

COMPILATION OF
CANAL TRADE ARTICLES FROM
THE CUMBERLAND DAILY TIMES
and
THE CIVILIAN
a Cumberland, Md. newspaper
and
EVENING STAR
a Washington, D. C. newspaper
and
ALEXANDRIA GAZETTE
an Alexandria, Va. newspaper
1888

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Revised MARCH 2017

Canal Trade 1888

A. PREFACE

This compilation of newspaper articles about the C. & O. Canal is one of a series. These newspapers were found on microfilm at Frostburg State University, Frostburg, MD. I did not include newspaper editorials about either of those topics because those were opinion pieces. *The Cumberland Daily Times* was published daily, except on Sundays. Whereas *The Civilian* was published on Sunday. Hopefully the two newspapers will yield a near-daily account of the operations of the canal in 1888.

This revision fills in the previously missing two months of canal information. The departing boats and incoming 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." This compilation is considered an edited version which should be of help to subsequent researchers.

Even a cursory look at the way bill numbers show an inconsistency that has not been resolved.

This revision also includes articles from the *Evening Star*, a Washington, D. C. newspaper and from *Alexandria Gazette* an Alexandria, Va. newspaper. Articles from the *Evening Star* are preceded by "ES" and those from the *Alexandria Gazette* are preceded by "AG."

Readers not interested in Maryland politics may skip over January.

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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Canal Trade 1888.

Sun, Mon. 1/2/88, p. 6. **The C. & O. Canal**

The Chesapeake and Ohio canal problem continues to receive attention. The proposition for relieving the canal and securing its reorganization is explained by one of its supporters. He says: "Under the act of 1884 the board of public works are authorized to invest in productive securities for the State sinking funds. This act was advocated by Governor McLane because the stocks and bonds of the State could not be purchased except at an extraordinarily high premium. If the canal repair bonds had been taken for the sinking fund when the interest upon them was being paid, the act of 1884 would have been complied with, for the point cannot be raised that the act is unconstitutional. Now that those bonds are in default, it would seem that a special act of the Legislature authorizing the board of public works to take a majority of the repair bonds for the sinking fund would cover the matter. That would be about \$260,000 of the \$500,000. The requirement is that there shall be three successive defaults of interest upon the repair bonds before the holders of a majority of the bonds can foreclose and sell the canal. If the payment of the interest due January 1, 1888, had been tendered the bondholders could have declined to accept it and asked that the money be applied to the payment of the largest overdue coupons, that of January 1, 1887. The tender of the payment of interest due January 1, 1888, would not have stopped proceedings on behalf of the holders of the bonds. Governor Lloyd in his message will cover the ground very well in his suggestions for rehabilitating the canal. It is a property worth about \$3,000,000. It is charged up with an indebtedness, largely fictitious, I may say, of some \$18,000,000, made up of defaulted interest on each year to securities that are worthless. The repair bonds of 1844, of the face value of \$1,700,000, now by adding the defaulted interest, represent twice that amount of indebtedness, which is not worth 8 cents on the dollar. There should be a wiping out of this fictitious load of indebtedness by selling it to the intrinsic value of the property. By that means mixed control of the canal can be decreased and it can be taken out of the sphere of political influence. Let me illustrate:

Suppose the indebtedness of the canal were scaled to \$2,000,000. That would give the State an interest of about one-third of the property, or say, \$600,000. No one has a particular scheme as to how the scaling is to be done, so that it can be accomplished. The State would get a representation in the board of directors from its holding a majority of the \$500,000 repair bonds. The holders of the minority of the bonds or of the \$240,000 would also have a representative, and so would the holders of the 1844 bonds and of the other scaled securities. The majority in the board of directors would not be the appointees of the State, and the canal would cease to be abused as a political machine. By lifting the burden of debt the canal would be rehabilitated, and should be able to earn 3 or 4 percent on its securities. Even putting its ability to pay at 2 percent, the State would get \$12,000 a year on its \$600,000 of holdings. If the canal should not, on the other hand, be able to pay any interest, the State would, nevertheless, be reimbursed by the increase in the value of the property along the canal, which would almost surely come after it was set upon its feet. These results can be accomplished at a cost to the State of \$260,000. It is the cheapest, and, indeed, the only way to save the canal as a permanent waterway. It is not a pet scheme of anyone, and it will be for the Legislature, representing as it does the people of the State, to pass upon it. Gov. Lloyd concurs in the opinion that the repair bond interest coupons cannot be bought for the sinking funds, because the constitution prohibits the appropriation of money to works of internal improvement. The Legislature is not likely to pass a constitutional amendment striking out this prohibition, nor, in fact, any other amendment of the constitution; nor could the people of the State be relied upon to approve it at the polls. The repair bonds were sold at 86 to 80, as I understand. The so-called Baltimore and Ohio Railroad syndicate, who are said to hold the majority of them, paid 86 for the largest part of their holding, the same figures at which the Pittsburg and Connellsville 7 percent bonds were floated. For the remainder of the repair bonds, for which there was no market, the price was 84 to 80. It has been said that a syndicate in the interest of the Virginia Central or the Western Maryland Railroad took the minority

holding of the bonds. Suppose that there was a foreclosure of the canal, that would only bring it to a sale. Does anyone believe that the Baltimore and Ohio Railroad Company is in condition to buy the property, worth several millions, or that the minority side could buy it? Therefore, the foreclosure would only result in bringing buyers into the field, and neither the majority nor minority holders are prepared for that. It is reasonable to conclude that both sides would rather see the waterway maintained, whatever else they would like to do with it if they were able. There is an option for the canal company to redeem the repair bonds, and they can take the majority of them at par.”

Attorney-General Whyte is inclined to the proposition for an amendment of the constitution to permit the State to aid works of internal improvement in which it has an interest, so that they can be saved from annihilation. He believes that the purchase of enough repair bond coupons by the State to prevent a foreclosure sale would be admissible until the operations of a constitutional amendment would become effective, two years hence. Then the Legislature could give prudent aid to the canal until its future is finally demonstrated. That would give the canal a sure chance for its life.

Tue. 1/3/88, p. 1. THE CANAL'S NEW PRESIDENT. - Stephen Gambrill to Succeed Colonel Baughman - New Directors Elected.

Annapolis, Jan. 3. - The annual meeting of the stockholders of the Chesapeake and Ohio Canal company was held at the executive chamber yesterday. Treasurer Archer and Comptroller Turner, of the Board of Public Works, which holds the controlling stock, 10,008 shares, in the canal, were the only representatives present.

The stockholders, by resolution offered by Comptroller Turner and indorsed by Treasurer Archer, elected Stephen Gambrill president and a full board of directors, to serve for one year from January 12, to which date an adjournment was taken to receive the annual report of President Baughman now in course of preparation. The board of directors consists of Col. J. O. Berret, Patrick Hamill, R. A. Dobbin, John Humbird, who were re-elected; James A. L. McClure, elected in

place of Col. Clinton P. Paine, and Buchanan Schley, elected in place of Spencer Watkins.

Mr. Hattersly Talbot, of Montgomery county, was a candidate for the presidency endorsed by Mr. A. Bowie Davis among others, but Mr. Gambrill's application was indorsed by over 500 prominent men connected with the canal, among who may be numbered Hon. Henry G. Davis, Renter & Mallory, C. F. Mayer, president Consolidation Coal company; James Boyce, Gilmore, Meredith & Co., Stephen Lee & Son, Embrey & Stonebraker, S. M. Hamilton & Co., Mayor Latrobe, James Sloan, Jr., Robert Ober, Wm. Pinkney Whyte, Clayton Cannon, I. Freeman Rasin, J. P. Poe, Bernard Carter, N. Cushwa, T. Harrison Garrett, Wm. A. Fisher, A. Hunter Boyd, W. M. McKaig, R. H. Gordon, P. W. Avirett, and Mertens' Sons.

Dr. Ed. Wootton, of Montgomery county, was on hand and arraigned the directors. Quite a spicy time was had for a few minutes between Mr. Archer and himself. Dr. Wootton opposed the re-election of Mr. Watkins.

Mr. Gambrill, the new president, is a brother-in-law of Senator Gorman; is 43 years old, having been born in Howard county on a farm near Ellicott City, October, 1844. He received a limited education at Rock Creek College. He was in business with his father, Richard Gambrill, at Ellicott City. He removed to Hagerstown, and was in the milling business for several years. He was appointed clerk in the canal office August, 1872, recommended for the position by Gen. George S. Brown, made paymaster several years afterwards.

In the freshets of 1878 he was put in charge of the repairs of the lower division of the canal. In the following Spring, he was made general superintendent and paymaster. In October, 1884, he was appointed treasurer and paymaster, with the position of assistant to the president. His 15 years experience in all departments of the canal makes him especially well fitted for his new position.

The salary is \$3,000 a year and \$1,000 for traveling expenses, and in view of the embarrassed condition of the canal finances, Mr. Gambrill may continue to perform the duties of paymaster. Further details will be arranged at the

meeting on the 12th, when President Baughman will make his report to [the] board.

Sun, Fri. 1/6/88, p. 6. **Canal Committees from Allegany** – The committee appointed at the recent public meeting of the canal union to select committees from Allegany county to ask aid for the C. and O. Canal from the Maryland Legislature and Congress have performed their duty. The committee to go before the Legislature is composed of Hon. Lloyd Lowndes, R. D. Johnson, Samuel Sonneborn, Robert Henderson, Thomas G. McCulloh, George L. Wellington, David Lynn, Albert Holle, S. J. Edwards, W. H. Shepherd, Frederick Mertens, Harry Swarizwelder, W. T. Coulehan, N. P. J. Schermesser, John T. Gannon [and] W. F. Cowden. The committee to go before Congress is composed of Hon. William Walsh, Robert Shriver, Henry T. Weld, William Braci, W. S. Fuller, J. N. Benson, Col. Horace Resley, John Chambers, David Lynn, William M. McKaig, William Weber, J. W. Thomas, Ferdinand Williams, James Cunningham, William Broderick, Capt. John Sheridan, W. F. Flannigan [and] W. F. Cowden. These committees are to act in concert with those selected from the other canal counties.

C. and O. Canal Affairs

Mr. Stephen Gambrill, secretary and paymaster of the Chesapeake and Ohio Canal, was at Annapolis today settling up the affairs of the old management preparatory to taking charge as president, to which position he was elected by the stockholders on Monday last. The stockholders will meet on Thursday of next week, when President Baughman's annual report will be submitted. The board of directors will have a meeting on the same day. The committee on accounts, consisting of Messrs. Hamill, Humbird and Watkins, will be at Annapolis on Tuesday to examine the yearly accounts of the canal. President Gambrill will, it is thought, be continued as superintendent and paymaster. The directors, who make the appointment, are said to be favorable to Mr. Spencer Watkins for the treasurership. The retirement of that gentleman from the directorship of the canal was said to have

been effected with the understanding that he was to be made the treasurer.

AG, Fri. 1/6/88, p. 3. **The Canal Claim** – In the month of June, 1887, the United States, through special counsel H. H. Wells, filed a bill in equity in the U. S. Circuit Court against the Alexandria Canal Company, et. als., for the purpose of closing up the affairs of said company and to have the proceeds derived from the sale distributed among the stockholders. The bill also prayed for an injunction restraining the officers of said company from in any manner disposing of any of the properties of the company. The injunction was granted and W. W. Dungan was appointed receiver. Upon an examination of the papers in the auditor's office, it was found that the canal company was indebted to the city of Alexandria for money loaned in the sum of \$82,355.79, evidenced by the bonds of the canal company in the possession of the auditor. The City Council instructed the Commonwealth's attorney by resolution to take such action as might be necessary to enforce the claim of the city against the company. Mr. Samuel G. Brent, Commonwealth's attorney, in pursuance of the resolution passed by the City Council, this morning filed a petition, by leave of the court, praying that the amount above stated should be deemed to be due the city and that the same be paid out of the proceeds that may be realized from the sale of the canal. The petition was referred to special commissioner John S. Fowler, to take such evidence as might be produced before him and to report the exact sum due the city with interest from the dates that the same was loaned to the canal company.

The Canal Stock Matter – Mayor E. E. Downham yesterday went to the Solicitor of the Treasury, in Washington, to procure a certificate that this city had deposited with the Treasurer 1,220 shares of the capital stock of the Alexandria Canal Co., as required by a decree of Judge Hughes entered in 1882. This was the stock recently bought by the city from the State. The certificate was expected here today, when it was hoped the suit of the United States would be dismissed, but has not yet arrived, so that no action can be taken for a few weeks.

The Aqueduct Bridge – In Washington yesterday the Chesapeake and Ohio Canal company filed their answer to the petition of the United States for the condemnation of land for an approach to the new aqueduct bridge, admitting all the allegations of the bill and expressing a willingness that appraisers be appointed. The answer states that the abutment which it is proposed to take, was built between the years 1838 and 1846 at a cost of \$40,060.36. Its present value is fixed at \$40,000, and that of the land at \$5,000. George S. Brown, James Sloan, jr., Lloyd G. Lowndes, trustees, also filed answers of the same tenor, and suggest that the draft issued ought to be made payable to them jointly with the Canal company.

ES, Mon. 1/9/88, p. 5. **C. and O. Canal Interests** – A mass meeting of citizens of Montgomery County, Md., in the interests of the Chesapeake and Ohio Canal, was held in Rockville Saturday, and was well attended. Speeches were made by Oliver S. Manse, who presided; Col. Alfred Spates of Allegany County, who had been invited to attend the meeting; ex-Judge W. V. Bouic, N. J. Wagner and Dr. E. E. Wootton. It was determined to appoint committees to cooperate with committees of other counties in their efforts to save the canal and place it on a better basis. The chair appointed the following committees: To visit Annapolis – Howard Griffith, Upton Darby, Wm. Veirs Bouic, jr., John T. Deselum and R. G. Connell. To visit Congress – John T. Fletchell, A. B. Davis, Capt. John McDonald, Wm. Kilgour and N. D. Offutt.

The sentiment of the meeting favored the separation of the canal company from politics, and its management on business principles. The committee to visit was instructed to call on the Maryland Representatives and endeavor to secure aid from the General Government to save the canal from its present financial embarrassments. The Annapolis committee will visit the legislature at Annapolis and do all in their power to secure state aid and the passage of such laws as would insure the management of the canal upon a purely business basis.

Wed. 1/11/1888, p. 3. Mr. Gambrill will enter on duty as president of the Chesapeake and Ohio canal tomorrow, January 12.

Sun, Wed. 1/11/88, p. 4. **THE CANAL**

Comptroller-elect Baughman will enter upon the duties of his office January 17. It was well understood when the stockholders of the Chesapeake and Ohio canal met, January 2, at Annapolis, that Colonel Baughman, having been elected the comptroller of the State treasury, declined re-election as president of the canal company. It was the day set for the election of a president for the ensuing year, and therefore Colonel Baughman could not have sent in a resignation. It was known, and had been published weeks before, that he would not continue as president of the canal, and that Mr. Stephen Gambrill would be his successor. The board of public works in that matter did what it was known weeks before they would certainly do. At the adjourned canal meeting to be held in Annapolis today, Col. Baughman's annual report will be presented. President Gambrill's term of office will commence from January 12, and it is reported that ex-Director Spencer Watkins will succeed Mr. Gambrill as paymaster and treasurer. Mr. James A. L. McClure, who again goes into the board, will take an active part in looking after the welfare of the canal before the Legislature and in Congress, too, if it reaches there.

Ibid, p. 5. **The Chesapeake and Ohio Canal** – The State's claim against the canal on the 30th day of September, 1887, amounted to the sum of \$25,574,713.55. Of this sum \$7,000,000 is the principal and the balance, \$18,574,713.55, is for interest.

This work, it is said, is in danger of being sold under the lien created by authority of the act of 1878, Chap. 58, authorizing the issue of \$500,000 repair bonds. Comptroller Turner says:

“Three successive defaults in the payment of interest by the canal company entitle the holders of a majority of these bonds to the right to institute foreclosure proceedings. In this event the whole lien of the State in the canal might be sacrificed. This should not be allowed if it is possible to prevent it. Foreclosure could easily be avoided by the passage of an act of Assembly authorizing the treasury officers to invest the

moneys belonging to the sinking funds in these bonds until a majority shall have been purchased. These bonds are a first lien on the canal. and are as good as the State's own bond; besides in doing this the State would be protecting its own property rights from loss and injury. The act of 1884, chap. 383, confers upon the treasury officers the power to invest the moneys set apart to the credit of the various sinking funds of the State in productive stocks of bonds other than those of the State. But as these bonds, in the present condition of the canal, could not be classified as productive, the treasury officers, in the absence of any express authority upon the subject, would not probably purchase them for the sinking funds. That the interest on these bonds will be ultimately paid cannot be doubted. New York State has long since, I understand, recognized the impossibility of toll-paying canals competing with railroads, and has made its canals free by supporting them from its treasury. The Chesapeake and Ohio canal benefits the people of the whole State in the influence which it exercises upon freights on coal, thereby reducing the price of that commodity. In order to prevent a forced sale of the canal and a sacrifice, perhaps, of the State's interest, it will only be necessary for the State to invest, in the manner I have indicated, two hundred and fifty-one thousand dollars in order to give it absolute control of any foreclosure proceedings which could possibly arise under these bonds. There are other bondholders who have a lien upon the tolls of the canal. In the present condition of the canal these bonds possess but little, if any, value. But were a sale of the canal effected, the question would at once be raised. What is the status of these bonds? The principal of these bonds amount to some \$1,700,000, and about as much more is due for interest. The State's claim, as I have shown, principal and interest, is over twenty-five millions of dollars. The whole bonded indebtedness of the canal should be adjusted, so that in case an offer for purchase of the canal should be made the treasury officers would know exactly how much, in a given sum, the State would receive for its interest. As these matters now stand it would be difficult to determine, in the event of a sale, what share of the proceeds the holders of the lien upon the tolls would be entitled

to. In a word, if the canal is to be maintained it should be reorganized."

Thu. 1/12/88, p. 3. **MEETING OF THE CANAL BOARD. -- Watkins Chosen Treasurer - Baughman Wants State and Government Aid.** {Special telegram to the *Times*.} - Annapolis, Jan. 12. - The adjourned meeting of the Chesapeake and Ohio canal stockholders was held in the executive chamber this morning. The Governor, Jackson, presided. The attendance included the Senators and representatives of the canal counties, Attorney General Roberts, ex-Governors Lloyd and Whyte, Comptroller Turner and president Gambrill.

President Baughman read a lengthy report in which he suggested State and National aid for the relief of the present crisis. He said that the canal's obligations had not been paid during the last three months because the money had been used to avert the foreclosure of the mortgage. At a subsequent meeting of the directors Spencer Watkins was elected treasurer of the canal.

Sun, Thu. 1/12/88, p.5. **Chesapeake and Ohio Canal** – The canal problem is to be a leading source of trouble among members, and how to “whip the devil around the stump” to save it is the problem of the hour. The State has a large interest at stake, and everybody says it is worth preserving; it ought not to be sacrificed. There is some diversity of opinion touching the meaning of the constitutional provision which prohibits State aid to works of internal improvements. It is seriously urged by some that the provision refers only to such works as were to be constructed subsequent to the adoption of the constitution, and not those already in existence, and in which the State had invested its money, and which might at any time need its aid. Others say that the constitutional provision would be a most vicious piece of legislation if the prohibition did not apply to works in existence as well as to those hereafter to be constructed. One of the members said today that “assuming that the State may extend such aid as is necessary to prevent the canal from being sold by its creditors pending the proposal of a constitutional amendment, this would not for a moment justify the investment of the sinking fund in its repair bonds, for the reason that, apart from

any other objection, there is absolutely nothing to show that the earning capacity of the canal would be increased, or that its embarrassments would be more than temporarily warded off. To devote enough public money, if it can lawfully be done, to the payment of the future interest on these bonds, so that the people may decide whether to hold on to the canal or not, is one thing – but to buy up the bonds themselves, as is proposed, is, even if constitutional, such a monstrous raid on the public funds, and so profitless in its results, that the proposition, if made, will scarcely be seriously entertained by the Legislature.”

Fri. 1/13/88, p. 2. President Baughman's report is an able statement of the true state of the canal's critical condition. He showed by figures of a gloomy purport, that the earnings are not sufficient to pay even greatly reduced operating expenses. But he still maintained the correctness of the position, already taken, that the State must and the Government should at once assist. Once restore the confidence of the shippers and boatmen in a permanent business for the canal and new boats will be built and increased tonnage secured. The shipments from the West Virginia Central railroad will increase very materially the earnings of the canal.

Sun, Mon. 1/16/88, p. 6. **Resignation of a Canal Director** – Col. Buchanan Schley, who was recently elected a director of the Chesapeake and Ohio Canal, sent in his resignation of the position several days ago.

ES, Wed. 1/18/88, p. 6. **The Aqueduct Bridge**
 The case of the United States ex. rel. Secretary of War Endicott against the Chesapeake and Ohio Canal Co., for the condemnation of the right of way to the Aqueduct bridge, was before Judge James yesterday. He made an order appointing Messrs. Thomas J. Fisher, James E. Fitch and Joseph C. Hornblower commissioners to assess the damages resulting from the condemnation of the ground and right of way described in the petition. The commissioners are to assess separately the damages sustained by the parties interested. First, by the taking of that part of the ground covered by the northern abutment of the Aqueduct bridge, which lies south of the south

line of Water street; second, by the taking of the abutment proper, including that part of it which is upon public ground; third, by the maintenance, in perpetuity, of the right of way heretofore stated; and, fourthly, by the taking of the parcel of land on the north side of the Chesapeake and Ohio canal, known as Lot 7, &c.

ES, Fri. 1/20/88, p. 3. **Notes**

Col. L. Victor Baughman, formerly president of the Chesapeake and Ohio Canal, and now controller of the state of Maryland, was at the Capitol today.

ES, Sat. 1/21/88, p. 3. **The Chesapeake and Ohio Canal** – The committees on internal improvement of the Maryland legislature held a joint meeting Thursday evening in the house chamber, and Senator McKaig and Dr. Wootton, chairmen, heard delegations from Western Maryland in behalf of the Chesapeake and Ohio Canal. The members of the legislature from those counties and a number of others were present. Senator McKaig read the memorial of the canal union meeting recently held at Cumberland to show that the delegations were present as a legislative committee from that meeting to bring the canal question before the legislature.

Mr. Robert R. Henderson, of Allegany, first addressed the joint committee. He said the repair-bond lease of \$500,000 is the first mortgage on the canal, and the constitution prohibits the state from appropriating money to relieve the canal. He understands a plan of relief is proposed by purchasing a majority of the repair bonds for the state sinking funds. He thought the state could buy at least \$251,000 of these bonds, and would only be risking the interest on that amount. The canal last year was nearly self-sustaining, and there is a prospect for a better business. It will give the canal a chance to prove that by economical management it can be made self-sustaining. Capt. Friend, of Garrett, said he could speak for his county that they want the canal maintained. Mr. John T. De Sellman, of Montgomery, gave a history of the canal and the part the general government had in it.

Mr. W. V. Bouic, jr., of Montgomery, objected to the proposition of Mr. Henderson, of Allegany, to take a majority of the repair bonds of

the canal for the state sinking funds. The constitution prohibits the appropriation of money for the canal, and the sinking funds are sacredly set apart for other purposes. He proposed it should first be tried whether the present management can operate the canal for the next two years, or if they cannot do it, let the effort be made to lease or give the canal into the hands of persons who will pay the interest on the bonds and run the canal. Mr. Rice, of Frederick, approved of the project to buy the repair bonds.

Mr. F. H. Darby, of Washington County, said he favored the lease of the canal in its entirety. A syndicate is ready to lease at least a portion of the canal. Mr. Isaac Gruber, of Washington County, said the purchase of the repair bonds would not relieve the canal. If a freshet occurs in the spring the retirement of these bonds would be of little service. The plan would be to lease the canal to the best advantage. Mr. Victor Cushwa, of Washington County, said the people wanted the canal maintained as a check to monopolistic concerns. It has reduced the price of coal all over the United States. Political management is not the best, and it is sometimes extravagant, but he would not criticize those who have been concerned in that management. The idea of lease has always been popular. He did not believe the people of the state wanted to repeat the past history of the canal. If the canal is relieved of politics and put under business management, he believed it can be made to pay. He favored a lease. Mr. Wm. F. Cowden, of Allegany, opposed the idea of lease to a syndicate. Mr. Fred Mertens, of Allegany, said that if the repair bonds are taken up he will build twenty boats next year. Mr. Felix Beatrix, of Allegany, said he, too, will build new boats if the canal is relieved of the repair bonds. Mr. F. T. Goddard, of Washington County, said the boat builder had been heard from, and he wanted to hear what the coal shippers propose. Mr. Agnew, of Alexandria, Va., a coal shipper, said his firm will give the canal increased coal tonnage in 1888. Mr. Benson, of Allegany, said that he believes it will be found that the proposition to lease a portion of the canal will be to comprehend only the part which is adjacent to the coal fields. The other portion will be left out in the cold. Dr. Wootton, in answer to a question as to what proportion of

the canal business was derived from merchandise other than coal, said the canal is not dependent on Montgomery County, but that county is dependent on the canal.

The *Baltimore Sun* says: The summary of the expressions of opinion was about as follows: Allegany favored the retirement of the repair bonds; Washington favored the lease of a portion of the canal to a syndicate; Montgomery favored the lease of the entire canal. The delegations appointed an advisory committee to confer with the legislative committees on internal improvement, as follows: Jas. Findlay of Washington; Wm. V. Bouic, jr., Montgomery; Chas. Rice, Frederick; R. D. Johnson, Allegany; E. H. Wardwell, Garrett.

The Plan for Leasing Part of the Canal

The *Sun* also says: Legislators are considering the propriety of closing the canal from Cumberland to Williamsport and extending the Western Maryland Railroad track along the towpath from Williamsport to Cumberland. This would give Baltimore direct connection with Cumberland via the Western Maryland Railroad, and the Baltimore and Ohio, the Pennsylvania and the Western Maryland railroads would all run coal direct from the Maryland coal fields. Coal intended for canal shipment would be brought by Western Maryland cars through Cumberland and dumped into canal boats at Williamsport. The Western Maryland Railroad has offered, it is said, \$40,000 per annum for the transfer and use of the canal from Williamsport to Cumberland. From this amount the interest on the repair bonds of the canal is to be paid. Already the scheme has many friends, and, though there are some obstacles to be overcome, it is thought the proposed extension of the Western Maryland can be successfully carried out. President Hood was interviewed about the matter yesterday. He said: "Such a proposition is under consideration, but it is a big subject and it will take some days yet to fully mature the plans. If the proposed arrangement is effected it will in no way be detrimental to the lower part of the canal, but will, on the contrary, confer on that portion renewed vitality by concentrating the present boat equipment of 184 miles on the lower 100 miles of the canal, thus nearly doubling its working strength. The danger from floods would

be reduced one-half on account of reduced length of canal.”

Opposition to the Syndicate’s Project

The Baltimore *American* says: The Montgomery people interested in the canal, as well as those from Allegany, are opposed to such a course, on the ground that tolls from Williamsport are not sufficiently large to maintain the canal. There are now about 200,000 tons of coal brought to Georgetown, on which the tolls, at 25 cents, would net about \$50,000. This will not maintain the waterway. Coal is about the only freight brought down, and there is none other to realize from. There would be no objection to the proposition of maintaining only part as a waterway, if the syndicate would lease the entire canal. That portion, however, which the syndicate now wants to control is the most advantageous to the railroad companies, and of immense benefit to their freight traffic. The route from Cumberland to Williamsport is all downhill, and one engine can rush a train of cars of any length to that point in a short space of time, and at very little expense. From Williamsport, however, the grade is upward, and it will require fully three engines to pull the same train to tidewater. Those who are well posted here think it is the same old scheme of the West Virginia Central to get control of the best part of the canal. Dr. Wootton, the chairman of the committee on internal improvements, prefers to lease the whole canal, but he will fight any proposition to give up one portion at the expense of the other. After the entire property has been leased it is immaterial to his people whether they use it as a waterway or otherwise. “If the present management,” said he, “cannot make the canal self-supporting in its present condition, and the leasing as proposed shall not be accomplished, then let them step down and out, so that others more capable can do the work.”

AG, Sat. 1/21/88, p. 2. **News of the Day.**

It is believed that the West Virginia Central and Western Maryland Railroad have formed a syndicate for the lease of a portion of the Chesapeake and Ohio canal.

Wed. 1/25/88, p. 1. **A Coal Company Elects Officers.** - Baltimore, Jan. 25. - The stockholders of the Cumberland Coal company met at their

office, No. 3 East German street, yesterday, approved the financial report of the operations of the company for the past year and elected the following directors to serve the ensuing year: William H. Gorman, H. G. Davis, S. B. Elkins, Arthur P. Gorman and Robert Ober. Mr. Wm. H. Gorman was elected president and manager, and Arthur W. Sellman was elected secretary.

AG, Wed. 1/25/88, p. 1. **The C. & O. Canal**

The Chesapeake and Ohio canal will very soon occupy a share of the attention of the Maryland Legislature, and it is understood the syndicate’s proposition to lease the eighty-five miles of the canal from Cumberland to Williamsport for a railroad will be taken to Annapolis this week with the backing of the Western Maryland Railroad Company. Colonel Charles Marshall, counsel of that company, is formulating a bill providing for the canal case. The details are not yet settled. The Baltimore *Sun* says an outside rumor has it that the syndicate have agreed to guarantee one million dollars of 5 percent bonds with which to build the railroad after the lease is secured. The indications are that several other canal schemes will come along. Dr. Wootton, of Montgomery county, will ask for a lease of the whole canal to the best bidders. The board of public works are said to incline toward the purchase of the canal repair bonds. The canal company will no doubt have a relief scheme also. The idea is advanced for the organization of a transportation company, made up of coal operators, shippers, boat-owners and others, to cooperate with the canal company, and make coal contracts direct with the Eastern consumers, the shipments to go to tidewater by way of the canal.

Sun, Sat. 1/28/88, p. 5. **Official Figures of the Coal Trade** – The official report of the Cumberland coal trade for year 1887 has just been issued from the office of the Cumberland and Pennsylvania Railroad. It gives the total output for the year as 3,375,796 tons, 48,265 tons more than the total shown by the statement of shipments to tidewater. The difference is due to the fact that the present statement contains the local consumption, including coal for locomotives, rolling mills, &c. The total output for 1887 exceeded that of the previous year by

783,329 tons, and that of 1884, the heaviest previous year in the history of the region, by 440,817 tons. The year was the first in the region's history in which the output reached three million tons. The total output since the opening of the region in 1842 is 55,752,841 tons. Of the total output as given above 449,011 tons were from the Elk Garden region in West Virginia, comprising the Elk Garden mines, Atlantic and George's Creek Company, Big Vein Coal Company and Davis mines. The outputs of the companies in the Cumberland region proper were: Consolidation 936,799 tons; George's Creek Coal and Iron Company 394,012 tons; Maryland 316,518 tons; American 259,632 tons; Potomac 209,793 tons; Borden 192,636 tons; New Central 181,906 tons; Maryland Union 148,523 tons; National 117,658 tons; Davis & Elkins 82,687 tons; Swanton 61,610 tons; Blaen Avon 11,934 tons; Union Mining 75,000 tons; Atlantic & G. C. 3,608 tons; Hansel mine 1,989 tons.

Mon. 2/6/88, p. 1. **What the Canal Paid at Williamsport.** - There was seventeen thousand and six hundred dollars collected by Mr. Jonathan Spielman, toll collector of the Chesapeake and Ohio canal at Williamsport, during the past season.

AG, Thu. 2/9/88, p. 2. **News of the Day**
 In the Maryland Legislature yesterday Dr. Wootton, on behalf of the bondholders of 1844, introduced a canal bill, directing the Attorney General to institute legal proceedings for a decree for the sale of the Chesapeake and Ohio Canal under the mortgages held thereon by the State.

ES, Fri. 2/10/88, p. 1. **To Save the Canal**
 The Maryland house of delegates yesterday received from the board of public works an answer to the resolution adopted by the house asking for the board's proposition relative to the Chesapeake and Ohio Canal. The report of the board together with an accompanying bill providing for the purchase by the State of \$500,000 of canal repair bonds, under certain circumstances, was referred to the committee on internal improvements.

The reply of the board states that the report made to the stockholders on January 12 by

the president and directors of the Chesapeake and Ohio Canal Co. shows that the interests of the state in that company are in danger. The circumstances under which the \$500,000 repair bonds, to which all other liens were subordinated, were issued under a legislative act of 1878 are recited. The money was obtained, the report says, on the bonds thus issued upon the faith of the security offered by the state. So far, therefore, as the state is concerned, it is plain that it is its duty to see to it that these bonds, while they are outstanding, continue to possess all the rights and to be protected by all the security intended to be accorded to them by the agreement of the state expressed in the act authorizing their issue.

"In the ten years which have passed since 1878," the report goes on, "the canal has on several occasions been seriously injured by freshets. The competition of railway lines, partly in this state and partly in other states, has diminished the revenue derived by the canal from the coal trade, which has long been its chief dependence. Two successive coupons on the bonds issued under the act of 1878, chap. 58, now remain unpaid. The third successive coupon will fall due in July, 1888. The general assembly will not then be in session. There is danger that the canal company may not be able to make that payment of interest, or to defer after July 1, 1888, the foreclosure of the mortgage executed under the act of 1878, chap. 58. The report of the president and directors of the company, lately made to the stockholders, makes it more than probable, indeed, that the contingency of the non-payment of the three successive coupons must arise before the general assembly will meet in 1890. The large ownership and interest of the state in the Chesapeake and Ohio Canal Company have been already adverted to. The state properly controls the work, because it owns \$5,000,000 out of the \$8,226,593, which is the entire capital stock of the canal company. It will be seen, therefore, that the whole mortgage debt and interest due by the canal company to the state, the stock owned by the state in the canal company, the control of the state over the canal, all are now in imminent danger of being wholly lost. It is plain, moreover, that if the canal is sold under the mortgage referred to there can be no assurance that it will be preserved as a waterway. These circumstances

require that the duty imposed on this board by the constitution of the state of bringing to your attention all matters which affect any interest, which the state possessed in any work of internal improvement, and of indicating any remedy we may be able to suggest, should now be faithfully performed.”

The board urges that if the state wishes to keep its power of control over the canal, upon which it has expended so many millions; if it wishes even to possess the means of preserving the canal as a waterway and of reorganizing the canal company in such manner as to insure its usefulness, it must exercise its power of self-protection. The bill submitted to the board authorizes the treasurer of the state to invest any moneys set apart for the sinking funds of the state in the purchase of the bonds, provided that the rights of holders of bonds so purchased to any collaterals, issued under the act of December session, 1844, chapter 281, as securities therefor by the said Chesapeake and Ohio Co., shall also be acquired by the state by said purchase.

AG, Fri. 2/10/88, p. 2. **News of the Day**

The Maryland board of public works has recommended to the Legislature the purchase of Chesapeake and Ohio canal repair bonds of 1878 out of moneys set apart for the sinking funds of the State treasury, and in the Maryland Legislature yesterday a bill was introduced looking to the sale of the Chesapeake and Ohio canal to 1844 bondholders.

AG, Thu. 2/16/88, p. 3. **Local Brevities**

Messrs. John P. Agnew & Co., of Washington, have been awarded the contract for delivering a cargo of about four hundred tons of Cumberland coal at Eastport, Me., for the use of the revenue marine service, at \$5.25 per ton.

Sat. 2/18/88, p. 3. **Canal Tolls for 1888.**

Annapolis, Feb. 18. - The canal board has fixed the tolls on coal shipments for the coming season. The tolls and wharfage to Georgetown on coastwise shipments will remain at 34 cents per ton, as last year. On shipments for the District of Columbia the rates are to be 44 cents, an increase of 4 cents.

AG, Tue. 2/21/88, p. 2. **News of the Day**

At a special meeting of the Merchants and Manufacturers' Association of Baltimore, yesterday, the proposition of the Western Maryland Railroad to lease part of the Chesapeake and Ohio Canal was endorsed.

ES, Thu. 2/23/88, p. 4. **Western Maryland's**

Offer for the Canal - At a meeting of the board of directors of the Western Maryland Railroad Co., in Baltimore, yesterday, the matter of the lease of a portion of the Chesapeake and Ohio Canal was discussed, and resolutions were adopted authorizing the special committee of the company to so amend the bills now before the legislature as to make \$45,000 the amount of rent payable under the proposed lease, also to obligate the company to provide \$15,000 to pay the coupons of the repair bonds maturing July 1st, to prevent foreclosure.

Tue. 2/28/88, p. 3. **The C. & O. Canal**

Company Sued. - Suit has been instituted by Mr. Wm. Brown and Thos. Mouse, residents of Four Locks, against the canal company. The claims are \$735 and \$800, respectively, for services rendered the company.

AG, Tue. 2/28/88, p. 3. **Local Brevities** - A bill was reported favorably and read the first time in the Maryland House of Delegates yesterday to sell the Chesapeake and Ohio canal under certain contingencies.

Fri. 3/2/88, p. 1. **The First Bath of the Season.**

Last evening a young man named Clive Hammond, son of Mr. E. E. Hammond, this city, was coming up the canal, and in place of walking the tow path he wished to try an experiment by crossing on the board walk which is used by the lock keeper in regulating the water in the canal. In his experiment, he fell into the river.

He had a light overcoat on which did not turn water, consequently he got very wet, and had it not been for the assistance of Mr. Charles Hughes, Robert Neill and John Dillon, Hammond would have drowned.

The parties named above saved him by the use of an iron hook which kept him up until a boat

could reach him, for which some distance had to be gone before securing it.

ES, Wed. 3/7/88, p. 5. **The Chesapeake and Ohio Canal** – The bill for the sale of the Chesapeake and Ohio Canal, reported from the committee on ways and means, known as house printed bill 99, passed its second reading tonight. This bill has been published. It provides for the sale of the canal by the state under certain contingencies. A prominent democrat, high in the counsels of his party, says the passage of this bill into a law will result in the ultimate transformation of the canal into a railway from the coal fields to Georgetown, and Alexandria will become a great coal-shipping place. The line of the canal is almost a down-grade all the way, and the same motive power could haul twice as much coal on this line as can be carried by the Baltimore and Ohio to Baltimore. This gentlemen says he sees in the bill a blow at Baltimore and the Baltimore and Ohio Railroad.

ES, Thu. 3/15/88, p. 1. **The Chesapeake and Ohio Canal Lease** – The Maryland house of delegates was occupied yesterday with the Western Maryland Railroad bills for the lease of a portion of the Chesapeake and Ohio Canal for a railway from Cumberland to Williamsport. An amendment that the railroad company should pay \$75,000 a year for the lease, instead of \$45,000 was lost by 30 to 36. Another amendment to require the railroad company to make good any deficit in operating the canal from Williamsport to Georgetown was defeated, as also was an amendment that the railroad should pay its pro rata of the canal floating debt. An amendment was accepted by Mr. Denny that if the railroad company shall at any time surrender the lease the canal must be restored to its present shape.

The Cumberland committee on manufactures held a meeting last night and adopted resolutions opposing the lease of the canal. It is proposed to send a representative to Annapolis to assist in the fight against the lease bills in the senate.

Fri. 3/16/88, p. 1. **When the Canal Will Open.** The water will be turned into the canal on Saturday or Monday, and will be filled its entire

length in about ten days, weather permitting. Shipping is expected to commence on Monday, the 26th inst.

Canal Rates of Toll on Coal.

The Canal company have fixed the toll on coal for the season of 1888 as follows: To Hancock, 16 cents; Williamsport, 20 cents; Shepherdstown, 25 cents; Harper's Ferry, 28 cents; Point of Rocks, 30 cents; Georgetown, 40 cents. There is a charge of 4 cents per ton for wharfage in addition to tolls. A rebate of 10 cents per ton will be given on all coastwise shipments.

AG, Sat. 3/17/88, p. 2. **C. & O. Canal** – The water will be turned on the C. & O. Canal next Monday, and the entire line is expected to be ready for the opening of navigation by March 26. The toll to Georgetown will be 40 cents – 4 cents wharfage will be added.

All opponents of monopoly, but especially the people of Maryland, should be thankful that the wheels that were rapidly running the Chesapeake and Ohio Canal into the hands of the railroads have been chocked, at least temporarily.

Mon. 3/19/88, p. 1. **Getting Ready for Shipments.** - The superintendents of the several divisions of the canal commenced today to turn the water into the canal. Superintendent John T. Edwards, of the canal company's wharf in this city, is making some needed repairs and expects, if the weather don't interfere, to be ready to accommodate shippers on or about the first of next week. Superintendent Edward Mulvaney, of the Cumberland division of the canal, has been busy for the past week in cleaning out the bars in the basin, and everything is beginning to look like business about the wharf and boat yards.

Wed. 3/21/88, p. 3. **On Their Way to Cumberland.** - Alexandria, Va., March 21. - The water was turned on in the canal yesterday and many of the boats which have been at Georgetown during the winter started for Cumberland. The water was turned on in the upper levels some days ago.

AG, Thu. 3/22/88, p. 2. **Professor Ely**, in the Baltimore *Sun*, says: "Men living in Maryland know full well that they are not at liberty to pay their men what they will, to mine coal where they will, and in quantities which will suit their own convenience. They must do what they are told to do or suffer financial ruin. A pursuit not a natural monopoly has become an artificial monopoly through an alliance with a business on which it depended, and which is in its own nature a monopoly."

The Professor refers to the influence the railroad companies have over the coal mining companies. All well informed men are aware of this influence. And yet there are members of the Maryland legislature who want to give the railroads more control than they already have over the coal companies in the Cumberland district, by destroying the Chesapeake and Ohio Canal, the only competitor the railroads have in coal transportation, and the destruction of which would give the railroads an entire monopoly of that business.

ES, Fri. 3/23/88, p. 3. **Grain Receipts** – Canal boat Loudoun arrived yesterday with 2,700 bushels of corn and 300 bushels of wheat for G. T. Dunlop.

Ibid, p. 6. **The Chesapeake and Ohio Canal** – Mr. Wootton, chairman of the committee on internal improvements of the Maryland house, yesterday introduced two more bills relating to the Chesapeake and Ohio Canal, in the interest of the Western Maryland Railroad. The main bill authorizes the Chesapeake and Ohio Canal Co. to contract with any corporation upon such term and for such time as they may think proper for the construction upon the property of said Chesapeake and Ohio Canal Co. of a railroad operated in connection with or independently of the boats upon the waterway, which may or may not be maintained, as may be found most practicable and advantageous to the interest of the stockholders and creditors of the said canal company. The bill provides that after the approval by the Maryland board of public works of the contract hereby authorized, all the liens of the state upon the property of the canal shall stand, and be waived and postponed in such manner as to give all rights created by said

contract of all kinds priority over the liens of the state. The canal is empowered in selecting the corporation with which it will contract for the construction and operation of the railroad, to give the preference to the Western Maryland Railroad. Provided, first, that the contract shall not be made with any corporation owning and operating a railroad parallel and competing with the canal, or that would be parallel and competing with the railroad to be constructed under said contract. Provided, second, that said contract shall contain the stipulation that one-half the gross receipts of said railroad shall be paid to said canal company, to be applied in the first instance to pay the cost of maintaining said railroad in good repair; the other half to be retained by the corporation operating said railroad as compensation for such services. Provided, third, that said contract shall stipulate that the corporation which may build and operate the railroad to be constructed shall from time to time, at the request of the Western Maryland Railroad Co., make such agreement for the interchange of passengers and freight traffic as shall secure joint or through rates of traffic so interchanged, and a prorating between said proposed railroad and the Western Maryland Railroad Co. on all business interchanged between them. Provided, fourth, that the board of public works shall not approve the contract unless its provisions are ample for the protection of Maryland interests against discrimination. The canal is authorized to execute any mortgages or pledges created under said contract that may be deemed necessary, and the liens of the state upon the canal company are waived and postponed in favor of the said mortgages or pledges. The canal company may also pledge the whole or any part of its property, franchises, tolls and revenues other than those created or arising under said contract for the same purpose. The canal is authorized to enter into all arrangements with the creditors of 1844 for the payment of said creditors that may be agreed upon, and may secure any money agreed to be paid by creating a lien upon the property, &c., subject to the lien of the mortgages or pledges. This act shall not take effect unless accepted by a majority of the stockholders of the canal company, and the board of public works is directed to cast the vote of the State as a stockholder in favor of the acceptance of the act.

