

COMPILATION OF
CANAL TRADE ARTICLES FROM
THE CUMBERLAND CIVILIAN
and
THE DAILY TIMES
two Cumberland, Md. newspapers
and
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
EVENING STAR
a Washington, D. C. newspaper
1887

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Revision 1 OCTOBER 2017
Revision 2 JANUARY 2018

A. PREFACE

This compilation of newspaper articles about the C. & O. Canal is one of a series. The *Cumberland Civilian* and *The Daily Times*, newspapers were found on microfilm at Frostburg State University, Frostburg, MD. *The News*, a Frederick, Md. newspaper, *The Herald and Torch Light*, a Hagerstown, Md., newspaper, *The Baltimore Sun*, a Baltimore, Md. newspaper and *Evening Star*, a Washington, D. C. newspaper were found on-line. Articles from *The Daily Times* are preceded by DT, those from *The News* are preceded by *News*, those from *The Herald and Torch Light*, are preceded by H&TL, those from *The Baltimore Sun* are preceded by *Sun* and those from the *Evening Star* are preceded by ES.

There will be some duplication in articles due to the several sources. I have included the grain receipts by schooner, whenever found, to contrast with the grain receipts by canal boat.

I have included the editorial articles from *The Daily Times* to illustrate to political atmosphere. Readers not interested, should just skip over those articles.

The departing boats were listed in a separate spread sheet to identify inconsistencies in spelling. Now Parrott always has two "ts," Fernsner always has two "ns," Embrey always has two "es," and Dunnigan always has three "ns." In some cases, the boat listing only had one name, e.g. "Shupp" in which case the spread sheet was searched to obtain the entire name, e.g. "M. A. Shupp." Thus, this compilation is considered an edited version which should be of help to subsequent researchers.

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

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Revised October 2017
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Canal Trade 1887

Canal Trade - 1887

DT, Mon. 1/3/87, p. 4. **The Year's Canal Trip** – The annual statement of the shipments from the port of Cumberland on the Chesapeake and Ohio canal has been completed by Collector Edwards. It shows that for the year 1886 the total shipments were 295,415 tons, a decrease of 102,598 tons as compared with 1885. The tonnage by months was as follows:

	Tons
March	1,573 03
June	33,977 18
July	48,084 18
August	56,350 08
September	54,201 17
October	51,057 17
November	48,022 04
December	2,146 19
	295,415 04

Owing to the succession of breaks and washouts and the long strike there were no shipments during the months of April and May.

The Consolidation Coal company was the heaviest shipper, having sent out 114,601 tons, of which 48,142 tons were consigned to Williamsport. The following table shows the shipments of the different companies to the various ports:

Georgetown, D.C.	
Borden	44,836 14
Blaen Avon	426 10
Consolidation	69,458 17
Despard Gas	1,841 00
George's Creek	67,938 11
Gaston Gas	2,208 15
Maryland	46,852 17
Pennsylvania Gas	4,146 13
Waverly Gas	225 10
Youghiogeny Gas	3,806 13
Bigley Gas	776 07
	239,518 07
Williamsport	
American	5,603 02

Consolidation	47,278 09
George's Creek	443 11
	53,325 02
Shepherdstown	
Consolidation	535 17
George's Creek	111 08
National	102 16
	750 01
Hancock	
American	624 12
Borden	104 01
Consolidation	328 08
George's Creek	519 16
	1,576 17
Sundry Points	
Borden	24 11
Blaen Avon	220 06
	244 17

DT, Tue. 1/4/87, p. 1. **THE CANAL'S PRESENT PERIL** – Annapolis, Jan. 4 - Comptroller Turner submitted his annual report to the Governor yesterday. He states that "since he entered upon the duties as comptroller three years ago the State debt has been reduced \$1,271,731.89, an average reduction of \$423,916 per year. The total funded debt of the State is \$10,960,535.56, which the comptroller sets off with the State's productive assets and sinking fund deposits of \$4,847,375.68, leaving a net State indebtedness of \$6,113,159.68. He will recommend to the legislature a reduction of one and a half cents in tax rate, but wants at the same time the reduction of the debt to continue. The tobacco warehouses and the oyster navy continue to be burdens upon the State Treasury."

Of the Chesapeake and Ohio canal the comptroller says: "Of the State's claim against this work, \$7,000,000 of it is principle and the residue is for interest. The treasury has derived no revenue from the canal company, yet it is an extremely useful channel of commerce. What is to be the future of the canal? is now the question

before the people of this State. It is conceded that the affairs of the canal have been well and economically administered by President Baughman, and yet its revenues were insufficient to meet its running expenses for the year just closed by \$30,000. Nearly all the repair bonds have been issued, and the revenues arising therefrom used in keeping the work in repair. It is evident that the time has come when something heroic must be done. Let a freshet come now, such as has frequently occurred in the past, and its fate is sealed.

“There is but one avenue of escape from the impending wreck and ruin that now stand ready to engulf it. An appeal once more to the State for aid by which it can be rescued from its present perilous condition. But will the people submit to taxation for such a work? It will be the duty of the next General Assembly to deal with the question in the manner which its importance demands.”

DT, Wed. 1/5/87, p. 1. **A CRITICAL POINT REACHED** – Annapolis, Jan. 5 - The annual meeting of the stockholders of the Chesapeake and Ohio canal was held here today. The directors were all present except Col. Barrett, who represents the United States. President Baughman’s annual report was read and approved.

It begins by referring to the floods of last Spring, stating the cost of repair of damages to have been eighty-two thousand dollars. It says the repair bonds were all sold at an average price of 80 cents on the dollar. The falling off in the shipments are placed at one hundred thousand tons; the reduction of tolls is pronounced a failure.

Attention is called to the contract with the Lock and Dock company of the District of Columbia, who now receive \$20,000 per year for transporting boats to Alexandria. Immediate cancellation of this contract is advocated. Comment is made on

increasing the indebtedness of the canal, and its insolvency is practically admitted. Further floods, the report says, will result in its abandonment. The report says the United States and the State of Maryland ought to make annual appropriation for the canal.

Two defaults of payment of interest on repair bonds of 1878 are admitted and the further one in July must be averted or the canal sold. The critical point of the canal’s career has been reached, says the report, and something must be done. The Piedmont and Cumberland railroad is stated to be a beneficial feeder. The early opening of the canal is announced. The telephone service is said to be unsatisfactory.

The reduction of expenses in 1886 over those of 1884 is placed at \$50,000. In conclusion President Baughman says he will not employ hands unless they can be paid and denounces all statements that the canal has been used for political purposes.

Sun, Thu. 1/6/87, p. 5. **Condition of the Chesapeake and Ohio Canal** – The annual report of President Baughman to the stockholders sets forth briefly but in a clear and comprehensive manner the present critical condition of the Chesapeake and Ohio Canal. While the most rigid economy has been practiced, the occurrence of unusual freshets and the shrinking in tonnage caused by the strike of the George’s Creek coal miners have counterbalanced the reforms and economies put in practice by the present administration, and have precipitated difficulties from which, in the opinion of the president, it will be impossible to extricate the canal without assistance from the State and the general government, the latter of which, as the report shows, has pecuniary interests at stake through its connection with the District of Columbia, which is largely concerned in the maintenance of a waterway having its terminus within its borders. The situation is

not a new one, having been repeatedly foreshadowed by President Baughman in the course of the past year, and also clearly anticipated by all who have any acquaintance with canal affairs. The question naturally arises what expedient, if any, can be adopted to prevent foreclosure and sale of the canal property, which now seems to be impending. The great importance of the canal to the people of Western Maryland, not only for what it actually performs, but for what it is capable of being made to do in the way of cheapening transportation, is so evident that there will doubtless be practical unanimity on the part of the public in favor of any reasonable project for saving a waterway, which, while it has been a heavy burden to the State, has also conferred important benefits.

Sun, Fri. 1/11/87, p. 4. **President of Blaen-Avon Coal Company** – At the annual election of the Blaen-Avon Coal Company today Dr. G. E. Porter, Fred Mertens, James Little, W. L. Shaw, J. K. Shaw and John Sheridan were elected directors. Dr. G. E. Porter was chosen president to succeed the late Andrew Spicer.

In the Circuit Court today, the condemnation proceedings of the Piedmont and Cumberland Railroad vs. the Chesapeake and Ohio Canal Company, in which rights of way were condemned over the towpath and canal, and through the property on a part of which the Ogle establishment stands, were confirmed. Neither the railroad, the canal nor the trustees offered any objection. This disposes of two of the cases. In the third case, the railroad vs. the canal company and Walsh and the McKaig heirs, in which the right of way is condemned through a small strip of land to reach the canal wharf, objections have been filed on the part of Walsh and the McKaig heirs.

News, Wed. 1/12/87, p. 3. **A Week's Coal Trade** – The shipments from the mines of the Cumberland coal region for the first week of the year ended Saturday, January 8th, 1887, were 54,737 tons, an increase of 126 tons as compared with the corresponding period of 1886. The coal was carried as follows: To Baltimore and Ohio Railroad 52,674 tons; increase 2,348 tons. Chesapeake and Ohio Canal, no shipments. To Pennsylvania Railroad, 2,063 tons; decrease 2,220 tons.

DT, Tue. 1/18/87, p. 4. **A Survey in Washington County** – A party of surveyors representing Hon. Stephen B. Elkins and ex-Senator Davis in their proposed new railroad from Hancock to Williamsport, along the line of the Chesapeake and Ohio canal, have been engaged near Millstone Point, Washington county, for the past week. A casual survey is being made, and an agent representing Mr. Elkins is prospecting and making an estimate of the cost of the right of way. It is rumored that the new road may leave the canal near Green Spring Furnace, and run around the foot of the mountain, in the Western portion of Washington county, to Clearspring and from thence to Hagerstown, where it would connect with the Western Maryland railroad, not touching at Williamsport at all. In this event a coaling depot would be established at the point where the road left the canal.

News, Tue. 1/25/87, p. 4. **Canal Cullings**
President L. Victor Baughman, of this city, sent Messrs. Stephen Gambrill, treasurer, and John P. Ayres, accountant, to Cumberland, yesterday, where they began paying off the employees of the Chesapeake and Ohio canal for the month of November. This disbursement will distribute about \$10,000 among the canal employees. The December payroll is still due, but it is

expected will be paid in a few weeks, thus closing up the entire indebtedness of the canal for 1886, excepting interest on coupons past due. In the event of the soft coal pool making satisfactory arrangements, rates on the canal will be increased so as to enable the company to pay all its yearly liabilities, including interest on repair bonds of 1878.

Sun, Wed. 1/26/87, p. 1. **Cumberland Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ended January 22 were 41,290 tons, and for the year to that date 141,658 tons, an increase of 26,584 tons as compared with the corresponding period of last year. The coal was shipped as follows: To Baltimore and Ohio Railroad – Week, 38,662 tons; year, 135,335 tons; an increase of 31,093 tons. Pennsylvania Railroad – Week, 2,628 tons; year, 6,323 tons; decrease, 4,503 tons. No shipments by canal.

DT, Tue. 1/26/87, p. 1. **To Pay Off the Employees** – Secretary and Treasurer Gambrill and Superintendent Biser, of the Chesapeake and Ohio canal, reached here today where they will pay off the employees of the canal. This disbursement will distribute about \$10,000 among the canal employees. The December pay roll is still due, but it is expected will be paid in a few weeks, thus closing up the entire indebtedness of the canal for 1886, excepting interest on coupons past due. In the event of the soft coal pool making satisfactory arrangements, rates on the canal will be increased so as to enable the company to pay all its yearly liabilities, including interest on repair bonds of 1878.

Sun, Fri. 1/28/87, p. 6. **President Baughman's Reply** – In regard to the action of the city council of Cumberland a few evenings ago, on the subject of the alleged

obstruction of the Chesapeake and Ohio Canal, in the interest of the Cumberland and Piedmont Railroad, President Baughman, who returned home today after an absence of a week, says that he is glad to hear that the citizens of Cumberland are taking steps to preserve the canal as a public waterway, and he desires it to be understood that he himself will go as far as they or anyone to bring about the result. Concerning the acquisition of certain property by the Cumberland and Piedmont Railroad, Colonel Baughman said that was a matter in which the canal company had no further voice than the citizens of Cumberland. All the lands acquired by the railroads were obtained by them through the instrumentality or agency of the laws of the State. Juries of condemnation composed of respectable and well-known citizens of Cumberland made the awards and ratified the action of the railroad in acquiring the property referred to. The canal trustees, Messrs. Geo. Brown, Lloyd Lowndes and James Sloan, Jr., who were appointed under the act of 1878, were perfectly satisfied with the awards made by the jury, as were also the authorities of the canal, and they were confirmed, too, by the courts. As to the public meeting which, it is intimated, will be held shortly, Col. Baughman says he is glad to hear of it, and will in all probability be on hand to participate in its proceedings.

DT, Sat. 1/29/87, p. 1. **Dam No. 6 Again Damaged** – A report was current here today that Dam No. 6, of the Chesapeake and Ohio canal, near Hancock, was damaged by the moving of the ice last week. The extent of the damage is not known.

Ibid, p. 4. We have received from a correspondent at Oldtown, this county, an interesting article on the canal question, which we shall be pleased to publish when space will allow. Our correspondent assails Governor Hamilton for not suggesting some

way to save the canal. This we think is unjust. He also says the lockkeepers should be paid more and the directors less. This we think sensible and just. Further, our correspondent suggests that the president of the canal could just as well be paymaster, treasurer and superintendent as not, and so find some use for his expensive packet as well as save the salary of the secretary and treasurer and superintendents. This we know nothing about, but it would certainly be a desirable and novel economy if it be possible.

News, Tue. 2/1/87, p. 3. **Cumberland Coal Trade** – The official statement of the Cumberland coal trade, showing the entire amount mined during 1886, has been issued. It shows the total output for the year to have been 2,592,467 tons.

News, Thu. 2/3/87, p. 3. **A Week's Coal Trade** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, Jan. 29 were 43,509 tons, and for the year to date 184,167 tons, an increase of 26,154 tons as compared with the corresponding period of 1886. The coal was shipped as follows: To Baltimore and Ohio Railroad – Week, 41,265 tons; year, 176,600 tons; an increase of 40,035 tons. Chesapeake and Ohio Canal, no shipments. To Pennsylvania Railroad – Week, 1,243 tons; year, 7,756 tons; decrease, 13,881 tons.

DT, Fri. 2/4/87, p. 1. **A Mad Railroader** – President Clarke, of the Illinois Central railroad, formerly president of the Chesapeake and Ohio Canal Company of this State, is reported as having suggested that a convention of railroaders be called to raise the rates of freight and fare 100 per cent, in retaliation for the enactment of the Inter State Commerce bill.

DT, Wed. 2/9/87, p. 1. **Looking After Canal Interests** – A special from Washington today states: “President Baughman of the Chesapeake and Ohio Canal, accompanied by Hon. C. J. M. Gwinn, Directors Dobbin and Payne, with Treasurer Gambrill, Frederick Mertens, of Cumberland, and Engineer W. L. Smith, were in the city today looking after canal interest. President Baughman is confident of the canal being able to establish its claims to the Potomac flats, and is determined to take such steps as will place all canal properties into its proper hands. The canal company has pending a large claim against the government for the occupancy of property of the canal by the government at the Great Falls. All these cases will be looked after and the property of the canal protected. The outlook for this year's business is said to be very bright, and navigation will open early in March.”

News, Wed. 2/9/87, p. 4. **A Week's Coal Trade** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, Feb. 5, were 45,657 tons, and for the year to date 229,824 tons, an increase of 33,849 tons as compared with the corresponding period of 1886. The coal was shipped as follows: To Baltimore and Ohio Railroad – Week, 44,266 tons; year, 220,867 tons; an increase of 55,423 tons. Chesapeake and Ohio Canal, no shipments. To Pennsylvania Railroad – Week, 1,391 tons; year, 8,957 tons; decrease, 21,574 tons.

DT, Mon. 2/14/87, p. 4. **The Canal Soon to be Opened** – The canal is to be opened early in March, and it is almost a settled thing that tolls are to be increased 10 cents per ton for the season of 1887, making the tolls, with the 4 cents wharfage, 36 cents per ton.

Collector Edwards has been engaged for the past few days in making repairs to

the wharf, and the water is to be drained off from the canal basin to allow of some necessary repairs there. It is expected that some boats may be loaded on special order even before the 1st of March. A good trade is looked forward to.

News, Tue. 2/15/87, p. 4. **Canal Matters**

It is stated by the Cumberland correspondent of the *Sun* that preparations are being made there for the opening of the Chesapeake and Ohio canal early in March. The canal wharf is being put in repair, and this week the water will be drawn off the canal basin to facilitate the preparations for the opening. It is probable that a few boats will be towed with specially ordered coal before the opening in March. It is generally believed that the tolls on the canal will be raised the coming season, and it is stated the advance will probably be ten cents a ton. Last year the tolls were twenty-two cents a ton, with four cents wharfage on the basin wharf.

News, Wed. 2/16/87, p. 4. **A Week's Coal Trade** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, Feb. 12, were 69,005 tons, and for the year to date 298,829 tons, an increase of 73,256 tons as compared with the corresponding period of 1886. The coal was shipped as follows: To Baltimore and Ohio Railroad - Week, 65,915 tons; year, 286,782 tons; an increase of 98,834 tons. Chesapeake and Ohio Canal, no shipments. To Pennsylvania Railroad - Week, 3,011 tons; year, 11,969 tons; decrease, 25,656 tons.

DT, Thu. 2/17/87, p. 4. **COL. BAUGHMAN'S DEFENCE** - A sensation has been created in political circles here today, by the advance publication of an extract from the Frederick *Union* of today, in which Col. L. Victor Baughman,

president of the Chesapeake and Ohio canal, and the late Democratic candidate for Congress, in the Sixth Maryland district, replies to an article in last week's *Union*, reprinted from the Washington correspondence of the *Chicago News*, in which it was charged that Colonel Baughman, as president of the canal, went into the market as a broker, and as a broker for third parties, bought up claims at a discount of from twenty-five to forty-five per cent, against the very company of which he is the president. These charges were corroborated, editorially, by the *Union*, in consequence of which Colonel Baughman has written a letter, addressed to the editor of the *Union*, Mr. O. C. Wareheim, in which he says: "It would be natural for me to express my surprise at the publication of such articles, for the reason that you personally have no cause of quarrel with me. But a short time ago you came into this community a stranger. At my hands you have ever received the treatment of a gentleman. At my personal request you were placed upon the central committee of this district, made a member of the State Central committee, and further made treasurer of the central committee of the county. I mention this simply to show what little cause you have to attempt even to do me an injury in a community where I was born and reside."

Viewing the editorial of the *Union*, and the Washington letter of the *Chicago News* as anonymous communications, Colonel Baughman goes on to say: "Now, sir, as a rule, I should not notice an anonymous communication, but pass it by with silent contempt. There may be some of your readers, however, who are ignorant about the manner in which canal 'time' is disposed of. When I assumed charge of the canal, the 'old time' of my predecessors was considered of hardly any value. Merchants refused to take it at any price. As a matter

of fact, merchants and others along the canal have been dealing in 'canal time' ever since there has been a canal. The system the present administration has adopted, of promptly paying the labor, has to a great extent broken up this custom, and our 'time' is taken dollar for dollar by all merchants. A year ago, I was importuned to get merchants and others to take 'time' from those who were holding it and anxious to get rid of it. Kin our own city, I distinctly remember of being repeatedly called on by Mr. Mantz Besant, who had purchased some 'old time,' and who requested me to help to find a purchaser, which, after some delay, was accomplished. The same service, at the personal request of the same gentleman, was rendered Mr. Page. These gentlemen expressed their thanks for the favor, and surely will not say one cent was received by me from them, or from the purchaser of their 'time.' The present administration of the canal, since the sale of bonds, has paid over one hundred and thirty thousand dollars of this 'old time,' and here, sir, I wish to make this statement: I hereby defy you, or the cowardly writer of your anonymous communication, and the writer of your editorials on this subject, to produce one single individual who will state, under oath, that he knows I have received one cent, or anything of value, from any man or set of men, who have at any time or place purchased 'canal time,' and further I defy you and the writer above mentioned, to appear before the Board of Public Works and make these charges under oath."

DT, Fri. 2/18/87, p. 4. **COL.**

BAUGHMAN'S ACCUSERS – The interest naturally excited in this city by the publication by the *Workman* and other papers of an extract from the *Chicago News* and *Frederick Union* charging Col. L. Victor Baughman, President of the Chesapeake and Ohio canal, with acting as a broker in the

sale of certificates of his canal company at a discount and the further publication in last night's *Times* of Col. Baughman's defiant answer to the same, today received additional zest from the circulation of the *Frederick Union* of Tuesday's date containing not only Col. Baughman's letter in his own defense but a reiteration of these charges and the following affidavit:

Frederick, Feb. 16, 1887.

During the incumbency of Col. L. V. Baughman, as President of the Chesapeake and Ohio Canal Company, I had a claim, consisting of three different accounts, for iron work and materials furnished said company, amounting to about four hundred and seventy-five dollars. I had an interview with President Baughman, at his printing office, in Frederick, concerning this claim. President Baughman said that there was a party in Washington or Georgetown (I don't now distinctly recollect which) who would buy my claim at a discount; he produced and read to me a letter purporting to come from this party. I refused to sell at the amount offered me and insisted upon an advance (I think of about twenty dollars.) President Baughman said he did not know if the party would agree to give the advance, but that he would furnish the advance for said party. We then agreed upon the sale of the claim and I received the bills of account. President Baughman then and there paid me in cash and took up the claim; the amount paid me was about Three Hundred and Forty dollars. To the best of my recollection the discount was between 20 and 30 cents.

State of Maryland, Frederick county, to wit:

I hereby certify that on this sixteenth day of February, 1887, before me, a Justice of the Peace of said State, in and for said county, personally appeared Dudley Page, and made oath according to law, that the foregoing statement is true to the best of his knowledge, recollection and belief.

James H. Besant, J.P.

The *Union* goes on to further reiterate its charges and announces that Mr. Page, the maker of the above affidavit, has purchased an interest in that paper and assumed the post of associate editor. Col.

Baughman is now in New York and has as yet made no further reply to the *Union's* articles.

Mr. Fred Mertens, the well-known boat builder of this city, today called at the *Times* office and, after discussing the *Union's* attack on Col. Baughman, said that he was convinced Col. Baughman was innocent of the foul charge against him. "When Col. Baughman took charge of the canal," said Mr. Mertens, "he came to my father and myself and said that he did not see how he could get along without money, as the men would not take the 'time' orders any longer, as the merchants were already over loaded with them. My father then offered to advance the money on the security of the 'time' orders. This we did, and I now have the checks drawn to Col. Baughman's order on the Third National bank of this city, and which show on their face that they were drawn for this 'time' of Besants and Page, of which they now speak.

"Col. Baughman is perfectly innocent in this matter in my opinion."

A Boom in Boat Building

Messrs. Mertens' Sons have received an order from an Eastern firm for three canal boats and have begun work on them at once with a force of fifteen men. The boats will be similar to the canal boats generally in use, with the exception that they will be boarded inside, as they are to be used for transporting grain. These are the first boats made here for some years past, the old boat builders having been employed in the meanwhile in doing odd jobs for their livelihood. Should the canal business be brisk this season the firm above mentioned proposes to increase the number of workmen considerably.

DT, Sat. 2/19/87, p. 4. **A Canal Boatman Comes to Blows** – Yesterday evening near Point of Rocks on the line of the Chesapeake

and Ohio canal, a boatman whose name is unknown, became involved in a difficulty in a hotel with John T. Haines, a resident of that place. After quarreling for some time, they agreed to go outside of the building and fight it out. When a certain point was reached the boatman drew a revolver and fired twice at Haines, one ball passing through his neck and the other lodging in his shoulder, inflicting, it is said, very dangerous, if not fatal wounds. Haines was lately an employee on the Baltimore and Ohio railroad. The name of the boatman could not be obtained this evening. He belonged, however, to a boat that was obliged to go into Winter quarters at the Point on account of being caught in the ice and unable to proceed further. The alleged mocking by the boatman of the stammering of a brother of Haines is said to be the origin of the difficulty.

The Water Turned On.

The work of feeding water into the Cumberland level of the Chesapeake and Ohio canal was commenced today. The other levels will be filled in as fast as necessary repairs can be made. It is confidently expected that the water will be in the canal ready for navigation by the first week of March. There is now at the basin wharf a large quantity of coal ready for shipment by Mertens' Sons.

Sun, Sat. 2/19/87, p. 1. **Political Reminiscences** – "The Chesapeake and Ohio Canal has, too, been a favorite object for attack by the reformers, and 'the canal ring' and their mismanagement have been their battle-cry for lo these dozen years. If there is one example more than any of numerous others that illustrates the necessity of needful legislation that will give the State at least some power over the corporations to which it gives munificent privileges and franchises, the history of the canal gives that

example. Years before coal transportation charges were lowered below the opportunity for profitable business for the canal, the scheme was organized that would give the railroad company the coal-carrying control in the Cumberland region. Then came the contest for a railroad in the coal region that would be a feeder to the canal, and the result was to give competition. The determination of the railroad to dry up the canal had become a fixed policy, and last year, with the closest economy, it was demonstrated that the canal would not be permitted to get enough business to earn its expenses. The railroad company has bought at a sacrifice the large portion of the repair bonds, which in its extremity the canal company was forced to sell, and as these are a mortgage upon the canal corpus the opportunity to foreclose and sell can be availed of when the railroad decides it so. With another bidder in the field, however, the foreclosure is not probable, and that event will be deferred to a more propitious season. The whole of this may be called the greed or the enterprise of corporations, according to taste, but the State of Maryland should have all these years been able to protect her own great public work from destruction at the hands of the great concern that enjoys such extraordinary immunities by gift of the Commonwealth. And yet there is reform opposition to a revision of the Maryland organic law that would adjust these things equitably.

“Neither the Baltimore and Ohio nor the Pennsylvania Railroad Company should be permitted to get the canal, and the question must be met as to its future. Thinking people who are disinterested in their faithfulness to the common weal must take the matter up. The Baltimore and Ohio concluded that it would go on to New York, and it is now a line that runs through Baltimore. The people of this city must and will in time have a line ending in Baltimore.

The South Pennsylvania Railroad scheme bid fair at one time to be the connecting link of the Western Maryland Railroad to give the city this line. The Western Maryland is owned by the city of Baltimore, and in that respect, is under political control. But it is one of the best managed railroads to be found in Maryland or anywhere else, and who is there that would now do without it, with the important traffic it brings to Baltimore? The ability of its president, Mr. Hood, and the persistence of his efforts for the stretching out and development of this road, extorted the offer to him of the vice-presidency and \$10,000 a year from his company’s rival, the Baltimore and Ohio. This he refused, preferring to remain and work out the development of the Western Maryland. It is a matter for serious consideration whether the State of Maryland, with the canal, on the one hand, and the city of Baltimore, with the Western Maryland railroad, on the other, may not eventually conclude it to be wise to unite their interests to the end that the city shall have a railroad that in the important item of cheap coal alone would give her a great advantage. The time is not far off when the railroad, by the force of the momentum given by this great city, must be driven forward to greater fields for traffic than it has yet reached.”

Ibid, p. 6. **Getting Ready for Canal Work** – It is the intention of the Chesapeake and Ohio canal authorities to begin tomorrow the work of feeding water into the Cumberland level. The filling of the levels will not progress regularly, but will be done as rapidly as necessary repairs can be made. It is expected that the water will be on along the entire line in time for navigation to commence the first week in March. There is already some coal on the basin wharf, which will be loaded for Georgetown next week.

News, Wed. 2/23/87, p. 3. **A Week's Coal Trade** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, Feb. 19, were 61,945 tons, and for the year to date 360,774 tons, an increase of 101,413 tons as compared with the corresponding period of 1886. The coal was shipped as follows: To Baltimore and Ohio Railroad – Week, 58,456 tons; year, 345,238 tons; an increase of 131,421 tons. To Pennsylvania Railroad – Week, 2,991 tons; year, 14,960 tons; decrease, 30,522 tons. Chesapeake and Ohio Canal – Week, 499 tons; year, 567 tons; increase, 567 tons.

DT, Fri. 2/25/87, p. 4. **The Canal Trade** – The canal will be open for traffic on March 1. Messrs. Mertens' Sons have already eight boats ready to start for Georgetown and are awaiting boats to ship further consignments for that place. Freight will probably be increased ten to fifteen cents a ton, but nothing certain is known until it can be ascertained whether or not the railroad companies are to make a rise in the rates, and the coal pool should be formed. The Williamsport people are anxious for coal from Cumberland, for the Western Maryland railway and other points. The above named firm have bought twenty-five boats of the American Coal company, which were not in service last season, and there will be about 300 boats on the canal this year. The canal has so far escaped damage from freshets, and if there is no bad luck of that kind later on, President Baughman expects a better business year than in 1886. The tolls have not yet been fixed, and the action of the Baltimore and Ohio railroad in the matter of rates will govern the policy of the canal.

Sun, Fri. 2/25/87, p. 4. **Chesapeake and Ohio Canal** – The water on the Georgetown level of the Chesapeake and Ohio canal will be drawn on Monday or Tuesday next for repairs. Under the contract with the millers

and others this must be done within ten days, and then the canal will be opened along the entire line. Some portions are now being put in boating condition, and boats will be moving next week, an earlier opening than has been made heretofore. Mr. Mertens has bought twenty-five boats of the American Coal Company, which were not in service last season, and there will be about 300 boats on the canal this year. The canal has so far escaped damage from freshets, and if there is no bad luck of that kind later on President Baughman expects a better business year than in 1886. The tolls have not yet been fixed, and the action of the Baltimore and Ohio Railroad in the matter of rates will govern the policy of the canal.

Ibid, p. 6. **Chesapeake and Ohio Canal Prospects** – President Baughman, of the Chesapeake and Ohio Canal, states that water has already been let into the canal at Cumberland, and that navigation will be resumed earlier this year than ever before. The present outlook for the year, said he, is bright, and in the event of a satisfactory settlement of the coal interests a good business will be done. It seems to be generally understood that freight rates on the canal, which were reduced in accordance with the demand of the boatmen represented by Hon. Wm. Walsh and others a year ago, will be increased, inasmuch as it has now been demonstrated, after a fair trial, that the canal cannot pay expenses with tolls and wharfage at 26 cents. It is said, however, that whatever advances are made, the boatmen will not be neglected or overloaded. The first shipments of the season will be to Williamsport, and through shipments to Georgetown early in March. The Messrs. Mertens, of Cumberland, have purchased a number of boats from the American Coal Company which were not in use last year, and are also building some new ones at that point.

DT, Sat. 2/26/87, p. 4. **Alexandria Canal** – The Alexandria *Gazette* of yesterday says: “Messrs. J. B. Smoot, D. A. Windsor, C. E. Stewart, S. B. Brent, K. Kemper, H. Bryant and B. Wheat, the committee recently appointed by the city council to petition Congress to relieve the city of the canal stock indebtedness, went to Washington yesterday to see Senator Mahone and Mr. Barbour in reference to the matter. They were most courteously received and had very satisfactory conferences with both the gentlemen named, who promised that they would do all in their power for the relief of the city. It is feared, however, that it is too late in the session of Congress now for a bill relieving the city from the indebtedness to be passed, but Gen. Mahone, in the Senate today, introduced a bill for the desired object, which was referred to the Committee on Claims.

DT, Tue. 3/1/87, p. 4. **Special Meeting of the Canal Board** – A special meeting of the directors of the Chesapeake and Ohio canal will be held at the Arlington Hotel, Washington, on Friday, the 4th inst., at 11 o’clock. The question of raising the tolls for the coming year will be decided and other important affairs determined upon.

Movements on the Canal

At the meeting of the canal board this week at Washington the question of tolls will be discussed. The general feeling of shippers is against an increase. General traffic throughout the canal will not be resumed until the end of next week, and no more boats will be loaded at present. The water has not been let in in the lower section of the canal, but the Cumberland section is full. A number of boats that were frozen in last winter are moving and are making their way into Williamsport.

Sun, Tue. 3/1/87, p. 6. **C. and O. Canal Affairs** – President Baughman, of the Chesapeake and Ohio Canal, has issued a call for a meeting of the directors of the company at the Arlington Hotel, Washington, on Friday next. The business to be transacted at this meeting will include the fixing of freight rates on the canal for the ensuing year, in which subject much interest is felt. It is the wish of the company to so arrange tolls as to give the boatmen 75 cents. Considerable reduction in expenditures will be reported, it is understood, for the months of December and January in comparison with the corresponding months of 1885-6. A number of minor appointments along the line of the canal will also be made at the meeting. The Potomac flats will be another subject that will receive considerable attention. President Baughman expresses himself as confident of his ability to establish a valid claim to that extensive tract of land. The canal company, he says, has possession already of a large portion of the property, and is the only claimant of the disputed ground which has any of it in actual possession.

DT, Wed. 3/2/87, p. 4. **The Cumberland Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ended February 26, 1887, were 62,678 tons, and for the year 423,452 tons, an increase of 119,833 tons as compared with 1886. The shipments to the Baltimore and Ohio railroad and local points were for the week, 59,827 tons; for the year, 405,064 tons, an increase of 152,840 tons as compared with last year. The shipments to the Pennsylvania railroad were for the week, 2,060 tons; year, 17,019 tons, a decrease of 34,876 tons as compared with last year. Chesapeake and Ohio canal, week, 792 tons; year, 1,368 tons; increase over last year, 1,368 tons.

Sun, Fri. 3/4/87, p. 6. **Chesapeake and Ohio Canal Meeting** – Messrs. Stephen Gambrell, secretary and treasurer, James P. Ayers, accountant, and other officials of the Chesapeake and Ohio Canal Company were at the Annapolis office today preparing for the canal meeting in Washington tomorrow. A number of important matters will be considered by the canal directors, including the fixing of freight rates for the ensuing year.

DT, Fri. 3/4/87, p. 1. **TOLLS FORTY CENTS A TON** – Washington, March 4. - The board of directors of the Chesapeake and Ohio canal met today at the Arlington hotel, this city. A full board was present as befitted the importance of the occasion. In addition to the board there were present Messrs. Mertens, Cropley, Spencer and other shippers; Hon. A. L. Greaves and Reuben Crawford, Esq., of Montgomery county. Mr. Greaves, in the interest of his constituency, and Mr. McCardell, of the Williamsport *Leader*, and myself as representatives of the press.

As a result of the deliberations of the board, tolls were fixed at 40 cents for the approaching year, which is just one cent per ton less than when the present management of the canal assumed charge. Col. Baughman, Messrs. Gwynn, Peters and others who were present, defended this action of the board with great eloquence and warmth. Mr. Mertens and myself opposed it as the result of the preparation of a scheduled statement for the sale of the repair bonds of 1878. Colonel Baughman stated that in October, 1885, he sold to Messrs. Baldwin & Co., of Baltimore, \$189,000 worth of bonds at 86 cents. That in May, 1886, he sold to John A. Hambleton & Co., \$75,000 of bonds at 75 cents, realizing therefrom \$58,500, and in December, 1886, he further sold \$38,000 worth of the bonds

to Jas. Sloan, Jr., one of the trustees, as agent for the Farmers and Merchants' National Bank, of Baltimore, at 78 cents on the dollar; and also, that in May, 1886, he sold to Mr. Sloan \$38,000 worth at 76 cents. The remainder of the bonds, he says, were given to Coulehan & Co., of Cumberland, to Dr. Wooten, of Montgomery county, and to Mr. Williams, of Montgomery county, for claims they had against the canal. "\$30,000 of this money," he said, "I used in paying the first year's deficiency on the canal, \$80,000 I used in the repairs of the late freshets, and \$28,000 to pay for the deficiencies of the second year of my administration."

The board also took action with reference to the canal's claims against the government for [land] on the Potomac flats.

A break was reported at Oldtown, Allegany county, which may interfere with navigation. Other [illegible] will begin on the 10th instant.

Ibid, p. 4. **Preparation for Boating**

A squad of men, with mules, left this city yesterday morning, for Williamsport, for the purpose of bringing up a number of canal boats, which have been lying at that place during the Winter, preparatory to the shipment of coal, as soon as the canal opens.

A Canal Boat Goes Through the Culvert

When the top of the culvert on two mile level, a short distance below Oldtown, caved in yesterday morning about 9 o'clock, it took the bow of the boat Harry & Bessie, owned by Capt. Little, down with it breaking it in twain in the middle. There was one mule in the stable but was not hurt or injured, as the boat did not go quite to the bottom of the culvert. An eye witness says it was a very exciting time and sight when the boat first went in. The stern raised up out of the water about ten feet. Capt. Pierce was coming up alongside of Capt. Little

with boat W. H. Cooper, but was on the berm side and center of it therefore did not damage it any. The opening is about 30 feet long and the boat will have to be torn up to get it out. Some parties say, who had been fishing there at the culvert last Summer, that they saw pieces of brick dropping out of it.

Sun, Sat. 3/5/87, p. 5. At a meeting of Chesapeake and Ohio Canal directors yesterday at Washington, 40 cents a ton was fixed upon as the rate for tolls this season. A serious break in the canal at Oldtown will delay navigation from six to ten days.

Ibid, p. 6. **C. and O. Canal**

A meeting of the president and directors of the Chesapeake and Ohio canal was held at the Arlington Hotel today. There was a general discussion regarding the rights of the canal company to the Potomac flats, and other valuable rights along the line. Communications were received from Mr. Henry Dodge, who claims he obtained a contract from President Clarke by which he secured a lease of valuable canal property for fifty years, renewable forever. The present board contend that this was a usurpation of authority upon the part of their predecessors. The counsel for Messrs. Walsh & McKaig, of Cumberland, have accepted the award of condemnation by the jury in the Cumberland wharf case. The question of tolls for the season was generally discussed. It has been clearly demonstrated that the canal cannot be maintained with the tolls at twenty-six or even thirty cents. No one, it was argued, can question the present business management of the canal. It will be observed by reference to the report of the president and directors that the expenditures last year were fifty thousand dollars less than the lowest sum that the canal was ever managed for under former administrations. With the strictest economy last year, the receipts fell

short nearly thirty thousand dollars. With tolls at forty cents, which schedule was agreed upon, and 400,000 tons of coal, it was said, the canal can be maintained and pay all its expenses, including the \$30,000 interest due each year on repair bonds. The present management show that they have reduced expenditures during the months of December, January and February about ten thousand dollars over the corresponding months of last year. This is a very gratifying showing, and was likely commended by those interested in the canal who attended the meeting. The president has appointed the bosses along the line, numbering about eleven men. They will take charge of their respective sections about the 15th. Mr. Ruben W. Young, of Montgomery county, has been appointed boss carpenter at the Great Falls. The president states that there is still about thirty thousand dollars due to labor for services rendered during the years of 1883 and 1884. If not harassed by lawsuits, it is the hope of the company that this entire indebtedness can be wiped out in a few months, as the first money due will be appropriated for this purpose. It is the intention of the president to pay the months of December and January of this administration with one of the months of 1883 about the first of April. Interest will also be paid on one of the coupons due on the bonds of 1878. A serious break was reported to the president as having taken place at Old Town, which will delay navigation for six to ten days. This is most unfortunate, as boats were in readiness to leave Cumberland for Williamsport and Georgetown.

The next meeting of the canal directors will be held in Baltimore on the 14th of April. The appointment of bosses made by Col. Baughman is as follows: Georgetown division, Henry C. Bergen, James Morrow, C. Drenner, Wm. Allen, Charles Ranneberger, C. F. Elgen, Wm.

Riley, Frank Fisher; Cumberland division, Samuel Young, Peter Kelly, Randolph Sprigg, L. C. Hettenhouser, Samuel Sterling, James H. Anderson and James Hughes. R. Courtney McCardel was appointed lockkeeper at Williamsport and James Doyle at lock 56.

Sun, Tue. 3/8/87, p. 4. It is expected that the break on the Chesapeake and Ohio canal, near Old Town, will be repaired within two weeks.

DT, Wed. 3/9/87, p. 1. **The Cumberland Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ended March 5, 1887, were 37,855 tons, and for the year to date 481,307 tons, an increase of 121,660 tons as compared with 1886. The shipments to the Baltimore and Ohio railroad and local points were for the week, 54,036 tons; for the year, 459,100 tons, an increase of 156,529 tons as compared with last year. The shipments to the Pennsylvania railroad were for the week, 3,287 tons; year, 20,306 tons, a decrease of 36,769 tons as compared with last year. The shipments to the Chesapeake and Ohio canal, for the week, were 532 tons; year, 1,901 tons; increase over last year, 1,901 tons.

ES, Fri. 3/11/87, p. 4. **Affairs in West Washington** – Presented with a Medal for Kind Treatment of His Mules – Captain Knode, of canal boat M. C. W. Boyer, was presented with a gold medal yesterday afternoon by the Humane Society for having driven three mules steadily for twenty-two years, both of which are in good condition yet. Mr. F. L. Moore, in a few well-chosen words, presented the medal to the captain before a number of citizens in the office of J. G. and J. M. Waters.

Grain Receipts – Canal boat Samuel Jarboe arrived today with 3,800 bushels of corn for J. G. and J. M. Waters.

DT, Mon. 3/14/87, p. 1. **Water in the Canal** – The culvert on the canal below Oldtown was repaired this morning and the water was let in, and it is expected that the whole canal will be full in three or four days, and navigation will commence at the end of the week. The collector will commence issuing way bills about Friday or Saturday.

The following are the rates of toll for 1887: To Georgetown, 36 cents; Point of Rocks, 30 cents; Harper's Ferry, 28 cents; Shepherdstown, 25 cents; Williamsport, 18 cents; Hancock, 15 cents; to which the shippers pay 4 cents per ton for wharfage over Cumberland wharves.

ES, Tue. 3/15/87, p. 1. **Coal Shipments by Canal About to Begin.** – The work of preparing the break in the canal culvert at Oldtown was finished yesterday and water was at once turned in. The level will be filled by Thursday, and the entire line will then be open for navigation. There are eighteen boats at Cumberland loaded with coal, which will go out first. The Maryland company will at once begin loading three boats a day at Cumberland, and the George's Creek and others are expected to soon follow. The boats now ready to go out were loaded by Merten's Sons with coal for this place. The schedule of tolls for the entire line of the canal is officially announced to be as follows: Georgetown, 38 cents; Point of Rocks, 30 cents; Harper's ferry, 28 cents; Shepherdstown, 25 cents; Williamsport, 18 cents; Hancock, 15 cents. To these figures must be added four cents wharfage for companies shipping from the canal wharf.

Grain Receipts – Canal boat Beulah arrived with 4,000 bushels of corn, and canal boat Seneca with 650 bushels of corn

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and 2,000 bushels of wheat for G. T. Dunlop.

Highlander	Capt. Young	119 17
Isabella	Capt. Griffith	116 04

DT, Wed. 3/16/87, p. 4. **The Cumberland Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ended March 12, 1887, were 66,491 tons, and for the year to date 547,797 tons, an increase of 179,496 tons as compared with 1886. The shipments to the Baltimore and Ohio railroad and local points were for the week, 61,367 tons; for the year, 520,467 tons, an increase of 209,288 tons as compared with last year. The shipments to the Pennsylvania railroad were for the week, 4,760 tons; year, 25,067 tons, a decrease of 32,055 tons as compared with last year. The shipments to the Chesapeake and Ohio canal, for the week, were 363 tons; year, 2,263 tons; increase over last year, 2,263 tons.

DT, Sat. 3/19/87, p. 4. **Canal Freights Settled** – The rate per ton of canal freights was fixed yesterday at 75 cents by the coal companies. This is an advance of 10 cents over the last year's rate. It is hoped that the business this year will more than justify the increase in the rate of freight. No interruption to navigation has been reported on account of the break in the aqueduct wall at Williamsport, and boats were loading and running regularly.

Wed, 3/16/87, p. 2.¹ The boatman's horn will soon be heard on the raging C. & O. canal, notwithstanding the recent mishaps to that great waterway. The water will be turned on next Thursday, and navigation will extend over the whole line. President Baughman is a man of energy and always prepared for emergencies.

ES, Sat. 3/19/87, p. 1. **Affairs in West Washington** – Grain Receipts – Canal boat Morning Star arrived with 4,000 bushels of wheat and boat Loudoun with 4,200 bushels of corn and boat Maryland with 3,800 bushels of corn for G. T. Dunlop. **A Warrant** was issued from the Police Court today for the arrest of Edward McQuade and Alfred Warwick, of this place, on a charge of disturbing the Salvation Army meeting.

DT, Thu. 3/17/87, p. 1. **Canal Commerce** The following boats, with way bills numbered from 1 to 9, left this port up to 3 o'clock p.m. today, March 17, 1887:

DT, Mon. 3/21/87, p. 4. **Canal Commerce** The following boats, with way bills numbered from 10 to 40, left this port from Friday up to 3 o'clock p.m. today, (March 21, 1887):

Consolidation Co. – To Georgetown		
L. W. Guinand	Capt. Kelby	114 07
Geo. L. Sheriff	Capt. Cartwright	114 02
E. A. King	Capt. Mills	115 03
To Williamsport:		
Frankie & Fannie	Capt. McCardell	111 04
Nellie & Davie	Capt. Patton	111 18
W. D. L.	Capt. McMullen	114 09
Walbridge		
M. A. Shupp	Capt. Shupp	112 19
Borden Mining Co. – To Georgetown		

J. P. Agnew & Co. – To Georgetown		
G A Hoffman	Capt. Shiflet	115 12
Judge Douglas	Capt. Grooms	112 00
Ollie V.	Capt. Stickel	110 03
A. H. Stump	Capt. Helgoth	115 02
E. P. Cohill	Capt. Gannon	113 18
W. H. Cooper	Capt. Ward	112 00
J H Milstead	Capt. Roof	113 00
J. E. Deyer	Capt. Matters	112 13
C. W. Ridley	Capt. Riley	115 00
Benj. Vaughn	Capt. Sigler	113 00
Mississippi	Capt. Linaburg	116 15
Ernst & Holland	Capt. Thompson	108 00
Fred Williams	Capt. Swain	115 08
Samuel Henry	Capt. Allison	112 09
J. W. Veale	Capt. McAnenny	114 19

¹ *The Capital*, Annapolis, Md., newspaper

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Alleghany	Capt. Dixon	113 03
A. Greenless	Capt. Shives	110 03
Consolidation Co. – To Georgetown		
J. P. Hewitt	Capt. Swain	116 03
Z. Williams	Capt. Kritzer	116 03
L P Read	Capt. Kane	119 07
To Williamsport:		
Mary	Capt. Tice	109 07
Ruby	Capt. Sterling	92 12
River Nile	Capt. Kimble	122 04
R. H. Jones	Capt. Weaver	111 10
W. H. Loy	Capt. Woltz	113 07
Borden Mining Co. – To Georgetown		
F S Garnett	Capt. Hassett	116 10
Percy	Capt. Hassett	116 00
Here I Am	Capt. Griffith	115 11
Herald	Capt. Griffith	117 07
Gen. Garfield	Capt. Griffith	115 08
Maryland – To Georgetown		
Plough Boy	Capt. Nuse	111 07
S	Capt. Clendening	110 13
Individual – To Harper’s Ferry		
Willie & Walter	Capt. Moore	21 03

ES, Mon. 3/21/87, p. 2. **Affairs in West Washington.** – Grain Receipts. – Canal boat H. M. Talbot arrived with 200 bushels of corn, and 800 tons of baled hay for G. T. Dunlop.

DT, Tue. 3/22/87, p. 4. **Canal Commerce**
The following boats, with way bills numbered from 42 to 62, left this port from Friday up to 3 o’clock p.m. today, (March 22, 1887):

Consolidation Co. – To Georgetown		
Leiper P Read	Capt. Kune	119 07
N. C. Read	Capt. Duninger	113 18
T. K. Stewart	Capt. Penner	113 05
W S Jacques	Capt. Gatrell	115 06
Thos. H Gibbs	Capt. Gatrell	113 01
To Williamsport		
R. H. Jones	Capt. Weaver	111 10
W H Loy	Capt. Woltz	113 07
Little Walter	Capt. Ardinger	118 01
River Nile	Capt. Kimble	122 04
James M Schley	Capt. Artz	116 06
Missouri	Capt. Ardinger	116 18
George’s Creek Co. – To Georgetown		
A. Greenless	Capt. Shives	110 03

Allegheny	Capt. Dixon	113 13
E. P. Cohill	Capt. Gannon	113 18
G. N. Shuman	Capt. Bowers	111 05
T L Holbrook	Capt. Snyder	111 00
Borden Mining Co. – To Georgetown		
Gen. Garfield	Capt. Griffith	115 08
Dakota	Capt. Griffith	114 03
Harry & Ralph	Capt. Griffith	110 04
Maryland – To Georgetown		
S	Capt. Clendening	110 13
Salina	Capt. Zimmerman	111 04

DT, Wed. 3/23/87, p. 4. **Canal Commerce**
The following boats, with way bills numbered from 63 to 72, left this port up to 3 o’clock p.m. today, (March 23, 1887):

George’s Creek Co. – To Georgetown		
W. B. Lloyd	Capt. Murray	111 14
Delaware	Capt. Callan	109 11
Mary Mertens	Capt. Conrad	111 18
John Spencer	Capt. Renner	112 04
Consolidation Co. – To Georgetown		
Jacob Bender	Capt. Hall	114 11
A L Miller	Capt. Piper	114 09
To Williamsport:		
Susquehanna	Capt. Stickel	113 11
Ruby	Capt. Sterling	93 18
Borden Mining Co. – To Georgetown		
Capella	Capt. Hassett	117 05
Maryland – To Georgetown		
E R Ladew	Capt. Taylor	112 04

The Alexandria Canal Imbrolio

The House of Delegates of Virginia has passed an act relinquishing to the city of Alexandria, for transfer to the United States, the 1,200 shares of Alexandria canal stock about which so much trouble has recently been made. By carelessness on the part of both the United States officers and of the city officials the delivery of this stock in trust to the Secretary of the Treasury was not made in 1836. As the United States will soon get possession of all this stock and in fact become the owner of the canal, citizens here think that the government should repay to the city of Alexandria the \$152,000 with interest due to Alexandria for money loaned

the canal company from time to time in order to repair the canal, and not yet repaid.

The Cumberland Coal Trade

The shipments from the mines of the Cumberland coal region for the week ended March 19, 1887, were 71,273 tons, and for the year to date 619,071 tons, an increase of 249,438 tons as compared with 1886. The shipments to the Baltimore and Ohio railroad and local points were, for the week, 62,933 tons; for the year, 583,407 tons, an increase of 271,771 tons as compared with last year. The shipments to the Pennsylvania railroad were for the week, 4,979 tons; year, 30,046 tons, a decrease of 27,076 tons as compared with last year. The shipments to the Chesapeake and Ohio canal, for the week were, 3,361 tons; year, 5,624 tons; increase over last year, 4,744 tons.

ES, Wed. 3/23/87, p. 4. **Affairs in West Washington – Coal Coming** – The shipments from the mines of the Cumberland coal region during the week ended Saturday, March 19, were 71,273 tons, and for the year to date 619,071 tons, an increase of 249,438 tons as compared with the corresponding period of last year. Of the amount shipped during the week, 3,361 tons were by the Chesapeake and Ohio canal.

