

COMPILATION OF
CANAL TRADE ARTICLES FROM
THE EVENING TIMES
A CUMBERLAND NEWSPAPER
and
EVENING STAR
A WASHINGTON, D. C. NEWSPAPER
1894
ALLEGANY COUNTY, MD

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Revised AUGUST 2015

A. PREFACE

In this compilation, articles were transcribed from *The Evening Times*, a daily Cumberland newspaper and the *Evening Star*, a weekly Washington, D. C. newspaper. During the year, 1894, *The Evening Star* had three editions daily: 2:30 p.m., 3:30 p.m. and 5:00 p.m. For consistency, I have tried to use the 5 o'clock edition trusting that it would have the latest information under the heading **Shipments of Coal**. Unfortunately, sometimes that edition had no listing of departing canal boats and thus the occasional notation of an earlier edition that day. I have marked the articles from the *Evening Star* with "ES" prior to the date, to distinguish them from *The Evening Times* articles.

Readers not interested in Coxe's Army travels on this canal should just skip over those articles.

The Evening Times was found on microfilm at the libraries at Allegany College of Maryland, Cumberland, MD and at Frostburg State University, Frostburg, MD. The *Evening Star* newspaper was found on-line at www.GenealogyBank.com.

This is an edited report. All the canal boat data was entered on an EXCEL spreadsheet and then checked for consistent spelling. Descendents are encouraged to contact the transcriber if a consistent spelling is wrong; e.g. McIllhenny or Leetch or Reichter.

A word of caution about using the data: right hand column was "Tons and cwt."

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

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Canal Trade 1894

Tue. 1/2/94, p. 2. The fishing is poor this winter in the Chesapeake and Ohio Canal. Mr. Chas. Handley and Sparr Brothers were fishing with a seine and caught 696. They were fine one, too, six weighing 16 pounds each. The greater portion were carp. They expect to do better next time. This is in the holidays and fish are scarce. - Richard T. Butler, Martinsburg, Montgomery county.¹

Mon. 1/8/94, p. 4. **On a Tour of Inspection.** - Mr. G. L. Nicholson and J. Graham Pearre, started Wednesday last on horseback to make a tour of inspection of the Chesapeake and Ohio canal. The trip will occupy about ten days, and is made with the view of ascertaining what repairs are needed, and men will be put to work during the winter on these repairs. They will also make a trip on or about January 15, for the purpose of paying off the employees along the line.²

Mon. 1/22/94, p. 1. The Chesapeake and Ohio canal will probably be opened for navigation about March 1.

Thu. 2/8/94, p. 7. **Canal Prospects Brightening.** - The *Herald's* correspondent, at Williamsport, says the prospects for the Chesapeake and Ohio canal are brightening as spring advances. Judging by the number of new men there that are preparing to engage in boating the coming season. The people there think there is much depending on the decision of the Court two weeks hence.³

Mon. 3/5/94, p. 1. **The Busy Town of Williamsport.** - Williamsport is a busy

town of 1,800 inhabitants on the Potomac, and is an important shipping point for commodities over the Chesapeake and Ohio canal. Its municipal government is simple and the town is well managed. At the coming election it is proposed to introduce lights and fire protection. From March 1, 1893 to March 1, 1894, the receipts from all sources for municipal purposes were \$986.48. The amount of uncollected taxes reported is \$633.79, of which amount \$256.64 is on property located in the Belt. The town has \$5.80 with which to pay each dollar that it owes. The town's net indebtedness is only \$121.83. The property situated on the Belt is not taxable by a recent decision of Judge Stake and a source of large income is cut off.

Ibid, p. 6. **Death In the City.**

Mr. John Rawlings a well known boatman on the Chesapeake and Ohio canal died on his boat which lies at the Basin Wharf in the canal in this city last night, after suffering for some time with consumption which caused his death. The deceased was about 45 years of age and a very energetic man. The funeral took place this afternoon from his boat. The interment was made in St. Patrick's cemetery.

Tue. 3/6/94, p. 1. **The Canal Almost Ready.** - The water is being turned into the Chesapeake and Ohio canal, and the old ditch will be ready for business by the end of the present week. Everything is in ship-shape hereabouts.

Thu. 3/15/94, p. 8. Water was turned on Tuesday in the Chesapeake and Ohio canal at the end of the line, and the boatmen are getting ready to go to work.⁴

Sat. 3/17/94, p. 1. **An Auspicious Opening.**

¹ *The News*, Frederick, Maryland.

² *The News*, Frederick, Maryland.

³ *The Herald and Torch Light*, Hagerstown, Maryland

⁴ *The Herald and Torch Light*, Hagerstown, Maryland

The first week's shipments via the Chesapeake and Ohio canal for the season of 1894 follows. Shipments were confined to Williamsport points. The canal is in good condition and ready for an active season:

CONSOLIDATION COAL CO.	
To Cushwa & Sons, Williamsport	
Victor	107 01
Consolidation No. 13	116 05
Mertensville	117 09
Lutie & Monie	112 19
H. C. Winship	115 01
Mary	112 12
Little Walter	117 06
Frankie & Fannie	112 02
Geo. S. Reiman	117 16
Victor	109 04
No. 126	112 17
Consolidation No. 15	116 11
Consolidation No. 6	116 10
Mertensville	119 10
Hilda Chaney	118 10
To Steffey & Findlay, Williamsport	
Mary Mertens	119 07
G. W. McCardell	117 03
G. A. Hoffman	111 18
Green Ridge	117 15
Mrs. McComas	115 00
Charlie & Nellie	110 09
Green Ridge	115 18
Sallie June	122 08
To Bridges & Henderson, Hancock	
Round Top	98 05
GEORGE'S CREEK COAL & IRON CO	
To Embry & Smith, Williamsport	
Antares	96 12
C. W. Miller	117 12
Antares	97 05
To Arthur Gruber, Williamsport	
Ruby	93 11

Tue. 4/17/94, p. 6. **SHIP AHOY!**
The Commonweal Aggregation Embarks
For Williamsport By Way of the Canal.
 Such a morning!

A brilliant sun, shinning with summer-like intensity from a cloudless sky, and a gentle breeze to fan the fevered temples of Coxey's cohorts as they marched through the city.

At six o'clock this morning the bugle resounded throughout the hills and mountains surrounding Camp Thackeray bidding the sleeping Coxeyites arise, take up their beds and get breakfast. At 8 o'clock their morning repast was served and preparations made to break camp and proceed to Hancock by canal.

Browne to His Comrades.

Marshal Browne issued the following order at 7 o'clock this morning:

Commonweal Comrades - We have 'crossed the Alps' of our journey, where the ice and snow met our legion; not with 'the cold hand of death,' thanks to unceasing care, and we are now in the sunny Italy of 'Maryland, My Maryland,' and the 'prodigal son' was not made more welcome than we have been since we crossed the line. But the good people of lovely Cumberland particularly have made our sojourn in Camps Victory and Thackeray a feast of joy and a flow of soul, and we richly earned it, and as American citizens they bestowed it upon us in that spirit.

As an evidence of the little influence the majority of newspapers now have, advising the people to shun us, our camp has been graced each day with the handsome faces of the proverbially beautiful Maryland ladies. They have placed their commendation upon us and we cannot fail.

We march at 8 o'clock to the canal wharf in Cumberland where we are enabled to embark on two boats to take us to Hancock, Md., which is our next place to speak. The distance is over 50 miles. The speaking there will be some time during the day of Thursday, April 19th, and will probably be from the boat at the wharf there as it will be our first stop. It will be called "Camp Cumberland" in honor of the good people of this hospitable city in which we are now camped.

On Friday morning, April 26th, we will reach Williamsport, where we disembark and go into Camp California, named in honor of the

State that has sent forth so many men to join the Commonwealth, and for their heroic conduct in overcoming difficulties to reach us.

Among the many who have so generously made us welcome in Cumberland, while it may seem invidious distinction, still I deem it justice to mention: Brother Avirett, of the *Times*, Mayor Hebb, Sheriff Clarence King, Mertens Sons, Dr. J. R. Garman, Hon. Lloyd Lowndes, David W. Sloan and the many other generous people of this beautiful city, whose names we are unable to ascertain, who so generously contributed to your support.

While enroute to Hancock the certificates of merit which I promised you on the other side of the mountain if you remained true, will be given out. Good night.

(Signed) Carl Browne
Chief Marshal Commonwealth of Christ.

The March From the Camp.