The other bill gives the Western Maryland Railroad Co. authority to enter into contract with the canal company in accordance with the provisions of the bill above recited.

AG, Fri. 3/23/88, p. 2. **The People** of New York and New Jersey, wiser than some of those of Maryland, are doing all they can to improve and protect their canals, well knowing that the preservation of those waterways is the surest protection they have against the increasing railroad monopolies. If the legislature of Maryland were wise, it would take possession of the Chesapeake and Ohio Canal, enlarge its locks, and extend it to the Ohio river, thus carrying out the design of the projectors of that work. The money required to do so would be a bagatelle to the benefit that would result to every resident of the State in the matter of the price of fuel alone.

Local Brevities

It is expected that the Chesapeake and Ohio Canal will be ready for shipments by Monday.

Mon. 3/26/88, p. 1. **The First Boat Loaded.** The George's Creek Coal company loaded the boat Benjamin Vaughn, at the basin wharf today, which is the first of the season. Several others were loaded this evening, and it is expected that they will clear for Georgetown tomorrow. Light boats from Georgetown are constantly coming in and everything begins to look like business in South Cumberland. Collector Edwards is now ready to accommodate shippers and will begin issuing way bills tomorrow morning. Mertens' Sons also have boats loaded, which will leave tomorrow.

ES, Mon. 3/26/88, p. 1. **Canal Affairs** – The filling of the Chesapeake and Ohio Canal with water is about completed, and it is expected boats can leave Cumberland for this place tomorrow at the latest. Shipments will begin at once, as there are already eight boat loads of the George's Creek Co.'s coal on the basin wharf. The companies that are expected to ship this season are the George's Creek, Consolidation, Borden and West Virginia Central. The committee of citizens appointed by Mayor Shuck, of Cumberland, under

the resolution passed by the city council in opposition to any lease of the canal to railroads, held a meeting Saturday evening to consider the bill introduced in the Maryland legislature Thursday, looking to the construction of a railroad on the canal. The committee deemed the measure about as objectionable as the original lease bill, and decided to oppose it. Ferdinand Williams and Col. Alfred Spates were authorized by Mayor Shuck to go to Annapolis as a committee to represent the city's interest in the matter.

AG, Mon. 3/26/88, p. 2. *Hambleton's Circular*, of Baltimore, says: "It is regretted that the proposed lease of the Chesapeake and Ohio Canal to the Western Maryland Railroad failed to pass. It certainly appeared that the best interests of the State and the city that the lease should have been made and the measure was certainly very popular with business men of all classes. The canal has not only lost its usefulness, but is yearly becoming more hopelessly involved by its failure to pay its working expenses. So far the Legislature has made no arrangement to pay the coupon due July 1 on the repair bonds, and if this coupon is not paid the mortgage will mature, and no doubt steps will be taken for foreclosure. In event of a sale of the canal to the highest bidder, it is possible that the State may not only lose all of its interest, but, in addition, that the canal may fall into the hands of those who would be more interested in making Washington or Alexandria a terminus than Baltimore, and thus divert the coal trade from our city. The city of Alexandria, Va., the present terminus of the canal, with its fine harbor, and having the advantage of down grade from the coal regions, would be the natural outlet for a railroad using the canal, and unless the upper part of the canal is controlled by the Western Maryland Railroad, this company, which has to cross a mountain, could not compete with an opposition road having its terminus at Alexandria. We do not begrudge our friends and neighbors at Alexandria their natural advantages, but we realize the danger to the coal trade of Baltimore should the canal fall into the possession of a railroad having no interest in our city."

The sale and destruction of the Alexandria Canal should never have been permitted, and could have been prevented had the proper steps

been taken. But as the canal has been destroyed, the least now said about it the better. The people of Maryland, however, should thank fortune that a similar fate has not befallen their canal; for as long as it shall be kept in navigable condition, so long will it be an effectual barrier to a monopoly of the coal carrying trade.

Tue. 3/27/88, p. 1. **Canal Commerce.**

The following boats with way bills numbered from 1 to 2 inclusive, left this port up to 3 o'clock p. m. today (March 27, 1888):

George's Creek Co. - To Georgetown	
A. M. White	Capt. Reid 112.05
Consolidation Co. - To Williamsport	
Victor	Capt. Kelly 105.07

Tue. 3/27/88, p. 3.¹ **The Sawyer Gold Mine**

Senator Sawyer has at last closed his bargain for the gold mine recently discovered near Washington, says a *Tribune* special. The discovery was made by a Georgia miner, who induced an ex-employee of Senator Sawyer to "grub stake" with him. The two together purchased options on all the property in the neighborhood and opened several shafts on one farm. The quartz which they mined produced from \$12 to \$40 a ton of actual rock. Senator Sawyer was induced to advance \$2,000 with which to begin operations. He was thoroughly satisfied with the result and finally bought the farm upon which the quartz was discovered for about \$2,000. He has taken out with crude machinery about 800 pennyweights of refined gold, and this week he purchased the interests of the discoverers and now controls the entire property.

The Senator's investments in this venture foot up to about \$60,000 thus far. He has contracted for 500,000 feet of lumber to be delivered by way of the Chesapeake and Ohio Canal, from his mills in Wisconsin, and is preparing to start a town around his property. The place is about fifteen miles from Washington, and every acre in the vicinity has been sold outright or on an option.

Wed. 3/28/88, p. 1. **Canal Commerce.**

¹ *The Washington Critic*, Washington, D. C., newspaper.

The following boats with way bills numbered from 3 to 4 inclusive, left this port up to 3 o'clock p. m. today (March 28, 1888):

George's Creek Co. - To Georgetown	
John Spencer	Capt. Renner 111.14
Abram Kroon	Capt. Ryan 111.14

Thu. 3/29/88, p. 1. **Canal Commerce.**

The following boats with way bills numbered from 6 to 12 inclusive, left this port up to 3 o'clock p. m. today (March 29, 1888):

George's Creek Co. - To Georgetown	
Henry Hanekamp	Capt. Bowers 111.03
A. Greenless, Jr.	Capt. Shives 109.14
A. H. Stumps	Capt. Helgoth 113.15
Youghiogheny	Capt. Linaburg 113.04
T. L. Holbrook	Capt. Snyder 114.02
Consolidation Co. - To Georgetown	
James Goddard	Capt. Pennell 112.19

Coal Items.

Winship & Son, of Georgetown, D. C., have secured the contract to furnish Washington Navy Yard with Cumberland coal.

A meeting of the George's Creek operators, held on Tuesday last, agreed upon an equitable adjustment of tonnages to the several companies in this district. - *Seward's Journal*.

Fri. 3/30/88, p. 1. **Canal Commerce.**

The following boats with way bills numbered from 13 to 17 inclusive, left this port up to 3 o'clock p. m. today (March 30, 1888):

Consolidation Co. - To Georgetown	
E. A. King	Capt. Mills 109.10
Geo. L. Sheriff	Capt. Cartwright 112.00
Elbe River	Capt. Swain 107.12
N. C. Read	Capt. Swain 109.01
George's Creek Co. - To Georgetown	
Emma Mertens	Capt. Keesucker 110.09

Sat. 3/31/88, p. 1. **No Boats Loaded Today.** -

Owing to the water being drawn off the Cumberland level to admit of the raising of a sunken boat at the Consolidation wharf, there were no boats loaded today. Shipments will not likely be resumed before Wednesday next.

Tue. 4/3/88, p. 1. **Canal Commerce.**

Canal Trade 1888

The following boats with way bills numbered from 20 to 39 inclusive, left this port up to 3 o'clock p. m. today (April 3, 1888):

Consolidation Co. - To Georgetown		
W. R. Lewis	Capt. Bender	107.16
Zadock Williams	Capt. Mose	110.17
Daniel Linkins	Capt. Kreitzer	112.14
H	Capt. Shives	105.17
Jas. Z. Williams	Capt. Reynolds	113.02
H. Roussell	Capt. Swain	114.17
Geo. S. Renner	Capt. Sorrell	114.00

To Williamsport:

Unexpected	Capt. Williams	109.11
Mary	Capt. Tice	107.06

George's Creek Co. - To Georgetown

M. B. Winship	Capt. Yost	121.16
Iowa	Capt. Davis	116.09
Geo. A. Hoffman	Capt. Hine	112.02
John H. Milstead	Capt. Roof	110.17
W. B. Lloyd	Capt. Murray	110.07
Judge J. Douglas	Capt. McCarty	110.07
Ollie V.	Capt. Kline	108.16

W, Va. C. & P. R'y. Co. - To Georgetown

C. R. Gregory	Capt. McLucas	114.13
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To Williamsport:

Ruby	Capt. Fahey	88.10
Ivan	Capt. Castle	111.03

Borden Co. - To Georgetown

T. J. Shiflet	Capt. Young	111.05
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Wed. 4/4/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 39 to 45 inclusive, left this port up to 3 o'clock p. m. today (April 4, 1888):

W. Va. C. & P. R'y. Co. - To Georgetown		
Mattie	Capt. Bowers	103.15

To Williamsport:

Eugene	Capt. Teach	103.17
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Consolidation Co. - To Williamsport.

McK Steffey	Capt. McKelvey	114.14
Nellie & Davie	Capt. Patton	110.06

George's Creek Co. - To Georgetown

Benj. Vaughn	Capt. Sigler	102.05
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Borden Co. - To Georgetown.

Percy	Capt. Hassett	107.07
Dakota	Capt. Young	112.11

Thu. 4/5/88, p. 1. **Canal Commerce.**

Incoming and Outgoing Boats.

The *Times*, by special arrangement with the responsible parties at the North Branch locks, will give a daily report of all boats passing that lock enroute to this city. This will be found a great convenience to all persons doing business with the canal.

North Branch Lock, April 5, 3 p.m. - The following light boats passed this lock since 3 o'clock yesterday enroute for Cumberland:

E. M. Ginevan	Capt. [Hassett]
Katie Hassett	Capt. [Hassett]
River Nile	Capt. [Kimble]

OUT-GOING BOATS

The following boats with way bills numbered from 46 to 55 inclusive, left this port up to 3 o'clock p. m. today (April 5, 1888):

George's Creek Co. - To Georgetown

C. W. Ridley	Capt. Barger	102.01
Benj. Vaughn	Capt. Sigler	102.05
John P. Agnew	Capt. Eaton	115.12

Borden Co. - To Georgetown.

Percy	Capt. Hassett	107.07
Dakota	Capt. Young	112.11

Consolidation Co. - To Georgetown

F. O. Beckett	Capt. Benner	109.13
Josephine Barroll	Capt. Penner	113.17

To Williamsport:

Nellie & Davie	Capt. Patton	110.06
McK Steffey	Capt. McKelvey	114.14
Eugene	Capt. Teach	103.17

L. Gardner - To Georgetown

Mattie	Capt. Bowers	103.05
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Fri. 4/6/88, p. 1. **Canal Commerce.**

The following boats with way bills numbered from 53 to 63 inclusive, left this port up to 3 o'clock p. m. today (April 6, 1888):

Consolidation Co. - To Georgetown

E. P. Cohill	Capt. Pittman	108.10
W. H. C. Bayley	Capt. Hebb	110.13
C. W. Adams	Capt. Jackson	113.17
T. K. Stewart	Capt. Penner	111.13
Charles Darrow	Capt. Engle	114.05
J. P. Hewitt	Capt. Swain	113.16

To Williamsport:

Victor	Capt. Dick	106.13
W. O. Bowser	Capt. Havermale	111.00

George's Creek Co. - To Georgetown

Plough Boy	Capt. Kenney	109.18
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Canal Trade 1888

G. N. Shuman Capt. Bowers 111.09
 W. Va. C. & P. R'y. Co. - To Georgetown.
 T Capt. Clendening 109.16

INCOMING BOATS.

North Branch Lock, April 6, 3 p.m. The following light boats passed this lock since 3 o'clock yesterday enroute for Cumberland:

G. W. Wallis
 Unexpected [Capt. Williams]
 J. Maury Dove [Capt. Malone]
 A. L. Meyers
 Deer Park
 G. M. Winship

After today the captains of the incoming boats will be given.

Sat. 4/7/88, p. 1. **Canal Commerce.**

The following boats with way bills numbered from 63 to 82 inclusive, left this port up to 3 o'clock p. m. today (April 7, 1888):

Consolidation Co. - To Georgetown

John Leitch Capt. Spong 109.16
 J. M. Wheatley Capt. Penner 110.02
 Chas. R. White Capt. Stride 114.16
 W. J. Walker Capt. Bowers 106.16
 C. D. Warfield Capt. Pierce 112.00
 Geo. S. French Capt. Gannon 108.14

To Williamsport:

D. W. Malotte Capt. Malotte 107.13
 Frankie & Fannie Capt. McCardell 111.07
 M. A. Shupp Capt. Shupp 114.14
 Unexpected Capt. Williams 114.08

Borden Co. - To Georgetown

Lido Capt. Hassett 113.01
 E. M. Ginevan Capt. Hassett 111.05
 Dr. A. Shank Capt. Young 116.08
 Martha S. Fernsner Capt. Hassett 116.09

George's Creek Co. - To Georgetown.

J. E. Dyer & Bro. Capt. Neal 111.04
 John K. Shaw Capt. Bender 110.13
 Kittie Capt. Burns 109.07

W. Va. C. & P. R'y. Co. - To Williamsport.

Ruby Capt. Fahey 88.09

INCOMING BOATS

North Branch Lock, April 7, 3 p.m. - The following light boats passed this lock since 3 p.m. yesterday enroute for Cumberland.

Detroit Capt. Brookman
 Lido Capt. Mosier
 G. A. McIllhenny Capt. Hassett

W. S. Jacques Capt. Davis
 E. R. Ladew Capt. Knopp
 W. T. Coulehan Capt. Taylor
 Oxford Capt. Mosier
 Mary & Harry Capt. Brubaker
 Nita K. Phelps Capt. Malone
 Libbie Capt. Smith

Mon. 4/9/88, p. 1. **Canal Commerce.**

The following boats with way bills numbered from 82 to 96 inclusive, left this port up to 3 o'clock p. m. today (April 9, 1888):

Consolidation Co. - To Georgetown

R. A. Driver Capt. Drenner 111.05
 Sally Burwell Capt. Taylor 111.16
 S. M. Storm Capt. Huff 114.10

To Williamsport:

Mary Capt. Tice 111.05
 McK Steffey Capt. McKelvey 121.03

George's Creek Co. - To Georgetown

A. H. Brandt Capt. Mose 107.02
 W. F. Creighton Capt. Neal 115.17
 Antares Capt. Wilgus 86.14
 James Clarke Capt. Wilgus 107.16

Borden Co. - To Georgetown.

Gen. Garfield Capt. Young 113.19
 Elizabeth Miller Capt. Hassett 114.03
 Mary L. Miles Capt. Hassett 110.07

W. Va. C. & P. R'y. Co. - To Williamsport.

Ivan Capt. Castle 109.06

INCOMING BOATS

North Branch Lock, April 9, 3 p.m. - The following light boats passed this lock since 3 o'clock yesterday enroute for Cumberland.

Libbie Capt. Smith
 Mary Capt. Tice
 Ivan Capt. Castle
 L. P. Hieston Capt. Brubaker
 W. J. Stephenson Capt. Moore
 A. M. White Capt. Reid
 McK Steffey Capt. McKelvey
 L. R. Fechtig Capt. Bowers

Tue. 4/10/88, p. 1. **Canal Commerce.**

The following boats with way bills numbered from 96 to 101 inclusive, left this port up to 3 o'clock p. m. today (April 10, 1888):

Consolidation Co. - To Georgetown

L. P. Read Capt. Dunnigan 110.13
 Charles Mann Capt. Moore 108.04

Canal Trade 1888

G. M. Barroll Capt. Murphy 107.05
 Borden Co. - To Georgetown
 Little Rob Capt. Young 106.16
 INCOMING BOATS.

No boats passed the North Branch lock enroute for Cumberland from 3 o'clock yesterday up to 3 o'clock today.

Wed. 4/11/88, p. 1. **Canal Commerce.**

The following boats with way bills numbered from 102 to 114 inclusive, left this port up to 3 o'clock p. m. today (April 11, 1888):

Consolidation Co. - To Georgetown
 Wm. King Capt. McCoy 110.03
 Thomas H. Gibbs Capt. Grimm 114.12
 Zadock Williams Capt. Mose 115.07
 J. Maury Dove Capt. Malone 110.01
 G. M. Winship Capt. Shaw 110.14
 W. S. Jacques Capt. Davis 110.17

To Williamsport:
 James M. Schley Capt. Artz 111.04
 Borden Co. - To Georgetown
 Isabella Capt. Young 115.17
 Eva Snyder Capt. Hassett 112.17
 R. P. Mason Capt. Hassett 110.03

George's Creek Co. - To Georgetown.
 Meyersdale Capt. Thompson 107.02
 John Spencer Capt. Renner 110.05
 W. Va. C. & P. R'y. Co. - To Williamsport.
 Eugene Capt. Teach 105.11

INCOMING BOATS

North Branch Lock, April 11, 3 p.m. - The following light boats passed this lock since 3 o'clock yesterday enroute for Cumberland.

John Spencer Capt. Renner
 Zadock Williams Capt. Mose
 Eugene Capt. Teach
 Harry Wagner Capt. James
 Potomac Capt. Riley
 B. R. Mayfield Capt. Mosier
 Amazon Capt. Ingram
 Ruby Capt. Fahey

Thu. 4/12/88, p. 1. **Canal Commerce.**

The following boats with way bills numbered from 114 to 126 inclusive, left this port up to 3 o'clock p. m. today (April 12, 1888):

Consolidation Co. - To Georgetown
 L. P. Hieston Capt. Brubaker 105.17
 G. A. McIllhenny Capt. Kane 110.10

H. C. Winship Capt. Fisher 104.16
 L. R. Fechtig Capt. Bowers 112.02

To Williamsport:

Nellie & Davie Capt. Patton 109.01
 W. O. Bowser Capt. Havermale 109.01

John P. Agnew & Co. - To Georgetown

Mary Mertens Capt. Conrad 110.13
 Burke Spencer Capt. Kean 110.15
 Allegheny Capt. Dixon 110.14

Borden Co. - To Georgetown.

Marshall Wise Capt. Young 112.00
 Winter Capt. Young 111.00

W. Va. C. & P. R'y. Co. - To Williamsport.

Ruby Capt. Fahey 89.12

INCOMING BOATS

North Branch Lock, April 12, 3 p.m. - The following light boats passed this lock since 3 o'clock yesterday enroute for Cumberland.

Nellie & Davie Capt. Patton
 W. O. Bowser Capt. Havermale
 John W. Leech Capt. Grimm
 Geo. L. Sheriff Capt. Cartwright
 Omega Capt. Bowers

ES, Thu. 4/12/88, p. 6. **Grain Receipts** – Canal boat Morning Star arrived yesterday, with 250 barrels of ear corn for J. G. & J. M. Waters. Canal boat Loudoun arrived yesterday with 4,000 bushels of corn for G. T. Dunlop. Canal boat Seneca arrived yesterday with 3,000 bushels of corn for G. T. Dunlop.

Fri. 4/13/88, p. 1. **Canal Commerce.**

The following boats with way bills numbered from 126 to 141 inclusive, left this port up to 3 o'clock p. m. today (April 13, 1888):

Consolidation Co. - To Georgetown
 M. B. Mayfield Capt. Reid 104.09
 C. F. Mayer Capt. Reid 111.08
 Cumberland Capt. Payne 109.14
 Geo. L. Sheriff Capt. Cartwright 112.14
 W. R. Lewis Capt. Bender 111.06

To Williamsport:

Frankie & Fannie Capt. McCardell 107.05
 D. W. Malotte Capt. Malotte 110.08

George's Creek Co. - To Georgetown

Sarah Kroon Capt. Cramer 110.06
 George Sherman Capt. Myers 107.07

A. M. White Capt. Reid 111.06

W. Va. C. & P. R'y. Co. - To Georgetown.

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Nita K. Phelps	Capt. Malone	111.02
James R. Eddy	Capt. Eddy	110.09
Borden Co. - To Georgetown.		
Detroit	Capt. Young	116.09
Libbie	Capt. Hassett	112.10

INCOMING BOATS

North Branch Lock, April 13, 3 p.m. - The following light boats passed this lock since 3 o'clock yesterday enroute for Cumberland.

Frankie & Fannie	Capt. McCardell
E. A. King	Capt. Mills
D. W. Malotte	Capt. Malotte
W. R. Lewis	Capt. Bender
Suwannee River	Capt. Marmaduke
L. W. Ginnand	Capt. Zimmerman

Sat. 4/14/88, p. 1. **Canal Commerce.**

The following boats with way bills numbered from 141 to 153 inclusive, left this port up to 3 o'clock p. m. today (April 14, 1888):

Consolidation Co. - To Georgetown

E. A. King	Capt. Mills	112.17
J. B. Thomas	Capt. Gray	113.19
Amazon	Capt. Ingram	112.10
L. W. Ginnand	Capt. Zimmerman	109.19
A. L. Miller	Capt. Piper	110.13

To Williamsport:

M. A. Shupp	Capt. Shupp	111.15
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George's Creek Co. - To Georgetown

G. W. Wallis	Capt. Neal	111.02
Herald	Capt. Young	110.06

Elk Garden - To Georgetown.

S	Capt. Eaton	106.04
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Borden Co. - To Georgetown.

Mary Burgess	Capt. Young	108.14
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INCOMING BOATS

North Branch Lock, April 14, 3 p.m. - The following light boats passed this lock since 3 o'clock yesterday enroute for Cumberland.

Ivan	Capt. Castle
W. T. Hassett	Capt. Spong
Abram Kroon	Capt. Ryan
A. L. Miller	Capt. Piper
Enterprise	Capt. Kreitzer

Mon. 4/16/88, p. 1. **Canal Commerce.**

The following boats with way bills numbered from 154 to 167 inclusive, left this port up to 3 o'clock p. m. today (April 16, 1888):

Borden Co. - To Georgetown

E. R. Ladew	Capt. Young	114.04
Wm. T. Hassett	Capt. Hassett	110.16

Consolidation Co. - To Georgetown

Geo. S. Renner	Capt. Sorrell	118.06
Elbe River	Capt. Swain	108.09
Daniel Linkins	Capt. Kreitzer	110.01
B. R. Mayfield	Capt. Ingram	107.09

To Williamsport:

McK Steffey	Capt. McKelvey	112.05
Victor	Capt. Dick	105.10
Lutie & Monie	Capt. Shupp	110.12
Unexpected	Capt. Williams	113.13

George's Creek Co. - To Georgetown.

Highlander	Capt. Young	114.01
River Nile	Capt. Kimble	118.03
W. Va. C. & P. R'y. Co. - To Williamsport.		
Ivan	Capt. Castle	106.01

To Hancock

Enterprise	Capt. Curtis	105.06
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ES, Mon. 4/16/88, p. 6. **Grain Receipts** - Canal boat Wheatley Bros. arrived yesterday with 3,500 bushels of corn and 500 bushels of wheat for J. G. & J. M. Waters.

Tue. 4/17/88, p. 1. **Canal Commerce.**

The following boats with way bills numbered from 167 to 174 inclusive, left this port up to 3 o'clock p. m. today (April 17, 1888):

George's Creek Co. - To Georgetown

Potomac	Capt. Riley	118.09
J. H. Reid	Capt. Ensminger	114.09
David A. Lowe	Capt. McCann	113.12

Borden Co. - To Georgetown

Deer Park	Capt. Young	112.13
Altoona	Capt. Young	108.19
Capella	Capt. Hassett	111.17

W. Va. C. & P. R'y. Co. - To Georgetown

Mary E. Hall	Capt. Leopold	108.19
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INCOMING BOATS

North Branch Lock, April 17, 3 p.m. - The following light boats passed this lock since 3 o'clock yesterday enroute for Cumberland.

Victor	Capt. Dick
Youghiogheny	Capt. Linaburg
Savannah	Capt. Morris
G. A. Hoffman	Capt. Hine
Emma	Capt. Keesucker
A. H. Stumps	Capt. Helgoth
Unexpected	Capt. Williams

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Sallie & Jessie	Capt. Shupp
Lutie & Monie	Capt. Shupp
G. M. Winship	Capt. Jenkins
M. B. Mayfield	Capt. Pitzer
Elbe River	Capt. Swain
McK Steffey	Capt. McKelvey
Jacob Bender	Capt. Shields
G. N. Shuman	Capt. Bowers
G. S. Renner	Capt. Sorrell
Willie & Davie	Capt. Patton
W. O. Bowser	Capt. Havermale
N. C. Reed	Capt. Dunnigan
James Goddard	Capt. Penner
Jas. Z. Williams	Capt. Reynolds
H	Capt. Shields
Romeo	Capt. Juliet
E. P. Cohill	Capt. Pittman
W. H. C. Bayley	Capt. Hebb
C. W. Adams	Capt. Jackson
C. R. Gregory	Capt. McLucas
Cigarette	Capt. Pierce

Wed. 4/18/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 174 to 177 inclusive, left this port up to 3 o'clock p. m. today (April 18, 1888):

W. Va. C. & P. R'y. Co. - To Georgetown		
Jacob Bender	Capt. Shields	110.01
To Williamsport:		
Eugene	Capt. Teach	107.14
Borden Co. - To Georgetown		
Here I Am	Capt. Young	113.02
George's Creek Co. - To Georgetown		
J. W. Veale	Capt. Groom	108.04

INCOMING BOATS

North Branch Lock, April 18, 3 p.m. - The following light boats passed this lock since 3 o'clock yesterday enroute for Cumberland.

T. L. Holbrook	Capt. Snyder
Eugene	Capt. Teach
D. W. Malotte	Capt. Malotte
M. B. Winship	Capt. Yoast
W. B. Lloyd	Capt. Murray
Benj. Vaughn	Capt. Sigler
T. Shiflet	Capt. McHenry
Judge J. Douglas	Capt. Groom
Detroit	Capt. Harper

Thu. 4/19/88, p. 1. **Curtailing the Expenses.**

Georgetown, April 19, - The Annapolis office of the Chesapeake and Ohio canal will be consolidated with the office here. This is a further curtail of canal expenses and shows the determination of President Gambrill to make the canal self-sustaining.

Canal Commerce.

The following boats with way bills numbered from 178 to 185 inclusive, left this port up to 3 o'clock p. m. today (April 19, 1888):

George's Creek Co. - To Georgetown		
Suwannee River	Capt. Gray	115.18
Abram Kroon	Capt. Ryan	113.11
Geo. A. Hoffman	Capt. Hine	113.05
Borden Co. - To Georgetown		
S. M. Reitzell	Capt. Young	112.19
Cigarette	Capt. Gay	104.03
W. Va. C. & P. R'y. Co. - To Georgetown		
C. R. Gregory	Capt. McLucas	109.06
To Williamsport		
Ruby	Capt. Fahey	83.08
Consolidation Co. - To Williamsport		
Mary	Capt. Tice	112.07

INCOMING BOATS

North Branch Lock, April 19, 3 p.m. - The following light boats passed this lock since 3 o'clock yesterday enroute for Cumberland.

J. P. Hewitt	Capt. Swain
Frankie & Fannie	Capt. McCardell
F. O. Beckett	Capt. Benner
W. F. S.	Capt. Reitzell
Little Walter	Capt. Ardinger
Ruby	Capt. Fahey
Iowa	Capt. Davis

Fri. 4/20/88, p. 1. **Canal Commerce.**

The following boats with way bills numbered from 187 to 195 inclusive, left this port up to 3 o'clock p. m. today (April 20, 1888):

Consolidation Co. - To Georgetown		
F. O. Beckett	Capt. Williams	113.06
E. P. Cohill	Capt. Pittman	110.05
W. J. Stephenson	Capt. Moore	111.07
To Williamsport		
D. W. Malotte	Capt. Malotte	113.14
Nellie & Davie	Capt. Patton	113.05
George's Creek Co. - To Georgetown		
R. H. Jones	Capt. Wolf	112.13
Emma Mertens	Capt. Keesucker	115.19

INCOMING BOATS

North Branch Lock, April 20, 3 p.m. - The following light boats passed this lock since 3 o'clock yesterday enroute for Cumberland.

A. G. Johnson	Capt. Reid
Katie Hassett	Capt. Castle
Lafayette	Capt. Straffer
Unexpected	Capt. Bowers
Zadock Williams	Capt. Mose
Josephine Barroll	Capt. Penner
G. M. Barroll	Capt. McGruder
Oxford Barroll	Capt. Snyder
B. C. Barroll	Capt. McDonald

p. 4. ALEXANDRIA CANAL ASSETS.

The Winding Up of the Affairs of the Old Ditch - Reversion of Title.

Alexandria, Va., April 20. - Since Judge Hughes, of the United States Circuit Court, gave his decision in favor of the city in the case of the United States vs. the Alexandria Canal, the question of the value of the assets of the latter has been discussed. These consist of the stone work in the various locks, &c., and all the land owned by the canal company. The extent of this ownership is now determined, as many of the grants of land to the canal contain a reversion to the grantors when the canal ceases. This is understood to be the case with all the bed of the canal south of poor house lane. Between that point and Four Mile Run some of the land is reserved; beyond that run there are some portions reserved and some undetermined as far as Roach's lane at Columbia pike. Beyond that point there are no reservations, and the canal property includes some valuable land near the south end of the aqueduct bridge. How much the city will realize out of its allowance of \$60,000 and interest is, however, yet the subject of conjecture.

AG, Fri. 4/20/88, p. 3. **The C. & O. Canal**

Up to this time about 20,000 tons of coal have been shipped by the C. & O. Canal, which is in condition for business, and has escaped damage from spring freshets. The estimate is made that there are enough sound boats to carry 800,000 tons of coal, and that 600,000 tons are expected. The rates to Georgetown are 40 cents a ton for tolls and 4 cents for wharfage, and for coastwise shipment 30 cents for tolls and 4 cents for wharfage.

The canal boat Round Top loaded with cement from Hancock, Md., arrived here today to Messrs. Perry Smoot & Co.

Sat. 4/21/88, p. 1. **Canal Commerce.**

The following boats with way bills numbered from 195 to 201 inclusive, left this port up to 3 o'clock p. m. today (April 21, 1888):

Consolidation Co. - To Georgetown		
Zadock Williams	Capt. Mose	112.17
Geo. S. French	Capt. Gannon	105.02
Jas. Z. Williams	Capt. Reynolds	113.17
To Williamsport		
Frankie & Fannie	Capt. McCardell	115.00
M. A. Shupp	Capt. Shupp	117.10
George's Creek Co. - To Georgetown		
Maj. L. L. Blake	Capt. Reid	114.18
John H. Parrott	Capt. Dolan	112.19

INCOMING BOATS

North Branch Lock, April 21, 3 p.m. - The following light boats passed this lock since 3 o'clock yesterday enroute for Cumberland.

Victor	Capt. Kelly
John P. Agnew	Capt. Eaton
T. K. Stewart	Capt. Penner
L. P. Read	Capt. Dunnigan
McK Steffey	Capt. McKelvey
John Leitch	Capt. Spencer
W. J. Walker	Capt. Bowers
Salina	Capt. Gerhard
Percy	Capt. Sensel
Kittie	Capt. Burns
Susquehanna	Capt. Stickles

Sun. 4/22/88, p. 8. **THE CANAL.**

The directors of the Chesapeake and Ohio Canal Company met at Barnum's Hotel Thursday. President Gambrill, James G. Berret, Patrick Hamill, John Humbird, Robert A. Dobbin and James A. L. McClure, the full board, were present, with Spencer Watkins secretary. The president made a report of the financial condition of the company. The floating indebtedness as it was on January 10, the date when President Gambrill entered upon his duties, was \$101,000, including the overdue coupons on the \$500,000 repair bonds of 1878. The current expenses for the past quarter were less than ever before. The lateness of the Spring has retarded coal shipments, and up to this time about 20,000 tons of coal have

been shipped by the canal, which is in condition for business, and has escaped damage from the spring freshets. The estimate is made that there are enough sound boats to carry 800,000 tons of coal, and that 600,000 tone are expected. Messrs. Gambrill, Berret and McClure visited New York and conferred with the coal companies who have their offices in that city, and they have also seen the Baltimore companies. While definite contracts have not been signed for coal shipments by the canal, the directors have been promised an increased tonnage from the coal companies that have shipped in that way, and they expect shipments from the other companies. President Gambrill says that if no disaster occurs to the canal it will more than make running expenses and will probably earn enough to pay off a considerable part of the floating debt.

Mon. 4/23/88, p. 1. **Canal Commerce.**

The following boats with way bills numbered from 201 to 222 inclusive, left this port up to 3 o'clock p. m. today (April 23, 1888):

Consolidation Co. - To Georgetown		
C. W. Adams	Capt. Jackson	115.03
W. H. C. Bayley	Capt. Hebb	112.00
James Goddard	Capt. Pennell	112.07
H. Roussell	Capt. Swain	114.09
H	Capt. Shives	109.16
N. C. Read	Capt. Swain	108.17
J. P. Hewitt	Capt. Swain	111.09
Josephine Barroll	Capt. Penner	111.00
T. K. Stewart	Capt. Penner	110.10
Little Walter	Capt. Ardinger	113.17
L. P. Read	Capt. Whitney	113.03
To Williamsport		
Lutie & Monie	Capt. Shupp	109.00
Unexpected	Capt. Williams	108.19
U	Capt. Malotte	105.12
George's Creek Co. - To Georgetown		
John H. Milstead	Capt. Roof	115.02
A. H. Stump	Capt. Helgoth	113.17
Ollie V.	Capt. Kline	115.06
John Spencer	Capt. Renner	112.15
C. W. Ridley	Capt. Barger	114.06
W. Va. C. & P. R'y. Co. - To Georgetown		
Enterprise	Capt. Curtis	108.02
Mattie	Capt. Bowers	110.16
Borden Co. - To Georgetown		
D. Armstrong	Capt. Marmaduke	112.06

INCOMING BOATS

North Branch Lock, April 23, 3 p.m. - The following light boats passed this lock since 3 o'clock yesterday enroute for Cumberland.

John K. Shaw	Capt. Bender
Rob Roy	Capt. Kenney
John Spencer	Capt. Renner
Elizabeth Miller	Capt. Moore
G. M. Barroll	Capt. Penner
Allen Campbell	Capt. Mills
Victor	Capt. Dick
Ivan	Capt. Castle
E. M. Ginevan	Capt. Hassett
W. R. Lewis	Capt. Bender
Chas. R. White	Capt. Bender
Dr. A. Shank	Capt. Young
Enterprise	Capt. Curtis

Tue. 4/24/88, p. 1. **Canal Commerce.**

The following boats with way bills numbered from 222 to 227 inclusive, left this port up to 3 o'clock p. m. today (April 24, 1888):

George's Creek Co. - To Georgetown		
W. J. Booth	Capt. Smith	114.00
Harry Wagner	Capt. James	112.08
Henry Hanekamp	Capt. Bowers	113.05
Consolidation Co. - To Georgetown.		
L. P. Read	Capt. Whitney	113.03
John Leitch	Capt. Spong	112.10

ES, Tue. 4/24/88, p. 6. **Grain Receipts** – Canal boat Wheatley Bros. arrived with 550 bushels of wheat and 3,100 bushels corn for J. G. & J. M. Waters.

Wed. 4/25/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 227 to 235 inclusive, left this port up to 3 o'clock p. m. today (April 25, 1888):

W. Va. C. & P. R'y. Co. - To Georgetown		
Plough Boy	Capt. Kenney	110.09
T	Capt. Clendening	110.12
To Williamsport		
Ivan	Capt. Castle	112.10
Consolidation Co. - To Georgetown		
W. R. Lewis	Capt. Bender	111.18
To Williamsport		
Victor	Capt. Dick	106.18
McK Steffey	Capt. McKelvey	116.14
George's Creek Co. - To Georgetown		

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M. B. Winship	Capt. Yost	108.00
T. L. Holbrook	Capt. Snyder	116.04

INCOMING BOATS

North Branch Lock, April 25, 3 p.m. - The following light boats passed this lock since 3 o'clock yesterday enroute for Cumberland.

James A. Garfield	Capt. Young
T	Capt. Clendening
W. O. Bowser	Capt. Havermale
Libbie	Capt. Hassett
Eugene	Capt. Teach
Daniel Linkins	Capt. McLucas
R. D. Linkins	Capt. Hassett
C. D. Warfield	Capt. Pierce
W. H. Cooper	Capt. Bear
A. H. Brandt	Capt. Mose
W. B. Lloyd	Capt. Wilson
H. C. Winship	Capt. Shaw
Eva	Capt. Snyder
Sally Burwell	Capt. Taylor
S. M. Storm	Capt. Harper
G. N. Shuman	Capt. Bowers

ES, Wed. 4/25/88, p. 6. **Grain Receipts** – Canal boat Seneca arrived yesterday with 2,500 bushels of corn for G. T. Dunlop.

Thu. 4/26/88, p. 1. **Canal Commerce.**

The following boats with way bills numbered from 235 to 241 inclusive, left this port up to 3 o'clock p. m. today (April 26, 1888):

George's Creek Co. - To Georgetown		
Benj. Vaughn	Capt. Sigler	113.09
W. B. Lloyd	Capt. Murray	115.19
Judge J. Douglas	Capt. McCarty	114.15
Borden Co., - To Georgetown.		
Theo Dean	Capt. Young	114.00
Frankie & Jessie	Capt. Young	117.03
Consolidation Co. - To Georgetown		
W. J. Walker	Capt. Bowers	110.10

INCOMING BOATS

North Branch Lock, April 26, 3 p.m. - The following light boats passed this lock since 3 o'clock yesterday enroute for Cumberland.

S	Capt. Eaton
Nellie & Davie	Capt. Patton
M. A. Shupp	Capt. Shupp
A. L. Myers	Capt. Hassett
Ruby	Capt. Fahey
D. W. Malotte	Capt. Malotte

Little Rob	Capt. Nuse
W. F. Creighton	Capt. Neal

Fri. 4/27/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 241 to 257 inclusive, left this port up to 3 o'clock p. m. today (April 27, 1888):

Consolidation Co. - To Georgetown		
Charles Darrow	Capt. Engle	113.05
John Miller	Capt. Artz	112.17
Daniel Linkins	Capt. Kreitzer	111.03
J. M. Wheatley	Capt. Penner	110.12
Chas. R. White	Capt. Stride	111.12
To Williamsport		
Mary	Capt. Tice	110.09
W. O. Bowser	Capt. Havermale	113.06
George's Creek Co., - To Georgetown.		
W. D. Walbridge	Capt. McMullen	115.06
Savannah	Capt. Nuse	112.08
Iowa	Capt. Davis	114.13
John P. Agnew	Capt. Eaton	116.05
Kittie	Capt. Burns	114.12

Elk Garden - To Williamsport.

Ruby	Capt. Fahey	88.06
Eugene	Capt. Teach	109.11

Borden Co. - To Georgetown

Katie Hassett	Capt. Hassett	113.17
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INCOMING BOATS

North Branch Lock, April 27, 3 p.m. - The following light boats passed this lock since 3 o'clock yesterday enroute for Cumberland.

Missouri	Capt. Ardinger
W. S. Jacques	Capt. Davis

p. 1. **Rock Slid at Canal Tunnel.**

A rock slide occurred last night at the East end of the canal tunnel which will require four or five days to remove. This will cause no interruption to the loading of coal as there are light boats at the wharf and this side of the slide. Superintendent Mulvaney is working a large force on the obstruction and says that by Tuesday the way will be open.

Fri. 4/27/88, p. 3.² **Work of the Police** –

Hamilton Vass, a special policeman, was arrested yesterday by Officer Sutherland on complaint of Charles Fields, a boatman who charge Vass with

² *The Washington Critic*, Washington, D. C., newspaper.

stealing a quantity of rope from his boat. Was left collateral for his appearance at court.

Notes About Town.

The canal boat Loudoun arrived today with 3,000 bushels of corn and twenty tons of hay consigned to G. T. Dunlop.

Sat. 4/28/88, p. 1. **Mr. Gambrill at the Tunnel.** - President Gambrill, of the Chesapeake and Ohio canal, will arrive in Paw this evening on No. 1, and will give the work on the rock slide at the canal tunnel his personal supervision, and remain there until the work is completed.

Canal Shipments.

The shipments on the Chesapeake and Ohio canal for the month of April, 1888, will exceed those of the corresponding month of 1887, by over 8,000 tons. Orders on the canal are very slow and a temporary rush at the present accounts for this large increase over last April.

For several years past the dredgings from the canal near the city have at various times been dumped into the basin of the dam below the crib in the Willis creek channel, and between it and the towpath this has been carried on to such an extent that where there used to be a channel 100 feet wide and 6 to 8 feet deep from the mule bridge to the breast of the dam, there is now at this stage of the river not more than an average depth across this channel of a foot, and as soon as the river is lower there will be a bar completely across the stream at this point.

This means a filling up of the creek in front of this bar and consequently in front of the lock and feeder gates of the canal, and ultimately a cutting off of the water supply of this cherished and dear public work. It means a good many other things, one of which is a lessening of our already scanty summer water storage capacity by every scow load of dredgings dumped into the basin, and, more than that a hundred fold, by every inch of deposit that these dredgings cause in the creek and in the parts of the river adjoining.

This is a very serious matter and demands some attention. It causes the creek channel to be diverted from its straight course (over the dam when the water flows over) and compels it to travel further up the basin and make foul our drinking water supply with the poisonous material

gathered in its course through the city, added to the acid mine water that comes into it at Jennings's run, which is so strong that it kills every fish in the creek from there down to the city. The writer is sure that the calling attention to this matter will be enough to have it remedied, for there can be no wish on the part of the parties in charge of this work to either destroy the canal's water supply or impair that of the city.

p. 3. **Canal Boat on Fire.**

The canal steamer Ruby, Capt. Fahey, while lying just this side of the canal tunnel, caught fire yesterday evening and the cabin was destroyed together with some of the machinery. Cause of fire and amount of damage unknown.

Sat. 4/28/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 257 to 268 inclusive, left this port up to 3 o'clock p. m., today (April 28, 1888):

Consolidation Co. -- To Georgetown		
C. D. Warfield	Capt. Pierce	109.14
G. M. Winship	Capt. Shaw	113.00
Sally Burwell	Capt. Taylor	112.17
S. M. Storm	Capt. Huff	115.12
To Williamsport		
Unexpected	Capt. Williams	118.16
Nellie & Davie	Capt. Patton	113.06
D. W. Malotte	Capt. Malotte	109.03
Omega	Capt. Bender	115.19
George's Creek Co. -- To Georgetown		
G. N. Shuman	Capt. Bowers	116.01
A. H. Brandt	Capt. Mose	115.04
John K. Shaw	Capt. Bender	116.00
Borden Co. - To Georgetown		
Oxford	Capt. Hassett	107.12

INCOMING BOATS

No boats passed the North Branch locks from 3 'clock yesterday to 3 o'clock today owing to the rock slide at the canal tunnel.

Mon. 4/30/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 268 to 278 inclusive, left this port up to 3 o'clock p. m., today (April 30, 1888):

George's Creek Co. -- To Georgetown		
John P. Agnew	Capt. Eaton	116.05
W. F. Creighton	Capt. Neal	115.11
Park Agnew	Capt. Weaver	114.11
Missouri	Capt. Ardinger	113.13

J. E. Dyer & Bro.	Capt. Neal	112.16
A. G. Johnson	Capt. Reid	114.13
W. H. Cooper	Capt. Bear	116.01
Consolidation Co. -- To Georgetown		
W. S. Jacques	Capt. Davis	111.18
Allen Campbell	Capt. Crampton	109.17
Borden Co. - To Georgetown		
Altair	Capt. Hassett	113.15
T. J. Shiflet	Capt. Young	114.09

INCOMING BOATS

No boats passed the North Branch locks from 3 o'clock Saturday to 3 o'clock today owing to the rock slide at the canal tunnel.