Grain Receipts – Canal boat Samuel Jarboe arrived yesterday with 2,700 bushels of corn and 900 bushels of wheat for J. G. and J. M. Waters; and canal boat Seneca arrived with 1,300 bushels of wheat and 375 barrels of flour for G. T. Dunlop.

DT, Thu. 3/24/87, p. 1. **Canal Commerce**
 The following boats, with way bills numbered from 73 to 86, left this port up to 3 o'clock p.m. today, (March 24, 1887):

Consolidation Co. – To Georgetown		
Jas Z. Williams	Capt. Reynolds	112 04
Thames River	Capt. McDonald	112 12

Geo S. French	Capt. Gannon	107 15
Daniel Linkin	Capt. Gatrell	115 07
To Williamsport:		
M. A. Shupp	Capt. Shupp	113 01
Frankie & Fannie	Capt. McCardell	113 18
McK Steffey	Capt. McKelvey	115 09
Nellie & Davie	Capt. Patton	113 06
Borden Mining Co. – To Georgetown		
Cigarette	Capt. Sensel	112 10
D Armstrong	Capt. Marmaduke	116 13
E M Ginevan	Capt. Hassett	114 04
Samuel M Reitzel	Capt. Griffith	112 11
Eva Snyder	Capt. Hassett	114 03
Maryland – To Georgetown		
Enterprise	Capt. Barncord	111 10

The Canal Hands to be Paid Off

President Baughman, Treasurer Gambrill and Accountant Ayres, will come up the canal in the packet "Maryland" from Georgetown next week, paying off the employees as they proceed.

H&TL, Thu. 3/24/87, p. 3. **Chesapeake and Ohio Canal Matters** – The canal was opened for navigation and the issuing of way bills from the collector's office at Cumberland began last Thursday. Ten boats carrying 1,145 tons were sent out the same day; on Friday seven boats carrying 783 tons; on Saturday twenty-six boats carrying 2,844 tons; on Monday nine boats carrying 1,027 tons; on Tuesday sixteen boats carrying 1,809 tons. An agreement was reached last Saturday between the shippers and boatmen that the freight should be seventy-five cents – and advance of ten cents over that of last year. If the railroad companies increase their rates sufficiently the shippers offer an additional advance.

DT, Fri. 3/25/87, p. 4. **Canal Commerce**
 The following boats, with way bills numbered from 87 to 99, left this port up to 3 o'clock p.m. today, (March 25, 1887):

Consolidation Co. – To Georgetown		
Geo S Guinand	Capt. Sorrell	111 11
G M Winship	Capt. Gatrell	114 04

W. H. C. Bayley	Capt. Hebb	111 15
C. W. Adams	Capt. Jackson	112 04
To Williamsport:		
S. M. Hamilton	Capt. Sterling	102 11
Lutie & Monie	Capt. Shupp	114 06
D. W. Malotte	Capt. Harris	112 15
Borden Mining Co. – To Georgetown		
Elizabeth Miller	Capt. Hassett	112 12
Winter	Capt. Hassett	114 03
Willie D.	Capt. Griffith	117 06
Maryland – To Georgetown		
T. J. Shiflet	Capt. Fox	111 14
George’s Creek Co. – To Hancock		
Round Top Cement	Capt. Athey	105 01
Burke Spencer	Capt. Bowers	110 00

Good News for Canal Employees

Three months’ pay to the canal company’s employees is coming. That for January, 1883; December, 1886 and January, 1887. The pay boat will leave Georgetown on Wednesday morning and will be here on Thursday in all probability.

ES, Fri. 3/25/87, p. 1. **Affairs in West Washington** – Grain Receipts – Canal boat Maryland arrived with 2,800 bushels of corn for J. G. & J. M. Waters and 1,500 bushels for G. T. Dunlop and canal boat Morning Star arrived with 4,000 bushels of wheat for G. T. Dunlop.

DT, Sat. 3/26/87, p. 2. **THE CANAL TOLLS TOO HIGH** – When the recent meeting of the directors of the Chesapeake and Ohio canal was held in Washington city some weeks since, the publisher of this paper attended a portion of the proceedings of the same at the invitation of the president, and then and there expressed to the president of the canal and to several of the directors the opinion that the rate to which it was proposed to raise the tolls on the canal was too high, and that while some increase was plainly demanded by the embarrassed condition of the canal’s finances, it should not be to the extent proposed, *i.e.*, 40 cents per ton for tolls and wharfage.

The effect of this excessive increase, we said, would be to effectually stop almost all shipments via the canal to Baltimore, and so lose it. So large a portion of its income as to completely kill the canal as far as showing an earning of its expenses for the year was concerned. That this opinion, though expressed from no selfish interest, and by one comparatively a stranger to the mysterious workings of canals and freight pools, was correct and well founded, is witnessed by the condition of trade on the canal today, and by the following facts and figures.

Under the present pool price, Cumberland or George’s Creek coal, is quoted delivered *f.o.b.* in Baltimore for \$2.50 per ton, when shipped by the Baltimore and Ohio railroad and its branches or connections, from the mouth of our mines. The *same coal* is delivered by the railroad or miner for \$1.25 per ton at the canal company’s basin wharf.

As the miners were advanced 10 cents per ton this season so it was deemed but just and right to advance the laborers on the canal from 65 to 75 cents per ton freights from here to Georgetown. Add to this, 40 cents per ton canal tolls, and wharfage, and 15 cents per ton for handling at Georgetown and we have a result of cost of coal *at Georgetown which EXCEEDS the cost of the same coal, delivered by rail, in Baltimore FIVE CENTS PER TON.*

This can be more plainly seen from the following:

Coal by rail in	\$2.50	Coal on the canal	\$1.25
Baltimore per		Wharf,	
ton		Cumberland, per	
		ton	
		Canal freights	.75
		Canal tolls	.40
		Handling at	
		Georgetown	.15
Total	\$2.50	Total	\$2.55

Balance in favor of rail shipments *five cents* per ton.

[illegible] Columbia was great enough to justify a loss of trade in Baltimore

for canal shipped coal. This fallacy is also easily exposed. The total coal consumption of the District is 175,000 tons. The canal's revenue from carrying this coal would be \$60,00. This is all it can hope to earn at the present toll rates, and this will nearly all be shipped by two boating firms, Messrs. Mertens and Winship.

The carrying capacity of the Chesapeake and Ohio Canal is now placed at 500,000 tons a year. This at a rate of tolls of 34 cents a ton would produce the canal a revenue of \$175,000 per year, or just \$110,000 more than it can hope for from the District trade alone. If the tolls were 34 cents a ton, we could ship by canal 1 cent per ton lower than by rail. This is an item, and when this advantage is balanced against the present rate of loss of 5 cents per ton, makes a difference of 6 cents per ton in favor of the canal as it now stands.

The effect of the high tolls is already being felt. Our "canal trade reports" will show each day that with the exception of the Borden company the only coal going over the canal of any consequence is shipped by Messrs. Mertens or Winship, for use in the District of Columbia. The Maryland company's shipments are trifling and are believed to be made only as a sort of menace to induce the railroads to grant it a better rate before beginning its serious shipments. But for the fact that the Borden company uses a greater portion of its coals on the Borden and Lovell lines of steamers, and so demand their coal to come by water, they could not afford to ship at the present rate of tolls any more than the other companies cannot.

The ultimate effects of this policy of the canal company are plainly to be seen. It will kill the canal. Drive the last nail in its coffin and make such a showing for it of profitless operations as will prevent the next Legislature offering it any aid. Unless the present president and directors of the canal

are prepared [to] bear the responsibility for this result, we advise them to be wise in time and reduce the tolls enough to enable the canal to compete, on equal terms, at least, with the railroad.

DT, Sat. 3/26/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 100 to 122, left this port up to 3 o'clock p.m. today, (March 26, 1887):

Consolidation Co. – To Georgetown		
R A. Driver	Capt. Drenner	114 01
Chas R. White, Jr	Capt. Stride	117 13
James Goddard	Capt. Pennell	115 15
James B Thomas	Capt. Spong	110 03
G A McIlhenny	Capt. Harper	118 08
To Williamsport:		
James H Reid	Capt. Shupp	111 00
River Nile	Capt. Kimble	118 03
Mary	Capt. Tice	111 18
Borden Mining Co. – To Georgetown		
Altair	Capt. Hassett	114 19
Oxford	Capt. Hassett	111 08
W T Hassett	Capt. Hassett	110 02
Mary L Miles	Capt. Hassett	114 04
Dr. A Shank	Capt. Griffith	109 02
Maryland – To Georgetown		
Harry & Ralph	Capt. Bowers	113 15
Chas R Gregory	Capt. Grooms	111 15
Mary M Burgess	Capt. Bowers	111 16
Pilot Boy	Capt. Mosier	111 10
George's Creek Co. – To Georgetown		
Muskingum	Capt. Cramer	111 14
Suwanee	Capt. Bowers	112 00
Elberon	Capt. Pare	108 14
Theodore	Capt. Smith	111 15
American Co. – To Georgetown		
Eugene	Capt. Teach	110 03
Ivan	Capt. Malotte	109 07

ES, Sat. 3/26/87, p. 1. **Affairs in West**

Washington – Grain Receipts – Canal boat Beulah arrived with 4,300 bushels of wheat for G. T. Dunlop.

DT, Mon. 3/28/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 123 to 135, left this port up to 3 o'clock p.m. today, (March 28, 1887):

Canal Trade 1887

Consolidation Co. – To Georgetown		
W. R. Lewis	Capt. Bender	112 17
H Roussel	Capt. Swain	114 08
Zadock Williams	Capt. Kreutzer	111 11
To Williamsport:		
W H Loy	Capt. Woltz	111 10
Ruby	Capt. Sterling	90 06
Victor	Capt. Kelley	107 17
Maryland Co. – To Georgetown		
James R Eddy	Capt. Eddy	111 17
Juniata	Capt. Little	111 03
Margie E Grove	Capt. Johnson	112 00
George's Creek Co. – To Georgetown		
A M White	Capt. Reed	111 14
George Sherman	Capt. Smith	111 18
M B Winship	Capt. Miller	106 18
Borden Mining Co. – To Georgetown		
Unexpected	Capt. Hassett	113 15

ES, Mon. 3/28/87, p. 4. **Affairs in West Washington – Grain Receipts** – Canal boat Loudoun arrived with 4,000 bushels of corn for G. T. Dunlop.

Police Court Cases – Elias and George Easton, canal boatmen, from Cumberland, Md., were arrested yesterday by Officer Parker for skylarking on the street after being warned against it. This morning, in the Police Court, Judge Shell said that, as they were brothers, he would only fine them \$2.50 each.

DT, Tue. 3/29/87, p. 4. **Canal Commerce** The following boats, with way bills numbered from 136 to 153, left this port up to 3 o'clock p.m. today, (March 29, 1887):

Consolidation Co. – To Georgetown		
John Leitch	Capt. Hill	110 03
Allan Campbell	Capt. Eddy	106 01
John Miller	Capt. Moore	109 17
Geo A Pearce	Capt. Moore	111 03
Charles Mann	Capt. Moore	117 08
To Williamsport:		
High Rock Line	Capt. Beard	75 01
Frankie & Fannie	Capt. McCardle	113 00
Little Walter	Capt. Ardinger	113 14
M. A. Shupp	Capt. Shupp	111 02
Maryland Co. – To Georgetown		
Abram Kroon	Capt. Ryan	111 08

N	Capt. Kim	111 08
Borden Mining Co. – To Georgetown		
Little Rob	Capt. Griffith	114 04
Martha S Fernsner	Capt. Hassett	110 09
Libby	Capt. Hassett	110 00
J. P. Agnew & Co. – To Georgetown		
Iowa	Capt. Davis	112 00
J. P. Agnew	Capt. Eaton	116 11
Eva	Capt. Schopper	111 03

DT, Wed. 3/30/87, p. 4. **Canal Commerce** The following boats, with way bills numbered from 154 to 168, left this port up to 3 o'clock p.m. today, (March 30, 1887):

J. P. Agnew & Co. – To Georgetown		
Potomac	Capt. Barger	111 11
Samuel Henry	Capt. Alison	111 09
J. W. Thompson	Capt. Bear	112 06
Youghioghney	Capt. Castle	112 04
W D L Walbridge	Capt. McMullen	111 08
Consolidation Co. – To Georgetown		
G. M. Barroll	Capt. J Murphy	113 18
Borden Mining Co. – To Georgetown		
Lida	Capt. Hassett	113 04
Walter Beall	Capt. Griffith	116 14
Isabella	Capt. Griffith	112 11
Detroit	Capt. Griffith	120 18
Consolidation Co. – To Williamsport		
McK Steffey	Capt. McKelvey	115 00
S. M. Hamilton	Capt. Sterling	97 04
W. O. Bowser	Capt. Havermale	115 00
Savannah	Capt. Morrison	116 05
Nellie & Davie	Capt. Patton	113 12

News, Wed. 3/30/87, p. 3. **A Week's Coal Trade** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, Mar. 26, were 66,289 tons, and for the year to date 685,350 tons, an increase of 315,717 tons as compared with the corresponding period of 1886. The coal was shipped as follows: To Baltimore and Ohio Railroad – Week, 53,336 tons; year, 636,737 tons; an increase 325,106 tons. To Pennsylvania Railroad – Week, 3,285 tons; year, 33,331 tons; decrease, 23,791 tons. Chesapeake & Ohio Canal – week, 9,658 tons; year, 15,282 tons; increase, 4,744 tons.

DT, Thu. 3/31/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 169 to 179, left this port up to 3 o'clock p.m. today, (March 31, 1887):

George's Creek Co. – To Georgetown		
Nannie & Willie	Capt. Poffenberger	108 09
A Wood	Capt. Atwell	110 02
G W Wallis	Capt. Noll	104 17
R. H. Jones	Capt. Weaver	111 12
Borden Mining Co. – To Georgetown		
R P Mason	Capt. Hassett	113 16
J H Parrott	Capt. Hassett	113 03
Theo Dean	Capt. Hassett	114 19
Consolidation Co. – To Georgetown		
Charles Darrow	Capt. Engle	116 19
W. J. Walker	Capt. Bowers	111 08
To Williamsport		
Lutie & Monie	Capt. Shupp	115 14
Maryland Co. – To Georgetown		
W T Coulehan	Capt. Mosier	111 10

ES, Thu. 3/31/87, p. 4. **Affairs in West Washington – Grain Receipts** – Canal boat Maryland arrived with 2,000 bushels of corn and 15 tons of hay for G. T. Dunlop.

DT, Fri. 4/1/87, p. 4. **REDUCTION IN TONNAGE** – “For the past few days the shipments of coal over the canal have been steadily decreasing until it reached just about one half the ordinary tonnage. This was caused by the disinclination of the coal companies to pay the 75 cents tonnage, and further objection to the 40 cents toll, they claim that it is impossible to ship coal at these rates, and are holding back what they can until more favorable terms are made. On this account one of the boat owners, it is said, reduced the price of tonnage to 70 cents, and a further reduction was made by another to 65 cents. This is not liked by the boatmen, as it is practically a reduction to 60 cents, on account of things being five cents dearer than they were last year.” so said a South Cumberland merchant to a *Times* man. What will be done in the matter is not yet known. Tomorrow morning, at ten o'clock, the Maryland, with President

Baughman on board, will be in the basin, and it will then be known definitely the steps that will be taken. The question now stands thus: “If the tolls and tonnage are not reduced we won't ship over your canal.” say the coal companies. “If you reduce the tonnage and trippage, we won't haul your coal.” say the boatmen. How President Baughman will adjust this state of affairs, the people are curious to learn.

Collector Edwards is still very weak, but is convalescent and the men along the canal will be glad to see him back among them again.

Canal Commerce

The following boats, with way bills numbered from 180 to 192, left this port up to 3 o'clock p.m. today, (April 1, 1887):

Consolidation Co. – To Georgetown		
E A King	Capt. Mills	112 16
Wm. King	Capt. McCoy	114 16
To Williamsport:		
James M Schley	Capt. Artz	113 08
Mary	Capt. Tice	114 12
D W Malotte	Capt. Harris	112 05
Maryland Co. – To Georgetown		
C F Mayer	Capt. Jas. Reed	110 19
A Jackson Clark	Capt. Jas. Reed	110 19
Helen V.	Capt. Dixon	111 18
Borden Mining Co. – To Georgetown		
G. Berkebile	Capt. Griffith	112 04
Jas. C. Clarke	Capt. Griffith	115 03
George's Creek Co. – To Georgetown		
Walter Thompson	Capt. Lichty	110 06
Harry Wagner	Capt. James	111 08
Individual – To Harper's Ferry		
Ivan	Capt. Malott	109 10

Sun, Fri. 4/1/87, p. 6. **Canal Tolls Ratified**

The board of public works at their session today ratified the action of the Chesapeake and Ohio canal directors in increasing their rate of tolls.

ES, Fri. Fri. 4/1/87, p. 1. **Affairs in West Washington – Grain Receipts** – Canal boat

Seneca arrived with 1,500 bushels of wheat, 500 bushels of corn and 100 barrels of flour for G. T. Dunlop.

DT, Sat. 4/2/87, p. 4. **THE PAY BOAT MARYLAND ARRIVES** – The steam packet “Maryland” of the Chesapeake and Ohio Canal company arrived here last night at 1 o’clock, having on board President Baughman, Paymaster Gambrill, Accountant Ayres, Superintendent Biser, Director Spencer Watkins and Mr. Offutt. They had a very quick trip considering the stoppages, having left Georgetown on Wednesday at noon. They paid off some \$26,000 in checks and cash - \$11,000 in checks to parties living away from the canal, and \$15,000 in cool cash as they came along. This money was for the bills of January, 1883; December, 1886, and January, 1887. Supt. Biser, with President Baughman and Messrs. Offutt and Watkins, left for home on the 10 o’clock train this morning. Messrs. Gambrill and Ayres went this afternoon on the 3:20 train. President Baughman is asserted as having said, regarding a reduction in the canal tolls, that he proposed calling a meeting of the directors in Baltimore for the 14th instant, when the matter would be discussed. What the reduction will be is not yet made known, but some mention of thirty two cents was made. This is not authentic but is attributable to Dame Rumor.

Canal Commerce

The following boats, with way bills numbered from 193 to 209, left this port up to 3 o’clock p.m. today, (April 2, 1887):

Borden Mining Co. – To Georgetown		
Lafayette	Capt. Griffith	116 11
F. S. Garnett	Capt. Hassett	114 14
Percy	Capt. Hassett	113 04
J. P. Agnew & Co. – To Georgetown		
Nile	Capt. Kimble	106 18
J. K. Shaw	Capt. Bender	110 14
Giles Heath	Capt. Dolan	110 09

Maryland Co. – To Georgetown		
Altoona	Capt. Kelwelder	106 16
Harlow S. Dixon	Capt. Dixon	110 07
Sarah Kroon	Capt. Shaner	112 06
Consolidation Co. – To Georgetown		
M B Mayfield	Capt. Zimmerman	112 11
Ruby	Capt. Sterling	92 12
L. R. Fechtig	Capt. Ingram	112 15
B. C. Barroll	Capt. Taylor	116 08
J. M. Dove	Capt. Malone	110 15
To Williamsport:		
Victor	Capt. Kelley	109 07
To Shepherdstown		
Omega	Capt. Sanborn	108 12
Individual – To Harper’s Ferry		
Eugene	Capt. Teach	114 05

DT, Mon. 4/4/87, p. 4. **Canal Commerce**
 The following boats, with way bills numbered from 210 to 220, left this port up to 3 o’clock p.m. today, (April 4, 1887):

Consolidation Co. – To Georgetown		
Sallie Burwell	Capt. Price	112 10
F. O. Beckett	Capt. Price	112 10
Josephine Barroll	Capt. Turner	117 07
To Williamsport:		
Nellie & Davie	Capt. Patton	114 10
S. M. Hamilton	Capt. Sterling	102 09
Frankie & Fannie	Capt. McCardell	109 11
McK Steffey	Capt. McKelvey	116 16
M. A. Shupp	Capt. Shupp	112 18
Borden Mining Co. – To Georgetown		
Rainbow	Capt. Griffith	112 08
Katie Hassett	Capt. Hassett	115 19
W. J. Boothe	Capt. Hassett	111 12

Uses of the Alexandria Canal

The Alexandria *Gazette* of Saturday says: “Mr. W. W. Dungan, the former lessee of the Alexandria Canal, when asked what would probably become of the canal said: ‘When it ceases to be used as a canal some of the grants of land given it for canal use will revert, and the owners will repossess the ground. It is quite likely that some of the present stockholders of the canal will file a bill, and that the canal be sold and the proceeds divided among the stockholders in the proportion of their stock.’”

DT, Tue. 4/5/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 221 to 229, left this port up to 3 o'clock p.m. today, (April 5, 1887):

Consolidation Co. – To Williamsport		
J. P. Hewitt	Capt. John Swain	114 18
Leiper P Read	Capt. Geo. Kune	116 18
Lutie & Monie	Capt. W. Shupp	112 10
To Georgetown:		
Zadock Williams	Capt. Krutzer	110 02
W O Bowser	Capt. Havermale	112 13
Borden Mining Co. – To Georgetown		
Here I Am	Capt. Griffith	113 18
Dakota	Capt. Griffith	116 01
J. P. Agnew & Co. – To Georgetown		
Wm. Gregory	Capt. Kretzer	93 08
Individual – To Hancock		
V	Capt. Little	111 11

DT, Wed. 4/6/87, p. 1. **Canal Commerce**

The following boats, with way bills numbered from 230 to 240, left this port up to 3 o'clock p.m. today, (April 6, 1887):

Consolidation Co. – To Williamsport		
W. H. Loy	Capt. Woltz	110 05
Mary	Capt. Tice	111 19
D. W. Malotte	Capt. Harris	111 07
To Georgetown:		
Elbe River	Capt. Swain	112 13
Jacob Bender	Capt. Hall	112 12
Geo. L. Sheriff	Capt. Cartwright	112 10
T. K. Stewart	Capt. Penner	116 02
Geo. S. French	Capt. Gannon	110 18
Borden Mining Co. – To Georgetown		
G. F. Smith	Capt. Griffith	112 19
Eli Ginevan	Capt. Hassett	119 17
Harry & Ralph	Capt. Griffith	110 19

The Cumberland Coal Trade

The shipments from the mines of the Cumberland coal region for the week ended April 2, 1887, were 66,809 tons, and for the year to date 752,159 tons, an increase of 380,849 tons as compared with 1886. The shipments to the Baltimore and Ohio railroad and local points were, for the week, 53,566 tons; for the year, 690,302 tons, an increase of 376,994 tons as compared with

last year. The shipments to the Pennsylvania railroad were for the week, 5,417 tons; year, 38,748 tons, a decrease of 18,374 tons as compared with last year. The shipments to the Chesapeake and Ohio canal, for the week, were 7,827 tons; year, 23,109 tons; increase over last year, 22,229 tons.

Sun, Thu. 4/7/87, p. 4. **An Alexandria Wharf Lease** – Judge Dennis, in the Circuit Court, heard argument on the demurrer in the case of Henry H. Wells and Wm. W. Dungan, trustees, and the Alexandria Canal, Railroad and Bridge Company against the Consolidation Coal Company of Maryland and the Cumberland Coal and Iron Company. By a deed dated April 1, 1853, the Alexandria Canal Company leased to the Cumberland Coal and Iron Company certain wharf property at Alexandria, Va., at \$1,500 a year for 27 years, and covenanted to leave the premises in good repair, reasonable wear and tear excepted. On May 16, 1866, the property was leased to the Chesapeake and Ohio Canal Company for 99 years. On February 14, 1872, the Cumberland Coal and Iron Company transferred its lease for the remainder of the term to the Consolidation Coal Company of Maryland, which the bill alleges, has left the property in a ruinous condition. Judge Dennis reserved his decision.

ES, Thu. 4/7/87, p. 4. **Affairs in West Washington – Suspension of Coal Shipments** – The Borden, George's Creek and Maryland Coal Co.'s have suspended shipments by canal. The Consolidation being the only company shipping, and they to a limited extent, only five boats cleared at Cumberland yesterday. The reason for the suspension by the three companies named is that the canal tolls, forty cents per ton, are too high for profitable shipment by the canal.

Grain Receipts – Canal boat

Loudoun arrived today, with 3,000 bushels of corn and 12 tons of hay for G. T. Dunlop.

DT, Fri. 4/8/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 245 to 250, left this port up to 3 o'clock p.m. today, (April 8, 1887):

Consolidation Co. – To Georgetown		
N. C. Read	Capt. Dunnigan	109 05
W. J. Stevenson	Capt. Moore	115 00
To Williamsport:		
Victor	Capt. Kelley	109 18
M. A. Shupp	Capt. Shupp	112 11
Borden Mining Co. – To Georgetown		
Antares	Capt. Griffith	97 04
Individual – To Hancock		
Enterprise	Capt. Little	97 04

ES, Fri. 4/8/78, p. 3. **Affairs in West Washington.** – Grain Receipts. – Canal boat H. M. Talbot arrived with 3,000 bushels of corn, and canal boat Beulah arrived with 4,200 bushels of wheat, for G. T. Dunlop.

DT, Sat. 4/9/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 251 to 254, left this port up to 3 o'clock p.m. today, (April 9, 1887):

Consolidation Co. – To Georgetown		
Jos. M Wheatly	Capt. Lytton	112 08
To Williamsport:		
McK Steffey	Capt. McKelvey	110 02
American Co. – To Williamsport		
Ivan	Capt. Malotte	114 03
Individual – To Hancock		
Judge J Douglas	Capt. Grooms	79 08

ES, Sat. 4/9/87, p. 5. **Affairs in West Washington.** – Grain Receipts. – Canal boat M. C. W. Boyer arrived with 3,800 bushels of wheat for J. G. & J. M. Waters and canal boat Maryland arrived with 1,800 bushels of corn and 2,500 bushels of wheat for G. T. Dunlop.

DT, Mon. 4/11/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 255 to 264, left this port up to 3 o'clock p.m. today, (April 11, 1887):

Consolidation Co. – To Georgetown		
C. D. Warfield	Capt. Pierce	115 08
T. H. Gibbs	Capt. Gattrell	113 14
W. S. Jacques	Capt. Gattrell	113 12
W. R. Lewis	Capt. Bender	111 17
Z. Williams	Capt. Reynolds	116 05
To Williamsport:		
Frankie & Fannie	Capt. McCardell	115 18
Nellie & Davie	Capt. Patton	114 01
Lutie & Monie	Capt. Shupp	119 14
W. O. Bowser	Capt. Havermale	111 14
J. P. Agnew & Co. – To Georgetown		
John Spencer	Capt. Renner	111 00

DT, Tue. 4/12/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 265 to 269, left this port up to 3 o'clock p.m. today, (April 12, 1887):

Consolidation Co. – To Georgetown		
S M Storm	Capt. Huff	115 05
C F Raymond	Capt. Shaw	114 04
G Winship	Capt. Gattrell	113 01
To Williamsport:		
W H Loy	Capt. Wolf	105 04
American Co. – To Williamsport		
Eugene	Capt. Teach	112 09

DT, Wed. 4/13/87, p. 1. **Canal Commerce**

The following boats, with way bills numbered from 270 to 274, left this port up to 3 o'clock p.m. today, (April 13, 1887):

Consolidation Co. – To Georgetown		
L. P. Huston	Capt. Brubaker	110 10
H. Roussell	Capt. Swain	114 12
A. L. Miller	Capt. Piper	113 08
B. R. Mayfield	Capt. Ingram	111 05
To Williamsport:		
D. W. Malotte	Capt. Haines	114 06

Ibid, p. 2. **THE CANAL TOLL REDUCTIONS** – The directors of the Chesapeake and Ohio Canal company meet tomorrow in Baltimore, at Barnum's hotel, to consider the unfortunate condition of the canal's affairs which has arisen out of the company's injudicious action in raising the

tolls from 24 to 40 cents at the beginning of the boating season. In an interview in Frederick yesterday President Baughman is quoted as saying: "The present agitation of the question of low tolls on the canal is simply a renewal of the same old question that has come up every year to disorganize trade and create trouble among the boatmen employed in the transportation of coal from Cumberland to Georgetown. Two years ago, the president and directors of the canal, in compliance with a demand made by the people of Allegany county through Hon. William Walsh, the late Frederick Mertens and other prominent and well-known citizens of that section of the State, took the subject into consideration and reduced the toll and wharfage to twenty-six cents, four cents of which was for wharfage. After the greatest exercise of economy in the administration of the canal, which resulted in a reduction in the annual expenses of \$50,000, more than was ever before accomplished in its history, it was found at the end of the year that the canal had failed to realize sufficient to provide for the payment of its bonded interest and expenses to the amount of \$20,000, or, in other words, there was a deficiency to that extent between the receipts and expenditures for the year."

"From a business standpoint," said Col. Baughman, he did not think that any merchant would be willing to continue a business which would bring him \$20,000 in debt at the end of each twelve months. The canal company, therefore, at its first meeting in this year determined not only to still reduce its current expenses but also to increase the tolls to such a figure as would meet its ordinary obligations, including the interest on its \$500,000 of repair bonds. The sum necessary for these requirements was \$140,000, and accordingly, in the belief that four hundred thousand tons of coal would be all that could be transported over the canal, and that at least 300 boats would be employed to do the work, the rate for 1887 was fixed at 40 cents including wharfage.

To comply with the demand now being made by the coal companies and boatmen, said Colonel Baughman, "means a lower rate of tolls, which likewise means the realization of a less sum than is supposed to be necessary to pay the

annual expenses," and he propounds the query, whether in the face of this fact the president and directors would be justifiable in adopting a line of policy which can only result in plunging the canal still deeper in debt. "It must be borne in mind," said he, "that the assets of the company have been exhausted, and that there is no longer a surplus in hand to meet the deficiencies that may occur in running the canal." "If," he added, "there could be any guarantee obtained from the coal companies that they would ship a given amount of coal during the year, then there would be no difficulty in arriving at an easy and proper solution of this question. But up to this time the canal company has been used as a club against the different railroads, which have made in the past important concessions to favored shippers rather than allow the canal to obtain its due and just proportion of the trade from the Cumberland regions. The railroads now decline to continue the shipment of freight at a loss to themselves, and from the same standpoint the president and directors of the canal should be as anxious to bring about such business relations as will protect them from loss in the management of the canal." Col. Baughman says he desires the situation, which is a very serious one, to be fully understood. There are now only about four boats being sent out from Cumberland daily, when there should be fully twenty.

The Cumberland Coal Trade

The shipments from the mines of the Cumberland coal region for the week ended April 9, 1887, were 61,487 tons, and for the year to date 813,647 tons, an increase of 442,337 tons as compared with 1886. The shipments to the Baltimore and Ohio railroad and local points were, for the week, 50,211 tons; for the year, 740,514 tons, an increase of 427,206 tons as compared with last year. The shipments to the Pennsylvania railroad for the week, 6,304 tons; year, 45,051 tons, a decrease of 12,071 tons as compared with last year. The shipments to the Chesapeake and Ohio canal, for the week, were 4,973 tons; year, 28,032 tons; increase over last year, 27,202 tons.

DT, Thu. 4/14/87, p. 4. **A REDUCTION OF FOUR CENTS** – Baltimore, Md., April

14. - The meeting of the Board of Directors of the Chesapeake and Ohio canal company, held here today was one of the most interesting in the history of the corporation. It was generally known that unless some reduction in tolls was made that the canal would be compelled to suspend operations for want of business. For this reason, the greatest anxiety was manifested by all interested in maintaining the existence of the work.

After organization and preliminary discussion, the following schedule of tolls was agreed on: Tolls on coal from Cumberland to District of Columbia fixed at 36 cents instead of 40 cents; on east bound and coastwise shipments, 34 cents; to Williamsport, 18 instead of 22 cents.

The reduction from rates prevailing before the Inter-State Commerce bill went into effect is made in hopes of influencing mine owners and railroads to ship by the canal.

President Baughman says the canal will not be operated at a loss to the State, and if the reduction does not induce increased business the canal will be sold.

The new rates will be submitted to the board of public works for confirmation.

Repair bond coupons due in July 1886, will be paid after July 1 at the Farmers and Planters Bank, Baltimore.

The action of the coal companies is now looked for with great interest. The general impression seems to be that the canal has reached a serious point in its history. Powell.

Canal Commerce

The following boats, with way bills numbered from 275 to 277, left this port up to 3 o'clock p.m. today, (April 14, 1887):

Consolidation Co. - To Georgetown		
M. A. Shupp	Capt. Shupp	112 19
To Williamsport:		
John Leitch	Capt. Hill	112 18
J. P. Agnew & Co. - To Georgetown		

W F Creighton Capt. Price 111 10

News, Thu. 4/14/87, p. 3. **Canal Matters**

The board of directors of the Chesapeake and Ohio canal met in Baltimore today at Barnum's Hotel. President Baughman and several of the directors were in Baltimore last evening. The meeting was expected to decide upon the rate of tolls and wharfage on the canal, which were fixed at 40 cents in March, but coal shippers ask that they be lowered to 32 or 35 cents.

A Week's Coal Trade

The shipments from the mines of the Cumberland coal region for the week ended Saturday, April, 9, 1887, were 61,487 tons, and for the year to date 813,647 tons, an increase of 442,338 tons as compared with the corresponding period of 1886. The coal was shipped as follows: To Baltimore and Ohio Railroad - Week, 52,211 tons; year, 740,514 tons; an increase 427,206 tons. To Pennsylvania Railroad - Week, 6,304 tons; year, 45,056 tons; decrease, 12,071 tons. Chesapeake & Ohio Canal - week, 4,973 tons; year, 28,082 tons; increase, 27,202 tons.

DT, Fri. 4/15/87, p. 2. **THE MASK FALLEN** - The present administration of the Canal has been loud in its professions of interest in the welfare of the people of Western Maryland. How it proposes to further that welfare was shown by its action on the subject of tolls yesterday. The *Times* in its issue of March 26 said, speaking of the increase from 24 to 40 cents per ton for tolls: "The effect of this excessive increase, we said, would be to effectually stop almost all shipments via the canal to Baltimore, and so lose it. So large a portion of its income as to completely kill the canal as far as showing an earning of its expenses for the year was concerned."

The action of the coal companies and the present state of business on the canal shows whether we were right or not. We also showed that at the rate fixed it would *cost more to ship by CANAL than by rail.*

This was shown by the following table:

Coal by rail in Baltimore per ton	\$2.50	Coal on the canal Wharf, Cumberland, per ton	\$1.25
		Canal freights	.75
		Canal tolls	.40
		Handling at Georgetown	.15
Total	\$2.50	Total	\$2.55

Balance in favor of rail shipments *five cents* per ton.

Tolls have been reduced four cents, making the rate 36 instead of 40 cents, and still leaving a *balance in FAVOR OF THE RAILROAD of one cent* per ton. Now, what does this mean? Does the canal management wish to add insult to injury it has already inflicted on those interested in the canal? Does it suppose that any sane man supposes that the canal can compete with the railroad at even rates, to say nothing of higher? What does it take the people for? What has come over the spirit of the management? Can it be that any political or personal animus rankles in its breast? Ever since the last Congressional election – at which the Democracy of Western Maryland worked harder for its candidates than it has done for years – there has been evidenced a coldness toward the good citizens who are so unfortunate as to hail from this part of the State.

It is now claimed by some persons identified with the canal management, that tolls were reduced before, and still failed to secure an increase in shipments from the companies. But they forget to state that, by the temporizing policy of the canal, the reduction was put off until the companies had concluded other contracts for their shipments, and, of course, could not be expected to break them for the benefit of the canal. The utterances of the canal president

yesterday clearly intimate a purpose to sell the canal.

There is no use mincing matters about it, it is apparent to all thinking men that the management is tired of the whole business, and having gotten all the golden eggs that can be extracted from the exhausted goose, it is now proposed to sell the fowl, to be killed or plucked as the buyer chooses. But have the people nothing to say to this? Are they prepared to stand quietly by and see this great feeder to the business of our community, deliberately strangled?

What have our merchants, who sell supplies to the boatmen, to say? What have the enterprising men who have built up the boat-building industry of Cumberland, to say? What have the farmers, who sell hay, corn and farm produce along the line of the canal, to say? And lastly, what have the boatmen who have passed, perchance, their whole life in the boating business to say? What will they do when their occupation is gone? When the business which they have been trained to from childhood, and which they naturally understand better than any other, is taken from them, and their wives and little children are to be fed, clothed and sheltered, and the canal is a thing of the past, what will they do? These are questions which may well cause the most callous canal official to look grave.

The excuse given by the president is that he will not run the canal at an expense to the State. No, he will kill it, or betray it into the hands of its enemies for a price, in this instance, considerably more than thirty pieces of silver. He will do nothing at the expense of the State, but he will carry out his implied threat at the expense of the happiness of the hard working boatman's wife and little ones, at the expense of the hard earned living of those who follow the canal as an occupation, at the expense of the farmers of Western Maryland whose market is destroyed, at the expense of the merchants

recline within its shadow, still he starts to go there all the same, and may get somewhere, a place for him equally as good.

“Then by keeping down the freights, the remainder of the State and all the rest of mankind thereby get their coal at a price within reason and so the State at large is benefitted – who knows how much! So say we, let the old canal creep along quietly beside its ancient tow path; let the bony quadrupeds hie them on at the whistle of the teamster and the merry crack of his inspiring lash; let the rusty gates creak in the locks and the old boats bump up and down their slimy sides; let the banks break and be rebuilt again – work, heart inspiring work, does the costly ditch give to the bread-winners of Western Maryland. Let the old canal live, even if the State does pay a little something for it!

“Down with the tolls! It will start business upon the canal and the men can go to work. Down with the tolls! It will moderate and keep down the railroad tariffs and so put money in the pockets of our citizens. Farmers will be benefitted by giving lower rates to market upon their grain and non-perishable produce. The wealth of the State will be increased by infusing a general activity into business. And, although the State is obliged to square accounts with the canal at considerable loss, nevertheless citizens of Maryland will reap back and garner what the State has sown with bounteous hand. Therefore, we say down with the tolls! and so we say all!”

What! All? How about the president?

Sun, Mon. 4/18/87, p. 6. **Tolls on Canal**

President Baughman, of the Chesapeake and Ohio Canal, says that as the result of the meeting of the directors of the canal in Baltimore on Thursday to fix tolls, the rate from Cumberland to Georgetown remains at 40 cents, as fixed at the March meeting, but the tolls from Cumberland for all east-bound and coastwise points – that is, beyond Georgetown, have been changed to 34 cents.

ES, Mon. 4/18/87, p. 4. **Affairs in West Washington – Grain Receipts** – Canal boat

Samuel Jarboe arrived with 1,800 bushels of wheat and 1,500 bushels of corn for J. G. and J. M. Waters. Canal boat Beulah arrived with 4,300 bushels of corn for G. T. Dunlop.

ES, Tue. 4/19/87, p. 4. **Affairs in West Washington.** – Grain Receipts. – Canal boat Gregory arrived with 2,500 bushels of wheat and five tons of hay for J. G. & J. M. Waters.

DT, Wed. 4/20/87, p. 1. **A Very Self-Sacrificing Board of Canal Directors Fixes a Tariff of Tolls** – The railroads should tender a vote of thanks to the canal board for its self-sacrificing action in fixing tolls at such a figure as to insure the diversion of all the canal business to the railway lines. It is seldom in this selfish age that such magnanimity is exhibited, and it should be cherished by the people of Western Maryland as a monumental specimen of the policy of what now seems likely to be the last board of directors of the Chesapeake and Ohio canal.

There is great dissatisfaction among the shippers here at the rates fixed by the Chesapeake and Ohio canal. The shippers were at first gratified by the action of the canal directors in reducing rates at the recent meeting in Baltimore to 34 cents, as they regarded that as promising a liberal policy. But now they are informed by President Baughman that that reduction only applies to East-bound shipments for coastwise points, and from Cumberland to Georgetown the old rate of 40 cents will remain. The coal men here say that this interpretation of the rates will have a most disastrous effect on business here.

Mr. J. Masters, manager of the Borden Mining Company, says: “I have not yet heard from our company since the last change of rates, so cannot speak definitely for it. But prior to the Baltimore meeting of

the canal directors our company decided that unless there was a very material reduction of the canal rates they could not and would not ship coal by the canal, because we could not pay the rates and compete with Baltimore prices. The reduction, even if applied to us, is too small to be of any real value, and I have no idea [if] the canal people will make any further reduction, for President Baughman has declared that the canal was losing money every day at the higher rates. Our company will probably ship all its coal by rail to Baltimore, Philadelphia and Amboy.”

“Well, the extra charge doesn’t affect grain very much,” said Mr. J. G. Waters. “Of course, the shippers will grumble at what they consider an exorbitant charge, but then, you know, an increase of \$10 on 4,000 bushels of grain isn’t much and they won’t stop shipping on that account. The real point of anger is from the coal men. There is not grain enough to keep the canal running, and, of course, if the coal men stop shipping by the canal it must hang up its sign and stop business. This, of course, would be a great hardship on Georgetown millers, for they would be obliged to cart all the grain they use from the Baltimore and Ohio depot, a distance of about four miles, and the cost of this sort of transportation would be considerable.”

The manager of Agnew & Co. says the reduction of six cents amounts to nothing. It is only for east-bound freights. For this point we must pay 40 cents, and when we ship the coal from here we get a bill of lading from the captain of the schooner to prove that it was not for local use. On that evidence, we can get a rebate of six cents. That is a great deal of trouble. It seems to be settled among the canal people that they can’t make any further reduction. There ought to be an average of 300,000 tons of coal shipped for the coastwise trade yearly, but if present rates

prevail we cannot compete with the many points that receive coal by rail. Our business at present on the canal amounts almost to nothing.”

The general opinion is that the result of the canal rates will be to force the shipments of coal by rail to Baltimore, and from there it will be distributed by vessels to the different points on the coast.

DT, Wed. 4/20/87, p. 2. **THE C. & O. CANAL EXTENSION** – We print an interesting communication in this issue on the extension of the canal to Baltimore City. There can be no doubt that such an extension would immensely benefit the trade of the canal and the people of the State. To be able to place freight, without breaking bulk, right at the side of an ocean steamer, and also to be able to bring back freight, gathered from all parts of the world, would be an advantage which all can conceive, as well as the difficulties in the way of achieving it. Probably the latter are perceived rather more plainly than the former. Of course, we don’t pretend to draw a parallel between our canal and the Great Erie canal, of New York, but the action of that State concerning its great artificial waterway shows that the experience of the most populous and the richest Commonwealth in the Union, is that the day of usefulness for canals as means of transportation is not gone by.

This idea of extending the canal to Baltimore is a favorite one with ex-Governor Hamilton, and, if we remember aright, one recommended by him in one of his public papers on State affairs. We should be glad to hear further from such a practical business man, as well as one possessing such a comprehensive grasp of political economy, as the ex-Governor. At all events, the subject is well worth the consideration of those sincerely anxious to preserve the existence of the canal, although

we do not admit, by any means, that the existence of the canal is dependent on the extension.

Ibid, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 288 to 300, left this port up to 3 o'clock p.m. today, (April 20, 1887):

Consolidation Co. – To Georgetown		
Geo. S. French	Capt. Gannon	109 00
W. J. Walker	Capt. Bowers	110 12
Z. Williams	Capt. Kreitzer	113 10
F. O. Beckett	Capt. Benner	116 19
J. B. Thomas	Capt. Spong	109 08
James Goddard	Capt. Pennell	116 19
G A McIlhenny	Capt. Harper	115 18
Geo. Bogus	Capt. Magruder	114 14
To Williamsport:		
Victor	Capt. Kelley	109 06
W. H. Loy	Capt. Woltz	108 05
D. W. Malotte	Capt. Harris	116 04
Frankie & Fannie	Capt. McCardell	110 06
James M Schley	Capt. Artz	112 19
M. A. Shupp	Capt. Hull	111 15
American Co. – To Williamsport		
Eugene	Capt. Teach	113 04

DT, Thu. 4/21/87, p. 2. **BIRTH AND LIFE OF THE CANAL** – On the fourth day of July, 1828, a vast concourse of people assembled on the heights and surroundings of Georgetown. The President and Vice President of the United States, foreign Ministers, Senators, Members of Congress, citizens of several states and a large force of military were present to celebrate the commencement of the great Chesapeake and Ohio canal, which was intended to be one of the greatest inland water-ways in the world – a national work to connect the Ohio river with the Chesapeake bay. Five hundred thousand dollars had been appropriated by Congress as a commencement of the work, and President Adams had the honor of removing the first shovel of earth. It was said a hickory root obstructed his operations, but a few vigorous cuts removed the obstacle, amidst the deafening cheers of the spectators. (Unfortunately for the President, he did not kill it; in a few months, it grew so large that it rooted his Excellency out of the White House.) This great undertaking was

the conception of Washington and Jackson, who did not live to see it. After the engineers reported their survey across the mountains, Congress refused further appropriations, and Virginia and Maryland continued the work. In time Virginia refused further assistance, and it devolved upon Maryland, who, now determined to extend the improvement to the Allegany coal mines. They found the work too large and expensive for the service required, and reduced its width and depth. As the work progressed, funds were exhausted, and scrip was issued on the face of the corporation, which was accepted as bank notes. To redeem these notes, and continue the work, the citizens appealed to the Legislature for aid. This was granted; scrip cashed, and the work was pushed on with great vigor until 1835. Funds were again exhausted, and again the Legislature was asked for more money, which was reluctantly given. In 1836 the work was let from Cumberland to the tunnel, which had been previously let, to Lee Montgomery, an able contractor and also a preacher.

The people were rejoicing over the promise that in two years this long delayed work would be finished. Thousands of laborers were employed on the different sections. Now politicians like hungry locusts swoop down and take possession. Money is squandered, millions of bonds guaranteed by the State of Maryland can find no purchasers. Chief Justice Buchanan was appointed commissioner to visit England to negotiate these securities, but he could not get a fair price and returned home.

Scrip and bonds were again issued, and accepted by the contractors and merchants on the promise that they would be redeemed as the former issues. The people were unwilling to sacrifice the Maryland bonds, but would rather wait until a fair price could be obtained.

In the meantime, it rained scrip from Cumberland to the tunnel. A commercial panic occurs, which closes the banks and destroys confidence in business. In this state of affairs, the president of the canal hypothecates a large amount of Maryland bonds in New York at 50 cents in the dollar. This was more for political purpose than to benefit the canal. When the time expired to redeem these bonds, the company had no funds, and they were forfeited

to the holders. Contractors were not paid, the scrip began to depreciate; the only hope was in the Legislature, which refused another appropriation. After lingering for a time, the work suspended. The officers, the cause of this disaster, retired leaving this wreck of squandered millions dead on the hands of the people.

Thousands of men were thrown out of employment, and hundreds of thousands of dollars in scrip and bonds were held by contractors, laborers and merchants as the fruit of their confidence in politicians, and remain on their hands to this day, and are not worth the paper they are printed on.

After a time, certain persons hailing from Boston, obtained possession of the great seal of the corporation, organized by electing a president and officers, and began work in the basin in Cumberland; but the people believing this was a mere speculation, compelled them to return the seal, and they knowing that the title would not hold in law, the president left, and the work was again abandoned, and this great undertaking, which, when started, was to astonish the world by its extent and magnificence, had dwindled down to a bankrupt ditch.

After years the State again becomes interested. A committee was appointed by the Legislature, to visit the mines and report on the feasibility of finishing the work. They were received by the citizens of Cumberland with great hospitality, and taken to the mines. Some of the honorable members were so well learned in geology, as to believe that coal laid on the surface like loose stones, and were surprised upon entering the mines to see the miners at work. (Fact.)

An appropriation was made, and now the old work comes to life, and soon boats will float on her placid water in the imagination of all.

The contract was awarded to Messrs. Hunter & Co., who commence operations with great energy. Not having sufficient money, they issued bonds payable in thirty days. These bonds were promptly redeemed, as soon as the monthly estimates were paid. As soon as issued, they were purchased by speculators at a heavy discount. Suddenly one morning these buyers found a large amount on their hands on a par

with canal scrip. The contractors had taken the work too low and failed, and again the improvement was stopped.

And now this long delayed work which promised a golden future is ready for the driver to revel on its towpath, the captain to waken the silence of the mountains with his melodious horn, and the poetic mule to give forth his musical bray on its classic banks.

But whilst we write the sad news comes that misfortune still clings to this conception of Washington and Jefferson. It was too heavily burdened with extravagance and mismanagement in its construction. Economy comes too late. If it had been properly managed it would have filled the coffers of the State of Maryland.

As a last effort, it was determined not to let it by public contract, but place it in the hands of competent men, who by honesty and economy, finished this most unfortunate work 25 years after its commencement, and in the seventeenth year after the pick struck the basin at Cumberland. The people could hardly realize this fact. Its history was so full of failures and mismanagement that the opening of the locks to permit the water of the Potomac to flow into it was observed in a quiet manner. There was no booming of cannon, military display or civic procession with gay banners. The president, directors, and a few gentlemen from the lower counties, accompanied by a band of music to enliven the trip on the cars, and if possible to give some life to the ceremony, are joined by a few citizens, and they assemble on the towpath, and listen to the eloquent remarks of Lawyer William Price, formerly of Hagerstown. His services which he had rendered gratuitously in behalf of this work, were appreciated by the people who presented him with a massive silver pitcher.

Compare its history and fortunes with the Baltimore and Ohio railroad. The one, conducted on business and economic principles, stretches its arms to the lakes of the North, to the Gulf of Mexico South, and the Pacific in the West. Her stock is quoted today higher than any railroad in the United States, while the stock of the Chesapeake and Ohio canal is a myth. Hundreds of men do not know their grandfathers

subscribed and paid thousands of dollars and are stockholders today in this work.

We fear that it is only a question of time when this child of misfortune will be fettered in bands of iron, and engines will shriek in exultation as they fly over her hard-beaten towpath.