At 8 o'clock the start was made from the camp at the base ball park. Down through the Narrows the route was lined with crowds of curious sightseers. The army marched straight down Mechanic street and over on to the towpath to the river lock where two boats were in readiness to load men, wagons and stock.

At this point a tremendous crowd had gathered to witness the departure of Coxey's hosts from Cumberland. It took the men quite some time to get their wagons, bed clothing and camp utensils on the boats, and the anticipated quick start on the boats was delayed by an hour or two. Chief Marshal Browne was omnipresent. He sat upon his handsome charger and directed the movements of the men loading the boats with military preciseness.

The men of the Commonwealth were all in fine trim this morning. They were comfortably rested by their long stay at Camp Thackeray and seemed eager to get away, although every man expressed himself as being more than pleased with the treatment they had received at the hands of Cumberland people. General Coxey and Chief Marshal Browne were especially

outspoken in their praise of the citizens of this city and declared they had not met with such delightfully cordial treatment since they left Massillon, over four weeks ago.

Loading the Boats.

The process of loading the boats was necessarily slow and tedious. Owing to the steepness of the banks beside which the boats were tied up it was necessary to take the wagons on piecemeal. All the wheels were removed from the wagons and taken on the boats one at a time. The Ferris wheels went on with the Commonwealth.

Lying calmly in the placid but muddy waters of the canal, near Merten's Sons boatyard, was the boat chartered by the newspaper fraternity, the "Mertensville," re-named by the wielders of the pen the "Flying Demon."

The representatives of the various newspapers throughout the country who have been with the army since it left Massillon, some fourteen in all, made their ship as comfortable as possible under the circumstances, but the hot sun shining down upon the deck, made it not the most pleasant spot on earth.

One young man, whose knowledge of seafaring on the wild canal is sadly limited, referred to the hold of the "Flying Demon" as the cellar. The interference of several humanitarians who disliked to see anybody take water was all that saved him from being dipped in the briny.

The Start.

The first boat started on its way to Washington at 12:20. With the bagpipes screeching out a wild pain of joy. The "Archie Greenless" floated past the newspaper contingent on board the "Flying Demon" at 12:25. The sun was beating down mercilessly upon the yelling "Hobos" while General Coxey stood upon the quarter deck and smiled benignly upon all mankind as represented by the throngs of spectators along the towpath and the Consolidation

wharves. The "Archie Greenless" was quite some distance around the bend of the canal before the second section, the "Benjamin C. Vaughan," with Chief-Marshal-Leathern-Coated-Browne in command.

It was just ten minutes to one o'clock when the "Vaughan" passed down with the army's celebrated band playing "The Bowery" in a wild, confused manner, with the rest of the contingent yelling and cheering, and with His Serene Highness Chief Marshal Browne standing on the quarter deck, his face bedecked with a smile of happiness that was almost angelic in its intensity.

Five minutes afterwards the "Flying Demon" was loosened from her moorings but was deterred from starting promptly by the absence of clearance papers. General Coxey was waiting for the rest of his band at the canal bridge two miles below the city.

Both boats containing the Commonweal were densely packed. The wagons had been taken apart and stowed in the hold. The horses were stalled in the first boat under General Coxey's command, some sixteen horses in all.

At ten minutes after 1 o'clock the necessary papers arrived and the "Flying Demon," under a full spread of canvas, started after the Commonweal. Admiral Austin Beach mounted the quarter deck and distributed his orders in a voice choked with emotion. Whether the Admiral's emotion was due to the fact that he was leaving hospitable Cumberland behind or to the fact that he was in command of such a noble body of men, is not definitely known at this writing. Mr. Beach feels very proud of his command.

As the Conestoga chieftain passed the newspaper contingent on board the "Flying Demon," he saluted them ironically and observed:

"I salute the Argus-eyed demons of hell." Browne doesn't love the newspaper

men. They speak too plainly and tell the truth about him so graphically that he looks upon them as a body of interlopers who are liable to bring the Commonweal into disrepute and side track the Millennium somewhere along the road. Browne has an idea that the newspaper boys will short circuit his pet cataclysm and keep it from doing the work he has mapped out for it. Therefore Browne likes not the war correspondents.

The trip down the canal to the point where the "Flying Demon" overtook the transport ship containing the Army of the Commonweal, was quiet and uneventful. At the different points along the towpath curious crowds were assembled, whose enthusiasm had somewhat died out by the time the "Flying Demon" sailed majestically by them.

The demons on board their ship behaving as all good demons should. They told stories and sang a plaintive melody entitled "Ta Ra Ra Boom De Ay." This is a sample verse and chorus:

Demons came from all the States,
Brought together by the fates,
Yet they are the best of mates,
For all the blooming reprobates:
 Ta ra ra boom de ay.
 The demon's life is gay
 Until the first of May,
 Ta ra ra boom de ay.

Demon Babcock, of the New York *World*, is the poet laureate to the Demons. He it was who composed the thrilling verses of which the above is a sample. The Demons, some of them, have excellent voices - for hailing vessels on the angry seas - but when it comes to singing, well, the result is about what you would expect from demons.

At 1:15 the lookout on the "Flying Demon" sighted the ships carrying the army far away upon the horizon. Gradually the demons bore down upon the transports and at the "wide waters" caught and passed the

vessel commanded by General Coxey. Chief Marshal Browne's ship was in the lead and the voices of the hobos filled the warm sunlight with satirical comments about the scenes along the route. General Coxey was left behind while the "Flying Demon" pursued the Marshal and his gang down the canal.

At the aqueduct all was peaceful on the ships and the Commonweal had settled down to enjoy the warm sunlight and balmy breezes that came down over the mountains. No incidents of importance happened up to this time of writing, 2:10.

G. V. H.

Wed. 4/18/94, p. 1. **COXEY AT ORLEANS. - The Commonwealers Making Good Time. Meeting at Oldtown.** Oldtown Road, W. Va., April 18. (Special.) The Commonweal reached here at 10 o'clock and tied up to give Coxey and Browne a chance to address the crowd. The position of adjutant-marshal made vacant by Smith's dismissal from the army, has been filled by the appointment of "Roy Kirk," who was formerly Browne's private secretary.

Jesse Coxey has also been re-instated as chief aide.

Lat night speeches were made by Coxey and Browne at Oldtown. During the evening Capt. Wilson, of the "Benjamin Vaughan," fell overboard and was hauled out by the Brothers of the Commonweal.

Hancock will be reached by 5 o'clock today and Camp Cumberland pitched. The camp, however, will only last long enough to make speeches. Noyes.

Thu. 4/19/94, p. 1. **The Commonweal Navy Arrives at Hancock via the Chesapeake and Ohio Canal.** - After leaving Green Spring yesterday the Commonweal army (navy) proceeded quietly on its "sea voyage" to Hancock. After a run of twenty miles was made

between breakfast and sunset, the flotilla drew up under the Hancock bridge for a late supper last evening.

The Hancock authorities refused to vote either money or provisions to the army, so that crackers and cheese were the best they could get out of their own resources. But a greater reverse than this greeted the leaders. Private charity that might have gone to them had been drained before the army's arrival by two traitors in the camp.

On arrival Coxey and Browne were surprised to find that "Unknown" Smith (Pizarro), who was recently deposed in company with the advance courier of the army - "Cheeky" Childs, of Baltimore, who deserted, had been in Hancock Tuesday night and made speeches, passing themselves as agents of the army, and took up a collection. The commonweal leaders at once sent the following to Sheriff Herbert, of Washington county:

"Understanding that two individuals formerly connected with the Commonweal of Christ, called 'Unknown' by the press, alias Smith, and Alexander Childs, are representing themselves as advance agents of the Commonweal and obtaining money ostensibly for us, we deem it simply justice to ask protection of the law from them and ask you to arrest them for obtaining money under false pretenses if they continue to do so. The Childs part of the 'freaks' had a paper in his possession signed by Carl Browne when he deserted the Commonweal for this attempt at money-making of it, which is now invalid. You are instructed to take it away from him.

"J. S. Coxey."

Browne was himself the subject of an unpleasant revelation, Burgess Ditto, of the town council of Hancock, identifying him as an Indian medicine man who had visited the town three years ago with a patent blood purifier. The Coxey then practically took possession of Hancock last night. There being no stipulation as in Cumberland to hold them outside of the town, they swarmed from the wharf and

filled the saloons on the main streets, drinking freely and talking theosophy and politics with what natives would engage in discussion, though most of the citizens stayed indoors, leaving the newcomers to their own devices. There were a great many visitors in Hancock, many of the guests from Berkeley Springs driving over the mountains to see the strange pilgrims.