ES, Mon. 4/30/88, p. 5. **Notes** – The office of the Chesapeake and Ohio Canal Co. is now located in the Farmers' and Mechanics' Bank building.

Canal Notes – Canal boat Round Top arrived with 800 barrels of cement for J. G. & J. M. Waters.

Tue. 5/1/88, p. 1. **Another Slide on the Canal.** Yesterday evening another rock slide occurred in the cut just East of the canal tunnel. Fully 400 tons of rock is now impeding canal navigation. Supt. Mulvaney was interviewed by a *Times* reporter in regard to the extent of the slide. He said it was much more extensive than the former one just removed and would take at least a week to remove. While the work is going on all loose or overhanging rocks will be removed so as to avoid any further trouble. Boats will continue to load here.

p. 4. **Canal Commerce.**

The following boats with way bills numbered from 278 to 287 inclusive, left this port up to 3 o'clock p. m., today (May 1, 1888):

Consolidation Co. -- To Georgetown		
Zadock Williams	Capt. Mose	111 05
E. P. Cohill	Capt. Pittman	114 01
T. H. Gibbs	Capt. Grimm	112 05
R. A. Driver	Capt. Drenner	112 11
To Williamsport		
Victor	Capt. Dick	110 09
George's Creek Co. - To Georgetown		
Sarah Kroon	Capt. Cramer	112 17
Susquehanna	Capt. Stickles	118 04
Kittie	Capt. Burns	114 12
W. Va. C. & P. R. R. - To Georgetown		
S	Capt. Eaton	109 16

INCOMING BOATS

North Branch Lock, May 1, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Sarah Kroon	Capt. Cramer
U	Capt. Malotte
R. A. Driver	Capt. Drenner
T. H. Gibbs	Capt. Grimm
E. P. Cohill	Capt. Pittman
Zadock Williams	Capt. Mose
Burke Spencer	Capt. Kean
A. M. White	Capt. Reid
Charles W. Millar	Capt. Colbert
Mary Mertens	Capt. Conrad
Nita K. Phelps	Capt. Malone

Wed. 5/2/88, p. 1. **The Slide at the Tunnel.**

President Gambrill has ordered the Packet Maryland to the tunnel and will use it to tow the loaded and light boats past the scene of the slip, by this arrangement he hopes to be able to pass boats by Saturday next, thus saving three or four day's time, as it will require that time to replace the towpath and railing for mule walk.

Mr. Gambrill has been giving this work his personal supervision and has made rapid progress and will remain at the spot until the channel is opened so as to allow boats to pass, when the packet will be used until the towpath is repaired.

This is good news to boatmen and shippers. Superintendent Mulvaney has been giving this slide his best licks in conjunction with the President. Mr. Gambrill will leave for his home on Saturday. Light boats are expected to be in to load Monday next.

p. 4. **Canal Commerce.**

The following boats with way bills numbered from 287 to 292 inclusive, left this port up to 3 o'clock p. m., today (May 2, 1888):

George's Creek. -- To Georgetown		
Burke Spencer	Capt. Price	114 05
Mary Mertens	Capt. Conrad	113 08
Borden Co. -- To Georgetown		
Lafayette	Capt. Young	117 02
Salina	Capt. Young	115 06
Consolidation Co. - To Georgetown		
A. P. Mayfield	Capt. Moore	117 13

INCOMING BOATS

No boats passed the North Branch lock from 3 o'clock yesterday up to 3 o'clock today owing to the rock slide at the tunnel.

During April 262 boats carrying 29,109 tons of coal, left this port on the canal. The gross revenue was nearly \$12,000. The increase of tonnage over April, 1887, was nearly 9,000 tons.

Thu. 5/3/88, p. 1. **Canal Affairs.**

Collector Edwards informed a representative of this paper that the light boats which have been delayed by the rock slide at the tunnel will probably arrive here tomorrow. Special shipments of West Virginia coal were made today.

p. 4. **Canal Commerce.**

The following boats with way bills numbered from 292 to 295 inclusive, left this port up to 3 o'clock p. m., today (May 3, 1888):

Borden Co. -- To Georgetown
 Martha S. Fernsner Capt. Hassett 114 19
 Elizabeth Miller Capt. Hassett 113 06
 Percy Capt. Hassett 114 00

INCOMING BOATS

No boats passed North Branch Lock from 3 o'clock p.m. yesterday up to 3 p.m. today owing to the rock slide at canal tunnel.

Fri. 5/4/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 295 to 299 inclusive, left this port up to 3 o'clock p. m., today (May 4, 1888):

Borden Co. -- To Georgetown
 E. M. Ginevan Capt. Hassett 117 04
 Lido Capt. Hassett 115 10
 George's Creek Co. -- To Georgetown
 A. M. White Capt. Reid 114 03
 W. Va. C. & P. R. R. -- To Williamsport
 Nita K. Phelps Capt. Malone 115 11

Sat. 5/5/88, p. 3. **The Canal Open Again.**

The second rock slide at the tunnel cut on the canal has been removed and boats are now being towed past the injured towpath by the tug Maryland. Collector Edwards went to the tunnel yesterday to pay off the hands who have been working on the slides. As all the loose and overhanging rocks have been removed, there is no fear of any further interruption from slides at this point.

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

The following boats with way bills numbered from 299 to 303 inclusive, left this port up to 3 o'clock p. m., today (May 4, 1888):

W. Va. C. & P. R. R. -- To Georgetown
 Little Robb Capt. Nuse 109 19
 Detroit Capt. Harper 109 18
 Winter Capt. Fox 109 10
 George's Creek Co. -- To Georgetown
 Plough Boy Capt. Young 116 19

The canal is now open its entire length.

ES, Sat. 5/5/88, p. 8. **Canal Notes** – The slide on the Chesapeake and Ohio Canal at the tunnel has been removed so as to allow the passage of boats. The steam packet Excelsior carried a large number of excursionists to Great Falls this morning. Canal boat Beulah has arrived with 2,000 bushels of wheat and 15 tons of hay for G. T. Dunlop.

Sun. 5/6/88, p. 6. **THE CANAL.**

Rock slides are the latest misfortune with which the Chesapeake and Ohio Canal has to contend. The work of removing the one which occurred at the east end of the canal tunnel last week was completed Monday and on the afternoon of the same day another and more extensive one occurred at the same place. It is estimated that this second slide deposited fully 400 tons of debris in the canal. The work of removal has commenced and will occupy a week.

Mon. 5/7/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 303 to 323 inclusive, left this port up to 3 o'clock p. m., today (May 7, 1888):

Consolidation Co. -- To Georgetown
 Geo. S. French Capt. Gannon 107 13
 Wm. King Capt. McCoy 113 01
 A. L. Miller Capt. Piper 110 16
 W. R. Lewis Capt. Bender 110 16
 G. S. Renner Capt. Sorrell 111 11
 L. R. Fechtig Capt. Bowers 110 16
 Geo. Bogus Capt. Davis 111 11
 Geo. L. Sheriff Capt. Cartwright 115 05
 To Williamsport
 Victor Capt. Kelly 106 02
 McK Steffey Capt. McKelvey 117 14
 Frankie & Fannie Capt. McCardell 108 10

Canal Trade 1888

George's Creek Co. - To Georgetown		
Potomac	Capt. Riley	116 02
Allegheny	Capt. Dixon	121 00
John Spencer	Capt. Renner	109 13
G. A. Hoffman	Capt. Hine	116 09
Eva	Capt. Schoppert	112 12
Rainbow	Capt. Young	112 05
C. W. Millar	Capt. Driscoll	113 01

Borden Co. - To Georgetown		
Dakota	Capt. Young	112 03
Dr. A. Shank	Capt. Pierce	116 04

W. Va. C. & P. R. R. -- To Georgetown		
Isabella	Capt. Brookman	111 00

INCOMING BOATS

North Branch Lock, May 7, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Wm. King	Capt. McCoy
Ivan	Capt. Castle
Frankie & Fannie	Capt. McCardell
A. L. Miller	Capt. Piper
Herald	Capt. Fields
Meyersdale	Capt. Russell
Potomac	Capt. Riley
Geo. S. Renner	Capt. Sorrell
Allegheny	Capt. Dixon
Mississippi	Capt. Byroads
L. R. Fechtig	Capt. Bowers
River Nile	Capt. Kimble
Geo. L. Sheriff	Capt. Cartwright
J. Maury Dove	Capt. Malone
Highlander	Capt. Eaton
George A. Hoffman	Capt. Hine
Charles Mann	Capt. Rhodes
Geo. S. French	Capt. Gannon
W. R. Lewis	Capt. Bender
John Spencer	Capt. Renner
Victor	Capt. Dick
Eva	Capt. Schoppert
Jacob Bender	Capt. Shields
G. A. McIlhenny	Capt. Kane
James R. Eddy	Capt. Eddy
M. E. Grove	Capt. Little
V	Capt. Little
Lutie & Monie	Capt. Shupp
McK Steffy	Capt. McKelvey
G. M. Barroll	Capt. Murphy
G. M. Winship	Capt. Fisher
F. O. Beckett	Capt. Ritter
C. R. Gregory	Capt. McLucas

Altoona	Capt. Young
Samuel Henry	Capt. Allison
Garnet F. S.	Capt. Young
E. R. Ladew	Capt. Young
W. T. Coulehan	Capt. Young
A. Jackson Clark	Capt. Smith
L. P. Hieston	Capt. Brubaker
Cumberland	Capt. Yost
J. H. Reid	Capt. Ensminger

Tue. 5/8/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 323 to 334 inclusive, left this port up to 3 o'clock p. m., today (May 8, 1888):

Consolidation Co. -- To Georgetown		
M. E. Grove	Capt. Little	112 07
J. Maury Dove	Capt. Malone	114 09
Charles Mann	Capt. Moore	114 19
F. O. Beckett	Capt. Benner	114 16

To Williamsport:

Lutie & Monie	Capt. Shupp	113 05
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Borden Co. - To Georgetown

Gen. Garfield	Capt. Young	113 05
Libbie	Capt. Hassett	111 18
R. P. Mason	Capt. Hassett	113 18

George's Creek Co. - To Georgetown

Youghiogeny	Capt. Linaburg	115 16
Eva	Capt. Schoppert	112 12

W. Va. C. & P. R. R. -- To Georgetown

Ivan	Capt. Castle	110 17
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INCOMING BOATS

North Branch Lock, May 8, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

John W. Thompson	Capt. Staley
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Wed. 5/9/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 334 to 349 inclusive, left this port up to 3 o'clock p. m., today (May 9, 1888):

Consolidation Co. -- To Georgetown

G. A. McIlhenny	Capt. Kane	111 18
C. W. Adams	Capt. Jackson	112 07
W. H. C. Bayley	Capt. Hebb	113 16
H. C. Winship	Capt. Fisher	108 10
L. P. Hieston	Capt. Brubaker	108 09
G. M. Barroll	Capt. Murphy	111 13

George's Creek Co. - To Georgetown

Herald	Capt. Young	111 19
Meyersdale	Capt. Young	121 00

Canal Trade 1888

John Spencer	Capt. Renner	113 07
John W. Thompson	Capt. Staley	117 01
Samuel Henry	Capt. Hart	115 02
J. H. Reid	Capt. Ensminger	114 05
Muskingum	Capt. Zellers	115 05
W. Va. C. & P. R. R. Co. - To Williamsport		
River Nile	Capt. Kimble	114 06
Beulah	Capt. Crow	103 12
Borden Co. -- To Georgetown		
Eva Snyder	Capt. Hassett	116 19

INCOMING BOATS

North Branch Lock, May 9, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Beulah	Capt. Crow
W. H. C. Bayley	Capt. Hebb
C. W. Adams	Capt. Jackson
W. J. Booth	Capt. Smith
Eugene	Capt. Teach
Mary	Capt. Tice
A. Greenless, Jr.	Capt. Shives
Abram Kroon	Capt. Ryan
A. H. Stump	Capt. Helgoth
Mary E. Hall	Capt. Leopold
Mattie	Capt. Bowers
J. W. Dean	Capt. Colbert
E. A. King	Capt. Farrell
L. W. Ginnand	Capt. Zimmerman
J. B. Thomas	Capt. Gray
Elbe River	Capt. Swain
George Sherman	Capt. Myers
M. A. Shupp	Capt. Shupp
C. F. Mayer	Capt. Reid
B. R. Mayfield	Capt. Reid

Thu. 5/10/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 349 to 363 inclusive, left this port up to 3 o'clock p. m., today (May 10, 1888):

Consolidation Co. -- To Georgetown		
E. A. King	Capt. Penner	111 02
J. B. Thomas	Capt. Gray	109 00
Elbe River	Capt. Swain	111 04
B. C. Barroll	Capt. McLucas	112 04
Cumberland	Capt. Payne	108 11
To Williamsport:		
Mary	Capt. Tice	108 18
M. A. Shupp	Capt. Shupp	113 14
George's Creek Co. - To Georgetown		
W. J. Booth	Capt. Smith	113 09

Highlander	Capt. Young	117 14
Juanita	Capt. Little	117 15
A. Greenless, Jr.	Capt. Shives	114 15
W. Va. C. & P. R. R. Co. - To Williamsport		
Eugene	Capt. Teach	108 01
To Wood's Lock:		
G. Berkebile	Capt. Fisher	34 14
Borden Co. -- To Georgetown		
Mary L. Miles	Capt. Hassett	113 17

INCOMING BOATS

North Branch Lock, May 10, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

F. M. Reitzell	Capt. Snyder
W. T. Hassett	Capt. Hassett
M. Bogus	Capt. Zimmerman
B. R. Mayfield	Capt. Ingram
Emma Mertens	Capt. Keesucker
E. R. Armstrong	Capt. Marmaduke
W. O. Bowser	Capt. Havermale

Fri. 5/11/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 363 to 370 inclusive, left this port up to 3 o'clock p. m., today (May 11, 1888):

Consolidation Co. -- To Georgetown		
J. P. Hewitt	Capt. Swain	115 03
L. W. Ginnand	Capt. Zimmerman	112 08
Chas F. Mayer	Capt. Reid	113 02
M. B. Mayfield	Capt. Reid	108 08
To Williamsport:		
W. O. Bowser	Capt. Havermale	110 17
Unexpected	Capt. Williams	114 06
Nellie & Davie	Capt. Patton	110 16
D. W. Malotte	Capt. Malotte	105 05
George's Creek Co. - To Georgetown		
A. Jackson Clark	Capt. Kerns	114 00
A. H. Stump	Capt. Helgoth	113 13
Abram Kroon	Capt. Ryan	112 04
J. W. Veale	Capt. Groom	114 00
Here I Am	Capt. Young	113 09
George Sherman	Capt. Myers	113 00

INCOMING BOATS

North Branch Lock, May 11, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Ollie V.	Capt. Kline
D. W. Malotte	Capt. Malotte
J. P. Hewitt	Capt. Swain
Unexpected	Capt. Williams

Canal Trade 1888

Nellie & Davie Capt. Patton
G. W. Wallis Capt. Lowe

RS, Fri. 5/11/88, p. 6. **Canal Notes** – Canal boat Round Top arrived with 800 barrels of cement for J. G. & J. M. Waters.

Sat. 5/12/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 377 to 388 inclusive, left this port up to 3 o'clock p. m., today (May 12, 1888):

Consolidation Co. -- To Georgetown		
H	Capt. Shives	110 08
H. Roussell	Capt. Swain	113 13
L. P. Read	Capt. Dunnigan	113 11
Jas. Z. Williams	Capt. Reynolds	112 12
T. K. Stewart	Capt. Penner	113 11
George's Creek Co. - To Georgetown		
Ollie V.	Capt. Kline	113 08
Emma Mertens	Capt. Keesucker	114 19
Alfred Wood	Capt. Atwell	113 12
Altoona	Capt. Bowers	113 05

INCOMING BOATS

North Branch Lock, May 12, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Suwannee	Capt. Grey
David A. Lowe	Capt. McCann
L. P. Read	Capt. Whitney
H	Capt. Shives
J. H. Milstead	Capt. Roof
H. Hanekamp	Capt. Yost
Geo. Williams	Capt. Mills
Winter	Capt. Fox
Detroit	Capt. Harper
T. K. Stewart	Capt. Penner
T. L. Holbrook	Capt. Snyder
C. W. Ridley	Capt. Barger
Cow Boy	Capt. Penner

Mon. 5/14/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 388 to 402 inclusive, left this port up to 3 o'clock p. m., today (May 14, 1888):

Consolidation Co. -- To Georgetown		
Zadock Williams	Capt. Mose	114 08
E. P. Cohill	Capt. Pittman	111 10
W. J. Stephenson	Capt. Moore	112 00
James Goddard	Capt. Penner	111 16
Daniel Linkins	Capt. Kreitzer	112 18

John Leitch	Capt. Hill	114 12
To Williamsport:		
McK Steffey	Capt. McKelvey	113 12
Frankie & Fannie	Capt. McCardell	110 00
Lutie & Monie	Capt. Shupp	114 10
George's Creek Co. - To Georgetown		
T. L. Holbrook	Capt. Snyder	111 14
Suwannee River	Capt. Bowers	114 01
David A. Lowe	Capt. McCann	113 07
J. H. Milstead	Capt. Roof	114 11
H. Hanekamp	Capt. Bowers	112 07
G. W. Wallis	Capt. Neal	114 05

INCOMING BOATS

North Branch Lock, May 14, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Zadock Williams	Capt. Mose
Lutie & Monie	Capt. Shupp
Alex White	Capt. Reed
Daniel Linkins	Capt. Kreitzer
John P. Agnew	Capt. Eaton
Judge J. Douglas	Capt. McCarty
Ivan	Capt. Kimble
McK Steffey	Capt. McKelvey
E. P. Cohill	Capt. Pittman
Josephine Barroll	Capt. Penner
N. C. Read	Capt. Swain
J. E. Dyer & Bro.	Capt. Neal

Tue. 5/15/88, p. 1. **To North Branch.**

The Cumberland City band with some of their friends enjoyed an excursion to North Branch last evening on the steamer "Endeavor."

p. 4. **Canal Commerce.**

The following boats with way bills numbered from 403 to 414 inclusive, left this port up to 3 o'clock p. m., today (May 15, 1888):

Consolidation Co. -- To Georgetown		
Josephine Barroll	Capt. Penner	115 09
N. C. Read	Capt. Swain	110 02
To Williamsport:		
Victor	Capt. Kelly	110 01
U	Capt. Malotte	113 18
George's Creek Co. - To Georgetown		
C. W. Ridley	Capt. Barger	117 15
D. Armstrong	Capt. Marmaduke	111 00
W. Va. C. & P. R'y. Co. -- To Georgetown		
Jacob Bender	Capt. Shields	111 14

INCOMING BOATS

North Branch Lock, May 15, 3. p. m.

Canal Trade 1888

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Victor	Capt. Kelly
Benj. Vaughn	Capt. Sigler

ES, Tue. 5/15/88, p. 5. **Grain Receipts** - Canal boat Seneca arrived with 800 bushels of wheat, 400 bushels of corn, 100 barrels of flour, 3 tons of hay, for G. T. Dunlop, and 600 bushels corn for J. G. & J. M. Waters.

Wed. 5/16/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 414 to 423 inclusive, left this port up to 3 o'clock p. m., today (May 16, 1888):

Consolidation Co. -- To Georgetown		
A. P. Mayfield	Capt. Moore	113 13
Allen Campbell	Capt. Crampton	112 17
To Williamsport:		
Mary	Capt. Tice	110 12
M. A. Shupp	Capt. Shupp	112 07
W. Va. C. & R. R. -- To Williamsport		
Beulah	Capt. Crow	107 09
Ivan	Capt. Kimble	118 15
Eugene	Capt. Teach	114 13
George's Creek Co. -- To Georgetown		
John P. Agnew	Capt. Eaton	113 17
Judge J. Douglas	Capt. McCarty	114 03
A. M. White	Capt. Reid	114 04

INCOMING BOATS

North Branch Lock, May 16, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Harry Wagner	Capt. James
Eugene	Capt. Teach
A. P. Mayfield	Capt. Moore
W. B. Lloyd	Capt. Bowers
Mary	Capt. Tice
M. A. Shupp	Capt. Shupp
Allen Campbell	Capt. Crampton
Ruby	Capt. Fahey
S	Capt. Clendenin
A. H. Brandt	Capt. Mose
W. J. Walker	Capt. Bowers
M. B. Winship	Capt. Yost
Deer Park	Capt. Young

ES, Wed. 5/16/88, p. 5. **Grain Receipts** – Canal boat Maryland arrived with 2,000 bushels of corn for G. T. Dunlop. Canal boat Loudoun arrived

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

Thu. 5/17/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 423 to 427 inclusive, left this port up to 3 o'clock p. m., today (May 17, 1888):

George's Creek Co. -- To Georgetown		
J. E. Dyer & Bro.	Capt. Neal	115 13
Benj. Vaughn	Capt. Sigler	114 08
Consolidation Co. -- To Williamsport:		
Little Walter	Capt. Ardinger	112 17
Nellie & Davie	Capt. Patton	110 05

INCOMING BOATS

North Branch Lock, May 17, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

James M. Schley	Capt. Artz
W. F. Creighton	Capt. Neal
Nellie & Davie	Capt. Patton
Burke Spencer	Capt. Kirk
Park Agnew	Capt. Weaver
Little Walter	Capt. Ardinger
G. M. Winship	Capt. Penner
W. O. Bowser	Capt. Havermale
R. A. Driver	Capt. Drenner
Enterprise	Capt. Curtis

Fri. 5/18/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 428 to 438 inclusive, left this port up to 3 o'clock p. m., today (May 18, 1888):

Consolidation Co. -- To Georgetown		
W. R. Lewis	Capt. Bender	110 07
John Miller	Capt. Artz	110 13
Enterprise	Capt. Curtis	113 02
To Williamsport:		
D. W. Malotte	Capt. Malotte	115 14
Frankie & Fannie	Capt. McCardell	114 00
Nellie & Davie	Capt. Patton	110 05
George's Creek Co. -- To Georgetown		
Garnet F. S.	Capt. Long	114 01
Delaware	Capt. Manning	108 18
Harry Wagner	Capt. James	116 12
W. Va. C. & P. R'y. Co. -- To Georgetown		
Plough Boy	Capt. Kenny	113 03
To Williamsport:		
Ruby	Capt. Fahey	95 12

INCOMING BOATS

North Branch Lock, May 18, 3. p. m.

Canal Trade 1888

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

John Miller	Capt. Artz
Frankie & Fannie	Capt. McCardell
W. R. Lewis	Capt. Bender
D. W. Malotte	Capt. Malotte
Lutie & Monie	Capt. Shupp
Geo. S. French	Capt. Gannon

Sat. 5/19/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 439 to 455 inclusive, left this port up to 3 o'clock p. m., today (May 19, 1888):

Consolidation Co. -- To Georgetown		
John Miller	Capt. Artz	110 13
D. W. Malotte	Capt. Malotte	113 14
W. S. Jacques	Capt. Davis	113 18
Chas. R. White, Jr.	Capt. Stride	114 11
Geo. Bogus	Capt. Davis	114 16
T. H. Gibbs	Capt. Grimm	112 15
M. E. Grove	Capt. Little	111 04
Geo. S. French	Capt. Gannon	111 04
To Williamsport:		
Unexpected	Capt. Williams	112 09
W. Va. C. & P. R'y. Co. -- To Georgetown		
Plough Boy	Capt. Kenny	113 03
Mary E. Hall	Capt. Leopold	115 11
George's Creek Co. -- To Georgetown		
Burke Spencer	Capt. Price	113 08

INCOMING BOATS

North Branch Lock, May 19, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

M. E. Grove	Capt. Little
Unexpected	Capt. Williams
B. F. Spear	Capt. Grimm
R. H. Jones	Capt. Wood
John K. Shaw	Capt. Bender
W. S. Jacques	Capt. Davis
Geo. Bogus	Capt. Davis
Chas. R. White	Capt. Stride
McK Steffey	Capt. McKelvey
G. N. Shuman	Capt. Bowers
T	Capt. Clendening
W. H. C. Bayley	Capt. Bender
Sarah Kroon	Capt. Cramer

ES, Sat. 5/19/88, p. 5. **Canal Payments** – President Gambrill, Treasurer Watkins and Accountant Ayer, of the Chesapeake and Ohio

canal, have returned from a pay trip to Cumberland, during which \$13,000 was expended in salaries to employees.

Grain Receipts – Canal boat Col. Victor L. Baughman arrived with 4,500 bushels of wheat for G. T. Dunlop. J. G. & J. M. Waters received 700 bushels of wheat by rail.

Mon. 5/21/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 455 to 465 inclusive, left this port up to 3 o'clock p. m., today (May 21, 1888):

Consolidation Co. -- To Georgetown		
F. O. Beckett	Capt. Benner	115 15
A. L. Miller	Capt. Piper	112 09
W. H. C. Bayley	Capt. Hebb	110 12
To Williamsport		
Mary	Capt. Tice	109 06
Victor	Capt. Kelly	105 17
M. A. Shupp	Capt. Shupp	113 03
McK Steffey	Capt. McKelvey	114 02
George's creek Co. - To Georgetown		
W. T. Coulehan	Capt. Young	114 02
W. D. Walbridge	Capt. McMullen	109 13
Park Agnew	Capt. Weaver	116 06
W. Va. C. & P. R'y. Co. -- To Georgetown		
Mattie	Capt. Bowers	112 04
Irene	Capt. Kimble	116 14

INCOMING BOATS

North Branch Lock, May 21, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Mary Mertens	Capt. Conrad
A. G. Johnson	Capt. Reid
W. T. Hassett	Capt. Snyder
A. L. Miller	Capt. Piper
John Spencer	Capt. Renner
Charles Darrow	Capt. Engle
G. A. Hoffman	Capt. Hine
F. O. Beckett	Capt. Benner
G. M. Winship	Capt. Shaw
Mary	Capt. Tice
Ivan	Capt. Kenney
Potomac	Capt. Ryan
C. W. Adams	Capt. Jackson
M. A. Shupp	Capt. Shupp
Eugene	Capt. Teach
Nellie & Davie	Capt. Patton
Kittie	Capt. Burns
Iowa	Capt. Davis

Victor Capt. Kelly

ES, Mon. 5/21/88, p. 6. **Grain Receipts** – Canal boat David Knode arrived with 4,000 bushels of wheat for J. G. & J. M. Waters. Canal boat Wheatley Bros. arrived with 4,500 bushels of corn for J. G. & J. M. Waters.

Tue. 5/22/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 466 to 478 inclusive, left this port up to 3 o'clock p. m., today (May 22, 1888):

Consolidation Co. -- To Georgetown		
Zadock Williams	Capt. Mose	115 00
C. W. Adams	Capt. Jackson	114 00
G. M. Winship	Capt. Shaw	110 00
Charles Darrow	Capt. Engle	108 01
To Williamsport		
Victor	Capt. Kelly	109 09
Nellie & Davie	Capt. Patton	106 00
George's Creek Co. -- To Georgetown		
John K. Shaw	Capt. Bender	117 10
G. N. Shuman	Capt. Bowers	112 16
John Spencer	Capt. Renner	111 17
W. Va. C. & P. R'y. Co. -- To Georgetown		
W. Beall	Capt. Eddy	105 03
To Williamsport:		
Ruby	Capt. Fahey	88 02
Eugene	Capt. Teach	111 03

INCOMING BOATS

North Branch Lock, May 22, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

G. S. Renner	Capt. Sorrell
J. P. Hewitt	Capt. Swain
W. J. Booth	Capt. Smith
S. M. Storm	Capt. Huff
Sally Burwell	Capt. Taylor
Zadock Williams	Capt. Mose
Susquehanna	Capt. Stickles
Ruby	Capt. Fahey
Isabella	Capt. Brookman

Wed. 5/23/88, p. 1. **Cumberland to Baltimore by Water.** - The Arion society will on June 29th leave for Baltimore via canal, to attend the Saengerfest, at that city. They have applied for the use of the steam packet Maryland and expect to secure it. However, should they fail in this, the steamer Endeavor will be used as far as

Washington, and from there the Arions will go by rail to Baltimore. If the Maryland is secured the trip will be made by water the entire way. From Cumberland to Georgetown via the canal and from there via the Potomac river and Chesapeake bay to Baltimore. About forty members will go, and a jolly good time is anticipated.

p. 4. **Canal Commerce.**

The following boats with way bills numbered from 478 to 487 inclusive, left this port up to 3 o'clock p. m., today (May 23, 1888):

Consolidation Co. -- To Georgetown		
G. M. Barroll	Capt. Murphy	111 10
J. P. Hewitt	Capt. Swain	111 19
G. S. Renner	Capt. Sorrell	112 16
S. M. Storm	Capt. Huff	113 16
To Williamsport		
U	Capt. Malotte	109 19
Frankie & Fannie	Capt. McCardell	112 18
George's Creek Co. -- To Georgetown		
Sarah Kroon	Capt. Cramer	113 09
Mississippi	Capt. Byroads	113 04
R. H. Jones	Capt. Weaver	111 06

INCOMING BOATS

North Branch Lock, May 23, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Allegheny	Capt. Dixon
Frankie & Fannie	Capt. McCardell
G. M. Barroll	Capt. Murphy
Missouri	Capt. Ardinger
W. T. Hassett	Capt. Snyder
U	Capt. Malotte
Wm. King	Capt. McCoy
Cigarette	Capt. Gay
L. R. Fechtig	Capt. Bowers
W. H. Cooper	Capt. Bear

ES, Wed. 5/23/88, p. 6. **Grain Receipts** – Canal boat Seneca arrived yesterday with 1,800 bushels of corn, 300 bushels of wheat and five tons of hay for G. T. Dunlop.

Thu. 5/24/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 487 to 496 inclusive, left this port up to 3 o'clock p. m., today (May 24, 1888):

Consolidation Co. -- To Georgetown		
L. R. Fechtig	Capt. Bowers	110 09
E. P. Cohill	Capt. Pittman	112 15

Canal Trade 1888

Sally Burwell	Capt. Taylor	113 03
Geo. A. McIlhenny	Capt. Kane	124 01
To Williamsport		
Lutie & Monie	Capt. Shupp	114 08
Borden Co. -- To Georgetown		
E. R. Ladew	Capt. Young	114 01
Cigarette	Capt. Gay	108 00
W. Va. C. & P. R'y. Co. -- To Georgetown		
S	Capt. Eaton	111 05
George's Creek Co. -- To Georgetown		
Mary Mertens	Capt. Conrad	113 17

INCOMING BOATS

North Branch Lock, May 24, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

D. W. Malotte	Capt. Shupp
L. P. Hieston	Capt. Kane
E. P. Cohill	Capt. Pittman
Geo. A. McIlhenny	Capt. Kane
Geo. L. Sheriff	Capt. Cartwright
Youghioghenny	Capt. Linaburg
J. Maury Dove	Capt. Malone
Daniel Linkins	Capt. Kreitzer
Plough Boy	Capt. Hager

ES, Thu. 5/24/88, p. 6. **Grain Receipts** – Canal boat Col. Victor L. Baughman arrived today with 4,000 bushels of wheat for G. T. Dunlop.

Fri. 5/25/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 496 to 500 inclusive, left this port up to 3 o'clock p. m., today (May 25, 1888):

Consolidation Co. -- To Georgetown		
Elbe River	Capt. Swain	108 12
E. A. King	Capt. Mills	115 06
L. W. Ginnand	Capt. Zimmerman	111 03
J. Maury Dove	Capt. Malone	109 06
Daniel Linkins	Capt. Kreitzer	109 11
To Williamsport		
Mary	Capt. Tice	111 00
George's Creek Co. -- To Georgetown		
G. A. Hoffman	Capt. Hine	112 09
Mary Burgess	Capt. Zimmerman	114 15
A. G. Johnson	Capt. Reid	112 14
Borden Co. -- To Georgetown		
S. M. Reitzell	Capt. Young	114 16
W. Va. C. & P. R. R. Co. -- To Williamsport		
Ivan	Capt. Kimble	109 09

INCOMING BOATS

North Branch Lock, May 25, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Mary	Capt. Tice
Elbe River	Capt. Swain
Ivan	Capt. Kimble
E. A. King	Capt. Mills
L. W. Ginnand	Capt. Zimmerman
River Nile	Capt. Kimble

ES, Fri. 5/25/88, p. 4. **Grain Receipts** – Canal boat Beulah arrived with 35 tons of hay for G. T. Dunlop.

Sat. 5/26/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 508 to 515 inclusive, left this port up to 3 o'clock p. m., today (May 26, 1888):

Consolidation Co. -- To Georgetown		
Wm. King	Capt. McCoy	112 11
H. Roussell	Capt. Swain	113 13
To Williamsport:		
Nellie & Davie	Capt. Patton	111 07
W. Va. C. & P. R. R. -- To Georgetown		
T	Capt. Clendening	113 11
To Williamsport:		
Ruby	Capt. Fahey	85 16
Eugene	Capt. Teach	107 00
George's Creek Co. -- To Georgetown		
Potomac	Capt. Riley	118 00

INCOMING BOATS

North Branch Lock, May 26, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

H. Roussell	Capt. Swain
Nellie & Davie	Capt. Patton
Eugene	Capt. Teach
Theo. Dean	Capt. Zimmerman
C. W. Ridley	Capt. Barger
W. R. Lewis	Capt. Bender
Rainbow	Capt. Pear
Frankie & Jessie	Capt. Smith

Mon. 5/28/88, p. 1. **Canal Commerce.**

The following boats with way bills numbered from 515 to 526 inclusive, left this port up to 3 o'clock p. m., today (May 28, 1888):

Consolidation Co. -- To Georgetown		
M. E. Grove	Capt. Little	112 15
W. H. C. Bayley	Capt. Hebb	112 05

Canal Trade 1888

C. D. Warfield	Capt. Pierce	113 10
W. R. Lewis	Capt. Bender	109 11
To Williamsport:		
Frankie & Fannie	Capt. McCardell	113 02
W. O. Bowser	Capt. Havermale	114 05
Victor	Capt. Kelly	105 10
D. W. Malotte	Capt. Malotte	113 08
W. Va. C. & P. R. R. -- To Georgetown		
Detroit	Capt. Harper	115 08
T	Capt. Clendening	113 11
George's Creek Co. -- To Georgetown		
W. J. Booth	Capt. Smith	115 01
Iowa	Capt. Davis	115 12

INCOMING BOATS

North Branch Lock, May 28, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

M. B. Mayfield	Capt. Reid
Victor	Capt. Kelly
W. O. Bowser	Capt. Havermale
A. Jackson Clark	Capt. Parran
Mattie	Capt. Malone
J. H. Reid	Capt. Ensminger
M. E. Grove	Capt. Little
W. H. C. Bayley	Capt. Hebb
W. T. Hassett	Capt. Snyder
H. C. Winship	Capt. Clinton
Frankie & Fannie	Capt. McCardell
D. W. Malotte	Capt. Malotte
L. P. Read	Capt. Dunnigan
C. D. Warfield	Capt. Pierce

ES, Mon. 5/28/88, p. 5. **Grain Receipts** – Canal boat Wheatley Bros. arrived yesterday with 3,400 bushels corn, 750 bushels of wheat, and 13 barrels of ear corn for J. G. & J. M. Waters. Canal boat Loudoun arrived with 4,000 bushels corn for G. T. Dunlop.

Tue. 5/29/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 527 to 533 inclusive, left this port up to 3 o'clock p. m., today (May 29, 1888):

Consolidation Co. -- To Georgetown		
C. F. Mayer	Capt. Reid	111 00
L. P. Read	Capt. Dunnigan	113 07
L. P. Hieston	Capt. Brubaker	111 15
Charles Mann	Capt. Moore	112 14
J. B. Thomas	Capt. Gray	111 00
W. Va. C. & P. R. R. -- To Georgetown		

Nita K. Phelps	Capt. Malone	113 09
To Williamsport:		
Ruby	Capt. Fahey	87 17

Wed. 5/30/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 534 to 537 inclusive, left this port up to 3 o'clock p. m., today (May 30, 1888):

Consolidation Co. -- To Williamsport		
Lutie & Monie	Capt. Shupp	115 00
W. Va. C. & P. R. R. -- To Georgetown		
Isabella	Capt. Brookman	114 08
To Williamsport:		
Ivan	Capt. Kimble	113 07

INCOMING BOATS

North Branch Lock, May 30, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

J. B. Thomas	Capt. Gray
P. Hines	Capt. Rhinehart
Charles Mann	Capt. Miller
Geo. & Michael	Capt. Smith
Mahaney	
Ruby	Capt. Fahey
Cigarette	Capt. Moore
Meyersdale	Capt. Keller
Lutie & Monie	Capt. Shupp
Mississippi	Capt. Mahaney

Wed. 5/30/88, p. 1.³ **Off to Great Falls**

The packet boat Excelsior carried a large crowd of excursionists up to the Great Falls today and many coach loads of picnic parties went to the same place this morning.

Thu. 5/31/88, p. 1. **Canal Commerce.**

The following boats with way bills numbered from 539 to 543 inclusive, left this port up to 3 o'clock p. m., today (May 31, 1888):

Consolidation Co. -- To Georgetown		
James M. Schley	Capt. Bender	114 14
Allegheny	Capt. Dixon	112 00
Consolidation Co. -- To Williamsport		
Mary	Capt. Tice	109 10
Unexpected	Capt. Williams	112 19
W. Va. C. & P. R. R. -- To Williamsport		
Eugene	Capt. Teach	109 15

INCOMING BOATS

³ *The Washington Critic*, Washington, D. C., newspaper.

Canal Trade 1888

North Branch Lock, May 31, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

A. H. Stump	Capt. Helgoth
J. H. Parrot	Capt. Smith
Eugene	Capt. Teach
Highlander	Capt. Eaton
Cumberland	Capt. Payne
Unexpected	Capt. Williams
Mary	Capt. Tice
Samuel Henry	Capt. Allison
Nellie & Davie	Capt. Patton

Fri. 6/1/88, p. 1. **The Alexandria Canal Case.**

United States Commissioner Fowler yesterday commenced taking testimony in the Alexandria canal case, at Alexandria, Va., with reference to the city's claim against the canal. Messrs. S. G. Brent and F. L. Smith represented the city's interest, and Gen. H. H. Wells appeared for Mr. W. W. Dungan, the receiver for the canal. Notice was served on Mr. Dungan to produce on Wednesday next the books, papers, etc., of the canal. The bonds held by the city against the canal company were introduced and several witnesses examined.

p. 4. **Canal Commerce.**

The following boats with way bills numbered from 544 to 550 inclusive, left this port up to 3 o'clock p. m., today (May 31, 1888)

John P. Agnew & Co. - Georgetown		
Kittie	Capt. Burns	111 06
Missouri	Capt. Ardinger	112 05
W. H. Cooper	Capt. Bear	112 15
Susquehanna	Capt. Stickles	113 13
Nellie & Davie	Capt. Patton	112 07
Consolidation Co. - To Georgetown		
T. K. Stewart	Capt. Penner	113 06
Geo. S. French	Capt. Gannon	109 19

INCOMING BOATS

North Branch Lock, June 1, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Ollie V.	Capt. Kroon
Juanita	Capt. Little
Geo. S. French	Capt. Gannon
Nellie & Davie	Capt. Patton
Muskingum	Capt. Penner
Zadock Williams	Capt. Renner
T. L. Holbrook	Capt. Snyder

T. K. Stewart	Capt. Penner
J. H. Milstead	Capt. Roof
Libby	Capt. Manning
Susquehanna	Capt. Stickles

ES, Fri. 6/1/88, p. 4. **Grain Receipts** – Canal boat Seneca arrived with 1,600 bushels of corn, 900 bushels of wheat, and 95 barrels of flour for G. T. Dunlop, and also 700 bushels of corn for J. G. & J. M. Waters. Canal boat Beulah arrived with 40 tons of hay for G. T. Dunlop. Canal boat David Knode arrived with 4,000 bushels of wheat for J. G. & J. M. Waters.

Sat. 6/2/88, p. 4. **Canal Commerce.**

The official figures from the office of Canal Collector Edwards show that during the month of May 265 boats, carrying 29,711 tons of coal, cleared from this port on the canal. The revenue was about \$11,500. The tonnage was a slight increase over April, and an increase of over 10,000 tons as compared with May of last year.

The following boats with way bills numbered from 550 to 564 inclusive, left this port up to 3 o'clock p. m., today (June 2, 1888):

Consolidation Co. -- To Georgetown		
Jas. Z. Williams	Capt. Reynolds	115 05
Zadock Williams	Capt. Mose	112 02
F. O. Beckett	Capt. Benner	115 05
H	Capt. Shives	109 06
E. P. Cohill	Capt. Pittman	111 03
Josephine Barroll	Capt. Penner	114 01
Daniel Linkins	Capt. Kreitzer	115 16

To Williamsport

McK Steffey	Capt. McKelvey	116 06
George's Creek Co. - To Georgetown		
John Spencer	Capt. Renner	112 12
Youghiogheny	Capt. Linaburg	117 05
John W. Thompson	Capt. Staley	114 14
A. Jackson Clark	Capt. Kerns	114 17

W. Va. C. & P. R. R. - To Williamsport

Ruby	Capt. Fahey	89 19
Borden Co. - To Georgetown		
Cigarette	Capt. Gay	109 12

INCOMING BOATS

North Branch Lock, June 2, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

A. M. White	Capt. Reid
Zadock Williams	Capt. Mose

F. O. Beckett	Capt. Benner
John Spencer	Capt. Renner
John P. Agnew	Capt. Eaton
McK Steffey	Capt. McKelvey
U	Capt. Malotte
H	Capt. Shives
Victor	Capt. Kelly
Josephine Barroll	Capt. Penner
Cigarette	Capt. Gay
E. P. Cohill	Capt. Pittman
Altoona	Capt. Bowers
H. Hanekamp	Capt. Ensminger
Savannah	Capt. Cramer
Geo. Sherman	Capt. Myers

J. E. Dyer & Bro.	Capt. Neal
Frankie & Fannie	Capt. McCardell
Ivan	Capt. Kimble
Benj. Vaughn	Capt. Sigler
Plough Boy	Capt. Kenney
Eugene	Capt. Teach
A. Wood	Capt. Atwell
B. C. Bear	Capt. McCardell
W. O. Bowser	Capt. Havermale
A. H. Brandt	Capt. Mose

Sun. 6/3/88, p. 3. **Coal Shipments for May.**

The official figures from the office of Canal Collector Edwards show that during the month of May 265 boats, carrying 29,711 tons of coal, cleared from this port on the canal. The revenue was about \$11,500. The tonnage was a slight increase over April, and an increase of over 10,000 tons as compared with May of last year.

Mon. 6/4/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 565 to 574 inclusive, left this port up to 3 o'clock p. m., today (June 4, 1888):

Consolidation Co. - To Georgetown		
C. W. Adams	Capt. Jackson	111 18
To Williamsport:		
M. A. Shupp	Capt. Shupp	116 16
W. O. Bowser	Capt. Havermale	112 12
Frankie & Fannie	Capt. McCardell	115 19
Victor	Capt. Kelly	112 15
George's Creek - Georgetown		
James H. Reid	Capt. Ensminger	110 11
J. W. Veale	Capt. Groom	111 12
River Nile	Capt. Burns	118 16
Elk Garden - To Georgetown		
Harry & Ralph	Capt. Wools	111 05
Ivan	Capt. Kimble	114 00

INCOMING BOATS

North Branch Lock, June 4, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

C. W. Ridley	Capt. Barger
Martha S. Fernsner.	Capt. Kimball
Elizabeth Miller	Capt. Kintzell
M. A. Shupp	Capt. Shupp

Tue. 6/5/88, p. 1. **SUDDEN DEATH OF JOHN HUMBIRD. - At Five O'clock This Morning, In His 79th Year, of Failure of the Heart.**

The entire community was shocked this morning by the announcement by the *Times* bulletins, that John Humbird had died suddenly at 5 o'clock at the Summer residence of his brother Jacob, near the five-mile house, on the National pike.