Canal Commerce

The following boats, with way bills numbered from 303 to 307, left this port up to 3 o'clock p.m. today, (April 21, 1887):

Consolidation Co. – To Georgetown		
Charles R. White	Capt. Stride	115 04
G. M. Barroll	Capt. Murray	115 05
To Williamsport:		
McK Steffey	Capt. McKelvey	113 02
Ruby	Capt. Sterling	92 09
W O Bowser	Capt. Havermale	116 19

News, Thu. 4/21/87, p. 3. **The C. & O. Canal** – The Washington correspondent of the Baltimore *American* states that a great deal of apprehension is felt by shippers over the Chesapeake and Ohio, especially those in Georgetown, at the increased rates of tolls and wharfage. In Georgetown, it is feared that the effect on local business will be disastrous. At a meeting of the directors March 4 last in Washington, an increase from twenty-six to forty cents was ordered, but at a meeting held in Baltimore last week the directors reduced the charges to thirty-four, which gave a more encouraging outlook. President Baughman says that the tolls will be thirty-four cents from Cumberland for eastward and coastwise points, or beyond Georgetown, but that from Cumberland to Georgetown it remains at forty cents, as fixed at the March meeting. Manager J. Masters, of the Borden Mining Company, said that he could not make any positive statements, as he had not heard from his company since the reduction in coastwise coal; but they had said some time ago that, not being able to compete with Baltimore prices, they could not ship by the canal unless a considerable reduction was

made. The reduction made is so small that it is of no benefit, and the coal will, in all probability, have to be shipped to Baltimore, Philadelphia and Amboy by rail. President Baughman said at the last meeting that the canal was going in debt every day, and that rather than have that continue, he would shut it up. Mr. J. G. Waters said that grain would not be much affected by the change. Shippers," he said, "all grumble at what they consider an exorbitant charge; but then, you know, an increase of \$10 on four thousand bushels of grain isn't much, and they won't stop shipping on that account. The real point of danger is from the coal men. There is not grain enough to keep the canal running, and, of course, if the coal men stop shipping by the canal, it must hang up its sign and stop business. This, of course, would be a great hardship to Georgetown millers, for they would be obliged to cart all the grain they use from the Baltimore and Ohio depot, a distance of about four miles, and the cost of that sort of transportation would be considerable." Mr. A. Greenless, of Agnew & Co., said: "The reduction of six cents amounts to nothing. It is only for eastward bound freight; we must pay the forty cents then when we ship the coal here, get a bill of lading from the captain of the schooner to prove it was not for local use, then we get our rebate of six cents. The canal people say they cannot make any further reduction, because they would just be running the thing into debt. There should be an average of 300,000 tons of coal shipped coastwise yearly; but of course, if the present rates prevail, we can't hope to compete with points receiving their coal by rail. Our business at present on the canal is almost at a standstill."

H&TL, Thu. 4/21/87, p. 3. **Meeting of the Canal Board.** – A meeting was held last Thursday at Barnum's Hotel, Baltimore, of the board of directors of the Chesapeake and

Ohio Canal, President Baughman presiding and Mr. Stephen Gambrill, secretary. The rate of tolls on coal was readjusted as follows: From Cumberland to the District of Columbia 36 cents a ton, instead of 40 cents as fixed at the March meeting before the interstate commerce law went into effect. The tolls on eastern and coastwise shipments will be 34 cents. Tolls from Cumberland to Williamsport 18 cents, instead of the previous rate of 22 cents. The lower rate to Williamsport was made to encourage shipments by the Western Maryland R. R., and the expectation that the railroad company will meet the move of the canal people. The action of the canal board will be laid before the State board of public works for their approval. The coupons due July, 1886, on the canal repair bonds will be paid at the Farmers and Merchants' National Bank of Baltimore on and after May 1 next, the interest to be disbursed amount to about \$11,000. These bonds represent a mortgage on the corpus of the canal, and in the event of the default upon three successive coupons or interest on the loan for 18 months the bondholders could foreclose. The payment of the July, 1886, coupon obviates the possibility of a foreclosure in the near future. President Baughman says the tolls have been lowered so that the coal shippers may be induced to give the canal a liberal share of business. It remains to be seen whether the coal operators will respond. The canal is in good shape to handle a larger traffic, which he hopes it will get. He will not undertake to run the canal at a loss, and if the receipts do not meet the expenses, he will call a halt. The repair bonds have all been sold, and there is no surplus to fall back upon, and he will not be disposed to allow the canal to fall behind in the payment of the wages of its employees. Coal shipments to date have not been liberal.

Coal Shippers Dissatisfied

The Baltimore American's Washington correspondent says: "A great deal of apprehension is felt by shippers over the Chesapeake and Ohio Canal, especially those in Georgetown, at the increased rates of toll and wharfage.

"Manager J. Masters, of the Borden Mining Company, said that he could not make any positive statements, as he had not heard from his company since the reduction in coastwise coal; but they had said some time ago that, not being able to compete with Baltimore prices, they could not ship by the canal unless a considerable reduction was made. The reduction made is so small that it is of no benefit, and the coal will, in all probability, have to be shipped to Baltimore, Philadelphia and Amboy by rail.

"Mr. J. G. Waters said that grain would not be much effected by the change. 'Shippers,' he said, 'all grumble at what they consider an exorbitant charge; but then, you know, an increase of \$10 on four thousand bushels of grain isn't much, and they won't stop shipping on that account. The real point of danger is from the coal men. There is not grain enough to keep the canal running, and, of course, if the coal men stop shipping by the canal, it must hang up its sign and stop business. This, of course, would be a great hardship on Georgetown millers, for they would be obliged to cart all the grain they use from the Baltimore and Ohio depot, a distance of about four miles, and the cost of this sort of transportation would be considerable."

Mr. A. Greenless, of Agnew & Co. said: "The reduction of six cents amounts to nothing. It is only for eastward-bound freight; we must pay the forty cents, then when we ship the coal from here, get a bill of lading from the captain of the schooner to prove it was not for local use, then we get our rebate of six cents. The canal people say they cannot make any further reduction, because they would just be running the thing

into debt. There should be an average of 300,000 tons of coal shipped coastwise, but, of course, if the present rates prevail, we cannot hope to compete with points receiving their coal by rail. Our business at present on the canal is almost at a standstill.”

H&TL, Thu. 4/21/87, p. 2. **Cumberland Coal Trade** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, April, 16, were 66,778 tons, and for the year to that date 880,424 tons, an increase of 507,317 tons as compared with the corresponding period of last year. The coal was shipped as follows: To Baltimore and Ohio Railroad – Week, 58,950 tons; year, 799,463 tons; an increase 484,358 tons. To Pennsylvania Railroad – Week, 4,590 tons; year, 49,641 tons; decrease, 7,481 tons. Chesapeake & Ohio Canal – week, 3,238 tons; year, 31,320 tons; increase, 30,440 tons.

Sun, Thu. 4/21/87, p. 3. The interest on the Repair bonds of the Chesapeake and Ohio Canal Company, due 1st of July next, will be paid at the Farmers and Merchants’ National Bank, Baltimore, on 2nd May next.

DT, Fri. 4/22/87, p. 4. **Canal Commerce**
 The following boats, with way bills numbered from 308 to 312, left this port up to 3 o’clock p.m. today, (April 22, 1887):
 Consolidation Co. – To Georgetown
 Josephine Barroll Capt. Penner 117 17
 E A King Capt. Mills 117 08
 To Williamsport:
 Ruby Capt. Sterling 92 09
 J. P. Agnew & Co. – To Georgetown
 L. L. Blake Capt. Reid 116 16
 A. G. Johnson Capt. Reid 116 05

News, Fri. 4/22/87, p. 3. **The C. & O. Canal**
 At a meeting of the board of public works held at Annapolis yesterday a resolution was adopted ratifying the action

of the Chesapeake and Ohio canal directors on the 14th instant in regard to toll rates on the canal, which are now as follows: For all coal consumed within the District of Columbia, tolls 36 cents, wharfage 4 cents; for all coal to be shipped coastwise, tolls 30 cents, wharfage 4 cents.

Sun, Fri. 4/22/87, p. 1. **Senators to go Fishing** – Senators Vest, of Missouri, Don Cameron, of Pennsylvania, and others will soon go on a fishing excursion on the line of the Chesapeake and Ohio Canal, as the guests of Col. Baughman. Col. Baughman, Mr. Bixer, Mr. Stephen Gambrill, Mr. Spencer Watkins, Col. Peter, of Montgomery county, and many other prominent Marylanders were in the city today.

ES, Fri. 4/22/87, p. 1. **Affairs in West Washington.** – Grain Receipts. – Canal boat Loudoun arrived with 4,200 bushels of corn for G. T. Dunlop.

DT, Sat. 4/23/87, p. 4. **Canal Commerce**
 The following boats, with way bills numbered from 314 to 318, left this port up to 3 o’clock p.m. today, (April 23, 1887):
 Consolidation Co. – To Georgetown
 Charles Darrow Capt. Engle 113 02
 To Williamsport:
 Wm. B. Lloyd Capt. Wolfe 112 06
 Nellie & Davie Capt. Patton 117 12
 George’s Creek Co. – To Georgetown
 C. W. Ridley Capt. Riley 117 04

What High Tolls Have Done

Since the action of the meeting of the canal board in Baltimore recently, which refused to reduce the tolls on the canal, the Maryland and Borden Companies have ceased shipping coal from this point by canal. Owing to this action, several boats have been ordered home empty by their owners, and canal traffic is at a low ebb.

AG, Sat. 4/23/87, p. 2. For the direct benefit of the northern part, and the indirect benefit of the whole, of the State, it is hoped the legislature, as soon after it shall reassemble as practicable, will pass the Mineral Railroad bill. The passage of that bill would soon restore to Alexandria, not only all the immense coal trade she once had, but a great deal more, and would make her the rival of the largest coal shipping ports on the Atlantic coast. Now that the coal trade of the C. & O. Canal has been almost suspended by reason of the tolls on that canal, the soft coal trade of nearly the whole of this section of the country has been monopolized by the Baltimore and Ohio Railroad. The proposed new road would break up that monopoly, and effect all the benefits necessarily attending full and free competition. The road would be a short one, connecting the coal fields of West Virginia with Strasburg, from which point there is a straight line of road already running to Alexandria. The distance from the coal fields to tide water would be shortened so much by the new road that coal could be shipped from here at lower rates than from any other port, and that fact would necessarily give Alexandria a large coal trade.

The C. & O. Canal – It is said in Cumberland that canal business is looking up a little, and there are those who believe the canal will still have a fair trade this season. The George’s Creek Company resumed shipments yesterday and sent out three boats. It is understood this company will ship at least two boats daily. The Consolidation company, who have shipped pretty steadily during the dull period, are doing more than they have been. Thirteen boats cleared yesterday – the largest number for over two weeks past. The daily average lately has not been over four or five boats. A well posted canal man yesterday expressed the belief that even at the present

rate of tolls the canal would get a fair share of trade. He said no heavy sales of coal had yet been made, and the season had not fairly opened; when it did, the canal would, he thought, be found with a fair trade. The Consolidation Company, the largest shippers, have reduced freights to boatmen from seventy-five to seventy cents.

LOCAL BREVITIES

A canal boat from Hancock, Md., arrived here today via the C. & O. canal to Georgetown and by river from that city, loaded with hoops for Messrs. F. A. Reed & Co.

DT, Mon. 4/25/87, p. 1. **CANAL AND COAL COMPANIES** – A prominent citizen of this county today accosted a *Times* reporter and asked the news from the front of Cookerley’s, and then, “what is to become of the canal.” He said:

“I have read your editorial in Tuesday evening’s paper, in reference to the toll charge upon the canal, and, with all due respect, do not agree with you that there is any case for complaint against the late action of the canal company. The law of Virginia chartering the Canal company, which you quote, limits the average charge to two cents per ton per mile, but nowhere requires the Canal company in regulating the tolls, to do so by stating the average toll per ton per mile, instead of the whole amount from point to point on the canal. Is it not much more simple to say that the toll on coal from Cumberland to Georgetown shall be 34 cents, than that it shall be an average of one hundred and eighty thousand two hundred and eighty two millionths of a cent per ton per mile?

“Of course, it would be well if the charges were uniform, ratably for all distances, but we have to deal with matters as we find them, and must not forget that the canal is struggling for its very existence. The coal shipped over the canal by the coal companies is sent, for the most part, to Williamsport and Georgetown. That part of it which is shipped coastwise from Georgetown, or goes over the Western Maryland railroad to Baltimore, has to

meet the competition of other coal regions, and the toll must be fixed at such rates as will invite its shipment by canal rather than by railroad. It is a matter of the very smallest importance whether these rates are expressed at so much per ton, per mile or so much for the whole distance.

“The vital question for the canal company to consider is a perfectly plain, but, perhaps, a very difficult one. It is, what is the toll charge which will produce the greatest revenue to the company?”

“So far as the wear and tear of machinery and roadway are concerned, the cost of carrying coal upon a railroad may be considered in direct proportion to the quantity carried; but this is not the case upon the canal. The cost to the company, so far as the ordinary expenses and cost of maintaining the canal are concerned, is about the same, whether 100,000 or 800,000 tons are carried over it. Now, the profit to the coal companies, on the coal mined and sent to market, is so small, by reason of the competition of other coal regions, that the difference of a few cents in the cost of freight will determine the manner or route by which it will be sent; it is a pure matter of business, without a particle of sentiment. If that coal only, which is to be used in Washington and along the line of the canal, is to be depended upon to furnish revenue to the canal company, the rate of toll may be placed as high as that market will bear, but this quantity evidently would not long keep the canal out of the clutches of its ancient enemy, the Baltimore and Ohio railroad.

“If that is to be done, the rate of toll must be lowered to a point which will make it pay the coal companies to send a large share of their coal by this route, or at least, such a quantity as would put and maintain the canal in good order and pay the interest and provide for the gradual extinction of the miserable lien on its ‘corpus.’”

“It seems to me that a board of directors must be blind indeed, or worse, who cannot, or will not see that it is better for the canal company to have 600,000 tons of coal sent over the canal at a toll charge of 20 cents than 200,000 at 40 cents; and how vastly better for the boatmen and canal employees. Last year the toll charge to Georgetown was 26 cents, if this did not command a large trade upon the canal, it

was still too high, and should not have been increased this year without using every means to ascertain the probable effect of the step.

“The coal companies are not the enemies of the canal company; they ought to be its friends. Three presidents, so far as I know them, are energetic, business gentlemen, who are managing well the interests of their respective companies and working together in harmony. They have to deal with the competition of the Clearfield, Pocahontas, Broadtop and other semi-bituminous coal regions, and have to scrutinize every source of expense. They have, this year, without solicitation, increased the rate for mining ten percent, and for freight on the canal 15 percent. Cannot these honorable gentlemen be trusted by the canal company to state what rate of toll ought to command a fair share of their transportation? There is evidently a preference on the part of the coal companies for an all-rail transportation to tide. Cannot this preference be reduced to a money value, and overcome by the canal company? There is surely some way to get at it, but it is not to be done by keeping the coal companies at a distance and shaking its fists at them.

“In the meeting of citizens to discuss the situation of the canal, held at the Academy of Music, President Baughman denounced the coal companies for procuring a reduction of toll by the Canal Company, and then using it as a club to beat down the charges of the Baltimore and Ohio Railroad. – Of course they did, and they succeeded. The Baltimore and Ohio Railroad Company wisely reduced its rates to a published rate of \$1.75 from any point on George’s Creek, with a rebate of 40 cents, and we have heard nothing of its president complaining of ill treatment on the part of the coal companies.

“Now, in this matter of ill-treatment, how does the canal company stand? Some ten years ago, when the shipment of coal was controlled by the Consolidation Coal company, the owner of the Cumberland and Pennsylvania railroad, the rates charged were considered excessive by the other coal companies, causing a reduction in the quantity of coal moved, and affecting the tonnage upon the canal. This led to a compact between the canal company and the American and Maryland Coal companies, by which, in consideration of the building by these

companies of an independent railroad from George's Creek as a feed to the canal, the canal company would reduce the toll on all coal from that road from 56 cents (the toll then charged) to 40 cents. This road, the George's Creek and Cumberland railroad, was completed after a costly and tedious litigation with the Baltimore and Ohio Railroad company, to compel that company to fulfill its contract with the canal company in which, for very valuable considerations, it had agreed to furnish and maintain a track from the Eastern end of the viaduct to the canal basin, to be used for the conveyance of freight and passengers, presented by any railroad at the viaduct, intended to be transported upon the canal; - a suit which ought to have been maintained by the canal company, but in which they manifested so little interest that it was a matter of serious doubt whether they did not prefer the success of their very good friends, the Baltimore and Ohio Railroad Company. The road having been completed and the coal ready for transportation by the canal, what was the action of the canal company when, called upon by the American and Maryland Coal Companies to carry out their agreement as to the reduction of tolls? They refused on the ground that the road was not completed within the time specified; thus, by a miserable quibble alienating two heavy shippers of coal. The American Company sold its boats and shipped no coal by canal last year; and the Maryland Company was at the foot of the list of shippers.

"I am glad to see the interest in the welfare of the canal reviving. What it much need now is a President and board of directors who believe there is still some life in it; and who will work to resuscitate and not strangle it."

It is understood that a meeting will be held in this city in a few days, and that steps will be taken to organize a canal league throughout the State, similar to that in New York State.

Ibid, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 318 to 328, left this port up to 3 o'clock p.m. today, (April 25, 1887):

Consolidation Co. - To Georgetown
 L R Fechtig Capt. Ingram 111 03

Charles Mann	Capt. Moore	116 10
Wm. King	Capt. McCoy	116 15
J Maury Dove	Capt. Malone	113 18
Allan Campbell	Capt. Eddy	110 12
Leiper P Read	Capt. Mullen	113 11
T K Stewart	Capt. Penner	114 10
Sallie Burwell	Capt. Price	113 01
To Williamsport:		
D W Malotte	Capt. Harris	111 05
S M Hamilton	Capt. Sterling	94 01
American Co. - To Williamsport		
Ivan	Capt. Malotte	113 03

Reduction in Canal Freights

It was learned at the Consolidation wharves this afternoon that the boats were loading at 70 cents per ton; the reduction comes out of the boatmen. It is not improbable that the other companies will resume shipments over the canal.

DT, Tue. 4/26/87, p. 1. **Canal Commerce**

The following boats, with way bills numbered from 329 to 335, left this port up to 3 o'clock p.m. today, (April 26, 1887):

Consolidation Co. - To Georgetown		
W. R. Lewis	Capt. Bender	112 01
To Williamsport:		
Lutie & Monie	Capt. Shupp	116 07
M. A. Shupp	Capt. Hull	117 05
McK Steffey	Capt. McKelvey	117 01
George's Creek Co. - To Georgetown		
Wheatley Bros.	Capt. Hager	111 14
A. H. Bradt	Capt. Mose	115 05
Wm. C Hunter	Capt. Leopold	100 18

DT, Wed. 4/27/87, p. 1. **Canal Commerce**

The following boats, with way bills numbered from 336 to 341, left this port up to 3 o'clock p.m. today, (April 27, 1887):

George's Creek Co. - To Georgetown		
J. W. Veale	Capt. McAnenny	116 09
Samuel Lloyd	Capt. Kearns	115 03
E. P. Cohill	Capt. Gannon	114 13
Consolidation Co. - To Georgetown		
W. H. C. Bayley	Capt. Hebb	112 09
D W Adams	Capt. Jackson	116 10
Jacob Bender	Capt. Hall	117 04

The Cumberland Coal Trade

The shipments from the mines of the Cumberland coal region for the week ended April 23, 1887, were 71,839 tons, and for the year to date 952,264 tons, an increase of 579,157 tons as compared with 1886. The shipments to the Baltimore and Ohio railroad and local points were, for the week 59,241 tons; for the year, 858,704 tons, an increase of 543,599 tons as compared with last year. The shipments to the Pennsylvania railroad were for the week 8,766 tons; year, 58,408 tons, a decrease of 1,286 tons as compared with last year. The shipments to the Chesapeake and Ohio canal, for the week, were 3,832 tons; year, 35,153 tons; increase over last year, 34,273 tons.

ES, Wed. 4/27/87, p. 1. **Affairs in West Washington.** – Grain Receipts. – Canal boat Seneca arrived today with 700 bushels of wheat and 800 bushels of corn for G. T. Dunlop.

DT, Thu. 4/28/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 342 to 347, left this port up to 3 o'clock p.m. today, (April 28, 1887):

Consolidation Co. – To Georgetown		
G French	Capt. Gannon	108 02
Elbe River	Capt. Swain	112 19
Zadock Williams	Capt. Kreitzer	113 00
N. C. Read	Capt. Cunningham	112 18
To Williamsport:		
W O Bowser	Capt. Havermale	111 05
George's Creek Co. – To Georgetown		
Park Agnew	Capt. Krantz	115 05

ES, Thu. 4/28/87, p. 1. **Affairs in West Washington.** – Grain Receipts. – Canal boat Maryland arrived with 600 bushels of wheat and 3,500 bushels of corn for G. T. Dunlop.

DT, Fri. 4/29/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 348 to 350, left this port up to 3 o'clock p.m. today, (April 29, 1887):

Consolidation Co. – To Williamsport		
W H Loy	Capt. Woltz	104 00
M B Mayfield	Capt. Zimmerman	110 16
J. P. Agnew & Co. – To Georgetown		
Emma Mertens	Capt. Keesucker	116 02

DT, Sat. 4/30/87, p. 2. **A REPUBLICAN OPINION OF OUR CANAL POSITION**

The publisher of this paper has received the following personal and self-explanatory letter, which, while not written for publication, contains so important an opinion, that it is laid before our readers with our own most grateful acknowledgement of its encouraging contents and a sincere endorsement thereof:

Col. P. W. Avirett, Editor Daily Times –
My Dear Sir: Your effort in behalf of the maintenance of the canal is most praiseworthy and deserving the commendation of the business men of Western Maryland. It hardly seems possible that there is a deliberate scheme on foot to wreck it, and yet it would seem to point that way. The business men of Western Maryland ought to protest loudly against it. Instead of being wrecked or sold it should be extended to Baltimore, even though State aid should be necessary to do it. There can, I think, be no question but that coal can be carried to the sea board far more cheaply by water than by rail, and under proper management the revenue from tolls would undoubtedly be ample for its maintenance.

“You would not expect a dog to swim with a stone tied to his neck, nor can the canal be expected to carry the immense load of old obligations, accumulated through years, and pay current expenses beside. Now that the Baltimore and Ohio seems to have passed out of control of those most interested in the State, it would be deplorable if the only distinctively State work should be wrecked, or pass into the hands of a foreign corporation. The State of New York has, by a wise system of fostering her canals, not only retained, but largely increased, her great carrying and shipping trade.

“It is a very narrow view to take of the matter to assert that money spent for and in aid of the canal benefits only the section of the State through which it passes. The whole State is not only interested, but benefitted by any industry that gives employment to so many persons and aids so largely to develop one of its great industries.

“I do not profess to know much of canal management, but it seems plain that 500,000 tons at 30 cents would produce \$150,000, and it also seems probable that that amount could be secured by a little judicial effort. I enclose you two editorial items, from a late New York ‘Times,’ which are instructive and show how large a factor the canals are in the business of carrying in that state. Keep up your agitation of the matter, surely good will result from it.

“Very Truly Yours,
“B. L. Turner.”

If Mr. Turner were the foreman of a jury of Western Maryland tax-payers, called to render a verdict in this case, to his opinion we most certainly could say, and so say we all, “the canal must be maintained as a water way.”

Ibid, p. 4. Canal Commerce

The following boats, with way bills numbered from 351 to 357, left this port up to 3 o'clock p.m. today, (April 30, 1887):

Consolidation Co. – To Georgetown		
H. Roussell	Capt. Swain	118 00
Jas M Wheatley	Capt. Litton	111 19
John Leitch	Capt. Hill	115 02
Geo L. Sheriff	Capt. Cartwright	113 01
To Williamsport:		
Victor	Capt. Kelley	111 10
J. P. Agnew & Co. – To Georgetown		
A. H. Stump	Capt. Helgoth	115 14
Delaware	Capt. Callan	114 01

ES, Sat. 4/30/87, p. 2. **Affairs in West Washington – Grain Receipts** – Canal boat Beulah arrived yesterday with 4,300 bushels of wheat for G. T. Dunlop.

Sunday, 5/1/87, p. 3. **The Canal.**

Canal business is improving and there are those who have hopes that the waterway will do a fair business this season, despite the discouraging flatness of the past three weeks. The George's Creek company resumed yesterday and it is said, will ship at least two boats daily. The Consolidation company, who have continued shipping through the dull season, are increasing their shipments and yesterday the respectable number of 13 boats cleared, which is good, compared to the 4 or 5 which has been the average of late.

A well-posted canal man yesterday expressed the belief that even at the present rate of tolls the canal stood a good show of getting a fair share of trade. He remarked that no large sales of coal had been made, and indeed, the season had not got yet fairly opened. When it did, he believed the canal would not be so far behind as some people supposed.

The Consolidation Coal company have reduced freights from 75 to 70 cents.

DT, Mon. 5/2/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 359 to 366, left this port up to 3 o'clock p.m. today, (May 2, 1887):

Consolidation Co. – To Georgetown		
T H Gibbs	Capt. Gatrell	114 00
W S Jacques	Capt. Gatrell	115 19
To Williamsport:		
Ruby	Capt. Sterling	93 11
Eugene	Capt. Teach	114 05
Mary	Capt. Tice	113 11
D. W. Malotte	Capt. Harris	111 10
J. P. Agnew & Co. – To Georgetown		
J. H. Milstead	Capt. Roof	115 02
Ernst & Holland	Capt. Jones	109 10

DT, Tue. 5/3/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 368 to 372, left this port up to 3 o'clock p.m. today, (May 3, 1887):

Consolidation Co. – To Georgetown		
Thames River	Capt. Gatrell	112 13
W J Walker	Capt. Bowers	111 04

George's Creek Co. – To Georgetown		
P M Burrell	Capt. Latham	107 17
Ollie V	Capt. Nicholl	111 10
A M White	Capt. Reed	114 19

DT, Wed. 5/4/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 374 to 377, left this port up to 3 o'clock p.m. today, (May 4, 1887):

Consolidation Co. – To Georgetown		
F. O. Beckett	Capt. Benner	118 18
Daniel Linkin	Capt. MacDonald	113 18
D Hottig	Capt. Kennell	113 18
Altoona	Capt. Ingram	113 18

Coal Contract Awarded

The contract for supplying the Western Maryland Railroad company with coal for one year, from the 1st instant has been awarded to Messrs. Steffey & Findlay and Victor Cushwa, of Williamsport, shippers of the Consolidation Coal company's George's Creek coal.

DT, Thu. 5/5/87, p. 4. **Old Boatmen**

Abandon the Canal – Joseph Rose and Charles Sellers, two old and well-known boatmen on the C. & O. canal, have left for Ohio to obtain work on the Moore & Co.'s packets, and the Ohio and State canal.

Canal Commerce

The following boats, with way bills numbered from 378 to 382, left this port up to 3 o'clock p.m. today, (May 5, 1887):

Consolidation Co. – To Georgetown		
W King	Capt. McCoy	114 11
D J Warfield	Capt. Tier	116 16
W Watters	Capt. Harding	114 08
L M Storm	Capt. Huff	116 08
George's Creek Co. – To Georgetown		
Iowa	Capt. Davis	114 17

News, Thu. 5/5/87, p. 3. **A Week's Coal Trade** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, April, 30, 1887, were 61,936 tons, and for the year to date

1,014,200 tons, an increase of 639,240 tons as compared with the corresponding period of 1886. The coal was shipped as follows: To Baltimore and Ohio Railroad – Week, 46,912 tons; year, 905,615 tons; an increase 588,656 tons. To Pennsylvania Railroad – Week, 9,642 tons; year, 68,050 tons; increase, 10,928 tons. Chesapeake & Ohio Canal – week, 5,383 tons; year, 40,535 tons; increase, 39,655 tons.

Thu. 5/5/87, p. 4. **West Washington** – Canal boat M. C. W. Boyer has arrived with 1,700 bushels of wheat, 500 bushels of corn and seven tons of hay, consigned to J. G. & J. M. Waters. Canal boat Samuel Jarboe has arrived with 2,000 bushels of corn and 1,000 bushels of wheat, consigned to same.²

DT, Fri. 5/6/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 383 to 385, left this port up to 3 o'clock p.m. today, (May 6, 1887):

Consolidation Co. – To Georgetown		
G A McIlhenny	Capt. Harper	115 17
J Z Wiggins	Capt. Shoosmitt	111 14
M Bloomfield	Capt. Gillerman	110 19

DT, Sat. 5/7/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 402 to 412, left this port up to 3 o'clock p.m. today, (May 7, 1887):

Consolidation Co. – To Georgetown		
Chas F Mayer	Capt. Reed	114 10
E A King	Capt. Mills	115 18
L P Read	Capt. Mullen	114 03
Josephine Barroll	Capt. Penner	115 05
G M Barroll	Capt. Murphy	114 07
Chas. R. White	Capt. Stride	115 18
To Williamsport:		
Nellie & Davie	Capt. Patton	117 03
M. A. Shupp	Capt. Shupp	113 17
George's Creek Co. – To Georgetown		
A J Clark	Capt. Reed	116 17
A Wood	Capt. Atwell	114 13
Eva	Capt. Schopper	114 13

² *Critic-Record*, Washington, D.C.

DT, Mon. 5/9/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 414 to 415, left this port up to 3 o'clock p.m. today, (May 9, 1887):

Consolidation Co. – To Georgetown		
G S French	Capt. Gannon	109 04
To Williamsport:		
Lutie & Monie	Capt. Shupp	104 10

ES, Mon. 5/9/87, p. 2. **Affairs in West Washington.** – Grain Receipts. – Canal boat Loudoun arrived with 4,000 bushels of corn and 300 bushels of wheat. Canal boat Col. L. Victor Baughman arrived with 4,500 bushels of corn for G. T. Dunlop.

DT, Tue. 5/10/87, p. 4. **The Break on the Canal** – The break that occurred on the Chesapeake and Ohio canal on Sunday last, near Frederick, was one of the most severe in the annuals of the canal. It took place at Little Monocacy, just below the aqueduct over the Big Monocacy river, and about fifteen miles from Frederick. It is fully eighty feet long and from fifteen to twenty feet below the bed or ordinary bottom of the canal. President Baughman visited the scene and the work of repairing the break was commenced at once. A force of about seventy-five men are now employed, and it is expected that traffic will not be delayed longer than ten days.

News, Tue. 5/10/87, p. 3. **Another Break**

President Baughman ordered out a force of from fifty to seventy-five men today to proceed at once to the Chesapeake and Ohio Canal at Little Monocacy, about fifteen miles from this city, to repair a serious break which took place there Sunday evening owing to the heavy rain. The break is about seventy-five feet long and in depth extends below the ordinary level of the canal bottom, which makes an average depth of about 18 feet. Immediately upon being notified of the damage to the canal Col.

Baughman proceeded to make an inspection. He hopes to have the break repaired in the course of two weeks, when navigation can again be resumed. The break was not unexpected, as the rains have been unusually severe.

Sun, Tue. 5/10/87, p. 1. A break eighty feet long and fifteen or twenty feet below the ordinary bed occurred in the Chesapeake and Ohio canal at Little Monocacy, about fifteen miles from Frederick, on Sunday evening; President Baughman took prompt measures to begin the work of repair.

DT, Wed. 5/11/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 416 to 418, left this port up to 3 o'clock p.m. today, (May 11, 1887):

Consolidation Co. – To Georgetown		
J M Dove	Capt. Malone	114 07
Charles Darrow	Capt. Engle	113 01
J. P. Agnew & Co. – To Georgetown		
A B Turner	Capt. Null	115 19

News, Wed. 5/11/87, p. 3. **A Week's Coal Trade** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, May 7, 1887, were 48,174 tons, and for the year to date 1,062,374 tons, an increase of 686,676 tons as compared with the corresponding period of 1886. The coal was shipped as follows: To Baltimore and Ohio Railroad – Week, 35,910 tons; year, 941,525 tons; an increase 623,829 tons. To Pennsylvania Railroad – Week, 6,646 tons; year, 74,695 tons; increase, 17,573 tons. Chesapeake & Ohio Canal – week, 5,618 tons; year, 46,153 tons; increase, 45,273 tons.

DT, Thu. 5/12/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 419 to 420, left this port up to 3 o'clock p.m. today, (May 11, 1887):

George's Creek Co. – To Georgetown		
Giles Heath	Capt. Dolan	114 16

Consolidation Co. – To Georgetown
 G. Bogus Capt. McGruder 114 19

News, Thu. 5/12/87, p. 3. **Repairing the Break** – Upward of seventy-five men are now at work upon the break which occurred in the Chesapeake and Ohio canal Monday night. The work was somewhat delayed Tuesday owing to the wet weather but the repairs will now be completed as soon as possible.

ES, Fri. 5/13/87, p. 5. **Affairs in West Washington - Excursionists Delayed** – About seventy-five excursionists to the Great Falls on the steam packet *Excelsior* this morning were delayed in starting for about three hours on account of the water in the canal on this level having been drawn off for the purpose of raising a sunken canal boat.

DT, Sat. 5/14/87, p. 4. **The Break in the Canal** – The break that occurred on the Chesapeake and Ohio canal on Sunday last, near Washington Junction, is more serious than at first supposed. It took place at Little Monocacy, just below the aqueduct over the big Monocacy river, and about fifteen miles from Frederick. It is fully eighty feet long and from fifteen to twenty feet below the bed or ordinary bottom of the canal. It is thought it will require at least three weeks to repair it and put the canal in navigable condition again.

DT, Mon. 5/16/87, p. 4. **Canal Commerce**
 The following boats, with way bills numbered from 421 to 425, left this port up to 3 o'clock p.m. today, (May 16, 1887):

J. P. Agnew & Co. – To Georgetown		
A. G. Johnson	Capt. Reid	110 00
J. E. Dyer & Bro.	Capt. Swain	117 08
Consolidation Co. – To Georgetown		
W. R. Lewis	Capt. Bender	111 19
To Williamsport:		
Savannah	Capt. Morris	115 07

Lutie & Monie Capt. Shupp 113 04

News, Mon. 5/16/87, p. 3. **Nearing Completion** – The repairs on the break in the C. & O. Canal at the Little Monocacy, are progressing so finely that it is now thought navigation will be resumed on or about the 23rd of the present month.

DT, Wed. 5/18/87, p. 4. **Narrow Escape of Col. Baughman** – While President Baughman was returning to Frederick Monday evening from the break on the canal over the Little Monocacy he met with an accident which came near resulting in the loss of his life. When at a very dangerous point in the vicinity of Noland's Ferry, between the canal and the Potomac river, the yoke to which his two spirited horses were attached slipped down over the tongue and caused the buggy to run upon their heels. This caused them to become excited and unmanageable and to attempt to run away.

Mr. C. F. Arch, who was with Col. Baughman, in endeavoring to climb out of the back of the vehicle, fell and was caught near the wheel and dragged some distance. He fortunately escaped, however, with a number of painful bruises and scars only. Col. Baughman remained in the buggy, but seeing his dangerous situation, managed to guide his horses toward a tree, against which he ran, and happily, with one on each side. When the vehicle stopped it was nearly jammed up against the tree, with Colonel Baughman leaning nearly over the dasher. One more plunge of the horses would in all probability have dashed him against it. As it was, he was fortunate enough to escape injury.

Repairing the Canal Break

Work is being pushed on the repair of the break in the Chesapeake and Ohio Canal, at the culvert over the Little Monocacy, a short distance below the Big Monocacy aqueduct. The canal will

probably be in condition to resume navigation on Friday evening or Saturday next. The work of repair is receiving the daily personal attention of President Baughman, Mr. Stephen Gambrill and Superintendent Biser, and in order to expedite it as much as possible, about 115 men are employed, with 30 to 40 horses and carts, and as many wheelbarrows. The scene is a busy and interesting one. The work has been most systematically arranged, and is being energetically pushed. A large number of those employed are boatmen, bound both Eastward and Westward, who were obliged to tie up in consequence of being left high and dry in the bed of the canal by the sudden and unexpected running off of the water.

As heretofore reported in the *Times*, the break occurred on the 8th instant, and was caused by the unprecedented rise in the Little Monocacy, which overflowed the high banks of the canal, and caused a washout of 90 feet in length and 20 feet below the bed of the canal. This break is said to have been the largest *bottom* break that has ever taken place on the Chesapeake and Ohio. To fill up the hole will require over 20,000 cartloads of dirt, all of which is dug and hauled from within a radius of about five hundred yards. After being dumped, the earth is tightly rammed, and to sustain the pressure a thick stone wall is being built back of the break.

A careful examination yesterday of the culvert revealed the fact that the pavement and the sides of that structure had also sustained a good deal of damage, and that to repair it would necessitate the building of another coffer-dam and troughs; and an additional expense of about \$1,000, making the total cost of the break between \$3,000 and \$4,000.

Of the men employed about sixty are boarded by the canal at a cost of 40 cents per day. Good substantial food is furnished,

consisting of bread, coffee, beef, pork, corn, tomatoes, potatoes, etc. All the workmen are paid at the rate of 11 cents an hour.

In the vicinity of the break can still be seen, in every direction, much evidence of the damage wrought by the storm to other property also.

The Cumberland Coal Trade

The shipments from the mines of the Cumberland coal region for the week ended Saturday, May 14, 1887, were 58,475 tons, and for the year to that date 1,120,849 tons, an increase of 744,170 tons as compared with 1886. The shipments to the Baltimore and Ohio railroad and local points were, for the week, 45,272 tons; for the year, 986,798 tons; an increase of 668,121 tons as compared with last year. The shipments to the Pennsylvania railroad were for the week, 8,105 tons; year, 82,801 tons; an increase of 25,679 tons as compared with last year. The shipments to the Chesapeake & Ohio canal, for the week, were 5,097 tons; year, 51,251 tons; increase over last year, 50,371 tons.

Fri. 5/20/87, p. 3.³ **The Canal Break**

Paymaster Stephen Gambrill and S. P. Ayer, accountant, and Director Robert A. Dobbin, of the Chesapeake and Ohio Canal were here today, arranging payrolls, &c., preparatory to the next meeting of the board which takes place in Washington, D. C., on Wednesday next, the 25th inst. Owing to the busy season among farmers and the scarcity of temporary labor along the line, the break which occurred some weeks ago near the Monocacy has been somewhat delayed, but we are informed, that the repairs will be completed tonight, and the water turned on in the morning. Those engaged on the present repair will be paid off immediately upon completion of the work. The pay boat will go over the line to pay off immediately

³ *The Capital*, Annapolis, Md., newspaper

after the next meeting of the board of directors.

DT, Sat. 5/21/87, p. 4. **Coming Back to Maryland** – The many friends in Cumberland of Gen. James C. Clarke will be pleased to learn that he contemplates soon taking up his residence permanently in Maryland again. He left New York Wednesday evening for the West, and expects to meet his Maryland friends again before a long while. He has retained his Maryland citizenship, has an estate in Frederick county, and has frequently paid brief visits to his old friends when he could spare the time from his duties as the president of one of the important railway systems of the West. He had for a year or two contemplated retiring from the Illinois Central presidency, and it was the report quite recently that he contemplated a vacation of six months.

Mr. Clarke's friends say he proposes to again make his home in Maryland. He is a director in the Illinois Central board until March, 1889. He has had a long and prominent career in the executive management of the Illinois Central company, formerly as general manager, with headquarters at New Orleans, and subsequently as the president, with his principal office in Chicago. Before leaving Maryland, he was prominent in public affairs, and filled the position of president of the Chesapeake and Ohio canal with credit. During his incumbency, he distinguished himself by the executive ability displayed in his administration and made many warm friends in Allegany county and Western Maryland.

ES, Sat. 5/21/87, p. 5. **Alexandria Affairs**
The Funeral of the Canal Company. - Messrs. B. Wheat, president, and S. E. Uhler, secretary, of the Alexandria Canal Co., have surrendered its books,

papers, &c., to Mr. W. W. Dungan, the receiver of the property of the company appointed by the United States Court. This was the funeral of the canal company. It is impossible to over-estimate hopes that the people of Alexandria entertained of the canal when the company was organized in 1830. Phineas Janney, Robert I. Taylor, Thompson F. Mason, Hugh Smith, E. I. Lee, Chas. Bennett, Colin Auld, Jonathan Butcher and others were its first managers. It was the successor to the design of the old Potomac company that Gen. Washington had organized in 1785 to connect Alexandria with the Ohio River. Its first boat-load of flour, about 1842, was hailed with salutes. But it was never a success. It seldom paid expenses in any year. Coal came down for a while in considerable quantities, and this trade, interrupted by the war, was renewed when, after the war, Wells, Dungan and Quigley leased the canal; but the renewed trade was of short duration. The coal business diminished, the water was taken from the canal by the sale of the Aqueduct, and the company ends after an existence of fifty-seven years, having utterly failed in its purpose.

DT, Mon. 5/23/87, p. 4. **HOPE FOR THE CANAL** – Light seems to be breaking, for the immediate future, at least, for the Chesapeake and Ohio Canal. It is understood that at an early day the officials and friends of the Chesapeake and Ohio Canal will make a united and earnest effort to induce Congress to grant the necessary aid for the extension of that great waterway, as originally intended, to Westport, twenty-seven or eight miles from Cumberland, and the center of the great coal fields of the Alleghanies.

The consummation of this project would, it is believed, result in the success or salvation of the canal for at least many years to come. It is claimed that with a terminus

at Westernport, where the great fourteen-foot vein of coal crops out, and is so situated that coal could be run from the veins into a canal boat or railroad car, (should the latter mode of transportation be found cheaper to construct than an open canal or slack water communication,) the seat of the general government, and other eastern cities, as well as the Navy of the United States, could be supplied with superior coal more cheaply than for any other source.

A connection at that point would also enable the canal to be independent of the small veins and rival companies which have their center at Frostburg. With the present terminus, Washington alone, it is stated, effects a saving of about \$500,000 per annum in the purchase of coal transported over the canal. President Baughman proposes soon to call the attention of members of both the Senate and House of Representatives to this subject, and to give them an opportunity of observing the practical operation of the canal, and of obtaining a good idea of the magnitude of the work, of which so few people appear to have a right conception.

Canal Commerce

The following boats, with way bills numbered from 430 to 432, left this port up to 3 o'clock p.m. today, (May 23, 1887):

George's Creek Co. – To Georgetown		
J M Schley	Capt. Artz	113 14
Consolidation Co. – To Williamsport		
W O Bowser	Capt. Havermale	112 05
Mary	Capt. Tice	113 07

DT, Tue. 5/24/87, p. 4. **Navigation Resumed on the Canal** – Navigation is again reopened on the canal. Water was let in on Sunday and boating has been resumed after a suspension of fourteen days, caused by a break at the Little Monocacy.

Canal Commerce

The following boats, with way bills numbered from 433 to 434, left this port up to 3 o'clock p.m. today, (May 24, 1887):

George's Creek Co. – To Georgetown		
Juanita	Capt. Little	113 00
L. L. Blake	Capt. Reid	115 00

The Cumberland Coal Trade

The shipments from the mines of the Cumberland coal region for the week ended May 21, 1887, were 61,566 tons, and for the year to that date 1,182,415 tons, an increase of 783,363 tons as compared with 1886. The shipments to the Baltimore and Ohio railroad and local points were, for the week, 51,798 tons; for the year, 1,038,506 tons; an increase of 702,505 tons as compared with last year. The shipments to the Pennsylvania railroad were for the week, 7,016 tons; year, 89,816 tons; an increase of 27,838 tons as compared with last year. The shipments to the Chesapeake & Ohio canal, for the week, were 2,842 tons; year, 54,093 tons; increase over last year, 53,129 tons.

News, Wed. 5/25/87, p. 3. **Paying Canal Hands** – Paymaster Gambrill, of the Chesapeake and Ohio Canal, is making arrangements to pay off the employees immediately after the meeting of the directors, which took place in Washington today.

DT, Thu. 5/26/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 435 to 449, left this port up to 3 o'clock p.m. today, (May 26, 1887):

George's Creek Co. – To Georgetown		
John Spencer	Capt. Renner	113 10
Missouri	Capt. Ardinger	116 02
W F Creighton	Capt. Price	115 13
M B Winship	Capt. Mills	113 05
Borden Mining Co. – To Georgetown		
Cigarette	Capt. Hassett	113 11
Sam'l M Reitzel	Capt. Griffith	114 08
Little Rob	Capt. Griffith	112 18
Capella	Capt. Hassett	113 16
Consolidation Co. – To Georgetown		

W J Walker	Capt. Bowers	110 02
John Leitch	Capt. Hill	114 19
J. P. Hewitt	Capt. Swain	114 07
G S Reiman	Capt. Sorrell	114 17
To Williamsport		
D W Malotte	Capt. Haines	115 17
Frankie & Fannie	Capt. McCardell	113 08
W H Loy	Capt. Woltz	110 08

Meeting of Canal Board

The board of directors of the Chesapeake and Ohio canal yesterday held a meeting at the Arlington Hotel, in Washington. A great deal of routine business was transacted, but there was nothing of special importance acted upon. Col. Baughman says he will now proceed to pay all the employees for the month of February. The repairs at the Little Monocacy have all been completed and the laborers paid off.

H&TL, Thu. 5/26/87, p. 2. *Again Navigable.* - The repair work upon the canal was so far completed last Saturday that water was introduced throughout its entire length and navigation has again been resumed.

A New Industry.

The Williamsport *Transcript* says that the Susquehanna Paper Company, of Pennsylvania, has begun the erection of a wood-pulp mill on the site of the old Honeywood mill, at Dam No. 5. Superintendent T. J. West secured about a dozen workers in Williamsport to aid in its construction. The mill will manufacture one hundred tons of wood-pulp per week, which will be shipped from Williamsport to their paper mills in Pennsylvania. Employment will be furnished to about fifty hands.

The News from Green Spring Furnace.

May 21, 1887.

Mr. Editor: - The old Honeywood Mill, once the property of the Colstons, of Virginia,

and which was destroyed by the Federals during the late war, has been purchased by a company of capitalists and is being refitted as a pulp mill. Power will be derived from three large turbine wheels, driven by the overflow of Dam No. 5.

It is reported that a quarry of brown stone has been opened on the National Pike, near Millstone Point. The stone will be shipped by canal to Washington and used in building a sea-wall. Rex.

DT, Fri. 5/27/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 488 to 495, left this port up to 3 o'clock p.m. today, (May 27, 1887):

Consolidation Co. - To Georgetown

A. L. Miller	Capt. Piper	113 08
W. S. Jacques	Capt. Gatrell	114 11
T. H. Gibbs	Capt. Gatrell	113 19

To Williamsport:

Nellie & Davie	Capt. Patton	114 09
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George's Creek Co. - To Georgetown

A. H. Bradt	Capt. Mose	114 05
Youghiogheny	Capt. Castle	116 04

Borden Mining Co. - To Georgetown

E. M. Ginevan	Capt. Hassett	118 12
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ES, Fri. 5/27/87, p. 4. **Affairs in West**

Washington - Grain Receipts - Canal boats Beulah arrived with 4,000 bushels of wheat and 7 tons of hay, for G. T. Dunlop. Canal boat M. C. W. Boyer arrived with 3,300 bushels of wheat, for J. G. & J. M. Waters.

DT, Sat. 5/28/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 496 to 506, left this port up to 3 o'clock p.m. today, (May 28, 1887):

Consolidation Co. - To Georgetown

G M Winship	Capt. Gatrell	113 13
Amazon	Capt. Ingram	113 14
B R Mayfield	Capt. Ingram	108 08
Jos Z. Williams	Capt. Reynolds	112 14
A P Mayfield	Capt. Benner	115 08
Jos M Wheatly	Capt. Lytton	112 06
Geo. L. Sheriff	Capt. Carpenter	115 09

Thames River	Capt. Gatrell	114 12
Borden Mining Co. – To Georgetown		
Dr. A. Shank	Capt. Griffith	112 00
Here I Am	Capt. Griffith	114 08
J. P. Agnew & Co. – To Georgetown		
J. W. Thompson	Capt. Bear	113 18

ES, Sat. 5/28/87, p. 10. **Affairs in West Washington – Grain Receipts** – Canal boat Wheatley Bros. arrived with 3,800 bushels of corn for J. G. and J. M. Waters. Canal boat L. Victor Baughman arrived with 4,200 bushels of wheat for G. T. Dunlop.

News, Mon. 5/30/87, p. 3. **Paying off Canal Employees** – Col. L. V. Baughman, president of the C. & O. Canal, returned home this morning after a trip over the canal. \$900 was disturbed to the employees, being the amount of wages due them for the month of February.

DT, Tue. 5/31/87, p. 1. **Canal Commerce**

The following boats, with way bills numbered from 507 to 510, left this port up to 3 o'clock p.m. today, (May 31, 1887):

Consolidation Co. – To Georgetown		
Chas. R. White	Capt. Stride	114 07
W. J. Stevenson	Capt. Moore	113 02
Z. Williams	Capt. Kreitzer	114 11
To Williamsport:		
Victor	Capt. Kelley	114 01

DT, Wed. 6/1/87, p. 4. **The Cumberland Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ended May 28, 1887, were 64,429 tons, and for the year to date 1,246,844 tons, an increase of 788,350 tons as compared with 1886. The shipments to the Baltimore and Ohio railroad and local points were, for the week 49,707 tons; for the year, 1,088,213 tons, an increase of 707, 710 tons as compared with last year. The shipments to the Pennsylvania railroad were for the week, 8,571 tons; year, 98,387 tons, an increase of 24,048 tons as compared with

last year. The shipments to the Chesapeake and Ohio canal, for the week were 6,151 tons; year 60,244 tons; increase over last year, 56,593 tons.

ES, Wed. 6/1/87, p. 3. **Affairs in West Washington – Grain Receipts** – Canal boat H. M. Talbott arrived with 17 tons of hay for J. G. and J. M. Waters; canal boat Col. L. Victor Baughman arrived with 4,100 bushels of wheat for G. T. Dunlop; canal boat Loudoun arrived with 1,800 bushels of corn and 2,300 bushels of wheat for G. T. Dunlop; canal boat Veale & Leigh arrived with 30 tons of hay for G. T. Dunlop.

DT, Thu. 6/2/87, p. 1. **Canal Commerce**

The following boats, with way bills numbered from 511 to 520, left this port up to 3 o'clock p.m. today, (June 2, 1887):

Consolidation Co. – To Georgetown		
Frankie & Fannie	Capt. McCardell	117 06
Geo S French	Capt. Gannon	111 03
S. M. Barroll	Capt. Murphy	117 08
To Williamsport:		
W. O. Bowser	Capt. Havermale	119 14
Borden. – To Georgetown		
Willie D.	Capt. Griffith	120 06
Walter Beall	Capt. Griffith	115 00
Percy	Capt. Hassett	114 08
George's Creek Co. – To Georgetown		
Delaware	Capt. Callan	115 09
S. Jarboe	Capt. Hager	111 19
American Co. – To Williamsport		
Ivan	Capt. Malotte	112 16

It May Increase the Traffic on the Canal

Intelligence was received here yesterday to the effect that a syndicate has purchased the old Honeywood Mills, near Dam No. 5. The intention is to convert it into a paper mill, after remodeling the interior, and as there is no line of railroad touching this point, it will effect, materially, the shipments over the Chesapeake and Ohio canal. This property has a capacity for 125 barrels of flour per day, and has the best

situation for a mill of any along the Potomac, Harper's Ferry not excepted.

H&TL, Thu. 6/2/87, p. 3. **Canal Employees Paid** – The employees of the Chesapeake and Ohio Canal Company were paid last week for the month of February. On his trip up the canal, President Baughman met Mr. McComas in Washington and invited him on the steamer Maryland. McComas accepted and came up as far as Catoctin, where he took the train on Friday evening for Hagerstown.