There were also rumors that a crowd of roughs from the neighboring county had organized to give the Coxe forces a pitched battle, but no actual violence occurred.

In the general orders last night Commander Browne announced the appointment of Roy Kirk to fill the Unknown's place.

The first boat to arrive at Hancock had General Coxe and marshal Browne on board and arrived in port shortly after 4 o'clock. The second boat arrived one-half hour later. The Flying Demon, having on board the newspaper men followed. Nailed on the bow of the boat was a red flag bearing the inscription "The Demons of Hell." This is what Browne calls the correspondents. The voyage from Cumberland was made with but two slight accidents. Shortly after midnight Tuesday the weary soldiers of the first boat were aroused from their peaceful slumbers by the cry of "Man overboard!"

In an instant the deck was crowded with half-dressed men, who were eager to find out who had dropped in the water. It was Captain Wilson. He had been sleeping on the rudder, when it suddenly turned and threw him overboard. Barring a bad fright by his unexpected bath, he was uninjured. When the boat stopped yesterday morning for the men to take breakfast another one fell overboard and received a good ducking.

[Transcriber's Note: Coxe's army proceeded to Williamsport via canal. The army camped on the "low grounds" between the canal and the Potomac. The army then

proceeded to Hagerstown over land route and on to Washington, D.C. This concludes the story of Coxe's army traveling along the canal.]

Thu. 4/19/94, p. 6. The steam packet of the Chesapeake and Ohio canal passed over the route last week, paying off the employees for the month of March.

Mon. 4/23/94, p. 1. **Canal Commerce.**

The following boats left this port today via the Chesapeake and Ohio canal.
CONSOLIDATION COAL CO.

To Meredith Winship & Co., Georgetown	
J. P. Hewitt	118 09
Libbie	120 17
No. 136	118 06
F. O. Beckett	116 08
Judge Stake	114 00
Consolidation No. 2	121 04
W. S. Jacques	116 02
To Steffey & Findlay, Williamsport	
Mary Mertens	115 07
Mrs. McComas	120 15
Charlie & Nellie	120 18
G. A. Hoffman	114 03
Mary	113 09
To Cushwa & Sons, Williamsport	
Victor	112 17
GEORGE'S CREEK COAL & IRON CO	
To Embry & Smith, Williamsport	
C. W. Ridley	118 12
To J. P. Agnew & Co., Georgetown	
A. W. Nicolson	116 01
D. W. Sloan	121 19
Mertensville	116 12
J. H. Mertens	120 00
Laura B. Agnew	117 10

Tue. 4/24/94, p. 1. **Canal Commerce.**

The following boats left this port today via the Chesapeake and Ohio canal.
CONSOLIDATION COAL CO.

To Meredith Winship & Co., Georgetown	
No. 145	117 18

Katie Hassett	119 04
Alice Cable	117 13
R. D. Johnson	118 11
No. 127	115 17
F. S. Garrett	109 17
John K. Cowen	112 18
Judge McComas	117 07
E. M. Ginevan	118 10
To Cushwa & Sons, Williamsport	
Frankie & Fannie	110 18
Sallie C. Goddard	115 02
To Steffey & Findlay, Williamsport	
G. W. McCardell	118 06
Mt. Vernon	118 15
GEORGE'S CREEK COAL & IRON CO	
To J. P. Agnew & Co., Georgetown	
Fred Weiland	116 15
Ollie V.	117 01
R. L. Somerville	116 08
Judge Douglas	120 11
BLACK, SHERIDAN & WILSON	
To A. C. Gruber, Williamsport	
Ruby	94 18
To Meredith, Winship & Co., Georgetown	
C. R. White	118 17
H. H. Keedy	118 00
<i>Ibid.</i> Mr. G. L. Nicholson, general manager of the Chesapeake and Ohio canal, accompanied by Mr. F. T. Beall, arrived here yesterday on the manager's steam packet from Georgetown. They are on a tour of inspection.	
Wed. 4/25/94, p. 1. Canal Commerce.	
The following boats left this port today via the Chesapeake and Ohio canal.	
CONSOLIDATION COAL CO.	
To Meredith Winship & Co., Georgetown	
C. W. Adams	120 16
Consolidation No. 7	116 09
No. 129	115 04
Judge Hagner	115 15
No. 134	118 06
M. E. Grove	110 16
Consolidation No. 16	119 07

BLACK, SHERIDAN & WILSON

To Steffey & Findlay, Williamsport	
Consolidation No. 1	116 10
Sallie Irene	114 00
Green Ridge	115 04
To Cushwa & Sons, Williamsport	
H. C. Winship	116 00
GEORGE'S CREEK COAL & IRON CO	
To J. P. Agnew & Co., Georgetown	
G. L. Nicholson	115 12

Ibid, p. 6. **Bituminous Coal Trade.**

The shipments from the mines of the Cumberland coal regions for the week ending Saturday, April 21, 1894, were 98,898 tons, and the total shipments for the year to that date 976,724 tons, a decrease of 192,141 tons as compared with the corresponding period of 1893. The shipments to the Baltimore and Ohio railroad for the week were 42,362 tons, for the year, 559,346 tons, a decrease of 256,591 tons, as compared with last year. The shipments to the Chesapeake and Ohio canal company were 8,686 tons for the week and 36,436 tons for the year, a decrease of 2,607 tons as compared with last year. The shipments by the Pennsylvania railroad for the week were 43,849 tons, and for the year 380,943 tons, an increase of 67,058 tons as compared with last year.

Thu. 4/26/94, p. 1. **Canal Commerce.**

The following boats left this port today via the Chesapeake and Ohio canal.

GEORGE'S CREEK COAL & IRON CO.	
To Embrey & Smith, Williamsport	
Little Walter	121 18
C. W. Ridley	110 10
CONSOLIDATION COAL CO.	
To Steffey & Findlay, Williamsport	
Mary Mertens	117 00
Lutie & Monie	116 10
To Cushwa & Sons, Williamsport	
Mary	11600

Fri. 4/27/94, p. 1. **Canal Commerce.**

The following boats left this port today via the Chesapeake and Ohio canal.

CONSOLIDATION COAL CO.

To Meredith Winship & Co., Georgetown
No. 113 118 09
Consolidation No. 15 120 05
No. 104 121 14
No. 125 117 10

GEORGE'S CREEK COAL & IRON CO

To J. P. Agnew & Co., Georgetown
Antares 94 02

ES, Wed. 5/2/94, p. 8. "**A Boy Drowned in the Canal.** - A little colored boy named

Bernie Gant was drowned in the Chesapeake and Ohio canal yesterday evening at 7:15 o'clock. He fell into the water while playing along the south wall between Congress and High streets. He had been warned several times to keep away from the canal, but, childlike, forgot the warnings as soon as the wiser heads were out of sight. His fall was caused by the displacement of a stone on which he was standing, while dipping water. He came twice to the surface in the presence of companions. The third rise brought him beneath a canal boat. Search was made, the body was soon recovered, and it was brought to the seventh precinct morgue."

Fri. 5/4/94, p. 1. **Canal Commerce.**

The following boats left this port since yesterday via the Chesapeake and Ohio canal.

CONSOLIDATION COAL CO.

To Meredith Winship & Co., Georgetown
W. R. Lewis 118 03
W. H. Dunkinson 120 08
Consolidation No. 19 123 00
Plough Boy 119 15
L. W. Guinand 118 17
M. E. Grove 111 06
No. 140 117 10
To Cushwa & Sons, Williamsport
H. C. Winship 115 11

Lutie & Monie 118 18
To Steffey & Findlay, Williamsport
Sallie Irene 117 04

GEORGE'S CREEK COAL & IRON CO

To Embry & Smith, Williamsport
Antares
Amelia Moyer
Judge Douglas
W. D. L. Walbridge

Sat. 5/5/94, p. 1. **Canal Commerce.**

The following boats left this port since yesterday via the Chesapeake and Ohio canal.

CONSOLIDATION COAL CO.

