returned from his visit to New York, where he was looking after business for the canal among the coal companies. Col. Baughman says he cannot be convinced that there will be trouble in the Cumberland region on the question of the wages of the miners. The depression in trade is felt severely by the coal interests, and as matters stand now the Cumberland companies would not have a very profitable season. – *Cumb. Times*.

*Sun*, Wed. 4/22/85, p. 4. **Cumberland Coal Trade** – Cumberland, Md., April 21 – The shipments from the mines of the Cumberland coal region for the week ending Saturday, April

18, were 66,703 tons, and for the year to that date 658,088 tons, an increase of 24,987 tons as compared with the corresponding period of last year. The coal was shipped as follows: To Baltimore & Ohio Railroad and local points – Week, 44,788 tons; year, 550,210 tons; increase over last year, 47,663 tons. To Pennsylvania Railroad – Week, 11,096 tons; year, 78,892 tons; decrease from last year, 23,304 tons. To Chesapeake and Ohio Canal – Week, 10,818 tons; year, 28,986 tons; increase over last year, 687 tons.

*News*, Thu. 4/23/85, p. 1. **CHESAPEAKE AND OHIO CANAL** – From the *Baltimore Sun*. – The answer of Daniel K. Stewart to the petition of the Chesapeake and Ohio canal company asking the approval by the court of the agreement for the sale of the repair bonds of 1878 was filed yesterday in the United States Circuit Court by S. Teackle Wallace and George Hawkins Williams, attorneys. As causes why the agreement should not be approved, the answer recites that Mr. Stewart is a holder of bonds secured by the mortgage of 1844, by which full power and authority was reserved to the company at all times to use all its revenues and tolls to keep the canal in good repair and to provide the requisite supply of water and pay its current expenses; and if its revenues did not suffice for those purposes and to pay the coupons upon the bonds so issued, and provide the sinking fund as therein stated, the mortgage to secure the bonds so held by Mr. Stewart and others was to be not so forfeited as to enable the trustees of the holders of the bonds to take possession of the canal, and that such right and duty so to use the revenues and tolls was adjudged by the court of Appeals in construing the act.

Therefore, the answer states, the act of 1878 specified in the petition was to that extent unnecessary, and of itself for those purposes but a repetition of what the former act had sufficiently provided for, and as to anything ultra a nullity; and that as to so much of the act of

1878 as provides that any bonds issued under it should have precedence as liens under any bonds which might thereafter be issued upon like necessity which might exist thereafter, and so to give priority to such bonds over all bonds which might be required to be issued thereafter to put and keep the canal in repair, and to keep it a living and going concern, is destructive of the very priority pretended to be given to the bonds to be issued under the said act, and upon which alone they could have any priority whatever over the bonds so held under the prior mortgage of 1844.

The bill now pending in this cause is for the foreclosure of the mortgage of 1844 by reason of the non-payment of the bonds and coupons, and the proof already taken conclusively shows that the inability of the company to pay them has arisen not from the want of repairs to the canal or the falling off of its revenues from legitimate traffic, but from the gross perversion of its revenues by expending them upon betterments, and improvements of the canal so as to make it a better and more perfect thing, as they pretend that it was at the date of the mortgage; and that the company has expended for such illegal and pretended improvements within the past four years the sum of \$135,000; and that such illegal expenditures, if not made, would have avoided the necessity set forth in the petition; and that the expenditures were made with full knowledge of their illegality, and were so informed by counsel learned in the law in an opinion by them solicited.

The respondent submits that the bonds under the act of 1884 being wholly due and unpaid, and the default in their payment being in part due to such gross perversion of its revenues so made in opposition to the legal advice of their counsel, and such non-payment as to its interest not having been caused from the falling off of its legitimate trade, and to the payment of which interest so far as it would avail the sum of \$135,000 was specially applicable, and the pretended indebtedness would not have been so

incurred had the revenues been properly applied. The canal is now in full operation, and if its daily receipts be faithfully applied throughout the season, in the absence of unexpected calamities by way of freshet, or otherwise, no necessity will exist for any such sum as stated in the petition. The sale, therefor, set forth in the petition is for a purpose wholly unnecessary and illegal, and adds but another legal cause for the appointment of a receiver and foreclosure of the mortgage of 1884, as prayed by the complainant in the proceedings pending in this court.

The answer further charges that the pretended indebtedness set forth in the petition, and for the payment of which the order for the sale of the repair bonds is solicited, is not for the repairs or any other necessity which was incurred and secured by any special pledge whatever of anything, but having been so incurred if at all, yet having been so without any special pledge, it is but an ordinary debt, and the holders thereof in no manner entitled to dislodge the priority of the mortgage aforesaid. The sale of the repair bonds for the payment of any past debt not incurred by any special pledge thereof, nor any sale of them for the raising of a sum merely for conjectured necessity for future repairs which may or may not be needed, is in contravention of the said act and its purpose, and no necessity now exists for the raising of any money by loan or otherwise for the non-continuance of the operations of the canal, and the bonds so issued could not give legal priority to the holders over the complainant and others in like condition, and any such issue would but cloud unnecessarily the title of the holders of the bonds of the act of 1844 to the priority therein given.

*Sun*, Thu. 4/23/85, p. 4. **SITUATION IN THE COAL REGION** – Cumberland, Md., April 22 – Col. L. Victor Baughman, president of the Chesapeake and Ohio Canal, was here today looking after canal interests. During the past few days there has been a falling off in canal trade. When Col. Baughman was asked about the threatened mining strike he said: “If ever such a

thing was contemplated or seriously discussed it would have a most disastrous effect on the Maryland coal interests. When in New York last week I found the trade in a demoralized condition. There is a lot of new coal on the market seeking to gain a foothold, its steam-producing qualities being comparatively unknown. This coal comes from the Norfolk and Western section, and with Clearfield is being offered at much lower rates than that of the Cumberland region. Owing to the low rates for coal in consequence of prices fixed by the railroad pool, the Maryland companies are put to great disadvantage. If the miners should cause any trouble by a strike and seek to raise the price of coal by an increased price to them for mining it would be attended with disastrous consequences to this region. Many of the companies have refused to make contracts at the present low rates and would be only too willing to stop mining for the present. If the price of coal is now raised by a strike the companies which have made contracts based on present rates would either be forced to repudiate them or suffer heavy loss. The coal companies are in the same boat as the miners, and both should consider their interests identical. I have always been a warm friend of the miners in this section, and have given them substantial evidence of friendship, and feel a deep interest in all their doings. I am sure wise counsels will prevail, and that the better judgement of the men will prevent the possibility of a strike in these depressed times. It was my intention to visit the mines and talk this question over with a number of personal friends but owing to pressing business engagements I will leave here tonight.”

When asked about the canal case Colonel Baughman expressed the greatest confidence in the result, which he thought would put at rest the vexed questions which have been giving the canal considerable trouble. Hon. Lloyd Lowndes was in company with President Baughman and freely stated that from all the information he could obtain, there was no reason to fear any trouble among the miners. He knew many of the

men at the mines and felt confident many of the miners were actually ignorant of the idea of a strike and thought there was no need for uneasiness on that score. The next meeting of the canal board will be held here April 30, and President Baughman has arranged to pay off the December pay roll of the canal about the first of May.

ES, Thu. 4/23/85, p. 2. **Affairs in West Washington – Shipping News** – Schooner William Mason arrived light from Fall River today.

**Grain Receipts** – Canal boat Loudoun arrived with 17 bushels of wheat and 600 bushels of corn, for Hartley Bros.

News, Fri. 4/24/85, p. 4. **C. & O. Canal Matters** – Col. L. Victor Baughman, president of the Chesapeake and Ohio canal, was in this city last night. He will distribute the pay for December in a few days. The next meeting of the canal board will be held here today week, the 30<sup>th</sup> instant. – *Cumb. Times*, April 23.

ES, Fri. 4/24/85, p. 1. **Affairs in West Washington – Shipping News** – Schooner William Mason cleared today with 650 tons of coal for Fall River.

ES, Mon. 4/27/85, p. 1. **Affairs in West Washington – Grain Receipts** – Canal boat Samuel Jarboe arrived yesterday with 2,400 bushels of corn and 1,300 bushels of wheat, for J. G. & J. M. Waters.

**Coal Trade on the Canal** – During last week eighty boats left Cumberland, carrying 9,087 tons of coal, against ninety-eight boats and 11,153 tons the previous week. During the year to date 326 boats have left here, carrying 36,929 06 tons, which is a small increase as compared with last year. One reason for the small shipments last week was the scarcity of vessels here. It is said that if the canal carries this year 600,000 tons it would require an average of at least thirty boats each day. Last week the

average was less than a dozen each day. A Cumberland special to the Baltimore *American* says that the canal board will meet in Cumberland next Thursday, "but nothing that President Baughman can say will revive the hopes of the friends of the canal, who did all in their power last year before the canal board and the board of public works to impress upon them the fact that unless the tolls were reduced to 25 cents per ton, the canal would not be able to hold out very long."

*News*, Tue. 4/28/85, p. 3. **A Prophetic Toast** – The Chesapeake and Ohio Canal, which is looked upon nowadays as a great financial burden, was inaugurated with a dozen times more ado than either the first railroad or the first telegraph. The exercises took place on the 4<sup>th</sup> of July, 1828, and a very interesting incident of the day is preserved in the extensive memoirs of John Quincy Adams, who was at that time president. "About eight o'clock," says Mr. Adams, "a procession was formed, preceded by a band of music, to the wharf, where we embarked in the steamboat *Surprise*. Followed by two others, we proceeded to the entrance of the Potomac Canal, and up that in canal boats to its head – near which, just within the bounds of the state of Maryland, was the spot selected for breaking the ground. The president of the Chesapeake and Ohio Canal Company, with a very short address, delivered to me the spade with which I broke the ground, addressing the surrounding auditory consisting of perhaps two thousand persons. It happened that at the first stroke of the spade it met, immediately under the surface, a large stump of tree. After repeating the stroke three or four times without making any impression, I threw off my coat, and, resuming the spade, raised a shovelful of the earth, at which a general shout burst forth from the surrounding multitude, and I completed my address, which occupied about fifteen minutes. \* \* \* As has happened to me whenever I have had a part to perform in the presence of multitudes, I got through awkwardly, but without gross or

palpable failure. The incident that chiefly relieved me was the obstacle of the stump, which met and resisted the spade, and my casting off my coat to overcome the resistance. It struck the eye and fancy of the spectators more than all the flowers of rhetoric in my speech and diverted their attention from the stammering and hesitation of a deficient memory." When asked for a toast that day, President Adams replied: "The Chesapeake and Ohio Canal; Perseverance." President Baughman should remember this in his efforts to take the venerable ditch out of politics.

*Sun*, Tue. 4/28/85, p. 6. **Canal and Coal Interests** – President Baughman, of the C. and O. Canal, who was in Baltimore yesterday, said he had sent instructions to Mr. A. C. Willison, the collector of the canal at Cumberland, to have a general cutting down of expenses there pending the threatened trouble among the miners. The rumors of a strike in the Cumberland region for 50 cents a ton for mining from May 1 are said to have deterred vessels from going to Georgetown for coal, and there will, in any event, be a temporary shortening of the orders for the delivery of coal there by canal. The canal board will meet in Cumberland on Thursday, April 30. A leading Cumberland operator in Baltimore said that his correspondents in the region yesterday made no allusions in their letters to anticipated mining troubles.

The Cumberland *News* says: "Col. Baughman is in error when he says the miners have given notice that they intend to strike if their wages are not advanced as requested. There have been no threats of a strike and, so far as we are capable of judging, none is now intended."

The Hon. Lloyd Lowndes, of Cumberland, who is the president of one of the coal companies, was at Barnum's Hotel last evening. He said there is some uneasiness among the merchants in the region on account of the rumor of a probable strike. But the general opinion prevails that there will not be a strike,



and that the miners will continue at work as usual. Men whose names had been used as prominent in a movement for demanding an advantage of wages have stated definitely that there will be no strike and no trouble among the miners. He said there is less likelihood of such trouble now than there was a month ago.

A special to *The Sun* last night from Cumberland says: "Whether or not the miners will strike May 12 is now the absorbing question. Their circular makes no threat of doing so if their request is not complied with, and many adhere to the view just expressed that the document was only a feeler, and that no immediate action will follow it. It is well understood that the companies will pay no attention to the circular, and the burden of opinion is that there will be no strike. It is rumored that the miners themselves are divided as to the course they will follow, and if this be true the first essential of a general strike, unanimity, is lacking. Some well-informed persons think that if anything whatever occurs next Friday, it will be merely a stoppage for a few hours on the part of a comparatively few miners, as was the case last December, when the reduction to forty cents a ton took place."

*News*, Wed. 4/29/85, p. 4. **Canal Suit** – Today's Baltimore *Sun* says: - Ex-Gov. Philip F. Thomas and Mrs. Thomas were registered at Barnum's Hotel yesterday. Ex-Gov. Thomas is in the city in connection with the case of the Chesapeake and Ohio Canal, for which he is one of the counsels, and will make the opening statement. It is expected that the court will today fix the time for the hearing.

*Sun*, Wed. 4/29/85, p. 4. **Cumberland Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ended, Saturday, April 25, were 76,083 tons, and for the year to that date 734,171 tons, an increase of 40,625 tons as compared with the corresponding period of last year. The coal was shipped as follows: To Baltimore & Ohio Railroad and local

points – Week, 55,678 tons; year, 605,673 tons; increase over last year, 64,325 tons. To Pennsylvania Railroad – Week, 12,618 tons; year, 91,510 tons; decrease from last year, 21,946 tons. To Chesapeake and Ohio Canal – Week, 8,002 tons; year, 36,988; decrease from last year, 1,753 tons.

*ES*, Wed. 4/29/85, p. 1. **Affairs in West Washington – Grain Receipts** – Canal boat C. R. Gregory arrived with 2,800 bushels of wheat, for J. G. & J. M. Waters.

*News*, Thu. 4/30/85, p. 1. **C. & O. Canal Suit** – Baltimore, April 29 – The case of Daniel K. Stewart et. Al. vs. the Chesapeake and Ohio Canal Company, suit for the appointment of a receiver for said canal and for the issuing of repair bonds, came up in the United States Circuit Court this morning before Judges Bond and Morris. Messrs. George Hawkins Williams and S. Teackle Wallis appeared for the bondholders, and the canal was represented by ex-Gov. Philip F. Thomas, ex-Attorney General C. J. M. Gwinn and Thomas M. Lanahan.

The petition and bill of complaint praying for an injunction and the appointment of a receiver was read by Mr. Williams, who also read the supplementary bill of complaint of D. K. Stewart and the petition for the sale of the repair bonds and commented upon them.

Mr. Thomas M. Lanahan then read the answer of the president and directors of the canal to the bill of complaint. The answer was a long and exhaustive document going over the whole ground and replying seriatim to the charges of the complaint.

The opening statement for the complainants was made by Mr. Williams, who read acts of assembly and decisions of the courts bearing upon the subject.

At 1:45 p.m. the court took a recess for fifteen minutes.

Upon the reassembling of the court, Mr. Williams continued to read the complaint of the trustees filed in the supplemental bill. He read

the testimony of Paymaster and afterward Treasurer Fawcett, of the Chesapeake and Ohio Canal Company. In his testimony Mr. Fawcett says that in 1878 repair bonds to the amount of \$247,000 were issued. These bonds were for repairs upon the canal caused by the freshet of 1877. He also says that \$100,000 was placed in the Farmers and Merchants Bank for a loan of \$25,000, of which \$10,000 had been paid. The repair bonds were made payable so many years after date. The bonds were deposited in the Safe Deposit Company.

The testimony of Mr. L. Victor Baughman, the present president of the Chesapeake and Ohio Canal, was to the effect that the present indebtedness of the canal was \$162,000, for material and repairs, but two thirds of which was due to the laborers. Since his incumbency of the presidency, the debt had been diminished from the receipts and revenues of the canal to the amount of over twenty thousand dollars. He had been in negotiation for the sale of the bonds with Mr. Austin Adams, of New York; General Brown, of Brown Brothers & Co., bankers; Robert Garrett, Mr. Baldwin, president of the Mechanics' Bank, and Mr. Chas. J. M. Gwinn, counsel for the canal company. It was the intention of the board of directors to pay off the present indebtedness of the canal, reserving any surplus for the paying off of the repair bonds.

H&TL, Thu. 4/30/85, p. 3. It is reported that a steam propeller will be run between Cumberland and Potomac Isle, a few miles below Williamsport, on the Chesapeake and Ohio Canal, this summer for the accommodation of excursionists.

Sun, Thu. 4/30/85, p. 1. The United States Circuit Court is hearing argument on the petition to sell Chesapeake and Ohio Canal repair bonds of 1878.

-----  
*Ibid*, p. 5. **CHESAPEAKE AND OHIO CANAL** – The suit of Daniel K. Stewart, of

England, against the Chesapeake and Ohio Canal Company, for an injunction and receiver for the canal, was placed on trial yesterday in the United States Circuit Court before Judges Hugh L. Bond and Thomas J. Morris. Mr. Stewart is a holder of the bonds of 1844, now overdue and unpaid, and he is joined in his application for a receiver by Wm. W. Corcoran, of Washington, Allen Bowie Davis, J. Bayard Smith, Geo. S. Brown and Geo. Hawkins Williams, trustees for the holders of the bonds of 1844. The case is before the court for final determination of all the points at issue. The canal company contends that the bonds of 1844 are a lien only upon the tolls and revenues, and not upon the corpus of the canal. Ex-Gov. P. F. Thomas, ex-Attorney General Chas. J. M. Gwinn and Mr. Thomas M. Lanahan appear for the canal, and Messrs. S. Teackle Wallis and Geo. Hawkins Williams for the bondholders. President L. Victor Baughman, of the canal company, was present in court.

The original bill in the case was filed January 2, 1880, by Mr. Stewart as holder of bonds of 1844, intended to be secured by the mortgage of June 5, 1848, praying for the appointment of a receiver for the canal company on the ground of fraud and mismanagement. The trustees under the mortgage of June 5, 1848, were made defendants to the original proceedings. The court decreed January 7, 1881, that Mr. Stewart was not entitled to the relief prayed, but retained jurisdiction for the purpose of requiring the canal company to render quarterly accounts of receipts and disbursements for the information of the bondholders. Mr. Stewart filed a supplement bill August 12, 1884, praying a sale of the canal and its tolls for the purpose of paying the bonds of 1844, of which \$1,700,000 were alleged to be due and unpaid, and for the appointment of a receiver for the canal until the sale, and for an injunction to restrain the canal company from using any of the bonds issued under the act of 1878, known as the repair bonds.

The canal company contends that under the act of 1844 the president and directors of the

company were authorized to issue bonds to an amount not exceeding \$1,700,000, to provide means for completing the Chesapeake and Ohio Canal to Cumberland, and that the bonds should be preferred liens on the revenues and tolls of the canal. No other property of the Chesapeake and Ohio Canal Company except such revenues and tolls was pledged for the security of the bonds. They were not a lien upon the corpus or real estate of the canal company. The second section of the act of 1844 provides that the president and directors should have the privilege and authority to use and apply such portions of the gross revenues and tolls of the canal company as in their opinion might be necessary to put and keep the canal in good condition and repair for transportation, provide the requisite supply of water, and pay the salaries of officers and agents, and the current expenses of the company. The bonds, therefore, the company contends, are only liens on the net revenues of the canal company remaining after payment of or adequate provision for all the particular expenditures which the canal company was authorized to make. The whole act of 1844, it is contended, demonstrates that it was the purpose of that act – and that the holders of the bonds issued under the act accepted them upon the condition – that the bonds were to be paid, when due, out of the sinking fund made up from the net revenues of the canal company, directed to be provided by that section, and not otherwise. If the bonds in question have matured in whole or in part, and there is no sinking fund out of which they can be paid, it is contended the canal company is not in default under the terms of the mortgage of June 5, 1848, unless the trustees or bondholders are able to show that the deficiency was the result of a failure of business caused by the fault of the canal company.

On April 2, 1885, the canal company filed a petition setting forth that about \$165,000 had been expended in keeping the canal in repair and for current expenses, and that about \$80,000 in addition would be required for the same purpose during and at the close of the season of

1885, and asking the ratification of an agreement for the sale of the company to Robert T. Baldwin and others of \$189,000 of the repair bonds of 1878 at 86 percent of their face value, with the option of Mr. Baldwin to purchase \$71,000 additional at 80 percent, at any time within two years from January 1, 1885.

The answer of the bondholders protested against the ratification of the sale of the repair bonds on the ground that the expenditures were not for repairs or any other necessity, and constituted but an ordinary debt, the holders of which are not entitled to dislodge the priority of the mortgage of 1844.

Mr. George Hawkins Williams argued that the provision of the mortgage of 1845 granting “the revenues and tolls of the entire and every part of the canal and its works between Georgetown and Cumberland, in fee and in mortgage to secure, after the payment of the debts now existing, and that may hereafter be contracted and in arrear for repairs on the canal and for officers’ salaries.” For the payment of the principal and interest of the bonds, covered the corpus of the canal as well as the tolls and revenues.

Judge Morris called the attention of Mr. Williams to the reference in another part of the mortgage deed to “the said tolls and revenues.”

Mr. Williams proceeded to read the testimony, beginning with that of Mr. Stephen Gambrill, treasurer of the canal company. The witness testified that he was the successor of Benjamin Fawcett, who was treasurer from October, 1872, to October, 1884. Mr. Gambrill held several positions previously, being clerk and paymaster from 1872 to 1879, and general superintendent and paymaster to October, 1884. The company issued \$247,000 bonds under the act of 1878, some for collateral security for loans made to the canal. One hundred thousand dollars of these bond have been deposited with the Farmers and Merchants’ National Bank for a loan of \$25,000, which has been reduced to \$10,000. The \$25,000 was used for payment for repairs made necessary by the freshet of 1877.

He thought none of the money was applied to lengthening the locks. Sixteen of the locks have been lengthened 100 feet each, at a cost of probably \$135,000. The work of lengthening began in 1881. The lengthening and reconstruction of the locks was paid for out of the revenues of the company. The net product of the \$125,000 bonds sold was about \$125,000. The sales run from 1878 to 1882. The proceed went to pay for repairs and maintenance of the canal. Some of the proceeds went to pay for lengthening the locks. Some of the bonds came back to the company in payment of obligations due the company, and most of them were deposited with the Safe Deposit Company, four are in the company's safe at Annapolis, and there may be one or two in the hands of parties who furnished materials to the company.