DT, Fri. 6/3/87, p. 4. **Canal Commerce**
The following boats, with way bills numbered from 521 to 535, left this port up to 3 o'clock p.m. today, (June 3, 1887):

George's Creek Co. – To Georgetown		
J Jesse Moore	Capt. Pear	109 17
Elberon	Capt. Pear	106 04
J. H. Milstead	Capt. Roof	116 02
Ernst & Holland	Capt. Thompson	109 16
A. M. White	Capt. Reed	116 07
Ben Vaughn	Capt. Sigler	114 14
Consolidation Co. – To Georgetown		
W. King	Capt. McCoy	116 09
R. H. Driver	Capt. Drenner	112 11
L. P. Hieston	Capt. Blubaker	112 03
E. A. King	Capt. Mills	114 12
To Williamsport:		
Ruby	Capt. Sterling	92 08
W. H. Loy	Capt. Woltz	105 14
Borden – To Georgetown		
R. P. Mason	Capt. Hassett	117 01
Gen. Garfield	Capt. Griffith	117 16
Detroit	Capt. Griffith	119 02

ES, Fri. 6/3/87, p. 3. **Affairs in West Washington – Grain Receipts** – Canal boat Morning Star arrived with 22 tons of hay for G. T. Dunlop.

DT, Sat. 6/4/87, p. 4. **The Canal Trade Improving** – The George's Creek Coal Company are now loading four and five boats a day, this is a gratifying increase over the shipments made by this company last

week, which amounted to but two boats daily. The Maryland Coal Company is now the only one not shipping by canal.

DT, Sun. 6/5/87, p. 2. **A Month's Canal Business** - During the month of May 154 boats, carrying 17,514 tons of coal, cleared from this port on the canal. The revenue was about \$6,000.

ES, Mon. 6/6/87, p. 3. **Affairs in West Washington – Grain Receipts** – Canal boat Col. L. Victor Baughman arrived with 4,100 bushels of wheat for G. T. Dunlop. Canal boat M. C. W. Boyer arrived with 3,500 bushels of wheat and 5 tons of baled hay for J. G. and J. M. Waters.

Canal Trade – Canal boat Round Top Cement arrived with 750 barrels of cement for J. G. and J. M. Waters.

DT, Tue. 6/7/87, p. 1. **Canal Commerce**
The following boats, with way bills numbered from 556 to 560, left this port up to 3 o'clock p.m. today (June 7, 1887):

Consolidation Co. – To Georgetown		
F. O. Beckett	Capt. Benner	118 19
H. Roussell	Capt. Swain	115 06
Charles Darrow	Capt. Engle	112 14
To Williamsport:		
Mary	Capt. Tice	111 00
Borden – To Georgetown		
Mary L. Miles	Capt. Hassett	116 09

DT, Thu. 6/9/87, p. 4. **A Maryland Boatman Heard From** – Mr. Chas. A. Fox, one of our well-known Maryland boatmen, now employed on the Erie canal, writes to a friend in this city, and says, that New York State canal are prospering. Seven million bushels of grain were shipped into the Empire City by canal boats during the month of May.

Canal Commerce

Canal Trade 1887

The following boats, with way bills numbered from 562 to 567, left this port up to 3 o'clock p.m. today (June 9, 1887):

George's Creek Co. – To Georgetown		
Theodore	Capt. Smith	111 15
Allegheny	Capt. Dixon	117 17
Consolidation Co. – To Georgetown		
J. P. Hewitt	Capt. Swain	113 16
A. L. Miller	Capt. Piper	112 14
To Williamsport:		
W. H. Loy	Capt. Woltz	111 06
Borden – To Georgetown		
G. Berkebile	Capt. Zimmerman	116 10

H&TL, Thu. 6/9/87, p. 2. **Cumberland Coal Trade** - The shipments from the mines of the Cumberland coal region for the week ended June 4 were 58,456 tons, and for the year to that date 1,305,300 tons, an increase of 777,128 tons as compared with last year. The coal was shipped as follows: To Baltimore and Ohio Railroad – Week, 42,289 tons; year, 1,130,502 tons; increase 701,307 tons. Pennsylvania Railroad – Week, 9,137 tons; year, 107,524 tons; increase, 20,068 tons. Chesapeake & Ohio Canal – week, 7,029 tons; year, 67,273 tons; increase, 55,752 tons.

ES, Fri. 6/9/87, p. 4. **Affairs in West Washington – Drowned in the Canal** – Yesterday afternoon a little boy, six years old, named George Artz, of the canal boat James S. Schley, was accidentally drowned off the boat at Water's Wharf, on the C. and O. Canal. His body was recovered by W. H. Quackenbush.

Grain Receipts – Canal boat
Wheatley Bros. arrived yesterday with 600 bushels of wheat and 3,000 bushels of corn for J. G. and J. M. Waters.

DT, Fri. 6/10/87, p. 1. **Canal Commerce**
The following boats, with way bills numbered from 570 to 576, left this port up to 3 o'clock p.m. today (June 10, 1887):

George's Creek Co. – To Georgetown		
Theodore	Capt. Smith	111 15
Allegheny	Capt. Dixon	117 17
Borden – To Georgetown		
Katie	Capt. Hassett	117 06
Winter	Capt. Hassett	113 19
Consolidation Co. – To Georgetown		
Thames River	Capt. Gatrell	113 08
G. S. Reiman	Capt. Gatrell	115 12
Z. Williams	Capt. Kreitzer	112 00

DT, Sat. 6/11/87, p. 6. **Canal Commerce**
The following boats, with way bills numbered from 577 to 582, left this port up to 3 o'clock p.m. today (June 11, 1887):

George's Creek Co. – To Georgetown		
G. A.	Capt. Shipley	116 13
Hoffman		
E. P. Cohill	Capt. Gannon	115 11
Borden – To Georgetown		
Unexpected	Capt. Hassett	119 05
Dakota	Capt. Griffith	116 00
Consolidation Co. – To Georgetown		
Jos Williams	Capt. Reynolds	117 02
To Williamsport:		
M. A. Shupp	Capt. Shupp	118 16

ES, Sat. 6/11/87, p. 1. **Affairs in West Washington – Grain Receipts** – Canal boat Loudoun arrived with 1,300 bushels of corn and 2,600 bushels of wheat for G. T. Dunlop.

DT, Mon. 6/13/87, p. 1. **Canal Commerce**
The following boats, with way bills numbered from 577 to 581, left this port up to 3 o'clock p.m. today (June 13, 1887):

Consolidation Co. – To Georgetown		
Jos M Wheatly	Capt. Lytton	111 07
Chas. R. White	Capt. Stride	115 03
George's Creek Co. – To Georgetown		
A. Kroon	Capt. Ryan	115 14
Iowa	Capt. Davis	116 15
Consolidation Co. - To Williamsport		
McK Steffey	Capt. McKelvey	117 01

ES, Mon. 6/13/87, p. 1. **Affairs in West Washington – Grain Receipts** – Canal boat Col. L. Victor Baughman arrived today with 4,200 bushels of corn for G. T. Dunlop. Canal boat Beulah arrived with 4,200 bushels of wheat for G.T. Dunlop.

DT, Tue. 6/14/87, p. 4. **Canal Commerce**
The following boats, with way bills numbered from 582 to 588, left this port up to 3 o'clock p.m. today (June 14, 1887):

Borden – To Georgetown		
Theo. Dean	Capt. Hassett	119 02
J. H. Parrott	Capt. Hassett	116 01
Consolidation Co. – To Georgetown		
Amazon	Capt. Ingram	120 19
B. R. Mayfield	Capt. Ingram	113 11
W. R. Lewis	Capt. Bender	114 14
Chas. Mann	Capt. Moore	114 08
To Williamsport		
W. O. Bowser	Capt. Havermale	113 00

DT, Wed. 6/15/87, p. 1. **Cumberland Coal Trade** – The shipments from the mines of the Cumberland coal region for the week, ended June 11, 1887, were 70,667 tons, and for the year to date 1,375,967 tons, an increase of 779,419 tons as compared with 1886. The shipments to the Baltimore and Ohio railroad and local points were, for the week, 52,186 tons; for the year, 1,182,688 tons, an increase of 698,657 tons as compared with last year. The shipments to the Pennsylvania railroad were for the week, 10,610 tons; year, 118,135 tons, an increase of 21,699 tons as compared with last year. The shipments to the Chesapeake and Ohio canal, for the week, were 7,871 tons; year, 75,144 tons; increase over last year, 59,162 tons.

ES, Wed. 6/15/87, 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 G. T. Dunlop. Canal boat M. C. W. Boyer arrived

with 2,400 bushels of wheat and 1,000 bushels of corn for J. G. & J. M. Waters. **Canal Arrival** – Canal boat Round Top arrived yesterday with 800 barrels of cement for J. G. & J. M. Waters.

DT, Thu. 6/16/87, p. 4. **Canal Commerce**
The following boats, with way bills numbered from 589 to 608, left this port up to 3 o'clock p.m. today (June 14, 1887):

Borden – To Georgetown		
W. J. Booth	Capt. Hassett	114 12
Herald	Capt. Griffith	119 16
Isabella	Capt. Griffith	111 10
Capella	Capt. Hassett	117 17
Consolidation Co. – To Georgetown		
G. L. Sheriff	Capt. Cartwright	116 17
B. C. Barroll	Capt. Taylor	115 17
A. P. Mayfield	Capt. Benner	111 04
To Williamsport		
Nellie & Davie	Capt. Patton	116 03
W. H. Loy	Capt. Woltz	117 03
Ivan	Capt. Malotte	114 06
George's Creek Co. – To Georgetown		
G. W. Wallis	Capt. Null	115 09
Muskingum	Capt. Cramer	116 03
A. Greenless	Capt. Shives	116 15
W. H. Cooper	Capt. Pierce	114 16
Juniata	Capt. Little	116 11
J. E. Dyer	Capt. Matters	116 16
Eva	Capt. Schopper	114 15
A. Wood	Capt. Atwell	116 04
River Nile	Capt. Kimble	118 18
John Spencer	Capt. Renner	116 06

H&TL, Thu. 6/16/87, p. 3. **Obituary**

Mr. Theodore Embrey died on June 9, 1887, at his home in Williamsport, lamented by the community where he spent his whole life, by the people of this county and a large circle of friends in Western Maryland. He was only a little more than fifty-five years old and had been so uniformly robust that his death was a shock to the people who deplore his loss.

In his early manhood, Mr. Embrey was an efficient superintendent on the Chesapeake and Ohio Canal. For a quarter of a century, first as partner of Judge Charles Embrey, his farther, and later, as partner of Mr. Victor Cushwa, Mr. Embrey was an extensive canal forwarder and shipping merchant. For a single term – from 1871 until 1873 – he was a County Commissioner and displayed great zeal and ability in building for this county, at a reasonable cost, the present court house.

He was a business man of great energy, broad views and honorable character. Few men were more popular or more charitable. Without stint his help was freely given to those who won his confidence, and to the poor or afflicted he was ever kind and generous. As a son, husband, brother and father he was a model, and the large concourse gathered at Williamsport on Friday afternoon to follow his remains to the grave, while the business houses of the town were closed as a mark of respect, attest the hold he had on the people he loved.

Mr. Embrey was born in Washington, D. C., January 13, 1832, his family removing to Williamsport during the following year. He was a member of Medairy Lodge, A. F. A. M., and the Royal Arcanum. He leaves a widow and one child and the memory of a honest, useful life.

DT, Fri. 6/17/87, p. 4. **Boat Launched**

The canal grain boat, *Capt. John Kenah*, was launched from Mertens' boat yard, last Monday. It was built to the order of J. G. Waters, of Georgetown, and has a capacity of 4,300 bushels. It is named after John Kenah, the man who worked a team of mules for over fifteen years without a scratch on them.

Canal Commerce

The following boats, with way bills numbered from 609 to 617, left this port up to 3 o'clock p.m. today (June 17, 1887):

George's Creek Co. – To Georgetown		
L. L. Blake	Capt. Reid	114 11
A. H. Bradt	Capt. Mose	114 19
Borden – To Georgetown		
E. M. Ginevan	Capt. Hassett	116 18
S. M. Reitzel	Capt. Griffith	113 14
Cigarette	Capt. Sensel	115 03
Consolidation Co. - To Georgetown		
T. K. Stewart	Capt. Renner	112 16
L. W. Guinand	Capt. Neal	114 11
G. S. French	Capt. Gannon	112 00
To Williamsport		
D. W. Malotte	Capt. Haines	115 02

DT, Sat. 6/18/87, p. 1. **Canal Commerce**

The following boats, with way bills numbered from 618 to 630, left this port up to 3 o'clock p.m. today (June 18, 1887):

George's Creek Co. – To Georgetown		
R. H. Jones	Capt. Weaver	110 12
H. H. Lowe	Capt. McClure	114 10
Savannah	Capt. Morrison	116 10
Jno. W. Veale	Capt. Weaver	117 13
W. D. L.	Capt.	112 11
Walbridge	McMullen	
Ollie V.	Capt.	115 15
	Ellenberger	
Susquehanna	Capt. Strickels	113 02
Borden – To Georgetown		
Little Rob	Capt. Griffith	116 00
Consolidation Co. - To Georgetown		
J. Barroll	Capt. Penner	115 03
To Williamsport:		
M. A. Shupp	Capt. Shupp	115 05
Ruby	Capt. Sterling	92 07
Lutie & Monie	Capt. Shupp	112 01

DT, Mon. 6/20/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 702 to 709, left this port up to 3 o'clock p.m. today (June 20, 1887):

DT, Mon. 6/20/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 702 to 709, left this port up to 3 o'clock p.m. today (June 20, 1887):

Consolidation Co. – To Georgetown		
Z. Williams	Capt. Krietzer	112 01
James Goddard	Capt. Pennell	116 14
E. A. King	Capt. Mills	114 14
To Williamsport:		
McK Steffey	Capt. McKelvey	116 07
High Rock Lime	Capt. Beard	70 13
J. P. Agnew & Co. – To Georgetown		
M. B. Winship	Capt. Yost	114 07
W. F. Creighton	Capt. Price	115 03
A. M. White	Capt. Reed	116 06

ES, Mon. 6/20/87, p. 4. **Affairs in West Washington.** – Canal Trade. – Canal boat M. C. W. Boyer arrived with 2,700 bushels of wheat, 5 tons of hay and 400 bushels of corn for G. T. Dunlop.

DT, Tue. 6/21/87, p. 4. **Break in the Canal**
A slight break is reported in the canal on the four-mile level, below Dam No. 6, the exact character and dimensions of which have not yet been ascertained. Superintendent Mulvaney left for that point this afternoon.

Canal Commerce

The following boats, with way bills numbered from 710 to 719, left this port up to 3 o'clock p.m. today (June 21, 1887):

Consolidation Co. – To Georgetown		
N. C. Read	Capt. Dunnigan	112 02
Daniel Linkin	Capt. McDonald	114 17
R. A. Driver	Capt. Drenner	111 15
Wm. King	Capt. McCoy	112 18
To Williamsport		
W. O. Bowser	Capt. Havermale	110 18
George's Creek Co. – To Georgetown		
Missouri	Capt. Ardinger	114 01
J. H. Milstead	Capt. Roof	115 10
Youghioghenny	Capt. Castle	115 10
Borden – To Georgetown		

Oxford	Capt. Hassett	114 00
W. T. Hassett	Capt. Hassett	115 00

ES, Tue. 6/21/87, p. 1. **Affairs in West Washington – Cruelty to Canal Mules** – On the towpath of the Chesapeake and Ohio Canal, above the Aqueduct Bridge, yesterday, several mules covered with sores on their necks, shoulders and backs were found by Agent Key, of the Humane Society, but as the disabled animals were tied to posts and not at work he could not prosecute the owners or drivers of the mules for cruelty to animals. Mr. Key said to a *Star* reporter that the canal men have been in the habit of driving their mules until they reach a point just outside the District limits, when the disabled ones are put into the boat, and the others draw the boat through that portion of the canal in the District.

Grain Receipts – Canal boat Beulah arrived yesterday with 4,000 bushels of corn and nine tons of hay for G. T. Dunlop.

DT, Wed. 6/22/87, p. 1. **Cumberland Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ended June 18, 1887, were 61,396 tons, and for the year to date 1,437,462 tons, an increase of 775,026 tons as compared with 1886. The shipments to the Baltimore and Ohio railroad and local points were, for the week, 46,811 tons; for the year, 1,122,449 tons, an increase of 695,591 tons as compared with last year. The shipments to the Pennsylvania railroad were for the week, 7,835 tons; year, 125,970 tons, an increase of 19,876 tons as compared with last year. The shipments to the Chesapeake and Ohio canal, for the week, were 6,751 tons; year, 81,895 tons; increase over last year, 19,876 tons.

Ibid, p. 4. **Canal Commerce**
The following boats, with way bills numbered from 720 to 732, left this port up to 3 o'clock p.m. today (June 22, 1887):
Consolidation Co. – To Georgetown

L. P. Hieston	Capt. Brubaker	110 03
John Leitch	Capt. Hill	112 03
H. Roussel	Capt. Swain	113 16
F. O. Beckett	Capt. Benner	111 06
To Williamsport:		
Mary	Capt. Tice	113 18
Wm. H. Loy	Capt. Woltz	110 18
Frankie & Fannie	Capt. McCardell	112 09
George's Creek Co. – To Georgetown		
B. Spencer	Capt. Bowers	114 08
Ernst & Holland	Capt. Thompson	111 10
G. N. Shuman	Capt. Bowers	114 13
A. H. Stump	Capt. Helgoth	114 17
Samuel Henry	Capt. Repp	113 12
James H. Reid	Capt. Ensminger	116 02

News, Wed. 6/22/87, p. 3. **Break in the Canal** – A break is reported in the C. & O. canal on the four-mile level, near dam No. 9 [*sic*, 6?]. Owing to indistinct working of the canal telephone, it could not be clearly ascertained whether the trouble is a break in the body of the canal or a washout waste weir. It is believed to be the latter. It is thought interruption to navigation will be short.

ES, Wed. 6/22/87, p. 1. **Affairs in West Washington – The Coal Trade** – The shipments from the mines of the Cumberland coal region during the week ending Saturday, June 18, were 61,396 tons, and for the year to that date 1,437,363 tons, an increase of 775,026 tons as compared with the corresponding period last year. By Chesapeake and Ohio Canal – week, 6,751 tons; year, 81,895 tons; increase, 59,560 tons. A break is reported in the canal on the four-mile level, near dam No. 6, but no definite information has been received.

Fined for Profanity – Edward McQuade, charged by Officer Hall with swearing on Jefferson street, forfeited \$5 collateral in the Police Court today.

News, Thu. 6/23/87, p. 3. The broken waste weir on the Chesapeake and Ohio canal, near dam No. 6, was repaired yesterday.

There was little or no interruption to navigation.

DT, Thu. 6/23/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 734 to 745, left this port up to 3 o'clock p.m. today (June 23, 1887):

George's Creek Co. – To Georgetown		
Emma Mertens	Capt. Keesucker	110 04
J. M. Schley	Capt. Artz	115 08
Elberon	Capt. Piper	109 03
H. Hanekamp	Capt. Fields	114 01
Delaware	Capt. Callan	114 14

Borden – To Georgetown		
Walter Beall	Capt. Griffin	117 17
Percy	Capt. Hassett	112 13
R. P. Mason	Capt. Hassett	114 11

Consolidation Co. – To Georgetown		
J. Maury Dove	Capt. Malone	113 18
W. H. C. Bayley	Capt. Hebb	113 00
W. J. Stevenson	Capt. Moore	113 16

American Co. – To Williamsport		
Eugene	Capt. Teach	114 00

H&TL, Thu. 6/23/87, p. 3. **Break in the Canal** – It is reported that a break has occurred in the Chesapeake and Ohio canal at the four mile level, near dam No. 6. The nature and extent of the damage have not yet been learned here, although the latest information received indicates that it is not very extensive and that navigation will be interrupted but a short time.

DT, Fri. 6/24/87, p. 1. **A Dinner by Treasurer Stephen Gambrill** – The board of directors of the Chesapeake and Ohio Canal company held a meeting yesterday at the residence of Mr. Stephen Gambrill, the secretary and treasurer, on his farm about a mile from Laurel, Prince George's county. Mr. Gambrill made it the occasion for having a company of gentlemen not connected with the canal directory to dine with him. The meeting was held first and the dinner took up the remainder of the

afternoon. The canal was reported to be in good boating shape, with the prospect of much larger coal shipments the balance of the Summer, and the confident expectation that the earnings for the season will meet all the expenses. A new telephone is being put up along the line of the canal. The company at dinner included Senator A. P. Gorman, Hon. Chas. J. M. Gwinn, Governor Henry Lloyd, State Comptroller J. Frank Turner, State Treasurer Stevenson Archer, James A. L. McClure, Hon. Barnes Compton, Col. L. Victor Baughman, R. A. Dobbin, Gen. James G. Berret, Spencer Watkins, Judge I. Thomas Jones, Hon. P. Hamill, John Humbird, Dr. De Wilton Snowden, Wm. Snowden, James P. Ayers, Samuel D. Young, Jesse D. Moore, Benjamin Fawcett, Edward Mulvaney, J. P. Biser, Dr. Cronmiller, John T. Edwards, Charles H. Stanley, John L. Jordan, P. C. Gorman, Thomas Marriott, James Albert Clark and D. W. Snowden. A handsome floral design of a canal boat, with mules on the towpath, formed the centerpiece for the table. The affair was a social gathering, and politics was discussed in a general way, but no political significance attached to the gathering. Senator Gorman today moved to his country place near Laurel from Washington.

Ibid, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 746 to 755, left this port up to 3 o'clock p.m. today (June 24, 1887):

Consolidation Co. – To Georgetown		
W. J. Walker	Capt. Bowers	111 17
Elbe River	Capt. Swain	109 11
C. W. Adams	Capt. Jackson	114 16
To Williamsport		
S. M. Hamilton	Capt. Sterling	95 01
D. W. Malotte	Capt. Harris	114 15
George's Creek Co. – To Georgetown		
C. W. Ridley	Capt. Riley	116 06
Kittie	Capt. Eaton	113 02
Benj. Vaughn	Capt. Sigler	115 04

J. P. Agnew	Capt. Eaton	113 10
Borden – To Georgetown		
Gen. Garfield	Capt. Griffith	116 00

ES, Fri. 6/24/87, p. 3. **Affairs in West Washington – Grain Receipts** – Canal boat Col. L. Victor Baughman arrived today with 3,500 bushels of corn for G. T. Dunlop.

DT, Mon. 6/27/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 756 to 766, left this port up to 3 o'clock p.m. today (June 27, 1887):

George's Creek Co. – To Georgetown		
A. B. Turner	Capt. Weaver	106 06
F. Williams	Capt. Swagger	104 01
W. Thompson	Capt. Lichty	111 03
E. P. Cohill	Capt. Gannon	109 14
H. Wagner	Capt. James	114 16
J. W. Thompson	Capt. Bear	115 14
Mississippi	Capt. Linaburg	114 12
Borden – To Georgetown		
Eva Snyder	Capt. Hassett	113 14
Libbie	Capt. Hassett	115 16
Detroit	Capt. Griffith	117 05
Individual – To Georgetown		
T. L. Holbrook	Capt. Snyder	117 08

DT, Tue. 6/28/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 767 to 769, left this port up to 3 o'clock p.m. today (June 28, 1887):

Consolidation Co. – To Georgetown		
C. D. Warfield	Capt. Pierce	115 01
G. S. Reiman	Capt. Sorrel	119 03
G. M. Winship	Capt. Gatrell	113 08

DT, Wed. 6/29/87, p. 1. **Canal Commerce**

The following boats, with way bills numbered from 773 to 732, left this port up to 3 o'clock p.m. today (June 29, 1887):

Consolidation Co. – To Georgetown		
Allan Campbell	Capt. Swain	110 14
W. R. Lewis	Capt. Bender	113 01
Geo. Bogus	Capt. Magruder	113 03
M. B. Mayfield	Capt.	111 06

	Zimmerman	
Chas. F. Mayer	Capt. Reed	113 06
Thames River	Capt. Gatrell	110 10
To Williamsport:		
M. A. Shupp	Capt. Shupp	115 12
George's Creek Co. – To Georgetown		
Allegheny	Capt. Dixon	113 19
A. G. Johnson	Capt. Reid	114 12
Borden – To Georgetown		
Mary S. Miles	Capt. Hassett	115 00

Cumberland Coal Trade

The shipments from the mines of the Cumberland coal region for the week ended June 25, 1887, were 54,809 tons, and for the year to date 1,492,172 tons, an increase of 750,856 tons as compared with 1886. The shipments to the Baltimore and Ohio railroad and local points were, for the week, 38,942 tons; for the year, 1,268,411 tons, an increase of 669,590 tons as compared with last year. The shipments to the Pennsylvania railroad were for the week, 8,301 tons; year, 134,271 tons, an increase of 22,147 tons as compared with last year. The shipments to the Chesapeake and Ohio canal, for the week, were 7,566 tons; year, 59,119 tons.

DT, Thu. 6/30/87, p. 4. **Canal Commerce**
 The following boats, with way bills numbered from 784 to 794, left this port up to 3 o'clock p.m. today (June 30, 1887):

Consolidation Co. – To Georgetown		
Chas. R. White	Capt. Stride	113 07
S. M. Storm	Capt. Huff	115 17
Jos M Wheatly	Capt. Lytton	108 17
W. S. Jacques	Capt. Davis	114 13
Thos. H. Gibbs	Capt. Gatrell	113 10
A. L. Miller	Capt. Piper	113 08
Geo. S. French	Capt. Gannon	116 07
To Williamsport:		
Nellie & Davie	Capt. Patton	115 03
McK Steffey	Capt. McKelvey	114 17
Victor	Capt. Hudson	109 18
J. P. Agnew & Co. – To Georgetown		

Potomac	Capt. Barger	116 07
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ES, Thu. 6/30/87, p. 1. **Sale of Canal Stock**

The sinking fund officers came here from Richmond at noon today and sold the State's stock in the Alexandria Canal in blocks of one hundred shares at auction. The stock sold from 30 cents to 70 cents per share, the par value being \$100. The State reserved the right to sell its 2,720 shares in block, and choose between the sale by part or by whole.

Ibid, p. 4. **Affairs in West**

Washington – Grain Receipts – Canal boat Seneca arrived with 150 bushels of corn and 150 bushels of rye for J. G. and J. M. Waters. Canal boat Beulah arrived with 4,100 bushels of wheat and 9 tons of hay for G. T. Dunlop.

DT, Fri. 7/1/87, p. 1. **Canal Commerce**

The following boats, with way bills numbered from 795 to 810, left this port up to 3 o'clock p.m. today (July 1, 1887):

Consolidation Co. – To Georgetown		
Sallie Burwell	Capt. Price	115 19
Geo. L. Sheriff	Capt. Cartwright	116 05
Charles Darrow	Capt. Engle	111 01
T. K. Stewart	Capt. Penner	113 16
J. B. Thomas	Capt. Spong	113 15
L. R. Fechtig	Capt. Ingram	112 19
G A McIlhenny	Capt. Harper	114 01
Omega	Capt. Sanborn	108 11
To Williamsport:		
Mary	Capt. Tice	114 09
W. O. Bowser	Capt. Havermale	110 09
Borden – To Georgetown		
Jas. C. Clarke	Capt. Griffith	121 11
Harry & Ralph	Capt. Griffith	109 17
Lafayette	Capt. Griffith	113 12
J. P. Agnew & Co. – To Georgetown		
Jas. E. Dyer	Capt. Matters	114 06
Park Agnew	Capt. Crampton	116 06
American Co. – To Georgetown		
Ivan	Capt. Malotte	113 09

Canal Trade 1887

DT, Sat. 7/2/87, p. 1. **Canal Commerce**

The following boats, with way bills numbered from 815 to 819 inclusive, left this port up to 3 o'clock p.m. today (July 2, 1887):

Consolidation Co. – To Williamsport		
Ruby	Capt. Sterling	94 13
D. W. Malotte	Capt. Haines	112 11
Frankie & Fannie	Capt. McCardell	118 06
Lutie & Monie	Capt. Shupp	111 16
George's Creek Co. – To Georgetown		
W. H. Cooper	Capt. Pierce	115 04

DT, Tue. 7/5/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 829 to 836 inclusive, left this port up to 3 o'clock p.m. today (July 5, 1887):

Consolidation Co. – To Georgetown		
Josephine Barroll	Capt. Penner	112 17
B. C. Barroll	Capt. Taylor	111 03
Charles Mann	Capt. Moore	113 10
To Williamsport:		
Nellie & Davie	Capt. Patton	112 08
M. A. Shupp	Capt. Shupp	111 18
George's Creek Co. – To Georgetown		
A. H. Bradt	Capt. Mose	113 18
Giles Heath	Capt. Dolan	113 00
Borden – To Georgetown		
Lida	Capt. Hassett	115 17

DT, Wed. 7/6/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 837 to 850 inclusive, left this port up to 3 o'clock p.m. today (July 6, 1887):

Consolidation Co. – To Georgetown		
Zadock Williams	Capt. Krutzer	111 12
L. W. Guinand	Capt. Neal	109 12
E. A. King	Capt. Mills	110 10
James Goddard	Capt. Pennell	112 09
N. C. Read	Capt. Dunnigan	111 16
To Williamsport:		
S. M. Hamilton	Capt. Sterling	93 11
Victor	Capt. Hudson	106 07

George's Creek Co. – To Georgetown

Sarah Kroon	Capt. Ryan	110 15
Abram Kroon	Capt. Ryan	115 01
Mary Mertens	Capt. Conrad	116 18
Eva	Capt. Schopper	116 11

Borden – To Georgetown

Elizabeth Miller	Capt. Hassett	113 01
G. Berkebile	Capt. Griffith	114 04
Salina	Capt. Griffith	114 08

DT, Thu. 7/7/87, p. 1. **Canal Commerce**

The following boats, with way bills numbered from 851 to 860 inclusive, left this port up to 3 o'clock p.m. today (July 7, 1887):

Borden Co. – To Georgetown		
Katie Hassett	Capt. Hassett	113 07
Winter	Capt. Hassett	112 10
Unexpected	Capt. Hassett	113 10
G. F. Smith	Capt. Griffith	113 16
Dakota	Capt. Griffith	110 12
George's Creek Co. – To Georgetown		
W. B. Lloyd	Capt. Murray	111 03
A. Greenless	Capt. Manning	114 11
Consolidation Co. – To Williamsport		
Frankie & Fannie	Capt. McCardell	110 17
American Co. – To Williamsport		
Eugene	Capt. Teach	111 03
Individual – To Mercerville		
David Knode	Capt. Knode	83 09

Ibid, p. 4. **Cumberland Coal Trade**

The shipments from the mines of the Cumberland coal region for the week ended July 2, 1887, were 59,990 tons, and for the year to date 1,552,162 tons, an increase of 730,320 tons as compared with 1886. The shipments to the Baltimore and Ohio railroad and local points were, for the week, 43,212 tons; for the year, 1,311,653 tons, an increase of 653,507 tons as compared with last year. The shipments to the Pennsylvania railroad were for the week, 9,789 tons; year, 144,060 tons, an increase of 21,636 tons as compared with last year.

The shipments to the Chesapeake and Ohio canal, for the week, were 6,989 tons; year, 96,449 tons; increase over the last year, 55,176 tons.

ES, Thu. 7/7/87, p. 2. **Affairs in West Washington – Grain Receipts** – Canal boat Wheatley Bros. arrived yesterday with 2,500 bushels of corn and 1,500 bushels of wheat for J. G. & J. M. Waters.

DT, Sat. 7/9/87, p. 6. **Canal Commerce** The following boats, with way bills numbered from 867 to 883 inclusive, left this port up to 3 o'clock p.m. today (July 9, 1887):

J. P. Agnew & Co. – To Georgetown		
Muskingum	Capt. Cramers	115 03
Geo. Sinerman	Capt. Meyers	112 05
Emma Mertens	Capt. Keesucker	114 07
C. W. Ridley	Capt. Riley	114 17
A. J. Clark	Capt. Kerns	114 19
A. M. White	Capt. Read	115 00
J. M. Schley	Capt. Artz	113 19
A. H. Stump	Capt. Helgoth	113 07
Samuel Henry	Capt. Allison	114 08
Consolidation Co. – To Georgetown		
William King	Capt. McCoy	114 05
Geo. S. French	Capt. Gannon	106 03
To Williamsport:		
McK Steffey	Capt. McKelvey	113 05
W. H. Loy	Capt. Woltz	110 18
W. O. Bowser	Capt. Havermale	111 00
Lutie & Monie	Capt. Shupp	111 19
Mary	Capt. Tice	108 18
American Co. – To Williamsport		
Ivan	Capt. Malott	113 00

DT, Mon. 7/11/87, p. 1. **Canal Commerce** The following boats, with way bills numbered from 884 to 900 inclusive, left this port up to 3 o'clock p.m. today (July 11, 1887):

Consolidation Co. – To Georgetown		
John Leitch	Capt. Hill	114 13
W. J. Walker	Capt. Bowers	110 06

G. M. Barroll	Capt. Murphy	114 12
H. Roussell	Capt. Swain	113 07
To Williamsport:		
Little Walter	Capt. Ardinger	113 11
Victor	Capt. Kelley	108 09
Nellie & Davie	Capt. Patton	99 13
Ruby	Capt. Sterling	87 03
J. P. Agnew & Co. – To Georgetown		
W. D. L.	Capt.	112 01
Walbridge	McMullen	
Susquehanna	Capt. Stickel	113 08
Savannah	Capt. Morrison	111 01
J. H. Milstead	Capt. Roof	113 10
L. L. Blake	Capt. Reid	111 15
Youghiogheny	Capt. Caster	115 05
Borden – To Georgetown		
Antares	Capt. Griffith	81 08
Garnet F. S.	Capt. Hassett	112 18
Theo Dean	Capt. Hassett	116 12

Sun, Mon. 7/11/87, p. 6. **Pay for Canal Employees** – President Baughman and Paymaster Gambrill will start on a trip over the Chesapeake and Ohio canal on Tuesday or Wednesday of this week, and will pay off the employees between Georgetown and Cumberland. The amount to be distributed will be about \$9,000.

Work on the culvert under the canal near the mouth of the Monocacy, which was damaged by the freshet in June, has just been completed. The entire expense incurred in repairing the canal at that point, including the big washout, will probably aggregate between \$4,000 and \$5,000.

DT, Tue. 7/12/87, p. 4. **Canal Commerce** The following boats, with way bills numbered from 901 to 913 inclusive, left this port up to 3 o'clock p.m. today (July 12, 1887):

Consolidation Co. – To Georgetown		
C. W. Adams	Capt. Jackson	115 01
W. H. C. Bayley	Capt. Hebb	112 01
R. A. Driver	Capt. Drenner	113 06
Daniel Linkin	Capt. McDonald	112 09

To Williamsport:

M. A. Shupp	Capt. Shupp	114 01
George's Creek Co. – To Georgetown		
Juniata	Capt. Little	115 02
Benj. Vaughn	Capt. Sigler	111 13
John Spencer	Capt. Renner	113 18
Elberon	Capt. Piper	108 19
E. P. Cohill	Capt. Gannon	112 11
Delaware	Capt. Callan	115 08
D. A. Lowe	Capt. McCann	115 17
Borden – To Georgetown		
G. F. Smith	Capt. Griffith	110 00

DT, Wed. 7/13/87, p. 4. **Canal Commerce**
The following boats, with way bills numbered from 914 to 923 inclusive, left this port up to 3 o'clock p.m. today (July 13, 1887):

George's Creek Co. – To Georgetown		
Kittie	Capt. Eaton	115 02
G. N. Shuman	Capt. Bowers	112 12
Burke Spencer	Capt. Bowers	112 13
J. P. Agnew	Capt. Eaton	114 14
Consolidation Co. – To Georgetown		
L. P. Hieston	Capt. Brubaker	110 18
To Williamsport:		
Frankie & Fannie	Cap McCardell	112 11
S. M. Hamilton	Capt. Sterling	92 19
Borden – To Georgetown		
Cigarette	Capt. Sensel	113 08
Capella	Capt. Hassett	114 16
W. J. Booth	Capt. Hassett	119 01

News, Wed. 7/13/87, p. 3. **A Week's Coal Trade** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, July 9, 1887, were 46,507 tons, and for the year to date 1,598,669 tons, an increase of 711,155 tons as compared with the corresponding period of 1886. The coal was shipped as follows: To Baltimore and Ohio Railroad – Week, 33,326 tons; year, 1,344,979 tons; an increase 639,337 tons. To Pennsylvania Railroad – Week, 6,139 tons; year, 150,199 tons; increase, 16,547 tons. Chesapeake & Ohio Canal –

week, 7,042 tons; year, 103,491 tons; increase, 55,271 tons.

DT, Thu. 7/14/87, p. 1. **Canal Commerce**
The following boats, with way bills numbered from 924 to 928 inclusive, left this port up to 3 o'clock p.m. today (July 14, 1887):

J. P. Agnew & Co. – To Georgetown		
J. W. Veale	Capt. Weaver	112 07
R. H. Jones	Capt. Weaver	112 00
Consolidation Co. – To Georgetown		
J. P. Hewitt	Capt. Swain	113 04
To Williamsport:		
Lutie & Monie	Capt. Shupp	101 06
Borden – To Georgetown		
Sam'l M. Reitzel	Capt. Griffith	113 04

DT, Fri. 7/15/87, p. 1. **Canal Commerce**
The following boats, with way bills numbered from 929 to 940 inclusive, left this port up to 3 o'clock p.m. today (July 15, 1887):

Consolidation Co. – To Georgetown		
Geo. S. Reiman	Capt. Sorrel	112 07
A. P. Mayfield	Capt. Benner	110 03
Chas. F. Mayer	Capt. Reed	111 16
F. O. Beckett	Capt. Benner	113 14
Z. Williams	Capt. Kreitzer	112 09
To Williamsport:		
Mary	Capt. Tice	107 15
W. O. Bowser	Capt. Havermale	112 04
J. P. Agnew & Co. – To Georgetown		
M. B. Winship	Capt. Yost	111 03
Mississippi	Capt. Linaburg	114 08
J. H. Reid	Capt. Ensminger	111 00
Borden – To Georgetown		
C. & Tilghman	Capt. Hassett	115 12
Isabella	Capt. Griffith	116 02

Ibid, p. 4. **\$7,000 Paid to Canal Employees** – A special to the *Times* states that President Baughman, Treasurer Gambrill and party left the packet boat "Maryland" at Dam No. 6 this morning and returned home, after a pay trip over the

canal. Seven thousand dollars were distributed to canal employees in payment for services for the month of March.

DT, Sat. 7/16/87, p. 4. **Pleasure Boat Launched** – Mertens’ Sons today launched a pleasure barge at their yards, of most unique design. It is doubtful if ever there was one constructed like it. It is ninety-four feet long and fourteen feet beam, built after the pattern of a canal boat, but what space in the canal boat is devoted to freight is in this divided up into cabins. It is decked over from end to end excepting the space used in the stern for the steersman, underneath which are lockers to contain refrigerators.

Going forward you pass through two roomy cabins fitted up for the ladies, which will be furnished with patent cots; further on, amidships, is the dining cabin, a spacious enclosure, which will be divided longitudinally by curtains, one portion of which will contain folding cots; this will be the gentlemen’s cabin. Forward of this is the cook’s galley, 10x14, and you reach the bow, under the decking of which are lockers for stowing ice boxes, etc. Around to the right is a companion ladder leading to the upper deck, which is surrounded by a high rail and fastened benches, leaving plenty of room in the middle for dancing. Attached to the railing are posts over which will be stretched a canvass awning.

In each of the posts, sets of hooks will be driven to which hammocks can be swung, making it one of the most complete, solid comfort boats that has ever been built.

It is named the *Jennie* and was built to the order of Cols. Sensenbaugh and McCarty, of the Patent office in Washington, at a cost of \$1,500. It leaves here this evening for Georgetown, D. C.

Canal Commerce

The following boats, with way bills numbered from 943 to 955 inclusive, left

this port up to 3 o’clock p.m. today (July 16, 1887):

Consolidation Co. – To Georgetown		
Elbe River	Capt. Swain	110 16
T. K. Stewart	Capt. Penner	113 05
W J Stephenson	Capt. Moore	113 19
J Maury Dove	Capt. Malone	111 10
A. L. Miller	Capt. Piper	111 18
To Williamsport:		
Nellie & Davie	Capt. Patton	106 16
Ruby	Capt. Sterling	89 09
W. H. Loy	Capt. Woltz	108 12
J. P. Agnew & Co. – To Georgetown		
Susanne	Capt. Bowers	110 09
J. E. Dyer	Capt. Matters	111 00
J. W. Thompson	Capt. Bear	115 04
Borden – To Georgetown		
Dr. A. Shank	Capt. Griffith	111 01
Here I Am	Capt. Griffith	115 11

Painful Accident to Capt. Tice

John T. Tice, Esq., of this place, captain of the canal boat “Nellie & Davie,” while preparing his boat for unloading at Cushwa’s wharf, this morning, was struck on the head, shoulder and breast by the falling arm of a derrick, and for a brief time rendered unconscious. He was conveyed to his residence, and Dr. D. T. Leshner summoned, who rendered necessary aid. His injuries are painful though not serious. – Williamsport, *Transcript*.

Arrival of the Pay Boat

The canal steam packet “Maryland” arrived here this morning about 11 o’clock in charge of Mr. Mulvaney, who paid the men off from Sir John’s Run up. Messrs. Baughman and Gambrill having left at that place. The total amount of money distributed was \$9,000, which is for the month of March alone.

DT, Mon. 7/18/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 956 to 967 inclusive, left

this port up to 3 o'clock p.m. today (July 18, 1887):

J. P. Agnew & Co. – To Georgetown		
T. L. Holbrook	Capt. Snyder	110 15
A. G. Johnson	Capt. Reid	106 15
W. Thompson	Capt. Lichty	106 05
Missouri	Capt. Ardinger	109 09
F. Williams	Capt. Swagger	101 00
W. F. Creighton	Capt. Price	108 10
H. Hanekamp	Capt. Fields	104 17
Borden Co. – To Georgetown		
Oxford	Capt. Hassett	118 03
W. F. Hassett	Capt. Hassett	106 13
Consolidation Co. – To Georgetown		
Thames River	Capt. Gatrell	110 15
C. D. Warfield	Capt. Pierce	109 14
To Williamsport:		
Victor	Capt. Hudson	101 16

DT, Tue. 7/19/87, p. 4. **Coal Yard Trestling Gives Way.** – Last night about nine o'clock the people living in the vicinity of Goodman's alley were startled by hearing a loud crash. The matter being looked up, it was found that the trestling upon which coal cars are run to be dumped, had fallen in, in the yard of Street Supervisor Morris, precipitating two loaded coal hoppers to the yard beneath, smashing the timbers and bending the sides of the cars which belong to the Consolidation Coal Company. The trestling was much decayed and the only wonder is that the accident had not occurred long ago. This smash up has caused an investigation to be made of the other trestling in the vicinity, and owners of the coal yards along that neighborhood have found in many instances that the timbers sadly need renewing. Constant use and age having rotted them until they are unsafe. This warning was very timely as it will prevent a serious accident from being chronicled, in the future.

Canal Commerce

The following boats, with way bills numbered from 970 to 976 inclusive, left this port up to 3 o'clock p.m. today (July 19, 1887):

J. P. Agnew & Co. – To Georgetown		
Potomac	Capt. Barger	107 17
Harry Wagner	Capt. James	106 19
Ollie V.	Capt. Mitchell	106 05
J. K. Shaw	Capt. Bender	109 01
Consolidation Co. – To Georgetown		
T. H. Gibbs	Capt. Gatrell	106 07
W. S. Jacques	Capt. Gatrell	109 13
Borden Co. – To Georgetown		
Walter Beall	Capt. Griffith	111 02

Down the Canal

The S.S. Peter and Paul's band, after their reception of the officials of the Davis Road last evening, went on board a steam tug and proceeded down the canal on an excursion, returning about half past ten o'clock.

To Meet Tomorrow Night

A meeting of all persons interested in the future of the Chesapeake and Ohio canal will be held at the council chamber, City Hall, tomorrow evening at eight o'clock. Important business will be transacted.

Death of an Old Citizen

An old gentleman, who has, for several years past, been a resident of this city, passed peacefully away at his late residence, on Green street, last night. Mr. John B. Meier, the gentleman in question, was born in Germany in 1805, hence was in his eighty-second year. He came to this country in 1842 and settled in Everett, Pennsylvania. Not being satisfied with that region, he removed to this city, after a few years, and obtained employment on the Chesapeake and Ohio canal, since which time he has remained in this city. Mr. Meier was a man of sterling character, and, with his honesty of purpose and uprightness of character, gained the respect and esteem of all who

knew him. He leaves a widow and four grown children to mourn his loss. The funeral took place today, the interment being at the German Lutheran cemetery.

DT, Wed. 7/20/87, p. 1. **Canal Commerce**
The following boats, with way bills numbered from 978 to 992 inclusive, left this port up to 3 o'clock p.m. today (July 20, 1887):

J. P. Agnew & Co. – To Georgetown		
W. H. Cooper	Capt. Pierce	106 08
Theodore	Capt. Smith	105 17
W. B. Lloyd	Capt. Murray	105 11
Emma Mertens	Capt. Keesucker	105 05
A. H. Bradt	Capt. Mose	106 17
Judge Douglas	Capt. Grooms	102 05
Giles Heath	Capt. Dolan	106 13
Consolidation Co. – To Georgetown		
G. M. Winship	Capt. Gatrell	109 00
L. P. Read	Capt. Mullen	109 07
W. R. Lewis	Capt. Bender	106 16
To Williamsport:		
S. M. Hamilton	Capt. Sterling	88 15
Frankie & Fanni	Capt. McCardell	105 13
McK Steffey	Capt. McKelvey	104 19
Lutie & Monie	Capt. Shupp	107 17
Borden Co. – To Georgetown		
Percy	Capt. Hassett	108 18

The Canal Meeting

The canal meeting at the City Hall tonight should be attended by all interested in the prosperity of Cumberland. That the welfare of our city is closely bound up in that of the canal has been so often called to the attention its readers by the *Times*, that it would seem almost a work of supererogation to reiterate it here, but the subject is one of such vital importance that, far from offering apology for dwelling on the matter, we feel that we should be delinquent in our duty toward the people whose happiness and prosperity we have so much at heart, were we to neglect to raise our voice when the imperiled livelihoods of many of our honest

and hard-working fellow-citizens are already crying aloud for help.

We may be accused of sensationalism, of manufacturing dangers to supply a dearth of journalistic texts, of being mere alarmists and of other motives of like nature, but we know our own sentiments on the subject, and we think we know those of the great mass of citizens of Allegany on the subject also; but be that as it may, we have enlisted in the campaign, for the war; we have come to stay, and stay we will until some definite action is taken which shall remove the feeling of apprehension and uncertainty now unsettling the business interests of the community.

Subjects of great importance will be considered at the meeting; not the least among them will be the approaching canal convention at Rochester, N.Y. The interest taken by the Empire State in canal affairs is both encouraging and important, as it shows that the largest, wealthiest, most populous and progressive of the Atlantic States does not regard canals as effete industries, and that she by no means admits the assertion by certain enemies that their day of usefulness has gone by.

By reason of her commanding influence in the business affairs of the nation, New York will do much by her stand taken in favor of the preservation of cheap and safe transportation. Much valuable information will, doubtless, be developed at the convention concerning canals of the present day, and the best method of insuring their success and extension.

Allegany county is especially interested in being intelligently represented in this convention, and her delegates should be men of thorough sympathy with its objects and who, by their known character, would guarantee to our people substantial benefit by their participation in the proceedings at Rochester.

The meeting tonight is not a partisan or factional one in any sense, but a gathering in which every citizen, whatever his creed, belief or politics, can feel and should feel himself equally interested. Let there be a full turnout, therefore, and the demonstration of public feeling on this most important topic be such that the dullest ear cannot fail to hear or the most stolid intellect to comprehend.

News, Wed. 7/20/87, p. 3. **A Week's Coal Trade** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, July 16, 1887, were 54,492 tons, and for the year to date 1,655,161 tons, an increase of 694,130 tons as compared with the corresponding period of 1886. The coal was shipped as follows: To Baltimore and Ohio Railroad – Week, 39,212 tons; year, 1,384,191 tons; an increase 621,612 tons. To Pennsylvania Railroad – Week, 9,498 tons; year, 159,696 tons; increase, 21,221 tons. Chesapeake & Ohio Canal – week, 7,782 tons; year, 111,274 tons; increase, 57,297 tons.

DT, Thu. 7/21/87, p. 4. **CANAL MEETING LAST NIGHT** – Quite a number of persons interested in the welfare of the Chesapeake and Ohio canal met in the council chamber of the City Hall last evening to reorganize the Union for the Improvement of the Canals of the State of Maryland, and to select delegates to attend the convention in Rochester, N. Y., on the 28th of this month.

Col. Alfred Spates called the meeting to order, stated what its objects were, and expressed the opinion that before long people would awake to the importance of giving the water-way their energetic support. After which the following gentlemen were made officers: T. L. Patterson was made president, G. L. Wellington and Col. Horace

Resley, vice presidents, and E. Shriver, secretary.

Mr. Wellington then addressed the meeting and in an able discourse, touched upon the points of vital import to the canal, and its successful future. He said the meeting was called to take some step for the Chesapeake and Ohio canal's salvation, and specifically, with a view to sending a delegation to Rochester. In answer to a question as to what was to be accomplished by this step, he would reply that the Erie canal had been laboring under the same difficulties as our canal, and it seemed that if we send a delegation from this section to present our case, a bond of sympathy will at once be formed and draw us together. The list of vice-presidents of the Rochester convention includes a number of Congressmen from New York State. If we acquaint these gentlemen with the existence and condition of our canal, we will be enabled to gain their sympathy. Then let us hold a mass-meeting and arouse the people and let the people of the district demand at the hands of their Congressman, whoever he may be, that he directs his energies toward securing as appropriation for the canal. If Congress can give money to little attenuated streams, about as important as our Dry Run, they can extend aid to a waterway running into the National Capital. We may do something in this direction.

Upon motion the following gentlemen were selected as delegates to attend the convention in Rochester. All reside in Cumberland except Mr. O'Conner: R. D. Johnson, Frederick Mertens, G. L. Wellington, P. W. Avirett, Alfred Spates, W. T. Coulehan, Hon. T. G. McCulloh, W. F. Cowden, William Young, Felix Bareis and P. O'Connor (Mt. Savage).

Col. Avirett offered a resolution to the effect that the meeting, through W. F. Cowden, whom he named as corresponding secretary, communicate with the friends of

the canal in Frederick, Washington and Garrett counties, inviting them to unite with Allegany in sending delegates to Rochester.

Mr. Wellington moved to amend by adding Garrett and the District of Columbia, and the resolution, as amended, was adopted.

Some further remarks were made by those present. Col Spates said that sooner or later the question of saving the canal must come before Congress.

Mr. Wellington said he had no faith in securing aid from the State, first, because the constitution prohibited it; and second, because, owing to the fact that the people of the Eastern Shore and Baltimore City are not interested in the canal, a large sentiment in the State is against it. He thought, however, something might be accomplished when the new constitution was framed; after which the meeting adjourned, subject to the call of the president.

The One Thousandth Boat

The one thousandth boat left the wharf this morning laden with coal, for Georgetown. This day last year only six hundred and six had been consigned, an increase this year over last of four hundred and one.