To Meredith Winship & Co., Georgetown
No. 122 116 03
Daniel Linkins 118 19
Judge Cox 115 14
Wheatley Bros.. 115 10
B. R. Mayfield 117 12
Consolidation No. 12 117 01
Emma Mertens 119 14
Mt. Vernon 118 16

GEORGE'S CREEK COAL & IRON CO

To Embry & Smith, Williamsport
C. W. Ridley 116 00
To J. P. Agnew & Co., Georgetown
A. H. Bradt 116 10

Coal Traffic on the Canal.

The Williamsport *Leader* says: The coal traffic over the C. & O. canal at Williamsport during the last month was heavier than was ever known before during April. The present month bids fair to outdo it in shipments by many tons. The one firm alone, Messrs. Cushwa & Sons, expect to unload three canal boats every day during the month, while the other three firms also expect to increase their shipments over last month.

Mon. 5/7/94, p. 1. **Canal Commerce.**

The following boats left this port since Saturday via the Chesapeake and Ohio canal.

CONSOLIDATION COAL CO.

To Meredith Winship & Co., Georgetown
A. L. Miller 120 10
No. 123 110 00
No. 103
No. 118

Consolidation No. 21

Maj. H. D. Whitcomb

To Cushwa & Sons, Williamsport

Hilda Chaney

Mary

To Steffey & Findlay, Williamsport

Green Ridge

G. A. Hoffman

GEORGE'S CREEK COAL & IRON CO

To Embry & Smith, Williamsport

Landown

[Transcriber's Note: A portion of this page was missing.]

Tue. 5/8/94, p. 2. **Canal Commerce. -**

The following boats left this port since yesterday via the Chesapeake and Ohio canal.

CONSOLIDATION COAL CO.

To Cushwa & Sons, Williamsport
No. 126 115 19

GEORGE'S CREEK COAL & IRON CO

To Embry & Smith, Williamsport
A. Greenless 118 01
W. H. Cooper 117 08

To J. P. Agnew & Co., Georgetown
Antares 95 16

Wed. 5/9/94, p. 2. **Canal Commerce. -**

The following boats left this port since yesterday via the Chesapeake and Ohio canal.

CONSOLIDATION COAL CO.

To Cushwa & Sons, Williamsport
Little Walter 119 03

Thu. 5/10/94, p. 1. **Canal Commerce.**

The following boats left this port since yesterday via the Chesapeake and Ohio canal.

CONSOLIDATION COAL CO.

To Cushwa & Sons, Williamsport
Little Walter 119 03

Mon. 5/14/94, p. 1. **Canal Commerce.**

The following boats left this port since Saturday via the Chesapeake and Ohio canal.

CONSOLIDATION COAL CO.

To Cushwa & Sons, Williamsport
Sallie C. Goddard 119 10
Frankie & Fannie 118 09
H. C. Winship 121 06
Lutie & Monie 120 09
Mary 118 15
Victor 110 02

Wed. 5/16/94, p. 4.

TRAFFIC ON THE CANAL

The Old Waterway Paralyzed by Reason of the Miners Strike.

Traffic on the Chesapeake and Ohio canal has dwindled away to almost nothing, and the large number of empty boats lying in the basin in this city gives evidence of this fact. Within a few days after the suspension of work in the mines along the George's Creek region until this date but two boats a day have been sent down the old waterway laden with about 114 long tons of coal each.

The poor old dilapidated mules who have tugged away at the tow line from early morn until late at night, from the beginning of the present boating season until its temporary close, are now getting a well earned rest. As the largest portion of the coal which is shipped down the canal comes from the mines in this region, business on the canal will remain in its present paralyzed

condition until work is resumed by the miners.

From this it can be seen that not only those employed in digging the dusty diamonds are unemployed, but also about 400 men on the canal. The wharf in this city looks deserted, and but a few loaded hoppers could be seen standing there this morning. The boatmen are anxiously awaiting the decision of the Cleveland convention, and it is to be hoped that it will be for a resumption of work.

Mon. 5/21/94, p. 1. **SEVERE AT BALTIMORE - Chesapeake and Ohio Canal Submerged and Fears of its Safety Entertained.** - Baltimore, May 20. - The rainstorm in Baltimore and Maryland has been very severe, and tonight at this writing four and one-half inches is the unusual record for the past twenty-four hours. The wind and rain has forced the tide far beyond the normal, and the low lying districts of the city in the vicinity of the wharves are flooded.

Reports from Hagerstown, Williamsport and other points on the Potomac report the river overflowing its banks and the Chesapeake and Ohio canal at places is submerged and fears entertained for its safety.

At the tunnel above Hancock there has been a heavy landslide, and the canal is filled with slate and earth. A raging southeasterly gale has prevailed all day at Havre de Grace and the river raised to highest point since last October, while both on the Potomac and Susquehanna many houses have been inundated and fences and outbuildings washed away. No loss of life or extended damage has as yet been reported.⁵

Tue. 5/22/94, p. 6. **Damaging Floods at Orleans.**

Orleans, Md., May 21. - High water has played havoc here. The bridge over Fifteen Mile creek has been washed away. At Yonker's Mill the entire building was destroyed leaving nothing but the engine and boiler standing. The bridge here lost one span and considerable damage was done to the crops. The tow path on the canal from Dam No. 6 to the head of Three Mile Level was saved by the thoughtfulness of Thomas Dunnigan, the company boss, who drew the water off at this point. Mr. Linburg's brothers also deserve credit for their assistance in saving the canal.

Wed. 5/23/94, p. 1. **Dull at the C. & O. Canal Office.** - The Washington *Star* of yesterday says: "Things are dull at the Chesapeake and Ohio canal office. No boats are coming down, no boats are clearing. The Cumberland coal troubles are having a very visible effect on Georgetown. The canal wharves are looking almost desolate, the Potomac docks are quiet. Two or three schooners have been waiting sometime for coal to come down. None is being shipped by the mine owners. What is being mined is taken possession of by the railroad companies for their own use."

Thu. 5/24/94, p. 6. **Canal Pay-Boat.**

The Chesapeake and Ohio Canal pay-boat "Candoc" with General Manager G. L. Nicholson, and Paymaster J. Graham Pearre on board, passed up the canal by Williamsport Wednesday for Cumberland, paying the employees for the month of April.

Sat. 5/26/94, p. 6. **Canal Men in Bad Spirits.** - The Hagerstown correspondents of the Washington *Star* says: "Boatmen on the Chesapeake and Ohio canal are in bad spirits. Owing to the strikes and unsettled affairs in the coal mining regions of Allegany many boats are tied up for the

⁵ *The Washington Times*, Washington, D. C.

want of business, and the recent heavy rains, which damaged the canal, especially at the tunnel above Hancock, have increased the idleness and added a damper to the prospects of the boatmen.

Tue. 6/5/94, p. 6.

THE C. & O. CANAL CASE.

A Brief History of the Proceedings and Their Present Status.

The Hagerstown correspondent of today's *Baltimore Sun* says: " Judge Stake was expected to render a decision today on the petition for the extension of time to the Chesapeake and Ohio canal trustees, but he did not return in time from Washington, where he went on Saturday.

Under the terms of Judge Alvey's decree, by which the trustees for the bondholders of 1844 got possession of the Chesapeake and Ohio canal, that possession is to expire in May, 1895, under certain conditions. In the bill filed by the trustees asking for possession of the canal, the trustees claimed that the business of the canal would be sufficient to pay for its restoration, it then being in a wretched condition, to pay operating expenses and the interest of the bonds of 1844. To test this Judge Alvey granted to them a trial possession for four years. If it did not appear during that time that the revenues would be sufficient for all these purposes, than the canal was to be sold. The canal has been doing a fairly brisk business under the management of the trustees. But the burden of debt is a heavy one. Over a half million dollars were expended in the work of restoration and the repair bonds of 1878 which take precedence of the bonds of 1844 now amount to more than \$600,000.

The petition which was filed last winter by the trustees asked for an extension of the time of possession to May 1905. It is claimed that there is a scarcity of boats and that unless there is an assurance for a longer

term men are not willing to invest money in boats nor to embark in the transportation business. Additional time was also asked to enable the trustees to make an arrangement with the Chesapeake and Ohio Transportation company for the traction of boats by electric power. It is upon this petition that Judge Stake is now to pass. Should he refuse the extension of time it is considered probable that a proposition to purchase the canal will be made by the Baltimore and Ohio Railroad company upon the terms set forth in the *Sun* of April 1, 1894.