Yesterday afternoon, Mr. Humbird, accompanied by his wife, drove out to his brother's to spend several weeks. He had not been feeling well and thought the fresh air of the country would do him good. About four o'clock they reached the house. Soon after Messrs. S. J. Edwards, Joshua Knight and James Willison, of the county commissioners, called and spent several hours in pleasant conversation with the deceased and his brother. At six o'clock they returned to this city and say they never saw Mr. Humbird more full of fun and companionable. This is a saying a great deal, as there are few more companionable men than he.

At half-past six he ate a very hearty supper and sat up until 10:15 chatting with the family. He was devoted to his home and family and enjoyed such occasions very much. After retiring to the northwest room of the house he complained of indigestion and nausea. At 12 o'clock he was in great pain and desirous of vomiting, but insisted upon his wife not calling anyone as he said he should soon feel better. David, his nephew, soon after brought him some brandy, which he took with soda mint lozenges, and became easier.

Between four and five o'clock he again complained of nausea and pain. Dr. Carr was sent for at once. The trouble about the heart increased, and suddenly, at fifteen minutes past five, its

failure caused an instantaneous and painless death, before the doctor had arrived. The body will be brought to his home on Frederick street tonight, and the funeral will take place on Thursday at an hour hereafter to be announced.

Sketch of his Life.

John and Jacob Humbird today among the most wealthy and honored of Cumberland's citizens were early thrown upon their own resources. Their enviable positions and stainless reputations are striking comments upon what a plucky American boy can [do].

John Humbird was born in Liganore Valley, Westmoreland county, Pa., on April 23rd, 1810, sixteen months before his brother Jacob. His father, Solomon Humbird, was a native of Bedford county, and came of a race of stalwart farmers, his grandfather having lived to the great age of 104 years. When eight years old the mother of John Humbird died, and he and his brother began their struggle upward. He was employed by a Mr. Boyd, near his home, and afterwards learned the wheelwright trade, which he carried on for a time. Jacob turned his attention to railroad building, and his first work was on the Portage incline railroad at Hollidaysburg, Pa., when in his twentieth year. John soon joined him, but quickly became foreman for Sterritt & Lockwood, on the Reading and Philadelphia railroad, after working for a time in Cumberland county, Pa.

Comes to Cumberland.

September, 1837, he came to this city taking contracts on the canal at its entrance into Cumberland, under Wm. Lockwood, of Lockwood & Sterritt. In November Jacob joined him and they worked together until Jacob went to Brazil in 1859. In April, 1838, they had the section along the Kuykendall farm, when work stopped on the canal. In 1840 they contracted on the Baltimore and Ohio railroad, building the Evitts creek bridge. In 1841 work was begun in this city on the Cumberland and Pennsylvania railroad and the Humbirds worked there until the rails were laid to Mt. Savage. Among other railroad contracts may be mentioned one on the Pennsylvania Central about 1847, the construction of the big cut east of this city on the Baltimore and Ohio, and sections 20, 21, 28, 29, 30 and others between here and Wheeling. After the road

reached Wheeling contracts were taken on the Parkersburg branch, and afterwards on the Sand Patch tunnel of the Pittsburg and Connellsville railroad. Just prior to the war the brothers had completed a tunnel under the Blue Ridge for the Covington and Ohio railroad, and were at work on the Raven's gap railroad, in South Carolina, when Jacob decided to go to Brazil. This was in January, 1859. John worked on this contract till the war put a stop to all railroad work.

Mayor of Cumberland.

In 1860 he was elected Mayor of Cumberland which position he also held in 1866-68 and 1875, being chosen in the last instance to fill the vacancy caused by the death of Wm. R. McCulley, who died December 4, 1874. In 1870 he was a member of the board of commissioners that introduced the Holly water system in Cumberland. It was during his administration in '68 and '69, that the present site of the rolling mill was deeded to the railroad company.

He was one of the founders of the Trinity M. E. Church South, organized in this city in May, 1868, in which were associated with him Messrs. Asa Willison, John E. Buck, Levi Wickard and Mr. Longabaugh. The church edifice was erected on Union and Centre streets and dedicated in 1870, the Rev. Williamson Harris being pastor. It was afterwards sold to the Reformed Episcopal congregation and is now known as Christ Reformed Episcopal church. Mr. Humbird afterward joined the Centre street M. E. church.

August, 1872, he became a director in the organization of the Queen City Savings bank, which opened business on South Mechanic street in the Spates property, and continued under that name until March 10, 1879, when it was changed to the Third national bank, under the same management. The bank has since moved its quarters to the Humbird building, corner of Baltimore and Centre streets.

As A Merchant.

Many years ago he bought the hardware store of Jonathan W. Magruder, and associated with him in the business Hampton Long, the firm name being Humbird & Long. The store was located on Mechanic and Baltimore streets, and became so long established there that the location is, to this day, known as "Humbird's corner" to the

older residents of the county. At the death of Mr. Long, Mr. Humbird took James Carleton into partnership, the firm name being Humbird & Carleton, which continued so for a number of years until Mr. Carleton went to St. Louis. His son Jacob was then taken into the business, which was continued several years until purchased by Mr. D. W. Bussard who now controls the establishment. Mr. Humbird was also interested in the Cumberland steel works which have been in operation at intervals for ten years past, and are now in a flourishing condition.

Canal Director.

In June, 1876, he was elected a director in the Chesapeake and Ohio canal, which position he held at the time of his death. He had always been a staunch friend of the enterprise he helped construct.

His Private Life.

In his private life, Mr. Humbird was a quiet unassuming man, fond of his home and family, and ever ready to lend a helping hand to all who asked it. He married Miss Jane McKee, daughter of Thomas McKee, well known to the old residents of this city, and aunt of the late Thomas McKee, who survives him with the following children: Jacob B. and John A., both married, Mrs. Lidia Hitchcock, widow of L. D. Hitchcock; Mrs. Sue Morris, wife of R. I. Morris; Mrs. Sallie Swartzwelder, wife of H. Clay Swartzwelder, and Mrs. Anna DeVries, widow of the late Capt. Wm. DeVries. The cause of his death was failure of the heart, brought about by dyspepsia.

p. 4. Canal Commerce.

The following boats with way bills numbered from 579 to 581 inclusive, left this port up to 3 o'clock p. m., today (June 5, 1888)

John P. Agnew & Co. - To Georgetown	
Ollie V.	Capt. Kline 109 08
Consolidation Co. - To Georgetown	
B. C. Barroll	Capt. McLucas 110 11
W. Va. C. & P. R. R. - To Williamsport	
Eugene	Capt. Teach 111 14

INCOMING BOATS

North Branch Lock, June 5, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

John Leach	Capt. Hill
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D. Armstrong	Capt. Warmington
W. T. Hassett	Capt. Snyder
Ruby	Capt. Fahey
David A. Lowe	Capt. McCann

Wed. 6/6/88, p. 1. Latest Laconics.

The canal office will suspend work for tomorrow afternoon in order to attend the funeral of the late John Humbird, who was one of the directors of the company.

p. 4. Canal Commerce.

The following boats with way bills numbered from 586 to 592 inclusive, left this port up to 3 o'clock p. m., today (June 6, 1888)

John P. Agnew & Co. - To Georgetown	
Pilot Boy	Capt. Young 113 09
Muskingum	Capt. Zellers 117 10
Sarah Kroon	Capt. Kroon 116 07
Consolidation Co. - To Williamsport	
Lutie & Monie	Capt. Shupp 114 05
D. W. Malotte	Capt. Malotte 113 02
W. Va. C. & P. R. R. - To Georgetown	
Plough Boy	Capt. Kenny 108 01
To Williamsport	
Ruby	Capt. Fahey 88 16

INCOMING BOATS

North Branch Lock, June 6, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Harry Wagner	Capt. James
Park Agnew	Capt. Wheeler
W. R. Lewis	Capt. Bender
D. W. Malotte	Capt. Malotte
Lutie & Monie	Capt. Shupp
Her I Am	Capt. Harper
Maj. L. L. Blake	Capt. Reid

NR, Wed. 6/6/88, p. 4. An Award Confirmed

Yesterday morning Justice James made an order confirming the report of the commissioners in the case of United States, ex. rel. Wm. C. Endicott, Secretary of War, against the Chesapeake and Ohio Canal Company, unless cause to the contrary be shown before the 15th instant. The award of the commissioners was for property condemned for the abutment of the aqueduct bridge, and amounted to \$29,500.

ES, Wed. 6/6/88, p. 1. **Grain Receipts** – Canal boat Col. Victor L. Baughman arrived yesterday with 3,000 bushels of wheat and 3 tons of rye straw for G. T. Dunlop.

Thu. 6/7/88, p. 1. **DEATH OF JOS. W. H. POLLOCK. - Another Old Citizen Gone - Funeral Tomorrow - His Life.**

At his beautiful farm, on the Potomac, one mile this side of North Branch station on the Baltimore and Ohio railroad, Jos. W. H. Pollock, this morning at 3 o'clock, died in the 74th year of his age, after a lingering illness of softening of the brain. He was one of the best known, most highly esteemed and universally beloved men in the county. He never held public office though it often sought him. Once only was his name before the people and then without his consent. It was four years ago when his friends ran him for judge of the Orphans' Court.

Mr. Pollock was born in Liganore Valley, Pa., in 1814. His father was a large land owner in that section and gave his son a good education. After graduating at law Mr. Pollock practiced in Woodstock, Va. From there he went to Old Fields, Hardy county, Va., where he taught school. There he married Miss Hannah C. Vanmeter, daughter of Garrett Vanmeter. She owned half-interest in the farm where she died. Mr. Pollock bought out the other heirs and in 1840 moved there and has since made it his home.

Mrs. Vanmeter, who survives the deceased, is a first cousin of Mrs. Capt. McNeil, of Confederate cavalry fame. Four children survive him - James D. and Robert S.; Mrs. Sallie High, wife of Daniel High, of this city and Mrs. Bettie Everett, wife of William Everett, who lives on an adjoining farm. In 1883 Edward L., another son, died. The deceased has two brothers - one, Abraham, a Presbyterian minister at Warrenton, Va., the other a merchant of Plattsmouth, Nebraska.

The funeral takes place from the residence tomorrow at eleven o'clock, with the following pall bearers: Messrs. Alex King, George Rawlings, Michael Long, Addison Martin, Isaac Vanmeter and John Lynn, Sr. Rev. Mr. Moffatt, of the Presbyterian church will officiate.

[Transcriber's Note: The Pollock farm lies between Lock 75 and the Potomac River. It is

still owned by the family, is still an active farm, and the family cemetery is within easy walking distance from Lock 75. Mr. Pollock and Mr. Bloss, one of the Lock 75 lockkeepers were contemporaries; Mr. Pollock is mentioned in the Bloss Family History.]

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

The following boats with way bills numbered from 597 to 601 inclusive, left this port up to 3 o'clock p. m., today (June 7, 1888):

John P. Agnew & Co. -- To Georgetown	
Henry Hanekamp	Capt. Bowers 112 13
John H. Parrott	Capt. Dolan 117 03
Consolidation Co. -- To Georgetown	
W. R. Lewis	Capt. Bender 114 03
J. M. Wheatley	Capt. Lyttor 115 02
W. Va. C. & P. R. R. - To Georgetown	
Little Rob	Capt. Nuse 109 16

INCOMING BOATS

North Branch Lock, June 7, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Delaware	Capt. Mathers
W. D. Walbridge	Capt. Mullen
R. M. Quigley	Capt. Knight
Suwannee	Capt. Bowers
Mary E. Hall	Capt. Leopold
Winter	Capt. Fox

ES, Thu. 6/7/88, p. 5. **Grain Receipts** – Canal boat Beulah arrived with 4,000 bushels of wheat and 3 tons hay for G. T. Dunlop. Canal boat Seneca arrived with 1,000 bushels of wheat and 700 bushels of corn for G. T. Dunlop.

Fri. 6/8/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 601 to 614 inclusive, left this port up to 3 o'clock p. m., today (June 8, 1888):

George's Creek & Co. -- To Georgetown	
Judge J. Douglas	Capt. McCarty 113 12
George Sherman	Capt. Myers 116 00
Savannah	Capt. Cramer 114 19
Rainbow	Capt. Young 115 02
C. W. Ridley	Capt. Barger 115 05
John P. Agnew	Capt. Eaton 115 00
J. E. Dyer & Bro.	Capt. Neal 111 17
Benj. Vaughn	Capt. Sigler 117 05
Consolidation Co. -- To Georgetown	
W. H. C. Bayley	Capt. Hebb 111 03

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W. J. Stephenson	Capt. Moore	110 17
To Williamsport:		
U	Capt. Malotte	110 18
Mary	Capt. Tice	110 00
W. Va. C. & P. R. R. - To Williamsport		
Ivan	Capt. Kimble	110 11

INCOMING BOATS

North Branch Lock, June 8, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

U	Capt. Malotte
W. H. C. Bayley	Capt. Hebb
T. L. Holbrook	Capt. Snyder
W. T. Coulehan	Capt. Taylor
M. B. Winship	Capt. Yost
Mary	Capt. Tice
Ivan	Capt. Kimble
W. J. Stephenson	Capt. Moore
W. B. Lloyd	Capt. Stride
Burke Spencer	Capt. Price
G. N. Shuman	Capt. Bowers
Amazon	Capt. Ingram
B. R. Mayfield	Capt. Ingram

Sat. 6/9/88, p. 1. **\$39,500 for the Canal.**

The District of Columbia has agreed with the canal company upon a price for the abutment of the aqueduct bridge in Georgetown. The abutment is used for the free bridge recently decided upon between Georgetown and the Virginia shore. The sum agreed upon is \$39,500. This includes title to the ground on which the abutment stands.

p. 4. **Canal Commerce.**

The following boats with way bills numbered from 614 to 620 inclusive, left this port up to 3 o'clock p. m., today (June 9, 1888):

George's Creek & Co. -- To Georgetown		
Elberton	Capt. Eaton	115 01
Alfred Wood	Capt. Atwell	114 06
A. H. Brandt	Capt. Mose	114 10
Consolidation Co. -- To Georgetown		
B. R. Mayfield	Capt. Ingram	111 14
Amazon	Capt. Ingram	118 08
W. Va. C. & P. Ry. Co. -- To Williamsport		
Eugene	Capt. Teach	111 06

INCOMING BOATS

North Branch Lock, June 9, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Eugene	Capt. Teach
Mattie	Capt. Bowers
Mississippi	Capt. Atwell
Jacob Bender	Capt. Shields
Ruby	Capt. Fahey
Nellie & Davie	Capt. Patton
Garnet F. S.	Capt. Young
James Garlitz	Capt. Penner

Mon. 6/11/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 620 to 636 inclusive, left this port up to 3 o'clock p. m., today (June 11, 1888):

George's Creek & Co. -- To Georgetown		
Maj. L. L. Blake	Capt. Reid	112 14
John Spencer	Capt. Renner	112 02
Meyersdale	Capt. Young	111 16
Herald	Capt. Young	113 16
Delaware	Capt. Manning	117 12
David A. Lowe	Capt. McCann	113 19
Harry Wagner	Capt. James	113 09
Park Agnew	Capt. Weaver	116 03
Consolidation Co. -- To Georgetown		
Zadock Williams	Capt. Mose	113 01
N. C. Read	Capt. Swain	113 16
James Goddard	Capt. Pennell	113 11
To Williamsport:		
Unexpected	Capt. Williams	116 00
Nellie & Davie	Capt. Patton	111 03
W. Va. C. & P. R. R. - To Georgetown		
Mary E. Hall	Capt. Leopold	106 13
Mattie	Capt. Leopold	106 09

INCOMING BOATS

North Branch Lock, June 11, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

W. J. Booth	Capt. Smith
Potomac	Capt. Riley
W. F. Creighton	Capt. Hemphill
Victor	Capt. Kelly
Mary Mertens	Capt. Conrad
A. G. Johnson	Capt. Reid
Unexpected	Capt. Williams
Zadock Williams	Capt. Mose
John Spencer	Capt. Renner
N. C. Read	Capt. Swain
S	Capt. Eaton
A. P. Mayfield	Capt. Moore

A. Jackson Clark Capt. Kerns

Sun, Mon. 6/11/88, p. 6. A man named Bowers, who, it is supposed, came from an asylum in Baltimore, took a fir on a canal boat, near Shepherdstown, a few days ago, and fell into the canal and was drowned. His body was afterwards recovered. He was about 23 years of age.

Tue. 6/12/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 636 to 644 inclusive, left this port up to 3 o'clock p. m., today (June 12, 1888):

Consolidation Co. -- To Georgetown		
E. P. Cohill	Capt. Pittman	111 12
R. A. Driver	Capt. Drenner	114 02
A. P. Mayfield	Capt. Moore	113 12
To Williamsport:		
Victor	Capt. Kelly	110 18
George's Creek Co. -- To Georgetown		
G. A. Hoffman	Capt. Hine	116 00
W. D. Walbridge	Capt. McMullen	118 10
W. Va. C. & P. R. R. - To Georgetown		
Jacob Bender	Capt. Shields	115 05
To Williamsport:		
Ruby	Capt. Fahey	88 16

INCOMING BOATS

North Branch Lock, June 12, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Iowa	Capt. Davis
Allen Campbell	Capt. Crampton
E. P. Cohill	Capt. Pittman
R. A. Driver	Capt. Drenner
W. T. Hassett	Capt. Snyder
Ruby	Capt. Fahey
T	Capt. Clendening
M. E. Grove	Capt. Little
W. J. Walker	Capt. Bowers

Wed. 6/13/88, p. 2. Some days since we stated in our news columns that the Chesapeake and Ohio canal and the United States had agreed upon \$39,500 as the price at which the canal would relinquish her title to the abutment of the aqueduct bridge in Georgetown. Fuller investigation disclosed the following facts. The United States through Secretary Endicott, appointed a commission to condemn the abutment for the use of the free bridge between Georgetown and

Virginia. Their award was \$29,500. Judge James issued an order confirming the award unless cause to the contrary was shown by the 15th instant. If the award is confirmed the canal company will get \$10,000 at once, but the remaining \$19,500 will require an additional appropriation by Congress. The item that appeared in our news columns may have led to the belief that President Gambrill of the canal had or would shortly have this sum in hand. We only wish it were so, for then the pay boat would make an extra trip and the "back time" be taken up. Mr. Gambrill is managing economically and well the affairs of the canal. His earnest efforts in its behalf will meet with success, we hope, - certainly it elicits the admiration of all unbiased observers.

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

The following boats with way bills numbered from 644 to 659 inclusive, left this port up to 3 o'clock p. m., today (June 13, 1888):

George's Creek Co. -- To Georgetown		
W. B. Lloyd	Capt. Stride	111 18
Suwannee River	Capt. Gray	117 00
G. N. Shuman	Capt. Bowers	118 10
Altoona	Capt. Young	112 04
D. Armstrong	Capt. Marmaduke	117 05
Mississippi	Capt. Byroads	115 08
W. J. Booth	Capt. Smith	113 17
Potomac	Capt. Riley	117 14
Burke Spencer	Capt. Price	116 01
M. B. Winship	Capt. Yost	114 01
Highlander	Capt. Young	116 03
Consolidation Co. -- To Georgetown		
W. J. Walker	Capt. Bowers	109 09
M. E. Grove	Capt. Little	114 05
Daniel Linkins	Capt. Kreitzer	112 02
To Williamsport:		
M. A. Shupp	Capt. Shupp	116 10

INCOMING BOATS

North Branch Lock, June 13, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

W. J. Walker	Capt. Bowers
Youghiogheny	Capt. Linaburg
M. A. Shupp	Capt. Shupp
Daniel Linkins	Capt. Kreitzer
Ivan	Capt. Kimble
M. M. Burgess	Capt. Zimmerman
Allegheny	Capt. Dixon

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G. W. Wallis	Capt. Neal
F. O. Beckett	Capt. Williams
Geo. Bogus	Capt. Davis
W. S. Jacques	Capt. Davis

Thu. 6/14/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 659 to 672 inclusive, left this port up to 3 o'clock p. m., today (June 14, 1888):

George's Creek Co. -- To Georgetown		
Iowa	Capt. Davis	116 16
Youghiogheny	Capt. Linaburg	120 13
Allegheny	Capt. Dixon	117 16
T. J. Shiflet	Capt. Young	119 02
Here I Am	Capt. Young	113 04
Mary Mertens	Capt. Conrad	111 18
A. Jackson Clark	Capt. Kerns	114 11
A. G. Johnson	Capt. Reid	111 12
Consolidation Co. -- To Georgetown		
Allen Campbell	Capt. Crampton	107 03
W. S. Jacques	Capt. Davis	116 06
Geo. Bogus	Capt. Davis	111 08

To Williamsport:

W. O. Bowser	Capt. Havermale	117 06
Frankie & Fannie	Capt. McCardell	112 12

INCOMING BOATS

North Branch Lock, June 14, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Eugene	Capt. Teach
W. O. Bowser	Capt. Havermale
Frankie & Fannie	Capt. McCardell
John W. Thompson	Capt. Staley
John Miller	Capt. Artz

Thu. 6/14/88, p. 3.⁴ **Drowned in the Canal** –

James Reilly, Jr., whose home was formerly at Mercerville, in Tilghman district, was drowned in the Chesapeake and Ohio canal between twelve and one o'clock on Wednesday of last week. The accident occurred at the outlet lock about a half mile below Shepherdstown. Reilly was coming home on the canal boat Potomac, James Reilly, of Cumberland, captain. The boat was going upstream Reilly being seated on the taffrail, when he was seized with spasms, to which he is subject, and fell overboard. Before assistance could reach him, he was drowned. His mother was on the

boat at the time. As the cause of his death was evident, no inquest was held. Deceased was twenty-three years, three months and three days old. He was buried last Thursday at Bakersville. For a number of years Reilly was an inmate of an insane asylum, from which he escaped and was being brought home by James Reilly, the captain of the Potomac, who is a relative of the deceased.

Fri. 6/15/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 672 to 683 inclusive, left this port up to 3 o'clock p. m., today (June 15, 1888):

George's Creek Co. -- To Georgetown		
W. F. Creighton	Capt. Edwards	113 11
John W. Thompson	Capt. Staley	116 04
G. W. Wallis	Capt. Neal	117 04
Winter	Capt. Young	113 12
Mary Burgess	Capt. Young	116 13

Consolidation Co. -- To Georgetown

F. O. Beckett	Capt. Benner	111 00
C. W. Adams	Capt. Jackson	113 03
John Miller	Capt. Artz	112 09

W. Va. C. & P. Ry. Co. -- To Williamsport

Ruby	Capt. Fahey	84 11
Ivan	Capt. Kimble	117 11
Eugene	Capt. Teach	113 09

INCOMING BOATS

North Branch Lock, June 14, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

C. W. Adams	Capt. Jackson
Ruby	Capt. Fahey
Susquehanna	Capt. Stickles
Missouri	Capt. Ardinger
J. W. Veale	Capt. Groom
Geo. S. French	Capt. Gannon
A. Greenless, Jr.	Capt. Shives
D. W. Malotte	Capt. Malotte
Nita K. Phelps	Capt. Malone

Sat. 6/16/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 683 to 696 inclusive, left this port up to 3 o'clock p. m., today (June 16, 1888):

George's Creek Co. -- To Georgetown		
Missouri	Capt. Ardinger	113 16
J. W. Veale	Capt. Groom	111 12
Susquehanna	Capt. Stickles	113 10
A. Greenless, Jr.	Capt. Shives	116 03

⁴ *The Herald and Torch Light*, Hagerstown, Md., newspaper

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W. T. Coulehan	Capt. Young	111 14
Garnet F. S.	Capt. Young	112 09
Lafayette	Capt. Young	118 05
Deer Park	Capt. Young	118 05
Consolidation Co. -- To Georgetown		
Geo. S. French	Capt. Gannon	110 11
W. R. Lewis	Capt. Bender	110 19
To Williamsport		
U	Capt. Malotte	111 07
D. W. Malotte	Capt. Malotte	113 14
W. Va. C. & P. Ry. Co. -- To Williamsport		
S	Capt. Eaton	111 10

INCOMING BOATS

North Branch Lock, June 16, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

W. R. Lewis	Capt. Bender
U	Capt. Malotte
P. Hein & Co.	Capt. Reinhardt
Samuel Henry	Capt. Hart
Muskingum	Capt. Zellers
W. H. C. Bayley	Capt. Hebb
River Nile	Capt. Whorl
Salina	Capt. Gerhard

ES, Sat. 6/16/88, p. 5. **Grain Receipts** – Canal boat David Knode arrived yesterday with 3,000 bushels of wheat for J. G. & J. M. Waters.

Mon. 6/18/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 696 to 710 inclusive, left this port up to 3 o'clock p. m., today (June 18, 1888):

George's Creek Co. -- To Georgetown

Samuel Henry	Capt. Hart	112 11
A. H. Stump	Capt. Helgoth	116 10
Theo Dean	Capt. Young	113 06
Muskingum	Capt. Zellers	115 07
River Nile	Capt. Burns	117 07

Consolidation Co. -- To Georgetown

T. H. Gibbs	Capt. Grimm	112 18
W. H. C. Bayley	Capt. Hebb	109 10

To Williamsport

Unexpected	Capt. Williams	112 12
Lutie & Monie	Capt. Shupp	111 10
W. Va. C. & P. Ry. Co. -- To Williamsport		
Ivan	Capt. Kimble	111 12
Ruby	Capt. Fahey	88 19

INCOMING BOATS

North Branch Lock, June 18, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

A. H. Stumps	Capt. Helgoth
W. H. Masters	Capt. Burchard
J. Douglas	Capt. McCarty
Lutie & Monie	Capt. Shupp
W. T. Hassett	Capt. Snyder
J. M. Schley	Capt. Bender
John K. Shaw	Capt. Bender
Isabella	Capt. Brookman
Detroit	Capt. Harper
John H. Parrott	Capt. Dolan
Emma Mertens	Capt. Keersucker
J. H. Milstead	Capt. Roof
T. L. Holbrook	Capt. Snyder
C. W. Ridley	Capt. Berger
Abraham Kroon	Capt. Cramer
Sarah Kroon	Capt. Ryan
Unexpected	Capt. Williams
A. L. Miller	Capt. Piper
Ivan	Capt. Kimble
T. H. Gibbs	Capt. Grimm
Ruby	Capt. Fahey
Jas. H. Reed	Capt. Ensminger
Cigarette	Capt. Gay
Juanita	Capt. Little

ES, Mon. 6/18/88, p. 6. **Grain Receipts** – Canal boat Beulah arrived with 4,000 bushels of wheat and 7 tons hay for G. T. Dunlop. Canal boat Victor L. Baughman arrived with 35 tons of hay for G. T. Dunlop. Canal boat Maryland arrived with 2,000 bushels of corn for G. T. Dunlop.

Tue. 6/19/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 711 to 712 inclusive, left this port up to 3 o'clock p. m., today (June 19, 1888):

John P. Agnew Co. -- To Georgetown

John H. Milstead	Capt. Roof	111 19
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INCOMING BOATS

North Branch Lock, June 19, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Juanita	Capt. Little
W. H. Cooper	Capt. Bear
Kitty	Capt. Bear
Park Agnew	Capt. Weaver
C. K. White	Capt. Stride
Zadock Williams	Capt. Mose

Plough Boy Capt. Kenny

Wed. 6/20/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 716 to 720 inclusive, left this port up to 3 o'clock p. m., today (June 18, 1888):

Consolidation Co. -- To Georgetown
 W. J. Booth Capt. Smith 112 14
 J. M. Wheatley Capt. Lytton 110 03
 To Shepherdstown
 Omega Capt. Benner 111 10
 W. Va. C. & P. Ry. Co. -- To Williamsport
 Eugene Capt. Teach 111 15
 John P. Agnew & Co. - To Georgetown
 T. L. Holbrook Capt. Snyder 113 02

INCOMING BOATS

North Branch Lock, June 20, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

R. H. Jones Capt. Weaver
 Eugene Capt. Teach
 J. M. Wheatley Capt. Lytton
 Omega Capt. Benner
 G. S. Renner Capt. Sorrel
 A. H. Brandt Capt. Mose

Thu. 6/21/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 724 to 729 inclusive, left this port up to 3 o'clock p. m., today (June 21, 1888):

W. Va. C. & P. Ry. Co. -- To Williamsport
 Ruby Capt. Fahey 88 04
 To Shepherdstown
 Detroit Capt. Harper 115 09
 John P. Agnew & Co. - To Georgetown
 W. H. Cooper Capt. Bear 112 07
 Juanita Capt. Little 118 17
 Consolidation Co. -- To Georgetown
 Chas. R. White Capt. Stride 112 07
 To Williamsport
 M. A. Shupp Capt. Shupp 115 19

INCOMING BOATS

North Branch Lock, June 21, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

M. A. Shupp Capt. Shupp
 Ollie V. Capt. Cline
 C. W. Miller Capt. Driscoll
 Harry & Ralph Capt. Wools
 Savannah Capt. Cramer

Eva Capt. Schoppert
 E. R. Ladew Capt. Canoe
 Ruby Capt. Fahey
 Charles Darrow Capt. Neil
 Highlander Capt. Young
 S Capt. Eaton
 David A. Lowe Capt. McCann

Fri. 6/22/88, p. 1. **Washout on the Canal.**

Yesterday afternoon about two o'clock there was a severe rainstorm at Okonoko. There were two washouts on the canal, but not so serious as to interfere with the traffic. Three bridges were also washed out on the Mertens' Sons railroad that runs to their mill from that point.

p. 2. **Election of Canal Directors.**

The Board of Public Works, at their meeting held yesterday in Annapolis, elected as directors in the Chesapeake and Ohio canal, Daniel Annan, of Allegany county, vice, John Humbird, deceased, and John D. Ahalt, of Frederick county, vice Buchanan Schley, resigned.

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

The following boats with way bills numbered from 736 to 742 inclusive, left this port up to 3 o'clock p. m., today (June 22, 1888):

John P. Agnew Co. -- To Georgetown
 Geo. A. Hoffman Capt. Hine 112 09
 Eva Capt. Schoppert 112 02
 Henry Hanekamp Capt. Bowers 112 15
 Savannah Capt. Cramer 112 42
 J. E. Dyer & Bro. Capt. Neal 114 07
 Consolidation Co. - To Georgetown
 M. M. Clay Capt. Piper 103 17
 Zadock Williams Capt. Mose 113 00

INCOMING BOATS

North Branch Lock, June 22, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Seneca Capt. Taylor
 Henry Hanekamp Capt. Bowers
 George Sherman Capt. Meyers
 Geo. A. Hoffman Capt. Hine
 W. O. Bowser Capt. Havermale
 McK Steffey Capt. McKelvey
 A. Wood Capt. Atwood

Sat. 6/23/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 743 to 751 inclusive, left this port up to 3 o'clock p. m., today (June 23, 1888):

John P. Agnew & Co. -- To Georgetown		
Harry Wagner	Capt. James	116 13
Benj. Vaughn	Capt. Sigler	114 01
Salina	Capt. Young	113 08
Borden Co. - To Round Top		
Cigarette	Capt. Gay	103 11
Consolidation Co. -- To Georgetown		
E. P. Cohill	Capt. Pittman	110 07
To Williamsport		
D. W. Malotte	Capt. Malotte	111 17
Victor	Capt. Kelly	109 10
W. Va. C. & P. Ry. Co. -- To Williamsport		
Ivan	Capt. Kimble	109 13

Sat. 6/23/88, p. 8.⁵ **The Suburban Railway**

A certificate of incorporation of the District of Columbia Suburban Railway Company was filed in the office of the secretary of State at Annapolis yesterday. The incorporators are Gilbert Moyers, James W. Denver, Thomas J. Myers and John T. Mitchell of this city, and Edward C. Peter, Nicholas D. Offutt, William I. Hill, Charles William Fields and John L. Brunett of Maryland. The company is organized for the purpose of constructing and operating a railway at a point at or near the Chesapeake and Ohio Canal in the vicinity of Chain Bridge and thence by the most eligible route to the vicinity of the Great Falls, on the Potomac river. The capital stock is to be \$100,000.

Mon. 6/25/88, p. 4. p. 4. **Canal Commerce.**

The following boats with way bills numbered from 767 to 771 inclusive, left this port up to 3 o'clock p. m., today (June 25, 1888):

John P. Agnew & Co. -- To Georgetown		
A. Jackson Clark	Capt. Kerns	117 13
A. M. White	Capt. Reid	112 13
W. D. Walbridge	Capt. McMullen	113 05
Martha S. Fernsner	Capt. Hassett	115 09
Consolidation Co. -- To Williamsport		
U	Capt. Malotte	112 05

INCOMING BOATS

North Branch Lock, June 25, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Harry Wagner	Capt. James
Victor	Capt. Kelly
D. W. Malotte	Capt. Malotte
E. P. Cohill	Capt. Pittman
John P. Agnew	Capt. Eaton
Elberton	Capt. Eaton
Little Walter	Capt. Kreitzer
Daniel Linkins	Capt. Kreitzer
G. B. Hamitt	Capt. Swain
Mary	Capt. Tice
Nellie & Davie	Capt. Patton
U	Capt. Malotte
W. D. Walbridge	Capt. McMullen
A. Jackson Clark	Capt. Kerns
Delaware	Capt. Manning
W. B. Lloyd	Capt. Stride
Eugene	Capt. Teach
Charles Darrow	Capt. Ingall
A. M. White	Capt. Reid
Potomac	Capt. Wise
Ivan	Capt. McKinley
Benjamin Hall	Capt. Dinger
W. T. Hassett	Capt. Sweler

ES, Mon. 6/25/88, p. 6. **Grain Receipts** – Canal boat Beulah arrived yesterday with 2,000 bushels of wheat and 30 tons of hay for G. T. Dunlop.

Tue. 6/26/88, p. 4. p. 4. **Canal Commerce.**

The following boats with way bills numbered from 771 to 777 inclusive, left this port up to 3 o'clock p. m., today (June 26, 1888):

George's Creek Co. -- To Georgetown		
Delaware	Capt. Manning	114 01
W. B. Lloyd	Capt. Stride	116 11
Potomac	Capt. Riley	117 06
E. R. Ladew	Capt. Young	113 17
Harry & Ralph	Capt. Young	112 09
W. Va. C. & P. R. R. -- To Georgetown		
Little Rob	Capt. Teach	109 07

INCOMING BOATS

North Branch Lock, June 26, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Little Rob	Capt. Nuse
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Wed. 6/27/88, p. 1. **Canal Commerce.**

⁵ *The Washington Critic*, Washington, D.C., newspaper.

Canal Trade 1888

The following boats with way bills numbered from 777 to 784 inclusive, left this port up to 3 o'clock p. m., today (June 27, 1888):

George's Creek Co. -- To Georgetown		
Pilot Boy	Capt. Young	113 17
Little Rob	Capt. Young	113 08
Plough Boy	Capt. Young	118 17
Consolidation Co. -- To Williamsport		
Charles Darrow	Capt. Engle	113 06
M. E. Grove	Capt. Little	114 02
To Williamsport		
Unexpected	Capt. Williams	112 12
W. Va. C. & P. Ry. Co. - To Williamsport		
Ruby	Capt. Fahey	88 08

INCOMING BOATS

North Branch Lock, June 26, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

John Spencer	Capt. Renner
M. E. Grove	Capt. Little
Ruby	Capt. Fahey
M. B. Winship	Capt. Yost
Unexpected	Capt. Williams
Burke Spencer	Capt. Price
F. O. Beckett	Capt. Benner
Rainbow	Capt. Eaton
Highlander	Capt. Eaton
Youghioghenny	Capt. Linaburg
Maj. L. L. Blake	Capt. Reid
Meyersdale	Capt. Fields
Herald	Capt. Fields
L. R. Fechtig	Capt. Bowers
G. N. Shuman	Capt. Bowers
C. W. Adams	Capt. Jackson
G. M. Winship	Capt. Shaw
Altoona	Capt. Bowers
W. R. Lewis	Capt. Bender
Mary Mertens	Capt. Conrad
A. G. Johnson	Capt. Reid
M. A. Shupp	Capt. Shupp
Geo. A. McIlhenny	Capt. Kane

Thu. 6/28/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 784 to 800 inclusive, left this port up to 3 o'clock p. m., today (June 28, 1888):

George's Creek -- To Georgetown		
M. B. Winship	Capt. Yost	108 03
Burke Spencer	Capt. Price	111 07
Youghioghenny	Capt. Linaburg	112 19

Maj. L. L. Blake	Capt. Reid	111 19
John Spencer	Capt. Renner	112 16
A. G. Johnson	Capt. Reid	112 07
Mary Mertens	Capt. Conrad	112 19
W. J. Booth	Capt. Smith	112 11
Allegheny	Capt. Dixon	116 02

Consolidation Co. -- To Georgetown

G. A. McIlhenny	Capt. Kane	112 14
F. O. Beckett	Capt. Benner	113 03
C. W. Adams	Capt. Jackson	110 00
W. R. Lewis	Capt. Bender	109 08

To Williamsport

Lutie & Monie	Capt. Shupp	110 03
M. A. Shupp	Capt. Shupp	111 05
W. Va. C. & P. Ry. Co. - To Williamsport		
Ivan	Capt. Kimble	108 12

INCOMING BOATS

North Branch Lock, June 28, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Here I Am	Capt. Harper
Ivan	Capt. Kimble
Allegheny	Capt. Dixon
Lutie & Monie	Capt. Shupp
Muskingum	Capt. Zellers
A. Greenless, Jr.	Capt. Shives
J. W. Veale	Capt. Groom

Fri. 6/29/88, p. 1. **Canal Commerce.**

The following boats with way bills numbered from 800 to 812 inclusive, left this port up to 3 o'clock p. m., today (June 29, 1888):

George's Creek -- To Georgetown

G. N. Shuman	Capt. Bowers	114 01
Muskingum	Capt. Zellers	113 01
Highlander	Capt. Young	117 14
Rainbow	Capt. Young	112 11
A. Greenless, Jr.	Capt. Shives	111 14
J. W. Veale	Capt. Groom	111 04
John W. Thompson	Capt. Staley	109 05

Consolidation Co. -- To Georgetown

L. R. Fechtig	Capt. Bowers	108 15
L. W. Ginnand	Capt. Zimmerman	112 17
Wm. King	Capt. McCoy	114 03
W. H. C. Bayley	Capt. Hebb	112 00

To Williamsport

Frankie & Fannie	Capt. McCardell	114 06
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INCOMING BOATS

North Branch Lock, June 29, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

J. W. Veale	Capt. Groom
Marshall Wise	Capt. Wilson
John W. Thompson	Capt. Staley
Geo. L. Sheriff	Capt. Cartwright
W. H. C. Bayley	Capt. Hebb
Wm. King	Capt. McCoy
L. W. Ginnand	Capt. Zimmerman
S. M. Storm	Capt. House
Sally Burwell	Capt. Taylor
Frankie & Fannie	Capt. McCardell
Oxford	Capt. Harper
Samuel Henry	Capt. Hart
M. M. Burgess	Capt. Zimmerman
C. F. Reitzell	Capt. Snyder
T. J. Shiflet	Capt. McIlhenny

Sat. 6/30/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 812 to 820 inclusive, left this port up to 3 o'clock p. m., today (June 30, 1888):

George's Creek -- To Georgetown		
Samuel Henry	Capt. Hart	112 06
Herald	Capt. Young	113 12
Meyersdale	Capt. Young	113 16
Mississippi	Capt. Byroads	114 12
T. J. Shiflet	Capt. Young	116 15
Consolidation Co. -- To Georgetown		
Sally Burwell	Capt. Taylor	109 19
To Williamsport		
McK Steffey	Capt. McKelvey	113 12
W. O. Bowser	Capt. Havermale	113 07

INCOMING BOATS

North Branch Lock, June 30, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Winter	Capt. Fox
Mississippi	Capt. Byroads
W. O. Bowser	Capt. Havermale
McK Steffey	Capt. McKelvey
S	Capt. Eaton
Victor	Capt. Kelly
D. W. Malotte	Capt. Malotte

Mon. 7/2/88, p. 1. **Canal Shipments for June.**

There were 31,497 tons of coal shipped over the canal in 280 boats in June. The revenue is about \$11,000. This is an increase in revenue over the same month of last year, and decrease of

only 8 tons in tonnage. The George's Creek was the heaviest shipper. The canal is in good condition and larger shipments are expected for the present month.

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

The following boats with way bills numbered from 827 to 837 inclusive, left this port up to 3 o'clock p. m., today (July 2, 1888):

Consolidation Co. -- To Georgetown		
J. M. Wheatley	Capt. Lytton	111 10
H. Roussell	Capt. Swain	112 10
L. P. Read	Capt. Whitney	113 00
C. D. Warfield	Capt. Pierce	111 08
Zadock Williams	Capt. Mose	115 13
To Williamsport		
U	Capt. Malotte	108 10
Mary	Capt. Tice	111 09
W. Va. C. & P. Ry. Co. - To Williamsport		
Eugene	Capt. Teach	108 08
Beulah	Capt. Crow	109 09
Ruby	Capt. Fahey	88 11
John P. Agnew & Co. - To Georgetown		
Judge J. Douglas	Capt. McCarty	113 16

INCOMING BOATS

North Branch Lock, July 2, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

G. M. Barroll	Capt. Murphy
E. A. King	Capt. Swain
Elbe River	Capt. Swain
Ruby	Capt. Fahey
C. D. Warfield	Capt. Pierce
L. P. Read	Capt. Whitney
Detroit	Capt. Harper
H. Roussell	Capt. Swain
Iowa	Capt. Davis
W. F. Creighton	Capt. Crampton
Suwannee	Capt. Gray
Beulah	Capt. Crow
Z. Williams	Capt. Mose
J. Maury Dove	Capt. Malone
Mary	Capt. Tice
U	Capt. Malotte
Eugene	Capt. Teach
J. M. Wheatley	Capt. Lytton
C. F. Mayer	Capt. Read
B. R. Mayfield	Capt. Reid
Judge J. Douglas	Capt. McCarty
A. H. Stump	Capt. Helgoth

Canal Trade 1888

T. K. Stewart Capt. Penner

Thu. 7/5/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 854 to 859 inclusive, left this port up to 3 o'clock p. m., today (July 5, 1888):

Consolidation Co. -- To Georgetown		
Charles Mann	Capt. Moore	111 07
Geo. S. French	Capt. Gannon	109 13
Geo. L. Sheriff	Capt. Cartwright	115 06
To Williamsport		
Nellie & Davie	Capt. Patton	108 15
John P. Agnew & Co. -- To Georgetown		
Geo. A. Hoffman	Capt. Hine	112 04
W. Va. C. & P. Ry. Co. - To Williamsport		
Iowa	Capt. Kimble	108 06

INCOMING BOATS

During the storm yesterday, the wires received such damage that it was impossible to get the light boats.

ES, Thu. 7/5/88, p. 1. **Grain Receipts** – Canal boat Col. Victor L. Baughman arrived with 4,000 bushels of corn for G. T. Dunlop.

Fri. 7/6/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 865 to 868 inclusive, left this port up to 3 o'clock p. m., today (July 6, 1888):

John P. Agnew Co. -- To Georgetown		
C. W. Ridley	Capt. Barger	115 06
J. E. Dyer & Bro.	Capt. Neal	116 16
Consolidation Co. -- To Georgetown		
S. M. Storm	Capt. Huff	113 17
W. Va. C. & P. Ry. Co. - To Williamsport		
Ruby	Capt. Fahey	88 17

INCOMING BOATS

Connection is not yet restored between canal basin wharf and South Branch; therefore, it is impossible to get an account of the light boats.