The second witness was Mr. L. Victor Baughman, president of the canal company. The current indebtedness of the canal at the time he entered upon his duties in December last, he said, was \$162,000, due for materials and labor on repairs on the canal. The greater part was for labor. The indebtedness has been diminished about \$20,000 from the receipts and revenues of the canal. The reduction was mostly in the amounts due for labor. The company has not, since the witness came into office, issued any bonds under the act of 1878. He advocated the sale of the bonds, the proceeds to be applied in payment of labor and the actual necessary materials and repairs on the canal. The company is 28estersds to make sale of these bonds, and he had endeavored to dispose of them in New York and Baltimore. If the directors of the company would be guided by his advice, he would sell every bond that was obtainable for the purpose of paying laborers, who have been kept out of their dues for nearly a year.

Lewis C. Smith, formerly president of the canal company, testified that the net revenues of the canal for 1883 were \$68,000. As a security for the \$1,700,000 bonds, with an average of 21 years' interest, he regarded the canal entirely inadequate. The canal company is largely

insolvent. In his opinion the canal would never be able to pay much more than its running expenses.

Gen. George S. Brown testified that Mr. A. P. Gorman, then president of the canal company, applied to him to undertake a negotiation for the sale of bonds of 1878, the proceeds to be applied to lengthening the locks, but he doubted the authority of the company to use them for any purpose but repairs, and on taking legal advice, his impression was confirmed, and he declined to enter into the negotiation.

After the reading of the testimony was concluded, Mr. Williams took up the annual reports of receipts and expenditures of the company and criticized various items, particularly the amounts expended for lengthening the locks. An item of \$33,000 for law expenses in 1880 caused a smile all around the trial table, which spread up even to the bench. Nearly every one of the counsels had something witty to say. Mr. Williams remarked that his share as counsel for the trustees bore so infinitesimally small a portion to \$33,000 that it could hardly be computed. The trial will be resumed today.

*News*, Fri. 5/1/85, p. 2. **THAT UNLUCKY CANAL** – The trial of the suit for a receiver and sale of the Chesapeake and Ohio Canal was continued yesterday in the United States Circuit Court, Judges Bond and Morris. The whole case is before the court on a trial of hearing. The suit was originally brought by Daniel K. Stewart, an English holder of the bonds of 1844, and was opposed by the trustees for the bondholders of that issue. The court in 1881 refused to grant the relief prayed by Mr. Stewart, but required the canal company to render quarterly accounts for the information of the bondholders. A supplemental bill was filed last August by Mr. Stewart for an injunction, receiver and sale of the canal, on the ground of the maturity of certain of the bonds since the filing of the first bill, which were due and unpaid. The trustee under the

mortgage, who had opposed the first suit of Mr. Stewart, came into the second, and are now joined with Mr. Stewart in the application for a foreclosure and sale of the canal.

Mr. George Hawkins Williams, counsel for the trustees, read the affidavits of J. W. Harvey, William F. Burns, J. Wilcox Brown and Mr. McKim, to the effect that 86 percent of the face value was a liberal price for the repair bonds of 1878, and that the option of \$71,000 at 80 percent to Mr. Robert T. Baldwin, who agreed to take \$189,000 at the former price, was a just and proper one. These affidavits concluded the evidence in the case, and Mr. Williams then proceeded with his argument.

Ex-Gov. P. F. Thomas, of counsel for the canal company, made the opening speech on that side. Ex-Gov. Thomas contended that the matter before the court had already been adjudicated. On the question of the expenditure of receipts for betterments, ex-Gov. Thomas contended that the court in its opinion in the case considered that matter fully. The purchase of the wharf property at Cumberland, the improvement of the outlet locks at Georgetown, and the telephone, all set forth in the other case and well-known to the court, were betterments in the same sense as the lengthening of the locks, now so much complained of. Ex-Gov. Thomas read the last annual report of Mr. Lewis C. Smith as president of the canal company, in which he recommended the lengthening of the locks as the salvation of the canal in its struggle with railroad competition and contrasted that with the testimony of Mr. Smith in this case that the canal was largely insolvent. At the adjournment of the court ex-Gov. Thomas had not concluded. He will resume today.

ES, Fri. 5/1/85, p. 1. **Affairs in West Washington – The Chesapeake and Ohio Canal** - The Chesapeake and Ohio canal board met in Cumberland, Md., yesterday. Messrs. Biser and Mulvaney, the superintendents of the canal, by order of the president, are notifying all rent-holders and holders of leasehold property

that they must be prepared to make immediate settlement of all claims due the canal. There is at present nearly \$23,000 due the canal from leases and rents in arrears. Considerable work has been done during the past month and the canal is said to be in first-class condition and only wanting trade. The rumors of a strike in the coal region, however, have caused a temporary depression along the line. The pay-boat will leave here Monday to pay off the December (1884) roll. The employees have had no pay since last December, and about fifteen months back wages are still due them.

**Grain Receipts** – Canal boat Maryland arrived with 2,500 bushels of corn and 500 bushels wheat, and 600 bushels of wheat by rail for Hartley Bros.

**Shipping News** – Schooner George M. Brainard cleared this morning with 500 tons of coal for Rhine Cliff, N. Y.

*News*, Sat. 5/2/85, p. 4. **The C. & O. Canal Suit** Baltimore, May 1 – In the United States Circuit Court today, Judges Bond and Morris presiding, the arguments of the suit for a receiver and the sale of the Chesapeake and Ohio Canal was continued. Ex-Gov. P. F. Thomas, of counsel for the Canal Company, who commenced his argument yesterday, occupied the attention of the Court up to nearly one o'clock. He quoted numerous authorities in support of the defendant's theory of the case, and ably discussed various points under the petition for the sale of the bonds and held that in all aspect of the case their sale was legal. He was followed by Mr. T. M. Lanahan also for the defense in a most elaborate argument. At the conclusion of his argument ex-Attorney-General Gwinn commenced the closing argument for the defense. He will conclude tomorrow and will be followed by Mr. S. Teackle Wallis, for the complainants, who will make the closing arguments.

*Sun*, Sat. 5/2/85, p. 6. **CHESAPEAKE AND OHIO CANAL SUIT** – The suit for a

foreclosure and sale of the Chesapeake and Ohio Canal occupied the United States Circuit Court, Judges Bond and Morris, all day yesterday. The speakers were ex-Gov. P. F. Thomas, Mr. Thomas M. Lanahan and ex-Attorney-General Charles J. M. Gwinn, counsel for the canal company.

Ex-Gov. P. F. Thomas, in continuation of his argument of Thursday, discussed the objection of the complainants to the petition of the canal company for the approval by the court of the agreement made for the sale of the repair bonds. In conclusion he defended the general administration of the canal and the president and directors from every imputation of willful mismanagement. Ex-Governor Thomas was followed by Mr. Thomas M. Lanahan, who advanced two propositions: the first, that the complainant, Daniel K. Stewart, had no standing in court to sue in his own right, until as a stockholder he has exhausted every effort to induce the corporation to right his wrongs; second, that under the peculiar provisions of the act of 1845 and the mortgage made in pursuance of that authority, the maturity of the principal of the bonds worked no other or greater liability than the default made in the interest, and that the whole of the contract made by the bondholders with the canal company was that the bondholder should look only to the net revenue from tolls for the satisfaction of his debt. Under the law and the facts in the case there was no default by the canal company and there could be no liability. The habendum of the mortgage deed declared distinctly that the canal should at all times remain in possession of the company so long as the corporation exercised good faith and honesty in its administration, and if the company failed to pay the interest on its bonds because of a failure of business, no liability would attach.

Ex-Attorney-General Charles J. M. Gwinn began the concluding argument for the company. He reviewed the legislation on the subject of the canal from the first and contended

that the mortgage to secure the bonds of 1844 did not cover the corpus of the canal.

Judge Morris – “The court is of the opinion that the grant of the mortgage related only to the tolls and revenues of the canal.”

Passing from that point, Mr. Gwinn argued that it was the manifest duty of the president and directors of the canal to keep it in condition for business. He had given an opinion as attorney-general to the effect that the canal company should sell the repair bonds for that purpose and was of that opinion still. If the president and directors had stood idly by with bonds in their hands and allowed the canal to become a wreck, they would have been negligent. The lengthening of the locks does away with the necessity of widening the canal. The company is laboring to bring the canal up to a state of efficiency, and now these yesterdays come into court and ask for a receiver and sale, the effect of which would be to defeat the object which it is to the interest of all to accomplish. At the hour of adjournment Mr. Gwinn had not concluded. He will resume today and Mr. S. Teackle Wallis will make the closing argument for the complainants.

Sat. 5/2/85, p. 2. The Chesapeake and Ohio Canal board met at Cumberland on Thursday and took action looking to the collection of moneys due for rents and leases, and for dispensing with surplus employees.<sup>6</sup>

Sun, Mon. 5/4/85, p. 1. Argument has been concluded in the Chesapeake and Ohio Canal receivership case.

-----  
*Ibid*, p. 4. **United States Circuit Court** – *Judges Bond and Morris* – Daniel K. Stewart vs. the Chesapeake and Ohio Canal Company, bill for injunction and receiver; concluded and held sub curia.

-----  
*Ibid*, p. 6. **The Canal Case** – The argument in the suit for foreclosure and sale of

<sup>6</sup> *The Democratic Advocate*, Westminster, Md.

the Chesapeake and Ohio Canal, which was begun in the United States Circuit Court, before Judges Bond and Morris, was concluded on Saturday. The suit was brought in 1880 by Daniel K. Stewart, of England, a holder of the bonds of 1844, and opposed by the trustees under the mortgage to secure the payment of those bonds. The court in 1881 declined to grant the relief prayed but required the company to render quarterly accounts. A supplemental bill was filed last August, in which the trustees joined in asking a decree for foreclosure under the mortgage. The company contends that the mortgage does not cover the corpus of the canal, and that it cannot be taken out of the hands of the president and directors unless it can be shown that the default is the result of mismanagement. The arguments on Wednesday and Thursday were by George Hawkins Williams for the trustees, and ex-Gov. P. F. Thomas, Thomas M. Lanahan and ex-Attorney-General Charles J. M. Gwinn for the company. Mr. Gwinn concluded his argument on Saturday morning, contending in conclusion that the whole proceeding should be dismissed without prejudice, and the adjustment of the difficulty be left to the Legislature. Mr. S. Teackle Wallis made the closing argument for Mr. Stewart, reviewing the argument of the counsel for the canal company and the legislation on the finances of the canal. Under the mortgage for the security of the bonds of 1844, all expenditures for betterments on the canal were improper. The issue on the repair bonds of 1878, which were sought to be made a lien upon the canal, would utterly destroy its credit. These acts, he contended, constituted mismanagement, which called for a foreclosure. The canal had been called an elephant by ex-Gov. Thomas, and it is now proposed to make it a race-horse or a locomotive. Mr. Wallis said the act of 1878 is a very ingenious piece of composition – “the handiwork of my brother Gwinn.” He concluded at 4:30 P.M., and the court took the matter under consideration.

ES, Mon. 5/4/85, p. 1. **Affairs in West Washington – Grain Receipts** – Canal boat Mollie C. W. Boyer arrived with 3,700 bushels wheat, for J. G. & J. M. Waters.

NR, Wed. 5/6/85, p. 3. **THE GREAT FALLS DAM** – The trip to Great Falls on the Potomac river is growing in popularity, a fact demonstrated last week by the numbers who went there by the excursion packet on the Chesapeake and Ohio canal and by carriages. Among the Washingtonians who the other day viewed the falls and also inspected the work on the dam were Maj. R. L. Shelley, Mr. and Mrs. Charles Burgess, Mr. and Mrs. Will Riechenbach, Cliff Warden, W. D. Entwisle and ladies, and Messrs. Ford, Steele, John Barry and F. W. Evans. Several of these were specially favored with a careful, painstaking, detailed explanation of the scope, method and progress made on the great dam which is in course of construction above the falls, by means of which dam the water supply of this District is to be increased.

O. H. Brigg, the superintendent, lucidly explained the whole work, and enabled the visitors to see and comprehend the magnitude of this undertaking, which is of vast importance to the national capital. Thus far the rip-rap dam extends more than 800 feet into the river from the Virginia side, thus narrowing the channel of the river to about 160 feet. From the Maryland side, beginning at the Chesapeake and Ohio canal, is a massive wall of masonry and cement, which is in a fair state of forwardness, but many months will yet be required to complete that part of the work and to close the gap between the works from the Virginia and Maryland sides of the river, respectively.

In the meantime, there are other imperatively important sanitary measures which our health authorities ought to adopt immediately in order to reduce to the minimum the dangers arising from impurities in the water supplied to this city. One palpably wrong thing is the existence of an outlet from the canal at a point

only a few feet above the entrance to the aqueduct, and another fact is that there is a great deal of filth on the side of the canal within a hundred yards of the vital point of ingress to the conduit. The canal company's animals are allowed to stand in the vicinity of this inlet, and with each heavy rain the side of the hill is washed, and much of the dirt finds its way into unpleasantly close proximity to the entrance of the aqueduct. The water from the canal is not fit to drink, and it ought not to be allowed to enter the duct through which our drinking water passes.

ES, Wed. 5/6/85, p. 8. **Affairs in West Washington – Grain Receipts** – Canal boat Samuel Jarboe arrived with 1,400 bushels of wheat and 1,800 bushels corn for J. G. & J. M. Waters.

*Sun*, Thu. 5/7/85, p. 6. **Cumberland Coal Trade** – Cumberland, Md. May 6 – The shipments from the mines of the Cumberland coal region for the week ended Saturday, May 2, were 73,527 tons, and the total shipments for the year to that date 807,698 tons, an increase of 45,286 tons as compared with the corresponding period of 1884. The shipments to the Baltimore and Ohio Railroad for the week were 53,301 tons; for the year 658,974 tons; an increase of 70,191 tons as compared with last year. The shipments to the Chesapeake and Ohio Canal Company were 10,047 tons for the week, and the year 47,035 tons; a decrease of 2,395 tons as compared with last year. The shipments by the Pennsylvania Railroad for the week were 10,179 tons, and for the year 101,689 tons; a decrease of 22,520 tons as compared with last year.

*News*, Fri. 5/8/85, p. 4. **Money for the Canal Hands** – Cumberland, Md., May 7 – The canal pay boat, with President Baughman and Paymaster Gambrell, arrived this evening, having left Georgetown on Monday, and paid off the employees along the entire line for the month of December last. Those at Cumberland will be

paid tomorrow. The December roll amounted to about \$1,000. [Transcriber's Note: The \$1,000 must have only applied to employees in Cumberland proper.]

*News*, Sat. 5/9/85, p. 4. **Not a Lasting Attachment** – The paymaster of the Chesapeake and Ohio Canal was threatened with an attachment upon his arrival at Williamsport yesterday afternoon. The difficulty was adjusted and the boat proceeded on its way to Cumberland. – *Hagerstown Globe*.

ES, Mon. 5/11/85, p. 2. **Affairs in West Washington – Shipping News** – Schooner Charles A. Briggs arrived yesterday from Boston, light. Schooner George R. Vreeland arrived this morning from New York, light. Schooner Mabel Phillips cleared Saturday with 1,200 tons of coal for Boston. Schooner Daylight cleared yesterday with 1,000 tons of coal for New Bedford.

*Sun*, Tue. 5/12/85, p. 1. Health Officer Townshend visited the Great Falls today for the purpose of inspecting the break in the canal at that place, through which, it is said, the canal water, carrying all sorts of refuse, flows constantly into the pool which feeds the reservoir. He intended to return tonight, he said, if the state of affairs at the falls did not require a longer stay. Later in the day word was received that he would not return until tomorrow. A gentleman who has just returned from Great Falls reports that the condition of the canal in that vicinity is not so serious as reported. The sluice-way to which Gen. Boynton refers is below the conduit, and the water which flows through it does not reach the reservoir.

Above the falls, however, are several channels down the embankment leading to the river which were cut through by the overflow of water from the canal. Through these channels the water of the canal flows into the reservoir, carrying with it every kind of refuse. The gentleman stated that up to the time he started for



the city Dr. Townshend had not thought the matter sufficiently important to warrant an investigation on his part but will look over the ground tomorrow morning and see what steps should be taken to remedy the evil.

ES, Tue. 5/12/85, p. 4. **Affairs in West Washington – Grain Receipts** – Canal boat Seneca arrived with 800 bushels of corn and 1,000 bushels of wheat for Hartley Bros.

News, Wed. 5/13/85, p. 1. **“Very, Very Dark”** From the Cumberland *Times* of yesterday – An old citizen of South Cumberland stopped a *Times* reporter today to ask if any opinion had been delivered in the case of the canal repair bonds by the United States Circuit in Baltimore.

On being answered that they had not yet but that they would probably render a decision allowing the sale, he spoke regretfully of the big ditch, regarding its future even in the active hands of Col. Baughman as very, very dark. The speaker adds: “I look on the sale of the bonds as the sale of the canal, but I’d rather see it dead and buried than living any such living death as at present. It would be better for all concerned.”

-----  
*Ibid*, p. 3. **Cumberland Coal Trade** – Cumberland, May 12 – The shipments from the mines of the Cumberland coal region for the week ended Saturday, May 9, were 64,482 tons, for the year to date 872,181 tons, an increase of 49,203 tons as compared with the corresponding period of 1884. The coal was shipped as follows: To Baltimore & Ohio and local points – week 41,933 tons, year 700,808 tons; increase over last year 75,078 tons. To Pennsylvania Railroad – week 14,383 tons, year 116,072 tons; decrease from last year 19,360 tons. To Chesapeake and Ohio Canal – week 8,266 tons, year 55,304 tons; decrease from last year 6,515 tons.

ES, Wed. 5/13/85, p. 2. **Affairs in West Washington – Attempt to Scuttle a Canal Boat** – Chas. Tingson, captain of canal boat The

Farmer’s Friend, lying at Muncaster’s wharf, reported that last night he was awakened by the sound of water rushing into his boat, and upon examination found the boat had been scuttled in three places with a large-sized auger. The crew succeeded in repairing the leaks before the boat sank, but not before damage had been done to the cabin and the cargo of gas lime.

**Notes** – A canal boat owned by Barney McQuade sank in the canal last night off Waters’ wharf, from cause unknown.

**Grain Receipts** – Canal boat Maryland arrived yesterday with 1,100 bushels of corn and 3,000 bushels of wheat for Hartley Bros.

H&TL, Thu. 5/14/85, p. 3. Superintendent D. P. Biser of the Eastern Division of the C. & O. Canal was in this city on Monday on business connected with the canal.

ES, Thu. 5/14/85, p. 5. **Affairs in West Washington – Notes** – The canal boat owned by Barney McQuade, which sank recently, has been raised.

News, Fri. 5/15/85, p. 4. The principal freight now carried on the canal is coal.

ES, Sat. 5/16/85, p. 2. **Affairs in West Washington – Shipping News** – Schooner Henry S. Culver cleared today with 1,100 tons of coal for Fall River. Schooner William Mason cleared yesterday with 1,000 tons of coal for Boston.

**Grain Receipts** – Canal boat Buelah arrived with 4,000 bushels of wheat for Hartley Bros. Wheat sold on Exchange yesterday at \$1.12¼ a bushel.

Sun, Mon. 5/18/85, p. 4. The bodies of five drowned men have been discovered in the river since yesterday morning. Charles Hawkins, late a lock-tender on the canal was found drowned in the mouth of Rock Creek yesterday afternoon. He has been missing for several days. The bodies of Gray, Washington and Howard,

drowned near the Great Falls early in the week, were recovered yesterday.

*News*, Tue. 5/19/85, p. 2. **The Last Days of the Canal** – From the *Cumberland Times* of yesterday – In an interview in Baltimore President Baughman said that the canal is doing only about half the coal carrying that would be done if there was no trouble with the miners. Operators and vessel owners are unwilling to make arrangements, and it is difficult to get men to come here for coal, where they might not get cargoes if a miners strike is inaugurated. The coal traffic of the Baltimore & Ohio is also suffering from the same causes that effect the canal. The total tonnage to date has been 57,229.

On Saturday three schooners arrived at Georgetown, and two, the *Culver* carrying 1,100 tons, and the *Mason* 1,000 tons, cleared that port.

It is pretty plain to the well-posted that the days of the Chesapeake and Ohio Canal as a state institution are numbered; that before many months have passed the once great waterway will be in the hands of a receiver who will operate the concern solely in the interest of its creditors. Such an event is not to be looked upon sorrowfully by our citizens. Notwithstanding its present president's really deserving efforts, it is plain that it cannot float and carry its present inherited incubus. At the present rate of shipments, the season's carrying will not aggregate more than 300,000 tons.

The estimate of the canal authorities when the tolls were reduced was that 700,000 tons would be needed to pay the canal's expenses. It is plain that there will be, therefore, no margin for the payment of the interest on the canal's bonded indebtedness, while it's floating obligations cannot be liquidated sane by the sacrifice of the corpus of the canal. It is equally plain that the concern exists simply at the mercy of its competitors, the railroads who, by a reduction of rates of ten percent per ton, can deprive it of its present small trade. Under such a load of circumstances it is impossible for any President or any Board of Directors to keep the

thing a living concern, solvent within the meaning of the laws, and operating for the benefit of its owners.

-----  
*Ibid*, p. 3. **The Latest Rumor** – Col. L. Victor Baughman was interviewed by a *News* representative this morning with reference to a statement in the Washington correspondence of the *Cumberland Times* to the effect that he (Col. Baughman) intended to resign the canal presidency for the purpose of taking a valuable State appointment. The Colonel denied the soft impeachment and pointed out that Frederick County's share of the State patronage was confined to the Appraiser-ship and the Surveyorship of the Port of Baltimore, and he was not a candidate for either position. The Colonel added that if the decision of the court in the pending Canal suit should be adverse, it would of course be fatal to the canal, but he had not by any means despaired of getting the canal affairs adjusted.

-----  
*Ibid*, p. 4. Things along the C. & O. Canal look as if they had about touched bottom just now.

ES, Tue. 5/19/85, p. 2. **Affairs in West Washington – Shipping News** – Schooner Ruth, Robinson, cleared today with 700 tons of coal for Boston; schooner Spartan, cleared today with 900 tons of coal for Fall River.

**Tug Disabled** – The steam tug A. P. Gorman, while towing a scow yesterday afternoon, struck a rock opposite the outlet lock and twisted the shaft in such a manner as to disable her. She was towed to Alexandria for repairs this morning.