Canal Commerce

The following boats, with way bills numbered from 993 to 1007 inclusive, left this port up to 3 o'clock p.m. today (July 21, 1887):

J. P. Agnew & Co. – To Georgetown		
W. B. Lloyd	Capt. Murray	105
		11
Alleghany	Capt. Dixon	105
		17
Eva	Capt. Schopper	111
		16
S. Kroon	Capt. Ryan	88 18
A. Kroon	Capt. Ryan	105
		05
A. J. Clark	Capt. Kerns	104

		02
A. H. Stump	Capt. Helgoth	104
		16
Park Agnew	Capt. Crampton	106
		06
Consolidation Co. – To Georgetown		
M. B. Mayfield	Capt.	107
	Zimmerman	05
G. L. Sheriff	Capt. Cartwright	107
		09
Allan	Capt. Swain	105
Campbell		19
G. S. Reid	Capt. Mullen	109
		07
To Williamsport:		
Little Walter	Capt. Ardinger	105
		13
D. W. Malotte	Capt. Harris	103
		08
Mary	Capt. Tice	106
		06

DT, Fri. 7/22/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 1008 to 1020 inclusive, left this port up to 3 o'clock p.m. today (July 22, 1887):

J. P. Agnew & Co. – To Georgetown		
Libby	Capt. Manning	106 00
Nile	Capt. Kimble	110 00
Ernst & Holland	Capt. Fields	97 13
J. H. Parrott	Capt. Hassett	106 17
Samuel Henry	Capt. Repp	105 15
Mary Mertens	Capt. Conrad	105 18
G. A. Hoffman	Capt. Shipley	106 03
A. B. Turner	Capt. Weaver	104 00
Consolidation Co. – To Georgetown		
Jos M Wheatly	Capt. Lytton	107 09
G. S. French	Capt. Gannon	102 18
Charles Darrow	Capt. Engle	106 19
Chas. R. White	Capt. Stride	107 00
To Williamsport:		
Nellie & Davie	Capt. Patton	105 05

H&TL, Thu. 7/21/87, p. 3. **Heat Kills A Horse** – On Monday Noah Thomas, of

Keedysville district, was returning from Snyder's warehouse, on the Chesapeake and Ohio Canal, with a six-horse wagon load of coal. When he had gotten about halfway between Sharpsburg and Keedysville a young horse, valued at two hundred dollars, dropped dead from the effects of heat.

ES, Thu. 7/21/87, p. 4. **Affairs in West Washington – Grain Receipts** – Canal boat Maryland arrived with 3,300 bushels of corn and 700 bushels of wheat for G. T. Dunlop.

DT, Sat. 7/23/87, p. 4. **Canal Commerce**
The following boats, with way bills numbered from 1021 to 1026 inclusive, left this port up to 3 o'clock p.m. today (July 23, 1887):

J. P. Agnew & Co. – To Georgetown		
Detroit	Capt. Harper	106 06
C. W. Ridley	Capt. Riley	106 06
Benj. Vaughn	Capt. Sigler	105 10
A. M. White	Capt. Read	104 18
Youghioghney	Capt. Castle	105 17
Consolidation Co. – To Williamsport		
M. A. Shupp	Capt. Shupp	105 02

A Boom for the Canal

The West Virginia Central Railroad will next week commence shipping coal to the Eastern market via the Chesapeake and Ohio canal. This may call into service more boats and boatmen, and will boom things along that waterway to a certain extent.

ES, Sat. 7/23/87, p. 1. **Affairs in West Washington.** – Canal Trade – Canal boat Round Top arrived with 500 barrels of Round Top cement for J. G. & J. M. Waters.

DT, Mon. 7/25/87, p. 4. **Canal Commerce**
The following boats, with way bills numbered from 1027 to 1037 inclusive, left this port up to 3 o'clock p.m. today (July 25, 1887):

George's Creek Co. – To Georgetown

A. Wood	Capt. Atwell	103 10
P. L. Burwell	Capt. Clendening	101 14
Jas M. Schley	Capt. Artz	105 00
Muskingum	Capt. Cramer	110 17
Consolidation Co. – To Georgetown		
Z. Williams	Capt. Mose	111 02
Sallie Burwell	Capt. Price	109 11
To Williamsport:		
Victor	Capt. Kelley	104 03
Lutie & Monie	Capt. Shupp	110 16
Ruby	Capt. Sterling	86 04
Borden Co. – To Georgetown		
R. P. Mason	Capt. Hassett	108 16
Mary L. Miles	Capt. Hassett	110 02

DT, Tue. 7/26/87, p. 4. **BIG BREAKS IN THE CANAL** – The bank of clouds that had gathered in the Southern horizon from which flashes of lightning could be seen at short intervals, and the continuous roll of thunder heard pealing through the sky last evening, spent its force along the canal in the region of the Fourteen-mile level, and made things lively, for people and things. At about half-past seven o'clock the rain came down in torrents and continued to pour until far into the night. It was one of the most terrific storms of rain that has ever visited that section of country. Great gutters were washed out in the roads and creeks nearly dry were turned into torrents.

Early this morning some boatmen discovered that a great gap had been washed out in the side of the canal, on the Fourteen-mile level near the Big Pool, washing away the embankment for a distance of seventy-five feet and tearing out the bottom to the depth of seven feet.

A mile and a-half further down, there is another break, the dimensions of which could not be ascertained.

The rain damaged the culvert and made some further inroads not worth mentioning. These particulars are all that can be obtained up to time of going to press.

Other damage is apprehended, but to what extent is not known.

The boats now in the basin will be loaded at once and sent as far as practicable down the canal, in order that services of the men may be obtainable to assist in repairs. This unfortunate accident will result in an impediment to the traffic of from ten days to two weeks.

First Shipments Over the Canal

The first shipments of coal over the canal from the West Virginia coal fields were made today. Canal boats *Ivan*, Capt. Malotte, and *Eugene*, Capt. Teach, carrying the cargo, which was consigned to Stonebraker & Embrey, at Williamsport.

Gone to Rochester

Mr. W. F. Cowden left on the 2:30 train for the Canal convention, to be held at Rochester, N. J., on the 28th inst. Mr. Cowden will go via Huntington, and the *Times* will keep its readers informed as the convention progresses with the business.

Ceased Shipping Over the Canal

The Maryland Coal Company's office, on South Mechanic street, has been closed. The books and papers packed and forwarded to the head office in New York. This action is due to a decision to stop shipping over the canal. All shipments hereafter will be by rail.

Canal Commerce

The following boats, with way bills numbered from 1038 to 1047 inclusive, left this port up to 3 o'clock p.m. today (July 26, 1887):

George's Creek Co. – To Georgetown		
L. L. Blake	Capt. Reid	110 01
J. P. Agnew	Capt. Eaton	114 12
A. Greenless	Capt. Shives	112 15
C. W. Miller	Capt. Colbert	110 11
John Spencer	Capt. Renner	109 05

Geo. Sherman	Capt. Myers	114 18
Consolidation Co. – To Georgetown		
G A McIlhenny	Capt. Harper	117 01
James B. Thomas	Capt. Spong	109 18
To Williamsport:		
Frankie & Fannie	Cap McCardell	110 12
Borden Co. – To Georgetown		
Lafayette	Capt. Griffith	116 16

DT, Wed. 7/27/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 1048 to 1053 inclusive, left this port up to 3 o'clock p.m. today (July 27, 1887):

George's Creek Co. – To Georgetown		
E. A. King	Capt. Mills	111 18
Jas Z. Williams	Capt. Reynolds	112 13
Josephine Barroll	Capt. Penner	113 12
J. P. Agnew & Co. – To Georgetown		
Geo. W. Wallis	Capt. Mills	113 16
Elk Garden Co. - To Williamsport:		
Ivan	Capt. Malott	112 04
Borden Co. – To Georgetown		
D. Armstrong	C. Marmaduke	115 12

News, Wed. 7/27/87, p. 3. **A Week's Coal Trade**

- The shipments from the mines of the Cumberland coal region for the week ended Saturday, July 23, 1887, were 59,532 tons, and for the year to date 1,714,692 tons, an increase of 678,082 tons as compared with the corresponding period of 1886. The coal was shipped as follows: To Baltimore and Ohio Railroad – Week, 44,711 tons; year, 1,428,902 tons; an increase 608,452 tons. To Pennsylvania Railroad – Week, 7,215 tons; year, 166,911 tons; increase, 20,625 tons. Chesapeake & Ohio Canal – week, 7,606 tons; year, 118,880 tons; increase, 49,007 tons.

DT, Thu. 7/28/87, p. 1. **CLOSE OF THE CONVENTION – Unanimous for Little Vic**

– The chair then declared nominations for Comptroller in order, and upon motion it was determined to have the roll called by

counties, and to have each delegation announce its nominee. When the first county, Allegany, was called, Mr. J. N. Willison, amidst great applause, nominated L. Victor Baughman. Michael Bannon also nominated Baughman. The First and Second legislative districts also nominated Mr. Baughman, and Mr. John Gill, Jr., then moved that the further calling of the roll be dispensed with, and moved that Mr. Baughman be nominated by acclamation. There were a dozen seconds to the motion, and it prevailed, the galleries joining in the enthusiasm.

L. Victor Baughman

Col. Baughman was born in Frederick, in 1845, and is a son of the late J. W. Baughman, who as editor and proprietor of the Frederick "Citizen" attracted much attention throughout the war by his earnest advocacy of the Southern cause. His bold criticism of the conduct of the war led to his banishment to the South. Col. Baughman, though then a youth, became a member of Company D, First Maryland Confederate Cavalry, and served with credit throughout the war. He was captured at the battle of Moorefield, and was for nine months a prisoner at Camp Chase. After being paroled at the close of the war he returned to Frederick and was engaged for several years in reconstructing the fortunes of the "Citizen." During that period, he was deputy register of wills under Mr. S. G. Cockey. In 1870, he went to New York and entered the law office of Lowe & Morgan, remaining there until 1872, when he went home to take the direction of the "Citizen" on the death of his father.

He has always taken active interest in politics, not only in the county and State contests, but also in national campaigns, having spoken with success in West Virginia and Ohio. Under his leadership, the Democrats carried Frederick county in 1885, notwithstanding the fact that Frederick had

been considered a Republican stronghold. In 1884 he was elected president of the Chesapeake and Ohio canal by the board of public works, and his administration of its affairs has been remarkably successful, having paid off about \$100,000 of back debts, besides repairing the great damages done by the freshets in the Spring of 1886. His efforts to do justice to the canal men has made him very popular among them. On September 23, 1886, he was nominated for Congress in the Sixth District against Louis E. McComas, and succeeded in reducing that gentleman's majority of 1884 by over 1,200 votes.

Ibid, p. 4. **The Poor Old Canal**

The canal is fighting the recent storms like the veteran she is, but last night a weak spot was found by King Storm, below the breaks recently reported and situated along the 14-mile level. Fifty feet by 12 is the size of it and the work of repairing has been already commenced. No additional delay in traffic will result as far as is known.

Canal Commerce

The following boats, with way bills numbered from 1054 to 1062 inclusive, left this port up to 3 o'clock p.m. today (July 28, 1887):

George's Creek Co. – To Georgetown		
Katie	Capt. Eaton	111 01
E. P. Cohill	Capt. Gannon	113 03
Juniata	Capt. Little	117 07
Borden Co. – To Georgetown		
Harry & Ralph	Capt. Griffith	110 07
Altair	Capt. Hassett	113 19
Elk Garden - To Williamsport:		
Eugene	Capt. Teach	112 00
Consolidation Co. – To Georgetown		
Geo A. Pearre	Capt. Moore	106 10
John Miller	Capt. Moore	112 19
N. C. Read	Capt. Dunnigan	108 13

H&TL, Thu. 7/28/87, p. 3. **The Canal Damaged Again** – On Monday night the heavy rains caused two large breaks in the towpath of the Chesapeake and Ohio Canal, one of the fourteen-mile level at the Big Pool and the other at Cherry Run, about a mile below. They are about sixty feet in length and extend to the bottom of the canal. It is believed that it will require two weeks work to repair the damage and a correspondingly long interruption will result to navigation.

DT, Fri. 7/29/87, p. 1. **Will Have to Wait for Boats** – The last empty boat was filled yesterday and sent down the canal, which clears the docks here. Until the breaks in the canal are repaired and the up boats now delayed on the lower side are allowed to come on up, no shipments can be made. This explains the small list in the canal trade in another column.

Canal Commerce

The following boats, with way bills numbered from 1063 to 1064 inclusive, left this port up to 3 o'clock p.m. today (July 29, 1887):

George's Creek Co. – To Georgetown
Susquehanna Capt. Stickel 110 02
J. H. Milstead Capt. Roof 114 01

Sun, Sat. 7/30/87, p. 6. **Damage to the Canal** – According to the reports received by President Baughman today, the damage on the fourteen-mile level of the Chesapeake and Ohio canal, between Hancock and Williamsport, from the effects of the recent heavy rains, is of a much more serious nature than first reported. One break at Big Pool is seventy-five feet and the other eighty feet long, and below the bottom of the canal. One-half of the towpath for one hundred and fifty yards has slipped in. The walls of both culverts at McCoy's ferry are almost completely undermined, and the culvert is

liable, it is stated, to fall at any moment. The branch culvert at the same place is also badly damaged. A large number of men have been put to work, with necessary carts, &c., and it is hoped that the damage can be sufficiently repaired to enable the resumption of navigation in about ten days. Col. Baughman expects to go up to the break tomorrow and personally see that everything is done that can be done to expedite the work.

News, Mon. 8/1/87, p. 3. **The Latest**
Baltimore *Herald*: - The real inwardness of Baughman's seeming indifference for the Comptrollership is this – he wants to name his successor, Capt. James McSherry, as president of the Chesapeake and Ohio Canal. Other leaders in Western Maryland prefer Mr. Talbott, of Montgomery county.

News, Tue. 8/2/87, p. 3. Col. L. Victor Baughman, of this city, president of the Chesapeake and Ohio canal, and the Democratic candidate for Comptroller, arrived at Hagerstown late Saturday night and registered at the Baldwin House. Sunday morning, he left for the Big Pool, the scene of the recent heavy break in the canal.

ES, Tue. 8/2/87, p. 3. **Affairs in West Washington – Grain Receipts** – Canal boat Maryland arrived with 800 bushels of corn and 1,300 bushels of wheat for G. T. Dunlop.

DT, Wed. 8/3/87, p. 4. **THE BREAKS IN THE CANAL.** – The sensational story circulated by a morning paper, to the effect that water will be turned into the canal today, is without foundation. Inquiry at the canal office today developed the fact that water will not be turned into the canal until next Monday, and that it will be the middle

of next week before navigation can be resumed. The flood of July 25th made a break in the ditch at Earnstville seventy-five feet long and ten feet below the bottom of the canal. Work was commenced on Wednesday of last week, Mr. Samuel Sterling being in charge. Picks, shovels and carts had to be secured. Over fifty men with fifteen carts were put to work, and as much as fifteen hundred cartloads of dirt were placed in the break each day. Although the weather was excessively warm, the men drove along without a murmur, and by Tuesday morning the work was finished.

The break at the big pool was one hundred feet long and ten feet below the bottom of the canal. Over fifty men, under James Hughes, with twenty-three carts, started on the work, and by this evening everything will be finished. The sink on the towpath, some distance below the Club House, extends for over one hundred and fifty yards. About fifty men, under James Anderson and Peter Kelly, from this city, have charge of the work, and by tomorrow morning it will be completed.

The road culvert at McCoy's Ferry was undermined to such an extent that serious fears were entertained as to its being able to hold the water. The flooring was washed out and both walls damaged to an alarming extent. Mr. Solomon Troup, with over forty men, was stationed at this point. It will require some time to finish the work. The branch culvert at the same point is also badly damaged. President Baughman and Mr. Gambrill have their headquarters at the Club House. It will require some time to repair the towpath and washouts which have occurred at different points.

The boatmen with their mules have been given the preference in securing workmen, and the most perfect order and system have been adopted at all points. Superintendent Mulvaney has the entire work in charge. President Baughman has

been here in person, visiting each of the points where the men have been at work. Secretary Gambrill left on Tuesday, and will return tomorrow ready to pay off the men engaged in the breaks.

The work has been pushed with great energy, and the delay in navigation will be from twelve to fifteen days. This has been a surprise to not only boatmen but to every one along the line, as many supposed the work would require at least a month. It is stated that the entire cost of the damage will be between \$5,000 and \$6,000.

No boats are at the Cumberland port to load and it will probably be Saturday one week before navigation is actively resumed, notwithstanding the active and well-directed work of repairs.

News, Wed. 8/3/87, p. 3. **A Week's Coal Trade** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, July 30, 1887, were 56,784 tons, and for the year to date 1,771,476 tons, an increase of 657,430 tons as compared with the corresponding period of 1886. The coal was shipped as follows: To Baltimore and Ohio Railroad - Week, 44,957 tons; year, 1,473,859 tons; increase 594,677 tons. To Pennsylvania Railroad - Week, 7,361 tons; year, 174,272 tons; increase, 21,419 tons. Chesapeake & Ohio Canal - week, 4,466 tons; year, 123,345 tons; increase, 41,334 tons.

ES, Wed. 8/3/87, p. 1. **Affairs in West Washington.** - Repairing Canal Breaks - The breaks in the 14-mile level of the Chesapeake and Ohio Canal have been of a most serious character. President Baughman has been on the ground visiting each of the points where the men have been at work making repairs. The work has been pushed with great energy, and the delay in navigation will be from twelve to fifteen days. It will require some time to repair the

towpath and washouts which have occurred at different points.

Coal trade on the Canal – For the week ended last Saturday, 4,466 tons of coal were shipped from the Cumberland coal regions by the Chesapeake and Ohio Canal, and for the year to that date 123,345 tons were shipped, an increase of 41,334, as compared with last year.

H&TL, Thu. 8/4/87, p. 3. **Repairing the Canal Breaks.** - A Cherry Run correspondent of the Baltimore *Sun* gives the following information concerning the recent damages to the canal and their repair. The correspondence is dated August 2.

"The flood here on the 25th ultimo, was unprecedented, and great damage was done to fencing and roads throughout this section. The sawmill below Green Spring Furnace was completely destroyed, and the road leading to the culvert was made impassable. The break at Ernstville was seventy-five feet long and ten feet below the bottom of the canal. Work was commenced on Wednesday of last week, Mr. Samuel Sterling being in charge. Picks, shovels and carts had to be secured. Over fifty men with fifteen carts were put to work, and as much as fifteen hundred cart-loads of dirt were placed in the break each day. Although the weather was excessively warm, the men drove along without a murmur, and by Tuesday morning the work was finished. The break at the big pool was one hundred feet long and ten feet below the bottom of the canal. Over fifty men, under James Hughes, with twenty-three carts started on the work, and by Wednesday evening everything will be finished. The sink on the towpath, some distance below the Club House, extends for over one hundred and fifty yards. About fifty men under Jas. Anderson and Peter Kelly, from Cumberland, had charge of this work and by Thursday morning it will be completed. The

road culvert at McCoy's ferry was undermined to such an extent that serious fears were entertained to its being able to hold the water. The float ring was washed out and both walls damaged to an alarming extent. Mr. Solomon Troop, with over forty men was sent at this point. It will require some time to finish the work. The branch culvert at the same point is also badly damaged. The water was let into the canal from dam No. 6 on Tuesday night.

DT, Fri. 8/5/87, p. 4. **Navigation on the C. & O. Canal** – In Hagerstown yesterday Colonel Baughman speaking of the canal said: "The work on the bridge at the big pool on the Chesapeake and Ohio Canal was completed last night. The water was turned in night before last, but it will be several days before the pool is full enough for navigation. Boats will commence loading in Cumberland next Wednesday."

And that settles it.

ES, Fri. 8/5/87, p. 4. **Affairs in West Washington – The Repairs to the Canal** – President Baughman, of the Chesapeake and Ohio Canal, who was at Hagerstown yesterday, stated that the work on the bridge at the big pool on the Chesapeake and Ohio Canal was completed Wednesday night. The water was turned in Tuesday night, but it will be several days before the pool is full enough for navigation. Boats will commence loading in Cumberland next Wednesday.

Grain Receipts – Schooner Lizzie Regan arrived from Alexandria today with 1,100 bushels of wheat for G. T. Dunlop.

DT, Mon. 8/8/87, p. 4. **The Canal Shipments** – It was reported in a daily paper – not the *Times* – that shipments by the canal would be resumed today. Inquiry at the canal office today by a *Times* reporter elicited the information that shipments will

not be resumed until Thursday or Friday next. Meanwhile, the boats are on their way up and it is expected that by Wednesday a large lot of them will be in the basin.

ES, Mon. 8/8/87, p. 4. **Affairs in West Washington.** – Grain Receipts. – Canal boat Maryland arrived with 2,800 bushels of corn and 1,000 bushels of wheat for G. T. Dunlop. Canal boat Wheatley Brothers arrived with 1,700 bushels of corn, 350 bushels of wheat, 500 bushels of oats and 5 tons of rye straw for J. G. & J. M. Waters.

DT, Wed. 8/10/87, p. 4. **The Canal Shipments** – The Consolidation Coal Company and the West Virginia Central Railway Co., each sent out two boats yesterday being the first to clear this port since the recent breaks. A *Times* reporter, as usual, went to the canal office today to get the regular report, but the office was closed, and as far as could be learned no boats cleared today. Shipments by the George's Creek and Borden companies will likely begin tomorrow.

News, Wed. 8/10/87, p. 3. **A Week's Coal Trade** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, Aug. 6, 1887, were 52,196 tons, and for the year to date 1,823,672 tons, an increase of 641,686 tons as compared with the corresponding period of 1886. The coal was shipped as follows: To Baltimore and Ohio Railroad – Week, 38,392 tons; year, 1,512,251 tons; an increase 582,979 tons. To Pennsylvania Railroad – Week, 13,074 tons; year, 187,346 tons; increase, 28,512 tons. Chesapeake & Ohio Canal – week, 730 tons; year, 124,075 tons; increase, 30,195 tons.

DT, Thu. 8/11/87, p. 1. **Canal Commerce** The following boats, with way bills numbered from 1084 to 1086 inclusive, left

this port up to 3 o'clock p.m. today (Aug. 11, 1887):

Consolidation Co. – To Georgetown		
W. J. Walker	Capt. Bowers	111 02
Wm. King	Capt. McCoy	116 05
To Williamsport:		
W. H. Loy	Capt. Woltz	108 19

DT, Fri. 8/12/87, p. 4. **Canal Commerce** The following boats, with way bills numbered from 1087 to 1098 inclusive, left this port up to 3 o'clock p.m. today (Aug. 12, 1887):

Consolidation Co. – To Georgetown		
James Goddard	Capt. Pennell	113 14
G. M. Winship	Capt. Murphy	114 15
B. C. Barroll	Capt. Taylor	111 19
S. M. Storm	Capt. Huff	113 19
John Leitch	Capt. Hill	115 16
To Williamsport:		
McK Steffey	Capt. McKelvey	114 05
Mary	Capt. Tice	113 18
Nellie & Davie	Capt. Patton	113 18
George's Creek Co. – To Georgetown		
Mississippi	Capt. Linaburg	116 18
M. B. Winship	Capt. Yost	110 13
Potomac	Capt. Barger	113 03
T. L. Holbrook	Capt. Snyder	113 00

Sun, Fri. 8/12/87, p. 1. **Col. Baughman Accepts** – Col. L. Victor Baughman, the democratic nominee for the office of comptroller of the State treasury, sent the following letter of acceptance today to the committee appointed to notify him of his nomination:

“Frederick City, Md., Aug. 11. –
 Honorable Robert F. Brattan, Col. H. K. Douglass, Hon. Michael Bannon. –
 Gentlemen: I have received your letter of the 29th ultimo, formally notifying me that I have been unanimously nominated by the democratic State convention a candidate for comptroller of the treasury. Pressing public duties have prevented me from acknowledging its receipts at an earlier date.

“The position of comptroller of the treasury is one which I did not seek and did not desire. The convention has, however, seen fit to nominate me. That nomination was made with a unanimity which leaves me no excuse to decline. I am constrained through a sense of loyalty to the party and of obedience to the voice of its representatives to accept the nomination.

“I shall therefore enter with all my energy into the campaign, and bear my full share of its labors and responsibilities.

“If the choice of the convention shall be sanctioned by the votes of the people, I pledge myself to a faithful and scrupulously exact administration of the duties of the office.

“I indorse with the most emphatic approval the selection of Hon. E. E. Johnson as candidate for Governor, and the selection of Hon. Wm. Pinkney Whyte for attorney-general, and I cordially adopt the platform of principles formulated by the convention. I am, very respectfully.

“L. Victor Baughman.”

Col. Baughman has been closely occupied during the past several months with matters pertaining to the affairs of the Chesapeake and Ohio canal and other duties. He will leave with his family tomorrow for Long Branch, and go thence to Saratoga, for the purpose of obtaining needed recreation and rest.

DT, Sat. 8/13/87, p. 1. **Canal Commerce**
The following boats, with way bills numbered from 1099 to 1111 inclusive, left this port up to 3 o'clock p.m. today (Aug. 13, 1887):

Consolidation Co. – To Georgetown		
A. L. Miller	Capt. Piper	111 05
Daniel Linkin	Capt. McDonald	109 03
To Williamsport:		
Lutie & Monie	Capt. Shupp	110 15
S. M. Hamilton	Capt. Sterling	92 15
W. O. Bowser	Capt. Havermale	107 02

M. A. Shupp	Capt. Shupp	111 08
George's Creek Co. – To Georgetown		
A. J. Clark	Capt. Kerns	113 08
Emma Mertens	Capt. Keesucker	112 12
Iowa	Capt. Davis	110 00
J. E. Dyer	Capt. Matters	114 09
Giles Heath	Capt. Dolan	112 14
Elk Garden Co. – To Georgetown		
Plough Boy	Capt. Kenney	111 07
Borden Co. – To Georgetown		
Herald	Capt. Griffith	114 05

DT, Mon. 8/15/87, p. 1. **Canal Commerce**
The following boats, with way bills numbered from 1112 to 1123 inclusive, left this port up to 3 o'clock p.m. today (Aug. 15, 1887):

Consolidation Co. – To Georgetown		
Geo. S. French	Capt. Gannon	109 03
Geo. S. Reiman	Capt. Sorrell	111 16
W. R. Lewis	Capt. Bender	109 01
T. K. Stewart	Capt. Penner	110 06
Thames River	Capt. Gatrell	111 16
Chas. F. Mayer	Capt. Reed	111 08
To Williamsport:		
D. W. Malotte	Capt. Woltz	109 19
Victor	Capt. Hudson	104 19
Beulah	Capt. Crow	107 09
W. H. Loy	Capt. Anderson	107 18
W. Va. C. & P. R. R. Co. – To Williamsport		
Ivan	Capt. Malotte	106 19
J. P. Agnew & Co. – To Georgetown		
A. H. Stump	Capt. Helgoth	113 00

Sun, Mon. 8/15/87, p. 4. **Our Canal Interests** – Ever since the days of George Washington, when dykes and dams and slack-water navigation of the Potomac river gave place to the canal project, the people of Maryland have had a deep interest in all that concerns this important western waterway. Before the days of railroad and steam power, the towpath was the great highway towards which the rising and competing commercial centres of the country looked for reaching the virgin soil and forests and mineral

wealth of the interior, and more especially of the great grain-producing regions of the West. In those days Pittsburg was in the far West, so that when the Chesapeake and Ohio Canal got to Cumberland, Md., near the coal fields, the first stage of one of the greatest national works of the period had been reached. The achievement was a great one, and its consummation had enlisted the capital and the energy of the State, supplemented by very material help from the sister State of Virginia and the District of Columbia. The interest of Maryland in the canal amounts today to many millions of dollars, to say nothing of private interests of our own people or the holdings of our neighbors. Unfortunately for canals, however, and for those who had put their money in such works, the development of these lines reached an encouraging stage just about the time that railroads with their more rapid transportation facilities began to demonstrate that the canal boat and the mule would have to stand aside for the locomotive. No one now is competent to fully appreciate the distress which followed the wreck of hopes built upon canal development; thus, rudely shattered by the newer and better mode of transportation. But the spirit of Maryland did not quail before the crisis which presented itself. The emergency was promptly met by embarking with as liberal hands in railroad enterprises as had hitherto characterized our people in regard to the canal, but it involved a strain which was felt by the second or third generation of those who have succeeded the resolute pioneers. Ever since that time canal stocks and bonds have been a very heavy weight in Maryland; yet hope has continued in spite of years of default that at some time the Chesapeake and Ohio Canal could be made and kept as a "living, going concern." Life has been preserved by one mode or another from time to time, and there are many good reasons why the work should be

maintained as a going concern; but there is no doubt that another crisis in the affairs of the canal has been reached which will call very soon for prompt and decisive action by the people of Maryland. It is well known that the \$500,000 of repair bonds of 1878 have all been sold to meet emergencies arising within the past nine years, and that while the bonds of 1844 were in the nature of bottomry bonds, and a lien only on the revenues of the canal, these new repair bonds are a lien on the corpus of the work, and default in two successive payments of interest will warrant the holders in foreclosing. It is understood that the bulk of the new bonds is held by a single banking firm. The floating debt of the canal is yet \$30,000, although \$146,000 of similar indebtedness has been paid within the past two or three years. The State and other stockholders have long ceased to hope for any returns from their investments, and interest payments on the 1844 bonds have been long suspended. The questions, therefore, narrow down to consideration of how long the concern can run on its own bottom; how far can it pay its current expenses and meet the interest on the bonds which pledge the corpus of the work, and what are its resources for meeting disasters, liable to come at any time from freshets? The subject forces itself upon the consideration of the people of the State and their representatives, and it would be well for us all to realize the fact and consider carefully, on the eve of possible action, what it would be best to advise or to do when the time for decisive action arrives, as it must arrive now very shortly. There are several solutions, among them the sale of the canal; but to whom would it be the interest of Maryland to sell; the lease of the work, which is not encouraging in view of a similar experiment with the Susquehanna and Tidewater canals; its conversion into a free water highway maintained by taxation,

as the Erie Canal is in New York State; but will the State of Maryland submit to taxation for such a purpose? These are all considerations which the near future is bound to bring forward; they are of prime importance to the whole people of the State, who will, no doubt, in some form or other have to deal with them in a conclusive way, and they should be well weighed, as we have said, before the time for action arrives.

DT, Tue. 8/16/87, p. 1. **Canal Commerce**

The following boats, with way bills numbered from 1125 to 1135 inclusive, left this port up to 3 o'clock p.m. today (Aug. 16, 1887):

Consolidation Co. – To Georgetown		
T. H. Gibbs	Capt. Gatrell	113 13
C. D. Warfield	Capt. Pierce	112 18
Elbe River	Capt. Swain	110 14
To Williamsport:		
Theo. L. Butts	Capt. Homsley	100 02
Margie Grove	Capt. McCardell	116 11
R	Capt. Ensminger	103 19
C. R. Gregory	Capt. Grooms	114 15
J. P. Agnew & Co. – To Georgetown		
A. G. Johnson	Capt. Reid	109 16
J. K. Shaw	Capt. Bender	110 11
W. Va. C. & P. R. Co. – To Georgetown		
Salina	Capt.	107 15
Zimmerman		
To Williamsport:		
Eugene	Capt. Teach	107 00

DT, Wed. 8/17/87, p. 1. **Canal Commerce**

The following boats, with way bills numbered from 1136 to 1154 inclusive, left this port up to 3 o'clock p.m. today (Aug. 17, 1887):

Consolidation Co. – To Georgetown		
W. S. Jacques	Capt. Gatrell	113 14
G. M. Winship	Capt. Gatrell	113 10
J. P. Hewitt	Capt. Swain	111 18
L. P. Read	Capt. Mullen	113 12
J. Maury Dove	Capt. Malone	111 01
H. Roussell	Capt. Swain	111 04

Allan Campbell	Capt. Swain	108 15
L. P. Hieston	Capt. Brubaker	111 04
To Williamsport:		
Kate Hassett	Capt. Castle	111 06
Little Walter	Capt. Ardinger	113 12
S. M. Hamilton	Capt. Sterling	92 12
Mary	Capt. Tice	112 00
J. P. Agnew & Co. – To Georgetown		
A. Kroon	Capt. Ryan	96 14
J W Thompson	Capt. Bear	109 02
River Nile	Capt. Kimble	114 17
Susanne	Capt. Bowers	109 04
W. Va. C. & P. R. Co. – To Georgetown		
Dakota	Capt. Eaton	109 12
M. M. Burgess	Capt.	107 03
Zimmerman		

To Williamsport:		
Dr. A. Shank	Capt. Gerhart	111 19

Ibid, p. 4. **Cumberland Coal Trade**

The shipments from the mines of the Cumberland coal region for the week ended August 13, 1887, were 66,645 tons, and for the year to date 1,890,317 tons, an increase of 631,569 tons as compared with 1886. The shipments to the Baltimore and Ohio railroad and local points were, for the week, 52,324 tons; for the year, 1,554,575 tons, an increase of 578,202 tons as compared with last year. The shipments to the Pennsylvania railroad were for the week, 10,434 tons; year, 197,780 tons, an increase of 32,132 tons as compared with last year. The shipments to the Chesapeake and Ohio canal, for the week were 3,887 tons; year, 127,962 tons, increase over last year, 21,235 tons.

DT, Thu. 8/18/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 1155 to 1172 inclusive, left this port up to 3 o'clock p.m. today (Aug. 18, 1887):

Consolidation Co. – To Georgetown		
Z. Williams	Capt. Mose	113 14
R. A. Driver	Capt. Drenner	113 07

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F. O. Beckett	Capt. Benner	111 19
W J Stephenson	Capt. Moore	110 14
Geo. L. Sheriff	Capt. Cartwright	115 08
To Williamsport:		
Lutie & Monie	Capt. Shupp	110 19
M. A. Shupp	Capt. Shupp	111 05
Ruby	Capt. McCardell	90 07
Missouri	Capt. Ardinger	113 13
D	Capt. Little	111 01
McK Steffey	Capt. McKelvey	112 15
J. P. Agnew & Co. – To Georgetown		
F. Williams	Capt. Swagger	108 08
Alleghany	Capt. Dixon	109 16
W. B. Lloyd	Capt. Murray	110 11
Delaware	Capt. Callan	113 02
Eva	Capt. Schopper	112 10
Theodore	Capt. Smith	110 00
W. Va. C. & P. R. R. Co. – To Williamsport		
Ivan	Capt. Malotte	111 09

H&TL, Thu. 8/18/87, p. 3. **Death of Ex-Judge Gordon** – Hon. Josiah H. Gordon dropped dead near his residence on Prospect street, Cumberland, on Saturday evening while out walking with his wife. His death was caused by apoplexy and was very unexpected, although he had been in failing health for some time. He was nearly seventy-two years of age and a native of Pennsylvania, from which state he came to Maryland in 1838 and worked at his trade of wheelwright on the line of the Chesapeake and Ohio canal.

DT, Fri. 8/19/87, p. 4. **Canal Commerce**
The following boats, with way bills numbered from 1173 to 1191 inclusive, left this port up to 3 o'clock p.m. today (Aug. 19, 1887):

Consolidation Co. – To Georgetown		
W H C Bayley	Capt. Hebb	113 07
Geo. Bogus	Capt. Hebb	112 17
A. P. Mayfield	Capt. Benner	111 03
C W Adams	Capt. Jackson	115 09
Charles Mann	Capt. Moore	111 00

To Williamsport:		
T. J. Shiflet	Capt. McAnenny	113 07
Victor	Capt. Hudson	110 16
W O Bowser	Capt. Havermale	115 02
Frank & Jessie	Capt. Smith	111 18
Judge Douglas	Capt. Grooms	111 01
J. P. Agnew & Co. – To Georgetown		
M C W Boyer	Capt. Tingstum	110 11
J. W. Veale	Capt. Weaver	111 13
R. H. Jones	Capt. Weaver	110 03
Burke Spencer	Capt. Bowers	109 10
W F Crighton	Capt. Price	114 08
John Spencer	Capt. Renner	106 09
G. N. Shuman	Capt. Bowers	110 10
Borden Co. – To Four Locks		
Oxford	Capt. Newkirk	114 12
W. Va. C. & P. R. R. Co. – To Georgetown		
G F Smith	Capt. Pierce	111 16

ES, Fri. 8/19/87, p. 4. **Affairs in West Washington – Grain Receipts** – Canal boat Loudoun arrived with 2,500 bushels of corn and 1,500 bushels of wheat for G. T. Dunlop. Canal boat Col. Victor Baughman arrived with 3,000 bushels of corn for G. T. Dunlop. Schooner Kitty Ann arrived with 1,600 bushels of wheat for G. T. Dunlop.

DT, Sat. 8/20/87, p. 1. **Canal Commerce**
The following boats, with way bills numbered from 1192 to 1209 inclusive, left this port up to 3 o'clock p.m. today (Aug. 20, 1887):

Consolidation Co. – To Georgetown		
Charles Darrow	Capt. Engle	113 13
To Williamsport:		
W. H. Loy	Capt. Anderson	109 19
M. E. Grove	Capt. McCardell	113 08
D. W. Malotte	Capt. Woltz	111 13
Enterprise	Capt. Patton	111 15
Capella	Capt. Mosier	114 15
Nellie & Davie	Capt. Patton	112 01
Frankie & Fannie	Capt. McCardell	114 17
Jos M Wheatly	Capt. Lytton	107 09
George's Creek Co. – To Georgetown		

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Sarah Kroon	Capt. Cramer	110 04
Benj. Vaughn	Capt. Sigler	114 02
J. H. Reid	Capt. Snyder	102 06
W. H. Cooper	Capt. Pierce	110 05
Samuel Henry	Capt. Alison	114 09
A. M. White	Capt. Reed	112 15
H. Wagner	Capt. James	113 14
A. Greenless	Capt. Manning	114 15
W. Va. C. & P. R. R. Co. – To Georgetown		
S. M. Reitzell	Capt. Snyder	106 17

DT, Mon. 8/22/87, p. 1. **Canal Commerce**
The following boats, with way bills numbered from 1210 to 1228 inclusive, left this port up to 3 o'clock p.m. today (Aug. 22, 1887):

Consolidation Co. – To Georgetown		
Josephine	Capt. Penner	114 18
Barroll		
Charles R	Capt. Stride	113 09
White, Jr.		
W. J. Walker	Capt. Bowers	113 07
Jos Z. Williams	Capt. Reynolds	114 13
N. C. Read	Capt. Whitney	111 18
E. A. King	Capt. Mills	113 06
L. W. Guinand	Capt. Neal	112 03
William King	Capt. McCoy	114 05
To Williamsport:		
C. R. Gregory	Capt. Grooms	108 01
Mary	Capt. Tice	110 05
McK Steffey	Capt. McKelvey	114 02
Cowton &	Capt. O'Neal	115 13
Tilghman		
R. P. Mason	Capt. Mouse	113 03
J. P. Agnew & Co. – To Georgetown		
Ollie V.	Capt. Mitchell	109 10
H. Hanekamp	Capt. Hager	113 00
W. J. Booth	Capt. Taylor	112 13
Youghiogheny	Capt. Castle	116 12
W. Va. C. & P. R. R. Co. – To Georgetown		
Ivan	Capt. Malotte	107 14
Eugene	Capt. Teach	110 03

DT, Tue. 8/23/87, p. 1. **Canal Commerce**
The following boats, with way bills numbered from 1230 to 1235 inclusive, left

this port up to 3 o'clock p.m. today (Aug. 23, 1887):

J. P. Agnew & Co. – To Georgetown		
C. W. Ridley	Capt. Riley	110 02
G. W. Wallis	Capt. Mills	112 09
J. P. Agnew	Capt. Eaton	113 01
Consolidation Co. – To Georgetown		
James B.	Capt. Spong	109 09
Thomas		
To Williamsport		
Lutie & Monie	Capt. Shupp	113 08
S M Hamilton	Capt. Sterling	94 15

Ibid, p. 4. **Good News for Canal Employees** – The canal employees along the line of the canal and in this city, will probably be paid off next week.

ES, Tue. 8/23/87, p. 4. **Affairs in West Washington – Grain Receipts** – Canal boat David Knode arrived with 4,000 bushels of wheat and 4 tons of hay for J. G. and J. M. Waters. Schooner Kitty Ann arrived from Alexandria yesterday with 1,500 bushels of wheat for G. T. Dunlop.

DT, Wed. 8/24/87, p. 1. **Canal Commerce**
The following boats, with way bills numbered from 1236 to 1258 inclusive, left this port up to 3 o'clock p.m. today (Aug. 24, 1887):

Consolidation Co. – To Georgetown		
G. W. Barroll	Capt. Murphy	111 15
James Goddard	Capt. Pennell	112 18
L. R. Fechtig	Capt. Kinsel	111 13
G A McIlhenny	Capt. Harper	113 13
Sallie Burwell	Capt. Price	114 09
A. L. Miller	Capt. Piper	109 19
Geo. S. Reiman	Capt. Sorrell	113 00
Daniel Linkin	Capt. McDonald	111 00
V	Capt. Little	110 04
To Williamsport:		
R	Capt. Ensminger	105 14
Little Walter	Capt. Ardinger	112 19
Victor	Capt. Hudson	107 02
M. A. Shupp	Capt. Shupp	111 16

George's Creek Co. – To Georgetown		
Savannah	Capt. Morrison	112 16
E. P. Cohill	Capt. Gannon	114 03
J. M. Schley	Capt. Artz	113 05
M. Mertens	Capt. Conrad	113 11
Mississippi	Capt. Linaburg	113 00
Ernst & Holland	Capt. Payne	109 05
J. H. Milstead	Capt. Roof	113 16
W. Va. C. & P. R. R. Co. – To Georgetown		
Nita K. Phelps	Capt. Malone	108 11
Here I Am	Capt. Sensel	111 19
To Hancock		
Cigarette	Capt. Sensel	107 15

Sun, Wed. 8/24/87, p. 6. Mr. Stephen Gambrill, secretary and treasurer of the Chesapeake and Ohio Canal, has returned from Saratoga. His brother-in-law, Senator Gorman, will remain away until about September 1.

Cumberland Coal Shipments

The shipments from the mines of the Cumberland coal region for the week ended Saturday, Aug. 20, 1887, were 64,391 tons, and for the year to that date 1,955,308 tons, an increase of 625,188 tons as compared with the corresponding period of last year. The coal was shipped as follows: To Baltimore and Ohio Railroad – Week, 44,666 tons; year, 1,609,241 tons; increase 567,957 tons. Pennsylvania Railroad – Week, 8,833 tons; year, 206,613 tons; increase, 36,321 tons. Chesapeake & Ohio Canal – week, 11,491 tons; year, 139,454 tons; increase, 20,310 tons.

ES, Thu. 8/24/87, p. 4. **Affairs in West Washington – Grain Receipts** – Canal boat Beulah arrived with 4,200 bushels of wheat for G. T. Dunlop.

DT, Thu. 8/25/87, p. 1. **Canal Commerce** The following boats, with way bills numbered from 1259 to 1278 inclusive, left

this port up to 3 o'clock p.m. today (Aug. 25, 1887):

George's Creek Co. – To Georgetown		
P. L. Burwell	Capt.	105 16
	Clendening	
Park Agnew	Capt. Weaver	41 07
C. W. Miller	Capt. Colbert	110 15
W T Coulehan	Capt. Crampton	112 15
A. J. Clark	Capt. Kerns	111 19
A. B. Turner	Capt. Weaver	106 14
Geo. Sherman	Capt. Myers	110 16
G. A. Hoffman	Capt. Shipley	109 02
W. D. L.	Capt. McMullen	108 11
Walbridge		

Consolidation Co. – To Georgetown		
T. K. Stewart	Capt. Penner	111 17
M. B. Mayfield	Capt.	112 18
	Zimmerman	
Chas. F. Mayer	Capt. Reed	115 11
John Leitch	Capt. Hill	117 16
W. R. Lewis	Capt. Bender	111 12
To Williamsport:		
Garnett Snyder	Capt. Shaffer	113 18
W. O. Bowser	Capt. Havermale	118 08
Ruby	Capt. McCardell	90 19
Nellie & Davie	Capt. Patton	113 12
W. Va. C. & P. R. R. Co. – To Georgetown		
Mattie	Capt. Davis	110 00
To Williamsport:		
Eugene	Capt. Teach	106 01

ES, Fri. 8/25/87, p. 5. **Affairs in West Washington.** – Grain Receipts. – Canal boat Beulah arrived with 4,200 bushels of wheat for G. T. Dunlop.

DT, Fri. 8/26/87, p. 4. **Canal Commerce** The following boats, with way bills numbered from 1279 to 1292 inclusive, left this port up to 3 o'clock p.m. today (Aug. 26, 1887):

Consolidation Co. – To Georgetown		
Geo. S. French	Capt. Gannon	106 19
John Miller	Capt. Moore	115 10
Geo. A. Pearre	Capt. Moore	107 07
L. P. Read	Capt. Mullen	113 14

To Williamsport:

Judge Douglas	Capt. Grooms	114 09
Enterprise	Capt. Patton	112 02
Frankie &	Capt. McCardell	112 08
Fannie		
D. W. Malotte	Capt. Woltz	111 00
George's Creek Co. – To Georgetown		
A. H. Stump	Capt. Helgoth	107 00
Muskingum	Capt. Zellers	110 07
Giles Heath	Capt. Hart	107 13
Potomac	Capt. Barger	114 17
L. L. Blake	Capt. Reid	110 04
Kittie	Capt. Eaton	108 01

ES, Fri. 8/26/87, p. 1. **Affairs in West Washington – Grain Receipts** – Canal boat Maryland arrived with 1,400 bushels of corn for J. G. and J. M. Waters.

DT, Sat. 8/27/87, p. 4. **Canal Commerce**
The following boats, with way bills numbered from 1294 to 1317 inclusive, left this port up to 3 o'clock p.m. today (Aug. 27, 1887):

George's Creek Co. – To Georgetown		
Juniata	Capt. Little	109 00
M. B. Winship	Capt. Yost	105 02
A. Wood	Capt. Atwell	103 14
D. A. Lowe	Capt. McCann	106 09
J. E. Dyer	Capt. Matters	105 14
Susquehanna	Capt. Stickel	103 01
Iowa	Capt. Davis	103 15
Missouri	Capt. Ardinger	105 12
A. Kroon	Capt. Ryan	108 15
J. K. Shaw	Capt. Bender	108 13
Consolidation Co. – To Georgetown		
Amazon	Capt. Ingram	112 14
B. R. Mayfield	Capt. Ingram	112 03
J. P. Hewitt	Capt. Swain	114 03
G. M. Winship	Capt. Gatrell	113 18
To Williamsport:		
M. E. Grove	Capt. McCardell	112 09
Lutie & Monie	Capt. Shupp	112 02
T. L. Butts	Capt. Hornsley	101 02
W. H. Loy	Capt. Anderson	110 15
Mary	Capt. Tice	110 10

W. Va. C. & P. R. R. Co. – To Georgetown		
Isabella	Capt. Nuse	106 02
Little Rob	Capt. Nuse	107 10
Lafayette	Capt. Shaffer	106 12
J. A. Garfield	Capt. Myers	105 11
To Williamsport:		
Ivan	Capt. Malotte	100 12

Sun, Sat. 8/27/87, p. 6. Col. Baughman will start on a pay trip over the Chesapeake and Ohio canal from Georgetown to Cumberland during the coming week. The month for which the employees will be paid will be April and May, and the sum to be distributed will amount to about \$20,000.

ES, Sat. 8/27/87, p. 8. **Affairs in West Washington – Grain Receipts** – Canal boat Seneca arrived yesterday with 1,500 bushels of wheat and 1,000 bushels of corn.

DT, Mon. 8/29/87, p. 1. **Canal Commerce**
The following boats, with way bills numbered from 1318 to 1334 inclusive, left this port up to 3 o'clock p.m. today (Aug. 29, 1887):

George's Creek Co. – To Georgetown		
Emma Mertens	Capt. Keesucker	109 04
T. L. Holbrook	Capt. Snyder	106 17
River Nile	Capt. Kimble	110 09
A. H. Bradt	Capt. Mose	109 04
A. M. White	Capt. Reed	110 17
Samuel Henry	Capt. Allison	105 02
W. B. Lloyd	Capt. Murray	105 11
Judge Douglas	Capt. McCarty	105 19
Consolidation Co. – To Georgetown		
Thames River	Capt. Gatrell	112 09
T. H. Gibbs	Capt. Gatrell	111 03
W. S. Jacques	Capt. Gatrell	112 13
Z. Williams	Capt. Mose	111 12
S. M. Storm	Capt. Hoff	115 02
To Williamsport:		
S. M. Hamilton	Capt. Sterling	93 02
Victor	Capt. Hudson	107 11
C. R. Gregory	Capt. Grooms	110 06
Eugene	Capt. Teach	107 12

Ibid, p. 4. **Good Shipments**

Last week's shipments by canal were the heaviest for the season of 1887, there being 109 boats cleared, carrying 11,963 tons 12 cwt. of coal. The West Virginia Central is shipping a fair amount by canal; their trade by canal for August will aggregate over 3,000 tons.

ES, Mon. 8/29/87, p. 5. **Affairs in West Washington – Reckless Shooting Up the River** – Yesterday afternoon several ladies and gentlemen on a canal boat which was opposite the Potomac Landing were compelled to seek refuge in the cabin from bullets being fired from pistols on the Virginia side of the Potomac. It is said that more than one bullet struck the boat.

DT, Tue. 8/30/87, p. 1. **Canal Commerce**
 The following boats, with way bills numbered from 1336 to 1347 inclusive, left this port up to 3 o'clock p.m. today (Aug. 30, 1887):

George's Creek Co. – To Georgetown		
A. G. Johnson	Capt. Reid	108 06
W. Thompson	Capt. Lichty	106 07
Theodore	Capt. Smith	109 04
Benj. Vaughn	Capt. Sigler	104 11
Suwanee	Capt. Bowers	108 13
J W Thompson	Capt. Bear	109 14
John Spencer	Capt. Renner	102 19
W. Va. C. & P. R. R. Co. – To Georgetown		
Detroit	Capt. Harper	106 09
Dr. Shank	Capt. Gerhart	106 19
Consolidation Co. – To Williamsport		
Unexpected	Capt. Shaffer	110 09
M. A. Shupp	Capt. Shupp	112 09
Omega	Capt. Sanborn	109 18

DT, Wed. 8/31/87, p. 4. **Canal Commerce**
 The following boats, with way bills numbered from 1348 to 1363 inclusive, left this port up to 3 o'clock p.m. today (Aug. 31, 1887):

Consolidation Co. – To Georgetown

H. Roussell	Capt. Swain	114 02
R. C. Barroll	Capt. Taylor	111 09
R. A. Driver	Capt. Drenner	112 15
C. D. Warfield	Capt. Pierce	113 00
W. J. Stephenson	Capt. Moore	111 00
L. P. Hieston	Capt. Brubaker	108 11
To Williamsport:		
Frankie & Fannie	Capt. McCardell	112 10
W. O. Bowser	Capt. Havermale	109 13
T. J. Shiflet	Capt. McAnenny	114 05
Nellie & Davie	Capt. Patton	112 00
George's Creek Co. – To Georgetown		
Harry & Ralph	Capt. Fields	106 05
Frank & Jessie	Capt. Smith	110 12
Walter Beall	Capt. Manning	109 00
Allegheny	Capt. Dixon	105 02
Herald	Capt. Taylor	105 00
Salina	Capt. Zimmerman	108 17

Cumberland Coal Trade

The shipments from the mines of the Cumberland coal region for the week ended August 27, 1887, were 65,598 tons, and for the year to date 2,021,266 tons, an increase of 617,374 tons as compared with 1886. The shipments to the Baltimore and Ohio railroad and local points were, for the week 44,598 tons; for the year 1,653,840 tons, an increase of 553,360 tons as compared with last year. The shipments to the Pennsylvania railroad were for the week, 9,237 tons; year 215,851 tons, an increase of 44,226 tons as compared with last year. The shipments to the Chesapeake and Ohio canal, for the week were 12,122 tons; year, 151,575 tons; increase over last year, 19,789 tons.