Sat. 7/7/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 865 to 868 inclusive, left this port up to 3 o'clock p. m., today (July 7, 1888):

Consolidation Co. -- To Georgetown		
E. A. King	Capt. Murphy	114 03
F. O. Beckett	Capt. Benner	111 14
Daniel Linkins	Capt. Kreitzer	109 11

James Goddard	Capt. Pennell	111 11
C. W. Adams	Capt. Jackson	111 01
To Williamsport		
Dr. A. Shank	Capt. Young	113 18
John Spencer	Capt. Renner	111 10
W. Va. C. & P. Ry. Co. - To Williamsport		
Beulah	Capt. Crow	109 14

ES, Sat. 7/7/88, p. 5. **The Free Bridge**

Condemnation – Today Judge James had before him, as District judge, the case of the United States against the Chesapeake and Ohio Canal Co. The Government petitioned for the condemnation of the land and abutment of the aqueduct for the approach to the new bridge. A commission was appointed, and they awarded \$29,500 damages to the defendants. The Government excepted to this award as excessive, &c., and on these exceptions the case comes up.

Ibid, p. 8. **Grain Receipts** – Canal boat Wheatley Bros. arrived with 3,500 bushels of corn and 50 barrels of ear corn for J. G. & J. M. Waters.

Mon. 7/9/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 893 to 897 inclusive, left this port up to 3 o'clock p. m., today (July 9, 1888):

George's Creek -- To Georgetown		
R. H. Jones	Capt. Weaver	112 14
A. Jackson Clark	Capt. Kerns	113 00
David A. Lowe	Capt. McCann	112 17
Consolidation Co. -- To Georgetown		
W. H. C. Bayley	Capt. Hebb	106 18
To Williamsport		
Mary	Capt. Tice	108 12

Tue. 7/10/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 897 to 902 inclusive, left this port up to 3 o'clock p. m., today (July 10, 1888):

George's Creek -- To Georgetown		
Deer Park	Capt. Young	112 17
Lafayette	Capt. Young	113 08
Consolidation Co. -- To Georgetown		
W. J. Stephenson	Capt. Moore	111 17
A. P. Mayfield	Capt. Moore	113 16
W. Va. C. & P. Ry. Co. - To Williamsport		
Eugene	Capt. Teach	108 15

INCOMING BOATS

North Branch Lock, July 10, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

W. H. Masters	Capt. Laney
Mary E. Hall	Capt. Leopold
Jacob Bender	Capt. Shield
T. L. Holbrook	Capt. Snyder
D. A. Lowe	Capt. McCann
R. H. Jones	Capt. Weaver
Eugene	Capt. Teach
Mary	Capt. Tice
C. W. Millar	Capt. Driscoll
W. H. C. Bayley	Capt. Hebb
Enterprise	Capt. Curtis
A. Jackson Clark	Capt. Hine
Idle	Capt. McKinley
Benj. Vaughn	Capt. Sigler
Nellie & Davie	Capt. Moore
W. J. Stephenson	Capt. Moore
A. P. Mayfield	Capt. Moore
Potomac	Capt. Riley
E. P. Cohill	Capt. Pittman
Ruby	Capt. Fahey
M. A. Shupp	Capt. Shupp

Wed. 7/11/88, p. 1. **The Canal Damaged.**

The first special to the *Times* from Hancock at 5:40 this morning stated that the river was rising there but the canal still safe. At 8:30 the canal was reported in great danger; the water was then overflowing the tow path on levels 3 and 4 and the Hancock level. At noon the water was still over the towpath, and while the canal is certainly damaged, until the water goes down it will be impossible to even approximate the damage.

p. 4. **Canal Commerce.**

The following boats with way bills numbered from 915 to 921 inclusive, left this port up to 3 o'clock p. m., today (July 11, 1888):

Consolidation Co. -- To Georgetown		
L. P. Hieston	Capt. Brubaker	109 08
H. C. Winship	Capt. Brubaker	104 15
Elbe River	Capt. Swain	110 04
Zadock Williams	Capt. Mose	113 13
To Williamsport:		
W. O. Bowser	Capt. Havermale	112 12
Frankie & Fannie	Capt. McCardell	113 12
George's Creek -- To Georgetown		

Youghiogeny Capt. Linaburg 114 04
INCOMING BOATS

North Branch Lock, July 11, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Zadock Williams	Capt. Mose
W. J. Burns	Capt. Smith
Frankie & Fannie	Capt. McCardell
Youghiogeny	Capt. Linaburg
W. O. Bowser	Capt. Havermale
Savannah	Capt. Cramer
H. Hanekamp	Capt. Bowles
W. D. Walbridge	Capt. McMullen
A. Wood	Capt. Atwell
B. R. Mayfield	Capt. Ingram
Amazon	Capt. Ingram
Harry Wagner	Capt. James
R. A. Driver	Capt. Graner

Thu. 7/12/88, p. 1. **SLIGHT DAMAGE TO CANAL - Water Over the Tow Path in Places - Washouts of Minor Importance.**

The actual damage to the canal, incurred by the flood is comparatively slight, and when the violence of the storm and the unusual volume of water passing down is taken into consideration, it is a marvel that the injury to the banks was not greater.

As soon as the report of a probable injury to the canal was received, President Gambrill and Superintendent Mulvaney went at once to Hancock, where the towpath was at one time submerged to the depth of three feet. As soon as the waters subsided it was discovered that some two or three feet of the towpath, for a distance of sixty feet, had been washed away. A force of men will be at work upon the repairs as soon as practicable, and traffic will not be impeded for more than four days.

The waste weir at dam No. 5 was also washed away, but boats will be able to pass by tomorrow night. Small washouts of a slight nature have occurred along the canal between Cumberland and dam No. 5. The canal from dam No. 4 to Georgetown is all right and has sustained no injury.

p. 4. **Canal Commerce.**

Canal Trade 1888

The following boats with way bills numbered from 923 to 926 inclusive, left this port up to 3 o'clock p. m., today (July 12, 1888):

Consolidation Co. -- To Georgetown
 Amazon Capt. Ingram 116 04
 B. R. Mayfield Capt. Ingram 110 07
 To Williamsport:
 Lutie & Monie Capt. Shupp 111 08
 Borden Co. -- To Georgetown
 Salina Capt. Young 114 14

INCOMING BOATS

North Branch Lock, July 12, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Samuel Henry Capt. Allison
 Salina Capt. Young
 W. B. Bowser Capt. Stride
 W. J. Walker Capt. Bowers
 Frankie & Fannie Capt. McCardell
 Lutie & Monie Capt. Shupp
 John Miller Capt. Artz
 Muskingum Capt. Zellers
 McK Steffey Capt. McKelvey

Fri. 7/13/88, p. 1. **The Canal Breaks.**

Intelligence was received here this afternoon that the repairs to the canal are being done in quick order. Boats will pass dam No. 4 tomorrow and dam No. 5 Monday next.

p. 4. **Canal Commerce.**

The following boats with way bills numbered from 927 to 932 inclusive, left this port up to 3 o'clock p. m., today (July 13, 1888):

Consolidation Co. -- To Georgetown
 Chas. R. White, Jr. Capt. Stride 114 15
 Allen Campbell Capt. Crampton 107 05
 John Miller Capt. Artz 108 17
 To Williamsport:
 McK Steffey Capt. McKelvey 113 15
 George's Creek -- To Georgetown
 Muskingum Capt. Zellers 112 05
 W. B. Lloyd Capt. Stride 113 00

INCOMING BOATS

North Branch Lock, July 13, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Allen Campbell Capt. Crampton
 Chas. R. White Capt. Stride
 Kitty Capt. Friendly

Little Rob Capt. Mose
 Elbe River Capt. Schoppert

Sat. 7/14/88. p. 4. **Canal Commerce.**

The following boats with way bills numbered from 942 to 944 inclusive, left this port up to 3 o'clock p. m., today (July 14, 1888):

Consolidation Co. -- To Georgetown
 H Capt. Keesucker 110 17
 J. Maury Dove Capt. Malone 110 00
 George's Creek -- To Georgetown
 Little Rob Capt. Young 114 17
 Harry Wagner Capt. James 110 17

INCOMING BOATS

North Branch Lock, July 14, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Victor Capt. Kelly

Mon. 7/16/88. p. 4. **Canal Commerce.**

The following boats with way bills numbered from 944 to 946 inclusive, left this port up to 3 o'clock p. m., today (July 16, 1888):

George's Creek -- To Georgetown
 A. Greenless, Jr. Capt. Shives 112 03

INCOMING BOATS

North Branch Lock, July 16, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

A. Greenless, Jr. Capt. Otho Shives

Tue. 7/17/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 947 to 955 inclusive, left this port up to 3 o'clock p. m., today (July 17, 1888):

George's Creek -- To Georgetown
 J. W. Veale Capt. Groom 114 03
 A. H. Stumps Capt. Helgoth 116 03
 Mary Mertens Capt. Conrad 112 01
 A. G. Johnson Capt. Reid 116 00
 Consolidation Co. -- To Georgetown
 Jas. Z. Williams Capt. Reynolds 115 01
 A. L. Miller Capt. Piper 111 12
 To Williamsport
 Katie Hassett Capt. Hassett 113 02
 Borden Co. -- To Georgetown
 Eva Snyder Capt. Hassett 112 14

INCOMING BOATS

North Branch Lock, July 17, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Canal Trade 1888

Plough Boy	Capt. Kenny
Prize Boy	Capt. Hager
Mississippi	Capt. Boyers
Geo. S. Renner	Capt. Sorrell
Geo. Wallace	Capt. Lowe
A. L. Miller	Capt. Piper
A. G. Johnson	Capt. Reid
A. H. Stumps	Capt. Helgoth
Mary Mertens	Capt. Conrad
Katie Hassett	Capt. Hassett
J. W. Veale	Capt. Brown
Lutie & Monie	Capt. Hall
Delaware	Capt. Manning
D. A. Hoffman	Capt. Hine
Allegheny	Capt. Bisen
Elberton	Capt. Eaton
John P. Agnew	Capt. Eaton
T. J. Shiflet	Capt. Mose

Wed. 7/18/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 955 to 959 inclusive, left this port up to 3 o'clock p. m., today (July 18, 1888):

George's Creek -- To Georgetown

G. W. Wallis	Capt. Burke	114 09
T. J. Shiflet	Capt. Wm. Young	113 12
John P. Agnew	Capt. Eaton	114 07
Elberton	Capt. Eaton	110 05

INCOMING BOATS

North Branch Lock, July 18, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

D. W. Malotte	Capt. Malotte
Unexpected	Capt. Malotte
U	Capt. Malotte
M. B. Winship	Capt. Mose
Isabella	Capt. Brookman
M. M. Burges	Capt. Johns
James A. Garfield	Capt. Morris
Rainbow	Capt. Eaton
Elberton	Capt. Eaton
Ida	Capt. Moles
E. N. Gellenden	Capt. Marsh
Meyersdale	Capt. McCleave
Herald	Capt. Fields
Geo. Sherman	Capt. Myers

Thu. 7/19/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 959 to 966 inclusive, left this port up to 3 o'clock p. m., today (July 19, 1888):

George's Creek -- To Georgetown

Pilot Boy	Capt. Young	113 00
Plough Boy	Capt. Young	113 05
D. W. Malotte	Capt. Malotte	112 17
Unexpected	Capt. Malotte	113 08

Consolidation Co. -- To Georgetown

Geo. S. Renner	Capt. Sorrell	114 13
M. E. Grove	Capt. Little	111 00

To Williamsport

U	Capt. Malotte	114 06
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INCOMING BOATS

North Branch Lock, July 19, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Lyda	Capt. Woods
E. M. Ginevan	Capt. Storm
Meyersdale	Capt. Fields
John W. Thompson	Capt. Staley
M. E. Grove	Capt. Little

Fri. 7/20/88, p. 1. **Canal Notes.**

President Gambrell and Treasurer Watkins are on the way up, paying for the month of October last. They are expected here early tomorrow. The boats are now moving both ways on the Williamsport division and lively shipments are expected next week. The Elk Garden company expect to resume shipments by canal on Monday and will have a rush for some time.

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

The following boats with way bills numbered from 967 to 972 inclusive, left this port up to 3 o'clock p. m., today (July 20, 1888):

Consolidation Co. -- To Georgetown

J. P. Hewitt	Capt. Swain	109 01
W. R. Lewis	Capt. Bender	110 00
C. W. Adams	Capt. Jackson	109 15

To Williamsport

Nellie & Davie	Capt. Patton	107 05
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George's Creek -- To Georgetown

C. W. Ridley	Capt. Barger	112 16
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INCOMING BOATS

North Branch Lock, July 20, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

C. W. Adams	Capt. Jackson
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Canal Trade 1888

Nellie & Davie	Capt. Patton
J. E. Dyer & Bro.	Capt. Neal
River Nile	Capt. Burns
W. R. Lewis	Capt. Bender
J. P. Hewitt	Capt. Swain
G. A. McIllhenny	Capt. Kane
Winter	Capt. Fox
L. R. Fechtig	Capt. Bowers
Wm. King	Capt. McCoy
Maj. L. L. Blake	Capt. Reid
Geo. Bogus	Capt. Davis
W. S. Jacques	Capt. Davis
S	Capt. Eaton
Burke Spencer	Capt. Eaton
M. B. Mayfield	Capt. Rice
C. F. Mayer	Capt. Rice
L. P. Read	Capt. Whitney
John K. Shaw	Capt. Bender
John H. Parrott	Capt. Malone

Sat. 7/21/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 972 to 981 inclusive, left this port up to 3 o'clock p. m., today (July 21, 1888):

Consolidation Co. -- To Georgetown

W. S. Jacques	Capt. Davis	112 15
Geo. S. French	Capt. Gannon	108 01
Geo. Bogus	Capt. Davis	110 14
Frankie & Fannie	Capt. McCardell	109 17

Borden Co. -- To Georgetown

Meyersdale	Capt. Young	105 00
Herald	Capt. Young	120 01
D. Armstrong	Capt. Marmaduke	110 05

George's Creek -- To Georgetown

Detroit	Capt. Young	113 04
John H. Parrot	Capt. Malone	110 11

INCOMING BOATS

North Branch Lock, July 21, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

T. K. Stewart	Capt. Kenna
G. N. Shuman	Capt. Bowers
Charles Darrow	Capt. Ingall
Altoona	Capt. Young
J. H. Milstead	Capt. Roof
J. M. Wheatley	Capt. Rice
Harry & Ralph	Capt. Reynolds
D. Armstrong	Capt. Marmaduke
Susquehanna	Capt. Stickle
Here I Am	Capt. Harper

Detroit	Capt. Harper
Sally Burwell	Capt. Taylor
Geo. S. French	Capt. Gannon
Frankie & Fannie	Capt. McCardell
W. R. Lewis	Capt. Knode
Judge J. Douglas	Capt. McCarty

Mon. 7/23/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 981 to 991 inclusive, left this port up to 3 o'clock p. m., today (July 21, 1888):

Consolidation Co. -- To Georgetown

S. M. Storm	Capt. Huff	111 18
Sally Burwell	Capt. Taylor	110 05
Josephine Barroll	Capt. Penner	109 12
F. O. Beckett	Capt. Benner	111 10

To Williamsport:

Lutie & Monie	Capt. Cassell	110 16
M. A. Shupp	Capt. Shupp	113 19

George's Creek -- To Georgetown

Missouri	Capt. Ardinger	112 14
T. L. Holbrook	Capt. Snyder	113 08
Burke Spencer	Capt. Eaton	113 01
A. M. White	Capt. Reid	114 17

INCOMING BOATS

North Branch Lock, July 23, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

T. L. Holbrook	Capt. Snyder
Eugene	Capt. Teach
A. M. White	Capt. Reid
M. A. Shupp	Capt. Shupp
Josephine Barroll	Capt. Penner
C. D. Warfield	Capt. Pierce
S. M. Storm	Capt. Huff
H. Roussell	Capt. Swain
F. O. Beckett	Capt. Benner
Missouri	Capt. Ardinger
Lutie & Monie	Capt. Cassell
Little Rob	Capt. Oregon
G. M. Winship	Capt. Shaw
W. H. C. Bayley	Capt. Hebb
Charles Mann	Capt. Pitzer
S. L. Sly	Capt. Bowers
W. H. Cooper	Capt. Barrett
Iowa	Capt. Davis
John Leitch	Capt. Hill
A. H. Brock	Capt. Moore

ES, Mon. 7/23/88, p. 4. **Grain Receipts** – Canal boat Maryland arrived with 3,000 bushels of corn and 1,200 bushels of wheat for G.T. Dunlop.

Tue. 7/24/88, p. 1. President Gambrill, Treasurer Watkins, Accountant Ayers and Superintendent Mulvaney, of the Chesapeake and Ohio canal, accompanied by Heath Dodge, Esq., of Montgomery county, brother of Mrs. Geo. Townshend, returned to Washington on the 1:10 train this p.m.

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

The following boats with way bills numbered from 992 to 996 inclusive, left this port up to 3 o'clock p. m., today (July 24, 1888):

Consolidation Co. -- To Georgetown		
W. H. C. Bayley	Capt. Hebb	110 11
G. M. Winship	Capt. Shaw	114 09
Daniel Linkins	Capt. Moore	111 02
Borden Co. -- To Georgetown		
Here I Am	Capt. Harper	110 00

INCOMING BOATS

North Branch Lock, July 24, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Daniel Linkins	Capt. Moore
G. L. Shearer	Capt. Cartwright
Park Agnew	Capt. Weaver
J. B. Thomas	Capt. Gray
N. C. Read	Capt. Swain
W. O. Bowser	Capt. Havermale

Wed. 7/25/88, p. 3. **A Lockgate Gone** - Oldtown, Md., July 24, 1888.

The pay boat *Maryland*, passed through here yesterday evening paying off the employees along the line.

Canal boats are detained here at Middle Lock, the gate of which is out. The delay will be of short duration.

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

The following boats with way bills numbered from 996 to 999 inclusive, left this port up to 3 o'clock p. m., today (July 25, 1888):

Consolidation Co. -- To Williamsport		
McK Steffey	Capt. McKelvey	114 16
Consolidation Co. -- To Georgetown		
J. B. Thomas	Capt. Gray	107 06
W. Va. C. & P. R. R. - To Williamsport		

Little Walter	Capt. Ardinger	109 00
Eugene	Capt. Teach	111 10
Ruby	Capt. Fahey	91 14

INCOMING BOATS

North Branch Lock, July 25, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

L. W. Gannon	Capt. Zimmerman
Victor	Capt. Keller
W. F. Creighton	Capt. Edwards
Suwannee	Capt. Gray
Mary	Capt. Tice
Abram Kroon	Capt. Ryan
Sarah Kroon	Capt. Ryan
McK Steffey	Capt. McKelvey
Juanita	Capt. Little
T. L. Holbrook	Capt. Snyder

AG, Wed. 7/25/88, p. 3. **Local Brevities**

The shipments from the mines of the Cumberland coal region for the week ended Saturday last, were 65,395 tons, and for the year to that date 1,908,875 tons, an increase of 194,177 tons as compared with the corresponding period of 1887.

A number of members of the Bachelors Club accompanied by several of their friends left here this morning on the steamer *Excelsior* for an excursion to Colonial beach.

One of the Texas horses recently purchased by Mr. John P. Agnew died yesterday evening.

Fri. 7/27/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,005 to 1,009 inclusive, left this port up to 3 o'clock p. m., today (July 27, 1888)

George's Creek - Georgetown

A. Jackson Clark	Capt. Kerns	113 17
Potomac	Capt. Riley	116 14

Borden Co. - To Georgetown

Libbie	Capt. Hassett	114 03
R. P. Mason	Capt. Hassett	110 06

Consolidation Co. - To Williamsport

Frankie & Fannie	Capt. McCardell	112 13
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INCOMING BOATS

North Branch Lock, July 27, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Lydia	Capt. Euston
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Canal Trade 1888

Frankie & Fannie	Capt. McCardell
Potomac	Capt. Riley
A. Jackson Clark	Capt. Kerns
Muskingum	Capt. Zellers
Katie Hassett	Capt. Castle
Geo. A Hoffman	Capt. Hine
Dr. A. Shank	Capt. Pierce

ES, Fri. 7/27/88, p. 4. **Grain Receipts** – Canal boat Seneca arrived yesterday with 800 bushels of corn and 1,600 bushels of wheat for G. T. Dunlop.

Sat. 7/28/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,009 to 1,019 inclusive, left this port up to 3 o'clock p. m. today (July 28, 1888):

George's Creek - Georgetown		
Dr. A. Shank	Capt. Young	112 15
Ollie V.	Capt. Kline	113 14
Samuel Henry	Capt. Patton	111 16
W. Va. C. & P. R. R. - To Williamsport		
Ruby	Capt. Fahey	88 03
Ivan	Capt. Kimble	113 13
Enterprise	Capt. Curtis	108 12
Consolidation Co. - To Georgetown		
B. C. Barroll	Capt. McLucas	113 05
Zadock Williams	Capt. Mose	111 08
To Williamsport:		
Lutie & Monie	Capt. Cassell	112 11
Borden Co. - To Georgetown		
W. T. Coulehan	Capt. Young	115 12

INCOMING BOATS

North Branch Lock, July 28, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Samuel Henry	Capt. Patton
Ollie V.	Capt. Kline
Zadock Williams	Capt. Mose
W. T. Coulehan	Capt. Taylor
A. L. Miller	Capt. Piper
B. C. Barroll	Capt. McLucas
Lutie & Monie	Capt. Patton
W. J. Booth	Capt. Smith
A. Greenless, Jr.	Capt. Shives
Ruby	Capt. Fahey

Mon. 7/30/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,020 to 1,030 inclusive, left this port up to 3 o'clock p. m. today (July 30, 1888):

Borden Co. - To Georgetown		
Lido	Capt. Hassett	112 06
Juanita	Capt. Young	115 06
Mary L. Miles	Capt. Hassett	113 01
George's Creek - Georgetown		
Alfred Wood	Capt. Atwell	116 04
John Spencer	Capt. Renner	113 09
C. W. Ridley	Capt. Barger	112 00
Consolidation Co. - To Georgetown		
E. P. Cohill	Capt. Pittman	108 07
To Williamsport:		
M. A. Shupp	Capt. Shupp	106 05
Victor	Capt. Kelly	115 06
W. Va. C. & P. R. R. - To Williamsport		
Little Walter	Capt. Ardinger	114 06
Eugene	Capt. Teach	110 10

INCOMING BOATS

North Branch Lock, July 30, 3. p. m.

The following light boats passed this lock since 3 o'clock Sat. enroute for Cumberland:

A. J. Jackson	Capt. Reid
Victor	Capt. Kelly
M. A. Shupp	Capt. Shupp
Mary L. Miles	Capt. Hassett
Eugene	Capt. Teach
Oxford	Capt. Snyder
Salina	Capt. Gerhard
P. H. Stump	Capt. Helgoth
John Spencer	Capt. Renner
C. W. Ridley	Capt. Barger
Mary	Capt. Tice
Little Walter	Capt. Ardinger
A. Wood	Capt. Pittman
E. P. Cohill	Capt. Pittman
James A. Garfield	Capt. Hassett
Mary Mertens	Capt. Conrad
Cigarette	Capt. Gay
C. W. Adams	Capt. Jackson
David A. Lowe	Capt. McCann
John W. Neal	Capt. Groom
Nellie & Davie	Capt. Patton

ES, Mon. 7/30/88, p. 4. **Grain Receipts** – Canal boat Loudoun arrived with 1,500 bushels of corn, 2,000 bushels of wheat and 500 bushels of rye for G. T. Dunlop.

Tue. 7/31/88, p. 4. **Canal commerce.**

Canal Trade 1888

The following boats with way bills numbered from 1,031 to 1,038 inclusive left this port up to 3 o'clock p. m. today (July 31, 1888):

W. Va. C. & P. R. R. - To Williamsport
 Frankie & Jessie Capt. Long 115 07
 Marshall Wise Capt. Shaw 115 08

George's Creek - Georgetown
 Allegheny Capt. Dixon 115 02
 W. D. Walbridge Capt. McMullen 113 15

Consolidation Co. - To Georgetown
 Jas. Z. Williams Capt. Reynolds 114 14
 To Williamsport:

W. O. Bowser Capt. Havermale 113 09
 Nellie & Davie Capt. Patton 111 18

Borden Co. - To Georgetown
 Gen. Garfield Capt. Young 112 19

INCOMING BOATS

North Branch Lock, July 31, 3. p. m.

The following light boats passed this lock since 3 o'clock Sat. enroute for Cumberland:

Nellie & Davie Capt. Patton
 W. D. Walbridge Capt. McMullen
 Frankie & Jessie Capt. Long
 Garnet F. S. Capt. Taylor
 Theo Dean Capt. Taylor
 Kitty Capt. Clendening
 Allegheny Capt. Dixon
 Jas. Z. Williams Capt. Reynolds
 Marshall Wise Capt. Shaw
 Deer Park Capt. Fisher
 Lafayette Capt. Harper
 W. O. Bowser Capt. Havermale
 J. E. Dyer & Bro. Capt. Neal
 Ruby Capt. Fahey
 Little Rob Capt. Moore

Wed. 8/1/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,039 to 1,047 inclusive, left this port up to 3 o'clock p. m., today (Aug. 1, 1888)

Consolidation Co. - To Georgetown
 W. R. Lewis Capt. Bender 109 11
 To Williamsport:

Unexpected Capt. Malotte 112 10
 Frankie & Fannie Capt. McCardell 112 15

To Shepherdstown:
 Omega Capt. Benner 111 08

George's Creek - Georgetown
 Lafayette Capt. Young 113 02
 Deer Park Capt. Young 111 02

T. J. Shiflet Capt. Young 115 06
 Borden Co. - To Georgetown

Altair Capt. Houser 113 06
 W. Va. C. & P. R. R. - To Williamsport

Enterprise Capt. Curtis 109 16
 INCOMING BOATS

North Branch Lock, Aug. 1, 3. p. m.

The following light boats passed this lock since 3 o'clock Sat. enroute for Cumberland:

Elberton Capt. Eaton
 John P. Agnew Capt. Eaton
 H Capt. Keesucker
 T. J. Shiflet Capt. Young
 R. H. Jones Capt. Weaver
 Altair Capt. Taylor
 Harry Wagner Capt. James
 W. R. Lewis Capt. Bender
 Delaware Capt. Manning
 Frankie & Fannie Capt. McCardell
 D. W. Malotte Capt. Malotte
 Unexpected Capt. Malotte
 Omega Capt. Benner
 Enterprise Capt. Curtis
 Eva Snyder Capt. Snyder
 W. B. Lloyd Capt. Stride

Thu. 8/2/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,048 to 1,056 inclusive, left this port up to 3 o'clock p. m. today (Aug. 1, 1888):

George's Creek - Georgetown
 Mary Burgess Capt. Young 116 02
 W. B. Lloyd Capt. Stride 115 09
 Little Rob Capt. Young 110 12

Consolidation Co. - To Georgetown
 W. R. Lewis Capt. Bender 109 11
 J. Maury Dove Capt. Malone 112 10

To Williamsport:
 McK Steffy Capt. McKelvey 114 01
 Lutie & Monie Capt. Cassell 112 15
 D. W. Malotte Capt. Malotte 110 11

W. Va. C. & P. R. R. - To Williamsport
 Plough Boy Capt. Kenny 110 10
 Ivan Capt. Kennel 113 03

INCOMING BOATS

North Branch Lock, Aug. 2, 3. p. m.

The following light boats passed this lock since 3 o'clock Sat. enroute for

Cumberland:
 M. B. Winship Capt. Most

Canal Trade 1888

Plough Boy	Capt. Kenny
Geo Sherman	Capt. Myers
H. C. Winship	Capt. Brubaker
L. P. Hieston	Capt. Brubaker
Mary Burgess	Capt. Young
Ivan	Capt. Kennel
Lutie & Monie	Capt. Cassell
McK Steffey	Capt. McKelvey
John K. Shaw	Capt. Bender
J. M. Dobb	Capt. Malone
T. H. Gibbs	Capt. Grimm
R. A. Driver	Capt. Drenner
A. M. White	Capt. Reid

ES, Thu. 8/2/88, p. 4. **Grain Receipts** – Canal boat Maryland arrived with 4,100 bushels of wheat for G. t. Dunlop.

Fri. 8/3/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 1,048 to 1,056 inclusive, left this port up to 3 o'clock p. m. today (Aug. 2, 1888):

George's Creek - Georgetown		
Chas W Miller	Capt. Driscoll	113 08
H. Hanekamp	Capt. Bowers	112 15
Consolidation Co. - To Georgetown		
James Goddard	Capt. Pennell	111 19
W. H. C. Bayley	Capt. Hebb	110 05
W. Va. C. & P. R. R. - To Williamsport		
Eugene	Capt. Teach	115 18
Borden Co, - To Georgetown		
Martha S. Fernsner	Capt. Hassett	114 06

INCOMING BOATS

North Branch Lock, Aug. 3, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Allen Campbell	Capt. Crampton
G. M. Barroll	Capt. Murphy
James Goddard	Capt. Pennell
E. A. King	Capt. McCoy
Pilot Boy	Capt. Hager
Elbe River	Capt. Swain
W. H. C. Bayley	Capt. Hebb
H. Hanekamp	Capt. Bowers
River Nile	Capt. Burns
Dakota	Capt. French
W. R. Stephenson	Capt. Moore
Eugene	Capt. Teach
G. N. Shuman	Capt. Bowers
Martha S. Fernsner	Capt. Hassett

J. B. Mayfield	Capt. Moore
C. W. Miller	Capt. Driscoll
Victor	Capt. Kelly
Capella	Capt. Long
John W. Thompson	Capt. Staley
Winter	Capt. Fox
Maj. L. L. Blake	Capt. Reid

Sat. 8/4/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,057 to 1,063 inclusive, left this port up to 3 o'clock p. m. today (Aug. 4, 1888)

Consolidation Co. - To Georgetown		
R. A. Driver	Capt. Fisher	112 03
To Williamsport:		
Mary	Capt. Tice	110 16
M. A. Shupp	Capt. Shupp	116 06
George's Creek - Georgetown		
River Nile	Capt. Burns	114 18
John H. Parrott	Capt. Malone	114 19

INCOMING BOATS

North Branch Lock, Aug. 4, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

John H. Milstead	Capt. Roof
John H. Parrott	Capt. Malone
M. A. Shupp	Capt. Shupp
Mary	Capt. Tice
Savannah	Capt. Cramer
Mississippi	Capt. Byroads
Youghiogheny	Capt. Linaburg
W. H. Cooper	Capt. Bear

ES, Sat. 8/4/88, p. 2. **Hagerstown Happenings**

The appointment of Mr. Lewis G. Stanhope, of Hagerstown, to be inspector of streets for Washington, proves highly gratifying to his friends in Western Maryland. He was for many years superintendent of the Chesapeake and Ohio Canal, and a warm personal friend of Senator Gorman, who is credited with securing Mr. Stanhope the position. He is a very affable gentleman, easy to approach, and will doubtless make a popular official in his new position. Mr. Stanhope will retain his residence in Hagerstown, where his family will continue to reside. He had been an applicant for the position for a considerable length of time at the suggestion of Senator Gorman, and, as he had given up hopes of

securing it, the announcement of his appointment proved an agreeable surprise to him.

Mon. 8/6/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,064 to 1,072 inclusive, left this port up to 3 o'clock p. m. today (Aug. 6, 1888):

George's Creek - Georgetown		
Burke Spencer	Capt. Eaton	111 10
Judge J. Douglas	Capt. McCarty	113 15
W. H. Cooper	Capt. Bear	114 17
Borden Co. - To Georgetown		
Detroit	Capt. Young	113 11
Consolidation Co. - To Georgetown		
Zadock Williams	Capt. Mose	113 02
To Williamsport:		
Unexpected	Capt. Malone	110 17
Nellie & Davie	Capt. Patton	109 04
W. Va. C. & P. R. R. - To Williamsport		
Enterprise	Capt. Curtis	111 05
Ruby	Capt. Fahey	89 18

INCOMING BOATS

North Branch Lock, Aug. 6, 3. p. m.

The following light boats passed this lock since 3 o'clock Sat. enroute for Cumberland:

G. S. Renner	Capt. Sorrell
Detroit	Capt. Harper
Burke Spencer	Capt. Eaton
Ruby	Capt. Fahey
James Sly	Capt. Curly
Rainbow	Capt. Baum
A. H. Brandt	Capt. Mose
Emma	Capt. Shupp
John Miller	Capt. Martz
Judge J. Douglas	Capt. McCarty
Altoona	Capt. Young
Nellie & Davie	Capt. Patton
Geo A Hoffman	Capt. Hine
Potomac	Capt. Riley
Unexpected	Capt. Malotte
A. Jackson Clark	Capt. Kerns
Zadock Williams	Capt. Mose
Enterprise	Capt. Curtis
E M Ginevan	Capt. Hassett
Little Walter	Capt. Ardinger
Missouri	Capt. Ardinger
Benj. Vaughn	Capt. Sigler
Ivan	Capt. Kimmel
W. J. Walker	Capt. Hemphill
Frankie & Fannie	Capt. McCardell

ES, Mon. 8/6/88, p. 4. **Grain Receipts** – Canal boat Beulah arrived with 4,000 bushels of wheat for G. T. Dunlop. Canal boat Loudoun arrived with 4,000 bushels of wheat for G. T. Dunlop and 450 bushels of wheat for J. G. & J. M. Waters. Canal boat Seneca arrived with 2,000 bushels of corn and 1,000 bushels of wheat for G. T. Dunlop and 850 bushels of wheat for J. G. & J. M. Waters. Canal boat Wheatley Bros. arrived with 4,000 bushels of wheat for J. G. & J. M. Waters. Canal boat David Knode arrived with 3,500 bushels of wheat.

Tue. 8/7/99, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,073 to 1,087 inclusive, left this port up to 3 o'clock p. m. today (Aug. 7, 1888):

George's Creek - Georgetown		
Geo. A. Hoffman	Capt. Hine	113 07
J. H. Milstead	Capt. Roof	114 03
Eva	Capt. Schoppert	111 13
Rainbow	Capt. Young	111 02
Consolidation Co. - To Georgetown		
Wm. King	Capt. McCoy	113 07
F. O. Beckett	Capt. Benner	115 00
W. J. Walker	Capt. Hemphill	112 03
To Williamsport:		
Frankie & Fannie	Capt. McCardell	112 12

INCOMING BOATS

North Branch Lock, Aug. 7, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

T. L. Holbrook	Capt. Snyder
G. N. Shuman	Capt. Bowers
F. O. Beckett	Capt. Benner
Muskingum	Capt. Zellers
Hewitt	Capt. Swayne
J. M. Wheatley	Capt. Lytton
Wm. King	Capt. McCoy
W. J. Booth	Capt. Smith
Park Agnew	Capt. Weaver
Charles Mann	Capt. Moore

Wed. 8/8/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,087 to 1,094 inclusive, left this port up to 3 o'clock p. m. today (Aug. 8, 1888):

Borden Co. - To Georgetown		
Libbie	Capt. Hassett	112 18

Canal Trade 1888

George's Creek Co. - To Georgetown		
A. Jackson Clark	Capt. Kerns	114 00
T. L. Holbrook	Capt. Snyder	113 00
Sophy	Capt. Cosby	113 07
Consolidation Co. - To Georgetown		
Charles Mann	Capt. Kreitzer	112 19
To Williamsport:		
M. A. Shupp	Capt. Shupp	111 05
Lutie & Monie	Capt. Shupp	113 00
W. Va. C. & P. R. R. - To Williamsport		
Eugene	Capt. Teach	112 10

INCOMING BOATS

North Branch Lock, Aug. 8, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

C. W. Adams	Capt. Jackson
D. W. Malotte	Capt. Malotte
M. A. Shupp	Capt. Shupp
Eugene	Capt. Teach
Lutie & Monie	Capt. Shupp
A. Greenless, Jr.	Capt. Shives
Libbie	Capt. Ensminger
Abram Kroon	Capt. Ryan
Sarah Kroon	Capt. Ryan
Percy	Capt. Sensel
Susquehanna	Capt. Stickles
Chas. R Gregory	Capt. McLucas
Juanita	Capt. Little
Here I Am	Capt. Harper

Thu. 8/9/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,095 to 1,104 inclusive, left this port up to 3 o'clock p. m. today (Aug. 9, 1888):

Consolidation Co. - To Georgetown		
L. P. Read	Capt. Whitney	112 00
J. P. Hewitt	Capt. Swain	112 01
To Williamsport:		
Mary	Capt. Tice	111 14
McK Steffey	Capt. McKelvey	115 18
Victor	Capt. Kelly	106 00
George's Creek Co. - To Georgetown		
C. W. Ridley	Capt. Barger	111 10
W. J. Booth	Capt. Smith	114 16
Here I Am	Capt. Young	113 14
Juanita	Capt. Little	118 03

INCOMING BOATS

North Branch Lock, Aug. 9, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

George Bogus	Capt. Davis
W. S. Jacques	Capt. Davis
C. W. Ridley	Capt. Barger
McK Steffey	Capt. McKelvy
Victor	Capt. Kelly
L. P. Read	Capt. Whitney
Mary	Capt. Tice
Geo. W Wallace	Capt. Stride
Ruby	Capt. Fahey
Geo. A. McIllhenny	Capt. Kean
Amazon	Capt. Ingman
B. R. Mayfield	Capt. Ingman
Emma Mertens	Capt. Sensel
Harry & Ralph	Capt. Wools
Herald	Capt. Fields
Meyersdale	Capt. Fields

ES, Thu. 8/9/88, p. 3. **Grain Receipts** – Canal boat Maryland arrived with 3,700 bushels of wheat and 700 bushels of corn for G. T. Dunlop.

Fri. 8/10/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,105 to 1,107 inclusive, left this port up to 3 o'clock p. m. today (Aug. 10, 1888):

Borden Co. - To Georgetown		
Percy	Capt. Hassett	109 15
Consolidation Co. - To Georgetown		
G. A. McIllhenny	Capt. Kane	113 05
To Williamsport:		
Nellie & Davie	Capt. Patton	110 05

INCOMING BOATS

North Branch Lock, Aug. 10, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

G. R. White	Capt. Strides
John Spencer	Capt. Renner
Nellie & Davie	Capt. Patton
Josephine Barroll	Capt. Penner
Iowa	Capt. Davis
L. R. Fechtig	Capt. Bowers

Sat. 8/11/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,108 to 1,120 inclusive, left this port up to 3 o'clock p. m. today (Aug. 10, 1888):

George's Creek Co. - To Georgetown		
Mary Mertens	Capt. Conrad	117 06
Herald	Capt. Young	112 18
Meyersdale	Capt. Young	112 05

Canal Trade 1888

Ollie V.	Capt. Kline	110 11
Samuel Henry	Capt. Patton	113 00
A. G. Johnson	Capt. Reid	114 15
James H. Reid	Capt. Ensminger	113 06
Alfred Wood	Capt. Henry	111 06
Emma Mertens	Capt. Kimble	112 16

Consolidation Co. - To Georgetown

L. R. Fechtig	Capt. Bowers	108 16
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To Williamsport:

Frankie & Fannie	Capt. McCardell	111 03
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W. O. Bowser	Capt. Malotte	114 03
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W. Va. C. & P. R. R. - To Williamsport

Ivan	Capt. Kimble	113 12
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INCOMING BOATS

North Branch Lock, Aug. 11, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

J. H. Reid	Capt. Ensminger
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Ollie V.	Capt. Kline
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Samuel Henry	Capt. Patton
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Lidia	Capt. Mose
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Oxford	Capt. Mose
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A. G. Johnson	Capt. Reid
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Mary Mertens	Capt. Conrad
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T. K. Stewart	Capt. Kenna
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M. B. Mayfield	Capt. Reid
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A. M. White	Capt. Reid
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Ivan	Capt. Kemble
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W. O. Bowser	Capt. Malott
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Frankie & Fannie	Capt. McCardell
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Enterprise	Capt. Curtis
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Beulah	Capt. Crow
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A. H. Stumps	Capt. Helgoth
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R. P. Mason	Capt. Hassett
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Mon. 8/13/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,021 to 1,034 inclusive, left this port up to 3 o'clock p. m. today (Aug. 13, 1888):

George's Creek Co. - To Georgetown

W. D. Walbridge	Capt. McMullen	112 15
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Suwannee River	Capt. Gray	117 06
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J. E. Dyer & Bro.	Capt. Neal	115 19
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Highlander	Capt. Young	118 07
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J. W. Veale	Capt. Groom	111 14
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Allegheny	Capt. Dixon	113 16
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Consolidation Co. - To Georgetown

W. H. C. Bayley	Capt. Hebb	112 08
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W. R. Lewis	Capt. Bender	112 03
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M. E. Grove	Capt. Little	112 03
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To Williamsport:

Lutie & Monie	Capt. Shupp	111 02
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M. A. Shupp	Capt. Shupp	112 16
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Borden Co. - To Georgetown

S. M. Reitzell	Capt. Young	109 14
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W. Va. C. & P. R. R. - To Williamsport

Ruby	Capt. Fahey	88 02
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Eugene	Capt. Teach	102 18
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INCOMING BOATS

North Branch Lock, Aug. 13, 3. p. m.