ES, Wed. 5/20/85, p. 5. **Affairs in West Washington – Cumberland Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ended Saturday, May 16, were 65,855 tons, for year to that date 938,036 tons, an increase of 43,474 tons as compared with the corresponding period of last year. To Chesapeake and Ohio canal – week,

9,167 tons, year 64,468 tons; decrease from last year 9,830 tons.

**Shipping News** – Schooner Louisa P. Pharo arrived yesterday, light, from Tuckerton, N. J. Schooner B. L. Burt arrived this morning, light, from Fall River.

*Sun*, Fri. 5/22/85, p. 4. **President Baughman**, of the Chesapeake and Ohio Canal, who was out at the races yesterday with Gov. Lloyd and Mr. Hart B. Holton, said he is waiting for the decision of the United States Court on the application to sell canal repair bonds to pay off the floating indebtedness. There are so many outstanding promises to pay that the holders are uneasy and restless, and there is no other way to satisfy the old claims. He believes the court will grant the canal the needed relief. The business of the canal is going on smoothly. The stockholders of the canal company will meet at Annapolis on June 1, when President Baughman will submit the report of the operations for his six months of administration.

*News*, Sat. 5/23/85, p. 1. **The Canal's Chief Mourners** – From the *Cumberland Times* – The lawyers will be chief mourners when the canal finds its watery grave.

-----  
*Ibid*, p. 3. **Will Not Hurt the Canal** – Judge Hugh L. Bond, of the United States Circuit Court, said yesterday, in reply to a question by a representative of *The Baltimore Sun*, that he could give no information when the suit of Daniel K. Stewart against the Chesapeake and Ohio Canal Company for an injunction and receiver would be decided. Since the argument of the case, Judge Bond has been busy traveling his circuit and Judge Morris has been occupied in the trial of cases in Baltimore, so that there has been no opportunity for them to prepare an opinion. “It will be decided before long,” said Judge Bond, “but it will not hurt the canal to wait.”

ES, Sat. 5/23/85, p. 8. **Affairs in West Washington – Grain Receipts** – Canal boat Maryland arrived with 1,800 bushels of wheat and 2,200 bushels of corn for Hartley Bros.

ES, Mon. 5/25/85, p. 4. **Affairs in West Washington – Grain Receipts** – Canal boat E. Lyons, Whiting, arrived with 3,800 bushels of corn for Hartley Bros.

*News*, Wed. 5/27/85, p. 2. **What Talks Along the Canal** – From the *Cumberland Times* – It is pretty plain that at the present rate of shipments, the canal will fall far behind last season's shipments and that no amount of curtailment of expenses can make both ends meet.

Talking with a coal operator today who has always been kindly disposed toward the canal, regret was expressed at the condition of affairs, and the more bitterly so because the evil is apparently one for which no remedy exists.

The trouble would not be in securing coal in plenty to make up the canal's complement of shipments if it were apparently possible to secure vessels to carry this coal up or down the Atlantic coast. Boats are kept waiting at Georgetown to discharge their cargoes, waiting for vessels. The agents here are advised not to load except upon positive advices from the Georgetown agents of the companies. When a schooner comes into port there, there is a lively scramble for her among the agents, and the most popular generally gets the vessel.

The Norfolk coal fields have hurt the canal more in this way than any other. Vessels coming up are stopped there by brokers who engage them. The captains ordinarily do not like to load at Norfolk as the coal is discharged in the old fashioned way with tubs and horses to hoist in. But rum and tobacco frequently secure the unengaged vessel, when owned by its commander.

Another reason why so few schooners carry coal now is that the port charges are so high in most of the coast cities. Take Boston and New York, the port charges on our coal are as

great as the canal boatman receives for carrying coal from here to tidewater. The thing which is killing the canal is this and not bad management, nor intention to betray it into the Baltimore & Ohio railroad's hands.

There is a strong current opinion here that the canal is to go into the hands of a receiver. In addition to other information, a son of Judge Bond, who is a member of the Baltimore bar, recently asked a Cumberland lawyer how he thought the people here would take such action by the United States Court. Quite a number of lawyers, irrespective of factional alliances, express the opinion that such will be the courts' decision and they concede it to be best for all parties that the canal be no longer conducted as a state institution.

Among those here who own stock in the canal are Mrs. T. L. Patterson, Mrs. Gant and Mr. W. O. Sprigg. They do not expect ever to realize much on their investment.

*Sun*, Wed. 5/27/85, p. 2. **Cumberland Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ended, Saturday, May 23, were 61,165 tons, and for the year to that date 999,200 tons, an increase of 35,987 tons as compared with the corresponding period of last year. The coal was shipped as follows: To Baltimore & Ohio Railroad and local points – Week, 40,703 tons; year, 783,844 tons; increase over last year, 61,676 tons. To Pennsylvania Railroad – Week, 10,045 tons; year, 140,471 tons; decrease from last year, 13,851 tons. To Chesapeake and Ohio Canal – Week, 10,417 tons; year, 74,886; decrease from last year, 11,833 tons.

ES, Wed. 5/27/85, p. 1. **Affairs in West Washington – Death** – Mr. John Trammell, 63 years of age, and who has been lock-tender and level-walker on the canal for a number of years past, died night before last. The body will be interred at Potomac chapel, Md. tomorrow.  
**Grain Receipts** – Canal boat Loudoun arrived with 4,000 bushels of corn; canal boat Seneca

arrived with 2,000 bushels of corn; and canal boat H. M. Talbot arrived with 1,000 bushels of wheat for Hartley Bros. This is the largest receipt of corn for this season.

-----  
*Ibid*, p. 3. POTOMAC WATER

POLLUTION – In order that the readers of *The Star* may get an intelligent idea of the points at issue in the water pollution question, we present the above diagram, showing the foul surroundings of the mouth of the Washington Aqueduct at the Great Falls dam. [ Transcriber's Note: The above mentioned diagram is appended at the back of this report.] This map is from actual measurement, except in a few dimensions not material to the discussion. A very hasty examination will show that the purification in that vicinity cannot be too strenuously insisted upon. While the map, in great measure, explains itself, a few details will make matters clearer.

At the lock near Great Falls hotel a two mile level of the Chesapeake and Ohio canal begins. This lock is situated about 100 feet below the dam at the mouth of the conduit which supplies Washington with drinking water. The level of the water in the canal is 16 feet above the top of the dam.

THE WASTE DAM

shown near the lock is a cut stone structure 90 feet in length, and amply sufficient, with the waste way, or flume, on the opposite side of the lock, to discharge the surplus water when the lock is full. The water passing through these wastes enters the Potomac below the dam, and so does not reach the conduit.

The tenement houses vary from twenty-five to forty-five and fifty feet in length, and from one story to two and a half stories in height. Some of them appear to accommodate several families. The surroundings of all are exceedingly unclean, and the refuse and wash from all is thrown or drains into the canal. The street in front of them is filthy. The lower part of it next the semi-circular basin is a hog-wallow, and the basin itself is what might be expected from such surroundings. All the refuse from the government stable near this basin washes into

the brook and thence reaches the basin. About two hundred and thirty feet up this latter stream, which runs steadily and with considerable volume, there is a stable for two horses, and four cow sheds in use, and the brook *actually runs through the accumulation of manure* at this point.

All the hog-pens are either partly in the water or so arranged that their contents drain directly into the canal. *All the privies project over the canal.*

THE LEAKY WASTE-WEIR

Passing up the tow-path from the lower waste-dam, the first point where this disgusting canal water runs into the river is a waste-weir shown in the map. This is twelve feet wide at the top, and the water which runs over it, and which leaks at the sides and under it, forms a brook which is twelve feet wide and a foot deep, and runs rapidly with this volume as a minimum. At times when the canal is high there is much more than this. At a point half-way to the river this stream, or more properly this sewer, is twenty-six feet wide and from four to nine inches deep, with evidences of its often running over a foot deep at this point.

It is easily seen from the map that the suck through this weir will continually act to draw the filth from the other bank into it, but, as a matter of fact, in spite of the overflow into the river below the dam, and of the current towards the flume in the lock when a boat passes out of the latter into the upper level, it sweeps the whole current after it towards the waste weir and the broader waste way above.

Below the bank of the tow-path and on the border of the stream from the waste weir and

DRAINING DIRECTLY INTO IT

is a stable fifty feet long, arranged with nine stalls, which, notwithstanding the statement of the Commissioners that it is not in use, is constantly in use for hogs, cows and mules. Half the building on Saturday last was over a foot deep in manure, and the large yard surrounding the stable was thickly strewn with it. This further pollutes the sewer water from the canal. The whole then enters the river by two channels

as shown, one 227 feet above the mouth of the Washington aqueduct, and the other about 80 feet further away. All of this water is carried by the current of the river

DIRECTLY TO THE MOUTH OF THE CONDUIT. The channel which feeds the conduit is from 50 to 70 feet wide, and at this point is separated, as shown in the map, from the main Maryland channel by a long and narrow island. With a brook flowing into the basin opposite this waste-way, setting the current toward the latter, and with the almost stagnant water in the canal when the lock is closed, the chances for the filth of the opposite bank to be drawn over to the waste-weir and sucked through it into the river are quite as favorable as any citizen is likely to desire.

THE WASTE-WAY ABOVE.

Following the tow-path a short distance above the stable, we come to a waste-way 150 feet in length. This is simply a low place in the tow-path and the water is allowed to run over. It is thick with stable refuse from one end to the other. At times the water runs over throughout the whole length. The channel marks on the gullies and stones below show that at times the volume is great. This water empties into the river at various points from 80 to 150 feet above the head of the small island. The current turns it directly along the shore and into the current leading to the conduit.

The area below this upper waste-way is a foul swamp. This has been created a swamp by the foul refuse washing over the canal, lodging among the bushes, and holding the water back. If the overflows from the canal were stopped the whole area would become dry and clean. Above this waste, within a distance of 520 feet, there are ten places apparently in constant use as feeding places for mules. Each of these is as thickly strewn with manure as a barnyard, and the wash from all of them is carried into the river.

“THE FILTHIEST LEVEL ON THE CANAL.”

This two-mile level is represented by boatmen to be the filthiest on the canal, for the reason that its proximity to the hotel, and its length between locks give a good resting place for the men, a feeding place for the mules, and

time enough to clean out the stables on the boats. In this cleaning *all refuse is thrown overboard.*

The water of this long level has been entirely drawn off once, and partially twice since March, of this year. It was drawn off twice in November last, when the water in the river was below the top of the dam. In December, 1884, it was drawn off twice, and finally for that season about January 4<sup>th</sup>. If the gates at the gate-house were closed on these occasions the citizens about the lock did not know it. Even if they were closed, that portion of the aqueduct from the river mouth to the gate-house, which is about 260 feet long, would always be filled with canal water on such occasions, and when the gates were raised, this volume, which would be over 16,000 cubic feet, would immediately start for Washington.

THE REMEDY

is apparent at a glance. Let the tow-path be filled solid at the waste-weir and the upper waste-way. No water from the canal would then enter the river near the conduit. It is doubtful whether this would cost a hundred dollars, and it could easily be done in a day. All the ordinary waste would then run over *below the dam* and through the waste at the lock. If the level could not then be conveniently drawn off through the lock, a gate could easily be constructed in the waste-dam.

This latter is 90 feet long, and so gives abundant room. The construction of this gate is the only item of cost worth considering. The wooden gateway above has answered every purpose for years, and the cost of a wooden gate at the lower waste would be insignificant.

Let the stable between the canal and the river be removed and the filth scrapped off.

The canal company would doubtless consent to running a wire fence along the tow-path for a thousand feet above the dam, and from the end of this limit across to the river. As a matter of fact, the canal company long ago gave permission to those in charge of the aqueduct to do whatever was necessary to protect the mouth of the conduit.

NO EXCUSE FOR OFFICIAL NEGLIGENCE.

It will be noticed that the residence which the government built for the employees of the aqueduct stands on a hill which commands a near and unobstructed view of all the varied and disgusting elements of pollution. And in order that they may be able to make prompt reports of everything, the government has kindly built a telegraph and telephone line, which gives them instant communication with the engineers and the District Commissioners.

A TYPHOID FEVER LAIR.

A resident at Great Falls, in conversation with a *Star* reporter, stated that the level was the "dirtiest along the canal." He said the canal boatmen in going up usually wait until they got clear of the city to clean their boats, and it was customary with them to do the cleaning after the boats entered that level. So that in addition to all the filth which enters the canal from the surroundings, the accumulations of several days in the canal boats are frequently thrown into that level and is thence carried into the conduit.

Another fact that is of no slight significance in connection with this subject of pure water, is that several severe cases of typhoid fever have occurred at Great Falls and its immediate vicinity during the spring. Among some of the residents there the belief prevails that these cases were produced by the foul conditions of the surroundings. When it is remembered that the terrible epidemic at Plymouth, Ps., is traced directly to the slight pollution of the water supply through the sweepings and excrement seepage from the yard of a house occupied by some typhoid patients last winter, some distance above the village, draining into the stream supplying the reservoir, it is made plain why the District authorities should, without a moment's delay, shut off all possibility of like infection of our aqueduct water from the typhoid cases at Great Falls.

*News*, Thu. 5/28/85, p. 1. **What Will Become of the Canal?** – A gentleman, familiar with the affairs of the Chesapeake and Ohio canal, who is in the city, says this will be the last year of that canal's existence. He says he supposes the

Georgetown level, or enough of it to supply the mills of that place, will be kept up by the millers, but that will be all. The closing of the canal, he says, will close the lime and cement business of both Georgetown and Alexandria, and, of course, render the Alexandria canal worthless. The latter canal, he says, is just seven miles and a quarter long, including the Georgetown aqueduct, and that when the Chesapeake and Ohio canal is converted into a railway, as it will be, at least that part of it from Point of Rocks to Georgetown, Alexandria should be wide awake enough to have that road produced to its wharves, along the bed of the Alexandria canal, as in that case Alexandria would attract all the coal trade, and vessels receiving cargoes there would not only save ten miles, but the dangers of a draw bridge and of a narrow and shallow channel. – *Alexandria Gazette*.

H&TL, Thu. 5/28/85, p. 2. – The young Maryland Democracy are pushing to the front. Gov. Lloyd is a little over 30 years old, State Comptroller Turner is less than 40, State Treasurer Gittings is about 36, President Baughman, of the Chesapeake and Ohio Canal, is about 35, and Postmaster Veazey is 31 years and 3 months. – *Baltimore Sunday Times*.

-----  
**He Should Go.**

The President of the canal should be a practical canal man, which Mr. Baughman is not. And he should be a citizen either of Allegany or Washington counties. The people of these counties are deeply interested in the canal, their business interest and property interest is in the canal, and it wants a man right here who feels that interest. And the sooner Mr. Baughman steps down and out, the better it will be for him, the canal and the Democratic party in Western Maryland. – *Williamsport Leader*.

NR, Thu. 5/28/85, p. 4. The owner of the steam packet plying between Georgetown and Great Falls, via Chesapeake and Ohio canal, calls attention to the bridge over the canal on Market

street, the south end of which is too low to allow boats to pass.

*News*, Fri. 5/29/85, p. 1. **C. & O. Canal Matters** – Annapolis, Md., May 28 – Col. L. Victor Baughman, president of the Chesapeake and Ohio Canal, and several other canal officials are here tonight preparing for the stockholders' meeting of the canal on Monday, when President Baughman will submit his report. No election of officers will occur at the June meeting, the president having been elected last December to serve a year. The report of the President of the Chesapeake and Ohio Canal, which will be submitted at the stockholders' meeting next Monday, will show a saving in expenses during the past six months of something over \$30,000. Col. Baughman, president of the canal, will visit Washington within the next ten days to accompany the sanitary commission of that city to the Great Falls to investigate the condition of the water in the canal at that point.

DC, Fri. 5/29/85, p. 1. **OUR WATER SUPPLY**

District Chemist De Smedt, whose business it has been for several years to keep the authorities advised on the condition of the water supply, was asked by a representative of *The Critic* today as to the degree of purity and general characteristics of Potomac water. "During a dry spell," said the professor, "I find the water in a very high degree of purity. But after a storm I find about the same amount of albuminoid ammonia and free ammonia as Professor Wylie discovered in his analysis. This variation shows that there is a purification that takes place in the water by the action of the air oxidizing and thereby transforming the organic matter. The Potomac water is the product of rain water and springs. The average amount of ammonia found in rain water by Boussingault, a member of the French Academy and professor of the Polytechnic School in Paris, is .000,000,8, in river water, .000,000,2, and spring water, .000,000,1."

In response to a question as to the unhealthfulness of impure water, he said: "Organic matter, by its putrefaction, may produce disease, but not all organic matter will produce disease. So that sometimes water may contain quite a quantity of organic matter and still be healthy. The purer the water is, the better it is. There is no question about that. Rain water is impure because rain absorbs the impurities of the air."

"I would suggest," said the Professor, "that the authorities write to all the principal cities for the results of analysis of their water. Then we would have a very nice collection and I think we would come out victorious."

Captain Symons of the Engineer Corps has received the result of an analysis of six samples of water from Professor W. M. Mew of the Surgeon-General's office. After showing that the water supply of this city stands high as regards purity, as compared with that of other cities, Professor Mew concludes: "It is my belief, based upon this examination, that there is nothing in the condition of the water to give rise to apprehension as to its healthiness."

THE CANAL COMPANY'S CO-OPERATION

The Chesapeake and Ohio Canal Company will heartily concur with the army officials in efforts to remove possible causes of real or imaginary pollution of the water supply. Lieutenant Symonds will lay the matter fully before the canal authorities on Monday next and a special meeting of the directors will be held to determine upon what action is necessary. Major Lydecker has already been instructed to take steps to secure the removal of the weir as stated in *The Critic* yesterday, the raising of the walls of the canal at places where an overflow or leakage is possible and the removal of all the causes of complaint to which references have been made. The work can be done at a comparatively small expense, and although it is not deemed necessary as a sanitary measure will do away with all pretext for complaint.

ES, Fri. 5/29/85, p. 3. **Affairs in West Washington – Shipping News – Schooner**

Samuel H. Walker cleared yesterday with 900 tons of coal for Boston; schooner Lillie Homes cleared today with 650 tons of coal for Fall River.

ES, Sat. 5/30/85, p. 1. **The Movement for Pure Water** – President Baughman, of the Chesapeake and Ohio Canal company, has invited the District Commissioners and Health Officer Townshend to meet him and other officials of the canal at Great Falls next Monday for the purpose of determining just what is best to be done in order to protect the Potomac water at the conduit head from pollution. Mr. Baughman and others of the canal company will go up in the pay-boat of the canal, and the District authorities have been invited to accompany them. It is probable that Major Lydecker and Dr. Townshend will drive up. The canal company is willing for the authorities to make such changes as will most effectively protect the water, and the indications are that the work will be done without any loss of time.

-----  
*Ibid*, p. 3. **The Foul Water of Washington** – The efforts of the District Commissioners to belittle the importance of the discovery by Gen. H. V. Boynton that the city's water supply is being constantly contaminated by the overflow of the Chesapeake and Ohio canal, have not succeeded, and the discussion about the hog pens, privies and stables that cause the pollution is interesting all newspaper readers. The Commissioners having published statements intended to allay fear, *The Star* tonight prints an accurate map of the sources of the water supply, showing clearly the location of the conduit, the broad polluting stream that empties the water of the canal into the river just above the mouth of the conduit, and the hog wallows, henneries, privies, tenement houses and stables that drain into the canal and river are indicated. Microscopes have been brought into extensive use in determining the extent of the pollution of the water. The Commissioners have found professional men who say that the water is not



dangerously foul. Dr. Edward M. Schaeffer, who has examined it since May 11, says: "That not once has he failed to find the same decaying slime in abundance of minute forms which flourish chiefly in stagnant water. By filling a perfectly clean glass jar with Potomac water there will be seen by the unaided eye floating specks and a few of the larger animal forms. With a microscope not a spoonful can be taken from the jar which will not show numerous organic particles." Among other things he has detected during the last week, by straining the water as it comes from the pipe through a fine wire gauze, previously heated white hot to destroy any accidental particles of dust, and then examining the particles strained out, the following substances: A great many cotton and flax fibers, broken and twisted, and apparently having once formed part of paper pulp, but separated by water; a spore of a species of fungus peculiar to hay; fragments of vegetable matter covered with a species of mold; a small piece of bone one-fiftieth of an inch in length, and thousands of water fleas, &c. There is also a distinctly disagreeable odor to the water at times when agitated. Dr. Schaeffer accounts for the presence of paper files in the Potomac water in language which must suggest to all persons familiar with the Plymouth case the importance of prompt action to assure a supply of wholesome water for this city.

*News*, Tue. 6/2/85, p. 2. **C. & O. Canal Board** – Annapolis, Md., June 1 – The stockholders of the Chesapeake and Ohio Canal Company met here today. At the meeting, the state's interests in the company were represented by the Board of Public Works. M. L. Noerr represented the interests of the United States Government, and Colonel James G. Berret and James L. McClure, private stock. Governor Lloyd occupied the chair and Stephan Gambrell was secretary.

Mr. L. Victor Baughman, president of the Canal Company, submitted a report, in the course of which he says that the present board of directors and himself found upon their assuming

their positions in December last, a floating indebtedness of \$168,000. There was no provision to cancel it. Mr. Baughman said that he had pursued a business course in conducting the affairs of the canal, and with beneficial results, notwithstanding a general prostration of trade.

The decrease in expenditures has been \$29,800, the result of reduction in salaries and wages, the discharge of useless and unnecessary employees, the consolidation of offices heretofore held by different persons, and a careful supervision over every detail of the whole work.

*Sun*, Tue. 6/2/85, p. 1. A meeting of the stockholders of the Chesapeake and Ohio Canal Company was held at Annapolis yesterday, and President Baughman's report was submitted.

-----  
*Ibid*, p. 6. Col. Baughman while at Annapolis today secured the appointment of Stephen A. Thomas and Fayette Johnson as justices of the peace for the first district of Frederick county to fill vacancies.

*NR*, Tue. 6/2/85, p. 1. **Condition of the Chesapeake and Ohio Canal** – Annapolis, Md., June 1 – The stockholders of the Chesapeake and Ohio canal met here at 1 o'clock today, Gov. Lloyd in the chair. In his report, President Baughman says the canal is in splendid navigable condition, and he states that, notwithstanding serious difficulties arising from a general prostration of trade throughout the country, the present administration has effected a saving of \$36,000 during the past six months, as compared with the corresponding months of last year. They have also paid out to employees and for materials over \$55,000. The rent account has been more carefully attended to than for years past, \$10,000 having already been collected – nearly as much as was collected during the entire year of 1884. This has been done, notwithstanding the fact that the repairs in the

canal have been more thorough and complete than for several years past.