In December last articles of incorporation were granted by Judge Stake to the Chesapeake and Ohio Transportation company of Washington county. The incorporators were Edward J. Silkman, George D. Johnson, Frederick J. Griffith, H. F. Waernike, John L. T. Lee, all of Baltimore. The capital was \$250,000, and the directors for the first year were Charles K. Lord, Henry C. Black, Alexander Shaw, of Baltimore; Lloyd Lowndes, of Cumberland; and J. Clarence Lane, Hagerstown. The term of existence was forty years and the chief office was to be at Hagerstown. The purposes of the corporation were to buy and lease lands, buy and transport timber, grain, fruits, seeds, &c., build boats and ships, mine coal, iron and other metals, open marble and slate quarries, operate canal boats by means of electricity, navigate the ocean by vessels, acquire bridges, wharves, &c., by lease or otherwise, and for other purposes.

Shortly after the company was incorporated the bondholders of 1844 of the Chesapeake and Ohio canal filed in the circuit court for Washington county a petition asking for the extension of the time of the experimental operation of the canal from four, as decreed in the decision of Judge Alvey, to ten years. The petition was filed because of an agreement desired to be

entered into by the canal trustees and the Chesapeake and Ohio Transportation company, which agreed to operate the canal, guaranteeing the net revenues not to be less than \$100,000 a year to the canal trustees. The transportation company desired the privileges, if it so desired, of furnishing the necessary wires and appliances, either experimentally or permanently, for the propulsion of boats by electricity.

The case was heard before Judge Stake on February 18, 1894, when Attorney General John P. Poe, for the State of Maryland, the defendant in the case, filed his answer to the petition asking for an extension, and said the project of the transportation company was visionary and impracticable and asked for a sale of the canal at once, under Judge Alvey's decree, claiming that it was not paying expenses, was hopelessly involved in debt, and that the State demanded her legal rights and interest in the canal, which it could only get by its sale.

Sat. 6/16/94, p. 6. **To the Public.**

Cumberland, Md., June 13, 1894.

This is to certify that I have examined Mr. McDonald's small steamer, and find it in first class order and safe in every respect.

J. S. Walker

Chief Engineer City Water Works.

The boat can be chartered at \$10 per day, or \$5 for evening trip. Mr. McDonald furnishes everything for the necessary running of the boat. The owner will personally look after the comfort of the passengers. The boat will go to any point the parties may desire on the canal.

Thu. 6/21/94, p. 6.

THE CANAL ALRIGHT.

Judge Stake Grants the Extension and Sanctions the Contract as to

the Claims.

Judge Stake yesterday afternoon at Hagerstown, filed the long awaited opinion in the canal case. He has extended the time of the trustees operation of the canal to ten years from May 1, 1891, instead of four years from that date. He has also approved the contract with the Chesapeake and Ohio Transportation company.

In sanctioning this contract, which guarantees to the canal company a net revenue of \$100,000 a year in return for the privilege to the transportation company of running boats thereon either by steam or mule power, the judge says: "I see no reason for not allowing said contract to be entered into by the trustees, as it provides a certain net revenue and does not prevent the earning of more if possible."

He says that while it is true that the trustees have failed to observe the order of the court to make annual reports to the court such delinquency cannot deprive those for whom the trustees were appointed - the bondholders of 1844 - of any substantial rights guaranteed them under the decree.

That sum of money expended to restore the canal was larger than expected would be necessary is no reason for limiting the time in which to realize the probable wisdom of the effort.

It is shown the usefulness of the canal as an instrument of transportation is growing. In spite of uncertain tenure of trustees there has been a reasonable measure of success. To suddenly suspend the operation before the opportunity is fairly given to show the result of the experiment would not be good faith to those who have undertaken so great a work under the sanction of the court.

"I think there is good and sufficient cause shown for the exercise of the power of the court reserved in the decree of Oct. 2, 1890, and I will grant the extension asked for by the trustees."

The filing of the opinion was delayed by the hearing of the labor claimants. There is nothing in the case from which the court can determine the character and amounts of these claims, and the judge will pass such order on the matter as the affairs may warrant later on.

Sat. 6/23/94, p. 1. **Paying on the Canal.** - James Graham Pearre, paymaster of the Chesapeake and Ohio canal, arrived Thursday on his new packet *Candoc* (Chesapeake and Ohio canal) and Friday paid off the employees here, having paid off all others along the line on the trip up.

Thu. 6/28/94, p. 6. **Sanitation Along the Canal.** - The Chesapeake and Ohio Canal company has posted notices along the line of the waterway warning all persons against throwing the bodies of animals, dead or alive, into the canal, or on canal property. Persons found guilty of such acts will be fined \$10 for each offense and will be required to remove the nuisance at their own expense. Superintendent Nicholson personally notified the residents of Hancock, having stables and outhouses along the canal bank, from which there is an overflow, that the evil must be remedied, or proceedings will be taken.

Thu. 6/28/94, p. 6. A company of Hancock gentlemen contemplate building a modern pleasure boat, with the capacity of 50 persons, to ply up and down the Chesapeake and Ohio Canal.⁶

Thu. 7/5/94, p. 6. **AN ACCIDENTAL DEATH - A Boy Found in the Canal With His Neck Broken.** - The body of John P. Ardinger, a son of James Ardinger, of Williamsport, was found floating in the Chesapeake and Ohio Canal, Thursday,

⁶ *The Herald and Torch Light*, Hagerstown, Maryland.

morning about 6 o'clock by Mrs. Courtney McCardell, near the canal lock, on the southern suburb of the town. The body was recovered. The boy in company with Robert Barber and Frank Spigler, boys about his age, was playing along the track of the Western Maryland Railroad, near Steffey & Findlay's warehouse, Wednesday. Failing to return home in the evening his parents searched for him, but he could not be found. The boys that were with him said he disappeared so suddenly that they did not know what had become of him. It is supposed he was playing on a freight car, lost his balance, fell off and rolled into the canal. He broke his neck in the fall. He was aged 6 years, 9 months and 10 days. Another son died several months ago. Funeral Thursday evening; interment in Riverview Cemetery.⁷

Sat. 7/7/94, p. 5. **BRIEF BITS**

Thursday night several boatmen on the Chesapeake and Ohio canal got into an altercation about a mile east of Hancock. During the fight a mule and horse were drowned, having been pushed from the tow-path.⁸

Thu. 7/12/94, p. 1.

**BUSTLE ABOUT THE WHARVES.
Plenty of Boats Being Loaded and
Activity Restored.**

A *Times* representative in his stroll around town decided to go into Shantytown and see what was going on. In Shantytown proper everything was quiet, but the majority of men seemed to have money, and on going farther it was seen that under every chute a boat was receiving a load of coal. The boatmen are happy now as they have all the work they can do. On all sides are seen boats either loaded, waiting to go out or

⁷ *The Herald and Torch Light*, Hagerstown, Maryland.

⁸ *The News*, Frederick, Maryland.

unloaded and waiting to get their load. The boats are being loaded as fast as possible, and all is activity and bustle about the wharves.

The following boats have left this port since July 1st:

CONSOLIDATION COAL CO.	
To Cushwa & Sons, Williamsport	
Mary	112 11
Sallie C. Goddard	114 07
Little Walter	116 06
Charlie & Nellie	118 01
Hilda Chaney	112 19
Lutie & Monte	117 09
Frankie & Fannie	112 12
Little Fred	121 19
Victor	111 01
No. 126	118 01
Mary	113 18
Muskingum	112 00
Sallie C. Goddard	115 17
Charlie & Nellie	117 00
Little Walter	113 00
Emma Mertens	121 05
Frankie & Fannie	115 10
Lutie & Monte	117 07
Victor	111 12
Mary	112 02
S. M. Storm	115 16
To Steffey & Findlay, Williamsport	
Sallie Irene	120 00
F. T. Goddard	116 04
G. W. McCardell	119 16
G. A. Hoffman	118 01
Mrs. McComas	115 17
Mary Mertens	115 05
Green Ridge	118 17
To Meredith, Winship & Co., Georgetown	
No. 115	114 01
No. 101	108 03
John C. Poor	103 13
No. 136	117 12
M. E. Grove	111 13
No. 138	113 07
Geo. S. French	113 01
No. 120	116 01

Alice Cable	116 06
Judge A. H. Boyd	114 03
GEORGE'S CREEK COAL & IRON CO	
To J. P. Agnew & Co., Georgetown	
Benj. Vaughan	118 06
R. D. Johnson	110 05
W. H. Cooper	112 09
Eva	109 10
J. J. Alexander	118 05
Four Brothers	100 07
Park Agnew	114 16
G. L. Nicholson	111 09
Henry Hanekamp	113 01
Laura B. Agnew	117 11
Ivy City	115 09
Antares	91 12
New Alexandria	115 18
Amelia Moyer	115 01
Ollie V.	115 07
A. H. Bradt	115 10

BLACK, SHERIDAN, WILSON & CO.