The following light boats passed this lock since 3 o'clock Sat. enroute for Cumberland:

R. P. Mason	Capt. Zimmerman
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Highlander	Capt. Eaton
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S. M. Reitzell	Capt. Snyder
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J. W. Veale	Capt. Groom
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E. R. Ladew	Capt. Conrad
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Suwannee River	Capt. Gray
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Allegheny	Capt. Dixon
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Eugene	Capt. Teach
--------	-------------

M. E. Grove	Capt. Little
-------------	--------------

M. A. Shupp	Capt. Shupp
-------------	-------------

Lutie & Monie	Capt. Shupp
---------------	-------------

Little Walter	Capt. Ardinger
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W. D. Walbridge	Capt. McMullen
-----------------	----------------

W. F. Creighton	Capt. Swain
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Dr. A. Shank	Capt. Pierce
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Charles Darrow	Capt. Neil
----------------	------------

W. H. C. Bayley	Capt. Hebb
-----------------	------------

W. R. Lewis	Capt. Bender
-------------	--------------

Victor	Capt. Kelly
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Charles Darrow	Capt. Engle
----------------	-------------

Ruby	Capt. Fahey
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Unexpected	Capt. Hornsby
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Isabella	Capt. Brookman
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W. T. Coulehan	Capt. Taylor
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James A. Garfield	Capt. Myers
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Tue. 8/14/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,035 to 1,041 inclusive, left this port up to 3 o'clock p. m. today (Aug. 14, 1888):

George's Creek Co. - To Georgetown

Garnet F. S.	Capt. Young	114 06
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T. J. Shiflet	Capt. Young	115 05
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Gen. Garfield	Capt. Young	112 11
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Dr. A. Shank	Capt. Young	112 03
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Consolidation Co. - To Georgetown

Charles Darrow	Capt. Engle	112 06
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To Williamsport:

Canal Trade 1888

Unexpected	Capt. Hornsby	109 04
Victor	Capt. Kelly	108 13

INCOMING BOATS

North Branch Lock, Aug. 14, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Salina	Capt. Gerhard
T. J. Shiflet	Capt. McIlhenny
G. F. Kress	Capt. Taylor
John K. Shaw	Capt. Bender
C. D. Warfield	Capt. Pierce
McK Steffey	Capt. McKelvey
Youghiogeny	Capt. Linaburg
Elberton	Capt. Eaton
John P. Agnew	Capt. Eaton
David A. Lowe	Capt. Kane
Little Rob	Capt. Young
A. L. Miller	Capt. Piper

Wed. 8/15/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,041 to 1,054 inclusive, left this port up to 3 o'clock p. m. today (Aug. 15, 1888):

Consolidation Co. - To Williamsport		
W. O. Bowser	Capt. Malotte	109 11
Mary	Capt. Tice	110 14
Consolidation Co. - To Georgetown		
T. K. Stewart	Capt. Penner	111 01
E. P. Cohill	Capt. Pittman	110 04
Borden Co. - To Georgetown		
Mary L. Miles	Capt. Hassett	115 03
George's Creek Co. - To Georgetown		
Delaware	Capt. Manning	113 02
John P. Agnew	Capt. Eaton	112 06
Elberton	Capt. Eaton	113 02
Little Rob	Capt. Young	112 03

INCOMING BOATS

North branch Lock, Aug. 15, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

E. P. Cohill	Capt. Norris
Martha F. S.	Capt. Kinsell
Frankie & Jessie	Capt. Young
Mary	Capt. Tice
Delaware	Capt. Manning
M. S. Miles	Capt. Lambert
W. O. Bowser	Capt. Malotte
Kitty	Capt. Clendening
Geo. L. Sheriff	Capt. Cartwright
John Leach	Capt. Hill

N. C. Read	Capt. Hill
H. Roussell	Capt. Swain
Winter	Capt. Fox
E. R. Gregory	Capt. McLucas
Harry Wagner	Capt. James

Thu. 8/16/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,055 to 1,059 inclusive, left this port up to 3 o'clock p. m. today (Aug. 16, 1888):

W. Va. C. & P. R. R. - To Williamsport		
Ruby	Capt. Fahey	83 19
Consolidation Co. - To Williamsport		
Frankie & Fannie	Capt. McCardell	111 18
Nellie & Davie	Capt. Patton	111 08
Consolidation Co. - To Georgetown		
Geo. L. Sheriff	Capt. Cartwright	114 17
Borden Co. - To Georgetown		
Eva Snyder	Capt. Hassett	115 10

INCOMING BOATS

North Branch Lock, Aug. 16, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

M. M. Burgess	Capt. Zimmerman
Nellie & Davie	Capt. Patton
Frankie & Fannie	Capt. McCardell
Zadock Williams	Capt. Mose
Elizabeth Miller	Capt. Hassett
Daniel Linkins	Capt. Mose
Deer Park	Capt. Weaver
Lafayette	Capt. Shaffer
Theo Dean	Capt. Wilson
Ruby	Capt. Fahey
John W. Thompson	Capt. Staley
E. A. Duncan	Capt. Hyde
G. M. Winship	Capt. Shaw
M. B. Winship	Capt. Yost
Enterprise	Capt. Curtis
B. C. Barroll	Capt. McLucas

Fri. 8/17/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,060 to 1,066 inclusive, left this port up to 3 o'clock p. m. today (Aug. 17, 1888):

Consolidation Co. - To Georgetown		
B. C. Barroll	Capt. McLucas	108 17
H. Roussell	Capt. Swain	112 15
Zadock Williams	Capt. Mose	109 13
To Williamsport:		

Canal Trade 1888

Lutie & Monie	Capt. Shupp	110 00
Borden Co. - To Georgetown		
Katie Hassett	Capt. Hassett	109 13
W. Va. C. & P. R. R. - To Williamsport		
Nita K. Phelps	Capt. Hine	112 15

INCOMING BOATS

North Branch Lock, Aug. 17, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Katie Hassett	Capt. Hassett
George Sherman	Capt. Myers
Lutie & Monie	Capt. Shupp
M. A. Shupp	Capt. Shupp
Potomac	Capt. Riley
R. H. Jones	Capt. Weaver
Altoona	Capt. Taylor
J. B. Thomas	Capt. Gray
River Nile	Capt. Barnes

Sat. 8/18/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,067 to 1,067 inclusive, left this port up to 3 o'clock p. m. today (Aug. 18, 1888):

Consolidation Co. - To Georgetown

Victor	Capt. Kelly	107 02
D. W. Malotte	Capt. Malotte	110 05
M. A. Shupp	Capt. Shupp	113 06

To Williamsport:

J. B. Thomas	Capt. Cramer	109 14
Geo. S. French	Capt. Gannon	107 07
G. M. Winship	Capt. Shaw	110 11

W. Va. C. & P. R. R. - To Williamsport

Joan	Capt. Teach	110 17
Eugene	Capt. Teach	109 15
T	Capt. Clendening	104 12

George's Creek Co. - To Georgetown

George Sherman	Capt. Myers	111 03
Henry Hanekamp	Capt. Bowers	111 17

INCOMING BOATS

North Branch Lock, Aug. 18, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

River Nile	Capt. Reynolds
Geo. S. French	Capt. Gannon
Henry Hanekamp	Capt. Bowers
Victor	Capt. Kelly
D. W. Malotte	Capt. Malotte
H	Capt. Keesucker
Jacob Bender	Capt. Shields
Mary E. Hall	Capt. Lippold

Mattie	Capt. Lippold
A. Jackson Clark	Capt. Turner
Eugene	Capt. Teach
Joan	Capt. Teach
W. H. Cooper	Capt. Bear
Benj. Vaughn	Capt. Sigler
Charles Mann	Capt. Kreitzer
C. W. Adams	Capt. Jackson
Chas Miller	Capt. Bristol
Cigarette	Capt. Gay
J. W. Sly	Capt. Corby
Burke Spencer	Capt. Eaton

Mon. 8/20/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,067 to 1,073 inclusive, left this port up to 3 o'clock p. m. today (Aug. 20, 1888):

George's Creek Co. - To Georgetown

Savannah	Capt. Cramer	111 09
Muskingum	Capt. Zellers	112 16

Consolidation Co. - To Georgetown

H	Capt. Keersucker	111 14
C. W. Adams	Capt. Jackson	111 15

To Williamsport:

Mary	Capt. Tice	110 02
McK Steffey	Capt. McKelvey	112 15

INCOMING BOATS

North Branch Lock, Aug. 20, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Sallie D.	Capt. House
S. M. Storm	Capt. Huff
John H. Parrott	Capt. Malone
McK Steffey	Capt. McKelvey
T. H. Gibbs	Capt. Booth
W. J. Booth	Capt. Smith
J. Maury Dove	Capt. Malone
A. H. Brandt	Capt. Mose
Muskingum	Capt. Zellers
Little Walter	Capt. Ardinger
John Spencer	Capt. Renner
Mary	Capt. Tice
Savannah	Capt. Cramer
C. W. Ridley	Capt. Barger
Ruby	Capt. Fahey
Pilot Boy	Capt. Hager
C. R. Gregory	Capt. McLucas
Lido	Capt. Mosier
W. O. Bowser	Capt. Malotte

Canal Trade 1888

ES, Mon. 8/20/88, p. 4. **Grain Receipts** – The canal boat Beulah arrived today with 4,000 bushels of wheat consigned to G. T. Dunlop.

Tue. 8/21/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 1,074 to 1,085 inclusive, left this port up to 3 o'clock p. m. today (Aug. 21, 1888):

Borden Co. - To Georgetown		
Altoona	Capt. Young	110 09
Consolidation Co. - To Williamsport		
Nellie & Davie	Capt. Patton	105 08
W. O. Bowser	Capt. Malotte	109 04
Little Walter	Capt. Ardinger	113 19
To Georgetown:		
J. Maury Dove	Capt. Malone	109 05
T. H. Gibbs	Capt. Grimm	111 02
Sally Burwell	Capt. Taylor	109 17
L. W. Ginnand	Capt. Huff	110 14
S. M. Storm	Capt. Huff	115 17
George's Creek Co. - To Georgetown		
J. H. Milstead	Capt. Roof	113 14
John Spencer	Capt. Renner	113 02
C. W. Ridley	Capt. Barger	111 19

INCOMING BOATS

North Branch Lock, Aug. 21, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Joseph Williams	Capt. Moore
Cumberland	Capt. Reynolds
J. H. Milstead	Capt. Roof
Judge J. Douglas	Capt. McCarty
Nellie & Davie	Capt. Patton
L. P. Hieston	Capt. Brubaker
H. C. Winship	Capt. Brubaker
T. L. Holbrook	Capt. Snyder
Oxford	Capt. Mosier
Dakota	Capt. French
G. S. Renner	Capt. Sorrell

ES, Tue. 8/21/88, p. 3. **Grain Receipts** – Canal boat Loudoun arrived with 3,500 bushels of wheat and 500 bushels of corn for G. T. Dunlop.

Wed. 8/22/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 1,086 to 1,092 inclusive, left this port up to 3 o'clock p. m. today (Aug. 22, 1888):

Consolidation Co. - To Georgetown		
J. P. Hewitt	Capt. Swain	113 17

Wm. King	Capt. McCoy	112 19
W. H. C. Bayley	Capt. Hebb	112 05

To Williamsport:

Frankie & Fannie	Capt. McCardell	113 03
George's Creek Co. - To Georgetown		
Here I Am	Capt. Young	112 07
Rainbow	Capt. Young	109 19

INCOMING BOATS

North Branch Lock, Aug. 22, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday enroute for Cumberland:

Detroit	Capt. Harper
Here I Am	Capt. Harper
Rainbow	Capt. Harper
Libbie	Capt. Ensminger
Wm. King	Capt. McCoy
Nellie & Davie	Capt. Patton
W. H. C. Bayley	Capt. Hebb
Unexpected	Capt. Curtis
Maj. L. L. Blake	Capt. Reid
Marshall Wise	Capt. Shaw
E. M. Ginevan	Capt. James
Missouri	Capt. Ardinger
R. A. Driver	Capt. Fisher
J. P. Hewitt	Capt. Swain
A. L. Miller	Capt. Knox
W. J. Stephenson	Capt. Moore
S. B. Mayfield	Capt. Moore
M. A. Shupp	Capt. Shupp
Plough Boy	Capt. Kenny
J. M. Wheatley	Capt. Lytton
A. Greenless, Jr.	Capt. Shives

Thu. 8/23/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 1,093 to 1,099 inclusive, left this port up to 3 o'clock p. m. today (Aug. 23, 1888):

Borden Co. - To Georgetown		
E. M. Ginevan	Capt. Hassett	112 19
Libbie	Capt. Hassett	114 03
Consolidation Co. - To Georgetown		
R. A. Driver	Capt. Drenner	114 00
To Williamsport:		
Victor	Capt. Kelly	107 17
M. A. Shupp	Capt. Shupp	109 10
Lutie & Monie	Capt. Shupp	111 07
George's Creek Co. - To Georgetown		
Emma	Capt. Schoppert	112 01
W. Va. C. & P. R. R. - To Williamsport		
Enterprise	Capt. Curtis	108 02

INCOMING BOATS

North Branch Lock, Aug. 23, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Mississippi	Capt. Byroads
Emma	Capt. Schoppert
Allen Campbell	Capt. Crampton
James Goddard	Capt. Kenna
Lutie & Monie	Capt. Shupp
Victor	Capt. Kelly
A. Wood	Capt. Atwell
Ivan	Capt. Teach
C. F. Mayer	Capt. Teach
W. B. Lloyd	Capt. Stride
Ruby	Capt. Fahey
D. W. Malotte	Capt. Malotte

Thu. 8/23/88, p. 4.⁶ **West Washington**

President Gambrill and Treasurer Watkins of the Chesapeake and Ohio Canal, left Cumberland yesterday on a trip down the canal in the Maryland. They will pay for the months of January and February, 1888, and a part of indebtedness prior to January, 1888, disbursing in all about \$16,000.

Shipments from the mines of the Cumberland coal region for the week ended Saturday, August 18, were 74,739 tons; for the year to date 2,195,045 tons, an increase of 239,737 tons compared with the corresponding period of last year. The canal shipments to date are 155,804 tons.

The canal boat Maryland arrived today with 4,000 bushels of wheat consigned to G. T. Dunlop.

Fri. 8/24/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,100 to 1,107 inclusive, left this port up to 3 o'clock p. m. today (Aug. 24, 1888):

Borden Co. - To Georgetown		
Percy	Capt. Hassett	112 04
Consolidation Co. - To Georgetown		
Allen Campbell	Capt. Reid	103 11
Chas F. Mayer	Capt. Reid	111 16
James Goddard	Capt. Pennell	112 03
To Williamsport:		
D. W. Malotte	Capt. Malotte	113 18

W. Va. C. & P. R. R. - To Williamsport		
Ivan	Capt. Teach	109 12
Mary E. Hall	Capt. Malone	105 00

INCOMING BOATS

North Branch Lock, Aug. 24, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

F. O. Beckett	Capt. Drenner
W. J. Walker	Capt. Hemphill
E. W. Wallace	Capt. Stride
Abram Kroon	Capt. Ryan
Percy	Capt. Sensel
Iowa	Capt. Penner
Sarah Kroon	Capt. Ryan
L. P. Read	Capt. Whitney

ES, Fri. 8/24/88, p. 3. **Grain Receipts** – Canal boat Maryland arrived with 1,500 bushels of wheat and 1,000 bushels of corn for G. T. Dunlop.

Sat. 8/25/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,107 to 1,117 inclusive, left this port up to 3 o'clock p. m. today (Aug. 25, 1888):

George's Creek Co. - To Georgetown		
G. W. Wallis	Capt. Neal	115 00
Harry & Ralph	Capt. Wools	111 00
Consolidation Co. - To Georgetown		
W. J. Walker	Capt. Hemphill	110 16
Zadock Williams	Capt. Mose	111 04
To Williamsport:		
McK Steffey	Capt. McKelvey	112 11
Mary	Capt. Tice	110 12
Borden Co. - To Georgetown		
Martha S. Fernsner	Capt. Hassett	113 04
Cappella	Capt. Hassett	110 12
Elk Garden - To Georgetown		
James R. Eddy	Capt. Turner	113 11
Eugene	Capt. Teach	112 13

INCOMING BOATS

North Branch Lock, Aug. 25, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Mary	Capt. Tice
Eugene	Capt. Teach
Capella	Capt. Hall
Zadock Williams	Capt. Mose
McK Steffey	Capt. McKelvey
Martha S. Fernsner	Capt. Hassett

⁶ *The Washington Critic*, Washington, D. C., newspaper.

George Bogus	Capt. Davis
W. S. Jacques	Capt. Davis
R. P. Norton	Capt. Zimmerman
Unexpected	Capt. Kensler
Harry & Ralph	Capt. Worlds

The Steamer Maryland.

The steamer Maryland, of the Chesapeake and Ohio Canal, arrived at Georgetown, D. C., at 6:30 p. m., yesterday from Cumberland, after a very quick trip, having paid off the employees for January and February, 1888, and a considerable amount due prior to that time. There were on board Treasurer Watkins, Accountant Ayers, Superintendent Biser, Charles Elgin, Frank P. Brenaugh and Col. Washington Bowie.

Sun. 8/26/88, p. 4. **Welcome Visitors.**

President Gambrill, Treasurer Watkins and Accountant Ayers, of the canal, and their guests, Col. Washington Bowie and Frank Brenaugh, of Montgomery county, arrived here Tuesday afternoon and will, about noon today, start down the canal in the steamer *Maryland* on a pay trip. They will pay for the months of January and February, 1888, which together with payments on the indebtedness incurred prior to January, 1888, and supply bills for 1888, will make a total disbursement of about \$16,000.

Mon. 8/27/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,118 to 1,129 inclusive, left this port up to 3 o'clock p. m. today (Aug. 27, 1888):

Borden Co. - To Georgetown		
Joanna	Capt. Young	114 00
George's Creek Co. - To Georgetown		
Samuel Henry	Capt. Patton	115 15
Mary Mertens	Capt. Conrad	114 13
Emma Mertens	Capt. Kimble	112 13
Juanita	Capt. Little	116 02
A. G. Johnson	Capt. Reid	112 11
Consolidation Co. - To Georgetown		
W. R. Lewis	Capt. Bender	109 07
To Williamsport:		
M. A. Shupp	Capt. Shupp	110 09
W. O. Bowser	Capt. Malotte	109 01
Nellie & Davie	Capt. Patton	108 16
W. Va. C. & P. R. R. - To Williamsport		
C. R. Gregory	Capt. McLucas	111 11

INCOMING BOATS

North Branch Lock, Aug. 27, 3. p. m.
The following light boats passed this lock since 3 o'clock Sat. enroute for Cumberland:

M. Laney	Capt. Kane
Nellie & Davie	Capt. Patton
A. M. White	Capt. Reid
Frankie & Fannie	Capt. McCardell
A. G. Johnson	Capt. Reid
W. O. Bowser	Capt. Malotte
T. K. Stewart	Capt. Tanner
J. E. Dyer & Bro.	Capt. Neal
Juanita	Capt. Little
Emma Mertens	Capt. Kimble
Mary Mertens	Capt. Conrad
A. H. Stump	Capt. Helgoth
W. R. Lewis	Capt. Bender
C. R. Gregory	Capt. McLucas
Salina	Capt. Gerhard
Youghiogheny	Capt. Linaburg
G. M. Barroll	Capt. Murphy
E. A. King	Capt. Murphy
Elbe River	Capt. Swain
Samuel Henry	Capt. Patton
Geo. A. Hoffman	Capt. Piper
M. A. Shupp	Capt. Shupp
J. W. Veale	Capt. Groom
J. H. Reid	Capt. Ensminger
Chas. R. White	Capt. Stride
Park Agnew	Capt. Newton
Allegheny	Capt. Dixon
D. Armstrong	Capt. Marmaduke
Ollie V.	Capt. Kline
G. N. Shuman	Capt. Bowers

Tue. 8/28/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,130 to 1,136 inclusive, left this port up to 3 o'clock p. m. today (Aug. 28, 1888):

W. Va. C. & P. R. R. - To Georgetown		
Nita K. Phelps	Capt. Hine	119 12
To Williamsport:		
Enterprise	Capt. Curtis	110 07
George's Creek Co. - To Georgetown		
Allegheny	Capt. Dixon	112 01
G. N. Shuman	Capt. Bowers	116 12
John K. Shaw	Capt. Bender	115 15
Ollie V.	Capt. Kline	112 14
Consolidation Co. - To Georgetown		
T. K. Stewart	Capt. Penner	112 16

INCOMING BOATS

North Branch Lock, Aug. 28, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

C. D. Warfield	Capt. Pierce
W. D. Walbridge	Capt. McMullen
Unexpected	Capt. Curtis
John K. Shaw	Capt. Bender
Gen. Garfield	Capt. Myers
L. R. Fechtig	Capt. Bowers
Potomac	Capt. Riley
Winter	Capt. Fox
Charles Darrow	Capt. Ingall
Nita K. Phelps	Capt. Hine
Frankie & Jessie	Capt. Long
Little Rob	Capt. Mose
Lutie & Monie	Capt. Shupp
T. J. Shiflet	Capt. McIlhenny
Delaware	Capt. Manning

They Want Taxes from the Canal.

Washington, D.C., Aug. 28 - The District Commissioners yesterday received a letter from Assessor Fish calling their attention to the fact that the Chesapeake and Ohio Canal Company was in arrears in taxes for real estate owned in the District. It is asserted that the company has for many years ceased to exist as a canal. The ground owned by the company has been entered as taxable. The amount of assessment is \$25,485, tax \$367.28. It is also thought that the tax should be paid from the time the canal ceased operation. Attorney Riddle will consider the matter for the district.

Wed. 8/29/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,137 to 1, 147 inclusive, left this port up to 3 o'clock p. m. today (Aug. 29, 1888):

Consolidation Co. - To Georgetown		
Elbe River	Capt. Swain	113 07
E. A. King	Capt. Murphy	113 15
G. A. McIlhenny	Capt. Kane	112 15
G. M. Barroll	Capt. Murphy	114 02
To Williamsport:		
D. W. Malotte	Capt. Malotte	115 01
Lutie & Monie	Capt. Shupp	114 11
George's Creek Co. - To Georgetown		
Potomac	Capt. Riley	115 14
W. D. Walbridge	Capt. McMullen	113 07

Geo. A. Hoffman	Capt. Piper	112 11
A. H. Stumps	Capt. Helgoth	114 00

INCOMING BOATS

North Branch Lock, Aug. 29, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Elberton	Capt. Eaton
Susquehanna	Capt. Stickles
Garnet F. S.	Capt. Taylor
W. T. Coulehan	Capt. Taylor
Ruby	Capt. Fahey
Victor	Capt. Kelly
W. F. Creighton	Capt. Swain
D. W. Malotte	Capt. Malotte
Ivan	Capt. Teach
C. W. Adams	Capt. Jackson
Isabella	Capt. Sensel
A. Jackson Clark	Capt. Kerns
E. R. Ladew	Capt. Young
John P. Agnew	Capt. Eaton
Elberton	Capt. Eaton
Charles Mann	Capt. Kreitzer

Thu. 8/30/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,137 to 1,147 inclusive, left this port up to 3 o'clock p. m. today (Aug. 30, 1888):

George's Creek Co. - To Georgetown		
Frankie & Jessie	Capt. Young	113 17
Little Rob	Capt. Young	112 02
W. F. Creighton	Capt. Swain	112 03
Winter	Capt. Young	115 15
Susquehanna	Capt. Stickles	111 19
Consolidation Co. - To Georgetown		
Charles Mann	Capt. Kreitzer	110 09
C. W. Adams	Capt. Jackson	112 14
To Williamsport:		
Victor	Capt. Kelly	107 06
Elk Garden - To Georgetown		
Isabella	Capt. Sensel	114 08
To Williamsport:		
Eugene	Capt. Teach	110 18

INCOMING BOATS

North Branch Lock, Aug. 30, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Zadock Williams	Capt. Mose
Eugene	Capt. Teach
G. L. Shearer	Capt. Cartwright
Herald	Capt. Fields

Canal Trade 1888

Meyersdale Capt. Fields
 McK Steffey Capt. McKelvey

Fri. 8/31/88, p. 4. **Canal Commerce.**
 The following boats with way bills numbered from 1,148 to 1,157 inclusive, left this port up to 3 o'clock p. m. today (Aug. 31, 1888):

Borden Co. - To Round Top
 Cigarette Capt. Gay 104 01
 Consolidation Co. - To Williamsport
 Little Walter Capt. Ardinger 115 13
 Nellie & Davie Capt. Patton 111 17
 M. A. Shupp Capt. Shupp 110 04
 Mary Capt. Tice 110 18
 George's Creek Co. - To Georgetown
 Mary Burgess Capt. Young 116 05
 W. H. Cooper Capt. Bear 111 17
 Benj. Vaughn Capt. Sigler 120 01
 Kitty Capt. Eaton 113 17
 E. R. Ladew Capt. Young 111 06
 Dr. A. Shank Capt. Young 113 10

INCOMING BOATS

North Branch Lock, Aug 30, 3. p. m.
 The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Mary Capt. Tice
 Dr. A. Shank Capt. Pierce
 Mary Burgess Capt. Young
 Benj. Vaughn Capt. Sigler
 Eva Snyder Capt. Hassett
 W. H. Cooper Capt. Bear
 Nellie & Davie Capt. Patton
 M. A. Shupp Capt. Shupp
 Little Walter Capt. Ardinger
 Cigarette Capt. Gay
 John W. Thompson Capt. Staley
 David A. Lowe Capt. McCann
 Harry Wagner Capt. James
 T. L. Holbrook Capt. Snyder
 M. B. Winship Capt. Yost

Sat. 9/1/88, p. 4. **Canal Commerce.**
 The following boats with way bills numbered from 1,148 to 1,157 inclusive, left this port up to 3 o'clock p. m. today (Sept. 1, 1888):

George's Creek Co. - To Georgetown
 John H. Parrott Capt. Smith 112 10
 Meyersdale Capt. Young 112 02
 M. B. Winship Capt. Yost 107 12
 Elk Garden - To Williamsport

Ruby Capt. Fahey 89 14
 C. R. Gregory Capt. McLucas 109 08
 Consolidation Co. - To Georgetown
 Daniel Linkins Capt. Moore 108 16
 W. H. C. Bayley Capt. Hebb 110 15
 To Williamsport:
 Frankie & Fannie Capt. McCardell 110 15
 W. O. Bowser Capt. Malotte 110 09
 Borden Co. - To Georgetown
 Eva Snyder Capt. Hassett 114 06

INCOMING BOATS

North Branch Lock, Sept. 1, 3. p. m.
 The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

W. H. C. Bayley Capt. Hebb
 W. O. Bowser Capt. Malotte
 John H. Parrot Capt. Smith
 C. R. Gregory Capt. McLucas
 Frankie & Fannie Capt. McCardell
 Miller Capt. Dune
 Daniel Linkins Capt. Moore
 S. M. Reitzell Capt. Young
 B. C. Barroll Capt. McLucas
 Ruby Capt. Fahey
 C. W. Ridley Capt. Barger
 Suwannee River Capt. Gray

ES, Sat. 9/1/88, p. 5. **Grain Receipts** – Canal boat Beulah arrived with 4,000 bushels of wheat for G. T. Dunlop. Canal boat Maryland arrived with 2,000 bushels of corn and 2,000 bushels of wheat for G. T. Dunlop.

Mon. 9/3/88, p. 4. **Canal Commerce.**
 The following boats with way bills numbered from 1,158 to 1,169 inclusive, left this port up to 3 o'clock p. m. today (Sept. 3, 1888):

George's Creek Co. - To Georgetown
 Muskingum Capt. Zellers 115 08
 A. Greenless, Jr. Capt. Shives 111 10
 David Knode Capt. Knode 107 07
 Consolidation Co. - To Georgetown
 Amazon Capt. Ingram 115 08
 B. C. Barroll Capt. Ingram 117 13
 G. S. Renner Capt. Sorrell 116 02
 A. L. Miller Capt. Dean 111 17
 To Williamsport:
 Victor Capt. Kelly 108 19
 D. W. Malotte Capt. Malotte 111 13
 Lutie & Monie Capt. Shupp 110 09

Canal Trade 1888

Elk Garden - To Williamsport

Ivan	Capt. Teach	110 09
Enterprise	Capt. Curtis	112 17

INCOMING BOATS

North Branch Lock, Sept. 3, 3. p. m.

The following light boats passed this lock since 3 o'clock Sat. enroute for Cumberland:

Amazon	Capt. Ingram
B. C. Barroll	Capt. Ingram
A. L. Miller	Capt. Dean
River Nile	Capt. Burns
A. Greenless, Jr.	Capt. Shives
John Spencer	Capt. Renner
G. S. Renner	Capt. Sorrell
T. L. Holbrook	Capt. Snyder
Lutie & Monie	Capt. Shupp
T. H. Gibbs	Capt. Grimm
H. Roussell	Capt. Swain
W. D. Lord	Capt. Murray
Victor	Capt. Kelly
David Knode	Capt. Knode
Ivan	Capt. Teach
D. W. Malotte	Capt. Malotte
Muskingum	Capt. Zellers
L. P. Read	Capt. Dunnigan
Enterprise	Capt. Curtis
Lido	Capt. Mosier
Eugene	Capt. Teach
John Leitch	Capt. Hill
N. C. Reid	Capt. Hill

Tue. 9/4/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,170 to 1,175 inclusive, left this port up to 3 o'clock p. m. today (Sept. 4, 1888):

George's Creek Co. - To Georgetown:

Burke Spencer	Capt. Eaton	112 08
J. H. Milstead	Capt. Roof	111 05
H. Hanekamp	Capt. Bowers	112 12

Consolidation Co. - To Georgetown:

H. Roussell	Capt. Swain	109 19
L. P. Read	Capt. Dunnigan	114 14

Borden Co. - To Georgetown:

Theo Dean	Capt. Young	111 05
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INCOMING BOATS

North Branch Lock, Sept. 4, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

H. Hanekamp	Capt. Bowers
J. H. Milstead	Capt. Roof

Burke Spencer	Capt. Eaton
J. L. Sly	Capt. Kirby
Theo Dean	Capt. Young
Mattie	Capt. Lippold
Plough Boy	Capt. Kenny
Lafayette	Capt. Shafer
Deer Park	Capt. Shafer
George Sherman	Capt. Myers
Iowa	Capt. Penner
R. H. Jones	Capt. Weaver
Wm. King	Capt. McCoy
C. W. Miller	Capt. Driscoll

Wed. 9/5/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,176 to 1,185 inclusive, left this port up to 3 o'clock p. m. today (Sept. 5, 1888):

Consolidation Co. - To Georgetown

G. M. Winship	Capt. Shaw	109 19
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To Williamsport:

Mary	Capt. Tice	109 05
McK Steffey	Capt. McKelvey	113 15

George's Creek Co. - To Georgetown

Judge J. Douglas	Capt. McCarty	110 16
Detroit	Capt. Young	116 13
Percy	Capt. Sensel	111 15
Here I Am	Capt. Young	112 00
R. H. Jones	Capt. Weaver	110 01

Elk Garden - To Williamsport:

Ruby	Capt. Fahey	94 09
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INCOMING BOATS

North Branch Lock, Sept. 5, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Here I Am	Capt. Hooper
Detroit	Capt. Hooper
G. M. Winship	Capt. Shaw
A. H. Brandt	Capt. Mose
Pilot Boy	Capt. Hager
Judge J. Douglas	Capt. McCarty
Percy	Capt. Sensel
Ruby	Capt. Fahey
McK Steffey	Capt. McKelvey
Mary	Capt. Tice
T	Capt. Clendening
J. P. Hewitt	Capt. Shaw
Havana	Capt. Cramer
Alfred Wood	Capt. Atwell
Mississippi	Capt. Byrne
C. R. Gregory	Capt. McLucas

ES, Wed. 9/5/88, p. 3. **The New Railroad**

The bill to incorporate the Washington and Western Maryland Railroad Co. was referred by the Commissioners to Capt. Symons, who today reported on it as follows: "I can see no good objection to this bill becoming a law. It runs along Water street, in Georgetown, a street which is almost entirely given up to manufacturing purposes, and where its presence would probably be more of a convenience than a detriment, and further up it goes along the bank of the river, between the bank of the Chesapeake and Ohio Canal and the Potomac River, a portion of the District territory where it will interfere with nothing else. I think, however, that the rights of condemnation, as specified in section 13, page 8, are too broad. The rights of condemnation should only, in my opinion, specify the land required for the right of way."

Thu. 9/6/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,186 to 1,191 inclusive, left this port up to 3 o'clock p. m. today (Sept. 6, 1888):

Consolidation Co. - To Georgetown:		
L. P. Hieston	Capt. Brubaker	112 11
Geo. S. French	Capt. Gannon	100 04
To Williamsport:		
Frankie & Fannie	Capt. McCardell	111 10
M. A. Shupp	Capt. Shupp	109 14
Nellie & Davie	Capt. Patton	108 13
Borden Co. - To Georgetown:		
Katie Hassett	Capt. Hassett	113 04

INCOMING BOATS

North Branch Lock, Sept. 6, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Geo. S. French	Capt. Gannon
Katie Hassett	Capt. Hassett
Nellie & Davie	Capt. Patton
M. A. Shupp	Capt. Shupp
L. P. Hieston	Capt. Brubaker
Frankie & Fannie	Capt. McCardell
L. R. Fechtig	Capt. Bowers
Unexpected	Capt. Curtis
Jas. Z. Williams	Capt. Reynolds
M. Wise	Capt. Bowers
Altair	Capt. Taylor
Missouri	Capt. Ardinger

C. F. Mayer	Capt. Reid
M. B. Mayfield	Capt. Reid
Josephine Barroll	Capt. Lytton
Libbie	Capt. Ensminger
Altoona	Capt. Bowers
John Miller	Capt. Artz

Fri. 9/7/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,191 to 1,198 inclusive, left this port up to 3 o'clock p. m. today (Sept. 7, 1888):

Consolidation Co. - To Georgetown:		
C. F. Mayer	Capt. Reid	112 05
M. B. Mayfield	Capt. Reid	113 13
To Williamsport:		
W. O. Bowser	Capt. Malotte	109 04
Elk Garden - To Williamsport:		
Ivan	Capt. Teach	115 12
To Georgetown:		
Jacob Bender	Capt. Shields	116 15
George's Creek Co. - To Georgetown:		
Chas. R. White	Capt. Stride	115 05
Deer Park	Capt. Young	114 04

INCOMING BOATS

North Branch Lock, Sept. 7, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Chas. R. White	Capt. Stride
Dakota	Capt. French
Rainbow	Capt. Bowers
Jacob Bender	Capt. Shields
W. O. Bowser	Capt. Malotte
Ivan	Capt. Teach
L. R. Fechtig	Capt. Bowers
Little Walter	Capt. Ardinger
Sally Burwell	Capt. Taylor
L. W. Ginnand	Capt. Huff
S. M. Storm	Capt. Huff
Geo. A. Hoffman	Capt. Piper
Martha S. Fernsner	Capt. Hassett
R. A. Driver	Capt. Drenner
Emma Mertens	Capt. Kimmel

ES, Fri. 9/7/88, p. 4. **Grain Receipts** – Canal boat Col. Victor L. Baughman arrived with 2,000 bushels of wheat and 2,000 bushels of corn for G. T. Dunlop. Canal boat Seneca arrived with 300 barrels of flour and 700 bushels of wheat for G. T. Dunlop.

Canal Trade 1888

Sat. 9/8/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,191 to 1,198 inclusive, left this port up to 3 o'clock p. m. today (Sept. 8, 1888):

Consolidation Co. - To Georgetown:
 Sally Burwell Capt. Taylor 110 00
 S. M. Storm Capt. Huff 111 07
 L. W. Ginnand Capt. Huff 110 18
 Henry Hanekamp Capt. Bowers 109 08
 W. R. Lewis Capt. Bender 107 10

To Williamsport:
 Lutie & Monie Capt. Shupp 114 02
 D. W. Malotte Capt. Malotte 110 07

Borden Co. - To Georgetown:
 Martha S. Fernsner Capt. Hassett 112 05

George's Creek Co. - To Georgetown:
 J. W. Veale Capt. Groom 111 19

INCOMING BOATS

North Branch Lock, Sept. 8, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

D. W. Malotte	Capt. Malotte
W. R. Lewis	Capt. Bender
Lutie & Monie	Capt. Shupp
Nita K. Phelps	Capt. Hine
Youghiogeny	Capt. Lahey
Park Agnew	Capt. Weaver
Enterprise	Capt. Curtis
J. W. Veale	Capt. Groom
Maj. L. L. Blake	Capt. Reid
A. G. Johnson	Capt. Read
W. S. Jacques	Capt. Davis
Abram Kroon	Capt. Ryan
Sarah Kroon	Capt. Ryan
Ruby	Capt. Fahey
Victor	Capt. Kelly

ES, Sat. 9/8/88, p. 5. **Grain Receipts** – Canal boat Loudoun arrived with 2,500 bushels of wheat and 1,000 bushels of corn for G. T. Dunlop.

Mon. 9/10/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,198 to 1,206 inclusive, left this port up to 3 o'clock p. m. today (Sept. 10, 1888):

George's Creek Co. - To Georgetown:
 Sarah Kroon Capt. Ryan 109 18
 Abram Kroon Capt. Ryan 112 10
 Elk Garden - To Georgetown:
 W. S. Jacques Capt. Davis 112 05

To Williamsport:

Ruby	Capt. Fahey	87 16
Enterprise	Capt. Curtis	112 12

Consolidation Co. - To Williamsport:

Nellie & Davie	Capt. Patton	108 00
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To Georgetown:

Zadock Williams	Capt. Mose	116 02
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F. O. Beckett	Capt. Benner	111 08
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INCOMING BOATS

North Branch Lock, Sept. 10, 3. p. m.

The following light boats passed this lock since 3 o'clock Sat. enroute for Cumberland:

John K. Shaw	Capt. Bender
Samuel Henry	Capt. Patton
Mary Mertens	Capt. Conrad
Charles Darrow	Capt. Neil
F. O. Beckett	Capt. Benner
Allegheny	Capt. Dixon
Eugene	Capt. Teach
Zadock Williams	Capt. Mose
Mary E. Holmes	Capt. Malone
A. H. Stumps	Capt. Helgoth
Nellie & Davie	Capt. Patton
C. R. Gregory	Capt. McLucas
Juanita	Capt. Little
J. H. Reid	Capt. Ensminger
B. R. Mayfield	Capt. Crampton
Mary	Capt. Tice

Tue. 9/11/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,198 to 1,206 inclusive, left this port up to 3 o'clock p. m. today (Sept. 11, 1888):

George's Creek Co. - To Georgetown

Allegheny	Capt. Dixon	114 00
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Consolidation Co. - To Williamsport

McK Steffey	Capt. McKelvey	111 06
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To Georgetown:

A. P. Mayfield	Capt. Moore	112 17
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W. J. Stephenson	Capt. Moore	112 06
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INCOMING BOATS

North Branch Lock, Sept. 11, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

W. J. Stephenson	Capt. Moore
A. P. Mayfield	Capt. Moore
McK Steffey	Capt. McKelvey
R. P. Mason	Capt. Zimmerman
Wallace	Capt. Gray
C. W. Ridley	Capt. Barger

Canal Trade 1888

C. W. Adams	Capt. Jackson
W. H. C. Bayley	Capt. Hebb
Cigarette	Capt. Gay
Frankie & Jessie	Capt. Young

Wed. 9/12/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,198 to 1,206 inclusive, left this port up to 3 o'clock p. m. today (Sept. 12, 1888):

George's Creek Co. - To Georgetown		
James H. Reid	Capt. Ensminger	112 19
Frankie & Jessie	Capt. Young	113 00
Elk Garden - To Williamsport		
Cigarette	Capt. Gay	109 01
C. R. Gregory	Capt. McLucas	112 01
Consolidation Co. - To Williamsport		
Frankie & Fannie	Capt. McCardell	112 02
W. O. Bowser	Capt. Malotte	111 13
M. A. Shupp	Capt. Shupp	114 06
To Georgetown		
James Goddard	Capt. Penner	114 14
G. A. McIlhenny	Capt. Kane	111 11

INCOMING BOATS

North Branch Lock, Sept. 12, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

G. A. McIlhenny	Capt. Kean
Winter	Capt. Fox
M. A. Shupp	Capt. Shupp
Potomac	Capt. Riley
James Goddard	Capt. Kimmel
W. D. Walbridge	Capt. McMullen
Ivan	Capt. Teach
W. O. Bowser	Capt. Malotte
John H. Parrott	Capt. Gray
Frankie & Fannie	Capt. McCardell
T. J. Shiflet	Capt. McIlhenny
James R. Eddy	Capt. Kerns
Little Rob	Capt. Moore
Highlander	Capt. Eaton
Benj. Vaughn	Capt. Sigler
T. K. Stewart	Capt. Penner
Chas. R. White	Capt. Stride
Lutie & Monie	Capt. Shupp

Thu. 9/13/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 2,007 to 2,017 inclusive, left this port up to 3 o'clock p. m. today (Sept. 13, 1888):

George's Creek Co. - To Georgetown

Garrett F. S.	Capt. Young	111 19
Highlander	Capt. Young	111 18
Gen. Garfield	Capt. Young	112 12
Little Rob	Capt. Young	112 15

Consolidation Co. - To Williamsport

Victor	Capt. Kelly	105 02
Lutie & Monie	Capt. Shupp	111 15

To Georgetown:

C. D. Warfield	Capt. Pierce	112 02
W. J. Walker	Capt. Hemphill	110 16

Borden Co. - To Georgetown

Elizabeth Miller	Capt. Hassett	115 03
T. J. Shiflet	Capt. Young	111 10

Elk Garden - To Williamsport

Ivan	Capt. Teach	112 16
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INCOMING BOATS

North Branch Lock, Sept. 13, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Lutie & Monie	Capt. Shupp
Salina	Capt. Gerhard
Gen. Garfield	Capt. Young
W. J. Walker	Capt. Hemphill
Elizabeth Miller	Capt. Hassett
Delaware	Capt. Manning
Emma Mertens	Capt. Penner
Olive V.	Capt. McCardell
W. T. Coulehan	Capt. Young
Garnet F. S.	Capt. Young
C. D. Warfield	Capt. Pierce
W. H. Cooper	Capt. Bear
Oxford	Capt. Slide
A. Jackson Clark	Capt. Keesucker
W. F. Creighton	Capt. Swain
M. B. Winship	Capt. Yost
Eva Snyder	Capt. Hassett
Ruby	Capt. Fahey

Fri. 9/14/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 2,007 to 2,017 inclusive, left this port up to 3 o'clock p. m. today (Sept. 14, 1888):

Consolidation Co. - To Williamsport

Little Walter	Capt. Ardinger	113 09
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To Georgetown:

Charles Mann	Capt. Kreitzer	112 13
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George's Creek Co. - To Georgetown

M. B. Winship	Capt. Yost	111 19
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W. F. Creighton	Capt. Swain	112 09
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Delaware	Capt. Manning	114 04
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Canal Trade 1888

G. N. Shuman	Capt. Bowers	113 19
Borden Co. - To Georgetown		
Martha S. Fernsner	Capt. Hassett	116 06
Elk Garden - To Georgetown		
James R. Eddy	Capt. Kerns	113 08

INCOMING BOATS

North Branch Lock, Sept. 14, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

G. N. Shuman	Capt. Bowers
D. W. Malotte	Capt. Malotte
Susquehanna	Capt. Stickles
Little Walter	Capt. Ardinger
Charles Darrow	Capt. Ingalls
Harry & Ralph	Capt. Walds
Capella	Capt. Hall
Nellie & Davie	Capt. Patton

Sat. 9/15/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 2,018 to 2,023 inclusive, left this port up to 3 o'clock p. m. today (Sept. 15, 1888):

Consolidation Co. - To Williamsport		
Mary	Capt. Tice	113 07
McK Steffey	Capt. McKelvey	112 03
Elk Garden - To Georgetown		
Isabella	Capt. Sensel	114 00
To Williamsport		
Enterprise	Capt. Curtis	110 17
George's Creek Co. - To Georgetown		
Mary Burgess	Capt. Young	114 18

INCOMING BOATS

North Branch Lock, Sept. 15, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

D. Armstrong	Capt. Marmaduke
Isabella	Capt. Sensel
Mary Burgess	Capt. Zimmerman
McK Steffey	Capt. McKelvey
Enterprise	Capt. Curtis
Mary	Capt. Tice

Mon. 9/17/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,737 to 1,747 inclusive, left this port up to 3 o'clock p. m. today (Sept. 17, 1888):

Consolidation Co. - To Georgetown		
L. P. Read	Capt. Dunnigan	111 02
Thomas H. Gibbs	Capt. Grimm	111 06
To Williamsport:		

D. W. Malotte	Capt. Malotte	108 01
Frankie & Fannie	Capt. McCardell	107 10
M. A. Shupp	Capt. Shupp	106 07
Lutie & Monie	Capt. Shupp	105 17
Unexpected	Capt. Hornsby	111 13

George's Creek Co. - To Georgetown

A. Greenless, Jr.	Capt. Shives	112 17
Muskingum	Capt. Zellers	111 05

W. Va. C. & P. R. R. - To Georgetown

C. R. Gregory	Capt. McLucas	107 18
Eugene	Capt. Teach	110 15

INCOMING BOATS

North Branch Lock, Sept. 17, 3. p. m.