-----  
*Ibid*, p. 3. **PROTECTING THE**

**WATER SUPPLY** – The question as to what shall be done at Great Falls to protect the water supply of Washington was practically settled there today. Messrs. L. Victor Baughman, president, Stephen Gambrill, secretary and treasurer, and Directors Robert A. Dobbin, Spencer Watkins, James A. L. McClure and Judge P. Hamill, all of the Chesapeake and Ohio canal company, were at the falls today, and met Capt. Symons, of the U. S. engineer corps, representative of the government, in consultation about the matter of preventing pollution of the water. The canal officials went up last night in the company's boat *Maryland* and met Capt. Symons there this morning. A *Star* reporter was on the ground to note the proceedings and see what was done.

**WHAT CAPT. SYMONS PROPOSES TO DO.**

In the first place Capt. Symons exhibited a map of the entire locality near the head of the conduit and explained what he proposed to do if he could get the consent of the canal company. He stated that he proposed in the first place to close up the existing water-weir and open another below the mouth of the conduit, just as was advised in *The Star* some time ago. Then he wanted permission to fill up the two tumbling dams or overflows of the canal, which throw the surplus water into the river within a few hundred yards of the mouth of the conduit. He said all this could be done without any possible injury to the canal and without impeding navigation in the least. Capt. Symons had his plans all prepared for the work and submitted them to the canal officials. He proposes to locate the new waste-weir at the lower end of the present tumbling-dam just above the lock in a manner to avoid any draw there which will interfere with the passage of canal boats. To accomplish this, he will throw a mud dyke across the corner, which will do for a towpath until the new waste-weir is completed. Then, outside of the waste-weir there will be about ninety feet in length of overflow from the

canal to carry off the waste water, all below the conduit. Then, in closing the present waste-weir, he will put in a small coffer dam to exclude the water from the place he wants to connect and will build a solid wall of masonry in the place where the present rotten and leaky waste-weir stands. Then, too, he will fill up the two tumbling dams or overflows above the lock to a level with the tow-path, and thus force all the waste water to run over below the conduit. In addition to this Capt. Symons asks that the canal company shall lease to the government, for the present, all the land lying between the canal and the river half a mile from the conduit mouth up. Then, the captain says, the government would run a fence along there and prevent any cattle or hogs from ranging on this land, and also prevent any stable from being built there. Capt. Symons assured the canal officials that he would do all this work without at all interfering with navigation, and without endangering in any respect the canal property.

**VIEWS OF THE CANAL OFFICIALS**

His representations, made with the map spread out, were kindly received by the canal officials. They expressed themselves as willing to accede to anything that would tend to protect the water supply of this city, provided they were not required to assent to anything that could injure the canal or its property.

Secretary Gambrill, of the canal company, said he did not believe there was any danger of pollution, but as the public so believed and was willing to pay for certain changes which it was thought would prevent pollution, he was willing to gratify the public. He would, he said, insist upon the protection of the canal, but he could not see that the changes proposed would entail any danger. Mr. J. B. Biser, superintendent of that division of the canal, said he did not believe there was any danger of pollution, but if the people of Washington thought so, and if it was any satisfaction to them to have the waste-weir changed he was in favor of acceding to that idea. He remarked that public sentiment in Washington was convinced that the waste-weir contaminated the water, and there

was no use arguing with public sentiment. He was satisfied the changes proposed by Capt. Symon could be made without any possible injury to the canal, and they ought to be made forthwith.

Other canal officials assented to this view.

President Baughman was a little more conservative. When asked by *The Star* reporter what he thought, he replied that the officers and directors would have to consider the whole question. He wanted time for consideration. He said he had to protect the canal interests as well as to consult other interests, and he wanted to be sure that the canal interests were amply protected before making any concessions. At the same time Col. Baughman manifested every disposition to accommodate the people of Washington as far as he could do so consistently with his duties to the canal company.

The canal officials agreed to rescind the leases to parties who have stables and are grazing cattle on the ground between the canal and the river. These leases are to be rescinded at once.

CAPT. SYMONS READY TO GO TO WORK. Capt. Symons said to a *Star* reporter today that he has men ready and will begin the work of removing the waste-weir and stopping the overflows just as soon as he gets the formal assent of the canal authorities. He remarked: "If I get their consent before 6 o'clock, I'll begin today."

The canal officials were to hold a formal meeting on their boat this afternoon, and it cannot be doubted that they will consent to the changes Capt. Symons proposes. All of them, from President Baughman down, told *The Star* reporter that they went up to find out what the government wanted, and that if the plans of the government engineers did not interfere with or injure the canal there would be no difficulty. Capt. Symons, in the name of the government, pledged himself that no injury to the canal property should result from his plans.

Judge Hamill, one of the directors, said to *The Star* reporter, "You will find the canal

company entirely willing to do what is right. I am sure that the officers and directors will give their assent to the changes proposed at Great Falls."

DC, Tue. 6/2/85, p. 3. **Fencing in the Canal** – Owing to the meeting of the Chesapeake & Ohio Canal stockholders at Annapolis yesterday, the president and officials of the company did not leave for the Great Falls until last night. Captain Symons of the Engineer Corps, who is in immediate charge of the water supply, who was to meet the officials at Great Falls yesterday in conference in reference to the readjustment of the canal and conduit relations, was on hand. As the magnates did not arrive, the Captain and a number of reporters, inspected the property between the canal and river, with the view of having the Government acquire the title to it, and, by fencing it, to keep it free from all possible impurity.

Captain Symons will go over the grounds today with the board. The fencing in of the strip is regarded as necessary to prevent the canal mules being turned into brush to pasture. The property is owned by the canal company and several other parties. The changes that are necessary and the rent will be paid from the Aqueduct maintenance fund until the appropriation of some \$2,000 can be made by Congress to purchase the land. The army officials in charge seem disposed to act according to public opinion and to render the action of Congress a matter of some certainty.

-----  
*Ibid*, p. 4. **The C. & O. Canal Meeting** – Colonel Baughman, president of the Chesapeake & Ohio Canal, submitted his annual report to the meeting of the stockholders of the Chesapeake & Ohio Canal at Annapolis yesterday. It shows a remarkable improvement during the last six months. The working expenses have been largely reduced without any sacrifice of necessary repairs or need work upon the canal, and although it was found necessary to reduce the tolls to 26 cents, the lowest figures

ever charged during the history of the canal, there has been a saving of nearly \$30,000.

After speaking of the good results of monthly inspections of the canal by the superintendents as lessening the general expenses and the cleaning of the basins at Georgetown and Cumberland, the report states that the locks along the entire line are in fair condition, "and it is unfortunate that all cannot be lengthened." The United States was represented by M. L. Noerr, 2,008 [votes], and the corporation of Washington and Georgetown represented by the same, 2,516 votes.

*Sun*, Wed. 6/3/85, p. 1. **POLLUTION FROM THE CANAL OVERFLOW** – Washington, June 2 – Col. L. Victor Baughman, president of the Chesapeake and Ohio Canal, Stephan Gambrill, treasurer and paymaster, and Messrs. Patrick Hammill, Robert A. Dobbin, James A. L. McClure and Spencer Watkins, of the board of directors, and J. P. Biser, superintendent of the first division, left Georgetown for the Great Falls last night for the purpose of inspecting the canal at that point with reference to the alleged pollution of the Potomac water by the canal overflow. They met this morning Capt. Symons, of the United States engineer corps, in charge of the Washington aqueduct, and Dr. Townsend, the health commissioner of the District, and the day was spent in a thorough inspection of the line of the canal in the vicinity of the Great Falls, where the danger to the water supply of the District is supposed to lurk. After the most careful examination it was unanimous opinion that while the proportion of the canal overflow which found its way into the mouth of the aqueduct was not in such quantities as to exercise material influence on the quality of the water, it was nevertheless expedient to take prompt measures to remove any possible cause for apprehension so far as the canal was concerned. Captain Symons, acting in behalf of the War Department, said it should be understood that the War Department has exclusive control over the entire water supply of

the District of Columbia until the District boundary is reached, and suggested that the canal company should dispose of, to the government, the strip of land lying between the river and the canal, and extending from the lot to the upper end of the Falls, about half a mile in length. It is on this strip of land that the objectionable mule stables and pasturage exist, the drainage from which runs into the canal at the point of overflow just above the mouth of the aqueduct. The canal officials stated that they had no legal authority to dispose of this land, but it could be leased to the government if found to be expedient.

Peremptory orders were issued this afternoon for the removal of the stables, and the occupants of the land, who are squatters, were notified that they must vacate at once. Capt. Symons then proposed that the present two overflows or discharge weirs, which are above the aqueduct, should be closed, and another constructed just above the lock at the Great Falls, but below the aqueduct. The canal officials agreed to this, but with the understanding that the work should be given out under their control, as this would be necessary to protect the interests of the canal. Capt. Symons was requested to put the proposition in writing, and it will then be submitted to the counsel for the canal, and as soon as approved the work will be immediately commenced. The canal officials said they were willing to do all in their power to allay any real or imaginary cause for alarm on the part of the people of Washington, and having such desire, had promptly acquiesced in what was proposed. They were firmly of the opinion, however, that there were much more potent sources of contamination to the Potomac than any which came through the canal. They also said that it would be absolutely necessary that the work of construction should be of the most substantial character, and that the cost would certainly reach several thousand dollars.

-----  
*Ibid*, p. 2. **Cumberland Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ended,

Saturday, May 30, were 63,788 tons, and for the year to that date 1,061,989 tons, an increase of 34,475 tons as compared with the corresponding period of last year. The coal was shipped as follows: To Baltimore & Ohio Railroad and local points – Week, 41,971 tons; year, 825,813 tons; increase over last year, 59,311 tons. To Pennsylvania Railroad – Week, 12,378 tons; year, 153,399 tons; decrease from last year, 10,172 tons. To Chesapeake and Ohio Canal – Week, 8,850 tons; year, 82,773; decrease from last year, 13,162 tons.

ES, Wed. 6/3/85, p. 2. **Affairs in West Washington – Shipping News** – Schooner Cora arrived today with 510 tons of ice from Kennebec, schooner Horatio Nichols cleared today with 325 tons of coal for Norfolk, schooner Albert Mason cleared today with 16,000 bushels of corn for New York.

-----  
*Ibid.* p. 5. **The Canal Stockholders' Meeting** – A meeting of the stockholders of the Chesapeake and Ohio Canal company was held Monday at Annapolis. Those present were: State of Maryland, represented by Gov. Lloyd, Controller Turner, Treasurer Gittings, 10,008 votes; United States, represented by M. L. Noerr, 2,008 votes; Washington and Georgetown, represented by same, 2,516 votes, and Col. J. G. Berret and James A. L. McClure, each representing 5 votes. The president, Col. Baughman, read his report, in which he stated that when he assumed control in December last the floating indebtedness was \$170,862.94, for which there was no provision. The pledges made to decrease expenses has been Carried out, as the expenditure for the first six months show a decrease of \$29,822.60, as compared with the corresponding period of last year. Owing to the business depression and the reduction of tolls to 26 cents, “the lowest figure ever charged during the history of the canal,” the revenues show a decrease during the two months that have elapsed since the navigation was resumed.

“Should the present business depression give place to activity and resumption of trade,” continues the report, “this company will receive its due share of freight, and with its diminished expenses will be enabled to meet and pay off its current expenses and the interest on the bonds issued under the act of 1878, chap. 58.” In order to meet the debt, due to a large extent to employees, the repair bonds of 1878 were sold at 86 cents, and when the sale is ratified by the United States court, the debt will be liquidated. Considerable attention has been given to the subject of rents and leases along the canal, many of which have been neglected for years. The amount already collected from this source is \$10,115.81, or nearly as much as the entire receipts of 1884. The entire receipts from December 8, 1884, to the present amount to \$53,741.91; the payments for the same period to \$55,264.22.

*Sun*, Fri. 6/5/85, p. 1. **Pay of Canal Employees** – Frederick, Md., June 4 – President Baughman, of the Chesapeake and Ohio Canal, has arranged to pay off the employees of the company for the month of April on or about the 15<sup>th</sup> inst. He had expected to pay them for the month of May during the coming week but concluded to do so as stated above. The work of completing the towpath at Great Falls, for which an appropriation was made by the government some time ago, will be commenced next week; also, the work determined upon at that point a few days ago with a view of improving the condition of the water.

Sat. 6/6/85, p. 2. A meeting of the stockholders of the Chesapeake and Ohio Canal was held at Annapolis on Monday. The annual report of President Baughman – six months of his term and six months of President Smith’s – were presented and showed an improved condition in the affairs of the canal. There has been a saving in the last six months of nearly \$30,000, as compared with the same period last year.<sup>7</sup>

<sup>7</sup> *The Democratic Advocate*, Westminster, Md.

ES, Sat. 6/6/85, p. 9. **Affairs in West Washington – Grain Receipts** – Canal boat Seneca arrived with 1,100 bu. of corn and 1,300 bushels of wheat; canal boat Loudoun arrived with 3,800 bushels of corn, for Hartley Bros.

ES, Mon. 6/8/85, p. 5. **Affairs in West Washington – Shipping News** – Schooner Elm City arrived this morning with 900 tons of ice from Kennebec.

ES, Tue. 6/9/85, p. 1. **Affairs in West Washington – Accident** – Edward Forman, colored, employed at Winship's coal dock, unloading coal from a canal boat, was injured seriously about the head yesterday by a tub of coal falling on him. He was removed to a house, nearby, and attended by Dr. Suter.

NR, Tue. 6/9/85, p. 4. **Low Bridge Complaint** – The commissioners have replied to John E. Wagner's complaint against the low bridge in Georgetown. They state that on examination it appears that if proper care is exercised boats can be passed under the bridge without injury, and the responsibility for the condition of the bridge rests with the Chesapeake and Ohio Canal Company.

*Sun*, Wed. 6/10/85, p. 4. **Cumberland Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ended, Saturday, June 6, were 55,284 tons, and for the year to that date 1,117,274 tons, an increase of 34,943 tons as compared with the corresponding period of last year. The coal was shipped as follows: To Baltimore & Ohio Railroad and local points – Week, 34,803 tons; year, 860,617 tons; increase over last year, 40,847 tons. To Pennsylvania Railroad – Week, 12,857 tons; year, 156,236 tons; decrease from last year, 8,431 tons. To Chesapeake and Ohio Canal – Week, 7,625 tons; year, 90,400; decrease from last year, 19,468 tons.

ES, Wed. 6/10/85, p. 1. **Affairs in West Washington – Grain Receipts** – Canal boat Beulah arrived with 4,200 bushels of wheat for Hartley Bros.

H&TL, Thu. 6/11/85, p. 3. Col. L. Victor Baughman, President of the Canal, was here on Monday evening, attending to canal business.

ES, Thu. 6/11/85, p. 1. **Guarding Against Polluted Water** – The officials of the Chesapeake and Ohio canal company have ratified the agreement with Major Lydecker for the transfer of the waste-weir at Great Falls to a point below the conduit, and for the filling of the two tumbling dams at that point. The agreement as ratified conforms, in terms, to what *The Star* some days ago said it would be. It is agreed between Major Lydecker, representing the government, and President Baughman, for the canal company, that to prevent any flow of water from the two-mile level at Great Falls into the Potomac river above the aqueduct inlet, the discharge or waste-weir about 400 feet above the lock and two tumbling dams or overflows next above the aqueduct inlet may be closed. It is also agreed that a new waste-weir of one-third greater capacity than the one closed shall be built between the lock and the aqueduct inlet; that all expenses incurred in the work shall be paid by the United States, and that the work shall be done by the canal company, under the supervision of the U. S. engineer in charge of the aqueduct.

#### THE WORK BEGUN TODAY

A *Star* reporter this morning called upon Major Lydecker, who, in response to a question, stated that the agreement had been formally ratified by both parties, and that Cap. Symons and the canal officers were at Great Falls today engaged in the work of making the changes prescribed in the agreement. Major Lydecker added that the work will be carried on without delay to completion.

The most difficult feature of the work is the cutting of a new waste-weir through the canal bank below the conduit. The bank there is composed of masonry and heavy stone, and it

will be quite a job to cut through it. Meantime the old waste-weir has been temporarily fixed, so that no water can run over or leak through it, and the tow-path has been raised, so as to shut off the two tumbling dams. So that while the permanent work is progressing no canal water can get into the river at that point.

*Ibid*, p. 4. **Affairs in West Washington – Grain Receipts** – Canal boat Mollie C. W. Boyer arrived with 2,700 bushels of wheat and 5 tons of hay for J. G. & J. M. Waters. Canal boat Maryland arrived with 1,800 bushels of wheat, 2,200 bushels of corn and 5 tons of hay for Hartley Bros.

DC, Fri. 6/12/85, p. 4. **WEST WASHINGTON Canal Boat Arrival** – Arrived, canal boat C. R. Gregory, with seventeen and a half tons of baled hay for J. G. & J. M. Waters.

*News*, Sat. 6/13/85, p. 3. **C. & O. Canal Matters** – President Baughman, of the Chesapeake and Ohio canal, will leave Georgetown on Monday to pay off the employees on that work for the month of April last.

*News*, Mon. 6/15/85, p. 3. **Personal** – Col. L. Victor Baughman, president of the C. & O. Canal, left for Georgetown this morning to pay off the employees of the canal for the month of April.

*News*, Tue. 6/16/85, p. 1. **C. & O. Matters** – Cumberland, Md., June 15 – The shipments on the Chesapeake and Ohio canal last week were one of the heaviest of the season, and about the same as the corresponding week of 1884. The departures and tonnage by days were as follows: Monday – 18 boats, 2,035.16 tonnage; Tuesday – 16 boats, 1,939.05 tonnage; Wednesday – 19 boats, 2,185.08 tonnage; Thursday – 18 boats, 2,090.02 tonnage; Friday – 18 boats, 2,050.02 tonnage; Saturday – 22 boats, 2,512.12 tonnage; total – 111 boats, 12,813.05 tonnage; previously

– 855 boats, 87,273.09 tonnage; year to date – 966 boats, 100,086.14 tonnage.

ES, Tue. 6/16/85, p. 5. **Affairs in West Washington – Shipping News** – Schooner Nathan Lawrence arrived with 1,100 tons of ice from Kennebec; schooner Henry Culver arrived with 1,000 tons of ice from Kennebec; schooner American Team arrived with 800 tons of ice from Kennebec; schooner William Mason cleared today for Fall River with 600 tons of coal.

*News*, Wed. 6/17/85, p. 3. **For Public Printer** – A report comes from Washington that Col. L. Victor Baughman, of this city, and president of the Chesapeake and Ohio Canal, is a candidate for Public Printer, the head of the government printing office. The salary of the position is \$4,500. – *Union*.

DC, Wed. 6/17/85, p. 4. **WEST WASHINGTON – Canal boat Raised** – The canal boat Seven Sisters, loaded with coal, which sank at Seven Locks as reported in yesterday's *Critic*, was raised yesterday.

*Sun*, Thu. 6/18/85, p. 4. **Cumberland Coal Trade** – Cumberland, Md., June 17 – Shipments from the mines of the Cumberland coal region for the week ended June 13 aggregated 49,472 tons, and for the year to date 1,166,683 tons, a decrease of 13 tons as compared with the corresponding period of last year. The coal was shipped as follows: To Baltimore & Ohio Railroad and local points – week, 29,551 tons; year, 890,169 tons; increase as compared with 1884, 24,474 tons. Pennsylvania Railroad – week, 8,663 tons; year, 174,919 tons; decrease, 7,144 tons. Chesapeake and Ohio Canal – week, 11,258 tons; year, 101,658 tons; decrease, 17,343 tons.

*News*, Fri. 6/19/85, p. 3. **The Colonel to Go Fishing** – As soon as the Potomac is in order for fishing, Col. Baughman, Mr. Jesse Clagett and

Mr. George Mulhorn, of Frederick, and several gentlemen from Annapolis, will take a steamer at Georgetown, via the canal, on a three week's trip to Cumberland. The party will pass in easy stages between the two places, stopping at all the notable fishing points along the route. Col. Baughman is expected home from Georgetown tonight when all definite arrangements regarding the trip will be made.

ES, Sat. 6/20/85, p. 5. **Affairs in West Washington – Grain Receipts** – Canal boat Loudoun arrived yesterday with 1,700 bushels of corn and 900 bushels of wheat for Hartley Bros. **Canal Employees Paid Off** – The Chesapeake and Ohio canal pay-boat arrived in Cumberland Thursday with President Baughman and Paymaster Gambrell, having paid off the April pay-roll, amounting to about \$12,000. Col. Baughman reports both divisions of the canal in first-class condition.

ES, Mon. 6/22/85, p. 2. **Affairs in West Washington – Shipping News** – Schooner Annie F. Coulon, arrived with 950 tons of ice from Kennebec. Schooner Freddie L. Porter, arrived with paving blocks from Maine. Schooner George M. Brainard, arrived with granite from Maine. Schooner American Team, cleared today with 550 tons of coal for Bridgeport, Conn. Schooner Henry S. Culver, cleared today with 1,100 tons of coal for Boston. Schooner Nathan Lawrence, cleared today with 1,150 tons of coal for Boston.

News, Wed. 6/24/85, p. 1. **News from Abroad** – Washington Correspondence of Cumberland Times – Very few changes have yet been made in the Maryland post offices. No single first class postmaster has yet been appointed outside of Baltimore.

The Frederick fight has become so animated that it is not likely any one will be appointed there for the present. There is a well-known friendship subsisting between Col. Baughman and Col. Knott, and as Mr. Knott is

known as a liberal and fair minded man, his word has great weight in the Department. He will, however, hesitate to exert his influence, even for Col. Baughman's friend, if he thinks it likely to produce trouble in the party. Mr. Findlay says he has no doubt Col. Baughman would like to have the Revenue Collectorship, or the Public Printer's position, as the Colonel is known to have received intimation that the canal is to go into the hands of a receiver.

Sun. Wed. 6/24/85, p. 2. **Cumberland Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ended, Saturday, June 20, were 49,021 tons, and for the year to that date 1,215,765 tons, a decrease of 15,245 tons as compared with the corresponding period of last year. The coal was shipped as follows: To Baltimore & Ohio Railroad and local points – Week, 28,536 tons; year, 913,705 tons; increase over last year, 5,522 tons. To Pennsylvania Railroad – Week, 11,540 tons; year, 186,559 tons; decrease from last year, 5,735 tons. To Chesapeake and Ohio Canal – Week, 8,844 tons; year, 110,503; decrease from last year, 15,900 tons.