ES, Wed. 8/31/87, p. 5. **Affairs in West Washington – The Coal Shipments** – During the week ended last Saturday 12,122 tons of coal were shipped from the

Cumberland region by the Chesapeake and Ohio Canal, and during the year 151,576 tons were shipped.

Grain Receipts – Canal boat Wheatley Bros. arrived with 4,000 bushels of corn for J. G. and J. M. Waters.

DT, Thu. 9/1/87, p. 1. **Canal Commerce**
The following boats, with way bills numbered from 1365 to 1377 inclusive, left this port up to 3 o'clock p.m. today (Sept. 1, 1887):

Consolidation Co. – To Georgetown		
F. O. Beckett	Capt. Benner	111 03
W. J. Walker	Capt. Bowers	107 05
Elbe River	Capt. Swain	103 17
To Williamsport:		
Little Walter	Capt. Ardinger	111 15
D. W. Malotte	Capt. Woltz	108 16
Lutie & Monie	Capt. Shupp	106 11
R	Capt. Ensminger	102 03
R. P. Mason	Capt. Mouse	112 06
George's Creek Co. – To Georgetown		
M. E. Hall	Capt. Leopold	105 03
A. Greenless	Capt. Manning	105 04
Dakota	Capt. Eaton	106 19
Pilot Boy	Capt. Bowers	105 18
W. Va. C. & P. R. R. Co. – To Georgetown		
Plough Boy	Capt. Kenney	107 12

Ibid, p. 4. **The August Canal Trade**
Collector Edward's official report of the trade on the canal for August, shows that 293 boats, carrying 32,302 tons of coal, cleared from this port on the canal. The revenue was about \$11,000. The month was the heaviest of the present year, June having come nearest with 31,000 tons. The West Virginia Central company shipped 3,000 tons last month. The shipments during August were materially affected by the break, as about 24,000 tons were sent out during two weeks, and at that ration the month's clearances should have reached 50,000 tons. If no accidents occur it is thought this year's shipments will reach

300,000 tons. A private dispatch from President Baughman received today says that his pay boat will be here tonight. About \$20,000 will then be disbursed on account of April and May.

Pay for April and May, 1887

The steam packet "Maryland" will arrive here not later than 6 o'clock this evening. President L. V. Baughman, Paymaster Gambrill and Accountant Ayers are on board, accompanied by Hon. Lloyd Lowndes, Postmaster Willison and Superintendent Mulvaney. Messrs. Lowndes and Willison having joined the party at North Branch, and Superintendent Mulvaney at Williamsport. Paymaster Gambrill will commence paying off as soon as the boat arrives, but it is not likely he can complete the list till morning.

ES, Thu. 9/1/87, p. 4. **Affairs in West Washington.** – Grain Receipts. – Canal boat Col. L. Victor Baughman arrived with 4,200 bushels of corn for G. T. Dunlop. Canal boat Beulah arrived with 600 bushels of corn and 3,600 bushels of wheat for G. T. Dunlop. Canal boat Loudoun arrived with 1,600 bushels of wheat for G. T. Dunlop.

DT, Fri. 9/2/87, p. 4. **The Pay Trip on the Canal** – The packet "Maryland" arrived on the canal yesterday evening about six o'clock and anchored at the basin wharf. There were on board President Baughman, Paymaster Gambrill, Accountant Ayers, J. B. Whiteside, Esq., of Laurel, Masters Stephen and Arthur Gambrill, Hon. Lloyd Lowndes, Postmaster Willison and Supt. Edward Mulvaney.

In conversation with a representative of this paper, yesterday evening, President Baughman said about \$22,000 had been distributed on the trip in payments of the rolls for April and May, and \$4,000 for the recent breaks near Sir John's Run. This

money was out of the actual earnings of the canal for the present season. If no further accidents occurred, President Baughman said, he thought the canal could pay its actual operating expenses for the year. The future of the canal, he said, was a matter he was not able to say much upon. Now was the time for the coal companies to come forward, however, if they wanted it kept alive. New boats must be built. The present carrying capacity was taxed to its utmost limits, so far as boats was concerned.

Concerning his successor as president of the canal, in the event of his election as Comptroller, Col. Baughman said he had not given the matter any thought. He would hold the office himself until the first of January, when he expected to be sworn in as Comptroller. One point, however, he was decided upon, and that was that the president of the canal ought to come from Western Maryland.

Col. Baughman and party went East at 1:50 this morning. The Colonel expects to open the Democratic State campaign in this county in a few days from now.

Canal Commerce

The following boats, with way bills numbered from 1378 to 1393 inclusive, left this port up to 3 o'clock p.m. today (Sept. 2, 1887):

George's Creek Co. – To Georgetown		
B. Spencer	Capt. Bowers	104 17
J. P. Agnew	Capt. Eaton	105 03
Delaware	Capt. Callan	105 03
G. N. Shuman	Capt. Bowers	104 19
Pilot Boy	Capt. Bowers	105 18
M. C. Boyer	Capt. Lingstum	100 19
E. R. Ladew	Capt. Knode	104 15
Sarah Kroon	Capt. Cramer	102 15
Consolidation Co. – To Georgetown		
J. Maury Dove	Capt. Malone	105 18
Josephine	Capt. Penner	106 16
Barroll		
To Williamsport:		

Ruby	Capt. McCardell	86 16
Margie E. Grove	Capt. McCardell	108 18
Mary	Capt. Tice	105 16
W. H. Loy	Capt. Anderson	108 14
W. Va. C. & P. R. R. Co. – To Williamsport		
Ivan	Capt. Malotte	102 16
Eugene	Capt. Teach	108 05

ES, Fri. 9/2/87, p. 3. **Affairs in West Washington – Canal Employees Paid Off** – The canal pay boat, with President Baughman, Paymaster Gambrill, Accountant Ayers and Mr. Whiteside, of Laurel, arrived at Cumberland last night. During the trip the employees were paid off for April and May, 1887, and about \$21,000 was disbursed.

DT, Sat. 9/3/87, p. 1. **Low Water in the C. & O. Canal** – Rain is badly needed here; the water is so low in the canal that boats can scarcely leave port. The tug Emma Mertens is kept busy towing the boats out from Basin wharf. Late yesterday evening, the “Delaware,” Captain Callan, carrying 105 tons of coal for Georgetown, stuck in the mud near the Johnson Milling company’s mill, and could not be pulled out by the joint exertion of the tug and 12 mules until much of the coal was taken out.

Canal Commerce

The following boats, with way bills numbered from 1394 to 1414 inclusive, left this port up to 3 o'clock p.m. today (Sept. 3, 1887):

Consolidation Co. – To Georgetown		
Geo. L. Sheriff	Capt. Cartwright	109 08
Allan Campbell	Capt. Swain	104 14
W. King	Capt. McCoy	108 18
Jos M Wheatly	Capt. Lytton	107 00
Charles Mann	Capt. Moore	106 11
W. H. C. Bayley	Capt. Hebb	107 17
C. W. Adams	Capt. Jackson	108 16

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To Williamsport:

Unexpected	Capt. Shaffer	109 12
Victor	Capt. Hudson	101 02
M. A. Shupp	Capt. Shupp	107 01
C. R. Gregory	Capt. Lucas	108 11
Enterprise	Capt. Woltz	107 02
McK Steffey	Capt. McKelvey	112 02
Capella	Capt. Mosier	108 16
Katie Hassett	Capt. Castle	106 12

George's Creek Co. – To Georgetown

Eva	Capt. Schopper	107 17
Elberon	Capt. Pierce	100 11
W. H. Cooper	Capt. Pierce	106 00
G	Capt. Hine	103 07
Fred Williams	Capt. Swagger	102 09

W. Va. C. & R. Co. – To Williamsport

Jacob Bender	Capt. Shipley	106 13
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DT, Mon. 9/5/87, p. 1. **Canal Commerce**

The following boats, with way bills numbered from 1415 to 1428 inclusive, left this port up to 3 o'clock p.m. today (Sept. 5, 1887):

Consolidation Co. – To Georgetown

E. A. King	Capt. Mills	107 08
N. C. Read	Capt. Dunnigan	107 05
A. P. Mayfield	Capt. Benner	105 06
Jos Z. Williams	Capt. Reynolds	102 08
W. R. Lewis	Capt. Bender	103 11
Zadock	Capt. Moore	104 10

Williams

Geo. Bogus	Capt. McGruder	99 08
A. L. Miller	Capt. Piper	99 17

To Williamsport:

W. O. Bowser	Capt. Havermale	104 19
Nellie & Davie	Capt. Patton	104 05

J. P. Agnew & Co. – To Georgetown

Harry Wagner	Capt. James	106 00
Mississippi	Capt. Linaburg	105 04

W. Va. C. & R. Co. – To Georgetown

M. M. Burgess	Capt. Zimmerman	101 00
G. F. Smith	Capt. Pierce	97 17

DT, Tue. 9/6/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 1429 to 1439 inclusive, left this port up to 3 o'clock p.m. today (Sept. 6, 1887):

George's Creek Co. – To Georgetown

C. W. Ridley	Capt. Riley	100 15
J. H. Parrott	Capt. Mose	100 02
A. J. Clark	Capt. Kerns	100 00
Youghiogeny	Capt. Castle	102 00
J. H. Reid	Capt. Ensminger	102 09
Potomac	Capt. Barger	100 13
J. H. Milstead	Capt. Roof	101 19

Consolidation Co. - To Williamsport

Theo. L. Betts	Capt. Horsley	96 13
D. W. Malotte	Capt. Woltz	101 13
J. M Schley	Capt. Artz	100 16
Frankie & Fannie	Capt. McCardell	100 00

DT, Wed. 9/7/87, p. 1. **A Delightful**

Moonlight Barge Party – A most delightful moonlight excursion was given to some of his numerous friends by Canal Collector John T. Edwards, last evening. The packet *Maryland* left the Basin wharf of the canal at half past seven o'clock, and made a safe and smooth run down the canal as far as the North Branch lock, when she was turned about and headed for home, where Mr. Edward's guests were landed about the "witching hour" of midnight. A most enjoyable time was had and the beautiful scenery along the canal was thoroughly enjoyed in the moonlight by the gay and jovial party. Refreshments were served at North Branch and on the boat as it returned.

Among those on board were: Misses Eddie and Daisy Jameson, of Westernport; Clerie Woodrow and Annie Graham, of Piedmont; Alma Dettor and Cora Cherry, of Baltimore, Md.; Clara and Emma Butler, Mary and Jennie McCormick, Maggie and Lilie Brengle, Georgia and Mai Deetz, Gertie Elder, Mollie and Fannie Brengle, Susie Norris, Ettie and Jennie Russell, Mrs. Russell, Grace Lowdermilk, Bessie Luman,

T. B. Warner, J. W. Humbird, W. H. Lowdermilk, C. C. Hedges, J. L. Griffith, and Messrs. L. P. Jamesson, P. J. Seaver, Fred Gerstell and Harry Hutson, of Piedmont, W. Va.; W. O. Hoffman, William McCarty, F. G. Luman, T. L. Coulehan, George DeWitt, Douglas and Will LeFever, Bernard Johnson, Perry Warfield, W. B. Shober, J. L. Griffith, H. H. Williamson, Frank and Eugene Williamson, Mr. Norris, C. E. Russell, E. J. Edwards and Col. Philip W. Avirett.

Mr. Edwards made a most courteous and dignified host, and the numerous chaperones were charming. The Misses Jamison, Miss Woodrow and Miss Graham spent today in the city as the guests of the Misses Russell.

Canal Commerce

The following boats, with way bills numbered from 1440 to 1459 inclusive, left this port up to 3 o'clock p.m. today (Sept. 7, 1887):

Consolidation Co. – To Georgetown		
Daniel Linkin	Capt. McDonald	97 03
L. R. Fechtig	Capt. Kinsel	97 07
G. M. Barroll	Capt. Murphy	101 07
L. W. Guinand	Capt. Neal	96 19
Chas R. White	Capt. Stride	99 14
Geo S. Reiman	Capt. Sorrell	99 11
Geo S. French	Capt. Gannon	96 02
To Williamsport:		
Marshall Wise	Capt. Griffith	98 00
M. E. Grove	Capt. McCardell	99 00
Lutie & Monie	Capt. Shupp	99 16
George's Creek Co. – To Georgetown		
J. E. Dyer	Capt. Matters	96 17
W. J. Booth	Capt. Taylor	97 07
Giles Heath	Capt. Hart	100 00
M H Creighton	Capt. Price	100 14
Samuel Henry	Capt. Alison	96 16
Borden Co. – To Georgetown		
G. Berkebile	Capt. Griffith	99 03
Jas. C. Clarke	Capt. Griffith	105 12
Antares	Capt. Griffith	74 14

W. Va. C. & P. R. R. Co. – To Georgetown		
C. F. Mayer	Capt. Reed	97 01
Ivan	Capt. Malotte	94 12

Meeting of the Canal Board

The Chesapeake and Ohio canal directors will hold a meeting, the first of June, in Baltimore on the 13th instant, at Barnum's Hotel.

News, Wed. 9/7/87, p. 3. **A Week's Coal Trade** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, Sept. 3, 1887, were 63,496 tons, and for the year to date 2,084,762 tons, an increase of 615,328 tons as compared with the corresponding period of 1886. The coal was shipped as follows: To Baltimore and Ohio Railroad – Week, 44,224 tons; year, 1,698,063 tons; an increase 546,702 tons. To Pennsylvania Railroad – Week, 9,415 tons; year, 225,266 tons; increase, 50,118 tons. Chesapeake & Ohio Canal – week, 9,857 tons; year, 161,433 tons; increase, 18,507 tons.

DT, Thu. 9/8/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 1460 to 1483 inclusive, left this port up to 3 o'clock p.m. today (Sept. 8, 1887):

George's Creek Co. – To Georgetown		
W. B. Lloyd	Capt. Murray	96 10
A. Kroon	Capt. Ryan	97 06
Muskingum	Capt. Zellers	97 05
Judge Douglas	Capt. McCarty	101 11
P. L. Burwell	Capt.	96 14
	Clendening	
Geo. A. Hoffman	Capt. Shipley	97 02
Mary Mertens	Capt. Conrad	97 09
J. W. Veale	Capt. Wolf	96 12
R. H. Jones	Capt. Weaver	96 09
Savannah	Capt. Morrison	97 06
Consolidation Co. – To Georgetown		
E. P. Cohill	Capt. Gannon	101 17

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T. K. Stewart	Capt. Penner	99 03
M. B. Mayfield	Capt. Zimmerman	92 05
Charles Darrow	Capt. Engle	99 00
Lida	Capt. Kreitzer	96 08
James Goddard	Capt. Pennell	99 04
To Williamsport:		
T. J. Shiflet	Capt. McAnenny	100 05
W. H. Loy	Capt. Anderson	95 06
Mary	Capt. Tice	99 15
R. P. Mason	Capt. Mouse	100 00
Borden Co. – To Georgetown		
Libbie	Capt. Hassett	99 12
Eva Snyder	Capt. Hassett	96 10
Cigarette	Capt. Sensel	99 15
W. Va. C. & P. R. R. Co. – To Georgetown		
Eugene	Capt. Teach	91 09

ES, Thu. 9/8/87, p. 3. **Affairs in West Washington – Grain Receipts** – Canal boat Loudoun arrived with 2,000 bushels of corn and 600 bushels of wheat for G. T. Dunlop, and with 400 bushels of wheat for J. G. and J. M. Waters. Canal boat David Knode arrived with 2,100 bushels of wheat for J. G. and J. M. Waters.

DT, Fri. 9/9/87, p. 1. **Canal Commerce**
The following boats, with way bills numbered from 1484 to 1503 inclusive, left this port up to 3 o'clock p.m. today (Sept. 9, 1887):

George's Creek Co. – To Georgetown		
Geo. Sherman	Capt. Myers	92 19
Ernst & Holland	Capt. Payne	89 01
J. K. Shaw	Capt. Bender	98 00
W. D. L. Walbridge	Capt. McMullen	91 11
A. H. Stump	Capt. Helgoth	93 07
H. Hanekamp	Capt. Mertens	93 04
A. M. White	Capt. Reed	97 01
Iowa	Capt. Davis	96 04
G. W. Wallis	Capt. Mill	97 08
Consolidation Co. – To Williamsport		
Enterprise	Capt. Bannock	97 03

Victor	Capt. Hudson	91 05
Ruby	Capt. McCardell	71 10
McK Steffey	Capt. McKelvey	95 11
Unexpected	Capt. Shaffer	91 19
R	Capt. Ensminger	89 04
Borden Co. – To Georgetown		
Altair	Capt. Hassett	91 17
E. M. Ginevan	Capt. Hassett	96 14
Percy	Capt. Hassett	91 14
W. Va. C. & P. R. R. Co. – To Georgetown		
S. M. Reitzel	Capt. Snyder	91 03
To Williamsport:		
Little Walter	Capt. Ardinger	99 02

DT, Sat. 9/10/87, p. 1. **A Day on the Canal**

Mr. R. R. Henderson gave a most pleasant excursion to many of his friends on yesterday. The steam packet *Maryland* left the basin wharf at 8:30 a. m., with the following ladies and gentlemen on board: Mr. and Mrs. T. L. Patterson, Mr. A. S. Bender, Mr. and Mrs. R. R. Henderson and Miss May Henderson, Misses Tappan, Magruder, Mary Robbins, Fannie Robbins, Louise Roman, Johnson, Plummer, Anderson, Bruce, Bell, Millholland and Thruston; Messrs. L. G. Patterson, W. O. Sprigg, W. Devecmon, J. W. Thomas, A. R. Lewis, R. Cleary, Paul Millholland and W. J. Muncaster.

The boat was in charge of Capt. Hy Detrick and no accident occurred to mar the pleasure of a perfect day. The party reached a point opposite Sir John's Run at 10:30, and considerable fun was occasioned by the crossing of the river in the small skiff. Baltimore and Ohio train No. 7 was taken from Sir John's Run, and the party reached here at 1:15 this morning.

It is spoken of as a most beautiful trip, and Mr. Henderson made a most attentive and agreeable commandant of the *Maryland* and her crew of brave men and fair women. The packet went on to Williamsport.

Canal Commerce

The following boats, with way bills numbered from 1504 to 1518 inclusive, left this port up to 3 o'clock p.m. today (Sept. 10, 1887):

George's Creek Co. – To Georgetown		
C. W. Miller	Capt. Colbert	92 17
River Nile	Capt. Kimble	98 02
M. B. Winship	Capt. Yost	88 13
Kittie	Capt. Eaton	92 17
Benj. Vaughn	Capt. Sigler	91 16
W T Coulehan	Capt. Crampton	91 16
Consolidation Co. – To Georgetown		
G A McIlhenny	Capt. Harper	96 17
To Williamsport:		
C. R. Gregory	Capt. Lucas	92 05
Nellie & Davie	Capt. Patton	91 05
M. A. Shupp	Capt. Shupp	93 15
Borden Co. – To Georgetown		
Here I Am	Capt. Griffith	96 13
Mary L. Miles	Capt. Hassett	92 19
Oxford	Capt. Hassett	94 08
W. T. Hassett	Capt. Hassett	90 10
W. Va. C. & P. R. R. Co. – To Georgetown		
Jacob Bender	Capt. Staley	93 00

Ibid, p. 4. **The Drowning in the Canal** – The mysterious drowning case on the canal at brick house level noted in this paper a day or so ago is to some degree explained by the Williamsport *Leader* of yesterday, which says: "As Captain John Tice of the canal boat Mary, was passing down the three mile level below the Tunnel, better known to boatmen as the 'brick house' level, on Saturday morning last, his boat stirred up the body of a man. From what Mr. Tice could learn of the drowned man he was an umbrella fixer and hailed from Baltimore. He had taken passage on the boat Walter Thompson, Captain Dan Lichty, while intoxicated and fell from that boat into the canal on the Wednesday night before. The body was taken from the water and buried, but nothing was found to identify him and his name is unknown."

Sun, Sat. 9/10/87, p. 4. **Low Water in the Canal** – The water in the Chesapeake and Ohio canal is so low that boats are forced to load at an average of 93 tons. The usual average is 113 tons.

ES, Sat. 9/10/87, p. 8. **Affairs in West Washington – Grain Receipts** – Canal boat Maryland arrived with 3,200 bushels of wheat and 1,200 bushels of corn for G. T. Dunlop.

DT, Mon. 9/12/87, p. 4. **Canal Commerce** The following boats, with way bills numbered from 1519 to 1537 inclusive, left this port up to 3 o'clock p.m. today (Sept. 12, 1887):

George's Creek Co. – To Georgetown		
C. W. Miller	Capt. Colbert	92 17
Deer Park	Capt. Lucas	92 11
Susquehanna	Capt. Stickel	88 12
Theodore	Capt. Smith	91 17
A. H. Bradt	Capt. Mose	92 15
J. P. Agnew	Capt. Eaton	105 02
A. G. Johnson	Capt. Reid	102 04
Juniata	Capt. Little	105 12
Consolidation Co. – To Georgetown		
John Leitch	Capt. Hill	90 02
G. M. Winship	Capt. Gatrell	100 08
L. P. Read	Capt. Mullen	91 01
To Williamsport:		
W. O. Bowser	Capt. Havermale	90 17
Frankie & Fannie	Capt. McCardell	94 01
M. E. Grove	Capt. McCardell	103 13
D. W. Malotte	Capt. Woltz	101 17
Lutie & Monie	Capt. Shupp	103 11
W. Va. C. & P. R. R. Co. – To Georgetown		
Mattie	Capt. Davis	91 10
To Williamsport		
Ivan	Capt. Malotte	100 12
Borden Co. – To Georgetown		
Mary L. Miles	Capt. Hassett	92 19

ES, Mon. 9/12/87, p. 2. **Affairs in West Washington – Grain Receipts** – Canal boat Wheatley Bros. arrived with 2,500 bushels of corn and 400 bushels of wheat for J. G. & J.M. Waters.

DT, Tue. 9/13/87, p. 1. **Canal Commerce**
The following boats, with way bills numbered from 1538 to 1549 inclusive, left this port up to 3 o'clock p.m. today (Sept. 13, 1887):

Consolidation Co. – To Georgetown		
V	Capt. Little	103 13
Thames River	Capt. Gatrell	107 15
Jas B. Thomas	Capt. Spong	102 17
To Williamsport:		
S. M. Hamilton	Capt. Sterling	91 12
Mary	Capt. Tice	106 08
Cowton & Tilghman	Capt. O'Neal	113 17
George's Creek Co. – To Georgetown		
A. Wood	Capt. Atwell	105 08
J. M. Schley	Capt. Artz	113 00
Alleghany	Capt. Dixon	114 00
Mary E. Hall	Capt. Leopold	100 18
John Spencer	Capt. Renner	103 04
W. Va. C. & P. R. R. Co. – To Williamsport		
Eugene	Capt. Teach	101 05

Ibid, p. 4. **THE FUTURE OF THE CANAL** – The president and directors of the canal met at Barnum's today, and transacted general business. Considerable interest was manifested in regard to the future of the canal, and the general feeling was that the State and general government should at least make such provision as would ensure all necessary repairs and keep the canal a living, going concern.

The low water has been the means of some loss of tonnage. The probabilities are that about three hundred thousand tons of coal will be shipped this year. Arrangements will be made to pay for the month of June about the last of this month.

ES, Tue. 9/13/87, p. 4. **Affairs in West Washington – The Canal** – A dispatch from Cumberland says two inches of rain fell there Sunday, and more last evening. This will raise the water in the canal to its customary level. The Cumberland level is already up, and boats will load as usual today.

Grain Receipts – Canal boat Beulah arrived with 4,000 bushels of wheat for G.T. Dunlop. Canal boat Col. L. Victor Baughman arrived with 4,000 bushels for G. T. Dunlop.

DT, Wed. 9/14/87, p. 1. **The Canal Meeting Yesterday** – At the canal meeting in Baltimore yesterday, a full board was present. In addition to the proceedings reported in yesterday's issue, President Baughman said: "There is a scarcity of boats on the canal, and no new ones are being built. In the uncertainty that exists concerning the future of the canal, capital will not go into new boats, and unless something is done there will not be 200 boats on the canal next year. I am in favor of the proposition to have the State and general government make such provision as will insure all the necessary repairs of the canal, and to keep it a living, going concern. By this means the canal will be saved to the great Western Maryland interest and be prevented from falling into the hands of any railroad corporation."

Canal Commerce
The following boats, with way bills numbered from 1550 to 1569 inclusive, left this port up to 3 o'clock p.m. today (Sept. 14, 1887):

George's Creek Co. – To Georgetown		
D. A. Lowe	Capt. McCann	114 03
A. Greenless	Capt. Manning	109 18
T. L. Holbrook	Capt. Snyder	115 15
W. H. Cooper	Capt. Pierce	114 12
Park Agnew	Capt. Weaver	115 04

Walter Thompson	Capt. Lichty	107 05
L. L. Blake	Capt. Reid	112 13
Emma Mertens	Capt. Keesucker	114 07
J W Thompson	Capt. Bear	110 15
Consolidation Co. – To Georgetown		
W. J. Walker	Capt. Bowers	108 09
To Williamsport:		
W. H. Loy	Capt. Anderson	104 19
Enterprise	Capt. Banzhof	109 13
Ruby	Capt. McCardell	86 15
Unexpected	Capt. Shaffer	110 09
Katie Hassett	Capt. Castle	112 12
Borden Co. – To Georgetown		
Theo Dean	Capt. Hassett	107 17
Gen Garfield	Capt. Griffith	117 06
Salina	Capt. Griffith	111 13
W. Va. C. & P. R. R. Co. – To Georgetown		
Frank & Jessie	Capt. Smith	115 16
G. F. Snyder	Capt. Eaton	109 01

News, Wed. 9/14/87, p. 3. **The C. & O. Canal** – The *Sun* has the following report of a meeting of the C. & O. Canal people in Baltimore yesterday. A meeting of the directors of the Chesapeake and Ohio Canal Company was held yesterday at Barnum’s Hotel, at which there were present Col. L. Victor Baughman, president, Messrs. Hammill, Humbird, Berret, Watkins and Dobbin, directors; C. J. M. Gwinn, counsel, Gambrill, secretary; Ayers, accountant; and Biser, superintendent of the lower division. A good deal of routine business was transacted. It was stated that the late rains have given the canal a good boating stage, and the boats can carry their full complement of 113 tons of coal. During the low water, the boats reduced their carrying to 93 and 95 tons. The canal will carry about 300,000 tons of coal this season. The June payments will be made the latter part of this month. President Baughman said: “There is a scarcity of boats on the canal, and no new ones are being built. In the uncertainty that exists concerning the future

of the canal, capital will not go into new boats, and unless something is done, there will not be 200 boats on the canal next year. I am in favor of the proposition to have the State and general government make such provision as will insure the necessary repairs of the canal, and to keep a living, going concern. By this means the canal will be saved to the great Western Maryland interest and be prevented from falling into the hands of any railroad corporation.”

ES, Wed. 9/14/87, p. 3. **Affairs in West Washington.** – Grain Receipts. – Canal boat Seneca arrived with 1,400 bushels of wheat and 1,000 of corn for G. T. Dunlop.

DT, Thu. 9/15/87, p. 1. **Canal Commerce** The following boats, with way bills numbered from 1570 to 1581 inclusive, left this port up to 3 o’clock p.m. today (Sept. 15, 1887):

Consolidation Co. – To Georgetown		
J. P. Hewitt	Capt. Swain	113 13
H. Roussel	Capt. Swain	113 19
W. S. Jacques	Capt. Gatrell	110 04
T. H. Gibbs	Capt. Gatrell	111 11
To Williamsport:		
Victor	Capt. Hudson	108 19
Nellie & Davie	Capt. Patton	113 18
Frankie & Fannie	Capt. McCardell	115 08
McK Steffey	Capt. McKelvey	111 00
George’s Creek Co. – To Georgetown		
Suwanee	Capt. Bowers	113 13
Dakota	Capt. Eaton	115 09
Borden Co. – To Georgetown		
Herald	Capt. Griffith	112 19
W. Va. C. & P. R. R. Co. – To Williamsport		
Jacob Bender	Capt. Staley	106 17

Ibid, p. 4. **The North Branch Picnic** – A very pleasant picnic, under the management of Messrs. Lewis Peacock, Charles Valentine and William Riphorn, will take place at North Branch on Saturday, the

24th inst. Good Music and dancing, and a pleasant time generally is promised. The steamers Emma Mertens and Endeavor will run between Basin Wharf and North Branch every 2 hours during the day.

H&TL, Thu. 9/15/87, p. 2. - The shipments from the mines of the Cumberland coal region for the week ended Saturday, September 10, were 66,252 tons, and for the year to that date 2,151,014 tons, an increase of 609,679 tons as compared with the corresponding period of last year. The coal was shipped as follows: To Baltimore and Ohio Railroad – Week, 46,047 tons; year, 1,744,110 tons; increase 535,731 tons. To Pennsylvania Railroad – Week, 9,079 tons; year, 234,345 tons; increase, 56,860 tons. Chesapeake & Ohio Canal – week, 11,126 tons; year, 172,559 tons; increase, 17,107 tons.

ES, Thu. 9/15/87, p. 4. **Affairs in West Washington.** – Grain Receipts. – Canal boat Loudoun arrived with 600 bushels of wheat, 100 bushels of corn, 350 bushels of rye for G. T. Dunlop. and also with 400 bushels of wheat for J. G. & J. M. Waters.

DT, Fri. 9/16/87, p. 1. **Canal Commerce**
The following boats, with way bills numbered from 1582 to 1606 inclusive, left this port up to 3 o'clock p.m. today (Sept. 16, 1887):

Consolidation Co. – To Georgetown		
J. P. Hewitt	Capt. Swain	113 13
H. Roussel	Capt. Swain	113 19
T. H. Gibbs	Capt. Gatrell	111 11
W. S. Jacques	Capt. Gatrell	110 04
R. A. Driver	Capt. Drenner	112 17
Geo A. Pearre	Capt. Moon	104 06
John Miller	Capt. Moore	112 14
F. O. Beckett	Capt. Benner	112 11
To Williamsport:		
M. A. Shupp	Capt. Shupp	114 02
Victor	Capt. Hudson	108 19

T. L. Butts	Capt. Hornsley	103 03
P	Capt. Poffenberger	109 05
Frankie & Fannie	Capt. McCardell	115 08
McK Steffey	Capt. McKelvey	111 00
L. M. Dory	Capt. Patton	113 18
J. P. Agnew & Co. – To Georgetown		
T. J. Shiflet	Capt. McAnenny	118 12
Dakota	Capt. Eaton	115 09
Suwanee	Capt. Bowers	113 13
Sarah Kroon	Capt. Cramer	112 17
G. N. Sherman	Capt. Bowers	115 12
B. Spencer	Capt. Bowers	115 11
C. R. Gregory	Capt. Lucas	113 08
Borden Co. – To Georgetown		
Elizabeth Miller	Capt. Hassett	114 11
Herald	Capt. Griffith	112 19
Elk Garden Co. – To Williamsport		
Jacob Bender	Capt. Staley	106 17

Ibid, p. 4. **Col. Baughman's Hospitality** – Messrs. Harvey S. Ladew, George Snyder and George Holzen, of this city, who visited Frederick on the occasion of the baseball match between the Cumberland and Frederick clubs, were received by Col. L. Victor Baughman, and very pleasantly and agreeably entertained at his residence. Mr. William met them at his brother's residence and drove them out to the Baughman stock farm, which is one of the finest in the State. Mr. Charles Baughman then entertained them at the Democratic Club room.

In conversation with the Republican portion of the delegation who visited Mr. Baughman's residence and were so hospitably received, the remark was made that they might be converted to vote the Democratic ticket this Fall. *The Times* hopes so, at any rate.

DT, Sat. 9/17/87, p. 4. **Canal Commerce**

Canal Trade 1887

The following boats, with way bills numbered from 1607 to 1615 inclusive, left this port up to 3 o'clock p.m. today (Sept. 17, 1887):

Consolidation Co. – To Georgetown		
Z. Williams	Capt. Mose	113 09
To Williamsport:		
Lutie & Monie	Capt. Shupp	108 12
M. E. Grove	Capt. McCardell	113 11
W. O. Bowers	Capt. Havermale	115 14
J. P. Agnew & Co. – To Georgetown		
Lafayette	Capt. Shafer	114 08
Samuel Henry	Capt. Allison	114 02
Potomac	Capt. Barger	117 19
W. Va. C. & P. R. R. Co. – To Williamsport		
Ivan	Capt. Malotte	113 00
Little Walter	Capt. Ardinger	112 05

DT, Mon. 9/19/87, p. 4. **Canal Commerce**
The following boats, with way bills numbered from 1606 to 1635 inclusive, left this port up to 3 o'clock p.m. today (Sept. 19, 1887):

George's Creek Co. – To Georgetown		
C. W. Ridley	Capt. Riley	114 10
Missouri	Capt. Ardinger	113 13
J. J. Douglas	Capt. McCarty	109 12
Ollie V.	Capt.	113 12
Zimmerman		
A. J. Clark	Capt. Kerns	111 02
Eva	Capt. Schopper	112 12
Mississippi	Capt. Linaburg	114 15
A. M. White	Capt. Reed	109 02
A. Kroon	Capt. Ryan	113 00
Consolidation Co. – To Georgetown		
Z. Williams	Capt. Mose	113 09
W. R. Lewis	Capt. Bender	109 14
To Williamsport:		
Mary	Capt. Tice	106 10
Ruby	Capt. Rohrer	82 15
W. H. Loy	Capt. Anderson	107 10
R	Capt. Ensminger	105 14
W. O. Bowser	Capt. Havermale	115 14
S. M. Hamilton	Capt. Shaw	92 17
Borden Co. – To Georgetown		
G. Berkebile	Capt. Griffith	109 04

Marshall Wise	Capt. Griffith	109 16
W. Va. C. & P. R. R. Co. – To Georgetown		
Eugene	Capt. Teach	111 19

DT, Tue. 9/20/87, p. 4. **Canal Commerce**
The following boats, with way bills numbered from 1636 to 1653 inclusive, left this port up to 3 o'clock p.m. today (Sept. 20, 1887):

George's Creek Co. – To Georgetown		
Harry Wagner	Capt. James	105 08
Muskingum	Capt. Sellers	109 01
J. H. Reid	Capt. Snyder	105 11
Highlander	Capt.	109 00
Ellenberger		
Elberon	Capt. Pear	106 19
Giles Heath	Capt. Dolan	114 01
J. H. Parrott	Capt. Nuse	112 19
G	Capt. Hine	106 19

Consolidation Co. – To Georgetown		
Jos. M Wheatly	Capt. Lytton	105 05
William King	Capt. McCoy	108 03
E. P. Cohill	Capt. Gannon	105 03
To Williamsport:		
Enterprise	Capt. Banzack	106 10
Unexpected	Capt. Shaffer	104 07
Katie Hassett	Capt. Castle	102 14
Borden Co. – To Georgetown		
D. Armstrong	Capt. McDonald	107 19
Cigarette	Capt. Sensel	108 03
W. Va. C. & P. R. R. Co. – To Georgetown		
W. H. C.	Capt. Hebb	106 07
Bayley		
C. W. Adams	Capt. Jackson	104 06

Sun, Tue. 9/20/87, p. 4. **Body Identified**

On the 3rd of September, the body of a man was found in the Chesapeake and Ohio canal, at the Brick House Level, near Orleans, Allegany county. As no one could recognize the remains they were buried on the side of the canal, but his name was supposed to be McCusker. His brother, reading in *The Sun* that a slip of paper bearing the name McCusker had been found in the dead man's pocket, went up to

Orleans, and, identifying the body, had it, with the aid of several citizens, removed on Saturday to the Catholic burying-ground at that place. The man was Mark McCusker, who left Baltimore for the West ten years ago, and had not communicated with his family since. He was forty years old, and while on his way home fell overboard from a canal boat on which he was travelling and was drowned. His mother, Mrs. Mary A. McCusker, lives in Baltimore, on McMechen street, near Pennsylvania avenue. His brother, Mr. L. C. McCusker, was a Delegate in the last Legislature of Maryland from this city.

DT, Wed. 9/21/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 1654 to 1669 inclusive, left this port up to 3 o'clock p.m. today (Sept. 21, 1887):

George's Creek Co. – To Georgetown		
Delaware	Capt. Callan	105 19
J. H. Milstead	Capt. Roof	109 14
E. R. Ladew	Capt. Knode	104 19
W. B. Lloyd	Capt. Murray	103 15
Youghioghney	Capt. Castle	109 05
P. L. Burwell	Capt.	108 15
Clendening		
Fred Williams	Capt. Dick	100 05
Consolidation Co. – To Georgetown		
S. M. Storm	Capt. Huff	106 05
B. C. Barroll	Capt. Taylor	106 01
C. D. Warfield	Capt. Pierce	106 00
To Williamsport:		
Nellie & Davie	Capt. Patton	106 08
McK Steffey	Capt. McKelvey	111 10
Borden Co. – To Georgetown		
Libbie	Capt. Hassett	104 11
Jas. C. Clarke	Capt. Griffith	109 05
Antares	Capt. Griffith	85 11
W. Va. C. & P. R. R. Co. – To Williamsport		
Ivan	Capt. Malotte	105 05

The Weekly Coal Trade Report

For the week ending September 17, 1887, the shipments from the mines of the Cumberland coal regions were, 68,146 tons, and for the year to date 2,219,160 tons, an increase of 610,056 tons as compared with 1886. The shipments to the Baltimore and Ohio railroad and local points were, for the week, 48,183 tons; for the year, 1,792,293 tons, an increase of 532,794 tons as compared with last year. The shipments to the Pennsylvania railroad were for the week, 10,415 tons; year, 214,820 tons, an increase of 62,897 tons as compared with last year. The shipments to the Chesapeake and Ohio canal, for the week, were 9,487 tons; year, 182,046 tons, increase over last year, 14,363 tons.

ES, Wed. 9/21/87, p. 4. **Affairs in West Washington – Grain Receipts** – Canal boat David Knode arrived with 4,000 bushels of wheat for J. G. and J. M. Waters.

DT, Thu. 9/22/87, p. 1. **Canal Commerce**
 The following boats, with way bills numbered from 1670 to 1688 inclusive, left this port up to 3 o'clock p.m. today (Sept. 22, 1887):

Consolidation Co. – To Georgetown		
Geo. S. French	Capt. Gannon	103 03
L. P. Hieston	Capt. Brubaker	102 19
W. J.	Capt. Moore	104 10
Stevenson		
Elbe River	Capt. Swain	106 03
To Williamsport:		
S. M. Hamilton	Capt. Shaw	90 16
Frankie & Fannie	Capt. McCardell	101 15
D. W. Malotte	Capt. Shire	107 17
Victor	Capt. Kelley	97 17
Borden Co. – To Georgetown		
Winter	Capt. Hassett	109 16
Detroit	Capt. Griffith	109 19
Eva Snyder	Capt. Hassett	106 03
Isabella	Capt. Griffith	103 16
Little Rob	Capt. Griffith	106 07

Canal Trade 1887

George's Creek Co. – To Georgetown		
Pilot Boy	Capt. Bowers	105 17
J. W. Veale	Capt. Wolf	104 10
Benj. Vaughn	Capt. Sigler	105 14
M. C. Boyer	Capt. Lingstrim	101 15
W. Va. C. & P. R. R. Co. – To Williamsport		
Eugene	Capt. Teach	102 15
Jacob Bender	Capt. Staley	102 11

ES, Thu. 9/22/87, p. 4. **Affairs in West Washington – Grain Receipts** – Schooner Kitty Ann arrived, from Alexandria, with 1,500 bushels of wheat for J. G. and J. M. Waters.

DT, Sat. 9/24/87, p. 1. **Canal Commerce**
The following boats, with way bills numbered from 1689 to 1708 inclusive, left this port up to 3 o'clock p.m. today (Sept. 24, 1887):

Consolidation Co. – To Georgetown		
Josephine	Capt. Penner	105 12
Barroll		
N. C. Read	Capt. Dunnigan	103 00
E. A. King	Capt. Mills	105 10
A. L. Miller	Capt. Miller	105 01
B. R. Mayfield	[Capt. Ingram]	107 02
Amazon River	Capt. Ingram	109 14
To Williamsport:		
W. H. Loy	Capt. Anderson	100 01
Ruby	Capt. Rohrer	83 16
W. O. Bowser	Capt. Havermale	107 03
Mary	Capt. Tice	104 05

Borden Co. – To Georgetown		
R. P. Mason	Capt. Hassett	109 01
Salina	Capt. Griffith	108 12
Harry & Ralph	Capt. Griffith	104 16
Percy	Capt. Hassett	105 00
E. M. Ginevan	Capt. Hassett	105 11

George's Creek Co. – To Georgetown		
C. R. Gregory	Capt. Lucas	105 02
John Spencer	Capt. Renner	106 01
Mary Mertens	Capt. Conrad	105 10
W. Va. C. & P. R. R. Co. – To Georgetown		
G. L. Sheriff	Capt. Cartwright	105 05
To Williamsport:		

Little Walter	Capt. Ardinger	107 08
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ES, Sat. 9/24/87, p. 9. **Affairs in West Washington – Grain Receipts** – Canal boat Wheatley Bros. arrived with 2,600 bushels of wheat, 200 bushels of corn and 500 bushels of rye, for J. G. & J. M. Waters.

DT, Mon. 9/26/87, p. 4. **Canal Commerce**
The following boats, with way bills numbered from 1709 to 1732 inclusive, left this port up to 3 o'clock p.m. today (Sept. 26, 1887):

George's Creek Co. – To Georgetown		
W. D. L.	Capt. McMullen	89 19
Walbridge		
Walter Beall	Capt. Manning	80 08
A. H. Bradt	Capt. Mose	101 07
L. L. Blake	Capt. Reid	93 01
River Nile	Capt. Kimble	109 03
Plough Boy	Capt. Kenney	103 18
Theodore	Capt. Smith	104 17
Savannah	Capt. Morrison	102 11
A. H. Stump	Capt. Helgoth	105 15

Consolidation Co. – To Georgetown		
G. S. Reiman	Capt. Sorrell	102 03
Allan Campbell	Capt. Swain	98 08
Jos. Z.	Capt. Reynolds	103 12
Williams		
To Williamsport:		
R	Capt. Ensminger	102 00
Nellie & Davie	Capt. Patton	104 18
McK Steffey	Capt. McKelvey	106 10
S. M. Hamilton	Capt. Shaw	83 18
Frankie &	Capt. McCardell	100 16
Fannie		

Borden Co. – To Georgetown		
Mary L. Miles	Capt. Hassett	102 00
Gen. Garfield	Capt. Griffith	102 03
W. T. Hassett	Capt. Hassett	103 07
Oxford	Capt. Hassett	105 07
W. Va. C. & P. R. R. Co. – To Georgetown		
M. M. Burgess	Capt. Zimmerman	101 12
Unexpected	Capt. Shaffer	104 08
To Williamsport:		

Ivan Capt. Malotte 93 13

DT, Tue. 9/27/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 1733 to 1744 inclusive, left this port up to 3 o'clock p.m. today (Sept. 27, 1887):

J. P. Agnew & Co. – To Georgetown
 Susquehanna Capt. Stickel 100 09
 Geo. W. Wallis Capt. Null 101 08
 Suwannee Capt. Bowers 101 10
 Samuel Henry Capt. Alison 100 15
 W. T. Coulehan Capt. Crampton 105 00
 R. H. Jones Capt. Weaver 99 00

Borden Co. – To Georgetown
 Altair Capt. Hassett 100 03
 J. F. Smith Capt. Griffith 101 01
 W. Va. C. & P. R. R. Co. – To Georgetown
 Frank & Jessie Capt. Smith 101 11
 Deer Park Capt. McLucas 99 05

Consolidation Co. – To Williamsport
 Victor Capt. Kelley 97 05
 Katie Hassett Capt. Castle 104 01

ES, Tue. 9/27/87, p. 5. **Affairs in West Washington – Canal Notes** – Canal boat

Col. L. Victor Baughman arrived with 25 tons of hay for G. T. Dunlop; canal boat Round Top Cement arrived with 800 barrels of cement for J. G. & J. M. Waters.

DT, Wed. 9/28/87, p. 1. **Canal Commerce**

The following boats, with way bills numbered from 1745 to 1748 inclusive, left this port up to 3 o'clock p.m. today (Sept. 28, 1887):

Consolidation Co. – To Georgetown
 Z. Williams Capt. Mose 107 06
 To Williamsport:
 D. W. Malotte Capt. Shire 103 12
 Lutie & Monie Capt. Shupp 101 01
 W. Va. C. & P. R. R. Co. – To Georgetown
 C. Mann Capt. Moore 99 04

Ibid, p. 4. The Weekly Coal Trade Report - For the week ended September 24,

1887, the shipments from the mines of the Cumberland coal region were 68,233 tons, and for the year to date 2,287,393 tons, an increase of 617,928 tons as compared with 1886. The shipments to the Baltimore and Ohio railroad and local points were, for the week, 49,669 tons; for the year, 1,841,962 tons, an increase of 528,007 tons as compared with last year. The shipments to the Pennsylvania railroad were for the week, 7,649 tons; year, 252,469 tons, an increase of 65,246 tons as compared with last year. The shipments to the Chesapeake & Ohio canal for the week, were 10,916 tons; year, 192,962 tons; increase over last year, 14,675 tons.

DT, Thu. 9/29/87, p. 1. **Canal Commerce**

The following boats, with way bills numbered from 1749 to 1774 inclusive, left this port up to 3 o'clock p.m. today (Sept. 29, 1887):

J. P. Agnew & Co. – To Georgetown
 Ernst & Capt. Payne 92 07
 Holland
 J. M. Schley Capt. Ertz 109 10
 Enterprise Capt. Curtis 111 03
 J W Thompson Capt. Bear 113 02
 D. A. Lowe Capt. McCann 109 12
 A. Wood Capt. Atwell 113 03
 W. H. Cooper Capt. Fuller 109 09
 J. E. Dyer Capt. Neal 112 10
 W. Thompson Capt. Lichty 100 11
 M. B. Winship Capt. Yost 105 04

Consolidation Co. – To Georgetown
 L. W. Guinand Capt. Zimmerman 106 05
 G. M. Barroll Capt. Murphy 105 11
 L. P. Read Capt. John Miller 113 04
 A. P. Mayfield Capt. Benner 107 10
 C. R. White, Jr. Capt. Stride 107 00
 To Williamsport:
 M. A. Shupp Capt. Denton 114 06
 Shupp
 M. C. Grove Capt. E. D. 109 09

Canal Trade 1887

	McCardell	
Ruby	Capt. H. Rohrer	88 08
Borden Co. – To Georgetown		
Lafayette	Capt. Griffith	106 03
Herald	Capt. Griffith	106 00
Sam'l W	Capt. Griffith	101 04
Retzell		
Capella	Capt. Hassett	106 07
Lida	Capt. Hassett	107 08
W. Va. C. & P. Ry. Co. – To Georgetown		
James Goddard	Capt. Pennel	105 05
To Williamsport:		
J. Bender	Capt. Staley	104 18

Ibid, p. 4. **The Canal Booming**

Today promises to have the largest shipments on the canal so far this year, 25 boats having loaded up to 3 p. m., and Collector Edwards thinks at least 6 more will load this afternoon. The levels are all flush with water and boats are carrying full loads.

ES, Thu. 9/29/87, p. 4. **Affairs in West Washington – Grain Receipts** – Canal boat Beulah arrived with 4,200 bushels of wheat and 10 tons of hay for J. G. and J. M. Waters.

DT, Fri. 9/30/87, p. 4. **Canal Commerce**
The following boats, with way bills numbered from 1774 to 1786 inclusive, left this port up to 3 o'clock p.m. today (Sept. 30, 1887):

Consolidation Co. – To Georgetown		
F. O. Beckett	Capt. Benner	111 07
John Leitch	Capt. Hill	110 16
To Williamsport:		
S. M. Hamilton	Capt. Shaw	91 10
Mary	Capt. Tice	110 11
W. O. Bowser	Capt. Havermale	112 09
T. L. Betts	Capt. Horsley	101 03
George's Creek Co. – To Georgetown		
C. W. Millar	Capt. Colbert	113 03
H. Hanekamp	Capt. Hager	113 05
Emma Mertens	Capt. Keesucker	113 07

A. G. Johnson	Capt. Reid	113 18
Park Agnew	Capt. Weaver	112 13
W. Va. C. & P. R. Co. – To Georgetown		
J. P. Hewitt	Capt. Swain	109 16
Little Walter	Capt. Ardinger	112 00
Borden Co. – To Georgetown		
Marshall Wise	Capt. Griffith	109 03

DT, Sat. 10/1/87, p. 4. **Canal Commerce**
The following boats, with way bills numbered from 1787 to 1799 inclusive, left this port up to 3 o'clock p.m. today (Oct. 1, 1887):

Consolidation Co. – To Georgetown		
L. R. Fechtig	Capt. Lizer	111 08
W. R. Lewis	Capt. Bender	109 11
Daniel Linkin	Capt. Kreitzer	109 12
T. K. Stewart	Capt. Penner	109 17
To Williamsport:		
Nellie & Davie	Capt. Patton	113 16
W. H. Loy	Capt. Anderson	111 01
George's Creek Co. – To Georgetown		
Juniata	Capt. Little	113 04
W. F. Crighton	Capt. Fin	111 16
W. Va. C. & P. R. Co. – To Georgetown		
G. M. Winship	Capt. Gatrell	110 08
To Williamsport:		
Ivan	Capt. Malotte	117 11
M. B. Mayfield	Capt. Reid	99 14
Borden Co. – To Georgetown		
Eliz. Miller	Capt. Hassett	115 00
Dakota	Capt. Griffith	109 19

DT, Mon. 10/3/87, p. 4. **Canal Commerce**
The following boats, with way bills numbered from 1800 to 1814 inclusive, left this port up to 3 o'clock p.m. today (Oct. 3, 1887):

George's Creek Co. – To Georgetown		
A. J. Clark	Capt. Kerns	113 12
Giles Heath	Capt. Dolan	113 18
T. L. Holbrook	Capt. Snyder	113 03
A. M. White	Capt. Reed	115 01
Allegheny	Capt. Dixon	112 18
A. Greenless	Capt. Shives	113 11
Consolidation Co. – To Georgetown		

Charles Darrow	Capt. Winship	110 10
Geo. Bogus	Capt. Magruder	111 00
To Williamsport:		
Frankie & Fannie	Capt. McCardell	112 04
Victor	Capt. Kelley	105 04
McK Steffey	Capt. McKelvey	115 05
W. Va. C. & P. R. R. Co. – To Georgetown		
G. F. Snyder	Capt. Eaton	111 18
Eugene	Capt. Teach	111 12
Mattie	Capt. Davis	110 16
C. F. Mayer	Capt. Reed	107 10

ES, Mon. 10/3/87, p. 1. **Affairs in West Washington – Grain Receipts** – Canal boat Maryland arrived with 2,500 bushels of wheat and 500 bushels of corn for G. T. Dunlop.