The following light boats passed this lock since 3 o'clock Sat. enroute for Cumberland:

C. R. Gregory	Capt. McLucas
Frankie & Fannie	Capt. McCardell
A. Greenless, Jr.	Capt. Shives
Iowa	Capt. Penner
Unexpected	Capt. Hornsby
M. A. Shupp	Capt. Shupp
Geo. L. Sheriff	Capt. Cartwright
Lutie & Monie	Capt. Shupp
Eugene	Capt. Teach
Victor	Capt. Kelly
L. P. Read	Capt. Dunnigan
Muskingum	Capt. Zellers
River Nile	Capt. Burns
A. M. White	Capt. Reid
T. H. Gibbs	Capt. Grimm
Lido	Capt. Mosier
W. O. Bowser	Capt. Malotte
Mary L. Miles	Capt. Farrow
Percy	Capt. Sensel
E. A. Hoffman	Capt. Piper
G. S. Renner	Capt. Sorrell
W. B. Lloyd	Capt. Murray
Ivan	Capt. Teach
T. L. Holbrook	Capt. Snyder

Tue. 9/18/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,747 to 1,754 inclusive, left this port up to 3 o'clock p. m. today (Sept. 18, 1888):

George's Creek Co. - To Georgetown		
A. M. White	Capt. Reid	116 08
A. H. Brandt	Capt. Mose	111 00
T. L. Holbrook	Capt. Snyder	113 05
John Spencer	Capt. Penner	113 11
Borden Mining Co. - To Georgetown		

Lido Capt. Hassett 115 18
 Consolidation Co. - To Georgetown
 G. S. Renner Capt. Sorrell 112 00
 To Williamsport:
 W. O. Bowser Capt. Malotte 109 14

INCOMING BOATS

North Branch Lock, Sept. 18, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

C. R. Gregory	Capt. McLucas
John Spencer	Capt. Penner
A. H. Brandt	Capt. Mose
John W. Thompson	Capt. Staley
J. H. Milstead	Capt. Booth
Wm King	Capt. McCoy
J. P. Hewitt	Capt. Swain
Ruby	Capt. Fahey

ES, Tue. 9/18/88, p. 6. **The Chesapeake and Ohio Canal Co. Exempt from Taxation**

Some time ago *The Star* called attention to Assessor Fish's letter to the Commissioners relative to the delinquent taxes of the Chesapeake and Ohio Canal Co. It appears that when the canal received its charter certain ground was exempted from taxation. Since the canal company ceased to exist these lands have been put on the assessor's books as taxable property. The matter was referred to Attorney Riddle for an opinion. In passing upon it he says he can see no reason why the tax should not be enforced as on other lands, but that he greatly doubts its liability while the property of the company. He calls attention to the exemption clause in the canal charter, which reads, "not while and so long as it works the canal authorized, but forever exempt from any taxation, imposition or payment whatsoever." In conclusion, he says that so long as the company exists he does not think any tax can be enforced on its property.

Wed. 9/19/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,754 to 1,761 inclusive, left this port up to 3 o'clock p. m. today (Sept. 19, 1888):

Consolidation Co. - To Georgetown		
Elbe River	Capt. Swain	109 11
E. P. Cohill	Capt. Pittman	109 10
E. A. King	Capt. Murphy	112 15
G. M. Barroll	Capt. Murphy	111 08

George's Creek Co. - To Georgetown		
Youghiogheny	Capt. Linaburg	114 13
Emma Mertens	Capt. Rodeniser	118 05
Consolidation Co. - To Williamsport		
Nellie & Davie	Capt. Patton	109 09

INCOMING BOATS

North Branch Lock, Sept. 18, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Park Agnew	Capt. Weaver
G. M. Barroll	Capt. Murphy
Libbie	Capt. Ensminger
E. A. King	Capt. Murphy
Youghiogheny	Capt. Linaburg
Emma Mertens	Capt. Rosenheimer
Nellie & Davie	Capt. Patton
E. P. Cohill	Capt. Pittman
Lyda	Capt. Swain
J. L. Sly	Capt. Sterling
H. Hanekamp	Capt. Bowers
Lafayette	Capt. Young
M. E. Grove	Capt. Little

Wed. 9/19/88, p. 4.⁷ **The District Government**

The attorney of the District has determined that the Chesapeake & Ohio Canal is exempted from taxation so long as the canal company exists, it matters not into whose hands the management of the canal may fall.

Thu. 9/20/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,754 to 1,761 inclusive, left this port up to 3 o'clock p. m. today (Sept. 20, 1888):

Elk Garden - To Georgetown		
Nita K. Phelps	Capt. Hine	115 03
George's Creek Co. - To Georgetown		
David A. Lowe	Capt. McCann	117 13
Detroit	Capt. Young	120 07
Here I Am	Capt. Young	116 14
Eva	Capt. Schoppert	110 08
Consolidation Co. - To Williamsport		
Mary	Capt. Tice	108 17
McK Steffey	Capt. McKelvey	112 18

INCOMING BOATS

North Branch Lock, Sept. 20, 3. p. m.

⁷ *The Washington Critic*, Washington, D.C., newspaper.

Canal Trade 1888

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Here I Am	Capt. Harper
Detroit	Capt. Harper
Mississippi	Capt. Byroads
Eva	Capt. Schoppert
McK Steffey	Capt. McKelvey
Nita K. Phelps	Capt. Hine
David A. Lowe	Capt. McCann
Mary	Capt. Tice
Mayor	Capt. Reid
C. D. Warfield	Capt. Pierce
E. R. Ladew	Capt. Carroll
Daniel Linkins	Capt. Mose

Fri. 9/21/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,754 to 1,761 inclusive, left this port up to 3 o'clock p. m. today (Sept. 21, 1888):

Consolidation Co. - To Williamsport		
Little Walter	Capt. Ardinger	112 01
D. W. Malotte	Capt. Malotte	113 06
To Georgetown:		
Daniel Linkins	Capt. Moore	109 02
C. W. Adams	Capt. Jackson	112 00
George's Creek Co. - To Georgetown		
Dr. A. Shank	Capt. Young	115 12
Alfred Wood	Capt. Atwell	113 03
W. Va. C. & P. R. R. - To Williamsport		
Enterprise	Capt. Curtis	109 13
C. R. Gregory	Capt. McLucas	112 17

INCOMING BOATS

North Branch Lock, Sept. 21, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Judge J. Douglas	Capt. McCarty
A. Wood	Capt. Atwell
C. R. Gregory	Capt. McLucas
D. W. Malotte	Capt. Malotte
Enterprise	Capt. Curtis
C. W. Adams	Capt. Jackson
Mattie	Capt. Leopold
Little Walter	Capt. Ardinger
Frankie & Fannie	Capt. McCardell
L. P. Hieston	Capt. Brubaker
J. W. Veale	Capt. Groom
W. R. Lewis	Capt. Bender

ES, Fri. 9/21/88, p. 6. **Grain Receipts** – Canal boat Loudoun arrived with 1,800 bushels of wheat for G. T. Dunlop.

Sat. 9/22/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,754 to 1,761 inclusive, left this port up to 3 o'clock p. m. today (Sept. 22, 1888):

George's Creek Co. - To Georgetown		
Samuel Henry	Capt. Groom	111 13
Burke Spencer	Capt. Eaton	114 00
Wm J. Booth	Capt. Stride	115 19
Savannah	Capt. Cramer	112 19
Consolidation Co. - To Williamsport		
M. A. Shupp	Capt. Shupp	112 17
Victor	Capt. Kelly	106 01
To Georgetown:		
W. H. C. Bayley	Capt. Hebb	112 03
L. P. Hieston	Capt. Brubaker	110 09
Elk Garden - To Georgetown		
Plough Boy	Capt. Kenny	111 04

INCOMING BOATS

North Branch Lock, Sept. 22, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Theodore Dean	Capt. Wolf
W. J. Booth	Capt. Stride
Burke Spencer	Capt. Eaton
Savannah	Capt. Cramer
M. A. Shupp	Capt. Shupp
Plough Boy	Capt. Kenny
Victor	Capt. Kelly
Samuel Henry	Capt. Groom
A. G. Johnson	Capt. Read
W. H. C. Bayley	Capt. Hebb
Missouri	Capt. Ardinger
Ruby	Capt. Fahey
Eugene	Capt. Teach
Harry Wagner	Capt. James
Deer Park	Capt. McAtee

ES, Sat. 9/22/88, p. 8. **Grain Receipts** – Canal boat Beulah arrived with 4,000 bushels of wheat for G. T. Dunlop.

Mon. 9/24/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,761 to 1,772 inclusive, left this port up to 3 o'clock p. m. today, (Sept. 24, 1888):

Consolidation Co. - To Georgetown

Canal Trade 1888

G. M. Winship	Capt. Shaw	114 13
A. L. Miller	Capt. Dean	112 03
Zadock Williams	Capt. Mose	113 12
Consolidation Co. - To Williamsport:		
Nellie & Davie	Capt. Patton	108 13
W. O. Bowser	Capt. Malotte	109 01
George's Creek Co. - To Georgetown		
Martha S. Fernsner	Capt. Kinsel	113 08
Geo. Sherman	Capt. Myers	114 08
J. E. Dyer & Bro	Capt. Neal	111 14
Maj. L. L. Blake	Capt. Reid	116 11
W. Va. C. & P. R. R. - To Georgetown		
Jacob Bender	Capt. Shields	112 08
To Williamsport:		
Ivan	Capt. Teach	112 00

INCOMING BOATS

North Branch Lock, Sept. 24, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Maj. L. L. Blake	Capt. Reid
G. M. Winship	Capt. Shaw
A. L. Miller	Capt. Dean
Amazon	Capt. Ingram
G. M. Barroll	Capt. Ingram
S. M. Reitzel	Capt. Snyder
W. O. Bowser	Capt. Malotte
J. M. Wheatley	Capt. Lytton
John Miller	Capt. Artz
John Teach	Capt. Hill
J. Maury Dove	Capt. Hill
G. W. Wallace	Capt. Wilson
J. P. Hewitt	Capt. Swain
N. C. Read	Capt. Swain
J. E. Dyer & Bro.	Capt. Neal
Martha S. Fernsner	Capt. Kinsel
Geo. Sherman	Capt. Myers
Jacob Bender	Capt. Shields
Chas. W. Miller	Capt. Driscoll
Pilot Boy	Capt. Hager
C. W. Ridley	Capt. Barger
Zadock Williams	Capt. Mose
Ivan	Capt. Teach
Geo. S. French	Capt. Gannon
Nellie & Davie	Capt. Patton
R. H. James	Capt. Weaver
Marshall Wise	Capt. Bowers
Altoona	Capt. Bowers
J. B. Thomas	Capt. Cramer
Frankie & Jessie	Capt. Long
T	Capt. Clendenning

F. O. Beckett	Capt. Benner
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Tue. 9/25/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,772 to 1,782 inclusive, left this port up to 3 o'clock p. m. today (Sept. 25, 1888):

Consolidation Co. - To Georgetown		
J. M. Wheatley	Capt. Lytton	111 09
F. O. Beckett	Capt. Benner	110 19
John Miller	Capt. Artz	111 11
To Williamsport:		
Mary	Capt. Tice	112 04
Geo. S. French	Capt. Gannon	107 04
George's Creek Co. - To Georgetown		
Winter	Capt. Young	115 17
C. W. Ridley	Capt. Barger	116 01
Frankie & Jessie	Capt. Young	114 10
Elk Garden - To Georgetown		
James R. Eddy	Capt. Kerns	116 11

INCOMING BOATS

North Branch Lock, Sept. 25, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Mary	Capt. Tice
Dakota	Capt. Hart
Voltaire	Capt. Taylor
James R. Eddy	Capt. Kerns
Winter	Capt. Fox
Crone	Capt. Ragan
Altoona	Capt. Ragan
John H. Parrott	Capt. Smith
Geo. Bogus	Capt. Davis
W. S. Jacques	Capt. Davies
McK Steffey	Capt. McKelvey
R. A. Driver	Capt. Drenner
Lutie & Monie	Capt. Shupp
Rainbow	Capt. Bond

ES, Tue. 9/25/88, p. 6. **Grain Receipts** – Canal boat Maryland arrived with 1,500 bushels of corn and 1,400 bushels of wheat for G. T. Dunlop. Canal boat Seneca arrived with 1,800 bushels wheat and 100 barrels of flour for G. T. Dunlop.

Wed. 9/26/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,772 to 1,782 inclusive, left this port up to 3 o'clock p. m. today (Sept. 26, 1888):

Consolidation Co. - To Georgetown		
Geo. Bogus	Capt. Davis	110 10

Canal Trade 1888

W. S. Jacques	Capt. Davis	114 19
J. B. Thomas	Capt. Cramer	108 09
To Williamsport:		
D. W. Malotte	Capt. Malotte	110 12
Lutie & Monie	Capt. Shupp	112 11
George's Creek Co. - To Georgetown		
Allegheny	Capt. Dixon	114 06
A. Jackson Clark	Capt. Kerns	113 18
W. D. Walbridge	Capt. McMullen	113 06
Rainbow	Capt. Young	113 15
Elk Garden - To Williamsport		
Ruby	Capt. Fahey	87 12
C. R. Gregory	Capt. McLucas	113 04

INCOMING BOATS

North Branch Lock, Sept. 26, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Jas. Z. Williams	Capt. Reynolds
Ruby	Capt. Fahey
W. D. Walbridge	Capt. McMullen
A. Jackson Clark	Capt. Kerns
C. R. Gregory	Capt. McLucas
Onego	Capt. Benner
D. W. Malotte	Capt. Malotte
Frankie & Fannie	Capt. McCardell
Allegheny	Capt. Dixon
Mary Mertens	Capt. Conrad
Potomac	Capt. Riley
John K. Shaw	Capt. Bender
Dr. A. Stump	Capt. Helgoth
T. L. Shiflet	Capt. McIlhenny

Thu. 9/27/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,782 to 1,791 inclusive, left this port up to 3 o'clock p. m. today (Sept. 27, 1888):

George's Creek Co. - To Georgetown		
Salina	Capt. Young	114 09
Juanita	Capt. Little	115 09
Little Rob	Capt. Young	116 17
Consolidation Co. - To Georgetown		
G. A. McIlhenny	Capt. Kean	115 15
R. A. Driver	Capt. Drenner	113 13
T. K. Stewart	Capt. Penner	112 08
To Williamsport:		
M. A. Shupp	Capt. Shupp	113 03
Victor	Capt. Kelly	106 15
Elk Garden - To Williamsport		
Eugene	Capt. Teach	111 03

INCOMING BOATS

North Branch Lock, Sept. 27, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Geo. A. McIlhenny	Capt. Kean
Little Rob	Capt. Mose
T. K. Stewart	Capt. Penner
Juanita	Capt. Little
M. A. Shupp	Capt. Shupp
Victor	Capt. Kelly
Eugene	Capt. Teach
H	Capt. Barrow
Salina	Capt. Gerhard
Benj. Vaughn	Capt. Sigler
Little Walter	Capt. Ardinger

ES, Thu. 9/27/88, p. 6. **The Cumberland Coal**

Trade – The shipments from the mines of the Cumberland coal region for the week ended Saturday, September 22, were 79,739 tons, and for the year to that date were 2,596,707 tons, an increase of 28,914 tons as compared with the corresponding period of 1887. The shipments to the Chesapeake and Ohio Canal for the week were 8,595 tons, and for the year to that date 207,474 tons, an increase of 14,512 tons as compared with last year.

Grain Receipts – Canal boat Col. Victor L. Baughman arrived with 4,000 bushels of wheat for G. T. Dunlop.

Fri. 9/28/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,791 to 1,796 inclusive, left this port up to 3 o'clock p. m. today (Sept. 28, 1888):

George's Creek Co. - To Georgetown		
Highlander	Capt. Young	118 02
J. H. Reid	Capt. Ensminger	115 07
Elk Garden - To Georgetown		
Garnet F. S.	Capt. Taylor	112 10
To Williamsport:		
Enterprise	Capt. Curtis	112 12
Consolidation Co. - To Georgetown		
D. W. Malotte	Capt. Malotte	112 17

INCOMING BOATS

North Branch Lock, Sept. 28, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Enterprise	Capt. Curtis
S	Capt. Davis
Highlander	Capt. Eaton

Canal Trade 1888

James H. Reid	Capt. Ensminger
Garnet F. S.	Capt. Taylor
Gen. Garfield	Capt. Myers
W. O. Bowser	Capt. Malotte
Ivan	Capt. Teach
R. P. Mason	Capt. Zimmerman
Suwannee River	Capt. Gray
W. H. Cooper	Capt. Bear
Nellie & Davie	Capt. Patton

Sat. 9/29/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,791 to 1,796 inclusive, left this port up to 3 o'clock p. m. today (Sept. 29, 1888):

George's Creek Co. - To Georgetown

Geo. A. Hoffman	Capt. Piper	114 12
Delaware	Capt. Manning	112 08
M. B. Winship	Capt. Yost	112 14

Borden Co. - To Round Top

Cigarette	Capt. Gay	100 19
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To Georgetown:

Elizabeth Miller	Capt. Hassett	114 10
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Elk Garden - To Georgetown

R. P. Mason	Capt. Zimmerman	116 10
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To Williamsport:

Ivan	Capt. Teach	110 12
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Consolidation Co. - To Georgetown

B. R. Mayfield	Capt. Crampton	114 03
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INCOMING BOATS

North Branch Lock, Sept. 29, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

M. B. Winship	Capt. Yost
E. A. King	Capt. Mills
Geo. A. Hoffman	Capt. Piper
W. T. Coulehan	Capt. Taylor
B. R. Mayfield	Capt. Crampton
Delaware	Capt. Manning
Elizabeth Miller	Capt. Moore
A. Greenless, Jr.	Capt. Shives
Cigarette	Capt. Gay
W. F. Creighton	Capt. Swain
Geo. S. French	Capt. Gannon
Mary Burgess	Capt. Young
John Spencer	Capt. Renner
Muskingum	Capt. Zellers
A. M. White	Capt. Reid
Youghiogheny	Capt. Linaburg
Percy	Capt. Sensel
L. P. Read	Capt. Dunnigan

John P. Agnew	Capt. Eaton
Kitty	Capt. Eaton

Mon. 10/1/1888, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,796 to 1,808 inclusive, left this port up to 3 o'clock p. m. today (Oct. 1, 1888):

Consolidation Co. - To Georgetown

James Goddard	Capt. Penner	112 04
Chas. R. White, Jr.	Capt. Stride	114 14

To Williamsport:

Lutie & Monie	Capt. Shupp	110 13
McK Steffey	Capt. McKelvey	115 00
Mary	Capt. Tice	111 14

Elk Garden - To Georgetown

H. S. Dixon	Capt. McCormick	114 03
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INCOMING BOATS

North Branch Lock, Oct. 1, 3. p. m.

The following light boats passed this lock since 3 o'clock Sat. enroute for Cumberland:

James Goddard	Capt. Penner
G. N. Shuman	Capt. Bowers
Emma Mertens	Capt. Kimble
Mary	Capt. Tice
McK Steffey	Capt. McKelvey
Chas. R. White	Capt. Stride
Park Agnew	Capt. Weaver
Isabella	Capt. Sensel
Lutie & Monie	Capt. Shupp
W. J. Walker	Capt. Hemphill
G. S. Renner	Capt. Sorrell
C. R. Gregory	Capt. McLucas
C. W. Adams	Capt. Jackson
River Nile	Capt. Burns
Iowa	Capt. Penner
Frankie & Fannie	Capt. McCardell
Lido	Capt. Mosier
Nita K Phelps	Capt. Hine
W. H. C. Bayley	Capt. Hebb
Victor	Capt. Kelly
T. H. Gibbs	Capt. Grimm
Sally Burwell	Capt. Taylor
L. W. Ginnand	Capt. Huff
S. M. Storm	Capt. Huff
Libbie	Capt. Ensminger
C. D. Warfield	Capt. Pierce
Chas Laing	Capt. Pearre
Ruby	Capt. Fahey
Susquehanna	Capt. Stickles
D. W. Malotte	Capt. Malotte

Canal Trade 1888

W. J. Stephenson	Capt. Moore
A. P. Mayfield	Capt. Moore
W. B. Lord	Capt. Murray
J. H. Milstead	Capt. Roof
W. T. Hassett	Capt. Snyder

Tue. 10/2/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,796 to 1,802 inclusive, left this port up to 3 o'clock p. m. today (Oct. 2, 1888):

Consolidation Co. - To Georgetown		
W. H. C. Bayley	Capt. Hebb	110 12
C. D. Warfield	Capt. Hemphill	111 01
Victor	Capt. Kelly	109 03
To Williamsport:		
D. W. Malotte	Capt. Malotte	111 07
Frankie & Fannie	Capt. McCardell	109 10
Lido	Capt. Mosier	106 00
George's Creek Co. - To Georgetown		
Iowa	Capt. Penner	113 00
John P. Agnew	Capt. Eaton	116 05
Kitty	Capt. Eaton	112 04
Susquehanna	Capt. Stickle	111 00
Elk Garden - To Georgetown		
Nita K. Phelps	Capt. Hine	113 04
Isabella	Capt. Sensel	111 06
To Williamsport:		
Ruby	Capt. Havermale	87 04

INCOMING BOATS

North Branch Lock, Oct. 2, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Herald	Capt. Fields
T. L. Holbrook	Capt. Snyder
Harry & Ralph	Capt. Worlds
Ollie V.	Capt. Kline
M. A. Shupp	Capt. Shupp
Charles Darrow	Capt. Ingalls
J. L. Sly	Capt. Sterling
J. P Hewitt	Capt. Swain
A. H. Brandt	Capt. Pickles
Zadock Williams	Capt. Mose

ES, Tue. 10/2/88, p. 6. **Grain Receipts** – Canal boat Seneca arrived with 700 bushels of wheat and 100 barrels of flour for G. T. Dunlop.

Wed. 10/3/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,796 to 1,802 inclusive, left this port up to 3 o'clock p. m. today (Oct. 3, 1888):

Consolidation Co. - To Georgetown		
Charles Mann	Capt. Pierce	113 01
L. W. Ginnand	Capt. Huff	112 03
S. M. Storm	Capt. Huff	114 12
Sally Burwell	Capt. Taylor	112 16
Zadock Williams	Capt. Mose	111 12
To Williamsport:		
Libbie	Capt. Ensminger	112 06
Nellie & Davie	Capt. Patton	108 01
M. A. Shupp	Capt. Shupp	116 04
George's Creek Co. - To Georgetown		
J. H. Milstead	Capt. Rouf	112 15
Ollie V.	Capt. Kline	111 18
A. H. Brandt	Capt. Mose	110 12
W. B. Lloyd	Capt. Murray	112 16
Elk Garden - To Georgetown		
Herald	Capt. Young	112 09
Percy	Capt. Sensel	113 09

INCOMING BOATS

North Branch Lock, Oct. 3, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

B. C. Barroll	Capt. McLucas
Nellie & Davie	Capt. Patton
Eugene	Capt. Teach
Ivan	Capt. Teach
M. E. Grove	Capt. Little
J. W. Veale	Capt. Groom

AG, Wed. 10/3/88, p. 4. **Lease of the Chesapeake and Ohio Canal** – President Fisher, of the Baltimore Board of Trade, in his annual report says: "It is to be regretted that our efforts in behalf of inducing the legislature to lease or otherwise dispose of the Chesapeake and Ohio Canal were no equally successful. This canal always has been, and always will be, a constant drain upon the treasury of the State, without being of any adequate benefit to any portion of its citizens. We are clearly of the opinion that the State should either sell or lease the canal. We protested against its acquiring the \$500,000 repair bonds, or appropriating another dollar to continue the canal under the present system. The lease proposed by the Western Maryland Railroad seems the most feasible plan yet presented, and since the city is practically the owner of that road

it would be a happy combination of circumstances, that would, at the same time, relieve the State of that incubus and place the railroad in a far better position to meet the annual interest due the city. Under the proposed lease the interests of those dependent upon the canal for transportation were fully protected, and the trade of the city and railroad would have been materially increased; instead of the State keeping up this feeder to Georgetown and Washington at great expense, it would have turned the trade that now seeks those cities to its own metropolis.

Thu. 10/4/88, p. 3. **Money for Canal Employees**

The canal pay boat, *Maryland*, left Georgetown on Monday and arrived here this morning. She brought as passengers President Gambrill, of the canal, accountant Ayers and Mr. Riley, of Annapolis. To a *Times* reporter it was stated by the officials that \$10,495 had been paid the employees for the month of March, 1888, and also \$10,000 for the years 1883, 1884 and 1887, and advances on the year 1888. This makes in all \$20,415 paid to employees on this trip alone. The canal was found to be in god condition throughout. These pay trips cannot be made too often to suit the employees of the company. The gentlemen in charge left on this afternoon's East-bound Express.

Ibid, p. 4. A portion of this page was cut out and so we have only the following

INCOMING BOATS:

Elbe River	Capt. Swain
Little Walter	Capt. Ardinger
E. P. Cohill	Capt. Pittman
Harry & Ralph	Capt. McDonald
Wm. King	Capt. McCoy
E. M. Ginevan	Capt. Doyle
Enterprise	Capt. Curtis
David A. Lowe	Capt. McCann
W. R. Lewis	Capt. Bender

Fri. 10/5/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,796 to 1,802 inclusive, left this port up to 3 o'clock p. m. today (Oct. 5, 1888):

Consolidation Co. - To Georgetown		
C. F. Mayer	Capt. Reid	115 13
B. R. Mayfield	Capt. Reid	109 10
Wm. King	Capt. McCoy	114 01

McK Steffey	Capt. McKelvey	106 15
Lutie & Monie	Capt. Shupp	115 10
Elk Garden - To Georgetown		
Ivan	Capt. Teach	110 18

INCOMING BOATS

North Branch Lock, Oct. 5, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

M. L. Myles	Capt. Farrell
Geo. S. French	Capt. Gannon
Eva	Capt. Snyder
Here I Am	Capt. Harper
Detroit	Capt. Harper
Lutie & Monie	Capt. Shupp
McK Steffey	Capt. McKelvey
Geo. L. Sheriff	Capt. Cartwright
C. R. Gregory	Capt. McLucas
Deer Park	Capt. McAtee
Ruby	Capt. Havermale

Sat. 10/6/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,702 to 1,813 inclusive, left this port up to 3 o'clock p. m. today (Oct. 6, 1888):

George's Creek Co. - To Georgetown

John H. Parrott	Capt. Smith	113 04
R. H. Jones	Capt. Weaver	112 04
Little Walter	Capt. Wilson	112 13

Consolidation Co. - To Georgetown

Geo. L. Sheriff	Capt. Cartwright	114 10
Geo. S. French	Capt. Gannon	110 00
W. R. Lewis	Capt. Bender	111 18

To Williamsport:

Frankie & Fannie	Capt. McCardell	109 09
C. W. Adams	Capt. Jackson	111 04
Mary	Capt. Tice	110 18

Borden Co. - To Georgetown

Lafayette	Capt. Young	114 00
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Elk Garden - To Williamsport

C. R. Gregory	Capt. McLucas	110 17
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INCOMING BOATS

North Branch Lock, Oct. 6, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Little Walter	Capt. Wilson
D. Armstrong	Capt. Marmaduke
John H. Parrott	Capt. Smith
C. W. Adams	Capt. Jackson
R. H. Jones	Capt. Weaver
Mary	Capt. Tice

Canal Trade 1888

Eva	Capt. Shaffer
Frankie & Fannie	Capt. McCardell
Oxford	Capt. Snyder
James R. Eddy	Capt. Kerns
Alfred Woods	Capt. Atwell
Mississippi	Capt. Byroads
Cigarette	Capt. Gay

Monday 10/8/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,814 to 1,841 inclusive, left this port up to 3 o'clock p. m. today (Oct. 8, 1888):

Consolidation - To Williamsport

Nellie & Davie	Capt. Patton	110 18
Lido	Capt. Mosier	113 13
M. A. Shupp	Capt. Shupp	113 12
Victor	Capt. Kelly	116 08

George's Creek - To Georgetown

Judge J. Douglas	Capt. McCarty	114 04
Here I Am	Capt. Young	118 17

Elk Garden - To Williamsport

Ruby	Capt. Havermale	91 13
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INCOMING BOATS

North Branch Lock, Oct. 8, 3 p.m.

The following light boats passed this lock since 3 o'clock, enroute for Cumberland:

Victor	Capt. Kelly
Dr. A. Shank	Capt. Davis
Judge J. Douglas	Capt. McCarty
Eva Snyder	Capt. Mosier
Theodore	Capt. Wilson
Martha	Capt. Sensel
M. A. Shupp	Capt. Shupp
Nellie & Davie	Capt. Patton
Mattie	Capt. Leopold
John Spencer	Capt. Eaton

Tue. 10/9/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,814 to 1,841 inclusive, left this port up to 3 o'clock p. m. today (Oct. 9, 1888):

Consolidation - To Williamsport

T. H. Gibbs	Capt. Grimm	110 07
Libbie	Capt. Ensminger	113 04

Consolidation Co. - To Georgetown

W. S. Jacques	Capt. Davis	113 17
Geo. Bogus	Capt. Davis	114 05
T. K. Stewart	Capt. Penner	116 04

INCOMING BOATS

North Branch Lock, Oct. 9, 3 p.m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

W. S. Jacques	Capt. Davis
Geo. Bogus	Capt. Davis
T. H. Gibbs	Capt. Grimm
Winter	Capt. Fox
Jacob Bender	Capt. Shields
T. K. Stewart	Capt. Penner
Libbie	Capt. Ensminger
Miller	Capt. Miller

Wednesday 10/10/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,814 to 1,841 inclusive, left this port up to 3 o'clock p. m. today (Oct. 10, 1888):

George's Creek Co. - To Georgetown

Harry Wagner	Capt. James	112 10
W. J. Booth	Capt. Stride	112 09

Consolidation Co. - To Williamsport

Lutie & Monie	Capt. Shupp	115 17
E. P. Cohill	Capt. Pittman	109 08
McK Steffey	Capt. McKelvey	112 19

To Georgetown:

L. P. Hieston	Capt. Brubaker	113 06
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Elk Garden - To Georgetown

Winter	Capt. Fox	111 00
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INCOMING BOATS

North branch Lock, Oct. 10, 3. p.m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

C. W. Ridley	Capt. Barber
L. P. Hieston	Capt. Brubaker
Harry Wagner	Capt. James
M. J. Booth	Capt. Stride
W. T. Hassett	Capt. Snyder
Eugene	Capt. Leach
McK Steffey	Capt. McKelvey
E. P. Cohill	Capt. Pittman
Ivan	Capt. Teach
Lutie & Monie	Capt. Shupp
Wm. King	Capt. McCoy
G. M. Barroll	Capt. Murphy
E. R. Ladew	Capt. Young
Daniel Linkins	Capt. Moore
Samuel Henry	Capt. Groom
Savannah	Capt. Cramer
G. M. Winship	Capt. Shaw
W. O. Bowser	Capt. Malotte
F. O. Beckett	Capt. Benner

Canal Trade 1888

ES, Wed. 10/10/88, p. 5. **Grain Receipts** – Canal boat Kitty Ann arrived yesterday with 1,200 bushels of wheat for J. G. & J. M. Waters.

Thu. 10/11/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 1,814 to 1,841 inclusive, left this port up to 3 o'clock p. m. today (Oct. 11, 1888):

Consolidation Co. - To Georgetown
J. M. Wheatley Capt. Lytton 111 09
G. M. Winship Capt. Shaw 110 09
F. O. Beckett Capt. Benner 114 04
George's Creek - To Georgetown
Savannah Capt. Cramer 112 04

IINCOMING BOATS

North Branch Lock, Oct. 11, 3. p.m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

R. A. Driver	Capt. Drenner
Maj. L. L. Blake	Capt. Reid
Ruby	Capt. Havermale
Mary	Capt. Tice
Carlisle	Capt. Keesucker
Enterprise	Capt. Curtis
Little Walter	Capt. Ardinger
Geo. A. Hoffman	Capt. Piper
W. D. Walbridge	Capt. McMullen
Martin	Capt. Shaw
G. M. Winship	Capt. Shaw
J. M. Wheatley	Capt. Lytton
C. R. Gregory	Capt. McLucas
D. W. Malotte	Capt. Malotte
Marshall Wise	Capt. Bowers
Altoona	Capt. Bowers

Fri. 10/12/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 1,814 to 1,841 inclusive, left this port up to 3 o'clock p. m. today (Oct. 12, 1888):

George's Creek Co. - To Georgetown
Sarah Kroon Capt. Ryan 110 04
Abram Kroon Capt. Ryan 98 07

Consolidation Co. - To Williamsport
M. A. Shupp Capt. Shupp 114 10
Frankie & Fannie Capt. McCardell 109 04

Elk Garden - To Georgetown
Dr. A. Shank Capt. Pierce 110 01
C. R. Gregory Capt. McLucas 98 01

INCOMING BOATS

North Branch Lock, Oct. 12, 3. p.m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Frankie & Jessie	Capt. Long
M. A. Shupp	Capt. Shupp
Frankie & Fannie	Capt. McCardell
Abram Kroon	Capt. Ryan
Sarah Kroon	Capt. Ryan
Garnet F. S.	Capt. Taylor
W. H. C. Bayley	Capt. Hebb

Sat. 10/13/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 1,841 to 1,847 inclusive, left this port up to 3 o'clock p. m. today (Oct. 13, 1888):

Consolidation Co. - To Williamsport
Nellie & Davie Capt. Patton 114 08
Victor Capt. Kelly 106 18
Consolidation Co. - To Georgetown
W. H. C. Bayley Capt. Hebb 110 03
Zadock Williams Capt. Mose 112 05

Elk Garden - To Hancock
C. R. Gregory Capt. McLucas 96 17
George's Creek - To Georgetown
John Spencer Capt. Penner 111 13

INCOMING BOATS

North branch Lock, Oct. 13, 3. p.m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Victor	Capt. Kelly
John Spencer	Capt. Penner
Plough Boy	Capt. Malone
Nellie & Davie	Capt. Patton
Zadock Williams	Capt. Mose
Nita K Phelps	Capt. Hine
R. P. Mason	Capt. Zimmerman
A. L. Miller	Capt. Dean
Amazon	Capt. Ingram
G. M. Barroll	Capt. Mosier
C. W. Miller	Capt. Driscoll
Pilot Boy	Capt. Hager
J. W. Veale	Capt. Groom
Eva	Capt. Snyder

Mon. 10/15/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 1,847 to 1,859 inclusive, left this port up to 3 o'clock p. m. today (Oct. 15, 1888):

Consolidation Co. - To Georgetown
L. P. Read Capt. Dunnigan 116 10
C. W. Adams Capt. Jackson 112 01

Canal Trade 1888

Geo. S. Renner	Capt. Sorrell	115 09
G. A. McIlhenny	Capt. Kean	114 16
Consolidation Co. - To Williamsport		
Lutie & Monie	Capt. Shupp	114 01
McK Steffey	Capt. McKelvey	112 07
George's Creek - To Georgetown		
Allegheny	Capt. Dixon	117 12
E. R. Ladew	Capt. Young	113 08
Elk Garden - To Williamsport		
Enterprise	Capt. Curtis	111 13
Ruby	Capt. Havermale	89 13
Elk Garden - To Georgetown		
Plough Boy	Capt. Malone	114 16
Garnet F. S.	Capt. Taylor	109 18

INCOMING BOATS

North Branch Lock, Oct. 15, 3. p.m.

The following light boats passed this lock since 3 o'clock Sat. enroute for Cumberland:

Allegheny	Capt. Dixon
Potomac	Capt. Riley
McK Steffey	Capt. McKelvey
Benj. Vaughn	Capt. Sigler
G. A. McIlhenny	Capt. Kean
Libbie	Capt. Ensminger
John K. Shaw	Capt. Bender
N. C. Read	Capt. Swain
A. Greenless, Jr.	Capt. Shives
H. S. Dixon	Capt. McCormick
S	Capt. Davis
W. O. Bowser	Capt. Malotte
Dr. A. Stump	Capt. Helgoth
Little Rob	Capt. Mose
Mary Mertens	Capt. Conrad
G. S. Renner	Capt. Sorrell
Lutie & Monie	Capt. Shupp
Eugene	Capt. Teach
E. P. Cohill	Capt. Pittman
L. P. Read	Capt. Dunnigan
C. W. Adams	Capt. Jackson
John Leitch	Capt. Hill
J. Maury Dove	Capt. Hill

Tue. 10/16/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,847 to 1,848 inclusive, left this port up to 3 o'clock p. m. today (Oct. 16, 1888):

Elk Garden - To Williamsport		
Eugene	Capt. Teach	112 15
Elk Garden - To Georgetown		
Nita K. Phelps	Capt. Hine	115 01

INCOMING BOATS

North Branch Lock, Oct. 16, 3. p.m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

E. W. Wallace	Capt. Wilson
J. D. Thomas	Capt. McCann
Dakota	Capt. Malotte
T. J. Shiflet	Capt. McIlhenny
Juanita	Capt. Little

ES, Wed. 10/17/88, p. 6. **Grain Receipts** – Canal boat Beulah arrived with 3,500 bushels of wheat consigned to G. T. Dunlop. Canal boat Loudoun arrived with 400 bushels of corn and 150 bushels of wheat for G. T. Dunlop.

Thu. 10/18/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,855 to 1,864 inclusive, left this port up to 3 o'clock p. m. today (Oct. 18, 1888):

Borden - To Georgetown		
Frankie & Jessie	Capt. Young	118 13
Consolidation Co. - To Williamsport		
Victor	Capt. Kelly	109 02
M. A. Shupp	Capt. Shupp	114 16
Consolidation Co. - To Georgetown		
M. E. Grove	Capt. Little	112 04
J. P. Hewitt	Capt. Swain	113 18
Jas. Z. Williams	Capt. Reynolds	115 14
George's Creek - To Georgetown		
Youghioghney	Capt. Linaburg	122 08
Muskingum	Capt. Zellers	116 17
American Coal Co. - To Harpers Ferry		
Mary Mertens	Capt. Conrad	112 08
Elk Garden - To Williamsport		
Ivan	Capt. Teach	112 09

INCOMING BOATS

North Branch Lock, Oct. 18, 3. p.m.

The following light boats passed this lock since 3 o'clock Sat. enroute for Cumberland:

L. R. Fechtig	Capt. Bowers
Muskingum	Capt. Zellers
Youghioghney	Capt. Linaburg
Victor	Capt. Kelly
M. E. Grove	Capt. Little
Lido	Capt. Mosier
Little Walter	Capt. Ardinger
Ruby	Capt. Havermale

Fri. 10/19/88, p. 4. **Canal Commerce.**

Canal Trade 1888

The following boats with way bills numbered from 1,864 to 1,871 inclusive, left this port up to 3 o'clock p. m. today (Oct. 19, 1888):

George's Creek - To Georgetown		
Delaware	Capt. Manning	112 03
W. F. Creighton	Capt. Swain	117 02
M. B. Winship	Capt. Yost	112 08

Consolidation Co. - To Williamsport		
Nellie & Davie	Capt. Patton	108 04
Little Walter	Capt. Ardinger	110 17

Consolidation Co. - To Georgetown		
James Goddard	Capt. Pennell	112 07
L. P. Read	Capt. Dunnigan	111 01

INCOMING BOATS

North Branch Lock, Oct. 19, 3. p.m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

James Goddard	Capt. Pennell
M. B. Winship	Capt. Yost
Unexpected	Capt. Hornsby
Rainbow	Capt. Bond
Geo. S. French	Capt. Gannon
Nellie & Davie	Capt. Patton
W. F. Creighton	Capt. Swain
Delaware	Capt. Manning
Katie Hassett	Capt. Snyder
Park Agnew	Capt. Weaver
B. R. Mayfield	Capt. Kreitzer
Eva	Capt. Snyder
Lutie & Monie	Capt. Shupp

Sat. 10/20/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,864 to 1,871 inclusive, left this port up to 3 o'clock p. m. today (Oct. 20, 1888):

Elk Garden - To Hancock		
Little Rob	Capt. Nuse	110 00
Elk Garden - To Georgetown		
Dakota	Capt. Hart	112 18
Consolidation Co. - To Williamsport		
McK Steffey	Capt. McKelvey	113 01
E. P. Cohill	Capt. Pittman	108 16
Lutie & Monie	Capt. Shupp	111 19

INCOMING BOATS

North Branch Lock, Oct. 20, 3. p.m.

The following light boats passed this lock since 3 o'clock Sat. enroute for Cumberland:

McK Steffey	Capt. McKelvey
River Nile	Capt. Burns
W. T. Coulehan	Capt. Taylor

E. P. Cohill	Capt. Pittman
Harry & Ralph	Capt. McDonald
Eddy	Capt. Kerns
James L. Sly	Capt. Sterling
James H. Reid	Capt. Ensminger
Emma Mertens	Capt. Kimmel

Mon. 10/22/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,871 to 1,884 inclusive, left this port up to 3 o'clock p. m. today (Oct. 22, 1888):

George's Creek - To Georgetown

G. N. Shuman	Capt. Bowers	113 07
Iowa	Capt. Penner	114 15
A. H. Brandt	Capt. Mose	114 07
J. L. Sly	Capt. Sterling	112 17

Consolidation Co. - To Georgetown

B. C. Barroll	Capt. McLucas	112 00
Chas. R. White, Jr.	Capt. Stride	114 02
Zadock Williams	Capt. Mose	112 00

Consolidation Co. - To Williamsport

Libbie	Capt. Ensminger	111 15
Frankie & Fannie	Capt. McCardell	108 01
Victor	Capt. Kelly	105 10
W. O. Bowser	Capt. Malotte	108 05
Mary	Capt. Tice	106 04

Elk Garden - To Georgetown

Harry & Ralph	Capt. McDonald	114 03
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INCOMING BOATS

North Branch Lock, Oct. 22, 3. p.m.

The following light boats passed this lock since 3 o'clock Sat. enroute for Cumberland:

Altair	Capt. Taylor
Chas. R. White	Capt. Stride
Mary	Capt. Tice
Libbie	Capt. Ensminger
Wm. King	Capt. McCoy
A. H. Brandt	Capt. Mose
Iowa	Capt. Penner
B. C. Barroll	Capt. McLucas
W. O. Bowser	Capt. Malotte
G. N. Shuman	Capt. Bowers
D. W. Malotte	Capt. Malotte
Frankie & Fannie	Capt. McCardell
Suwannee	Capt. Reid
A. M. White	Capt. Reid
Enterprise	Capt. Curtis
G. W. Wallis	Capt. Wilson
Victor	Capt. Kelly
John H. Parrott	Capt. Smith

Canal Trade 1888

Zadock Williams	Capt. Mose
Ivan	Capt. Teach
C. D. Warfield	Capt. Pierce
Kitty	Capt. Eaton
John P. Agnew	Capt. Eaton
Lafayette	Capt. Shaffer

Tue. 10/23/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,885 to 1,893 inclusive, left this port up to 3 o'clock p. m. today (Oct. 23, 1888):

Consolidation Co. - To Williamsport		
Susquehanna	Capt. Stickles	114 16
G. W. Wallis	Capt. Wilson	116 08
Consolidation Co. - To Georgetown		
W. H. C. Bayley	Capt. Hebb	114 13
C. D. Warfield	Capt. Hemphill	113 15
Elk Garden - To Williamsport		
Eugene	Capt. Teach	109 00
Enterprise	Capt. Curtis	107 17
Elk Garden - To Georgetown		
Rainbow	Capt. Young	109 17
Borden Mining Co. - To Georgetown		
W. T. Coulehan	Capt. Young	111 09

INCOMING BOATS

North Branch Lock, Oct. 23, 3. p.m.