DC, Wed. 6/24/85, p. 4. **WEST WASHINGTON – Excursion to Cabin John** – The steam packets H. G. Wagner and Excelsior carried the Twenty-second-street Baptist Mission on an excursion to Cabin John today. About 500 persons were on board. **Port News** – Arrived: Canal boat Samuel Jarboe, with 3,000 bushels of wheat and 900 bushels of corn for J. G. & J. M. Waters.

H&TL, Thu. 6/25/85, p. 2. Col. L. Victor Baughman, the President of the C. & O. Canal, is reported to be a candidate for the office of Public Printer, at Washington, D. C.

-----  
*Ibid*, p. 3. **Found in the Canal** – Last Thursday morning there was found in the Canal, on the five mile level near Grove's landing, the body of an unknown colored man. An inquest



was held by Justice R. W. Grove, acting coroner, and as there was no evidence before the jury to show what caused the drowning of the man, the jury rendered a verdict that he came to his death from drowning in some way unknown to them.

Capt. Burch, of the boat "Major Anderson," reported at Shepherdstown lock on Wednesday morning, on his way down the canal, that one of his hands, a colored man had been missed the night before and they supposed he had gone in swimming and been drowned, as his clothing had been left on the boat. As the body of the unknown was naked, when found, it is supposed that he was the missing man.

ES, Thu. 6/25/85, p. 4. **Affairs in West Washington – Grain Receipts** – Canal boat Samuel Jarboe, arrived with 3,000 bushels of wheat and 900 bushels corn, for J. G. & J. M. Waters; canal boat Maryland, arrived with 1,500 bushels of wheat and 500 bushels of corn; canal boat Seneca, arrived with 1,700 bushels of corn and 20 bushels of wheat for Hartley Bros. **Shipping News** – Schooner J. W. Mwale arrived yesterday from Havre de Grace with 200 tons of coal; schooner George Vreeland cleared today with 695 tons of coal, for Jersey City.

DC, Fri. 6/26/85, p. 4. **WEST WASHINGTON A Canal Break** – A break at Shepherdstown, which prevented the arrival of canal boats to this place, has been repaired, and the boats commenced arriving last night. **Coal Enroute** – Only eight boats were loaded with coal at Cumberland Wednesday, as they were detained on account of the break at Shepherdstown.

News, Wed. 7/1/85, p. 1. **The Canal Case to be Decided This Week** – The Baltimore *Sun* states that Judge Hugh L. Bond, of the United States Court, said on Monday night, that the decision of the court in the Chesapeake and Ohio Canal case would be rendered this week. He could not name the day but said it would be later than today. The question before the court is the

foreclosure and the sale of the canal under the mortgage of 1848. The original bill in the case was filed January 2, 1880, by Mr. Daniel K. Stewart, of England, as holder of bonds of 1884, intended to be secured by mortgage of June 5, 1884, praying for the appointment of a receiver for the canal company on the ground of fraud and mismanagement. The trustees under the mortgage of June 5, 1849, were made defendants to the original proceedings. The court decreed January 1, 1881, that Mr. Stewart was not entitled to the relief prayed, but retained jurisdiction for the purpose of requiring the canal company to render quarterly accounts of receipts and disbursements for the information of bondholders. Mr. Stewart filed a supplementary bill August 12, 1884, praying a sale of the canal and its tolls for the purpose of paying the bonds of 1884, of which \$1,700,000 were alleged to be due and unpaid, and for the appointment of a receiver for the canal until the sale, and for an injunction to restrain the canal company from using any of the bonds issued under the mortgage of 1848.

DC, Wed. 7/1/85, p. 1. **The Canal Injunction Refused.** – Baltimore, Md., July 1 – Judges Bond and Morris in the United States Court today dismissed the suit asking for an injunction and the sale of the Chesapeake and Ohio Canal, on the ground that the court had no jurisdiction.

News, Thu. 7/2/85, p. 3. **The Canal Safe** – In the United States circuit court at Baltimore yesterday, Judges Bond and Morris filed their opinion in the case of Stewart at. Al. agt. The Chesapeake and Ohio canal. The complainants asked for a receiver and the sale of the canal to satisfy the bondholder creditors, the canal having defaulted in the payment of interest. The court dismissed the application. The opinion also dismissed the application of the canal company asking if it had power to use certain bonds for the enlargement of the locks of the canal, as the matter of the petition is *coram non judicem*, and any opinion about it would be extra judicial.

*Sun*, Thu. 7/2/85, p. 2. **Decision of the Chesapeake and Ohio Canal Case** – The United States Circuit Court yesterday dismissed the supplemental bill of Daniel K. Stewart, of England, against the Chesapeake and Ohio Canal, in which he asked a foreclosure of the mortgage of 1848 and the appointment of receivers for the sale of the canal. The opinion, delivered by Judge Bond, reviewed the proceedings from the filing of the original bill in January, 1880, which resulted in a decree January 7, 1881, that no mismanagement had been shown, and refusing the appointment of a receiver, but retained the bill so far as to require the company to file statements of its receipts and disbursements quarterly with the clerk of the United States Court for the inspection of parties interested. This decree, say the court, was a final decree, and terminated the litigation between the parties on the merits of the case. The bill before the court is declared to be not a supplemental bill, but a new bill altogether. “The ground upon which Mr. Stewart, the original alien complainant,” say the court, “could invoke the jurisdiction of the court was that the trustees for the bondholders refused to act and to protect his rights, and therefore he made them defendants. But the case he makes by his supplemental bill is wanting in this sole ground of jurisdiction. As to the matters alleged in the supplemental bill as ground for relief, the trustees are in accord with Mr. Stewart, and join with him in invoking the jurisdiction of the court. They, when they are willing to act, are the proper and only proper persons to represent the interests of the bondholders. A supplemental bill must set up jurisdictional facts, and this cannot be done in this case, for the trustee now file a petition for the like purpose of Mr. Stewart. As the complainant had no cause of action at the time his original bill was filed and has to rely in his supplemental bill on grounds which have since occurred, and it appears the facts which gave jurisdiction to the court have ceased to exist at this time of filing his supplemental bill, it makes

a case which 50esterdes the court to apply with strictness the rules of equity pleading, and therefore the supplemental bill of Mr. Stewart must be dismissed.” The petition filed by the trustees was also dismissed for want of jurisdiction, the trustees being all citizens of the same State with the defendant company, except Mr. W. W. Corcoran, who is a citizen of the District of Columbia, and cannot sue in the Circuit Court of the United States. As to the petition of the canal company asking the court to construe its powers under the act of 1878 to issue repair bonds for the enlargement of the locks of the canal, the court say that, having determined there is no case pending in which a petition could be filed, it is not before the court, and to express any opinion about it would be extra judicial.

-----  
*Ibid*, p. 4. **Cumberland Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ended, Saturday, June 27, were 52,623 tons, and for the year to that date 1,265,394 tons, a decrease of 19,233 tons as compared with the corresponding period of last year. The coal was shipped as follows: To Baltimore & Ohio Railroad and local points – Week, 30,908 tons; year, 949,810 tons; decrease over last year, 5,287 tons. To Pennsylvania Railroad – Week, 11,578 tons; year, 198,231 tons; decrease from last year, 1,302 tons. To Chesapeake and Ohio Canal – Week, 10,044 tons; year, 120,547; decrease from last year, 12,744 tons.

ES, Thu. 7/2/85, p. 5. **Affairs in West Washington – Shipping News** – Schooner Bayliss Wood arrived today with 986 tons of ice from Kennebec. Schooner Carrie Norton arrived with 800 tons of ice from Kennebec. Schooner Emmerson Roakes arrived with 700 tons of ice from Kennebec. Schooner Freddy L. Porter cleared today with 550 tons of coal for Boston.

*News*, Wed. 7/8/85, p. 1. **A Use Found for the Canal** – From the *Cumberland Times* – Senators

Gorman, Hampden, Beck and Morgan are said to be contemplating a fishing excursion up the Chesapeake and Ohio canal as the guests of its president, after which the senior Maryland Senator will settle at Oakland for the month of August, to there cast his lines in pleasant places.

*Sun*, Wed. 7/8/85, p. 4. **Cumberland Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ended, Saturday, July 4, were 45,406 tons, and for the year to that date 1,314,800 tons, a decrease of 26,382 tons as compared with the corresponding period of last year. The coal was shipped as follows: To Baltimore & Ohio Railroad and local points – Week, 30,283 tons; year, 979,894 tons; decrease over last year, 17,506 tons. To Pennsylvania Railroad – Week, 6,333 tons; year, 204,570 tons; decrease, 2,581 tons. To Chesapeake and Ohio Canal – Week, 9,789 tons; year, 130,236; decrease, 6,295 tons.

*News*, Fri. 7/10/85, p. 1. **Facts for Fishermen** – From the *Cumberland Times* – Bass fishing is in season and a few points on that gamy species of the finny tribe may be interesting to fishermen. We give, therefore, some carefully prepared “pointers” on the subject. Not everyone knows that the first black bass ever swimming the Potomac propagated in Cumberland. The records of the United States Fish Commissioner say that in 1854 thirty black bass taken from the Ohio river were placed in the canal at Cumberland. Some of them, possibly all, escaped into the Potomac, and so remarkable has been their increase that today and for a number of years the principal markets North have been supplied with bass from its waters.

[Transcriber’s Note: the balance of this long article concerned the fish, not the canal.]

*ES*, Sat. 7/11/85, p. 6. **Affairs in West Washington – Shipping News** – Schooner William O. Snow cleared today with 950 tons of coal for Boston. Schooner Emmerson Rokes cleared today with 700 tons of coal for Boston.

Schooner Bayliss Wood cleared with 960 tons of coal for Boston.

*News*, Wed. 7/15/85, p. 2. **Drowned in the Canal** – A dispatch to the *Evening Star* says that Charles L. Nichols, about 51 years of age, residing at Point of Rocks, is supposed to be drowned in the canal. It appears that Nichols came to that place yesterday afternoon on the canal boat *Samuel Jarboe*, which is now lying a short distance above the Aqueduct bridge, with a party of four boatmen. About 10 o’clock Monday night he insisted upon lying down with his feet hanging over the side of the boat but was soon aroused from this position only to take a more dangerous one at the stern of the boat, which was the last seen of him. His coat was hanging in the cabin, and his trousers and shoes were found on the dock early this morning. Every attempt has been made by dragging and searching for the missing man without success. He leaves a wife and four children, who have been notified of the above facts.

Our Point of Rocks correspondent writes this morning as follows: - Last night Mr. J. Nichols telegraphed to Mrs. Nichols, that Charley had been seen on Water street: this cheered the bereaved family up and last night they were looking for him home, but at 9 o’clock a.m. today a telegram was received stating that his body was found in the canal and that they would be here with it as soon as possible. Mr. C. L. Nichols was 51 years of age and has been a resident of this place all his life. His wife and family are at present nearly wild with grief. Nichols was the proprietor of the American Hotel and an expert fisherman.

-----  
**Low Water in the Canal**

From the *Cumberland Times* – A gentleman who has just traversed the canal from here to below Williamsport reports that owing to low water, loaded boats are stuck on the bottom all the way down.

Yesterday was a very heavy day for shipments of coal by canal, 24 boats loading here.

There was no lightening of their loads to speak of, but it is likely they will now be compelled to carry very light loads. Rain is badly wanted all along the canal.

*Sun*, Wed. 7/15/85, p. 4. **Cumberland Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ended, Saturday, July 11, were 55,342 tons, and for the year to that date 1,370,142 tons, a decrease of 31,583 tons as compared with the corresponding period of last year. The coal was shipped as follows: To Baltimore & Ohio Railroad and local points – Week, 34,819 tons; year, 1,014,712 tons; decrease over last year, 33,873 tons. To Pennsylvania Railroad – Week, 7,894 tons; year, 212,464 tons; decrease, 1,975 tons. To Chesapeake and Ohio Canal – Week, 12,830 tons; year, 142,966; increase, 4,265 tons.

*ES*, Wed. 7/15/85, p. 2. **Affairs in West Washington – The Body Found** – The body of Charles L. Nichols, of Point of Rocks, Md., who was missed Monday night from the canal boat Samuel Jarboe, above the Aqueduct bridge, as stated in yesterday's *Star*, was discovered this morning floating through the Alexandria aqueduct by John Nichols, brother of the unfortunate man, and Thomas Dean. The coroner gave a certificate of death from accidental drowning. The remains were taken to the late home of the deceased, at Point of Rocks, on the canal boat Samuel Jarboe.

*Sun*, Wed. 7/15/85, p. 1. **Low Water in the Canal** – Cumberland, Ms., July 14 – Water in the Chesapeake and Ohio Canal is reported low, and boatmen are lightening their cargoes in consequence. A rain fell last night, which may help some.

*News*, Thu. 7/16/85, p. 3. **C. & O. Canal Matters** – The Baltimore *Sun* says that President Baughman, of the Chesapeake and Ohio Canal, who was in that city yesterday, stated that he had completed his report of the operations of the

canal for June, showing a lessening of the expenses of \$3,500 as compared with the same month of 1884. This reduction of operating expenses was made notwithstanding considerable repairs at several of the locks, and two or three sunken boats were removed. The lessening of the expenses for July will be still greater than in June. Temporary arrangements are being made for increasing the capacity of the dams by heightening their walls with timber, so as to provide a supply of water that will keep the canal in boating conditions during the present low-water stage. The canal business is as satisfactory as can be expected at this time. The president proposes to go to New York next week to confer with the coal people there about Cumberland shipments.

*H&TL*, Thu. 7/16/85, p. 1. **NO RECEIVER FOR THE CANAL** – The Judges of the U. S. Circuit Court, in which the attempt was made to have a Receiver appointed for the Chesapeake and Ohio Canal, refused to grant the application made for a Receiver, upon the ground that the former decree, filed in 1881, was a finality as to the merits of the original bill, and that the bill now before the court was not, as designated, a supplemental bill, and was of such a character that the court was without jurisdiction.

The Court said in the opinion:

“The mortgages in question contained a clause which provided that the canal company should remain in possession and collect and appropriate the revenue of the canal, after default in payment of the interest due on this class of bonds, unless the mortgagees could show that the default was not occasioned by lack of business, but from mismanagement of the canal defendant company. Proof was taken, a hearing had, and after due deliberation the court determined that no mismanagement had been shown and refused the appointment of a receiver and the injunction prayed for in the bill. But it appearing to the court that it would be equitable that the bondholders should have opportunity to know from time to time what the company was doing

with its revenues, since all their interests depended upon the honest and economical appropriation of them, the court retained the bill so far as to require the company to file a statement of its receipts and disbursements quarterly with the clerk of the court, for the inspection of parties interested. This has been complied with on the part of the defendant company to this date. The decree passed by the court was a final decree in respect to the bill then filed. It terminated the litigation between the parties on the merits of the case.

“Stewart, the complainant, now files what he terms a supplement bill, in which he alleges that he is still the owner and holder of his original bonds and the coupons unpaid thereon, which he held when he filed his original bill, and that now the bonds themselves are due, many of them, and that the others shortly will be, and that now it is the duty of the court to require the canal to be placed in the hands of a receiver and the property mortgaged sold, whatever that may be, and the revenues appropriated to the payment of the overdue bonds and coupons.

“It cannot be maintained that the effect of the decree already passed was to require the canal company to administer the affairs of the canal under the direction and jurisdiction of this court and give to every one having at any time the right to the interposition of a court of equity, with regard to the management of the canal, the privilege of bringing the matter to the attention of this court. The matters on which the supplemental bill is brought are facts alleged to have happened since the decree and are matters proper for a decree without reference to the original bill, and in such case, as we understand the rules of equity pleading, a supplemental bill cannot be filed.

“We think the bill now brought to be filed by Stewart is not a supplemental bill, but a new bill altogether, and we are embarrassed by a very serious question of jurisdiction. The ground upon which Stewart, the original ahen complainant, could invoke the jurisdiction of this court was that the trustees for the bondholders

refused to act and to protect his rights, and, therefore, he made them defendants. But the case made by his supplemental bill is wanting in this sole ground of jurisdiction.

“As to the matters alleged in the supplemental bill as ground for relief, the trustees are in accord with Stewart, and join with him in invoking the jurisdiction of the court. They, when they are willing to act, are the proper and only proper persons to represent the interests of the bondholders. A supplemental bill must set up jurisdictional facts, and this cannot be done in this case, for the trustees file now a petition for the like purpose of Stewart. Unless, therefore, it is clear that a supplemental bill is maintainable, the court has no jurisdiction. As the complainant had no cause of action at the time his original bill was filed and has to rely in his supplemental bill on grounds which have since occurred, and it appears the facts which gave jurisdiction to the court had ceased to exist at the time of filing his supplemental bill, it makes a case which requires the court to apply with strictness the rules of equity pleading. We think; therefore, the supplemental bill of Stewart must be dismissed.

It is manifest that if, as we have determined, the original decree in this case was a final one, the original bill is not now a cause depending in this court, and that the petition filed by the trustees under the mortgage must be dismissed also for the want of jurisdiction. The trustees, or the most of them, are citizens of the same State with the defendant company, the one exception being Mr. Corcoran, who is a citizen of the District of Columbia, and cannot sue in the Circuit Court of the United States.”

The court also refused the petition of the Canal Company for a construction of its powers under the act of 1878 and a determination whether or not it has the power to use the bonds, issued under that act, for the enlargement of the locks of the canal, saying that, as they had determined there was no case pending there in which such a petition could be filed, the matter of the petition was *coram non judice* (without the

jurisdiction) and to express any opinion about it would be extra-judicial.

*Sun*, Thu. 7/16/85, p. 1. **Body Recovered** – Frederick, Md., July 15 – Intelligence of the finding of the body of Mr. Charles L. Nichols, of Point of Rocks, who was drowned in the canal near Aqueduct bridge, Georgetown, D. C., on Monday night last, was received by his family this morning. It is supposed that he sought a cool place to sleep on the canal boat, on which he had made one of his occasional trips, and accidentally fell over. He was about 51 years of age and was proprietor of the American Hotel at Point of Rocks. He leaves a wife and four children.

ES, Thu. 7/16/85, p. 4. **Affairs in West Washington – Reducing Canal Expenses** – President Baughman, of the Chesapeake and Ohio canal, has completed his report of the operations of the canal for June, showing a reduction of expenses of \$3,500 as compared with the same month of 1884. Temporary arrangements are being made for increasing the capacity of the dams by heightening them with timbers, so as to provide a supply of water that will keep the canal in boating condition during the low-water stage. The president proposes to go to New York next week to confer with the coal people there about Cumberland shipments.

ES, Fri. 7/17/85, p. 5. **Affairs in West Washington – Grain Receipts** – Canal boat Seneca arrived this morning with 2,500 bushels of wheat for Hartley Bros.

*News*, Mon. 7/20/85, p. 3. **C. & O. Canal Matters** – Col. Baughman has men at work on the canal raising the dams so as to increase the water supply and render continued navigation practicable.

ES, Tue. 7/21/85, p. 5. **Affairs in West Washington – Grain Receipts** – Canal boat Loudoun arrived with 3,800 bushels of wheat

and 500 bushels of corn; canal boat H. M. Talbot arrived with 2,600 bushels of wheat; canal boat E. Lyons, Whiting, arrived with 3,000 bushels of corn, and schooner Lizzie Regan arrived with 1,000 bushels of wheat for Hartley Bros. Wheat sold on Exchange at 92 cents to \$1.02 per bushel. Corn sold at 56 cents and 60 cents.

*Sun*, Wed. 7/22/85, p. 4. **Cumberland Coal Trade** – Cumberland, Md., July 21 – The shipments from the mines of the Cumberland coal region for the week ended Saturday, July 18, were 59,763 tons, and for the year to date 1,429,904 tons, a decrease of 39,688 tons as compared with the corresponding period of last year. The coal was supplied as follows: To Baltimore & Ohio Railroad and local points – week, 38,662 tons; year, 1,053,374 tons; decrease, from last year, 45,574 tons. To Chesapeake and Ohio Canal – week 10,712 tons; year, 158,677 tons; increase over last year, 4,926 tons. To Pennsylvania Railroad – week, 10,389 tons; year, 222,853 tons; increase over last year, 960 tons.

*News*, Thu. 7/23/85, p. 4. **Sent to an Asylum** – The Williamsport *Leader* says that Mr. James Flynn, of Four Locks, well-known all along the line of the canal, has been confined in the asylum at Hagerstown for insanity. He becomes so wild at times that he has to be chained.

H&TL, Thu. 7/23/85, p. 3. **Cement Rock in Washington County** – A large deposit of cement rock exists on the farm of Wm. M. Blackford, in Sharpsburg district, along the Chesapeake and Ohio Canal, and directly opposite the Potomac Cement Works in West Virginia. Mr. Blackford has recently had an analysis of some of this rock made by Robert Bridges, Jr., with very satisfactory results. He proposes to quarry, burn and grind some of this rock in order to test the textile strength, and if it meets his expectations, will operate it, either by forming a stock company for the purpose or entering into a co-partnership.

Sat. 7/25/85, p. 2. Under date of Hagerstown, July 21, a correspondent writes: The drouth still continues. Without rain in a few days the corn crop will be a failure. The hay harvest was almost nothing, and, as a consequence, many farmers will be compelled to buy hay to winter their stock. The Potomac is very low, and without rain boating on the canal will be suspended.<sup>8</sup>

*News*, Sat. 7/25/85, p. 3. **The C. & O. Canal Rising** – Cumberland, Md., July 25 – Recent rains in this section have raised the Potomac river, and the canal levels are filling up. It is thought that the threatened stoppage of navigation by low water will now be averted.

ES, Tue. 7/28/85, p. 2. **Affairs in West Washington – Grain Receipts** – Canal boat Maryland arrived with 4,000 bushels of wheat for Hartley Bros.

DC, Wed. 7/29/85, p. 4. **WEST WASHINGTON – Coal From The Mines**  
The shipments from the mines of the Cumberland coal region for the week ending July 25 were 60,513 tons, and the total shipments for the year to that date 1,490,418, a decrease of 45,110 tons as compared with the corresponding period of last year. The shipments to the Baltimore & Ohio Railroad were, for the week, 42,347 tons; a year, 1,095,721 tons, a decrease of 53,078 tons. To Chesapeake and Ohio Canal for the week, 10,871 tons; a year, 164,348 tons, an increase of 7,020 tons.