To A. C. Gruber, Williamsport	
Ruby	92 07
Ruby	93 16
F. T. Goddard	121 05
GEORGE'S CREEK COAL & IRON CO.	
To Embrey & Smith, Williamsport	
Mertensville	118 19
W. D. L. Walbridge	113 08
Judge Douglas	113 08
C. W. Ridley	111 01
Loudoun	111 08
A. W. Nicolson	116 00

[Transcriber's Note: The above list contains duplicate entries because it covers the period from 7/1 until 7/12/1894.]

DROWNED YESTERDAY

The Thirteen Year Old Son of Capt. Mort Smith Loses His Life.

Vincent, the thirteen year old son of Capt. Mort Smith, of boat D. W. Sloan, was drowned about half past three o'clock p.m. yesterday by falling off the boat which was lying at the lower boat yard of F. Mertens' Sons.

The little fellow was in the act of drawing a bucket of water from the canal when he became over balanced and fell overboard. No one saw him fall in, but as he was drowning a companion saw the boy struggling in the water and gave the alarm.

When he was gotten out he was about twenty-five yards below the place where he fell in. There was a little sign of life in him when he was gotten out and work to bring the boy's life back again was commenced and kept up until Dr. Hodgson arrived, who continued to work with the little fellow, but without success.

The place where he fell overboard is one of the most dangerous along the level, as the canal is bounded on both sides by a high bank.

"Vince," as he was called by all who knew him, was a bright boy, and much sorrow was manifested at the boat where he met his tragic end.

It was an Accidental Drowning.

Yesterday evening after little Vince Smith was drowned, of which full particulars appeared in yesterday's *Times*, Squire Thompson, who is acting a coroner while Coroner Strong is out of the city, deemed it prudent to summon a jury of inquest and the following gentlemen were sworn in: John Pitzer, foreman; Chas. Goss, Patrick Hughes, Andrew Shertzer, Henry Coleman, George Faulkner, C. T. Keller, August Laing, Samuel Rawlings, Joseph Foy, Jno. Gannon and Michael Baumbauer. After viewing the remains they all adjourned until today at 11 o'clock, when they met at the Squire's office, on Liberty street, where a couple of witnesses were examined, after which the jury brought in a verdict of accidental drowning. The remains of the drowned boy will be interred in the family lot at Orleans.

Fri. 7/13/94, p. 1. **Canal Commerce.**

The following boats left this port yesterday laden with coal:

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown	
No. 133	118 04
No. 107	119 10
To Steffey & Findley, Williamsport	
Sallie Irene	121 14
G. W. McCardell	119 04
To Cushwa & Sons, Williamsport	
Little Fred	118 03
Sallie C. Goddard	113 01
Hilda Chaney	115 09

GEORGE'S CREEK COAL & IRON CO.

To Embrey & Smith, Williamsport	
R. L. Somerville	111 18
John Hanway	116 17
To J. P. Agnew & Co., Georgetown	
D. W. Sloan	116 17
Fred Weiland	115 13
J. H. Mertens	119 07

Thu. 7/19/94, p. 1. **Canal Commerce.**

The following boats left this port laden with coal since the close of yesterday's report::

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown	
E. R. Ladew	117 15
Leeper Read	112 17
Geo. S. French	111 16
Consolidation No. 6	112 08
Consolidation No. 4	114 11
Consolidation No. 13	111 11
To Cushwa & Sons, Williamsport	
Sallie C. Goddard	110 01
Charlie & Nellie	107 13
No. 182	114 10
To Steffey & Findley, Williamsport	
Sallie Irene	115 14

GEORGE'S CREEK COAL & IRON CO.

To J. P. Agnew & Co., Georgetown	
Park Agnew	111 19
W. H. Cooper	113 10
To Embrey & Smith, Williamsport	
A. W. Nicolson	116 02

BLACK, SHERIDAN, WILSON & CO.
 To A. C. Gruber, Williamsport
 Eva 118 19
Ibid, p. 6. THE CANAL'S OTHER END.

"Georgetown will now soon be able to get all the coal she wants from the region of the head of the Chesapeake and Ohio canal, the American Coal company having decided to make two new openings in the George's Creed district, which will largely increase the output." says the *Washington Star*.

"At the present time the railroads are getting the largest share by far of the coal mined. The Consolidation company's mines, from which the canal had drawn most of its supply, are controlled by the Baltimore and Ohio railroad. During the recent strike the company's coal in all its depositories became very scarce, and even since the resumption of operations the company has grabbed almost all the coal mined with absolute tenacity. Others who wanted it have, consequently, been seriously inconvenienced. Some has been allowed to come down the canal to old Georgetown shippers, but as compared with the quantity wanted, this has been a mite. Orders for coal from northern ports have come in profusely. Hardly a shipment of consequence, though, has been made from Georgetown for a couple of months. There is a visible lack of employment among wharf hands, and canal boatmen being unable to get cargoes are lying along the upper canal waiting and wanting.

"Nothing definite has been heard at Georgetown about the movements of the newly organized Transportation company, though great faith in the consummation of its plans is exhibited. Most all the company are Baltimore and Ohio and other corporation men who generally do what they start out to do.

"In the meantime canal men of all descriptions are looking forward with

eagerness to the day when the mule shall be emancipated and the electric motor put in additional bondage. The mule, since the establishment of the canal over sixty years ago, has been an example of patient and unrequited toil, and humanitarians have at last begun to take an interest in him. He's having a rest now, though not through the appreciation of his owners and drivers. He's resting because they can find no work for him to do. In good times on the canal about two hundred boats and from four to six hundred mules had employment. At the present time about one fifth of this number of boats and mules are engaged.

Fri. 7/20/94, p. 1. **Shipments by Canal.**
 The following boats left this port laden with coal since the close of yesterday's report::
 CONSOLIDATION COAL CO.

To Cushwa & Sons, Williamsport	
Consolidation No. 11	112 16
Lutie & Monie	109 09
Little Walter	110 03
To Steffey & Findlay, Williamsport	
G. W. McCardell	114 00
To Meredith, Winship & Co., Georgetown	
No. 131	112 14
M. E. Grove	109 10
W. B. Orme	110 16
John Leetch	114 14
G. M. Winship	113 10
R. L. Somerville	110 09
GEORGE'S CREEK COAL & IRON CO.	
To J. P. Agnew & Co., Georgetown	
H. C. Winship	112 00

Sat. 7/21/94, p. 1. **Shipments by Canal. -**
 The following boats left this port laden with coal since the close of yesterday's report::
 CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown	
No. 127	111 17
Charles Darrow	109 18
F. S. Garrett	110 09
S. S. Carroll	112 09

Consolidation No. 2	110 02
E. M. Ginevan	111 01
No. 145	111 19
No. 139	112 00
H. H. Keedy	112 15
To Cushwa & Sons, Williamsport	
Hilda Chaney	110 03
To Steffey & Findley, Williamsport	
G. A. Hoffman	110 10
GEORGE'S CREEK COAL & IRON CO.	
To J. P. Agnew & Co., Georgetown	
H. C. Winship	110 10

Mon. 7/23/94, p. 1. **Shipments by Canal.** -
The following boats left this port laden with coal since the close of this report Friday afternoon last:

CONSOLIDATION COAL CO.	
To Meredith, Winship & Co., Georgetown	
No. 143	111 07
No. 141	115 19
F. O. Beckett	112 18
Bradley T. Johnson	110 13
C. Weagly K.	116 10
John K. Cowan	102 05
Consolidation No. 19	115 14
W. H. Dunkinson	111 08
Judge McComas	113 04
Consolidation No. 16	112 10
Frankie & Fannie	110 15
No. 146	109 16
Victor	110 01
Mary	111 01
Muskingum	112 00
Little Fred	117 00
Sallie C. Goddard	109 18
To Steffey & Findley, Williamsport	
F. T. Goddard	117 19
Mrs. McComas	118 16
GEORGE'S CREEK COAL & IRON CO.	
To J. P. Agnew & Co., Georgetown	
Antares	88 12
Ivy City	113 19
Ollie V.	108 19
J. H. Mertens	113 07
Loudoun	108 14