DT, Tue. 10/4/87, p. 4. **Canal Commerce**
The following boats, with way bills numbered from 1823 to 1832 inclusive, left this port up to 3 o'clock p.m. today (Oct. 4, 1887):

Consolidation Co. – To Georgetown		
E. P. Cohill	Capt. Gannon	111 15
W. J. Walker	Capt. Bowers	112 04
To Williamsport:		
Abram Kroon	Capt. Ryan	67 04
Lutie & Monnie	Capt. Shupp	108 09
Ruby	Capt. Rohrer	92 13
George's Creek Co. – To Georgetown		
G. N. Shuman	Capt. Bowers	114 12
Burke Spencer	Capt. Bowers	113 18
Eva	Capt. Schopper	113 14
C. W. Ridley	Capt. Shaner	113 13
Borden Co. – To Georgetown		
Willie D.	Capt. Griffith	116 14

ES, Tue. 10/4/87, p. 1. **Affairs in West Washington – Grain Market** – Canal boat David Knode arrived yesterday with 3,800 bushels of wheat for J. G. & J. M. Waters.

DT, Wed. 10/5/87, p. 1. **Canal Commerce**

The following boats, with way bills numbered from 1833 to 1847 inclusive, left this port up to 3 o'clock p.m. today (Oct. 5, 1887):

Consolidation Co. – To Georgetown		
Thames River	Capt. Gatrell	109 19
Geo. S. French	Capt. Gannon	110 12
G A McIlhenny	Capt. Harper	117 08
To Williamsport:		
D. W. Malotte	Capt. Malotte	115 04
M. E. Grove	Capt. McCardell	111 16
Cowton & Tilghman	Capt. O'Neal	118 15

George's Creek Co. – To Georgetown		
Muskingum	Capt. Zellers	113 01
Sarah Kroon	Capt. Cramer	113 08
J. P. Agnew	Capt. Eaton	117 08
J. J. Douglas	Capt. McCarty	113 15
Round Top Cement	Capt. Artz	108 18

Borden Co. – To Georgetown		
Theo. Dean	Capt. Hassett	113 19
D. Armstrong	Capt. McDonald	113 11
W. Va. C. & P. R. R. Co. – To Georgetown		
W. S. Jacques	Capt. Gatrell	110 02
T. H. Gibbs	Capt. Gatrell	113 01

Ibid, p. 4. **The Canal's Increased Traffic** – During the month of September 434 boats, carrying 45,074 tons of coal, left here on the canal. The gross revenue was nearly \$16,000. The month was the largest this season, but was a decrease of 9,000 tons as compared with corresponding month last year. The total shipments of the year to October 1 are 197,555 tons, and for the same period in 1886, 194,188 tons, and increase of over 3,000 tons. It will be remembered that this coal has all been transported at the increased rate of tolls.

Found Dead Aboard His Boat
Mr. John Miller, mine prop contractor, well known in this city, was found dead in his boat, at the west end of the Canal Tunnel, on Monday last. When found

he was alone on the boat. There were no marks of violence seen on his body. His remains were properly cared for and interred.

News, Wed. 10/5/87, p. 4. **Coal Shipments**

During September, 45,074 tons of coal were shipped from Cumberland by the C. & O. canal. The gross revenue was \$16,000. The month was the heaviest this season in canal shipments. Total shipments for year to October 1 are 197,555 tons, an increase of over 3,000 tons as compared with the corresponding period last year.

DT, Thu. 10/6/87, p. 1. **Canal Commerce**

The following boats, with way bills numbered from 1848 to 1865 inclusive, left this port up to 3 o'clock p.m. today (Oct. 6, 1887):

Consolidation Co. – To Georgetown		
H. Roussell	Capt. Swain	116 17
Wm. King	Capt. McCoy	113 04
R. A. Driver	Capt. Drenner	114 00
Jas. B. Thomas	Capt. Spong	110 15
C. W. Adams	Capt. Jackson	113 02
W. H. C. Bayley	Capt. Hebb	115 17
To Williamsport:		
Nellie & Davie	Capt. Patton	114 02
M. A. Shupp	Capt. Shupp	117 04
R	Capt. Ensminger	107 05
Mary	Capt. Tice	110 17
George's Creek Co. – To Georgetown		
Mississippi	Capt. Linaburg	117 06
Benj. Vaughn	Capt. Sigler	112 18
John H. Parrott	Capt. Nuse	113 18
J. P. Agnew	Capt. Eaton	117 08
Borden Co. – To Georgetown		
Martha S. F.	Capt. Hassett	113 14
Eva Snyder	Capt. Hassett	112 01
G. Berkebile	Capt. Griffith	111 02
W. Va. C. & P. R. R. Co. – To Georgetown		
Jacob Bender	Capt. Staley	111 08

Ibid, p. 4. **A Canal Boatman Killed**

A dispatch from Rockville, Montgomery county, Md., says: John Brown, a young man employed on a canal boat, fell into the water at Seven Locks, on the Chesapeake and Ohio canal, yesterday evening, and was caught between the boat and the lock, and was so badly injured that his life is despaired of.

News, Thu. 10/6/87, p. 3. **A Week's Coal Trade**

- The shipments from the mines of the Cumberland coal region for the week ended Saturday, Oct. 1, 1887, were 82,720 tons, and for the year to date 2,370,113 tons, an increase of 614,156 tons as compared with the corresponding period of 1886. The coal was shipped as follows: To Baltimore and Ohio Railroad – Week, 62,343 tons; year, 1,904,305 tons; an increase 530,255 tons. To Pennsylvania Railroad – Week, 10,552 tons; year, 263,021 tons; increase, 70,424 tons. Chesapeake & Ohio Canal – week, 9,824 tons; year, 202,786 tons; increase, 13,476 tons.

DT, Fri. 10/7/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 1866 to 1884 inclusive, left this port up to 3 o'clock p.m. today (Oct. 7, 1887):

Consolidation Co. – To Georgetown		
John Miller	Capt. Moore	113 07
Jos M Wheatly	Capt. Lytton	110 18
Geo. A. Pearre	Capt. Moore	105 15
L. P. Hieston	Capt. Brubaker	113 14
E. A. King	Capt. Moore	115 08
Sallie Burwell	Capt. Price	112 11
To Williamsport:		
W. O. Bowser	Capt. Williams	110 01
Frankie & Fannie	Capt. McCardell	116 01
Katie Hassett	Capt. Castle	115 02
George's Creek Co. – To Georgetown		
Delaware	Capt. Callan	117 08
Missouri	Capt. Ardinger	117 04
J. W. Veale	Capt. Wolf	113 02

Canal Trade 1887

Harry Wagner	Capt. James	112 17
W. Va. C. & P. R. R. Co. – To Georgetown		
M. E. Hall	Capt. Leopold	111 08
Highlander	Capt.	117 03
Allenberger		
To Williamsport:		
Little Walter	Capt. Ardinger	118 10
Ivan	Capt. Malotte	113 01
Borden Co. – To Georgetown		
Cigarette	[Capt. Sensel]	

ES, Fri. 10/7/87, p. 5. **Affairs in West Washington – Grain Receipts** – Canal boat Beulah arrived with 4,000 bushels of wheat and 10 tons of hay for G. T. Dunlop. Canal boat Col. L. Victor Baughman arrived with 2,500 bushels of wheat and 10 tons of hay for G. T. Dunlop.

DT, Sat. 10/8/87, p. 1. **Canal Commerce**
The following boats, with way bills numbered from 1884 to 1902 inclusive, left this port up to 3 o'clock p.m. today (Oct. 8, 1887):

Consolidation Co. – To Georgetown		
B. C. Barroll	Capt. Taylor	114 16
C. D. Warfield	Capt. Pierce	111 11
S. M. Storm	Capt. Huff	119 02
W J	Capt. Moore	110 19
Stephenson		
Geo S. Reiman	Capt. Sorrell	114 12
Elbe River	Capt. Swain	112 11
Josephine	Capt. Penner	114 19
Barroll		
J. Maury Dove	Capt. Malone	112 00
To Williamsport:		
V	Capt. Little	110 00
C. R. Gregory	Capt. Lucas	114 16
W. H. Loy	Capt. Anderson	108 06
Ruby	Capt. Rohrer	85 13
George's Creek Co. – To Georgetown		
P. L. Burwell	Capt.	108 16
Clendening		
Ollie V.	Capt.	113 06
Zimmerman		
J. H. Read	Capt. Snyder	113 08

W. Va. C. & P. R. R. Co. – To Georgetown		
Pilot Boy	Capt. Bowers	110 08
To Williamsport:		
Eugene	Capt. Teach	111 06
Borden Co. – To Georgetown		
Libbie	Capt. Hassett	108 15
Jas. C. Clarke	Capt. Griffith	119 01

DT, Mon. 10/10/87, p. 1. **Canal Commerce**
The following boats, with way bills numbered from 1904 to 1923 inclusive, left this port up to 3 o'clock p.m. today (Oct. 10, 1887):

Consolidation Co. – To Georgetown		
A. L. Miller	Capt. Piper	113 00
Z. Williams	Capt. Mose	111 11
Geo. L. Sheriff	Capt. Cartwright	113 16
To Williamsport:		
Victor	Capt. Kelley	105 02
McK Steffey	Capt. McKelvey	115 18
T. J. Shiflet	Capt. McAnenny	117 10
Lutie & Monie	Capt. Shearer	110 18
S. M. Hamilton	Capt. Shaw	92 15
D. W. Malotte	Capt. Malotte	115 05
M. E. Grove	Capt. McCardell	115 18
George's Creek Co. – To Georgetown		
J. H. Milstead	Capt. Roof	113 06
W. J. Booth	Capt. Taylor	113 04
W. B. Lloyd	Capt. Murray	113 17
River Nile	Capt. Kimble	120 09
G. A. Hoffman	Capt. Musgrove	113 10
Elberon	Capt. Pear	113 07
Borden Co. – To Georgetown		
Salina	Capt. Griffith	114 01
Harry & Ralph	Capt. Griffith	111 07
W. Va. C. & P. R. R. Co. – To Georgetown		
Plough Boy	Capt. Kenney	112 10
E. R. Ladew	Capt. Knode	108 03

ES, Mon. 10/10/87, p. 6. **Affairs in West Washington – Grain Receipts** – Canal boat Loudoun arrived with 3,000 bushels of wheat and 300 bushels of corn for G. T. Dunlop.

DT, Tue. 10/11/87, p. 1. **Canal Commerce**

The following boats, with way bills numbered from 1924 to 1937 inclusive, left this port up to 3 o'clock p.m. today (Oct. 11, 1887):

Consolidation Co. – To Georgetown		
W. R. Lewis	Capt. Bender	109 12
D. Tinkers	Capt. Krutz	110 18
John Leitch	Capt. Hill	112 06
L. W. Guiraud	Capt.	112 17
	Zimmerman	
To Williamsport:		
Mary	Capt. Tice	111 16
Nellie & David	Capt. Potter	114 17
J. P. Agnew & Co. – To Georgetown		
Youghiogheny	Capt. Castle	113 09
Kitty	Capt. Byrnes	113 19
Sam Henry	Capt. Allison	114 05
A. H. Brandt	Capt. Mose	114 18
John Spencer	Capt. Renner	109 05
J. E. Dyer	Capt. O'Neal	114 05
W. Va. C. & P. R. R. Co. – To Georgetown		
J. Bender	Capt. Staley	109 17
Borden Co. – To Georgetown		
Detroit	Capt. Griffith	118 01

DT, Wed. 10/12/87, p. 4. **Canal Commerce**
The following boats, with way bills numbered from 1938 to 1947 inclusive, left this port up to 3 o'clock p.m. today (Oct. 12, 1887):

Consolidation Co. – To Georgetown		
J. P. Hewitt	Capt. Swain	115 04
To Williamsport:		
Frankie & Fannie	Capt. McCardell	117 10
W. O. Bowser	Capt. Williams	115 10
Unexpected	Capt. Shaffer	117 05
Ruby	Capt. Rohrer	88 19
J. P. Agnew & Co. – To Georgetown		
Theodore	Capt. Smith	110 02
A. H. Stump	Capt. Helgoth	114 17
A. J. Clark	Capt. Kerns	114 14
Iowa	Capt. Davis	115 03
David Knode	Capt. Knode	113 14

Last Week's Coal Trade

The shipments from the mines of the Cumberland coal regions were, for the week ended October 8, 1887, 81,615 tons, and for the year to date 2,351,728 tons, an increase of 622,442 tons as compared with 1886.

The shipments to the Baltimore and Ohio Railroad and local points were, for the week, 59,043 tons; for the year, 1,963,348 tons, an increase of 530,819 tons as compared with last year. The shipments to the Pennsylvania railroad were for the week, 11,064 tons; year, 274,085 tons, an increase of 76,729 tons as compared with last year. The shipments to the Chesapeake & Ohio Canal for the week, were 11,509 tons; year, 214,295 tons; increase over last year, 14,895 tons.

DT, Thu. 10/13/87, p. 4. **An Abundance of Coal** – The canal wharf is heavily laden with cars filled with coal ready for transportation. The delay in shipment is caused by the low state of the water in the canal.

Land Slide on the Canal

There was a slight landslide on the canal, near the tunnel, today. The pay boat is on the lower part of the slide and may not be able to reach here before tomorrow.

Killed by the Cars

David Shaw, a former boatman on the Chesapeake and Ohio canal, was accidentally killed by the cars, a few days since, in Colorado. He was raised in Washington county and ran a boat on the canal for a number of years, and had many friends in this section.

Canal Commerce

The following boats, with way bills numbered from 1958 to 1966 inclusive, left this port up to 3 o'clock p.m. today (Oct. 13, 1887):

Consolidation Co. – To Williamsport

Omega	Capt. Sanborn	105 08
Victor	Capt. Kelley	106 17
Theo. L. Betts	Capt. Horsley	104 12
Borden Co. – To Georgetown		
Oxford	Capt. Hassett	113 02
R. M. Mason	Capt. Hassett	111 07
J. P. Agnew & Co. – To Georgetown		
Savannah	Capt. Morrison	114 02
J W Thompson	Capt. Bear	109 02
M. C. Boyer	Capt. Tingstrum	105 03
W. Va. C. & P. R. R. Co. – To Georgetown		
Eugene	Capt. Teach	103 11

DT, Fri. 10/14/87, p. 4. **Canal Commerce**
The following boats, with way bills numbered from 1967 to 1973 inclusive, left this port up to 3 o'clock p.m. today (Oct. 14, 1887):

Consolidation Co. – To Georgetown		
E. P. Cohill	Capt. Gannon	105 11
To Williamsport:		
Lutie & Monie	Capt. Shearer	105 12
S. M. Hamilton	Capt. Sterling	87 14
J. P. Agnew & Co. – To Georgetown		
Giles Heath	Capt. Dolan	110 07
W. D. L. Walbridge	Capt. McMullen	108 13
Suwanee	Capt. Bowers	107 16
Potomac	Capt. Barger	113 10

Pay Boat Arrived

The pay boat on the Chesapeake and Ohio canal arrived in this city last evening and paid off the employees for the month of June, 1887.

ES, Fri. 10/14/87, p. 6. **Affairs in West Washington.** – Grain Receipts. – Canal boat Seneca arrived with 1,500 bushels of wheat, 200 bushels of corn, and 200 barrels of flour for G. T. Dunlop. Canal boat Wheatley Bros. arrived with 2,100 bushels of wheat and 900 bushels of corn for J. G. & J. M. Waters.

DT, Sat. 10/15/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 1976 to 1981 inclusive, left this port up to 3 o'clock p.m. today (Oct. 15, 1887):

Consolidation Co. – To Williamsport		
M. E. Grove	Capt. McCardell	110 06
Cowton & Tilghman	Capt. O'Neal	113 13
Wm. H. Loy	Capt. Anderson	105 17
C. R. Gregory	Capt. Lucas	107 09
Borden Co. – To Georgetown		
E. M. Ginevan	Capt. Hassett	110 06
W. Va. C. & P. Ry. Co. – To Williamsport		
Little Walter	Capt. Ardinger	100 00

Sun, Sat. 10/15/87, p. 5. Canal Paymaster Gambrell has paid off Chesapeake and Ohio Canal employees for the month of June.

DT, Mon. 10/17/87, p. 1. **A Canal Employee Gives Leg Bail** – On Wednesday morning last, as the canal pay boat *Maryland* lay moored at Mr. F. H. Darby's wharf, at Williamsport, paying off the canal employees, quite a little episode took place [illegible] Mr. Elias Cost and Zachariah Reader, one of the employees on the *Maryland*. Reader, it will be remembered, was indicted several years ago as being a party to the thieves who robbed a number of smoke houses and chicken roosts in that county and for which several parties are now serving terms in the penitentiary. Reader has dodged the officers ever since and having passed up and down the canal a number of times, he had concluded that the matter so far as he was concerned was ended, but on Wednesday morning he was confronted by Sheriff Cost and Deputy Lindsay, who boarded the boat and made search for Raeder, but while the officers were thus engaged he slipped out of a window of the packet into the water, swam to the towpath, ran out over the bottom and into the river, which was low enough to wade, and reached the Virginia shore in

safety and took leg bail over the hills of that commonwealth, while the officers looked on with disappointment pictured upon their countenances.

Ibid, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 1999 to 2004 inclusive, left this port up to 3 o'clock p.m. today (Oct. 17, 1887):

Consolidation Co. – To Georgetown		
Charles Mann	Capt. Moore	108 19
To Williamsport:		
McK Steffey	Capt. McKelvey	110 09
Nellie & Davie	Capt. Patton	103 14
Frankie & Fannie	Capt. McCardell	106 17

J. P. Agnew & Co. – To Georgetown		
Walter Beall	Capt. Manning	100 06
W. Va. C. & P. Ry. Co. – To Williamsport		
Jacob Bender	Capt. Staley	99 17

ES, Mon. 10/17/87, p. 6. **Affairs in West Washington – Grain Receipts** – Canal boat Loudoun arrived with 3,500 bushels of wheat for G. T. Dunlop. Canal boat Beulah arrived with 4,000 bushels of wheat for G. T. Dunlop.

Sun, Wed. 10/19/87, p. 6. **Cumberland Coal Trade** - Shipments from the mines of the Cumberland coal region for the week ended October 17, were 63,639 tons, and for the year to date 2,515,368 tons, an increase of 615,383 tons as compared with last year. The coal was shipped as follows: To Baltimore and Ohio Railroad – Week, 44,788 tons; year, 2,008,136 tons; increase 520,651 tons. Chesapeake & Ohio Canal – week, 9,698 tons; year, 223,993 tons; increase, 12,151 tons. Pennsylvania Railroad – Week, 9,154 tons; year, 283,239 tons; increase, 82,581 tons.

DT, Thu. 10/20/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 2032 to 2037 inclusive, left this port up to 3 o'clock p.m. today (Oct. 20, 1887):

Consolidation Co. – To Georgetown		
Z. Williams	Capt. Mose	110 04
To Williamsport:		
M. A. Shupp	Capt. Shupp	109 06
R. H. Jones	Capt. Weaver	105 16
Borden Co. – To Georgetown		
Sam'l M. Reitzell	Capt. Griffith	111 03
J. P. Agnew & Co. – To Georgetown		
J. K. Shaw	Capt. Bender	110 19
W. Va. C. & P. Ry. Co. – To Williamsport		
Eugene	Capt. Teach	106 13

H&TL, Thu. 10/20/87, p. 3. **Canal Employees Paid** – Last week the employees of the Chesapeake and Ohio Canal Company were paid for their services in June. About the first of November – just before the election – they will, in compliance with the annual custom of the managers, receive another payment.

ES, Thu. 10/20/87, p. 6. **Affairs in West Washington – A Canal Boat Captain Assaulted** – Thomas P. Thrasher, a canal boatman from Seneca, Md., left his boat last evening and went to the house of a negro on 13½ street. While there, he was struck in the eye with a brick by a colored man, named Columbus Kendall. Kendall was arrested by Officer Heller, and Judge Snell this morning fined him \$10 or 30 days for the assault.

DT, Fri. 10/21/87, p. 4. **Canal Commerce**
The following boats, with way bills numbered from 2043 to 2046 inclusive, left this port up to 3 o'clock p.m. today (Oct. 21, 1887):

Consolidation Co. – To Georgetown		
Charles R. White	Capt. Stride	111 16

A. P. Mayfield	Capt. Benner	108 11
J. P. Agnew & Co. – To Georgetown		
J. P. Agnew	Capt. Eaton	109 14
A. Greenless	Capt. Shives	106 11

DT, Sat. 10/22/87, p. 4. **Canal Commerce**
The following boats, with way bills numbered from 2052 to 2062 inclusive, left this port up to 3 o'clock p.m. today (Oct. 22, 1887):

Consolidation Co. – To Williamsport		
Ruby	Capt. Rohrer	89 00
Lutie & Monnie	Capt. Shearer	105 10
Wm. O. Bowser	Capt. Williams	113 10
Unexpected	Capt. Shafer	111 10
Borden Co. – To Georgetown		
Cigarette	Capt. Sensel	107 00
Eva Snyder	Capt. Hassett	114 17
J. P. Agnew & Co. – To Georgetown		
Juniata	Capt. Little	112 18
B. Spencer	Capt. Bowers	111 00
G. N. Sherman	Capt. Bowers	110 06
W. Va. C. & P. Ry. Co. – To Georgetown		
C. F. Mayer	Capt. Reed	108 16
M. B. Mayfield	Capt. Reid	104 08

Found Drowned in the Canal

William Mose, of Sharpsburg, Washington county, was drowned in the Chesapeake and Ohio canal on Thursday night last. Mose was employed by Savory & Co., and with other laborers boarded himself on the Maryland side of the Potomac.

Thursday night being very dark he called upon Messrs. A. Spencer & Co., and borrowed a lantern, saying he had business to attend to in Harper's Ferry. The toll collector on the bridge says: Mose stopped on his return about one hour afterward, somewhat intoxicated and took a small drink in his presence.

Friday morning his hat was found in a fish-pot at Bull Ring Lock, and the lantern

on the Harper's Ferry Bridge with a broken globe. Superintendent Biser was informed, who drew the level and found the man's body immediately under the bridge.

Mose served in the 1st Maryland Regiment, P. H. B., during the war with much credit, and since that time his principal occupation was that of boating.

ES, Sat. 10/22/87, p. 9. **Affairs in West Washington – Arrival of Grain** – Canal boat Col. L. Victor Baughman arrived yesterday with 4,200 bushels of corn and 15 tons of hay for G. T. Dunlop.

DT, Mon. 10/24/87, p. 4. **Canal Commerce**
The following boats, with way bills numbered from 2072 to 2077 inclusive, left this port up to 3 o'clock p.m. today (Oct. 24, 1887):

Consolidation Co. – To Georgetown		
W. R. Lewis	Capt. Bender	109 07
E. P. Cohill	Capt. Gannon	111 11
To Williamsport:		
M. E. Grove	Capt. McCardell	109 11
T. J. Shiflet	Capt. McAnenny	108 02
S. M. Hamilton	Capt. Sterling	90 02
W. Va. C. & P. Ry. Co. – To Georgetown		
W. S. Jacques	Capt. Gatrell	105 17
T. H. Gilmer	Capt. Gatrell	104 00
J. P. Agnew & Co. – To Georgetown		
J. H. Parrott	Capt. Nuse	

DT, Tue. 10/25/87, p. 4. **Canal Commerce**
The following boats, with way bills numbered from 2078 to 2091 inclusive, left this port up to 3 o'clock p.m. today (Oct. 25, 1887):

Consolidation Co. – To Georgetown		
Thames River	Capt. Gatrell	111 11
G A McIlhenny	Capt. Harper	112 12
G. M. Winship	Capt. Gatrell	106 16
Geo. Bogus	Capt. Magruder	110 08
To Williamsport:		
W. H. Loy	Capt. Anderson	105 12
Mary	Capt. Tice	105 15

W. Va. C. & P. Ry. Co. – To Georgetown		
A. L. Miller	Capt. Piper	98 08
To Williamsport:		
Little Walter	Capt. Ardinger	102 02
J. Bender	Capt. Staley	109 02
Ivan	Capt. Castle	104 03
George's Creek Co. – To Georgetown		
Muskingum	Capt. Sellers	105 12
Mississippi	Capt. Linaburg	108 14
Eva	Capt. Schopper	105 00
T. L. Holbrook	Capt. Snyder	104 02

DT, Wed. 10/26/87, p. 1. **Last Week's Coal Trade** – The shipments from the mines of the Cumberland coal regions were, for the week ended October 22, 1887, 80,814 tons, and for the year to date 2,596,182 tons, an increase of 628,914 tons as compared with 1886. The shipments to the Baltimore and Ohio railroad and local points were, for the week, 63,896 tons; for the year, 2,072,032 tons, and increase of 532,725 tons as compared with last year. The shipments to the Pennsylvania railroad were for the week, 10,406 tons; year 293,645 tons, an increase of 88,693 tons as compared with last year. The shipments to the Chesapeake and Ohio canal, for the week, were 6,512 tons; year, 230,500 tons; increase over last year, 7,496 tons.

Ibid, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 2099 to 2109 inclusive, left this port up to 3 o'clock p.m. today (Oct. 25, 1887):

Consolidation Co. – To Georgetown		
E. A. King	Capt. Mills	107 10
Daniel Linkin	Capt. Kreitzer	108 04
R. A. Driver	Capt. Drenner	108 02
Wm. King	Capt. McCoy	109 14
L. P. Huston	Capt. Brubaker	106 11
To Williamsport:		
Ruby	Capt. Rohrer	83 11
Victor	Capt. Kelley	96 16
Frankie &	Capt. McCardell	107 12

Fannie		
McK Steffey	Capt. McKelvey	109 13
J. P. Agnew & Co. – To Georgetown		
W. J. Boothe	Capt. Taylor	105 19
Wm. B. Lloyd	Capt. Murray	105 19

DT, Thu. 10/27/87, p. 4. **Canal Commerce.** The following boats, with way bills numbered from 2113 to 2124 inclusive, left this port up to 3 o'clock p.m. today (Oct. 26, 1887):

Consolidation Co. – To Georgetown		
S. Burwell	Capt. Price	109 03
John Miller	Capt. Moore	105 07
W. J.	Capt. Moore	108 07
Stevenson		
To Williamsport:		
M. A. Shupp	Capt. Shupp	111 06
Unexpected	Capt. Shaffer	113 09
James M.	Capt. Artz	110 15
Schley		
J. P. Agnew & Co. – To Georgetown		
J. H. Reid	Capt. Snyder	109 15
Missouri	Capt. Ardinger	108 12
H. Wagner	Capt. James	105 06
A. J. Clark	Capt. Kerns	105 02
W. Va. C. & P. R. Co. – To Georgetown		
Plough Boy	Capt. Kenney	104 01
Eugene	Capt. Teach	102 16

H&TL, Thu. 10/27/87, p. 3. **Drowned in the Canal** – Last Thursday evening, between nine and ten o'clock, William Mose, of Sharpsburg, was drowned in the Chesapeake and Ohio Canal near the railroad bridge at Harper's Ferry, where Mose with a number of other laborers from the vicinity of Sharpsburg was employed at the pulp mills in process of erection by Savory & Co. He and a number of other men from Sharpsburg boarded and lodged on the Maryland side of the river.

Owing to the rain, all work was suspended on Thursday afternoon and Mose went to Harper's Ferry, when he returned it was noticed that he had been drinking. Then

he went to Spencer's store, and saying he was going across the river, borrowed a lantern, which was afterwards discovered at the Maryland end of the bridge, with its globe broken.

The absence of Mose from his work on Friday morning was noticed and commented upon by his fellow-laborers, but as it was understood he had been drinking the evening before, it was supposed he had gone home on a boat. Later in the day his hat was discovered in the canal near the Bull Ring lock, below Harper's Ferry.

Superintendent Biser was telephoned for permission to draw off the level. He came up to Harper's Ferry and superintended the search and was the first person to observe the body. This was on Friday evening.

The same night the remains were brought home and buried on Sunday, Rev. E. H. Jones, of the Lutheran church, preaching the funeral sermon. Deceased was 47 years, 8 months and 1 day old, unmarried and the sole support of a maiden sister.

During the rebellion Mose was a private in Company A, First Maryland Home Brigade Regiment, and since the war had been engaged in boating and such labor as could be obtained about Sharpsburg. He was very reticent in manner and bore a good reputation.

ES, Thu. 10/27/87, p. 7. **Affairs in West Washington.** – Grain Receipts. – Canal boat David Knode arrived with 4,200 bushels of wheat for J. G. & J. M. Waters.

DT, Fri. 10/28/87, p. 4. **A Canal Superintendent Dead** – Mr. Richard Ricketts, who has been lying extremely ill with typhoid fever for about six weeks, died this morning, at his residence in the suburbs of Rockville, Montgomery county, in the 58th year of his age. He had been assistant superintendent of the Chesapeake and Ohio

canal for a number of years, and was located at Great Falls, Montgomery county.

Canal Commerce

The following boats, with way bills numbered from 2125 to 2136 inclusive, left this port up to 3 o'clock p.m. today (Oct. 28, 1887):

Consolidation Co. – To Georgetown		
B. C. Barroll	Capt. Taylor	107 06
J. B. Thomas	Capt. Spong	106 18
Jos M. Wheatly	Capt. Lytton	103 19
To Williamsport:		
W. O. Bowser	Capt. Williams	112 07
Lutie & Monie	Capt. Shire	106 09
George's Creek Co. – To Georgetown		
P. L. Burwell	Capt. Clendening	106 02
A. H. Bradt	Capt. Mose	108 10
Delaware	Capt. Callan	108 05
W. Va. C. & P. R. R. Co. – To Georgetown		
J. M. Dove	Capt. Malone	104 04
Elbe River	Capt. Swain	99 10
Borden Co. – To Georgetown		
D. Armstrong	Capt. McDonald	108 15
Theo. Dean	Capt. Hassett	109 11

ES, Fri. 10/28/87, p. 6. **Affairs in West Washington.** – Grain Receipts. – Canal boat Seneca arrived with 1,000 bushels of wheat, 150 barrels of flour and 5 tons of hay for G. T. Dunlop. Canal boat Wheatley Bros. arrived with 3,400 bushels of wheat and 400 bushels of corn for J. G. & J. M. Waters.

DT, Sat. 10/29/87, p. 1. **Canal Commerce.** The following boats, with way bills numbered from 2137 to 2155 inclusive, left this port up to 3 o'clock p.m. today (Oct. 29, 1887):

George's Creek Co. – To Georgetown		
A. H. Stump	Capt. Helgoth	108 12
J W Thompson	Capt. Bear	109 03
J. H. Milstead	Capt. Roof	107 02
Iowa	Capt. Davis	104 15
Samuel Henry	Capt. Alison	106 18
Giles Heath	Capt. Dolan	108 16

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Potomac	Capt. Barger	108 05
R. H. Jones	Capt. Weaver	105 14
Consolidation Co. – To Georgetown		
C. D. Warfield	Capt. Pierce	107 11
Z. Williams	Capt. Mose	107 16
S. M. Storm	Capt. Hoff	107 15
W. J. Walker	Capt. Bowers	108 06
L. W. Guinand	Capt. Zimmerman	108 03
To Williamsport:		
M. E. Grove	Capt. Grove	110 00
T. L. Betts	Capt. Horsley	102 19
Katie Hassett	Capt. Castle	109 11
Borden Co. – To Georgetown		
Harry & Ralph	Capt. Griffith	107 19
G. Berkebile	Capt. Griffith	108 08
W. Va. C. & P. R. R. Co. – To Hancock		
Enterprise	Capt. Curtis	109 01

Mules Saved From Death

Mr. Chas. E. Widener was attending the speaking at the Academy of Music last night, and while on his way home, found two mules which were fastened to a feed trough. They had wandered with the trough to the center of the railroad tracks, near Green street crossing, where the trough became fastened between the rails, and had Mr. Widener not released them they would have been killed by the 1:15 train on the Baltimore and Ohio railroad. Mr. Widener, of course, did not attend the meeting because he was a member of the Independent Democratic party, but through curiosity and to see the people. Fortunately, on his return home he saw the poor mules in a bad predicament and released them.

DT, Mon. 10/31/87, p. 1. **Canal Commerce.** The following boats, with way bills numbered from 2156 to 2173 inclusive, left this port up to 3 o'clock p.m. today (Oct. 31, 1887):

Consolidation Co. – To Georgetown		
F. O. Beckett	Capt. Benner	111 10
Jos Z. Williams	Capt. Reynolds	106 11

J. P. Hewitt	Capt. Swain	102 15
Geo. L. Sheriff	Capt. Cartwright	107 19
To Williamsport:		
W. H. Loy	Capt. Anderson	100 01
Ruby	Capt. Rohrer	83 18
Nellie & Davis	Capt. Patton	103 11
P	Capt. Malotte	103 18
George's Creek Co. – To Georgetown		
Fred Williams	Capt. Manning	105 06
A. Kroon	Capt. Ryan	105 08
J. E. Dyer	Capt. Neal	105 03
Borden Co. – To Georgetown		
Detroit	Capt. Griffith	114 02
Jas. C. Clarke	Capt. Griffith	110 03
Antares	Capt. Griffith	85 04
W. Va. C. & P. R. R. Co. – To Hancock		
S. M. Hamilton	Capt. Sterling	92 12
To Williamsport:		
Ivan	Capt. Castle	97 04
J. Bender	Capt. Staley	109 10
Individual – To Georgetown		
Maryland	Capt. Wetton	

ES, Mon. 10/31/87, p. 6. **Affairs in West Washington.** – Grain Receipts. – Canal boat Beulah arrived yesterday with 3,500 bushels of wheat, 700 bushels of corn, and 5 tons of hay. Canal boat Col. L. Victor Baughman arrived with 4,200 bushels of wheat, 700 bushels of corn, and 5 tons of hay, and boat Loudoun arrived with 3,500 bushels of wheat, all for G. T. Dunlop.

DT, Tue. 11/1/87, p. 4. **Canal Commerce.** The following boats, with way bills numbered from 2177 to 2190 inclusive, left this port up to 3 o'clock p.m. today, (Nov. 1, 1887):

Consolidation Co. – To Georgetown		
Geo. S. Reiman	Capt. Sorrell	108 18
Geo. S. French	Capt. Gannon	102 07
W. H. C.	Capt. Hebb	108 11
Bayley		
C. W. Adams	Capt. Jackson	108 10
John Leitch	Capt. Hill	105 14
To Williamsport:		

Victor	Capt. Kelley	96 10
McK Steffey	Capt. McKelvey	107 15
Frankie & Fannie	Capt. McCardell	109 09
T. J. Shiflet	Capt. McAnenny	107 19
George's Creek Co. – To Georgetown		
Suwanee	Capt. Bowers	106 00
W. H. Cooper	Capt. Pierce	105 19
Kitty	Capt. Smith	101 14
To Hancock		
Round Top	Capt. Athey	102 17
Cement		
W. Va. C. & P. R. R. Co. – To Williamsport		
Little Walter	Capt. Ardinger	95 13

DT, Wed. 11/2/87, p. 1. **Canal Commerce.** The following boats, with way bills numbered from 2192 to 2204 inclusive, left this port up to 3 o'clock p.m. today, (Nov. 2, 1887):

Consolidation Co. – To Georgetown		
G. M. Barroll	Capt. Murphy	103 17
E. P. Cohill	Capt. Gannon	104 10
Allan Campbell	Capt. Swain	105 07
L. P. Read	Capt. Ellenberger	108 18
To Williamsport:		
Lutie & Monie	Capt. Shire	106 08
M. A. Shupp	Capt. Shupp	108 05
R	Capt. Ensminger	98 17
J. P. Agnew & Co. – To Georgetown		
Susquehanna	Capt. Stickel	105 00
Mary Mertens	Capt. Conrad	105 00
Savannah	Capt. Morrison	106 13
A. M. White	Capt. Reed	105 19
A. Greenless	Capt. Shives	106 07
W. Va. C. & P. R. R. Co. – To Williamsport		
Eugene	Capt. Teach	104 06

Ibid, p. 4. **Last Week's Coal Trade**

The shipments from the mines of the Cumberland coal regions were, for the week ended October 29, 1887, 80,159 tons, and for the year to date 2,767,342 tons, an increase of 638,313 tons as compared with 1886. The shipments to the Baltimore and

Ohio railroad and local points were, for the week, 60,731 tons; for the year, 2,132,763 tons, an increase of 541, 310 tons as compared with last year. The shipments to the Pennsylvania railroad were for the week, 8,695 tons; year, 302,340 tons, an increase of 90,612 tons as compared with last year. The shipments to the Chesapeake and Ohio canal, for the week, were 10,738 tons; year, 241,238 tons; increased over last year, 6,241 tons.

Sun, Wed. 11/2/87, p. 6. **C. and O. Canal Shipments** - During October, 41,421 tons of coal were shipped from this port [Cumberland] by canal, the revenue being about \$14,000. From the present indications, the year's shipments will reach about 280,000 tons.

ES, Wed. 11/2/87, p. 7. **District Government Affairs – Miscellaneous** – The Commissioners have ordered that the sunken canal boat which obstructs the channel of James Creel canal be removed at an expense not to exceed \$150, payable out of the appropriations for harbor and river front.

DT, Thu. 11/3/87, p. 1. **Mr. Gorman a Director Now** – Senator Arthur P. Gorman has been appointed one of the State directors in the Baltimore and Ohio Railroad company, to succeed Mr. Richard Hynson, of Kent county, who has resigned. Mr. Hynson sent his resignation to the State board of public works, Governor Lloyd, Comptroller Turner and Treasurer Archer, and they at once appointed Senator Gorman to fill the vacancy. There are four State directors in the Baltimore and Ohio board to represent the important interests that Maryland has in the railroad company.

Ibid, p. 4. **Canal Commerce.** The following boats, with way bills numbered

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from 2205 to 2219 inclusive, left this port up to 3 o'clock p.m. today, (Nov. 3, 1887):

Consolidation Co. – To Georgetown		
T. K. Stewart	Capt. Penner	108 07
G. M. Barroll	Capt. Murphy	103 17
Charles Mann	Capt. Moore	105 11
James Goddard	Capt. Pennell	106 17
To Williamsport:		
Ruby	Capt. Rohrer	77 15
M. E. Grove	Capt. McCardell	104 19
W. O. Bowser	Capt. Williams	110 09
Capella	Capt. Mosier	103 05
George's Creek Co. – To Georgetown		
C. W. Ridley	Capt. Shanner	106 02
Park Agnew	Capt. Weaver	105 02
Alfred Wood	Capt. Atwell	104 06
John K. Shaw	Capt. Bender	107 02
Youghiogheny	Capt. Crampton	107 09
W. D. L.	Capt. McMullen	106 05
Walbridge		
W. Va. C. & P. R. R. Co. – To Williamsport		
S. M. Hamilton	Capt. Sterling	86 02

ES, Thu. 11/3/87, p. 6. **Affairs in West Washington – Grain Receipts** – Canal boat Maryland arrived with 3,700 bushels of wheat and 400 bushels of corn for G. T. Dunlop.

DT, Fri. 11/4/87, p. 4. **Canal Commerce.** The following boats, with way bills numbered from 2220 to 2232 inclusive, left this port up to 3 o'clock p.m. today, (Nov. 4, 1887):

Consolidation Co. – To Georgetown		
Nita K. Phelps	Capt. Dixon	105 06
Maggie	Capt. Shield	102 18
McCleary		
Chas. R. White, Jr.	Capt. Stride	106 05
Jas R. Eddy	Capt. Dixon	104 18
A. L. Miller	Capt. Piper	106 13
V	Capt. Little	102 17
Martha S. F.	Capt. Kinsel	109 03
To Williamsport:		
R. P. Mason	Capt. Mouse	105 19

Mary	Capt. Tice	104 16
Unexpected	Capt. Shaffer	111 15
George's Creek Co. – To Georgetown		
Mattie	Capt. Davis	104 16
John Spencer	Capt. Renner	107 14
W. Va. C. & P. R. R. Co. – To Williamsport		
Ivan	Capt. Castle	103 16

DT, Sat. 11/5/87, p. 4. **A Canal Boatman's Bondage** – Abraham Kroon, a well-known boatman on the canal who was on Monday granted a divorce at Washington by Judge Merrick, from his wife Sarah Kroon, was by profession a transporter of coal on the Chesapeake and Ohio canal, and often would he listen to the waves' incessant lapping of the vessel's prow, and muse and wonder whether Sarah had it in for him that day or not. At length, he abandoned seafaring life and took to keeping a saloon in West Washington, hoping that a change of climate would improve Sarah's disposition. But matters were not bettered. He told the court in Washington how Sarah had pulled a pistol on him and sassed him in public. She had also gone West, and announced her intention of staying there. She has for more than two years been living in Iowa.

Canal Commerce.

The following boats, with way bills numbered from 2233 to 2241 inclusive, left this port up to 3 o'clock p.m. today, (Nov. 5, 1887):

Consolidation Co. – To Georgetown		
H. Roussell	Capt. Swain	106 15
To Williamsport:		
Nellie & Davie	Capt. Patton	104 12
D. W. Malotte	Capt. Malotte	105 04
James M.	Capt. Artz	104 17
Schley		
George's Creek Co. – To Georgetown		
G. A. Hoffman	Capt. Shiflet	106 14
G. F. Smith	Capt. Pearce	104 03
M. B. Winship	Capt. Yost	103 04
W. Va. C. & P. R. R. Co. – To Williamsport		

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Here I Am	Capt. Sensel	102 16
Marshall Wise	Capt. Wilson	100 15

DT, Tue. 11/8/87, p. 4. **Canal Commerce.**

The following boats, with way bills numbered from 2249 to 2253 inclusive, left this port up to 3 o'clock p.m. today, (Nov. 8, 1887):

Consolidation Co. – To Georgetown		
Daniel Linkin	Capt. Kreitzer	105 14
Z. Williams	Capt. Mose	104 18
To Williamsport:		
Ruby	Capt. Rohrer	82 08
Victor	Capt. Kelley	92 15
W. Va. C. & P. R. R. Co. – To Williamsport		
Eugene	Capt. Teach	99 02

DT, Wed. 11/9/87, p. 4. **Last Week's Coal Trade**

– The shipments from the mines of the Cumberland coal regions were, for the week ended Nov. 5, 1887, 64,856 tons, and for the year to date 2,741,196 tons, an increase of 632,577 tons as compared with 1886. The shipments to the Baltimore and Ohio railroad and local points were, for the week, 46,188 tons; for the year, 2,178,951 tons, an increase of 532,868 tons as compared with last year. The shipments to the Pennsylvania railroad were for the week, 10,805 tons; year, 313,145 tons, an increase of 97,156 tons as compared with last year. The shipments to the Chesapeake and Ohio canal, for the week, were 7,862 tons; year, 249,100 tons; increase over last year, 2,553 tons.

ES, Wed. 11/9/87, p. 6. **Affairs in West Washington – Grain Receipts** – Schooner Lizzie Regan arrived from Alexandria with 1,200 bushels of wheat for G. T. Dunlop.

DT, Thu. 11/10/87, p. 4. **Canal Commerce.**

The following boats, with way bills numbered from 2255 to 2280 inclusive, left this port up to 3 o'clock p.m. today, (Nov. 10, 1887):

Consolidation Co. – To Georgetown		
W. J. Stevenson	Capt. Moore	104 17
C. D. Warfield	Capt. Pierce	105 12
L. R. Fechtig	Capt. Lizer	102 04
T. H. Gibbs	Capt. Gatrell	105 09
Charles Darrow	Capt. Winship	103 14
C. F. Mayer	Capt. Reed	104 17
M. B. Mayfield	Capt. Reid	103 07
W. C. Read	Capt. Hine	101 13
A. P. Mayfield	Capt. Benner	104 15
Wm. King	Capt. McCoy	105 08
Geo. Bogus	Capt. Magruder	102 16
R. A. Driver	Capt. Denner	106 10
L. P. Hieston	Capt. Brubaker	105 09
Z. Williams	Capt. Mose	104 18
To Williamsport:		
Lutie & Monie	Capt. Shearer	102 05
T. J. Shiflet	Capt. McAnenny	105 09
J. P. Agnew & Co. – To Williamsport		
Mississippi	Capt. Lineberg	104 11
A. H. Bradt	Capt. Mose	106 03
A. G. Johnson	Capt. Reid	108 15
D. A. Lowe	Capt. McCann	104 18
Emma Mertens	Capt. Keesucker	105 00
C. W. Miller	Capt. Colbert	107 04
B. Vaughn	Capt. Sigler	105 07
Elk Garden Co. – To Williamsport		
S. M. Hamilton	Capt. Staley	90 19
Ivan	Capt. Castle	104 16
Individual – To Hancock		
Cigarette	Capt. Sensel	99 02

ES, Thu. 11/10/87, p. 6. **Affairs in West Washington – Grain Receipts** – Canal boat David Knode arrived with 4,100 bushels of wheat and 8 tons of hay for J. G. & J. M. Waters.

DT, Fri. 11/11/87, p. 4. **Wants to Buy Our Canal** – As was noted in the *Times* on Wednesday, there is a scheme on foot to purchase the Chesapeake and Ohio canal. The *Sun's* Annapolis correspondent says: "Mr. W. Cornell Jewett, at present located in Washington, was at Annapolis yesterday on

business with the Board of Public Works. Comptroller Turner was the only member of the board present, and no action was taken on the proposition he made, which was said to be in reference to the purchase of the Chesapeake and Ohio canal. Mr. Jewett claims to represent capitalists in Europe, who he says are about to lay an ocean cable extending from Liverpool to Point Lookout. It was the intention of the syndicate he represents, he says, to build a railroad from Point Lookout to Washington and the coal fields of Allegany. The proposition of Mr. Jewett names \$5,000,000 as the price he is willing to give for the canal.

“The Legislature would have to ratify any action taken by the board in the matter. Mr. Jewett expressed himself as delighted with the harbor at Point Lookout, which, he says, equals New York harbor. Comptroller Turner saw Treasurer Archer about the matter and they said it will be laid before the Board of Public Works when it meets next week.”

ES, Fri. 11/11/87, p. 5. **Affairs in West Washington – Grain Receipts** – Canal boat Beulah arrived with 3,500 bushels of wheat and 700 bushels of corn for G. T. Dunlop.

DT, Mon. 11/14/87, p. 1. **Canal Commerce.** The following boats, with way bills numbered from 2312 to 2323 inclusive, left this port up to 3 o’clock p.m. today, (Nov. 14, 1887):

George’s Creek Co. – To Georgetown		
Dr. A. Shank	Capt. Gerhart	103 09
G. W. Wallis	Capt. Null	103 09
Isabella	Capt. Nuse	106 05
L. L. Blake	Capt. Reid	104 01
T. L. Holbrook	Capt. Snyder	102 18
Giles Heath	Capt. Dolan	103 16
River Nile	Capt. Kimble	109 01
Little Rob	Capt. Nuse	104 15
Consolidation Co. – To Georgetown		
Mary M.	Capt.	104 18

Burgess	Zimmerman	
To Williamsport:		
M. E. Grove	Capt. McCardell	109 03
R	Capt. Ensminger	97 08
W. Va. C. & P. R. R. Co. – To Williamsport		
Marshall Wise	Capt. Wilson	102 12

ES, Mon. 11/14/87, p. 1. **Affairs in West Washington.** – Grain Receipts. – Canal boat Loudoun arrived with 3,500 bushels of wheat and 600 bushels of corn for G. T. Dunlop. Canal boat Wheatley Bros. arrived with 3,300 bushels of wheat and 800 bushels of corn for J. G. & J. M. Waters.

DT, Tue. 11/15/87, p. 1. **Canal Commerce.** The following boats, with way bills numbered from 2334 to 2341 inclusive, left this port up to 3 o’clock p.m. today, (Nov. 16, 1887):

George’s Creek Co. – To Georgetown		
J. W. Thompson	Capt. Bear	106 16
J. H. Milstead	Capt. Roof	109 06
P. L. Burwell	Capt.	105 06
Clendening		
Ollie V.	Capt.	109 05
Zimmerman		
Samuel Henry	Capt. Allison	109 11
H. Hanekamp	Capt. Carty	106 02
Consolidation Co. – To Williamsport		
Victor	Capt. Kelley	95 00
Ruby	Capt. Rohrer	85 10
W. Va. C. & P. R. R. Co. – To Williamsport		

DT, Wed. 11/16/87, p. 1. **Canal Commerce.** The following boats, with way bills numbered from 2324 to 2334 inclusive, left this port up to 3 o’clock p.m. today, (Nov. 16, 1887):

George’s Creek Co. – To Georgetown		
Missouri	Capt. Ardinger	107 03
J. H. Parrott	Capt. Nolan	105 02
A. H. Stump	Capt. Helgoth	109 10
A. Kroon	Capt. Ryan	109 13
J. M. Schley	Capt. Eitz	103 17

Consolidation Co. – To Georgetown		
E. P. Cohill	Capt. Gannon	105 09
F. O. Beckett	Capt. Benner	110 03
To Williamsport:		
W. H. Loy	Capt. Anderson	100 12
W. Va. C. & P. R. R. Co. – To Williamsport		
Enterprise	Capt. Curtis	99 11
Jacob Bender	Capt. Staley	100 12
S. M. Hamilton	Capt. Sterling	83 09

Ibid, p. 4. **Last Week's Coal Trade**

The shipments from the mines of the Cumberland coal regions were, for the week ended Nov. 12, 1887, 78,366 tons, and for the year to date 2,819,563 tons, an increase of 653,210 tons as compared with 1886. The shipments to the Baltimore and Ohio railroad and local points were, for the week, 61,017 tons; for the year, 2,240,869 tons, an increase of 549,980 tons as compared with last year. The shipments to the Pennsylvania railroad for the week, 8,804 tons; year, 321,949 tons, an increase of 103,250 tons as compared with last year. The shipments to the Chesapeake and Ohio canal, for the week, were 7,645 tons; year, 256,746 tons; decrease over last year, 20 tons.