ES. Wed. 7/29/85, p. 4. **Affairs in West Washington – Shipping News** – Schooner Bertha Dean cleared today for Boston with 1,100 tons of coal. The shipping interest is very dull at the present time.

ES, Fri. 7/31/85, p. 1. **Affairs in West Washington – Grain Receipts** – Canal boat Seneca arrived with 1,500 bushels of wheat, 500 bushels of corn and 100 bushels rye for Hartley Bro.

ES, Sat. 8/1/85, p. 5. **Affairs in West Washington – Shipping News** – Schooner Henry S. Culver cleared yesterday with 1,100 tons of coal for Boston. Schooner Uranus cleared today with 550 tons of coal for Boston. **Grain Receipts** – Canal boat Loudoun arrived with 2,300 bushels of wheat, 500 bushels of corn, and 15 tons of baled hay for Hartley Bros.

DC, Mon. 8/3/85, p. 4. **WEST WASHINGTON – Report On The Canal**  
The official report from the collector's office of the Chesapeake and Ohio Canal shows that during July, 465 boats carrying 51,030 tons of coal left this port on the canal. The revenue was about \$13,000. The month's tonnage was nearly double that of the corresponding month last year and was the heaviest month so far of the season, notwithstanding low water. The total shipments by canal for the season are 187,919 tons.

*Sun*, Tue. 8/4/85, p. 1. **No Damage in Allegany**  
Cumberland, Md., Aug. 3 – No damage by the flood is reported in this section. There has been considerable rain in the past two days and the streams rose, but not dangerously so. No damage from rise in water is reported on the Cumberland division of the canal.

-----  
**CHESAPEAKE AND OHIO CANAL**

Col. L. Victor Baughman, president, telegraphed from Baltimore to all the division bosses of the Chesapeake and Ohio Canal to be prepared for all breaks and other emergencies that may be occasioned by high water. Collector Snowden telegraphed from Georgetown as follows: "No breaks are reported on the canal, though one was feared at Crooked Aqueduct. The water raised two feet at Seneca after 7 o'clock in the morning.

<sup>8</sup> *The Democratic Advocate*, Westminster, Md.

Two sand bars were formed at Catoctin, Frederick county, between Point of Rocks and Harper's Ferry. Navigation was interrupted on that division." From Cumberland, Superintendent Edward Mulvany telegraphed that there was no damage on the upper levels of the canal, and that everything was quiet along the Potomac. These reports covered the whole length of the canal, from Georgetown to Cumberland. Col. Baughman left the city for Catoctin at 2:30 P. M. yesterday to put large forces of men at work to repair the damage to the canal at that point.

A dispatch to *The Sun* from Washington last night says: "No breaks reported up to this time. Navigation will be suspended for several days. President Baughman and Superintendent Biser arrived here this evening and arranged for a number of extra hands to clean out the sand-bars at Catoctin. The aqueduct near Catoctin is thought to be in order.

"The rains above Harper's Ferry were not near as heavy as in this section. The canal hands will be at work all night. No time will be lost in opening navigation. The Potomac raised six feet last night, fell off during the day, but is rising again at this time. A valuable horse, owned by Dr. Mason, in Virginia, across the river from here, was killed by lightning during last night's storm."

ES, Wed. 8/5/85, p. 4. **Affairs in West Washington – The Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ending Saturday, August 1, 1885, were 58,653 tons, and the total shipments for the year to that date 1,549,070 tons, an increase of 33,822 tons as compared with the corresponding period of 1884. The shipments to the Chesapeake and Ohio canal were 9,653 tons for the week, and for the year 174,002 tons, an increase of 12,862 tons as compared with last year.

ES, Sat. 8/8/85, p. 9. **Affairs in West Washington – Shipping News** – Schooner

William McKinney arrived with 500 tons guano from New York; schooner Annie J. Pandel arrived with 1,000 tons of ice from Kennebec.

*Sun*, Mon. 8/10/85, p. 1. – This week President Baughman will disburse \$20,000 back pay to Chesapeake and Ohio Canal employees.

ES, Wed. 8/12/85, p. 4. **Affairs in West Washington – The Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ending Saturday, August 8<sup>th</sup>, 1885, were 47,990 tons, and the total shipments for the year to that date 1,597,060 tons, a decrease of 41,826 tons as compared with the corresponding period of 1884. The shipments to the Chesapeake and Ohio canal were 8,829 tons for the week, and for the year 182,831 tons, an increase of 7,720 tons as compared with last year.

ES, Thu. 8/13/85, p. 1. **Affairs in West Washington – Shipping News** – Schooner William O. Snow, arrived from Kennebec, with 1,000 tons of ice; schooner Freddie L. Porter, arrived yesterday with paving stones from Maine; schooner Spartan, cleared with 1,000 tons of coal, for Somerset; schooner Ella M. Golden, cleared with 1,000 tons of coal, for Boston; schooner Gay Thomas, cleared with 550 tons of coal, for Annapolis.

*Sun*, Fri. 8/14/85, p. 1. The sand bars in the Chesapeake and Ohio Canal at Catoctin have been removed and navigation reopened.

ES, Fri. 8/14/85, p. 4. – **Affairs in West Washington – Obstructions To Canal Navigation Removed** – President Baughman and Paymaster Gambrill, of the Chesapeake and Ohio canal, arrived at Catoctin, Md., yesterday. About one hundred boats have been detained at that point since last Friday, when heavy sand bars were washed into the canal. A force of men under Superintendent Biser have been at work night and day since, removing the obstructions.



The boatmen assisted in the work, yesterday, twenty mules were attached to the first boat, which cleared the bars and is on its way here.

ES, Sat. 8/15/85, p. 8. **Affairs in West Washington – Grain Receipts** – Canal boat Loudoun arrived with 3,000 bushels of wheat and 1,000 bushels of corn for Hartley Bros.

**Shipping News** – Schooner Bayliss Wood arrived with 1,000 tons of ice from Kennebec. Schooner Livingstone cleared with 500 tons of coal for Boston.

ES, Wed. 8/19/85, p. 4. **Affairs in West Washington – The Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ending Saturday, August 15, were 57,315 tons, and the total shipments for the year to that date 1,654,375 tons, a decrease of 49,557 tons as compared with the corresponding period of 1884. The shipments to the Chesapeake and Ohio canal were 8,651 tons for the week, and for the year 191,482 tons, an increase of 16,538 tons as compared with last year.

H&TL, Thu. 8/20/85, p. 3. **The Canal Blockade Broken** – Last Thursday morning Superintendent Biser and his force succeeded in starting the first boat on the C. & O. canal, at the Catoctin aqueduct, near Weverton. About a hundred boats had been detained by a sandbar which closed navigation for nearly a week. It took twenty mules to get the first boat through. On the same morning President Baughman and paymaster Gambrell arrived at Catoctin, on their errand of distributing back pay for the months of January and June. They left Georgetown at 4 o'clock Wednesday afternoon and reached Cumberland Saturday morning.

ES, Thu. 8/20/85, p. 4. **Affairs in West Washington – Grain Receipts** – Canal boat H. M. Talbot, arrived with 1,400 bushels of corn and 1,100 bushels of wheat; canal boat Seneca,

arrived with 800 bushels of wheat and 300 bushels of corn, for Hartley Bro.

ES, Sat. 8/22/85, p. 8. **Affairs in West Washington – Grain Receipts** – Canal boat Maryland, arrived with 2,000 bushels of wheat for Hartley Bros.

*News*, Tue. 8/25/85, p. 2. **Mr. Mertens on the Canal** – The Washington correspondent of the *Alexandria Gazette* had an interview on Saturday in that city with Frederick Mertens, Esq. He writes his paper as follows: “Mr. Mertens, of Cumberland, who is largely interested in the boating business of the Chesapeake and Ohio Canal, says that since the sand bars have been removed from that canal, its daily business amounts to about 20 coal boats a day. He also says that the freights on the Baltimore & Ohio Railroad are now so low that it does not get one dollar for every ton of coal it carries to Baltimore, and that it can’t maintain those freights for any considerable length of time and pay dividends and keep up the price of its stock. He says if the sale of the canal is forced, the bondholders will probably make some arrangements by which to get possession of it and keep it open and that if the locks be extended coal could be brought to tide water for 19 cents a ton. Even with the coal that now comes to Georgetown, more coal than can be carried away by the few vessels that now arrive to do it.

-----  
*Ibid*, p. 3. **C. & O. Canal Report** – The *News* has received from President L. Victor Baughman, of the Chesapeake and Ohio Canal, the report of the workings of the canal for the year ending December 1<sup>st</sup>, 1884. The report shows the condition of affairs for the fiscal year ending December, 1884 and includes but a few months of the present administration’s management. In his report to the stockholders President Baughman’s says: “When the president and directors assumed control of the canal in December last they found, according to the report of the late president, Mr. Smith, a floating

indebtedness of \$170,862.94, and no provision whatever could reasonably be made to meet or diminish it. A comparison of the expenditures for the months of December, 1884, January, February, March, April and May of 1885, with the corresponding months of 1883 and 1884, shows a decrease in expenditures of \$26,473.57, the result of reduction in salaries and wages, the discharge of unnecessary employees, the consolidation of offices and a careful supervision over every detail of the whole work. This savings has not been made at the sacrifice of necessary repairs or needed work to the canal.

The present administration was inaugurated under serious difficulties. Since the opening of navigation on the canal a universal stagnation in all branches of industry has paralyzed all business and all common carriers have sensibly felt the consequences in decreased transportations. The cutting of freight rates between the principal trunk lines of railroads compelled the canal management to a marked reduction in tolls heretofore charged by the company. Arrangements have been made with dealers in the large cities of the east for the transportation of coal but the depression in business has so retarded the work that the good to be accomplished has been delayed. In order to meet competition, the tolls were reduced to 26 cents on the ton, which is the lowest rate ever asked by the canal directors, who feel confident that should the present depression in business give place to activity and resumption of trade, the company will be enabled to meet its current expenses and the interest upon the bonds issued under the act of 1878, chapter 58.

DC, Wed. 8/26/85, p. 4. **WEST WASHINGTON** – Eleven boats loaded with coal have arrived since last report.

The shipments from the mines of the Cumberland coal region for the week ending Saturday, August 22, were 57,557 tons, and for the year 1,711,932 tons – a decrease of 61,504 tons as compared with the corresponding period of 1884. The coal was shipped as follows: To

Baltimore & Ohio Railroad and local points, for the week, 40,560 tons; year, 1,249,708 tons – a decrease from last year of 86,775 tons. To Chesapeake and Ohio Canal, week, 8,278 tons; year, 199,761 tons – increase over last year 13,877 tons. To Pennsylvania Railroad, week, 8,718 tons; year, 262,464 tons – increase of 11,392 tons.

ES, Wed. 8/26/85, p. 2. **Affairs in West Washington – Shipping News** – Schooner William Mason cleared today with 700 tons of coal for Fall River. Schooner Elisha Gibbs cleared today with 750 tons of coal for Providence, R. I.

ES, Thu. 8/27/85, p. 1. **Affairs in West Washington – Grain Receipts** – Canal boat Loudoun arrived with 1,200 bushels of corn and 800 bushels of wheat for Hartley Bros. Corn sold on Exchange at 57 [cents per bushel] and wheat sold at 90¼ [cents per bushel].

ES, Sat. 8/29/85, p. 1. **Affairs in West Washington – Grain Receipts** – Canal boat Maryland arrived yesterday with 1,000 bushels of corn for Hartley Bros.

*News*, Wed. 9/2/85, p. 3. **C. & O. Canal Matters** – The monthly meeting of the Chesapeake and Ohio Canal board was held yesterday at Barnum’s Hotel, in Baltimore, with President Baughman in the chair, and Messrs. J. G. Berret, John Humbird, P. Hamill, Spencer Watkins, Robert A. Dobbin, directors; Stephen Gambrill, treasurer and paymaster, John P. Ayres, accountant, present. Col. Baughman said the session was for the transaction of the usual routine business. In reference to the proposed sale of the repair bonds issued under the act of 1878 he stated “he is as anxious as ever to effect their sale believing that there is no other way by which the labors can be paid their just dues. The present administration took charge of an indebtedness of over \$170,000, and it is simply impossible to expect the payment of so large an

amount out of the present revenues of the canal, notwithstanding the fact that reductions amounting to thirty-four thousand dollars have been made up to the first of August 1885. The first four months of the present administration yielded no revenues but was attended with considerable expense in putting the canal in navigable condition. The men deserve the greatest credit for the manner in which they have waited for the payment of their wages. If the bonds can be disposed of, and he will make every effort to effect a sale the laborers will be paid before anything else is done.” The statement furnished of the operations of the canal administration shows that \$34,685.55 has been paid on the old indebtedness. They have paid in full the rolls for December 1884, January, April and June 1885, together with other payments on the unpaid rolls for the present year amounting to \$57,556.83. They have also paid two coupons on the repair bonds due January 1 and July 1, 1885, aggregating \$7,580.

ES, Wed. 9/2/85, p. 4. **Affairs in West Washington – Grain Receipts** – Canal boat Maryland arrived with 1,400 bushels of wheat and 500 bushels of corn. Canal boat Seneca arrived with 1,200 bushels of wheat for Hartley Bros.

ES, Thu. 9/3/85, p. 1. **A C. & O. Canal Director Resigns** – Mr. James A. L. McClure has resigned as a member of the board of directors of the Chesapeake and Ohio Canal Company. In his letter to the governor of Maryland, presenting his resignation, he says that since the suit of David K. Stewart against the company has been settled favorably to the company, he resigns his position as director.

-----  
*Ibid.* p. 2. **Affairs in West Washington Shipping News** – Schooner Grace R. Green cleared today with 700 tons of coal for Boston. Schooner City of Augusta cleared today with 900 tons of coal for Somerset. [Schooner] R.

Bowen cleared today with 750 tons of coal for Boston.

DC, Thu. 9/3/85, p. 4. **WEST WASHINGTON** – Seventeen boats loaded with coal have arrived since last report.

The shipments from the mines of the Cumberland coal region for the week ending Saturday, August 29, were 59,633 tons, and for the year to date, 1,771,565 tons, a decrease of 66,950 tons as compared with the corresponding period of last year. The coal was shipped as follows: To Baltimore & Ohio Railroad and local points – week, 39,674 tons; year, 1,288,781 tons; decrease from last year, 89,474 tons. To Chesapeake and Ohio Canal – week; 12,813 tons; year, 211,788 tons; increase over last year, 9,711 tons. To Pennsylvania Railroad – week, 8,531 tons; year, 270,955 tons; increase over last year 12,813 tons.

News, Fri. 9/4/85, p. 3. **C. & O. Canal Matters** – Speaking of the resignation of Mr. James A. L. McClure at Annapolis yesterday, as a member of the board of directors of the Chesapeake and Ohio canal, Governor Lloyd said that the vacancy, as he understood it, would be filled at the stockholders meeting which takes place next December.

ES, Fri. 9/4/85, p. 1. **Affairs in West Washington – Grain Receipts** – Canal boat Maryland arrived with 3,000 bushels of wheat and 1,000 bushels of corn for Hartley Bros.

ES, Sat. 9/5/85, p. 5. **Affairs in West Washington – Grain Receipts** – Canal boat E. Lyons, Whiting, arrived with 2,000 bushels of wheat, for Hartley Bros. Wheat sold on Exchange at 91¼ cents a bushel.

**Shipping News** – Schooner Ruth Robinson cleared today with 700 tons of coal for Jersey City. Schooner Elva City cleared today with 900 ton of coal for Boston.

*Sun*, Mon. 9/7/85, p. 4. **Cumberland Coal Shipments** – Cumberland, Md., Sept. 6 – During the week ended yesterday 100 boats, carrying 11,305 tons of coal, cleared from this port on the canal, making the total canal shipments for the season 227,592 tons.

ES, Mon. 9/7/1885, p. 1. **Affairs in West Washington – Grain Receipts** – Canal boat Beulah arrived with 4,400 bushels of wheat, for Hartley Brothers.

ES, Tue. 9/8/85, p. 5. **Affairs in West Washington – Shipping News** – Schooner Samuel H. Walker cleared today with 900 tons of coal for Boston; schooner R. Fuller cleared yesterday with 700 tons coal for Philadelphia.

*Sun*, Wed. 9/9/85, p. 4. **Cumberland Coal Trade** – Cumberland, Md., Sept. 8 – The shipments from the mines of the Cumberland coal region for the week ended Saturday, Sept. 5, were 62,004 tons, and for the year to that date, 1,833,569 tons, a decrease of 54,000 tons as compared with the corresponding period of last year. The coal was shipped as follows: To Baltimore & Ohio Railroad and local points – week, 47,054 tons; year, 1,335,836 tons; decrease from last year 73,345 tons. To Pennsylvania Railroad – week 5,223 tons; year, 276,228 tons; increase, 12,295 tons. To Chesapeake and Ohio Canal – week, 9,717 tons; year, 221,566 tons; increase, 9,050 tons.

ES, Wed. 9/9/85, p. 1. **Affairs in West Washington – Grain Receipts** – Canal boat Maryland arrived this morning with 1,100 bushels of wheat, for Hartley Bros.

**Shipping News** – Schooner H. S. Talbot cleared today with 1,100 tons of coal for Boston. Schooner Nathaniel Laws cleared today with 500 tons of coal for New York. Schooner S. M. Bird cleared today with 700 tons of coal for Portland, Maine.

ES, Fri. 9/11/85, p. 4. **Affairs in West Washington – Shipping News** – Schooner Standard cleared this morning with 550 tons of coal for Boston. Schooner Mary M. Hood arrived with 900 tons of [anthracite] coal from New York.

Sat. 9/12/85, p. 2. In speaking of the improved condition of the finances of the Chesapeake and Ohio Canal, as set forth by the statement made by the officers at a meeting last week, the *Annapolis Republican* says: “Their improved condition under the vigorous and able management of Col. Baughman is a source of congratulation.”<sup>9</sup>

ES, Sat. 9/12/85, p. 8. **Affairs in West Washington – Grain Receipts** – Canal boat Seneca arrived with 1,700 bushels of wheat and 125 barrels of flour, for Hartley Bros.

ES, Mon. 9/14/85, p. 2. **Affairs in West Washington – Shipping News** – Schooner Charles A. Briggs arrived light from Boston. Schooner Bessie Brown arrived with 50 tons of guano from Philadelphia. Schooner William Mason arrived light from Fall River. **Grain Receipts** – Canal boat Loudoun arrived with 1,800 bushels of corn and 1,500 bushels of wheat, for Hartley Bros.

ES, Tue. 9/15/85, p. 4. **Affairs in West Washington – Shipping News** – Schooner Charles L. Mitchell arrived from Kennebec with 1,000 tons of ice. Schooner D. M. Anthony arrived from Kennebec with 900 tons of ice. Schooner Lee arrived from Kennebec with 900 tons of ice.

**Grain Receipts** – Canal boat Samuel Jarboe arrived yesterday with 1,700 bushels of wheat and 1,450 bushels of corn for J. G. & J. M. Waters. Wheat sold on Exchange from 85¢ to 95¼¢.

<sup>9</sup> *Denton Journal*, Denton, Md.

DC, Wed. 9/16/85, p. 4. **WEST WASHINGTON** – Eighteen boats loaded with coal have arrived since last report.

The shipments from the mines of the Cumberland coal region for the week ending Saturday, September 12, were 65,018 tons; and for the year to date, 1,898,587 tons. The coal was shipped as follows: To Baltimore & Ohio Railroad and local points – week, 41,130 tons; year, 1,376,965 tons; decrease from last year, 96,261 tons. To Chesapeake and Ohio Canal – week; 13,194 tons; year, 234,700 tons; increase over last year, 7,311 tons. To Pennsylvania Railroad – week, 10,694 tons; year, 286,922 tons; increase 15,457 tons.

ES, Wed. 9/16/85, p. 2. **Affairs in West Washington – Shipping News** – Schooner Charles E. Briggs cleared today with 1,100 tons of coal for Fall River.

ES, Thu. 9/17/85, p. 4. **Affairs in West Washington – Grain Receipts** – Canal boat Maryland arrived, with 700 bushels of corn and 500 bushels of wheat, for Hartley Bros.

ES, Fri. 9/18/85, p. 1. **Affairs in West Washington – Shipping News** – Schooner William Mason cleared yesterday with 700 tons of coal for Fall River. Schooner William D. Marvell cleared today with 650 tons of coal for Boston.

ES, Sat. 9/19/85, p. 1. **Affairs in West Washington – Grain Receipts** – Canal boat Mollie C. W. Boyer arrived with 4,200 bushels of wheat, for J. G. & J. M. Waters. Wheat sold on Exchange at 90¢ to 95¢ a bushel. **Shipping News** – Schooner Charles L. Mitchell cleared today with 1,000 tons of coal for Boston. Schooner Laura Messer cleared today with 650 tons of coal for Boston. **Excursion** – The steam packet H. G. Wagner carried the McKendree M. E. Sunday school of Washington to Great Falls this morning.

Sat. 9/19/85, p. 4. **WEST WASHINGTON** – Arrived: Canal boat Mollie C. W. Boyer with 4,200 bushels of wheat to J. G. & J. M. Waters.

The steam packet H. G. Wagner carried a very large excursion from Hamline M. E. Church to Great Falls today.

Mr. William Snowden, collector of the Chesapeake and Ohio Canal, who broke his collar bone while riding horseback at Annapolis junction about ten days ago, appeared at his office yesterday for the first time. He is slowly improving.

*Sun*, Tue. 9/22/85, p. 1. Water in the Chesapeake and Ohio canal is low again.

DC, Wed. 9/23/85, p. 4. **WEST WASHINGTON** – The shipments from the mines of the Cumberland coal region for the week ending Saturday, September 19, were 59,072 tons, and for the year to that date, 1,957,660 tons, a decrease of 61,242 tons as compared with the corresponding period of 1884. The coal was shipped as follows: To Baltimore & Ohio Railroad and local points – week, 39,993 tons; year, 1,416,958 tons; decrease from last year, 92,708 tons. To Chesapeake and Ohio Canal – week; 10,375 tons; year, 245,075 tons; increase, 12,967 tons. To Pennsylvania Railroad – week, 8,705 tons; year, 295,627 tons; increase 18,499 tons.

H&TL, Thu. 9/24/85, p. 3. The water in the Chesapeake and Ohio canal is reported to be very low again and boats are consequently compelled to carry light loads.