C. W. Miller	109 16
Judge Douglas	114 17
To Embrey & Smith, Williamsport	
A. Greenless	111 02
To A. C. Gruber, Williamsport	
John Hanway	113 07
C. W. Ridley	111 13
BLACK, SHERIDAN, WILSON & CO.	
To A. C. Gruber, Williamsport	
Ruby	83 01
Consolidation No. 10	114 01

Tue. 7/24/94, p. 1. **Shipments by Canal.** -
The following boats left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.	
To Meredith, Winship & Co., Georgetown	
Judge Alvey	113 12
No. 124	114 01
No. 142	115 18
Geo. S. Reiman	121 10
No. 106	117 18
Consolidation No. 8	113 11
To Cushwa & Sons, Williamsport	
Lutie & Monie	114 14
Charlie & Nellie	113 14
Emma Mertens	115 04
To Steffey & Findley, Williamsport	
Mary Mertens	112 11
GEORGE'S CREEK COAL & IRON CO.	
To J. P. Agnew & Co., Georgetown	
A. W. Nicolson	117 06
New Alexandria	119 19

Wed. 7/25/94, p. 1. **Shipments by Canal.** -
The following boats left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.	
To Meredith, Winship & Co., Georgetown	
No. 106	117 19
J. P. Hewitt	114 15
W. H. C. Bayley	113 19
John C. Poor	114 10
To Cushwa & Sons, Williamsport	

Little Walter	114 02
Frankie & Fannie	117 04
To Steffey & Findley, Williamsport	
Sallie Irene	122 14
Green Ridge	113 07
GEORGE'S CREEK COAL & IRON CO.	
To J. P. Agnew & Co., Georgetown	
Mertensville	114 19
Amelia Moyer	116 12
Fred Weiland	114 18
A. H. Bradt	117 07
W. D. L. Walbridge	115 01
John K. Shaw	115 10
To Embrey & Smith, Williamsport	
Benj. Vaughan	116 13
BLACK, SHERIDAN, WILSON & CO.	
To A. C. Gruber, Williamsport	
Ruby	92 05

Thu. 7/26/94, p. 1. **Shipments by Canal.** -
The following boats left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.	
To Meredith, Winship & Co., Georgetown	
W. S. Jacques	117 14
Consolidation No. 15	120 19
Judge Bradley	119 05
Consolidation No. 1	116 06
No. 135	120 01
Joseph Bryan	115 10
No. 10	115 05
Consolidation No. 17	118 10
To Cushwa & Sons, Williamsport	
Victor	108 00
Mary	114 11
To Steffey & Findley, Williamsport	
G. W. McCardell	109 04
G. A. Hoffman	114 10
GEORGE'S CREEK COAL & IRON CO.	
To J. P. Agnew & Co., Georgetown	
Henry Hanekamp	112 17
Eva	115 14
D. W. Sloan	118 00
J. J. Alexander	117 07

Fri. 7/27/94, p. 1. **Shipments by Canal.** -
The following boats left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.	
To Meredith, Winship & Co., Georgetown	
No. 123	117 16
C. E. Ways	118 13
Consolidation No. 12	116 19
Geo. S. French	109 06
No. 122	117 16
No. 140	113 05
Judge Stake	113 10
To Cushwa & Sons, Williamsport	
No. 104	118 01
Consolidation No. 5	118 08
Little Fred	119 19
W. I. Stephenson	117 05
C. W. Adams	117 00
To Steffey & Findley, Williamsport	
Mrs. McComas	118 17
GEORGE'S CREEK COAL & IRON CO.	
To Embrey & Smith, Williamsport	
R. L. Somerville	112 04

Sat. 7/28/94, p. 1. **Shipments by Canal.** -
The following boats left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.	
To Meredith, Winship & Co., Georgetown	
No. 109	118 04
No. 103	117 19
No. 108	114 14
Consolidation No. 8	118 00
M. E. Grove	109 11
To W. T. Little, Hancock	
W. T. Coulehan	117 10
To Cushwa & Sons, Williamsport	
Sallie C. Goddard	114 00
No. 126	118 00
Lutie & Monie	112 16
To Steffey & Findley, Williamsport	
Theo Dean	115 17
F. T. Goddard	117 04
B. R. Mayfield	113 11

GEORGE'S CREEK COAL & IRON CO.
 To J. P. Agnew & Co., Georgetown
 Park Agnew 110 00
 Antares 88 06
 To Embrey & Smith, Williamsport
 A. Greenless 114 14
 Muskingum 117 10

Mon. 7/30/94, p. 1. **Shipments by Canal.** -
 The following boats left this port laden with
 coal since the close of this report Saturday
 afternoon:

CONSOLIDATION COAL CO.
 To Meredith, Winship & Co., Georgetown
 Charlie & Nellie 118 12
 Mary Mertens 115 19
 To Cushwa & Sons, Williamsport
 Frankie & Fannie 115 13

GEORGE'S CREEK COAL & IRON CO.
 To J. P. Agnew & Co., Georgetown
 R. D. Johnson 115 02
 G. L. Nicholson 113 09
 H. C. Winship 112 12
 Little Walter 113 14
 To Embrey & Smith, Williamsport
 C. W. Ridley 116 14

BLACK, SHERIDAN, WILSON & CO.
 To A. C. Graber, Williamsport
 Ruby 87 14

Tue. 7/31/94, p. 1. **Shipments by Canal.** -
 The following boats left this port laden with
 coal since the close of this report yesterday
 afternoon:

CONSOLIDATION COAL CO.
 To Meredith, Winship & Co., Georgetown
 No. 115 116 19
 J. R. McLean 116 18
 No. 128 118 04
 To Steffey & Findley, Williamsport
 Green Ridge 113 14
 Sallie Irene 118 15
 To Cushwa & Sons, Williamsport
 Hilda Chaney 118 03
 Victor 112 18

GEORGE'S CREEK COAL & IRON CO.

To J. P. Agnew & Co., Georgetown
 Ivy City 114 12
 Ollie V. 115 06

Wed. 8/1/94, p. 1. **Shipments by Canal.** -
 The following boats left this port laden with
 coal since the close of this report yesterday
 afternoon:

CONSOLIDATION COAL CO.
 To Meredith, Winship & Co., Georgetown
 Hugh L. Bond, Jr. 117 03
 T. H. Gibbs 117 09
 James Goddard 120 02
 No. 137 121 04
 Consolidation No. 3 117 09
 To Steffey & Findley, Williamsport
 No. 138 121 08
 G. A. Hoffman 115 15
 To Cushwa & Sons, Williamsport
 Mary 116 01

GEORGE'S CREEK COAL & IRON CO.
 To J. P. Agnew & Co., Georgetown
 J. H. Mertens 118 10

Ibid, p. 6. **Bituminous Coal Trade.**

The shipments from the mines of the
 Cumberland coal regions for the week
 ending Saturday, July 28, 1894, were
 111,141 tons, and the total shipments for the
 year to that date 1,784,358 tons, a decrease
 of 543,079 tons as compared with the
 corresponding period of 1893. The
 shipments to the Baltimore and Ohio
 railroad for the week were 47,394 tons, for
 the year, 984,531 tons, a decrease of
 426,954 tons, as compared with last year.
 The shipments to the Chesapeake and Ohio
 canal company were 9,803 tons for the
 week, and 95,176 tons for the year, a
 decrease of 64,061 tons as compared with
 last year. The shipments by the
 Pennsylvania railroad for the week were
 53,445 tons, and for the year 704,647 tons, a
 decrease of 52,055 tons as compared with
 last year.

Ibid, p. 14. **Cleaning the Canal.**

A force of canal employees is now engaged in mowing grass under the water from the bottom and inside banks of the Chesapeake and Ohio canal, between Hancock and Williamsport. The growth is dense and not only impedes boats, but keeps the water back from the levies, making it diffi [Transcriber's Note: The balance of this article was missing.]

Thu. 8/2/94, p. 15. **Shipments by Canal.** - The following boats have left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.
 To Meredith, Winship & Co., Georgetown
 Hugh L. Bardger 117 03
 Tho. Gibbs 117 09
 James Goddard 120 02
 No. 137 121 00
 Consolidation No. 3. 117 00
 To Steffey & Findley, Williamsport
 No. 138 121 08
 G. A. Hoffman 115 15
 To Cushwa & Sons, Williamsport
 Mary 116 01
 GEORGE'S CREEK COAL & IRON CO.
 To J. P. Agnew & Co., Georgetown
 J. H. Mertens 118 10

Ibid, p. 20. **Judge Stake Extends the Canal's Time.** - Information from Hagerstown is to the effect that Judge Stake has filed the order for the extension of the time for the operation of the Chesapeake and Ohio canal by the trustees, in pursuance of his opinion filed several weeks ago. The papers in the canal case are now being transcribed for use in the Court of Appeals.