The following light boats passed this lock since 3 o'clock Sat. enroute for Cumberland:

Cigarette	Capt. Gay
W. H. C. Bayley	Capt. Hebb
T. L. Holbrook	Capt. Snyder
Mary Burgess	Capt. Zimmerman
Geo. A. Hoffman	Capt. Piper
Susquehanna	Capt. Stickles
W. B. Lloyd	Capt. Murray

Wed. 10/24/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,894 to 1,915 inclusive, left this port up to 3 o'clock p. m. today (Oct. 24, 1888):

George's Creek - To Georgetown		
T. L. Holbrook	Capt. Snyder	113 06
John P. Agnew	Capt. Eaton	113 09
G. A. Hoffman	Capt. Piper	114 06
W. B. Lloyd	Capt. Murray	112 19
John H. Milstead	Capt. Roof	113 18
Consolidation Co. - To Georgetown		
Charles Mann	Capt. Pierce	115 04
L. P. Hieston	Capt. Brubaker	113 08
Consolidation Co. - To Williamsport		

M. A. Shupp	Capt. Shupp	113 14
Lutie & Monie	Capt. Shupp	115 16
Elk Garden - To Williamsport		
Ivan	Capt. Teach	109 17
Elk Garden - To Georgetown		
Mary Burgess	Capt. Zimmerman	115 16
Winter	Capt. Fox	112 10

INCOMING BOATS

North Branch Lock, Oct. 24, 3. p.m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

L. P. Hieston	Capt. Brubaker
M. A. Shupp	Capt. Shupp
Lutie & Monie	Capt. Shupp
Lido	Capt. Mosier
Deer Park	Capt. McAtee
Ruby	Capt. Havermale
David A. Lowe	Capt. McCann

Thu. 10/25/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 2,203 to 2,213 inclusive, left this port up to 3 o'clock p. m. today (Oct. 25, 1888):

George's Creek - To Georgetown		
David A. Lowe	Capt. McCann	110 00
John W. Thompson	Capt. Staley	112 10
A. G. Johnson	Capt. Reid	113 02
Maj. L. L. Blake	Capt. Reid	112 03
John Spencer	Capt. Penner	112 13
Alfred Wood	Capt. Atwell	115 00
Consolidation Co. - To Georgetown		
F. O. Beckett	Capt. Benner	112 16
Consolidation Co. - To Williamsport		
E. P. Cohill	Capt. Shives	108 04
Nellie & Davie	Capt. Patton	110 14
Elk Garden - To Georgetown		
Deer Park	Capt. McAtee	115 19
Lafayette	Capt. Young	118 09

INCOMING BOATS

North Branch Lock, Oct. 25, 3. p.m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

E. P. Cohill	Capt. Shives
Nellie & Davie	Capt. Patton
Maj. L. L. Blake	Capt. Reid
A. G. Johnson	Capt. Reid
Alfred Wood	Capt. Atwell
John Spencer	Capt. Penner

Fri. 10/26/88, p. 4. **Canal Commerce.**

Canal Trade 1888

The following boats with way bills numbered from 2,213 to 2,220 inclusive, left this port up to 3 o'clock p. m. today (Oct. 26, 1888):

Consolidation Co. - To Georgetown		
Charles Darrow	Capt. Engle	110 19
Elbe River	Capt. Swain	110 08
C. W. Adams	Capt. Jackson	114 11
Consolidation Co. - To Williamsport		
Mary	Capt. Tice	111 04
McK Steffey	Capt. McKelvey	112 17
Eva	Capt. Schoppert	114 16
Elk Garden - To Georgetown		
Salina	Capt. Gerhard	118 00

INCOMING BOATS

North Branch Lock, Oct. 26, 3. p.m.

The following light boats passed this lock since 3 o'clock Sat. enroute for Cumberland:

John W. Thompson	Capt. Staley
A. G. Johnson	Capt. Reid
Maj. L. L. Blake	Capt. Reid
Nellie & Davie	Capt. Patton
Salina	Capt. Gerhard
Eva	Capt. Schoppert
Mary	Capt. Tice
McK Steffey	Capt. McKelvey
Eve Snyder	Capt. Snyder
F. O. Beckett	Capt. Benner
W. J. Stephenson	Capt. Moore
A. P. Mayfield	Capt. Moore
E. P. Cohill	Capt. Pittman
Mississippi	Capt. Byroads
Victor	Capt. Kelly
C. W. Adams	Capt. Jackson
Here I Am	Capt. Harper
Detroit	Capt. Harper
R. P. Mason	Capt. Zimmerman
Omega	Capt. Benner
J. M. Wheatley	Capt. Lytton
W. O. Bowers	Capt. Malotte
C. W. Ridley	Capt. Barger
A. Wood	Capt. Atwell
Little Walter	Capt. Ardinger
John Spencer	Capt. Renner
Judge J. Douglas	Capt. McCarty
Charles Darrow	Capt. Engle

Sat. 10/27/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 2,213 to 2,220 inclusive, left this port up to 3 o'clock p. m. today (Oct. 27, 1888):

George's Creek - To Georgetown

John K Shaw	Capt. Bender	116 10
Elk Garden - To Georgetown		
Eva	Capt. Schoppert	110 19
Detroit	Capt. Harper	119 13
Consolidation Co. - To Williamsport		
Frankie & Fannie	Capt. McCardell	110 06
D. W. Malotte	Capt. Malotte	112 13

INCOMING BOATS

North Branch Lock, Oct. 27, 3. p.m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

A. Jackson Clark	Capt. Keesucker
W. O. Bowser	Capt. Malotte
D. W. Malotte	Capt. Malotte
Frankie & Fannie	Capt. McCardell
John K. Shaw	Capt. Bender
Walbridge	Capt. McMullen
C. F. Mayer	Capt. Read
M. B. Mayfield	Capt. Read
M. E. Grove	Capt. Little
Eugene	Capt. Teach
G. W. Wallace	Capt. Wilson

ES, Sat. 10/27/88, p. 8. **Grain Receipts** – Canal boat Beulah arrived with 4,200 bushels of wheat for G. T. Dunlop.

Mon. 10/29/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 2,213 to 2,220 inclusive, left this port up to 3 o'clock p. m. today (Oct. 29, 1888):

Consolidation Co. - To Williamsport		
Missouri	Capt. Ardinger	116 04
M. A. Shupp	Capt. Shupp	120 02
Lutie & Monie	Capt. Shupp	113 06
Consolidation Co. - To Georgetown		
W. R. Lewis	Capt. Bender	115 12

INCOMING BOATS

North Branch Lock, Oct. 29, 3. p.m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Missouri	Capt. Ardinger
Ruby	Capt. Havermale
Samuel Henry	Capt. Groom
H. Hanekamp	Capt. Bowers
James A. Garfield	Capt. Myers
W. R. Lewis	Capt. Bender
Abraham Kroon	Capt. Rhind
Sarah Kroon	Capt. Rhind
Lutie & Monie	Capt. Shupp

Canal Trade 1888

Benj. Vaughn	Capt. Sigler
M. A. Shupp	Capt. Shupp
Jacob Bender	Capt. Leopold
Mattie	Capt. Leopold
Ivan	Capt. Teach
C. R. Gregory	Capt. McLucas
Libbie	Capt. Ensminger
Burke Spencer	Capt. Eaton
Highlander	Capt. Eaton
Enterprise	Capt. Curtis
Emma Mertens	Capt. Kimble

Sally Burwell	Capt. Taylor	113 10
Consolidation Co. - To Williamsport		
Nellie & Davie	Capt. Patton	113 10
Mary	Capt. Tice	111 04
Lido	Capt. Mosier	112 01
Elk Garden - To Georgetown		
Garnet F. S.	Capt. Taylor	116 16
Elk Garden - To Williamsport		
Ivan	Capt. Teach	116 19
C. R. Gregory	Capt. McLucas	108 05
George's Creek Co. - To Four Locks		
Samuel Henry	Capt. Groom	112 14

Mon. 10/29/88, p. 4.⁸ **Georgetown Notes**

The boat Wheatley Bros. arrived today with 4,000 bushels of wheat consigned to J. G. & J. M. Waters.

The season of the Cumberland coal trade is now about over, and the coal shippers say it has been the most successful one for a number of years.

Tue. 10/30/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 2,213 to 2,220 inclusive, left this port up to 3 o'clock p. m. today (Oct. 30, 1888):

Consolidation Co. - To Georgetown		
T. K. Stewart	Capt. Penner	114 19
Geo. L. Sheriff	Capt. Cartwright	117 12
Elk Garden - To Georgetown		
Jacob Bender	Capt. Leopold	114 15
Mattie	Capt. Leopold	110 00

INCOMING BOATS

North Branch Lock, Oct. 29, 3. p.m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Burke Spencer	Capt. Eaton
Highlander	Capt. Eaton
Garnet F. S.	Capt. Taylor
Oxford	Capt. Hassett
Emma Mertens	Capt. Kimble

Wed. 10/31/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 2,220 to 2,230 inclusive, left this port up to 3 o'clock p. m. today (Oct. 31, 1888):

Consolidation Co. - To Georgetown		
S. M. Storm	Capt. Huff	116 14
L. W. Ginnand	Capt. Huff	114 12

INCOMING BOATS

North Branch Lock, Oct. 31, 3. p.m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Geo. L. Sheriff	Capt. Cartwright
T. K. Stewart	Capt. Penner
Garnet F. S.	Capt. Taylor
J. W. Veale	Capt. Groom
Savannah	Capt. Taylor
A. Greenless, Jr.	Capt. Shives
Sally Burwell	Capt. Taylor
L. W. Ginnand	Capt. Huff
S. M. Storm	Capt. Huff
Theodore Dean	Capt. Wilson
Allegheny	Capt. Dixon
Nita K. Phelps	Capt. Hine
D. Armstrong	Capt. Hine
J. P. Hewitt	Capt. Swain
Nellie & Davie	Capt. Patton
Harry Wagner	Capt. James
Mary	Capt. Tice
Lido	Capt. Mosier
Susquehanna	Capt. Stickles
E. P. Cohill	Capt. Pittman

Thu. 11/1/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 2,220 to 2,230 inclusive, left this port up to 3 o'clock p. m. today (Nov. 1, 1888):

Consolidation Co. - To Georgetown		
T. H. Gibbs	Capt. Grimm	112 18
Geo. Bogus	Capt. Davis	111 10
W. S. Jacques	Capt. Davis	113 10
Consolidation Co. - To Williamsport		
Victor	Capt. Kelly	106 11
McK Steffey	Capt. McKelvey	110 01
Elk Garden - To Georgetown		
Nita K. Phelps	Capt. Hine	115 19

⁸ *The Evening Post*, Washington, D.C., newspaper.

D. Armstrong Capt. Hine 117 13
INCOMING BOATS

North Branch Lock, Nov. 1, 3. p.m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

George Bogus	Capt. Davis
W. S. Jacques	Capt. Davis
Capella	Capt. Hoyer
McK Steffey	Capt. McKelvey
T. H. Gibbs	Capt. Grimm
Ruby	Capt. Havermale
Geo. S. French	Capt. Gannon
W. O. Bowser	Capt. Malotte
Victor	Capt. Kelly
Eugene	Capt. Teach
Potomac	Capt. Riley
Little Walter	Capt. Ardinger
Percy	Capt. Sensel
D. W. Malotte	Capt. Malotte

ES, Thu. 11/1/1888, p. 3. **The Damaged Lock Repaired.** - The repairs to the lock-gate near the Great Falls, recently damaged by the collision of a canal-boat, and which prevented travel for some days, will be finished today.

Fri. 11/2/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 2,221 to 2,232 inclusive, left this port up to 3 o'clock p. m. today (Nov. 2, 1888):

Consolidation Co. - To Williamsport
John Miller Capt. Artz 118 16
Frankie & Fannie Capt. McCardell 111 06

INCOMING BOATS

North Branch Lock, Nov. 2, 3. p.m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Frankie & Jessie	Capt. Long
Dr. A. Shank	Capt. Pierce
Frankie & Fannie	Capt. McCardell
R. A. Driver	Capt. Drenner
Eva	Capt. Snyder
Lutie & Monie	Capt. Shupp

ES, Fri. 11/2/88, p. 3. **Canal Navigation Resumed** – The repairs to the damaged canal lock gate were completed last night and navigation was at once resumed. Canal boat Round Top arrived with 780 barrels of Round Top cement for J. G. & J. M. Waters.

Grain Receipts – Canal boat David

Knobe arrived this morning with 4,000 bushels of wheat consigned to J. G. & J. M. Waters. Schooner Lizzie Reagan arrived today with 1,200 bushels of wheat for J. G. & J. M. Waters. Canal boat Col. Victor L. Baughman arrived with 35 tons of hay for G. T. Dunlop. Canal boat Maryland arrived today with 2,000 bushels of wheat for G. T. Dunlop.

Sat. 11/3/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 2,222 to 2,233 inclusive, left this port up to 3 o'clock p. m. today (Nov. 3, 1888):

Consolidation Co. - To Williamsport
M. A. Shupp Capt. Shupp 116 08

INCOMING BOATS

North Branch Lock, Nov. 3, 3. p.m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

E. R. Ladew	Capt. Young
W. T. Hassett	Capt. Snyder
M. A. Shupp	Capt. Shupp
W. D. Walbridge	Capt. McMullen
G. W. Wallace	Capt. Wilson
R. P. Mason	Capt. Zimmerman
Nellie & Davie	Capt. Patton

Mon. 11/5/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 2,234 to 2,239 inclusive, left this port up to 3 o'clock p. m. today (Nov. 5, 1888):

Consolidation Co. - To Williamsport
Victor Capt. Kelly 107 02
McK Steffey Capt. McKelvey 105 16
Mary Capt. Tice 111 08

Consolidation Co. - To Georgetown
W. H. C. Bayley Capt. Hebb 109 05
Zadock Williams Capt. Mose 113 09
C. W. Adams Capt. Jackson 111 00

INCOMING BOATS

North Branch Lock, Nov. 5, 3. p.m.

The following light boats passed this lock since 3 o'clock Sat. enroute for Cumberland:

E. R. Ladew	Capt. Young
W. T. Hassett	Capt. Snyder
M. A. Shupp	Capt. Shupp
W. D. Walbridge	Capt. McMullen
G. W. Wallis	Capt. Wilson
R. P. Mason	Capt. Zimmerman

Canal Trade 1888

Lido	Capt. Mosier
C. R. Gregory	Capt. McLucas
Mary Mertens	Capt. Conrad
W. H. C. Bayley	Capt. Hebb
H	Capt. Marmaduke
Mary	Capt. Tice
Libbie	Capt. Ensminger
Ivan	Capt. Teach
H. S. Dixon	Capt. McCormick

Tue. 11/6/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 2,240 to 2,244 inclusive, left this port up to 3 o'clock p. m. today (Nov. 6, 1888):

Consolidation Co. - To Williamsport		
G. W. Wallis	Capt. Wilson	115 01
W. D. Walbridge	Capt. McMullen	114 04
Lido	Capt. Mosier	113 01

Consolidation Co. - To Georgetown		
Geo S. Renner	Capt. Sorrell	113 19

INCOMING BOATS

North Branch Lock, Nov. 5, 3. p.m.

The following light boats passed this lock since 3 o'clock Sat. enroute for Cumberland:

Victor	Capt. Kelly
McK Steffey	Capt. McKelvey
Plough Boy	Capt. Malone
E. M. Ginevan	Capt. Doyle
Douglas	Capt. McCardell
G. S. Renner	Capt. Sorrell
G. A. McIlhenny	Capt. Kean
Geo. A. Hoffman	Capt. Piper

Wed. 11/7/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 2,246 to 2,250 inclusive, left this port up to 3 o'clock p. m. today (Nov. 7, 1888):

Consolidation Co. - To Georgetown		
Daniel Linkins	Capt. Moore	112 02

Consolidation Co. - To Williamsport		
Frankie & Fannie	Capt. McCardell	108 05

George's Creek - To Georgetown		
Benj. Vaughn	Capt. Sigler	113 04
Sarah Kroon	Capt. Ryan	113 07
Abram Kroon	Capt. Ryan	106 09

Elk Garden - To Georgetown		
Plough Boy	Capt. Malone	116 14

INCOMING BOATS

North Branch Lock, Nov. 7, 3. p.m.

The following light boats passed this lock since 3 o'clock Sat. enroute for Cumberland:

Frankie & Fannie	Capt. McCardell
F. J. Shiflet	Capt. McIlhenny
A. H. Stumps	Capt. Helgoth
Daniel Linkins	Capt. Moore
Ruby	Capt. Havermale
L. P. Hieston	Capt. Brubaker
E. A. King	Capt. Murphy
J. Maury Dove	Capt. Murphy
James R. Eddy	Capt. Kerns
Herald	Capt. Fields

ES, Wed. 11/7/88, p. 8. **Grain Receipts** –

Schooner Kitty Ann arrived today with 1,200 bushels of wheat for J. G. & J. M. Waters.

Thu. 11/8/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 2,251 to 2,256 inclusive, left this port up to 3 o'clock p. m. today (Nov. 8, 1888):

George's Creek Co. - To Georgetown		
Savannah	Capt. Cramer	114 01
A. Greenless, jr.	Capt. Shives	115 05
Burke Spencer	Capt. Eaton	113 18
Consolidation Co. - To Williamsport		
Little Walter	Capt. Ardinger	112 07
D. W. Malotte	Capt. Malotte	113 08

INCOMING BOATS

North Branch Lock, Nov. 8, 3. p.m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Frankie & Fannie	Capt. McCardell
T. J. Shiflet	Capt. McIlhenny
A. H. Stumps	Capt. Helgoth
Daniel Linkins	Capt. Moore
Ruby	Capt. Havermale
E. P. Cohill	Capt. Shives
Allegheny	Capt. Dixon
Youghiogheny	Capt. Linaburg
Isabella	Capt. Sensel
W. O. Bowser	Capt. Malotte
Enterprise	Capt. Curtis
L. P. Read	Capt. Whitney
Little Walter	Capt. Ardinger
Iowa	Capt. Penner

Fri. 11/9/88, p. 4. **Canal Commerce.**

Canal Trade 1888

The following boats with way bills numbered from 2,251 to 2,256 inclusive, left this port up to 3 o'clock p. m. today (Nov. 9, 1888):

George's Creek Co. - To Georgetown		
William	Capt. Mertens	115 08
Geo. A. Hoffman	Capt. Piper	113 01
Elk Garden - To Georgetown		
H. S. Dixon	Capt. McCormick	111 03
Consolidation Co. - To Williamsport		
Lutie & Monie	Capt. Shupp	116 16
Consolidation Co. - To Georgetown		
Wm. King	Capt. McCoy	114 01
G. M. Winship	Capt. Shaw	113 04
F. O. Beckett	Capt. Benner	115 09

INCOMING BOATS

North Branch Lock, Nov. 9, 3. p.m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Missouri	Capt. Ardinger
W. R. Lewis	Capt. Bender
Geo. Sherman	Capt. Myers
Marshall Wise	Capt. Bowers
Altoona	Capt. Bowers
Nellie & Davie	Capt. Patton
W. T. Coulehan	Capt. Young

ES, Fri. 11/9/88, p. 8. **Grain Receipts** – Canal boat Loudoun arrived with 25 tons of hay and 900 bushels of wheat for G. T. Dunlop.

Sat. 11/10/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 2,251 to 2,256 inclusive, left this port up to 3 o'clock p. m. today (Nov. 10, 1888):

George's Creek Co. - To Georgetown		
River Nile	Capt. Burns	115 08
Delaware	Capt. Manning	113 19
Juanita	Capt. Little	112 14
J. E. Dyer & Bro.	Capt. Neal	117 17
Geo. Sherman	Capt. Myers	113 18
C. W. Millar	Capt. Driscoll	112 10
Elk Garden - To Georgetown		
James R. Eddy	Capt. Kerns	117 08
Elk Garden - To Williamsport		
Enterprise	Capt. Curtis	111 08
Consolidation Co. - To Georgetown		
Victor	Capt. Kelly	118 03
Susquehanna	Capt. Stickles	112 09

INCOMING BOATS

North Branch Lock, Nov. 10, 3. p.m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

River Nile	Capt. Burns
Delaware	Capt. Manning
Juanita	Capt. Little
J. E. Dyer & Bro.	Capt. Neal
Geo. Sherman	Capt. Myers
C. W. Millar	Capt. Driscoll
James R. Eddy	Capt. Kerns
Enterprise	Capt. Curtis
Victor	Capt. Kelly
Susquehanna	Capt. Stickles

ES, Sat. 11/10/88, p. 8. **Grain Receipts** – Canal boat Beulah arrived with 4,000 bushels of wheat for G. T. Dunlop. Schooner Lizzie Ragan arrived with 1,200 bushels of wheat for G. T. Dunlop.

Mon. 11/12/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 2,257 to 2,263 inclusive, left this port up to 3 o'clock p. m. today (Nov. 12, 1888):

George's Creek Co. - To Georgetown		
Martha S. Fernsner	Capt. Kinsel	115 00
Consolidation Co. - To Williamsport		
McK Steffey	Capt. McKelvey	110 05
Frankie & Fannie	Capt. McCardell	110 06
Mary	Capt. Tice	108 12
M. A. Shupp	Capt. Shupp	112 19
Consolidation Co. - To Georgetown		
W. J. Walker	Capt. Shields	112 11
Elk Garden - To Georgetown		
Dr. A. Shank	Capt. Pierce	116 16

INCOMING BOATS

North Branch Lock, Nov. 12, 3. p.m.

The following light boats passed this lock since 3 o'clock Sat. enroute for Cumberland:

J. P. Hewitt	Capt. Ensminger
Geo. Sherman	Capt. Bowers
Altaire	Capt. Taylor
M. E. Grove	Capt. Little
Frankie & Fannie	Capt. McCardell
J. L. Sly	Capt. Sterling
Pilot Boy	Capt. Hager
John Miller	Capt. Artz
McK Steffey	Capt. McKelvey
J. H. Parrot	Capt. Smith
F. M. Reitzell	Capt. Snyder
Mary Burgess	Capt. Zimmerman
G. W. Wallis	Capt. Wilson

Canal Trade 1888

W. H. Cooper	Capt. Bear
L. W. Miller	Capt. Driscoll
Victor	Capt. Kelly
John Leitch	Capt. Hill
H. Roussell	Capt. Swain
Eugene	Capt. Teach
A. P. Mayfield	Capt. Moore
Martha S. Fernsner	Capt. Kinsel
J. P. Hewitt	Capt. Swain
A. H. Brandt	Capt. Mose
Winter	Capt. Fox
W. F. Creighton	Capt. Swain
Park Agnew	Capt. Weaver
M. A. Shupp	Capt. Shupp
Mary	Capt. Tice
W. J. Walker	Capt. Shields
Harry & Ralph	Capt. McDonald

Tue. 11/13/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 2,257 to 2,263 inclusive, left this port up to 3 o'clock p. m. today (Nov. 13, 1888):

Elk Garden - To Georgetown		
Isabella	Capt. Sensel	114 13
Elk Garden - To Williamsport		
W. H. Cooper	Capt. Bear	111 03

INCOMING BOATS

North Branch Lock, Nov. 13, 3. p.m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

G. W. Wallis	Capt. Wilson
Salina	Capt. Gerhard
Eugene	Capt. Teach
T. L. Holbrook	Capt. Snyder
W. D. Walbridge	Capt. Mullen
Amazon	Capt. England
Josephine Barroll	Capt. Ingram
Deer Park	Capt. McFee
Suwannee River	Capt. Reid
A. M. White	Capt. Pete
John P. Agnew	Capt. Eaton
Kitty	Capt. Eaton
Unexpected	Capt. Hornsby

Wed. 11/14/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 2,264 to 2,270 inclusive, left this port up to 3 o'clock p. m. today (Nov. 14, 1888):

George's Creek Co. - To Georgetown		
James M. Schley	Capt. Sterling	116 17

G. N. Shuman	Capt. Bowers	113 02
Consolidation Co. - To Williamsport		
Lutie & Monie	Capt. Shupp	112 18
Nellie & Davie	Capt. Patton	114 02
Consolidation Co. - To Georgetown		
J. M. Wheatley	Capt. Lytton	116 03
Elk Garden - To Williamsport		
Eugene	Capt. Teach	114 15

INCOMING BOATS

North Branch Lock, Nov. 14, 3. p.m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

James M. Schley	Capt. Sterling
G. N. Shuman	Capt. Bowers
Lutie & Monie	Capt. Shupp
Nellie & Davie	Capt. Patton
J. M. Wheatley	Capt. Lytton
Eugene	Capt. Teach

ES, Wed. 11/14/88, p. 2. **Grain Market** – The boat Maryland arrived today with 3,500 bushels of wheat and 500 bushels of rye consigned to G. T. Dunlop.

Thu. 11/15/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 2,271 to 2,284 inclusive, left this port up to 3 o'clock p. m. today (Nov. 15, 1888):

George's Creek Co. - To Georgetown		
Ollie V	Capt. Smith	108 04
John H. Parrott	Capt. Smith	116 01
J. H. Milstead	Capt. Roof	111 09
Suwannee River	Capt. Reid	114 17
A. M. White	Capt. Reid	112 17
C. W. Ridley	Capt. Barger	116 16
Kitty	Capt. Eaton	116 09
John P. Agnew	Capt. Eaton	116 08
Geo. S. French	Capt. Gannon	105 19
George's Creek - To Williamsport		
Victor	Capt. Kelly	107 19
D. W. Malotte	Capt. Malotte	113 04
W. O. Bowser	Capt. Malotte	111 01
George's Creek - To Washington		
Marshall Wise	Capt. Bowers	115 09
Altoona	Capt. Bowers	111 14

INCOMING BOATS

North Branch Lock, Nov. 15, 3. p.m.

The following light boats passed this lock since 3 o'clock Sat. enroute for Cumberland:

J. W. Thomas	Capt. Staley
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Canal Trade 1888

A. Jackson Clark	Capt. Keesucker
Eva	Capt. Snyder
Victor	Capt. Kelly
D. W. Malotte	Capt. Malotte
Alfred Wood	Capt. Atwell
Mississippi	Capt. Byron
E. P. Barroll	Capt. McLucas
E. P. Cohill	Capt. Shives
J. B. Thomas	Capt. Cramer
Little Rob	Capt. Nuse
J. M. Wheatley	Capt. Lytton
C. W. Ridley	Capt. Barger
J. H. Milstead	Capt. Roof
Ollie V.	Capt. Kline
R. H. Jones	Capt. Weaver
Nellie & Davie	Capt. Patton
Lutie & Monie	Capt. Shupp
Lido	Capt. Mosier
Geo. S. French	Capt. Gannon
J. Maury Dove	Capt. Cramer
Little Willie	Capt. Ardinger
Kitty	Capt. Eaton
W. O. Bowser	Capt. Malotte

Fri. 11/16/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 2,271 to 2,286 inclusive, left this port up to 3 o'clock p. m. today (Nov. 16, 1888):

Consolidation Co. - To Williamsport	
M. A. Shupp	Capt. Shupp 113 07
Consolidation Co. - To Georgetown	
J. B. Thomas	Capt. Cramer 112 03

INCOMING BOATS

North Branch Lock, Nov. 16, 3. p.m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Samuel Henry	Capt. Groom
W. T. Hassett	Capt. Snyder
Enterprise	Capt. Curtis
M. A. Shupp	Capt. Shupp
Armstrong	Capt. Hine
Nita K. Phelps	Capt. Hine
E. R. White	Capt. Stride
W. N. Lord	Capt. Murray
Cigarette	Capt. Gay

ES, Fri. 11/16/88, p. 3. **Canal Trade** – The canal boat Col. Victor L. Baughman arrived today with 4,000 bushels of wheat and 7 tons of hay consigned to G.T. Dunlop.

Sat. 11/17/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 2,286 to 2,291 inclusive, left this port up to 3 o'clock p. m. today (Nov. 17, 1888):

Consolidation Co. - To Williamsport		
Mary	Capt. Tice	111 08
R. P. Mason	Capt. Zimmerman	115 04
Consolidation Co. - To Georgetown		
C. W. Adams	Capt. Jackson	112 14
Elk Garden - To Williamsport		
Emma Mertens	Capt. Kimble	118 03
Enterprise	Capt. Curtis	114 02

INCOMING BOATS

North Branch Lock, Nov. 17, 3. p.m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

G. A. Hoffman	Capt. Piper
Muskingum	Capt. Zellers
W. J. Booth	Capt. Zellers
W. H. C. Bayley	Capt. Hebb
David A. Lowe	Capt. McCann
C. W. Adams	Capt. Jackson
E. Mertens	Capt. Kimble
A. G. Johnson	Capt. Reid
M. B. Winship	Capt. Reid
Maj. L. L. Blake	Capt. Reid
Ruby	Capt. Havermale
Mary	Capt. Tice
Jas. Z. Williams	Capt. Reynolds
N C Read	Capt. Reynolds
Frankie & Fannie	Capt. McCardell
Judge J. Douglas	Capt. McCardell

Tue. 11/20/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 2,292 to 2,297 inclusive, left this port up to 3 o'clock p. m. today (Nov. 20, 1888):

Consolidation Co. - To Georgetown		
John Leitch	Capt. Hill	114 09
Consolidation Co. - To Williamsport		
W. O. Bowser	Capt. Malotte	110 12
Nellie & Davie	Capt. Patton	111 15
Elk Garden - To Williamsport		
Ivan	Capt. Teach	113 11
Nita K. Phelps	Capt. Hine	117 07

INCOMING BOATS

North Branch Lock, Nov. 20, 3. p.m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Canal Trade 1888

Here I Am	Capt. Harper
C. D. Warfield	Capt. McSteffey
Nellie & Davie	Capt. Patton
Susquehanna	Capt. Stickles
Missouri	Capt. Ardinger
Lutie & Monie	Capt. Shields
Suwannee River	Capt. Swain
G. W. Wallis	Capt. Wilson
John Leitch	Capt. Hill
Ivan	Capt. Teach
Victor	Capt. Kelly
Benj. Vaughn	Capt. Sigler
L. P. Hieston	Capt. Brubaker
John K Shaw	Capt. Bender
L. R. Fechtig	Capt. Bender
John Miller	Capt. Artz
W. O. Bowser	Capt. Malotte
Mattie	Capt. Leopold
Bender	Capt. Leopold
Lafayette	Capt. Shaffer

Wed. 11/21/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 2,298 to 2,305 inclusive, left this port up to 3 o'clock p. m. today (Nov. 21, 1888):

Consolidation Co. - To Georgetown

Geo. S. Renner	Capt. Sorrell	116 19
L. R. Fechtig	Capt. Bender	109 17
Elbe River	Capt. Swain	111 06
L. P. Hieston	Capt. Brubaker	108 01

Consolidation Co. - To Williamsport

D. W. Malotte	Capt. Malotte	110 05
Victor	Capt. Kelly	104 17

George's Creek - To Georgetown

John Spencer	Capt. Renner	114 07
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Elk Garden - To Georgetown

Salina	Capt. Gerhard	115 15
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INCOMING BOATS

North Branch Lock, Nov. 21, 3. p.m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Youghioghney	Capt. Linaburg
W. H. Cooper	Capt. Bear
G. S. Renner	Capt. Sorrell
Eva	Capt. Schoppert
W. D. Walbridge	Capt. McMullen
John Spencer	Capt. Penner
Charles Mann	Capt. Pearre
C. R. Gregory	Capt. McLucas
D. W. Malotte	Capt. Malotte

H. Penner	Capt. Swain
Ruby	Capt. Havermale
W. R. Lewis	Capt. Bender

Thu. 11/22/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 2,305 to 2,310 inclusive, left this port up to 3 o'clock p. m. today (Nov. 22, 1888):

Consolidation Co. - To Georgetown

M. A. Shupp	Capt. Shupp	113 10
Frankie & Fannie	Capt. McCardell	114 16
Lido	Capt. Mosier	114 04

Consolidation Co. - To Williamsport

W. R. Lewis	Capt. Bender	113 19
Charles Darrow	Capt. Engle	114 03

INCOMING BOATS

North Branch Lock, Nov. 22, 3. p.m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

W. S. Jacques	Capt. Davis
Geo. Bogus	Capt. Davis
Gen. Garfield	Capt. Taylor
C. F. Mayer	Capt. Reid
M. B. Mayfield	Capt. Reid
Frankie & Fannie	Capt. McCardell
Little Walter	Capt. Ardinger
Eugene	Capt. Teach
Abram Kroon	Capt. Ryan
Sarah Kroon	Capt. Ryan

ES, Thu. 11/22/88, p. 3. **Grain Trade** – The boat Beulah arrived today with 4,200 bushels of wheat consigned to G. T. Dunlop.

Fri. 11/23/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 2,311 to 2,315 inclusive, left this port up to 3 o'clock p. m. today (Nov. 23, 1888):

Consolidation Co. - To Georgetown

Geo. L. Sheriff	Capt. Cartwright	115 00
M. B. Mayfield	Capt. Reid	116 04
C. F. Mayer	Capt. Reid	116 05

Elk Garden - To Georgetown

D. Armstrong	Capt. Hine	109 15
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INCOMING BOATS

North Branch Lock, Nov. 23, 3. p.m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Savannah	Capt. Cramer
Geo. L. Sheriff	Capt. Cartwright

Canal Trade 1888

Martha S. Fernsner Capt. Kinsel
 Libbie Capt. Ensminger

ES, Fri. 11/23/88, p. 2. **Grain Trade** – The boat Loudoun arrived today with 4,000 bushels of wheat consigned to G. T. Dunlop.

Sat. 11/24/88, p. 4. **Canal Commerce.**
 The following boats with way bills numbered from 2,315 to 2,319 inclusive, left this port up to 3 o'clock p. m. today (Nov. 24, 1888):

Consolidation Co. - To Georgetown
 McK Steffey Capt. McKelvey 110 11
 Nellie & Davie Capt. Patton 111 16
 To Williamsport
 M. E. Grove Capt. Little 113 13
 Elk Garden - To Williamsport
 Eugene Capt. Teach 112 11

INCOMING BOATS

North Branch Lock, Nov. 24, 3. p.m.
 The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Enterprise Capt. Curtis
 Emma Mertens Capt. Kimmel
 Nellie & Davie Capt. Patton
 McK Steffey Capt. McKelvey
 M. E. Grove Capt. Little
 Eva Capt. Snyder
 Theo Dean Capt. Young
 F. O. Beckett Capt. Benner

Mon. 11/26/88, p. 4. **Canal Commerce.**
 The following boats with way bills numbered from 2,319 to 2,322 inclusive, left this port up to 3 o'clock p. m. today (Nov. 26, 1888):

George's Creek Co. - To Georgetown
 Martha S. Fernsner Capt. Kinsel 114 12
 John K. Shaw Capt. Kinsel 117 65
 To Sharpsburg Landing
 Savannah Capt. Cramer 112 06

INCOMING BOATS

North Branch Lock, Nov. 26, 3. p.m.
 The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Juanita Capt. Little
 Plough Boy Capt. Malone
 Lutie & Monie Capt. Shupp
 Katie Hassett Capt. Shupp
 W. O. Bowser Capt. Malotte
 Ivan Capt. Teach

Tue. 11/27/88, p. 4. **Canal Commerce.**
 The following boats with way bills numbered from 2,323 to 2,328 inclusive, left this port up to 3 o'clock p. m. today (Nov. 27, 1888):

Consolidation Co. - To Georgetown
 T. H. Gibbs Capt. Grimm 114 01
 Consolidation Co. - To Williamsport
 D. W. Malotte Capt. Malotte 110 06
 Elk Garden - To Georgetown
 Lafayette Capt. Shaffer 112 15
 Juanita Capt. Little 110 19
 Detroit Capt. Harper 116 18

INCOMING BOATS

North Branch Lock, Nov. 27, 3. p.m.
 The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Highlander Capt. Eaton
 C. R. Gregory Capt. McLucas
 Ruby Capt. Havermale
 D. W. Malotte Capt. Malotte
 Cigarette Capt. Gray
 Capella Capt. Hall
 T. H. Gibbs Capt. Grimm
 Geo. S. French Capt. Gannon
 E. P. Cohill Capt. Gannon
 T. J. Shiflet Capt. McIlhenny

Fri. 11/30/88, p. 4. **Canal Commerce.**
 The following boats with way bills numbered from 2,264 to 2,270 inclusive, left this port up to 3 o'clock p. m. today (Nov. 30, 1888):

Consolidation Co. - To Georgetown
 Zadock Williams Capt. Mose 114 00
 Consolidation Co. - To Williamsport
 Capella Capt. Hall 109 03
 W. H. Cooper Capt. Bear 115 05
 Elk Garden - To Georgetown
 Gen. Garfield Capt. Young 118 03

INCOMING BOATS

North Branch Lock, Nov. 30, 3. p.m.
 The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

A. H. Stump Capt. Helgoth
 Potomac Capt. Riley
 Frankie & Fannie Capt. McCardell
 River Nile Capt. Burns
 Mary Capt. Tice
 M. A. Shupp Capt. Shupp
 John Miller Capt. Artz

Canal Trade 1888

Little Rob	Capt. Mose
W. H. Cooper	Capt. Bear
Zadock Williams	Capt. Mose
Nellie & Davie	Capt. Patton
Susquehanna	Capt. Stickles
Lido	Capt. Mosier

Wm. King	Capt. McCoy
J. W. Veale	Capt. Grooms
J. L. Sly	Capt. Sterling
Victor	Capt. Kelly
Isabella	Capt. Sensel
C. F. Mayer	Capt. Reid
M. B. Mayfield	Capt. Reid
S. M. Storm	Capt. Huff

Sat. 12/1/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 2,264 to 2,270 inclusive, left this port up to 3 o'clock p. m. today (Dec. 1, 1888):

Consolidation Co. - To Georgetown		
Geo. A. McIllhenny	Capt. Kean	115 09
Elk Garden - To Georgetown		
Little Rob	Capt. Nuse	115 09
Theo Dean	Capt. Young	115 16

INCOMING BOATS

North Branch Lock, Dec. 1, 3. p.m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

G. A. McIllhenny	Capt. Kean
Little Rob	Capt. Nuse
Theodore Dean	Capt. Young
J. W. Veale	Capt. Groom

Mon. 12/3/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 2,332 to 2,336 inclusive, left this port up to 3 o'clock p. m. today (Dec. 3, 1888):

Consolidation Co. - To Williamsport		
M. B. Mayfield	Capt. Reid	116 04
Chas F. Mayer	Capt. Reid	116 05

Consolidation Co. - To Georgetown		
S. M. Storm	Capt. Huff	116 11

Elk Garden - To Williamsport		
Emma Mertens	Capt. Kimble	119 03

INCOMING BOATS

North Branch Lock, Dec. 3, 3. p.m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

James Goddard	Capt. Pennell
Emma Mertens	Capt. Kimble
D. W. Malotte	Capt. Malotte
Lutie & Monie	Capt. Shupp
Ivan	Capt. Teach
G. A. McIllhenny	Capt. Kean
Dr. A. Shank	Capt. Pierce
Eugene	Capt. Teach
C. W. Miller	Capt. Driscoll
L. P. Read	Capt. Dunnigan

ES, Mon. 12/3/88, p. 3. **Grain Receipts** – Canal boat Beulah arrived with 3,500 bushels of wheat for G. T. Dunlop. Canal boat Wheatley Bros. arrived with 3,500 bushels of wheat and 500 bushels of corn for J. G. & J. M. Waters.

Tue. 12/5/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 2,336 to 2,341 inclusive, left this port up to 3 o'clock p. m. today (Dec. 5, 1888):

Elk Garden - To Williamsport		
Ruby	Capt. Havermale	93 17
Enterprise	Capt. Curtis	112 12

To Hancock

Juanita	Capt. Little	113 12
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Consolidation Co. - To Williamsport		
W. J. Walker	Capt. Shields	113 07
Geo. L. Sheriff	Capt. Cartwright	115 00

INCOMING BOATS

North Branch Lock, Dec. 5, 3. p.m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Geo. L. Sheriff	Capt. Cartwright
Enterprise	Capt. Curtis
G. A. Hoffman	Capt. Piper
Juanita	Capt. Little
W. J. Walker	Capt. Shields
Ruby	Capt. Havermale

ES, Tue. 12/5/88, p. 2. **The Cumberland Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ended Saturday, December 1, were 64,358 tons, and for the year to that date were 3,327,600 tons, an increase of 269,576 tons as compared with the corresponding period of 1887. The shipments to the Baltimore and Ohio railroad and local points for the week were 43,443 tons, and for the year 2,343,817 tons, a decrease of 85,960 tons, as compared with last year. The shipments to the Chesapeake and Ohio Canal for the week were

3,951 tons, and for the year to that date 287,219 tons, an increase of 7,869 tons as compared with last year. The shipments to the Pennsylvania railroad for the week were 16,964 tons, and for the year 696,564 tons, an increase of 345,667 tons as compared with last year.

Thu. 12/6/1888. **The Canal Season Closing.**

On account of the increasing severity of the weather, the boatmen on the canal are laying off and no boats were loaded today. Neither did any light ones come through the lock at North Branch.

ES, Sat. 12/8/88, p. 3. **Grain Receipts** – Canal boat David Knode arrived with 1,000 bushels of wheat for J. G. & J. M. Waters. Canal boat Seneca arrived with 400 bushels of wheat and 350 barrels of flour for J. G. & J. M. Waters.

Hagerstown Happenings

Navigation on the Chesapeake and Ohio canal, in which so many of our people are interested, will soon be brought to a close for the season. The issuing of way-bills will be discontinued on the 15th, and it is expected the water will be drawn off by the 26th instant.

ES, Thu. 12/13/88, p. 2. **Grain trade** – Canal boat Seneca arrived with 1,100 bushels of corn for J. G. & J. M. Waters, and 500 bushels of corn and 250 barrels of flour to G. T. Dunlop. Canal boat Maryland arrived with 600 bushels of corn for J. G. & J. M. Waters, and with 3,400 bushels of corn for G. T. Dunlop.

ES, Tue. 12/18/88, p. 8. **Grain Receipts** – Canal boat Loudoun arrived with 2,800 bushels of corn for J. G. & J. M. Waters, and with 600 bushels of corn and 600 bushels of wheat the G. T. Dunlop. Canal boat Maryland arrived with 1,500 bushels of corn and 2,500 bushels of wheat for G. T. Dunlop.

ES, Wed. 12/19/88, p. 7. **The Cumberland Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ended Saturday, December 15, were 69,909 tons, and for the year to that date were 3,465,844 tons, an increase of 249,300 tons as compared with the

corresponding period of 1887. The shipments to the Baltimore and Ohio railroad and local points for the week were 53,718 tons, and for the year 2,449,594 tons, a decrease of 115,406 tons, as compared with last year. The shipments to the Chesapeake and Ohio Canal for the week were 223 tons, and for the year to that date 289,237 tons, an increase of 8,417 tons as compared with last year. The shipments to the Pennsylvania railroad for the week were 15,969 tons, and for the year 726,653 tons, an increase of 355,930 tons as compared with last year.

Thu. 12/20/88, p. 5.⁹ **A Canal Boat with its Crew Fast on a Dam** – The Williamsport *Pilot* narrates the following: The last place the canal boat “Dakota,” captain Chas. Shafer, of the vicinity of the Four Locks, this county, was securely moored was in the Potomac river across Dam No. 5, about seven miles above this place. On Tuesday night last as Mr. Shafer [was] on his way to Cumberland, pulled out of the lock into Little Slackwater, the tow-line broke and his boat drifted before a very high wind around the pier onto the dam, which is about 20 feet high. Fortunately for Mr. Shafer and his family, who were on board and could not get off, the bow of the boat contained about ten tons of coal and three head of stock, causing that end to be much deeper in the water than the stern, which protruded about five feet over the dam where it lodged. The occupants of the boat, with the exception of one hand who jumped into the river and swam to the shore, remained on board in this perilous situation until the arrival of the hands from Boss Anderson’s company boat, when the boat was shoved off the dam and towed into the proper channel.

ES, Fri. 12/21/88, p. 8. **Canal Navigation Suspended** – Water in the upper levels of the Chesapeake and Ohio canal was drawn off yesterday, in accordance with the order recently issued by the canal company. Navigation will not be resumed until spring. Water will be left in the lower level for the use of the mills.

Notes – A thick coating of ice formed on the canal last night. – The water pipe crossing the

⁹ *The Herald and Torch Light*, Hagerstown, Md., newspaper

canal on 30th street has become disjointed, causing considerable damage.

ES, Sat. 12/22/88, p. 5. **News From Hagerstown**

The issuing of way-bills on the Chesapeake and Ohio canal have been discontinued for the season, thus virtually suspending navigation, but the water will not be drawn off for several days. The season has been a fairly good one, with but little interruption by washouts and a free supply of freight. The boatmen, therefore, go into winter quarters under more favorable circumstances than for several years past.

Thu. 12/27/88, p. 3.¹⁰ **The Cumberland Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ended Saturday, December 22, 1888, were 68,698 tons, and for the year to that date were 3,534,182 tons, an increase of 264,475 tons as compared with the corresponding period of 1887. The shipments to the Baltimore and Ohio Railroad and local points for the week were 53,532 tons, and the year 2,503,125 tons, a decrease of 103,878 tons, as compared with last year. The shipments to the Chesapeake and Ohio Canal for the week were 000 tons, and for the year 289,237 tons, an increase of 8,417 tons as compared with last year. The shipments to the Pennsylvania Railroad for the week were 15,167 tons, and for the year 741,820 tons, an increase of 359,936 tons as compared with last year.

¹⁰ *The News*, Frederick, Md., newspaper