DC, Thu. 9/24/85, p. 4. **WEST WASHINGTON** – Fifteen boats loaded with coal have arrived since last report. Canal boat Round Top arrived with 800 barrels of cement for J. G. & J. M. Waters.

ES, Thu. 9/24/85, p. 2. **Affairs in West Washington – Grain Receipts** – Canal boat Maryland arrived with 800 bushels of corn and

300 bushels of wheat; canal boat Seneca with 2,400 bushels of wheat and 125 barrels of flour, and canal boat Loudoun with 2,500 bushels of corn and 1,500 bushels of wheat, for Hartley Bros.

ES, Fri. 9/25/85, p. 4. **Affairs in West Washington – Shipping News** – Schooner Cora cleared today with 550 tons of coal for Somerset. Schooner Uranus cleared today with 1,100 tons of coal for Boston.

ES, Sat. 9/26/85, p. 1. **Affairs in West Washington – Grain Receipts** – Canal boat Samuel Jarboe arrived with 3,000 bushels of wheat and 850 bushels of corn, for J. G. & J. M. Waters.

ES, Tue. 9/29/85, p. 1. **Affairs in West Washington – Grain Receipts** – Canal boat Beulah arrived, with 3,300 bushels wheat; canal boat H. M. Talbot arrived with 1,100 bushels of corn and 500 bushels of wheat, for Hartley Bros. **Shipping News** – Schooner Carrie Holmes arrived today with 550 tons of [anthracite] coal from Philadelphia.

*News*, Wed. 9/30/85, p. 3. **Strictly Non-partisan** – Col. L. V. Baughman, Messrs. Chas. E. Haller, Jesse Claggett and H. C. Keefer, left town this morning for a three days trip up the canal on the president's steamboat "Maryland Packet." They expect some fine fishing. Mr. Keefer will be set to watch that the Colonel does not influence the canal voters, and pickets will be put out by both parties. Mr. Haller will look after the interests of the prohibitionists. The party expect to return on Friday night.

*Sun*, Wed. 9/30/85, p. 4. **Cumberland Coal Shipments** – Cumberland, Md., Sept. 29 – The shipments from the mines of the Cumberland coal region for the week ended Saturday, Sept. 26, were 62,192 tons and for the year to that date 2,019,852 tons, a decrease of 60,900 tons as compared with the corresponding period of

1884. The coal was shipped as follows: To Baltimore & Ohio Railroad and local points – week, 43,382 tons; year, 1,460,340 tons; decrease, 101,304 tons. To Chesapeake and Ohio Canal – week, 8,737 tons; year, 253,812 tons; increase, 18,202 tons. To Pennsylvania Railroad – week, 10,073 tons; year, 305,700 tons; increase, 22,232 tons.

DC, Wed. 9/30/85, p. 3. **WEST WASHINGTON** – Nine boats loaded with coal have arrived since last report.

Consigned to J. G. & J. M. Waters, canal boat R. C. Gregory, with 3,600 bushels of wheat.

Consigned to Hartley Bros., canal boats Ruby, with 3,300 bushels of wheat, and H. M. Talbot, with 500 bushels of wheat.

H&TL, Thu. 10/1/85, p. 3. A canal boat belonging to Mr. Beard, of Williamsport, was burned on the one-mile level, opposite Shepherdstown, on Sunday night. The fire was caused by the boat, which was loaded with lime, springing a leak. The water was drawn from the level to remove the remains of the boat, causing a suspension of navigation for a couple of days.

The canal boat, Beulah, belonging to Mr. F. H. Darby, of Williamsport, and commanded by Capt. Wm. Crow, left there last Thursday evening, loaded with 4,000 bushels of wheat, for Georgetown.

ES, Thu. 10/1/85, p. 1. **Affairs in West Washington – Grain Receipts** – Canal boat E. Lyons, Whiting, arrived with 2,000 bushels of wheat for Hartley Bros.; canal boat Mollie C. W. Boyer arrived with 2,600 bushels of wheat for J. G. & J. M. Waters.

ES, Fri. 10/2/85, p. 4. **Affairs in West Washington – Paying Canal Employees** – President Baughman, of the Chesapeake and Ohio Canal, has started on a pay trip over the canal. The employees will be paid for the months of February and August, and the sum to be disbursed will amount to something over

\$16,000. It is said that the present canal administration will not only pay off all the running expenses for the year, but will be able also to liquidate a considerable portion of the old indebtedness.

**Grain Receipts** – Canal boat Maryland arrived, with 4,000 bushels of wheat. Canal boat Loudoun arrived with 3,500 bushels of wheat, for Hartley Bros.

Sat. 10/3/85, p. 2. The Chesapeake and Ohio Canal have shipped, so far, during the season, 253,812 tons of coal, making an increase, as compared with the same period last year, of 18,202 tons.<sup>10</sup>

ES, Sat. 10/3/85, p. 8. **Affairs in West Washington – Shipping News** – Schooner M. V. B. Chase arrived light from Baltimore, schooner James Ponder cleared today for Boston with 530 tons of coal, schooner Mary Godfrey cleared today with 600 tons of coal for Fall River.

ES, Mon. 10/5/85, p. 4. **Affairs in West Washington – Grain Receipts** – Canal boat Seneca arrived with 1,000 bushels of corn and 1,500 bushels of wheat for Hartley Bros. **Canal Trade** – During September 442 boats, carrying 47,774 tons of coal, cleared from Cumberland on the canal. The revenue was nearly \$12,000.

Sun, Wed. 10/7/85, p. 1. **Cumberland Coal Trade** – Cumberland, Md., Oct. 6 – The shipments from the mines of the Cumberland coal region for the week ended Saturday, Oct. 3, were 59,821 tons, and for the year to that date 2,079,673 tons, a decrease of 61,000 tons as compared with the corresponding period of 1884. The coal was shipped as follows: To Baltimore & Ohio Railroad and local points – week, 44,811 tons; year, 1,505,151 tons; decrease from last year, 106,470 tons. To Chesapeake and Ohio Canal – week, 7,697 tons;

year, 261,509 tons; increase over last year, 20,640 tons. To Pennsylvania Railroad – week, 7,313 tons; year, 313,013 tons; increase over last year, 24,833 tons.

ES, Wed. 10/7/85, p. 5. **Affairs in West Washington – Shipping News** – Schooner Sarah Eaton arrived with calcined plaster from Calais, Me. Schooner Samuel H. Walker cleared light for Boston. Schooner William Mason cleared light for Fall River. Schooner M. V. B. Chase cleared for Key West with 550 tons of coal. Schooner Charles A. Briggs cleared today with 1,100 tons of coal for Fall River. Schooner Annie F. Conlon arrived with 1,100 tons of plaster from Windsor.

ES, Sat. 10/10/85, p. 8. **Affairs in West Washington – Grain Receipts** – Canal boat Maryland arrived with 1,500 bushels of wheat and 500 bushels of corn for Hartley Bros.

ES, Mon. 10/12/85, p. 4. **Affairs in West Washington – Grain Receipts** – Canal boat E. Lyons, Whiting, arrived with 2,500 bushels of wheat for Hartley Bros. **Shipping News** – Schooner B. L. Burt arrived light from Fall River. Schooner Sarah Eaton cleared today with 350 tons of coal for Boston.

DC, Tue. 10/13/85, p. 4. **WEST WASHINGTON** – About 8 o'clock this morning a colored man named Patrick Julius, aged about 40 years, employed on the canal boat Major Blake, died without the attendance of a physician. The Coroner was notified and gave a certificate of death from heart disease. Thirty-three boats loaded with coal have arrived since last report.

ES, Tue. 10/13/85, p. 3. **Affairs in West Washington – Shipping News** – Schooner Mabel Phillips arrived light from Boston. Schooner D. M. Anthony arrived light from Providence.

<sup>10</sup> *The Democratic Advocate*, Westminster, Md.

*Sun*, Wed. 10/14/85, p. 4. **Cumberland Coal Shipments** – Cumberland, Md., Oct. 13 – The shipments from the mines of the Cumberland coal region for the week ended Saturday, Oct. 10, were 53,516 tons, and for the year to that date 2,133,190 tons, a decrease of 80,337 tons as compared with the corresponding period of last year. The coal was shipped as follows: To Baltimore & Ohio Railroad and local points – week, 41,204 tons; year, 1,546,355 tons; decrease 115,748 tons. To Pennsylvania Railroad – week, 4,812 tons; year, 317,825 tons; increase, 22,790 tons. To Chesapeake and Ohio Canal – week, 7,501 tons; year, 269,010 tons; increase, 12,621 tons.

ES, Wed. 10/14/85, p. 4. **Affairs in West Washington – Grain Receipts** – Canal boat Samuel Jarboe arrived with 3,000 bushels of wheat and 800 bushels of corn for J. G. & J. M. Waters.

H&TL, Thu. 10/15/85, p. 3. A partnership for the buying and selling of coal has been formed by Messrs. C. W. Embrey, of Williamsport, and John W. Stonebraker, of this city.

ES, Fri. 10/16/85, p. 5. **Affairs in West Washington – Plenty of Water in the Canal** – A dispatch from Cumberland says the recent rains have raised the water in the Potomac considerably, and have filled up the levels of the canal, so that boats can now carry their usual cargoes. The tonnage had been much lightened by the extremely low water, the levels between Cumberland and dam No. 6 having been very low.

**Shipping News** – Schooner Elm City cleared today with 900 tons of coal for Boston; schooner Mabel Phillips cleared today with 1,150 tons of coal for Fall River.

ES, Sat. 10/17/85, p. 8. **Affairs in West Washington – Shipping News** – Schooner Dora Allison arrived, coal and stone, from Richmond,

Va.; schooner. M. Anthony cleared today with 800 tons of coal for Somerset; schooner J. R. Bodwell cleared today with 300 tons of coal for Saco, Me.

**Grain Receipts** – Canal boat E. Lyons, Whiting, arrived with 3,500 bushels of corn for Hartley Bros.

**Coal Rates from this place** – At a general meeting of vessel owners and captains of the National association held in Boston yesterday, captains and managers were instructed that after December 1<sup>st</sup>, 1885, and until further notice, they were not to carry coal at lower rate than the following minimum figures, the rates being in addition to all expenses of discharging cargoes: Georgetown, D. C., to New York, \$1.05; Georgetown to Hoboken, \$1; Georgetown to Bridgeport, \$1.15; Georgetown to Rhode Island ports, \$1.15; Georgetown to New Bedford, \$1.15; Georgetown to Boston, \$1.20.

ES, Mon. 10/19/85, p. 4. **Affairs in West Washington – Grain Receipts** – Canal boat H. M. Talbot arrived with 2,000 bushels of wheat and 500 bushels of corn for Hartley Bros.

**Notes** – The packet H. G. Wagner carried about eight gentlemen Saturday afternoon to Edward's ferry and they will remain there about a week.

*Sun*, Wed. 10/21/85, p. 6. **Cumberland Coal Trade** – Cumberland, Md., Oct. 20 – The shipments from the mines of the Cumberland coal region for the week ended Saturday, Oct. 17, were 48,692 tons, and for the year to that date 2,181,881 tons, a decrease of 98,348 tons as compared with the corresponding period of last year. The coal was shipped as follows: To Baltimore & Ohio Railroad and local points – week, 30,212 tons; year, 1,576,567 tons; decrease 134,567 tons. To Pennsylvania Railroad – week, 6,549 tons; year, 324,374 tons; increase, 23,132 tons. To Chesapeake and Ohio Canal – week, 11,929 tons; year, 280,940 tons; increase 13,087 tons.



ES, Wed. 10/21/85, p. 5. **Affairs in West Washington – Water Being Drawn Off** – Water in the canal on this level is being drawn off for the purpose of raising a canal boat which sank last night near the aqueduct bridge.

ES, Thu. 10/22/85, p. 4. **Affairs in West Washington – Grain Receipts** – Canal boat Maryland arrived with 2,500 bushels of corn and 1,500 bushels of wheat. Canal boat Seneca arrived with 1,000 bushels of corn and 700 bushels of wheat for Hartley Bros.

**Shipping News** – Schooner Annie F. Conlon cleared today with 900 tons of coal for Boston. Schooner Hitchcock cleared today with 1,000 tons of coal for Portland, Me.

**Notes** – Water has been turned on the Georgetown level of the canal again and navigation has been resumed.

DC, Sat. 10/24/85, p. 3. **WEST WASHINGTON** – Forty-three boats loaded with coal have arrived since last report. The fishing party which went up to Edward's Ferry last week on the steam packet H. G. Wagner returned last night after a very pleasant trip. They brought back about fifty bass. Arrived, canal boat Round Top with 800 barrels of cement for J. G. & J. M. Waters.

ES, Mon. 10/26/85, p. 4. **Affairs in West Washington – Notes** – The water in the canal on this level was drawn off yesterday, for the purpose of raising a sunken canal boat.

**Shipping News** – Schooner Mattie Franklin arrived with 900 tons of ice from Kennebec. Schooner William O. Snow arrived with 900 tons of ice from Kennebec. Schooner George R. Vreeland cleared today with 650 tons of coal for Fall River.

ES, Tue. 10/27/85, p. 4. **Affairs in West Washington – Grain Receipts** – Canal boat H. M. Talbot arrived with 3,000 bushels of wheat and 325 bushels of corn for Hartley Bros.

**The Pioneer Roller Flour Mills Off Again** – The improvements in the Pioneer Roller Flour Mills of this city have been completed, and they are now running up to their full capacity, viz., 500 barrels of flour per diem. This requires 2,500 bushels of wheat. Mr. Herr is to be congratulated upon having the finest and best equipped Full Roller Process Flour Mill east of the Rocky Mountains.

ES, Wed. 10/28/85, p. 4. **Affairs in West Washington – Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ending Saturday, October 24, 1885, were 61,578 tons, and the total shipments for the year to that date 2,243,459 tons, a decrease of 103,784 tons, as compared with the corresponding period of 1884. The shipments to the Chesapeake and Ohio canal were 12,173 tons for the week; for the year, 283,113 tons, an increase of 27,908 tons, as compared with last year.

ES, Thu. 10/29/85, p. 5. **Affairs in West Washington – Shipping News** – Schooner A. R. Weeks cleared today with 700 tons of coal for Providence. Schooner Dora Allison cleared today with 500 tons of coal for Bridgeport. Schooner Mattie Franklin cleared today with 800 tons of coal for Boston.

**Grain Receipts** – Canal boat Samuel Jarboe arrived with 3,500 bushels of wheat for Hartley Brothers.

*News*, Sat. 10/31/85, p. 1. **Drowned in the C. & O. Canal** – Cumberland, Oct. 30. – Mr. Geo. B. Kuhn, the brother of Mr. A. J. Kuhn, of the St. Nicholas Hotel, was drowned in the Chesapeake and Ohio canal at Oldtown, twenty miles east of Cumberland, last night. Mr. Kuhn, in company with Prof. R. G. Daisy, George H. Gilpin, William Walkerland and L. Coulehan, Jr., left Cumberland yesterday morning to go fishing down the canal on the excursion steamer *Endeavor*. While the steamer was lying at Oldtown, Mr. Kuhn left the supper table where

the others of the party were seated and went on deck. It is supposed that he accidentally fell overboard. His body was found two hours after the accident. His death caused great regret here where he was well-known and generally liked. He was thirty-three years old, and leaves a wife and five children, who were in Baltimore at the time of his death. He had been engaged in the drug business.

-----  
*Ibid*, p. 3. A telephonic message announces a heavy rise of water in the Potomac, and fears of damage to the Chesapeake and Ohio canal are entertained.

ES, Sat. 10/31/85, p. 8. **Affairs in West Washington – Shipping News** – Schooner Thomas I. Stone cleared yesterday for Boston with 600 tons of coal.

**Grain Receipts** – Canal boat E. Lyons, Whiting, arrived with 2,000 bushels of wheat for Hartley Bros.

*News*, Mon. 11/2/85, p. 3. **Coal Shipments on the Canal** – The official canal report shows that during October 482 boats, carrying 51,241 tons of coal, cleared from Cumberland on the canal. The revenue was about \$13,000. The shipments were the heaviest of any month this season.

-----  
Baughman is the boss of the Democratic ring in this county and Gorman is the Boss of Baughman; therefore, a vote for Baughman's henchmen on the Democratic delegate ticket is a vote for Gorman.

ES, Mon. 11/2/85, p. 4. **Affairs in West Washington – Grain Receipts** – Canal boat Maryland arrived with 2,500 bushels of wheat and 1,500 bushels of corn, for Hartley Bros. **Shipping News** – Schooner B. L. Burt cleared today with 1,150 tons of coal for Fall River. Schooner Bayliss Wood arrived light from Boston.

ES, Wed. 11/4/85, p. 4. **Affairs in West Washington – Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ending Saturday, October 31, 1885, were 61,698 tons, and the total shipments for the year to that date 2,305,157 tons, a decrease of 104,079 tons, as compared with the corresponding period of 1884. The shipments to the Chesapeake and Ohio canal were 12,248 tons for the week; for the year, 305,361 tons, an increase of 15,337 tons, as compared with last year.

ES, Fri. 11/6/85, p. 5. **Affairs in West Washington – Grain Receipts** – Canal boat Seneca arrived yesterday with 500 bushels of wheat and 300 bushels of corn for Hartley Bros. Wheat sold on Exchange at 88½ cents to \$1.00¼ per bushel. Corn sold at 53 cents a bushel.

ES, Sat. 11/7/85, p. 8. **Affairs in West Washington – Grain Receipts** – Canal boat H. M. Talbott arrived with 1,600 bushels of wheat and 700 bushels of corn, for Hartley Bros.

ES, Mon. 11/9/85, p. 5. **Affairs in West Washington – Shipping News** – Schooner Samuel H. Walker cleared today with 900 tons of coal for Boston.

*News*, Wed. 11/11/85, p. 3. **Harper's Ferry Fine Future** – Mr. James D. Butt, attorney for the late purchasers of the Government property at Harper's Ferry, has this to say of the future of that place: - I feel confident that in the next five years that town will be next to the city of Wheeling in point of population and industrial pursuits. The gentlemen who own these immense water powers on the Potomac and Shenandoah rivers are fully awake to their value and will develop them to their fullest capacity. They claim that from the two rivers they can get a power of 6,000 horses and to hook the power of that number of horses means business. They have the capital, energy and ability, and during the coming winter will mature their plans and do

some work during the winter in repairing the canal leading to their mill sites. Next spring, they will commence to erect shops and by the first of July next will be ready for business. The first manufacturing enterprise to be begun will be a wood pulp manufactory.

ES, Wed. 11/11/85, p. 4. **Cumberland Coal Trade** –The shipments from the mines of the Cumberland coal region for the week ended Saturday, November 7, were 60,597 tons, and for the year to date 2,365,755 tons, a decrease of 108,480 tons as compared with the corresponding period of last year. The coal was shipped as follows: To Baltimore & Ohio Railroad and local points – week, 40,431 tons; year 1,695,371 tons; decrease from last year, 158,850 tons. To Chesapeake and Ohio Canal – week, 11,245 tons; year, 316,606 tons; increase, 15,732 tons. To Pennsylvania Railroad – week, 8,922 tons; year, 353,777 tons; increase, 34,638 tons.

**Grain Receipts** – Canal boat Samuel Jarboe arrived with 2,800 bushels of wheat and 1,400 bushels of corn for J. G. & J. M. Waters; canal boat Beulah arrived with 4,400 bushels of wheat for Hartley Bros. Wheat sold on the Exchange at \$1.00 to \$1.01½ per bushel.

**Shipping News** – Schooner David Clarkson cleared with 600 tons of coal for Fall River; schooner Charles N. Simmons cleared today with 1,100 tons of coal for Boston.

ES, Fri. 11/13/85, p. 5. **Affairs in West Washington – Grain Receipts** – Canal boat Mollie C. W. Boyer arrived with 2,600 bushels of wheat and 500 bushels corn for J. G. & J. M. Waters. Wheat sold on Exchange yesterday at \$1.01½ per bushel.

**Shipping News** – Schooner Albert W. Smith arrived this morning from Philadelphia with 950 tons of [anthracite] coal. Schooner D. M. Anthony arrived light from Somerset. Schooner William Mason arrived light from Fall River. Schooner Charles Mitchell cleared today with 950 tons of coal for Boston.

ES, Mon. 11/16/85, p. 5. **Affairs in West Washington – Grain Receipts** – Canal boat Morning Star arrived with 4,200 bushels of wheat for Hartley Bros.

ES, Tue. 11/17/85, p. 4. **Affairs in West Washington – Shipping News** – Schooner D. M. Anthony cleared today with 900 tons of coal for Fall River.

*News*, Wed. 11/18/85, p. 1. **AN IMPORTANT ISSUE** – Reports have been put in circulation that the Chesapeake and Ohio Canal is to run high and dry because the purchasers of the government property at Harper's Ferry intend to shut off the water from the canal. Several of the statements which have been made concerning this matter are rather sensational. The facts are understood to be as follows: The purchasers of the Harper's Ferry property, who are said to have abundant capital, have announced the purpose to establish extensive mills for the manufacture of wood pulp paper, and their operations, they say, will be such as to require the use of the entire water power, which is said to be equal, if not superior, to that at any other available point in the United States. When the government acquired the Harper's Ferry property it built a dam which diverted the flow of water to the Virginia side. The government acquired the entire water power and has always claimed and exercised absolute control over it. When the recent sale was made it was with the absolute understanding that the purchasers should succeed to all the title of the government. Some time since the new owners made a test of the flow of water and ascertained that when the feeder of the canal was open the depth of water on the Virginia side was diminished several feet – equal to a thousand horsepower. They therefore notified the canal company of their intention to exercise the right to control the entire water power. The canal company, through its president, replied, denying the right as claimed, and serving notice that if the water was cut off

from the canal, or any attempt made to interfere with its flow through the canal feeder, a suit for criminal damages would be instituted in the courts of the United States. The solicitor of the treasury, Judge McCue, who acted as the agent of the government in the sale of the property, said today there can be no question that the canal company has heretofore only used the water by sufferance of the government, and that it has no right to the continued use except by permission of the purchasers of the government [property]. One of the statements made about the matter is that the dispute is now pending before the solicitor for decision, but Judge McCue said this was an error. The government has made the sale and handed over possession and title. When the owners are ready to begin operations, which it is not supposed will be very soon, they will, if they so choose, cut the water off from the canal. Undoubtedly the canal company will have the right to appeal to the courts for a settlement of the question. But if decided against the canal, as the solicitor seems to think there is no doubt will be the case, it does not necessarily involve that the canal will have to put its boats on wheels, for it has another feeder several miles above Harper's Ferry, about which there is no dispute. It is supposed the canal will rest its case upon the fact that the Maryland line extends to the Virginia shore, just as the District of Columbia line does opposite this city; but as the United States held and exercised its right for seventy years, and more, this point would not seem to be of much avail.