DT, Thu. 11/17/87, p. 2. **Canal Commerce.** The following boats, with way bills numbered from 2335 to 2358 inclusive, left this port up to 3 o'clock p.m. today, (Nov. 17, 1887):

George's Creek Co. – To Georgetown		
Muskingum	Capt. Zellers	106 07
Potomac	Capt. Barger	109 18
Iowa	Capt. Davis	105 02
Delaware	Capt. Callan	109 00
J. E. Dyer	Capt. Neal	109 18
W. H. Cooper	Capt. Pierce	107 18
A. Greenless	Capt. Shives	105 17
E. M. Ginevan	Capt. Doyle	109 14
Consolidation Co. – To Georgetown		
John Leitch	Capt. Hill	107 05
Thames River	Capt. Gatrell	115 01

G. M. Winship	Capt. Gatrell	106 12
To Williamsport:		
Nellie & Davie	Capt. Patton	106 10
Deer Park	Capt. Williams	108 13
W. Va. C. & P. R. R. Co. – To Williamsport		
Little Walter	Capt. Ardinger	108 03
Ivan	Capt. Castle	102 13

H&TL, Thu. 11/17/87, p. 3. **The Canal Presidency** – It is possible that Colo. L. Victor Baughman will continue at the head of the management of the Chesapeake and Ohio Canal, just as Mr. Gorman retained the same office while he was a member of the United States Senate.

A leading lawyer has expressed the opinion that the Chesapeake and Ohio Canal is owned by a corporation, and its president, like that of all similar bodies, is chosen by the stockholders. In this case the State of Maryland is the heaviest stockholder and is represented by its board of public works, which is composed of the Governor, Comptroller and the State Treasurer. It might be that the board, taking the present condition of the canal into consideration, might think that it would be better for all interested to have one of their own number at the head of the canal management and so continue Col. Baughman as its president.

For a number of days petitions have been industriously circulated among canal boatmen and shippers requesting the appointment as president of Mr. Stephen Gambrill, the present paymaster, in the event of Col. Baughman's retirement.

ES, Thu. 11/17/87, p. 6. **Affairs in West Washington.** – Grain Receipts. – Canal boat David Knode arrived with 4,000 bushels of wheat for J. G. & J. M. Waters. Canal boat Beulah arrived with 4,000 bushels of wheat for G. T. Dunlop. Canal boat L. Victor Baughman arrived with 2,000 bushels of corn for G. T. Dunlop. Canal boat Seneca

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arrived with 1,500 bushels of corn and 500 bushels of wheat for G. T. Dunlop.

DT, Fri. 11/18/87, p. 4. **Canal Commerce.**

The following boats, with way bills numbered from 2358 to 2367 inclusive, left this port up to 3 o'clock p.m. today, (Nov. 18, 1887):

George's Creek Co. – To Georgetown		
John P. Agnew	Capt. Eaton	108 12
John Spencer	Capt. Renner	105 18
Walter Beall	Capt. Manning	104 05
Suwannee	Capt. Glass	109 00
R. H. Jones	Capt. Weaver	106 06
A. Wood	Capt. Atwell	109 02
Consolidation Co. – To Georgetown		
J. Z. Williams	Capt. Reynolds	107 07
To Williamsport:		
P	Capt. Leopold	105 03
Lutie & Monie	Capt. Shupp	106 11
M. A. Shupp	Capt. Shupp	113 12

DT, Sat. 11/19/87, p. 4. **Canal Commerce.**

The following boats, with way bills numbered from 2368 to 2386 inclusive, left this port up to 3 o'clock p.m. today, (Nov. 19, 1887):

Consolidation Co. – To Georgetown		
W. R. Lewis	Capt. Bender	108 12
Geo. S. French	Capt. Gannon	106 17
Geo. S. Reiman	Capt. Sorrell	110 18
S. M. Storm	Capt. Huff	110 16
Sallie Burwell	Capt. Price	107 14
Elbe River	Capt. Grove	109 16
James B. Thomas	Capt. Spong	106 10
Geo. L. Sheriff	Capt. Cartwright	114 04
To Williamsport:		
McK Steffey	Capt. McKelvey	111 16
Frankie & Fannie	Capt. McCardell	109 09
Charles R. Gregory	Capt. Lucas	49 13
George's Creek Co. – To Georgetown		
Lafayette	Capt. Shaffer	108 04
W. T. Coulehan	Capt. Taylor	109 08

Mary L. Miles	Capt. Farrell	110 08
John K. Shaw	Capt. Bowden	110 08
Savannah	Capt. Morrison	110 03
W. Va. C. & P. R. R. Co. – To Georgetown		
Plough Boy	Capt. Kenney	106 15
G. Berkebile	Capt. Kenney	100 14
To Williamsport:		
Eugene	Capt. Teach	108 18

DT, Mon. 11/21/87, p. 4. **Canal**

Commerce. The following boats, with way bills numbered from 2388 to 2399 inclusive, left this port up to 3 o'clock p.m. today, (Nov. 21, 1887):

Consolidation Co. – To Georgetown		
Jos M Wheatly	Capt. Lytton	106 11
Z. Williams	Capt. Mose	115 08
To Williamsport:		
Mary	Capt. Tice	107 07
S. M. Hamilton	Capt. Sterling	88 07
Capella	Capt. Mosier	111 10
Katie Hassett	Capt. Castle	110 07
George's Creek Co. – To Georgetown		
Susquehanna	Capt. Stickel	109 07
Kitty	Capt. Smith	108 19
W. D. L. Walbridge	Capt. McMullen	112 16
W. Va. C. & P. R. R. Co. – To Georgetown		
James A. Garfield	Capt. Bowers	107 15
To Hancock		
V	Capt. Little	96 13
Individual – To Four Locks		
Oxford	Capt. Taylor	101 04

ES, Mon. 11/21/87, p. 1. **Affairs in West**

Washington. – Grain Receipts. – Canal boat Maryland arrived with 2,000 bushels of corn and 2,000 bushels of wheat for G. T.

Dunlop. Canal boat Loudoun arrived with 3,000 bushels of corn and 1,000 bushels of wheat for G. T. Dunlop.

DT, Tue. 11/22/87, p. 4. **Canal Commerce.**

The following boats, with way bills numbered from 2400 to 2415 inclusive, left

this port up to 3 o'clock p.m. today, (Nov. 22, 1887):

Consolidation Co. – To Georgetown		
J. P. Hewitt	Capt. Swain	112 15
L. P. Huston	Capt. Brubaker	100 17
Detroit	Capt. Harper	116 12
John Miller	Capt. Moore	108 18
G. A. Pearre	Capt. Moore	103 15
To Williamsport:		
Lida	Capt. Dunnigan	114 16
W. T. Hassett	Capt. Kelley	110 01
M. E. Grove	Capt. McCardell	114 12
Cowton & Tilghman	Capt. Anderson	120 09
W. H. Loy	Capt. Anderson	112 03
George's Creek Co. – To Georgetown		
Park Agnew	Capt. Weaver	114 11
A. H. Bradt	Capt. Mose	110 12
Willie D.	Capt. Zimmerman	109 11
Salina	Capt. Zimmerman	113 17
W. Va. C. & P. R. Co. – To Georgetown		
Winter	Capt. Bowers	108 17
American Co. – To Harper's Ferry		
Mary Mertens	Capt. Conrad	111 12

ES, Tue. 11/22/87, p. 1. **Affairs in West Washington – Grain Receipts** – Canal boat Maryland arrived with 600 bushels of corn for J. G. and J. M. Waters; canal boat Morning Star arrived with 15 tons of hay for J. G. and J. M. Waters.

DT, Wed. 11/23/87, p. 1. **Canal Commerce.** The following boats, with way bills numbered from 2416 to 2421 inclusive, left this port up to 3 o'clock p.m. today, (Nov. 23, 1887):

George's Creek Co. – To Georgetown		
G. F. Smith	Capt. Pierce	111 03
S. M. Reitzell	Capt. Snyder	109 15
A. J. Clark	Capt. Kerns	113 17
C. W. Miller	Capt. Millar	109 18
Consolidation Co. – To Georgetown		
C. W. Adams	Capt. Jackson	110 05

L. P. Read Capt. Jackson 112 11

H&TL, Thu. 11/24/87, p. 2. - The shipments from the mines of the Cumberland coal region for the week ended November 19, were 79,959 tons, and for the year to that date 2,899,521 tons, an increase of 671,280 tons as compared with corresponding period of last year. The coal was shipped as follows: To Baltimore and Ohio Railroad – week, 64,096 tons; year, 2,304,965 tons; increase 569,294 tons. Chesapeake & Ohio Canal – week, 7,705 tons; year, 264,451 tons; decrease, 5,040 tons. To Pennsylvania Railroad – week, 8,157 tons; year, 330,105 tons; increase, 107,126 tons.

Ibid, p. 3. **Concerning the Canal Presidency** – In its political article the Baltimore American of last Sunday said: Col. Louis Victor Baughman, who has been elected comptroller of the treasury, may not resign the presidency of the Chesapeake and Ohio Canal, after all. Colonel Baughman, as comptroller, will be a member of the Board of Public Works, and as such will have a vote on the election of the president of the canal. The Colonel probably does not see why he cannot follow the precedent set by Senator Gorman, who was a United States Senator at \$5,000 a year and canal president at a like salary at the one and the same time. Why, then, should not Colonel Baughman follow in the footsteps of his illustrious predecessor? He is too good a member of society not to heed the injunction. "Hold fast to that which is good," and who has ever heard it asserted that the canal presidency was not good? The election in Colonel Baughman's county resulted in the election of a Republican board of county commissioners, and Mr. J. W. Baughman, the Colonel's brother, will consequently lose his position as tax collector of the county. Should Col. Baughman resign, or the Board of Public Works elect a successor to the president of the canal, the firm of Baughman

Brothers will not have gained much by the recent election. The salary of the canal president is better than that of comptroller.

Senator Gorman may have something to say. His brother-in-law, Stephen A. Gambrill, paymaster of the canal, is having circulated, in some of the counties, a memorial asking the Board of Public Works to appoint him president of the canal. What Senator Gorman's opinions are as to who shall be president are not known; but it has not been his custom to keep his brother-in-law in the background when good things were being passed around.

ES, Fri. 11/25/87, p. 6. **Affairs in West Washington.** – Grain Receipts. – Canal boat Beulah arrived with 4,000 bushels of wheat for G. T. Dunlop. Canal boat Loudoun arrived with 1,500 bushels of wheat and 1,500 bushels of corn for G. T. Dunlop, and 900 bushels of corn for J. G. & J. M. Waters. Canal boat Seneca arrived with 1,700 bushels of corn and 100 barrels of flour for G. T. Dunlop. Canal boat D. Knode arrived with 4,000 bushels of wheat for J. G. & J. M. Waters. Canal boat Wheatley Bros. arrived with 3,300 bushels of corn and 1,000 bushels of wheat for J. G. & J. M. Waters.

Sun, Mon. 11/28/87, p. 4. **Chesapeake and Ohio Canal** – President Baughman, of the Chesapeake and Ohio canal, will shortly make a trip over the line with Paymaster Gambrill to pay the employees for August.

ES, Mon. 11/28/87, p. 6. **Affairs in West Washington – Grain Receipts** – Canal boat Maryland arrived today with 2,850 bushels of corn and 500 bushels of wheat for G. T. Dunlop.

DT, Tue. 11/29/87, p. 1. **Canal Commerce.** The following boats, with way bills numbered from 2477 to 2487 inclusive, left

this port up to 3 o'clock p.m. today, (Nov. 29, 1887):

Consolidation Co. – To Georgetown		
L. R. Fechtig	Capt. Lizer	114 01
W. J. Walker	Capt. Bowers	111 18
Charles Darrow	Capt. Winship	115 03
To Williamsport:		
M. E. Grove	Capt. McCardell	114 11
Katie Hassett	Capt. Castle	112 05
Nellie & Davie	Capt. Patton	112 01
P	Capt.	110 10
Poffenberger		
J. P. Agnew & Co. – To Georgetown		
W. J. Boothe	Capt. Taylor	113 00
C. W. Ridley	Capt. Barger	113 16
John Spencer	Capt. Renner	102 13
W. Va. C. & P. Ry. Co. – To Williamsport		
Enterprise	Capt. Curtis	104 02

Ibid, p. 4. **Four Mules in the Canal**

There were lively times in South Cumberland this afternoon when four mules which were pulling the canal boat Wm. J. Booth out from under the Consolidation company's wharf, took fright, and in their frantic tuggings at the hawser binding them to the boat, threw themselves over the high embankment into the canal. Ropes were procured and fishing for the shivering and drenched beasts begun. Mr. James Taylor, owner of the imperiled animals, also took an involuntary bath and was badly bruised about the head. After a time three of the asinine mariners were hauled up to terra firma and one who had been injured in his fall, was left in the canal, drowned. He was a valuable and was very mild tempered for a canal mule; hence his loss is greatly to be deplored.

ES, Tue. 11/29/87, p. 7. **Affairs in West Washington – Grain Receipts** – Canal boat C. R. Gregory arrived with 2,000 bushels of wheat for J. G. & J. M. Waters, and canal boat Maryland arrived with 1,000 bushels of corn for J. G. & J.M. Waters.

DT, Wed. 11/30/87, p. 1. **Canal Commerce.** The following boats, with way bills numbered from 2488 to 2505 inclusive, left this port up to 3 o'clock p.m. today, (Nov. 30, 1887):

Consolidation Co. – To Georgetown		
T. H. Gibbs	Capt. Gatrell	112 17
W. S. Jacques	Capt. Gatrell	109 04
A. P. Warfield	Capt. Kreitzer	106 05
Daniel Linkin	Capt. Kreitzer	111 19
J. M. Dove	Capt. Malone	114 00
B. R. Mayfield	Capt. Ingram	116 13
Amazon	Capt. Ingram	116 06
To Williamsport:		
River Nile	Capt. Kimble	121 08
Capella	Capt. Mosier	114 05
A. H. Stump	Capt. Helgoth	115 00
Ruby	Capt. Sterling	87 17
Dr. A. Shank	Capt. Gerhart	112 05
Lutie & Monie	Capt. Brightwell	110 04
M. M. Burgess	Capt. Zimmerman	111 05
George's Creek Co. – To Georgetown		
W. F. Creighton	Capt. Neal	113 07
W. Va. C. & P. Ry. Co. – To Williamsport		
Dakota	Capt. Brookman	113 02
Herald	Capt. Brookman	109 15
Ivan	Capt. Castle	111 16

Ibid, p. 4. **Last Week's Coal Trade**

The shipments from the mines of the Cumberland coal regions were, for the week ended Nov. 26, 1887, 81,588 tons, and for the year to date 2,981,110 tons, an increase of 690,676 tons as compared with 1886. The shipments to the Baltimore and Ohio railroad and local points were, for the week, 61,757 tons; for the year, 2,366,722 tons, an increase of 581,269 tons as compared with last year. The shipments to the Pennsylvania railroad were for the week, 11,141 tons; year, 342,246 tons, an increase of 115,128 tons as compared with last year. The shipments to the Chesapeake and Ohio

canal were, for the week, 8,640 tons; year, 279,141 tons, a decrease of 5,721 tons.

ES, Wed. 11/30/87, p. 1. **Affairs in West Washington – Grain Receipts** – Canal boat Col. L. Victor Baughman arrived with 3,400 tons of hay [*sic* bushels of wheat] for G. T. Dunlop.

DT, Thu. 12/1/87, p. 4. **Canal Commerce.** The following boats, with way bills numbered from 2511 to 2512 inclusive, left this port up to 3 o'clock p.m. today, (Dec. 1, 1887):

Consolidation Co. – To Georgetown		
J. Z. Williams	Capt. Reynolds	116 00
To Williamsport:		
M. A. Shupp	Capt. Shupp	112 10

Sun, Thu. 12/1/87, p. 6. **Aid for the C. and O. Canal** – The executive committee of the Maryland Canal Union, with headquarters here[Cumberland], are considering the question of calling a public meeting, in concert with the people of the other canal counties of Maryland, to prepare a memorial to Congress asking government aid for the Chesapeake and Ohio canal. It is proposed to have a full meeting of the union in about two weeks to consider the matter and formulate a plan of action.

DT, Fri. 12/2/87, p. 4. **The Canal's Revenue for November** – The report for the month of November, from Collector Edwards, gives 35,284 tons of coal, on 330 boats, as the shipments for the month. On this the revenue was about \$11,000.

Owing to the uncertainty of the weather, or rather the certainty that the ice will soon close the canal, the company have ceased guaranteeing safe passage for the boats, and the season is practically over.

The Consolidation Coal company is still shipping to Georgetown and

Williamsport, and to this latter port the West Virginia Central are still shipping.

The George's Creek company may send a few boats more to Williamsport, but their shipments are over for the season.

The low water prevailing during this season accounts for our decrease of 19,000 tons in the total shipments, as compared with last year. Notwithstanding this decrease in tonnage the higher tolls have increased the revenue over last year.

The total shipments to date are 274,261 tons. The shipments for September, 45,073, were the heaviest of any one month, October coming next with 41,421 tons.

Paying Off on the Canal

The canal pay-boat left Georgetown yesterday morning, with President Baughman and Paymaster Gambrill on board. The trip is made for the purpose of paying off the canal employees for August of this year. It is doubtful if the party will reach Cumberland by boat, as a freeze on the canal is feared at any time.

News, Fri. 12/2/87, p. 3. President Baughman, of the Chesapeake and Ohio Canal, left Georgetown last evening to pay off the employees of the canal and to prepare for winter repairs.

ES, Fri. 12/2/87, p. 6. **Affairs in West Washington.** – The Cumberland Coal Trade by Canal. – During November 36,284 tons of coal were shipped from Cumberland by canal. The boating season is about closed. A freeze may come any day, and the canal officials will not guarantee passage through to cargoes shipped hereafter. The total shipments by canal for the year, to this date, are 274,260 tons. about 19,000 less than the same time last year.

Grain Receipts – Canal boat Seneca arrived with 2,000 bushels of corn and 100 barrels of flour for G. T. Dunlop. Canal

boat David Knode arrived with 4,900 bushels of wheat and 3 tons of hay for J. G. & J. M. Waters.

DT, Sat. 12/3/87, p. 4. **The pay boat arrives – An Interview With President Baughman, of the Chesapeake and Ohio Canal** – The canal packet “Maryland” arrived at Basin Wharf this afternoon, having on board President and Comptroller-elect Baughman, Paymaster Gambrill, Accountant Ayers, Superintendents Biser and Mulvaney, Director Spencer Watkins, of Montgomery county; Deputy Revenue Collector Col. E. P. Watkins, of Georgetown, and Mr. Wilson Offut, a prominent young farmer in Montgomery county. Hon. Lloyd Lowndes and Collector Edwards joined the party this morning at North Branch.

About \$10,000 was disbursed on the trip, which was a remarkably quick run, the packet having left Georgetown at 9 o'clock on Thursday. When asked if he intended to be present at the meeting in the interest of the canal here tonight, President Baughman said that he had received no intimation that there was to be such a meeting and had made arrangements to leave for home on the afternoon train.

President Baughman is thoroughly in accord with our people in their efforts to secure aid for the future of the canal; he was one of first men to advocate government aid for the canal and will do all in his power to bring the matter before the attention of Congress. He will make every effort to have the coupons on the repair bonds paid on the first of January, which action on the part of the president will give a future lease of life to the canal and prevent it from going into the hands of the men who have a majority of the repair bonds.

Whilst this may work some hardship to the employees it is the only way by which there can be any future given to this great

work and it is to be hoped the president will be able to carry out his policy of paying the bondholders and thus continue life for at least eighteen months in the canal. In the meantime, our people can urge the claims of the canal before the State and the general government.

Col. Baughman and party left for home on the accommodation this evening.

ES, Sat. 12/3/87, p. 1. **Affairs in West Washington.** – Grain Receipts. – Canal boat Loudoun arrived with 4,000 bushels of corn for G. T. Dunlop.

DT, Mon. 12/5/87, p. 4. **MEETING OF THE CANAL UNION** – The Maryland Canal Union held an executive meeting in the council chamber at the City Hall Saturday evening. In the absence of President Patterson, Col. Horace Resley, one of the vice presidents of the Union, presided, and Col. Alfred Spates was secretary.

On motion of Philip W. Avirett, the chairman of the meeting was authorized to appoint a committee on arrangements for a public meeting to be held in this city at an early date, at which meeting a memorial to Congress will be presented and signed asking Congress to appropriate a sum sufficient to make needed repairs to the canal and to provide for its maintenance, and such other committees as might be necessary for the purposes of the meeting.

In making the motion, Col. Avirett said that he wished it distinctly understood that the present movement in aid of the canal was in no sense a political one, nor one in the interests of any man or set of men. That it was made in good faith for the purpose of obtaining from Congress the aid which the State of Maryland, by her present constitution was prohibited from extending. He had been assured on that day, he said by the president of the canal, of his hearty sympathy with the movement and his

determination in the payment of the interest due upon the repair bonds of '78 in January next to avert a foreclosure of the mortgage of them conveyed, until such time as all means of obtaining assistance for the canal had been tried.

As the present meeting was essentially preliminary to a larger one he only recited these facts that all might come together, regardless of political opinion and unite in an appeal to the general government on behalf of a work of general benefit and importance. This motion was adopted and the chairman authorized to appoint a committee on arrangements, on finance, on invitations and resolutions and memorials.

State Senator-elect Wm. McM. McKaig then made a few brief remarks avowing his interest in the canal, and the propriety and justice of an appeal to Congress on its behalf.

George L. Wellington, Esq., spoke briefly in the same strain, and urged upon his fellow members of the Union to exert themselves to the utmost in the canal's behalf.

W. F. Cowden spoke of the service of the canal to the general government during the war, and gave some practical details as to its necessities and demands.

The meeting then adjourned.

DT, Tue. 12/6/87, p. 1. **Closing of the Canal.** – The canal will be closed to navigation on Saturday the 10th of December. During the season 2,540 boats will have been loaded and a revenue of nearly \$90,000 received by the company.

Sun, Tue. 12/6/87, p. 6. **Mr. Clarke's New Berth** – It is stated that Mr. James C. Clarke, a well-known railroad man, and at one time president of the Chesapeake and Ohio canal, is to become vice-president and general manager of the Mobile and Ohio

Railroad, extending from Columbus, KY., on the Ohio river, to Mobile, Alabama.

ES, Tue. 12/6/87, p. 9. **Affairs in West Washington – Grain Trade** – Canal boat Beulah arrived with 4,000 bushels of wheat and 10 tons hay for G. T. Dunlop. Canal boat Col. L. Victor Baughman arrived with 4,000 bushels of wheat and 5 tons straw for G. T. Dunlop. Canal boat Maryland arrived with 1,500 bushels of wheat and 1,500 bushels of corn for G. T. Dunlop, and 500 bushels of corn for J. G. & J. M. Waters. Canal boat James arrived with 35 tons of hay for G. T. Dunlop. Canal boat Loudoun arrived with 4,000 bushels of corn for G. T. Dunlop. Canal boat Wheatley Bros. arrived with 3,200 bushels of wheat for J. G. & J. M. Waters. Canal boat Seneca arrived with 1,000 bushels of corn for J. G. & J. M. Waters.

DT, Wed. 12/7/87, p. 4. **The Grain Trade on the Canal** – The grain trade on the Chesapeake and Ohio canal has been very brisk of late. Yesterday in Georgetown the boat Beulah arrived with 4,000 bushels of wheat and 10 tons of hay for G. T. Dunlop. Canal boat Col. L. Victor Baughman arrived with 4,000 bushels of wheat and 5 tons of straw for G. T. Dunlop. Canal boat Maryland arrived with 1,500 bushels of wheat and 1,500 bushels of corn for G. T. Dunlop, and 500 bushels of corn for J. G. and J. M. Waters. Canal boat James arrived with 35 tons of hay for G. T. Dunlop. Canal boat Loudon arrived with 4,000 bushels of corn for G. T. Dunlop. Canal boat Wheatly Bros. arrived with 3,200 bushels of wheat for J. G. and J. M. Waters. Canal boat Seneca arrived with 1,000 bushels of corn for J. G. and J. M. Waters.

Sun, Wed. 12/7/87, p. 6. **Cumberland Coal Trade** - The shipments from the mines of the Cumberland coal region for the week

ended December 3 were 78,915 tons, and for the year to date 3,060,024 tons, an increase of 713,415 tons as compared with last year. The coal was shipped as follows: Baltimore and Ohio Railroad – Week, 63,055 tons; year, 2,429,777 tons; increase 597,074. C. & O. Canal – week, 6,209 tons; year, 279,350 tons; decrease, 4,604 tons. Pennsylvania Railroad – week, 9,650 tons; year, 350,897 tons; increase, 120,945 tons.

DT, Thu. 12/8/87, p. 1. **Some Mammoth Coal Cars** – The coal cars of the Pennsylvania Railroad company now in use have capacities of from 25,000 to 40,000 pounds. The latter has always been considered a monster car. In the Altoona shops are now being constructed gondola cars of 60,000 pounds capacity. The plan of the new cars was drawn up and executed in the Altoona shops. Fifty cars daily is the output already attained, and the end is not yet.

The greatest change over the old style of cars is in the trucks. They will be lowered several inches and each will be supplied with three sets of wheels. In height, the new gondolas will almost equal that of a box car. The managers of the road are confident that by means of this massive rolling stock the car famine will soon be a thing of the past.

As a natural sequence to the heavy movements thus created, more powerful engines will have to be employed. The entire locomotive department of the Altoona shops is now employed in constructing mammoth engines of the “R” class. Their weight is 136,000 pounds, and they have the largest boiler surface of any engine built in the world. Every day sees a new one turned out of the Altoona shops.

Ibid, p. 4. **UNCLE SAM SUES OUR CANAL** – Last evening district attorney Worthington in Washington, for the

United States Government, in the relation of W. C. Endicott, Secretary of War, filed a bill in equity against the Chesapeake and Ohio canal company, and George S. Brown, James Sloan, Jr., and Lloyd Lowndes, Jr., trustees, asking for the appraisal of certain ground, and that title and right of way be vested in petitioners.

The bill states that, in pursuance of the act of June 21, 1886, he has purchased the Aqueduct bridge, and is now in possession and about to reconstruct the same. It is deemed necessary to have a release and conveyance of the ground upon which will rest all the Northern abutments, except the wing walls, and it includes all the land upon which the abutment and its several piers are erected, including the foundations, and over which the spans or arches are constructed.

The width of the right of way is 49.37 feet, centered over the North face of the North pier, and to make effectual the said right of way it is deemed necessary to have on the North side of the canal sufficient land to erect a foundation and support for the Northern end of the bridge, said land being described as a part of lot 7, P. B. T. and D.'s addition to West Washington, on Lingan and Bridge streets, 172 square feet of ground.

The bill avers that a part of the ground covered by the piers and arches is public ground, and that the canal company had only the right to build abutments thereon and thereover, and had no estate in the land it claims to be owner of. The bill then recites the mortgage of the canal property to secure \$2,000,000 in February, 1885, and the subsequent mortgage to the defendant trustees May 15, 1878. The petitioner, therefore, prays as above.

The decision of this case will be of great practical interest in this section, as it will involve the question of the ownership of other lands in the District of Columbia,

claimed alike by the canal and the general government.

A Boy Drowned in the Canal

A ten-year-old boy, son of Mr. Nicholas Schoppert, of Sharpsburg, Washington county, fell off his father's canal boat on which he was employed, when on the Long wall level about 13 miles above Georgetown, on Monday evening and was drowned. The body was recovered.

H&TL, Thu. 12/8/87, p. 3. **Closing of the Canal** – On Tuesday official notice was given at Cumberland that no waybills will be issued on the Chesapeake and Ohio canal after Saturday, December 10.

ES, Thu. 12/8/87, p. 6. **Affairs in West Washington – Canal Matters** – Official notice has been given that no way-bills will be issued on the Chesapeake and Ohio Canal after December 10. The shipments from the mines of the Cumberland coal region for the week ended December 3 were 78,915 tons, and for the year to date 3,000,024 tons, an increase of 713,413 tons as compared with last year. By Chesapeake and Ohio Canal, week 6,200 tons; year 279,350 tons; decrease 4,694 tons.

ES, Fri. 12/9/87, p. 1. **Affairs in West Washington.** – Grain Receipts. – Canal boat Seneca arrived with 100 barrels of flour and 2,100 bushels of corn, and 200 bushels of wheat for G. T. Dunlop. Canal boat A. T. Johnson arrived with 800 bushels of corn for J. G. & J. M. Waters. Canal boat D. Knode arrived with 2,000 bushels of wheat and 2,000 bushels of corn for J. G. & J. M. Waters.

DT, Sat. 12/10/87, p. 1. **Canal News**
Colonel L. Victor Baughman was here yesterday. A meeting of the board of directors of the Chesapeake and Ohio canal

will be held in this city at Barnum's Hotel next Tuesday. On January 1, a coupon on the \$500,000 repair loan will fall due. Two previous coupons are in default, and the failure to pay the third would give the holders of the repair bonds the right to foreclose and sell the canal. The president proposes the payment of the coupons due January 1, 1887, which will head off foreclosure, even if it has to be done out of money that would otherwise go to the cost of operating. Mr. Stephen Gambrill is expected to succeed Col. Baughman.

Speaking of the government's interest in the canal, Col. Baughman said: "Regarding the question of aid for the canal from the general government, our Representatives will find some strong points in favor of an appropriation being made to our great public work. The government itself is directly interested in its future, having been one of its contributors. The District of Columbia is also financially interested in the future of the canal. Maryland, of course, has many millions locked up in this great waterway. The appropriations made at different times will be lost entirely if something is not done at an early day to put the canal above the absolute necessities of want, a condition which has been forced upon it by railroad competition and natural causes of trade. There are valuable water rights in Georgetown which annually could be made to yield at least fifty thousand dollars, besides valuable real estate, all under lease, which yields now a fair revenue and could be utilized to a far greater extent than at present."

Sun, Sat. 12/10/87, p. 6. The annual meeting of the stockholders of the Chesapeake and Ohio Canal has been called to take place in the executive chamber at Annapolis, on Monday, January 2, when the president's report will be submitted. The

present board of directors was elected to serve until Dec. 31, but it may be deemed necessary to postpone the election of directors, as well as the president, until later in January. No way bills will be issued on the canal after tomorrow. Navigation will close on the 20th instant.

ES, Mon. 12/12/87, p. 5. **Affairs in West Washington – Grain Receipts** – Canal boat Maryland arrived with 2,000 bushels of wheat and 2,000 bushels of corn for G. T. Dunlop. Canal boat M. C. W. Boyer arrived with 650 bushels of corn for J. G. and J. M. Waters.

News, Wed. 12/14/87, p. 5. **A Week's Coal Trade** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, Dec. 10, were 83,808 tons, and for the year to date 3,143,832 tons, an increase of 752,146 tons as compared with the corresponding period of 1886. The coal was carried as follows: To Baltimore and Ohio Railroad – Week, 72,471 tons; year, 2,502,248 tons; an increase of 627,057 tons. To Pennsylvania Railroad – Week, 9,867 tons; year, 360,763 tons; increase, 128,795 tons. Chesapeake and Ohio Canal – Week, 1,470 tons; year, 280,821 tons; decrease, 3,704 tons.

DT, Wed. 12/14/87, p. 1. **The Canal Board Meeting** – The board of directors of the Chesapeake and Ohio Canal Company, with President Baughman in the chair, held a meeting at Barnum's Hotel yesterday. Messrs. Austin Herr and Arthur Croyley, of Georgetown, were in attendance to look after additional water rights on the canal. Considerable routine business was transacted. The reports of tonnage and receipts and expenditures for the year will not be completed before January. The ordinary expenses were \$3,000 to \$5,000 below last year. The stockholders will meet

in Annapolis the first Monday in January. No more way bills will be issued on the canal this season, and a general reduction in expenses for the winter was authorized. The directors concur in the proposition that the general and State governments should help the canal, as both are interested in its future welfare.

The names of several aspirants for the canal presidency to succeed Col. Baughman have been talked of. Messrs. Stephen Gambrill, the canal treasurer and secretary; H. W. Talbott, of Montgomery county; J. Frank Turner, the retiring State comptroller; and Mr. Darby, of Washington county, have been named in that connection. The State being the largest stockholder, the board of public works will make the new president, and there is no doubt Mr. Gambrill will be the man.

ES, Wed. 12/14/87, p. 1. **Affairs in West Washington – Canal Affairs** – The board of directors of the Chesapeake and Ohio Canal Company, with President Baughman in the chair, held a meeting in Baltimore yesterday. Messrs. Austin Herr and Arthur Cropley, of this place, were in attendance to look after additional water rights on the canal. The stockholders will meet in Annapolis the first Monday in January. No more way-bills will be issued on the canal this season, and a general reduction in expenses for the winter was authorized. The directors concur in the proposition that the general and State governments should help the canal, as both are interested in its future welfare. The coal shipments from Cumberland last week by canal were, for the week, 1,470 tons, and for the year, 208,820 tons, a decrease of 2,705 tons as compared with the year 1886.

Grain Receipts – Canal boat Ruby arrived with 3,000 bushels of wheat for G. T. Dunlop.

ES, Thu. 12/15/87, p. 7. **Affairs in West Washington – Grain Receipts** – Canal boat Seneca arrived with 330 barrels of flour, 650 bushels of corn and 325 barrels of flour for G. T. Dunlop. Canal boat Wheatley Bros. arrived with 2,500 bushels of wheat and 1,000 bushels of corn for J. G. & J.M. Waters. Canal boat Maryland arrived with 1,100 bushels of wheat for J. G. & J.M. Waters.

Sun, Fri. 12/16/87, p. 6. **Canal Finances**

In a discussion of the affairs of the Chesapeake and Ohio Canal today, President Baughman said: “The question as to whether the State should guarantee the interest on the repair bonds of the Chesapeake and Ohio Canal for seven years, or whether the bonds themselves, which amount to \$500,000 should be added to the sinking fund, must be decided at an early day. The amount that would be paid out in seven years would be two hundred and ten thousand dollars, at the expiration of which time the State would have nothing to show for this expenditure, whereas if the bonds were added to the sinking fund at a fair valuation, it would represent that much accumulated capital.” The aggregate revenue from tonnage on the canal for the season just closing amounts to nearly \$100,000.

ES, Fri. 12/16/87, p. 7. **Affairs in West Washington – Grain Receipts** – Canal boat Loudoun arrived with 3,000 bushels of wheat and 1,000 bushels of corn for G. T. Dunlop. Canal boat Maryland arrived with 2,000 bushels of corn and 2,000 bushels of wheat for G. T. Dunlop. Canal boat Morning Star arrived with 4,000 bushels of corn for G.T. Dunlop.

Sun, Sat. 12/17/87, p. 6. **The Cumberland Region’s Heavy Output** - The output from the mines of the Cumberland coal region for the year 1887 will be the heaviest since the

region was opened, in 1842, and this year will be the first in which the production of there million tons has been accomplished. The shipment's from the region up to December 10 aggregated 3,143,832 tons, an amount exceeding by over 200,000 tons the total of the heaviest previous year, 1884, when the output was 2,934,979 tons, and the three millions point nearly but not quite reached. Averaging the three remaining weeks of the present year at 75,000 tons each, a reasonable estimate, this year's output will reach fully 3,365,000 tons, or about 439,000 tons more than the heaviest previous year.

*Sun, Mon. 12/19/89, p. 4. **The Maintenance of the Canal*** – The maintenance of the Chesapeake and Ohio canal as a waterway promises to be an assured fact, if the wishes and purposes of the leading men in the democratic party are potent with the Legislature. The plans of relief for the canal are being discussed. One of these is for the comptroller to take the \$500,000 of repair bonds for the State sinking fund, and to hold them in the treasury. They are a mortgage on the corpus of the canal, which is estimated to be worth in any event several times that amount. There is a five years' option for calling in the bonds, which were issued in 1878. Once called in, the canal would be relieved of this \$30,000 annual interest, which it cannot now earn, and would be in shape to keep going. The other suggestion, which is approved by the attorney-general, is for the Legislature to pass an amendment to the constitution striking out the words that prohibit the State from appropriation on money to meet such cases as this of the canal. It is argued that as help can be given to hospitals and other institutions as the exigencies arise, the people would willingly agree that the canal, an important work, in which the State has a large interest, should not fail for want of

prudent help. In the two years before the people could pass upon and the next Legislature approve of the amendment, the treasury, so it is suggested, could take the coupons of one or more of the overdue repair bond interest payments for the sinking fund, and prevent the foreclosure sale of the property. The idea is to keep the canal going as a cheap means of transportation, and not to advance any large sums to it, but to look to it to earn operating expenses.

Col. Clarke to Take Charge of a New Railroad

The statement comes from the West that Col. James C. Clarke, of Maryland, late president of the Illinois Central Railway company and formerly president of the Chesapeake and Ohio canal company will go into the management of the Mobile and Ohio, one of the important railroads of the South. A dispatch from St. Louis says: "The report telegraphed a few days ago that ex-President Clarke, of the Illinois Central, has been chosen vice-president and general manager of the Mobile and Ohio railroad is accepted in local railroad circles here, and it is argued that if Mr. Clarke has accepted this position on the Mobile and Ohio, it may be taken as proof that the Illinois Central company with which he has been so long and prominently connected, and with which his relations are still of the most intimate nature, has gained control of the Mobile and Ohio.

ES, Mon. 12/19/87, p. 6. **Affairs in West Washington – Grain Receipts** – Canal boat Beulah arrived with forty tons of hay for G. T. Dunlop.

*News, Wed. 12/21/87, p. 3. **A Week's Coal Trade*** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, Dec. 17, were 72,712 tons, and for the year to date 3,216,544 tons, an

increase of 766,779 tons as compared with the corresponding period of 1886. The coal was carried as follows: To Baltimore and Ohio Railroad – Week, 62,752 tons; year, 2,565,000 tons; an increase of 637,278 tons. To Pennsylvania Railroad – Week, 9,960 tons; year, 370,723 tons; increase, 136,204 tons. Chesapeake and Ohio Canal – Week, none tons; year, 280,821 tons; decrease, 3,704 tons.

ES, Wed. 12/21/87, p. 6. **Affairs in West Washington – Grain Receipts** – Canal boat Seneca arrived yesterday with 156 barrels of flour, 600 bushels of corn and 400 bushels of wheat for G. T. Dunlop, and with 200 bushels of corn for J. G. and J. M. Waters.

News, Thu. 12/22/87, p. 3. **About the Canal** – Interviews in regard to the maintenance of the Chesapeake and Ohio canal with the following gentlemen of this city have elicited from them views favorable to the preservation of the canal to the State. Those who think in this way are: Hon. M. G. Urner, Joseph D. Baker, Col. Chas. E. Trail, Thomas Gorsuch, W. Irving Parsons, D. C. Winebrener, Major E. Y. Goldsborough, Jacob Rohrback, D. H. Hargett, Dr. Fairfax Schley, George Wm. Smith [and] J. L. Jordan. Col. L. V. Baughman, president of the canal, states that he has made arrangements to pay the interest on the repair bonds of 1878, overdue since last January, on the first of January, 1888. The *Sun* today states that a public meeting in behalf of the maintenance of the Chesapeake and Ohio canal is to be held in Cumberland today under the auspices of the Canal Union, an organization that includes prominent citizens of the canal counties among its membership. Congressman McComas telegraphed that he would be present, and other prominent persons are expected to attend. It is stated that a proposed memorial to Congress will be based largely upon the

services the canal rendered the general government during the war. The Canal Union has prepared a strong array of opinions of prominent Marylanders in defense of the canal. That the canal is of much importance to the District of Columbia in giving its people cheap coal transportation is well-known, and that the general government, which has a pecuniary interest in the work, would do well in giving it assistance cannot be successfully disputed. If this measure of relief can be furthered in Congress, without being loaded down with the other canal enterprises of the country, its merit will no doubt command attention. But it is insisted that the State cannot wait long for the general government to act, for the needs of the canal are imminent, and are commanding the attention of its friends. The statistics of the Cumberland coal trade for the present year show that there has been an output of over 3,200,000 tons of coal, the largest in the history of the region. Of this the canal carried 283,000 tons, or about the same as in 1886. All of the coal operators say they are friends of the canal, and that they want it maintained, but that in its present condition as to short supply of boats, &c., it cannot get large coal carrying contracts because of the uncertainty that might arise in its delivery. With the unpaid interest of the \$500,000 of repair bonds hanging over the canal, and the fear of a foreclosure sale may result, new boats will not be built and the carrying facilities will steadily decline. President Baughman favors the movement for aid from the general government, because the important property rights the canal has in the District of Columbia should be protected and developed. He proposes to make one of the three matured repair bond interest payments in January, and thus prevent a foreclosure. But the Legislature will be called upon to take up the canal question in serious earnest. One plan is for the State treasury to take the

\$500,00 repair loan for the sinking funds. Another is for a constitutional amendment to allow the State to protect its works of internal improvement, and then for the Legislature to appropriate moneys for the prudent and economical maintenance of the canal, freed from overshadowing debt. This, it is argued, will encourage boat building and enable the canal to pay its way. With the steadily increasing coal output of the region, the canal should get 400,000 tons of coal to carry next season – enough, even at the cheap tolls, to keep it going.

Sun, Thu. 12/22/87, p. 4. **Western Maryland Opinions** —What action will be taken by the State of Maryland through its Legislature within the next few months to save the Chesapeake and Ohio canal from being sold by the parties who now own a majority of the bonds of 1878, issued by an act of the General Assembly, and known as the “repair bonds,” is a subject that is attracting a good deal of attention here as well as in other parts of the State. According to the statement of the president of the canal some provision must be made by the State in the near future for its financial relief if it is to be maintained as a waterway. It has been fully demonstrated that it is impossible out of its current receipts to pay the interest, amounting to \$30,000 per annum, on its repair bonds, and at the same time meet its ordinary as well as extraordinary expenses. That some means will be devised to continue it as a waterway is the almost universal hope of the people of Frederick county. The following expressions of opinion from prominent citizens of Frederick probably voice the sentiments of the general public of this section:

Hon. Milton G. Urner, republican, State Senator, said: “I want the canal saved to the people of Western Maryland as a waterway if it is possible to be done. I am

not prepared, at present, however, to express an opinion as to the best means to be adopted to accomplish that end.” Mr. Joseph D. Baker, president of the Citizens’ National Bank of Frederick and of the Montgomery County National Bank, said: “I think the canal ought to be maintained by all means as a waterway. The State could easily provide for the purchase of the \$500,000 repair bonds, paying a low rate of interest for the money, and place them in the sinking fund. That would meet the present urgent necessities of the canal, and such other legislative action could afterwards be taken as might be found necessary to provide for its maintenance.” Col. Charles E. Trail, president of the Farmers and Mechanics’ National Bank, thought the canal should be maintained if it could be done without being too much of a burden to the State. Twenty-five years ago, he said, he favored placing the canal in the hands of private persons, but the conditions have since changed. He now favors also the speedy severance of the canal from politics. Mr. Thos. Gorsuch, president of the First National Bank, said he thought the canal ought to be kept as a competing line with the railroad, and that the State should not allow it to pass out of its control. As far as the people of Frederick county are concerned he did not believe there would be a dissenting voice to its maintenance as a waterway, and the opposition to its going into other hands would be general. Without the canal, he believed the freight rate, especially on coal from the Alleghanies, would be much higher than it is. He was unable just now to suggest what might be the best course for the State to pursue, as he had not given the matter sufficient consideration.

Mr. W. Irving Parsons, clerk to the Circuit Court and president of the Frederick County National Bank, though the canal should be maintained. Mr. D. C. Winebrenner, one of the leading merchants

of Frederick, expressed the same opinion, and added that it was to the interest of the people of Frederick that this be done. If the purchase of the repair bonds by the State was practicable, he favored it. Major E. Y. Goldsborough, ex-United States marshal, said he thought "it would be better for the State to appropriate the amount necessary to pay the interest on the repair bonds than to allow a foreclosure and the probable diversion of the canal from the purposes for which it was intended in the event of its falling into the hands of some private corporation."

Mr. Jacob Rohrback, member of the House of Delegates, said that under present circumstances he favored an annual appropriation by the State for a few years at least to pay the interest on the repair bonds rather than the purchase of the bonds for the sinking funds, as the State has probably too much interest in the canal already. If, however, the general government can be induced to make an appropriation toward the support of the canal, then he would favor a direct purchase of the bonds. Frederick county, he said, wants to see the canal kept open as a waterway. Mr. D. H. Hargett, of the firm of P. L. Hargett & Co., thinks the national government ought to assume a portion of the canal's indebtedness, as it is a national thoroughfare and affects the interests of several States, also that the canal should be extended to Baltimore.

Mr. Fairfax Schley, ex-president of the Frederick County Agricultural Society, said the canal should be maintained as a waterway, and "a competitor with the railroad at all hazards." Mr. Geo. Wm. Smith, a prominent farmer of Frederick county, expressed it as his opinion that the State and national governments should appropriate equal amounts towards maintaining the canal as a waterway. The District of Columbia, he added, is greatly benefited by the canal. If the national

government refuses to make an appropriation, then the canal should be sold, if possible, on condition that it be continued as a waterway.

Mr. J. L. Jordan, of the flouring firm of Jordan, Crampton & Co., Berlin, and a large shipper on the canal, thinks it should be maintained as a waterway by all means. "It will," he said, "be a sad blow to the people of Western Maryland if it is not done. The Legislature has as much right to make an appropriation to the canal as to any other institution, and should make arrangements to pay the \$30,000 annual interest on the repair bonds, or purchase the bonds and add them to the sinking fund. The valuable franchises connected with the canal make it a most valuable property, and it should not be sacrificed."

Col. L. V. Baughman, president of the canal, stated today that he had made arrangements to pay the interest on the repair bonds of 1878, overdue since last January, on the first of January, 1888.

DT, Sat. 12/24/87, p. 4. **THE YEAR'S CANAL REPORT – The Figures for the Year by Companies and by Months to the Different Ports.** – The total shipments for the year by canal were 277,688.17 tons, consigned as follows:

To Georgetown	
Borden Mining Co.	28,942 12
Consolidation Coal Co.	78,136 14
Elk Garden Coal Co.	6,773 00
George's Creek Coal Co.	84,831 04
Despard (Gas) Coal Co.	227 04
Maryland Coal Co.	2,561 11
Total	201,472 05
To Williamsport, Md.	
American	1,916 05
Borden	114 12
Consolidation	62,160 16
Elk Garden	8,474 15
George's Creek	439 00
Total	73,105 08

Canal Trade 1887

	To Hancock	
American		114 03
Borden		310 12
Consolidation		159 13
Elk Garden		518 03
George's Creek		950 10
	Total	2,053 01
	To Shepherdstown	
Consolidation		431 11
Elk Garden		99 01
George's Creek		180 14
	Total	711 06
	To Harper's Ferry, W. Va.	
American		225 00
George's Creek		121 17
	Total	346 17
The shipments by months were as follows:		
March		20,565 08
April		20,884 15
May		17,514 01
June		31,504 06
July		29,710 19
August		32,301 18
September		45,073 12
October		41,421 05
November		35,284 08
December		3,428 05
	Total	277,688 17
	1886	1887
To Georgetown	239,518 07	201,472 05
“ Williamsport	53,325 02	73,105 08
“ Hancock	1,576 17	2,053 01
“ Shepherdstown	750 01	711 06
“ Harper's Ferry	24 11	346 17
“ Point of Rocks	210 06	----
	Totals	294,415 04 277,688 17

The Elk Garden company make an excellent showing, having been shipping by canal only since August, and will be a great help towards swelling the shipments next year.

During the past year there were two hundred and sixty odd boats in active service.

This comparison of shipments for 1886 with 1887 shows the total decrease to

be 17,726.07 tons. This was occasioned by the extreme low water during the entire Summer.

The Maryland Coal company did not ship any coal by canal after April 1st of this year, and the American Coal company did not ship any coal to Georgetown. The other companies' reports compare favorably with their reports of 1886.

Total shipments of each company by canal were as follows:

Consolidation	140,888 14
George's Creek	86,523 05
Borden	29,367 16
Elk Garden	15,864 19
Maryland	2,561 11
American	2,255 08
Despard	227 04
	Total
	277,688 17

Sun, Mon. 12/26/87, p. 4. **Coal Shipments**

for the Year – The official report of the Chesapeake and Ohio canal shows that during 1887, 277,689 tons of coal were shipped from this port, a decrease of 17,726 tons as compared with 1886. The heaviest shipper was the Consolidation Company, sending out 140,890 tons. The West Virginia Central Railway acted for the first time as a feeder to the canal, shipping by the waterway 15,865 tons of Elk Garden coal. The road was not completed until July, and shipped by canal only about four months. The shipments by months were: March, 20,565 tons; April, 20,884 tons; May, 17,514 tons; June, 31,504 tons; July, 29,710 tons; August, 32,301 tons; September, 45,073 tons; October, 41,421 tons; November, 35,284 tons; December, 3,428 tons; total, 277,689 tons. The coal was shipped to the following points: Georgetown, D. C., 201,472 tons; Williamsport, Md., 73,105 tons; Hancock, Md., 2,053 tons; Shepherdstown, W. Va., 711 tons; Harper's Ferry, W. Va., 346 tons; total, 277,689 tons. The water has been

drawn off the canal for the season. One reason why the year's tonnage was not heavier was a protracted season of low water.

DT, Wed. 12/28/87, p. 1. **Montgomery to Appeal for the Canal** – A mass meeting of the people of this county has been called for the 7th of January, to take into consideration measures for the relief of the Chesapeake and Ohio canal. It is announced that Col Alfred Spates, of Allegany county, and Hon. I. E. McComas, of Washington county, will be present.

DT, Thu. 12/29/87, p. 2. **CANAL BONDS FOR THE SINKING FUND** – State Treasurer Archer says the Board of Public Works will take no positive action in regard to the Chesapeake and Ohio canal affairs until the Legislature shall have expressed itself on all the important question. As Mr. Archer is sure to be re-elected treasurer, his views on this question are doubly interesting. He thinks the purchase by the State of the \$500,000 repair bonds for the sinking fund, a safe investment for the State and the salvation of the canal.

The intrinsic value of the canal's water fronts and real estate in the District of Columbia is not less than \$1,000,000. In addition to this there is an annual rental of \$30,000 to \$40,000 from water powers, and other water rights along the canal. Upon all of which these repair bonds are a lien. So, there is no question of security, independent of the continuance of the canal as a water way, which the purchase of these bonds by the State would tend to accomplish.

Mr. Archer looks forward to next July, when the Baltimore and Ohio railroad will pay into the State treasury \$366,000 for the compro [illegible] 000 of the \$500,000 repair bonds of the canal, held by the Baltimore and Ohio, were received in part payment of the compromise bonds, then the

State would have funds sufficient to purchase all the remainder of the repair bonds for the sinking fund. Should the canal be able to redeem these bonds within five years from the date of their issue, it is privileged to do so.

Comptroller Turner says the canal is worth \$4,000,000, while Mr. Archer believes it could be promptly sold for \$2,000,000. The *Times* congratulates the friends of the canal upon the brighter outlook for the "old ditch," and renders honor to whom honor is due for the improved state of its affairs.

Sun, Thu. 12/29/87, p. 4. **Cumberland Coal Trade** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, Dec. 24, were 53,264 tons, and for the year to date 3,269,708 tons. The coal was shipped as follows: To Baltimore and Ohio Railroad – Week, 42,003 tons; year, 2,607,003 tons. Chesapeake and Ohio Canal – No shipments for week; year, 280,821 tons. Pennsylvania Railroad – Week, 11,161 tons; year, 381,884 tons. No comparisons are made this week with the corresponding period of last year because no report was issued for the corresponding week of 1886, it having been merged into the report for the last eleven days of the year. Next week's report will show the comparisons for the year.