-----  
*Ibid*, p. 3. **Shipments on the Canal** – Although ice formed on the creek at Cumberland yesterday, the waterways are all open and canal shipments continue pretty briskly. The total amount of coal shipped since the opening of the season in March to last Saturday, was 356,910 tons, with a revenue of over \$90,000. Shipments are likely to continue brisk until December 1 at least, and more or less coal is apt to be shipped until January 1. Careful estimates are that the season's total coal shipments will reach

something over 400,000 tons, with a revenue of over \$100,000. The total shipments last year were 378,358 tons.

-----  
**Cumberland Coal Shipments** – The shipments from the mines of the Cumberland coal region for the week ended Saturday, November 14<sup>th</sup>, 1885, were 56,468 tons and the total shipments for the year to that date 2,422,223 tons, a decrease of 115,255 tons as compared with the corresponding period of 1884. The shipments to the Baltimore & Ohio railroad for the week were 36,816 tons, and for the year 1,731,188 tons, a decrease of 162,990 tons as compared with last year. The shipments to the Chesapeake and Ohio Canal were 11,662 tons for the week and for the year 328,269 tons, an increase of 13,391 tons as compared with last year. The shipments to the Pennsylvania railroad for the week were 7,989 tons, and for the year 361,766 tons, an increase of 34,341 tons as compared with last year.

-----  
*Ibid*. p. 5. **Affairs in West Washington Shipping News** – Schooner William Mason cleared today with 708 tons of coal for Fall River.

H&TL, Thu. 11/19/85, p. 3. Col. L. Victor Baughman, the President of the C. & O. Canal Company, accompanied by his wife and two young ladies, drove from Frederick to this city last Friday and returned on Saturday. While here he was called on by many friends and acquaintances.

ES, Thu. 11/19/85, p. 1. **Affairs in West Washington – Grain Receipts** – Canal boat H. M. Talbot arrived today with 2,000 bushels of wheat and 1,200 bushels of corn; canal boat Loudoun arrived also with 3,400 bushels of wheat for Hartley Bros.

**Shipping News** – Schooner Albert W. Smith cleared today with 900 tons of coal for New Bedford, Mass.

*News*, Fri. 11/20/85, p. 4. It is always a pleasurable task to award praise where praise is due, and the announcement of the president of the C. & O. Canal, to the effect that attention will be given to the work of providing comfortable quarters for the canal men during the coming winter, contrasts agreeably with the callous and cynical indifference shown by past canal presidents in this particular. So long as the "big ditch" was a mere political ferry, so long were lock keepers, teamsters and deckhands in arrears of pay, poorly housed in summer and confronted with absolute hardships in winter. The history of the canal management has been a disgrace in the past and the present president will receive nothing but commendation from men of all shades of political opinion for recognizing the claims of the hard-working canal hands to just and humane treatment, quite apart from any ulterior political ends that might be subserved by such a course.

ES, Fri. 11/20/85, p. 1. **Affairs in West Washington – Grain Receipts** – Canal boat Samuel Jarboe arrived with 2,850 bushels of wheat and 850 bushels of corn for J. G. & J. M. Waters.

*News*, Sat. 11/21/85, p. 3. **Chesapeake and Ohio Canal** – The Baltimore *Sun* says that President L. Victor Baughman, of the Chesapeake and Ohio Canal, returned on Thursday night from a business visit to New York. Col. Baughman said the canal board will meet next week. The stockholders meeting will be held in December in Annapolis, when the report of the first year of his administration will be presented. Col. Baughman is confident that the business results of his administration will make a most satisfactory showing. A vacancy in the board will be filled, and the president will favor the selection of some Baltimore business man of prominence for the place.

*Sun*, Sat. 11/21/85, p. 6. **The Chesapeake and Ohio Canal** – The present canal management

will go into winter quarters about the 15<sup>th</sup> of December. It is the desire of the present management for all boating to be discontinued by the 15<sup>th</sup> of next month. Orders have just been issued to Superintendents Biser and Mulvaney to see that some attention is given to the comfort of the homes of the men employed on the canal. Roofs and floors will be repaired, and the houses made comfortable during the winter months. Many of them have been in bad condition for years. The attention given to the sanitary surroundings of the homes of the men has resulted in a lessening of sickness and a saving of doctor's bills. The men have been paid off for all the months during the present year except October and November, and these months will be paid before the close of navigation. Every bill contracted during the year 1885 will be paid; no wages will be left over for others to look after, and the men will thus be enabled to provide themselves with the necessary winter supplies. A considerable portion of the old debt has also been paid by the present management, and a big reduction brought about in the running of the canal over former years. The stockholders will meet about the 1<sup>st</sup> of December, when the report of the president will be submitted. It is expected that nearly four hundred thousand tons of coal will have been shipped over the canal the present year. – *Frederick (Md.) Citizen*.

ES, Tue. 11/24/85, p. 5. **Affairs in West Washington – Shipping News** – Schooner Laura Messer cleared today with 700 tons of coal for Fall River. Schooner Mary G. Collins cleared yesterday with 500 tons of coal for Providence. Schooner Chrissie Wrigglier cleared today for Fall River with 600 tons of coal.

**Grain Receipts** – Canal boat Maryland arrived with 2,100 bushels of corn and 2,400 bushels of wheat, and canal boat Morning Star arrived with 4,200 bushels of wheat for Hartley Bros.

*Sun*, Wed. 11/25/85, p. 4. **Cumberland Coal Trade** – Cumberland, Md., Nov. 24 – The

shipments from the mines of the Cumberland coal region for the week ended Saturday, Nov. 21, were 65,358 tons, and for the year to date, 2,487,581 tons, a decrease of 113,474 tons as compared with the corresponding period of last year. The coal was carried as follows: To Baltimore & Ohio Railroad and local points – week, 45,286 tons; year, 1,777,473 tons; decrease, 162,374 tons. To Chesapeake and Ohio Canal – week, 14,496 tons; year, 342,765 tons; increase, 16,996 tons. To Pennsylvania Railroad – week, 5,575 tons; year, 367,342 tons; increase, 31,905 tons.

ES, Fri. 11/27/85, p. 4. **Affairs in West Washington – Grain Receipts** – Canal boat Seneca arrived with 1,000 bushels of wheat and 400 bushels of corn and 275 barrels of flour for Hartley Bros.

**Shipping News** – Schooner B. L. Burt cleared today with 1,000 tons of coal, for Boston; schooner Freddie W. Stone cleared today with 900 tons of coal, for Boston.

ES, Sat. 11/28/85, p. 9. **Affairs in West Washington – Drowned in the Canal** – Mrs. Bowers, wife of Captain Charles Bowers, of the canal boat Cloud, has been drowned in the canal, on four-mile level, near Point of Rocks. Her home was at Sharpsburg, Washington county.

ES, Mon. 11/30/85, p. 4. **Affairs in West Washington – Grain Receipts** – Canal boat Maryland arrived this morning with 500 bushels of corn and 12 tons of baled hay for Hartley Bros.

*Sun*, Tue. 12/1/85, p. 4. **Canal Matters** – Cumberland, Md., Nov. 30 – During November there were 55,491 tons of coal shipped from this port on the canal. The revenue therefrom was about \$14,000.

Today as the boat *Nita K. Phelps*, unloaded, was coming through the lock on the seven-mile level of the canal at Canal tunnel, 30 miles from Cumberland, it knocked out the upper

gates. This let in the water from above, and the sudden flow forced out the lower gates, which were closing. Nearly all the water was let out of the level. The work of repairing was promptly begun, and it is expected navigation can be resumed Wednesday night.

ES, Tue. 12/1/85, p. 3. **Affairs in West Washington – Grain Receipts** – Canal boat Samuel Jarboe arrived with 2,000 bushels of wheat and 1,200 bushels of corn for J. G. & J. M. Waters.

*Sun*, Wed. 12/2/85, p. 4. **Cumberland Coal Trade** – Cumberland, Md., Dec. 1 – The shipments from the mines of the Cumberland coal region for the week ended Saturday, Nov. 28, were 67,027 tons, and for the year to date 2,554,607 tons, a decrease of 117,456 tons, from last year. The coal was shipped as follows: To Baltimore & Ohio Railroad and local points – week, 46,118 tons; year 1,823,591 tons; decrease, 168,959 tons. To Chesapeake and Ohio Canal – week, 11,644 tons; year 354,408 tons; increase, 16,380 tons. To Pennsylvania Railroad - week 9,265 tons; year 376,607 tons; increase of 35,123 tons.

ES, Wed. 12/2/85, p. 4. **Affairs in West Washington – Shipping News** – Schooner Uranus cleared today with 500 tons of coal for Fall River.

**Grain Receipts** – Schooner J. B. Robinson arrived with 2,600 bushels of wheat from Alexandria for Hartley Bros.

ES, Thu. 12/3/85, p. 5. **Affairs in West Washington – Shipping News** – Schooner E. C. Allen cleared today with 900 tons of coal for Fall River.

*News*, Fri. 12/4/85, p. 3. **Chesapeake and Ohio Canal** will be closed to navigation about the 15<sup>th</sup> of this month. Orders have already been issued to the superintendents to put in proper repair the dwellings of the men employed upon the canal.

We are informed that this is quite necessary, as many have been in bad condition for years.

-----  
**An Accident** – The lock gates near the tunnel on Chesapeake and Ohio Canal knocked out on Monday. They have been replaced, water turned on and boats began passing that point yesterday.

*Sun*, Fri. 12/4/85, p. 4. **Paying Off on the Canal** – Cumberland, Md., Dec. 3 – President Baughman and Paymaster Gambrill, of the canal, who left Georgetown Monday in the steamer, are paying off the employees along the line. They are expected to reach here tonight. The lock gates near the tunnel on the canal, knocked out Monday, have been replaced and the water turned on. Boats began passing the point yesterday.

ES, Fri. 12/4/85, p. 4. **Affairs in West Washington – Grain Receipts** – Canal boat Loudon arrived yesterday with 2,000 bushels of wheat and 12 tons of baled hay for Hartley Bros., and canal boat Mollie C. W. Boyer arrived today with 4,100 bushels of wheat, for J. G. & J. M. Waters.

*News*, Sat. 12/5/85, p. 3. **C. and O. Canal** – President Baughman and Paymaster Gambrill, who started from Georgetown on Monday to pay the employees on the Chesapeake and Ohio Canal only paid them for May and September, not for the full season. Revenue to the canal for the month of November only amounted to \$14,000, which will barely pay expenses, though the officers dispensed about \$32,000. The canal is reported in good condition, navigation will close December 20, the pay trip to be made about the 15<sup>th</sup> inst., tonnage for the year reaches over five hundred thousand tons. All the year's indebtedness has been discharged and liquidated considerable back indebtedness.

*Sun*, Mon. 12/7/85, p. 2. **A Lock-Tender Injured.** – Cumberland, Md. – Dec. 6.

Yesterday morning while Francis M. Davis, lock-tender of the canal at North Branch [Lock No. 75], was turning the windlass which operates the gates, the gearing broke and the crank struck him in the chest, knocking him against the roof of the shanty in which he was standing, breaking his shoulder blade and one leg. He will recover.

ES, Mon. 12/7/85, p. 4. **Affairs in West Washington – Grain Receipts** – Canal boat Loudon arrived with 4,500 bushels of wheat, and canal boat Maryland arrived with 4,000 bushels of wheat, for Hartley Bros. Canal boat Buelah arrived Saturday [with] 4,500 bushels of wheat.

**The C. and O. Canal Affairs** – A Cumberland dispatch to the Baltimore *Sun* says: "The estimate of the coal tonnage over the Chesapeake and Ohio canal in the year 1885 is over 400,000 tons. The shipments will reach that figure, which is about 25,000 more than last year's tonnage. President Baughman expects by the close of navigation (December 20) to have squared up all the canal accounts for 1885, including not only the pay of employees but the interest on bonds, notes, &c. The showing of the canal for the year is most excellent when all the circumstances are considered. Not only will the current expenses of the year have been paid, but a good slice of the back indebtedness taken off. The tolls are lower this year than ever before, and only the strictest economy and most careful management could have brought about the results noted."

If the present cold snap continues navigation will be closed at once, as Rock creek and portions of the canal were frozen over this morning.

A meeting of the stockholders of the Chesapeake and Ohio canal company will be held in Annapolis today. It is a question whether or not the matter of the election of a president will be taken up. Colonel Baughman was elected December 4, 1884. There is a vacancy in the board of directors by the resignation of James A. L. McClure.

*News*, Tue. 12/8/85, p. 3. **Frozen Up** – The Chesapeake and Ohio Canal is partially “frozen up.”

-----  
Col. L. Victor Baughman’s first year as president of the C. & O. Canal expires tomorrow.

*Sun*, Tue. 12/8/85, p. 1. Owing to the absence of Gov. Lloyd and President Baughman, the meeting of the C. and O. Canal stockholders at Annapolis yesterday, adjourned until January 7 without transacting any business.

*News*, Wed. 12/9/85, p. 1. The canal is frozen over here about an inch in thickness. Supt. Biser is busy this morning making preparations to open navigation with the ice breakers.

*Sun*, Thu. 12/10/85, p. 6. **Cumberland Coal Trade** – Cumberland, Md., Dec. 9 – The shipments from the mines of the Cumberland coal region for the week ended Saturday, December 5, were 66,651 tons, and for the year to date 2,621,259 tons, a decrease of 99,341 tons as compared with the corresponding period of last year. The coal was shipped as follows: To Baltimore & Ohio Railroad and local points, week, 43,033 tons; year, 1,866,625 tons; decrease from last year, 164,371 tons. To Pennsylvania Railroad – week, 11,566 tons; year, 388,174 tons; increase over last year 41,609 tons. To Chesapeake and Ohio Canal – week, 12,051 tons; year, 366,460 tons; increase over last year 22,422 tons.

ES, Thu. 12/10/85, p. 5. **Affairs in West Washington – Grain Receipts** – Canal boat H. M. Talbot arrived yesterday with 1,400 bushels of corn and 300 bushels of wheat for Hartley Bros. Corn sold on Exchange at 44¢ to 49¢ a bushel, and wheat sold at 98¼¢ a bushel.

ES, Fri. 12/11/85, p. 3. **Affairs in West Washington – Grain Receipts** – Canal boat

Loudoun arrived with 2,700 bushels of corn and 1,500 bushels of wheat; canal boat Morning Star arrived with 4,200 bushels of wheat for Hartley Bros.; canal boat Mollie C. W. Boyer arrived with 4,000 bushels of wheat for J. G. & J. M. Waters.

*News*, Sat. 12/12/85, p. 2. **Canal Open Again** – Cumberland, Md., Dec. 11 – Ten boats cleared from here on the canal yesterday, but only one today. A number of light boats now on their way up will probably reach here and load tomorrow. Superintendent Mulvaney returned today from a trip over his division and reports the canal open all the way. There was good skating on the river here today and some ice breaking will probably have to be done to get the later boats through to their destinations.

*Sun*, Sat. 12/12/85, p. 4. **Closing Canal Navigation** – President Baughman and Paymaster Gambrill, of the Chesapeake and Ohio Canal, were in this city yesterday on business. The traffic on the canal is nearly ended for the year and the water will be let out about the 20<sup>th</sup> instant. No bills of lading will be issued after tomorrow. Next week the president and the paymaster will go up the line to Cumberland and pay off in full all the indebtedness incurred during the year.

*News*, Tue. 12/15/85, p. 3. **Close of Canal Navigation** – The canal virtually closed for the season Saturday, as the president ordered that no way bills should be issued after that date. The ice and snow have probably rendered any extension of the time of shipping impossible and the best that can be done will be to get the boats now on the way to their destinations. The official statement shows the season’s tonnage to be 396,980 tons, carried by 3,550 boats. This is an increase of 18,627 tons over last year.

DC, Tue. 12/15/85, p. 1. **Canal Men Paid Off** – Cumberland, Dec. 15 – President Baughman and Paymaster Gambrill, of the Chesapeake and Ohio



Canal, arrived here yesterday by the railroad, and met the canal packet, which got here Sunday night after much trouble through the ice. They will pay off here today all that is due the employees for this year's work and proceed down the canal as far as the ice will permit. No fault is found here with the management of the canal under President Baughman's administration, and better trade is expected next year.

H&TL, Thu. 12/17/85, p. 3. **The Canal Closed** – The canal closed for the season on Saturday last. The president of the company ordered that no way bills be issued after that date. The ice and snow have been the cause of the stoppage at this early date, and the boats of the various companies are getting to their destined ports as rapidly as is possible under the circumstances. This will give the canal people ample time to prepare for the holidays, and the long winter that is promised, and will also made many employees sad at being out of a position with the cold winter staring them in the faces. The more fortunate ones should help the unfortunates as much as is in their power, and if a right spirit is manifested in this direction no suffering will be reported. The official statement o the company shows the season's tonnage to be 396,980 tons, carried by 3,550 boats, an increase of 19,627 tons over last year.

President Baughman and Paymaster Gambrill, arrived at Cumberland on Monday and Mr. Gambrill, with accountant Ayres and others, left in the pay-boat in the evening to pay off along the line of the canal for October and November of this year. About \$30,000 will be disbursed. The current expenses for the year are all paid to date.

ES, Thu. 12/17/85, p. 2. **Affairs in West Washington – Grain Receipts** – Canal boat Seneca arrived with 1,500 bushels of corn, and canal boat Maryland arrived today with 3,000 bushels of corn and 1,000 bushels of wheat for

Hartley Bros. Wheat sold on Exchange at \$1.04½ a bushel, and corn sold at 45 to 49 cents a bushel.

Fri., 12/18/85, p. 3.<sup>11</sup> Boating on the canal is about over. Most of the coal boatmen have tied up. The freights were low, but it is said that they are in better condition to winter than for several years.

-----  
Capt. John Moore lost three fine mules by drowning in the canal, near Seneca, which is a serious loss to him.

-----  
George Jewell, of Medley's district, fell overboard while attempting to board a grain boat of Messrs. White & Wooten and was rescued with extreme difficulty by Mr. H. L. Collier, of Great Falls.

*News*, Mon. 12/21/85, p. 3. **Canal Payments** – President L. Victor Baughman, Paymaster Stephen Gambrill and Accountant John P. Ayers, of the Chesapeake and Ohio canal, were in Baltimore on Saturday on canal business. The pay-boat reached Georgetown last Thursday from Cumberland, after a severe skirmish with the ice in Western Maryland. On a part of the trip a canal boat pulled by a string of eleven mules went ahead as an ice breaker, and the pay-boat helped to push the ice-breaker along. Canal navigation officially closed on December 20, but very few boats got through last week. Pay-rolls were liquidated at December 1.

*Sun*, Mon. 12/21/85, p. 6. **Items from Cumberland** – Cumberland, Md., Dec. 20 – The good results achieved by the canal management in paying the year's expenses and securing a surplus will, it is believed, have an encouraging and reassuring effect, and it is expected that unless unforeseen events occur next season will be more prosperous than the one just closed. The proprietor of one of Cumberland's largest boat yards says he will keep his hands busy

<sup>11</sup> *Montgomery County Sentinel*, Rockville, Md.

during the winter on repairs and will probably build several boats.

ES, Mon. 12/21/85, p. 4. **Affairs in West Washington – Grain Receipts** – Canal boat Loudoun arrived with 2,000 bushels of corn and 300 bushels of wheat for Hartley Bros. Wheat sold on Exchange at 98½ cents a bushel.

ES, Thu. 12/24/85, p. 5. **Canal Boatmen in a Fight** – A serious shooting affair is reported to have taken place at Harper’s Ferry, Tuesday afternoon, between two boatmen of the Chesapeake and Ohio canal. One George W. Reed, better known as “Link” Reed, son of John H. Reed, living near Lock No. 33, was shot in the face, neck and scalp by F. T. Reynolds, a well-known boatman. A Cumberland special to the Baltimore *American* says: Reynolds had been gunning for rabbits, and upon his return left his double-barreled shotgun lying on the deck of a boat, which he intended to clean after taking a rest. During his absence a large stone was started from the Maryland Heights by George W. Reed and Till Greenwalt, who were chopping and rolling wood, which struck Reynold’s boat and broke one of the hatches. When the two men came down Reynolds said to Greenwalt, “Why didn’t you let me know that you were going to get wood at this point, and I would have moved my boat?” Before Greenwalt could reply Reed said: “Is it any of your \* \* \* business?” Other words, not very complimentary, were spoken, when Reynolds said: “Lay down your axe and I’ll resent your remark.” Reed laid down the axe and approached the boat, when a lively tussle ensued. Reed broke loose and sprang for his axe and administered a blow on Reynolds’ hip when he was climbing on his boat. His gun laid before him, which he quickly drew on Reed and fired, two shots taking effect in the neck, two in the cheek, one in the temple, one through the left ear and quite a number in the scalp. Dr. Cockrell

was summoned and dressed the wounds. Reed has quite a reputation for imbroglios, while Reynolds is known as a peaceable man.

*News*, Wed. 12/30/85, p. 3. **The Canal at Harper’s Ferry** – The suit brought by the recent purchasers of the government property at Harper’s Ferry over the water rights of the Chesapeake and Ohio canal, has been made the subject of considerable comment. Mr. J. B. Slattery, who is a native of Harper’s Ferry, and who is thoroughly familiar with the place and its surroundings, is of the opinion that there should be no real bone of contention between the canal company and the owners of the government property, inasmuch as the present water supply is amply sufficient for both. Before the war, when the government arsenals and gun works were in full operation the canal was also in use, and its consumption of water has only increased six inches since then. The water supply of both was then as now – drawn from a basin about seven miles long above the Ferry. The locks, which feed both the canal and the government waterway, are located on this basin. That of the canal on the Maryland shore and that of the government on the Virginia side. The canal company’s lock is about 300 yards above that of the government, and the natural inflection of the water is toward this bank, but after filling the canal it still has sufficient head and surge to supply the government power. The present owners cannot utilize more water than the government did before the war, for the reason that the canal will not carry it, and to increase the head would only produce an overflow. To make any move to impair the canal’s power by tearing down the temporary dam which feeds both canals would only impair the government property, and Mr. Slattery, in the light of past experiences, sees no reason why both should not work along harmoniously as they used to do. – Hagerstown, *Globe*.