Fri. 8/3/94, p. 1. **Shipments by Canal.** - The following boats have left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.
 To Meredith, Winship & Co., Georgetown
 Consolidation No. 18 121 13

No. 112 119 19
 No. 114 118 00
 To Steffey & Findley, Williamsport
 Sallie 118 07
 Geo. A. McIllhenny 117 05
 Mrs. McComas 119 19
 G. W. McCardell 118 18
 To Cushwa & Sons, Williamsport
 Little Fred 119 05
 GEORGE'S CREEK COAL & IRON CO.
 To J. P. Agnew & Co., Georgetown
 Benj. Vaughan 116 11
 Emma Mertens 120 00
 BLACK, SHERIDAN, WILSON & CO.
 To A. C. Gruber, Williamsport
 Consolidation No. 20 123 08

Sat. 8/4/94, p. 1. **Shipments by Canal.** - The following boats left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.
 To Meredith, Winship & Co., Georgetown
 A. H. Dowden 115 06
 No. 117 117 07
 Detroit 120 06
 W. R. Lewis 117 12
 L. M. Hamilton 118 14
 S. M. Storm 116 10
 To Steffey & Findley, Williamsport
 Col. F. T. Goddard 117 07
 To Cushwa & Sons, Williamsport
 Sallie C. Goddard 113 07
 GEORGE'S CREEK COAL & IRON CO.
 To J. P. Agnew & Co., Georgetown
 C. W. Miller 116 14
 A. G. Johnson 116 10
 Mabel 116 05
 Alice Cable 117 10

Mon. 8/6/94, p. 1. **Shipments by Canal.** - The following boats left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.
 To Meredith, Winship & Co., Georgetown

No. 119	117 03
No. 134	117 14
W. A. Leetch	112 04
No. 118	120 03
No. 121	119 10
To Steffey & Findley, Williamsport	
M. J. Adler	116 13
Judge Cox	117 01
No. 136	117 05
Judge Douglas	116 15
Charlie & Nellie	117 07
To Cushwa & Sons, Williamsport	
Lutie & Monie	117 00
GEORGE'S CREEK COAL & IRON CO.	
To J. P. Agnew & Co., Georgetown	
W. H. Cooper	112 00
Mertensville	116 11
R. L. Somerville	115 18

Tue. 8/7/94, p. 1. **Shipments by Canal.** - The following boats left this port laden with coal since the close of this report Saturday afternoon:

CONSOLIDATION COAL CO.	
To Meredith, Winship & Co., Georgetown	
No. 116	117 14
No. 132	117 15
Consolidation No. 11	121 08
No. 107	116 18
No. 101	119 19
Libbie	112 01
Here I Am	117 13
To Steffey & Findley, Williamsport	
Mrs. McComas	113 00
Geo. A. Hoffman	116 07
Daniel Linkins	117 00
To Cushwa & Sons, Williamsport	
Frankie & Fannie	117 00
GEORGE'S CREEK COAL & IRON CO.	
To J. P. Agnew & Co., Georgetown	
A. H. Bradt	119 04
New Alexandria	120 12
Antares	98 00
Laura B. Agnew	117 00
To Meredith, Winship & Co., Georgetown	
Charles B. Bayley	115 15

Tue. 8/7/94, p. 3. A party of eastern excursionists made a trip to Cumberland by the Chesapeake and Ohio Canal in a boat specially fitted up for the occasion and were delighted with the experience and the scenery.⁹

Wed. 8/8/94, p. 1. **Shipments by Canal.** - The following boats left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.	
To Meredith, Winship & Co., Georgetown	
No. 131	117 12
John K. Cowen	116 08
H. H. Keedy	116 02
Nelson C. Read	116 19
Consolidation No. 10	117 10
To Steffey & Findley, Williamsport	
Daniel Linkins	113 01
G. W. McCardell	112 18
Col. F. T. Goddard	112 02
C. R. White, Jr.	114 10
To Cushwa & Sons, Williamsport	
Mary	112 19
GEORGE'S CREEK COAL & IRON CO.	
To J. P. Agnew & Co., Georgetown	
Laura B. Agnew	118 17
A. Greenless	114 03
Katie Hassett	116 06
W. D. L. Walbridge	116 07
Amelia Moyer	114 18
Eva	116 19

ES, 8/8/94, p. 10. **MURDER BY ORDER. Williams Claims His Captain Told Him to Shoot Twigg.** - The slayer of W. H. Twigg, who was shot on the Chesapeake and Ohio canal towpath yesterday afternoon, as stated in a *Star* postscript, about 2:30 o'clock, was captured an hour and a half later. He proved to be Frank Williams, a colored boy, hardly twenty years of age. He was employed on the canal boat Ivy City as a mule driver, and man-of-all-work. Twigg had asked for

⁹ *The News*, Frederick, Maryland.

passage on the Ivy City from Georgetown to Cumberland. His request was granted. As the boat moved slowly up the stream she met the scow of the canal company, used to dredge the great trough. As the canal boat approached Twigg, it is claimed, stepped on the scow with a whip belonging to the captain in his hand. The colored boy saw him and told the captain. The boat was stopped and the boy sent after the whip. According to the story of Williams, as told in his cell to a *Star* reporter, he passed to the scow, where Twigg was then seated, and asked politely for the whip. It was refused. He asked several times without success and then went back to the captain. The captain called out: "If you don't get that whip I'll shoot you."

The boy started again, this time in a determined way. He claims that as soon as Twigg saw him, he (the white man) advanced with a long-bladed knife.

He again went back to the captain, who gave him a gun and told him to shoot. He went forth at first tremulously, but kept on over to the scow and to the towpath, which Twigg had reached. Here, he says, Twigg rushed at him with the knife, and he fired full into his stomach.

As soon as the shot was fired and the man fell the negro went back deliberately to Ivy City, by jumping on the scow. He handed the gun he had used to Capt. Linneberger, "You had better run now." the captain said. "Hadn't I better give myself up?" the boy replied. "No, break for it." came the answer.

Then the boy was handed \$1.25, about one-third of what was due him for work, and he bolted. By this time the attention of several had been attracted by the noise and they immediately started off after the boy, who ran up the towpath. Foremost among the followers was W. T. Richards, the "boss" on the dredging scow. The boy saw he was being pursued and ran for dear

life. He realized before he had gone far that he would be overtaken, and turning from the towpath rushed down the hill into the marshy land near the outlet lock. He was caught there in the mud and found that he could proceed only with difficulty. He stopped then to rest. A moment later his pursuers came up and sighted him. Sgt. Haney and Officers Brown and Finnely, who had joined the followers, took charge of him. He offered no resistance. The patrol was summoned and he was brought to the station. His victim had been brought there about two hours before and placed in the morgue, almost beneath his cell.

He lay on a board, his body covered with an old white spread, his feet protruding, his shoes full of blood.

Williams is short and round headed. His teeth are long and full of ridges - unusual looking. His eyes are dull. He talks mechanically. His face is full and lacks life. His fingers are long and wrinkled. When *The Star* man approached his cell he was lying prone on his face, probably half asleep. He arose and came to the grated door at the second calling. He was not remorseful - not talkative. Questions were answered when put, though most of them had to be repeated. Meanings were seemingly grasped slowly. He was scantily clothed, his trousers, full of the mud of the marsh, having been taken off and hung in the cell. No tremor was noticed when he spoke of his crime.

He seems to be devoid of all sensitiveness. There is more of the animal than man in the fellow. He seems to be almost unconscious of the seriousness of his position and does not realize, apparently, what he has done. He talked of the crime last evening to a reporter as if he were telling the most commonplace incidents. He appears to be exceedingly ignorant and hard of understanding. Answers had to be drilled from him. He said he was from some

unintelligible place about twenty miles from Columbia, S. C. He had worked on a farm there. Both parents were dead. He had three sisters, but had not seen them for years, nor did he know where they were. On leaving South Carolina he had worked his way up the coast with the circus show of Barnum & Bailey. He left it in Washington and went to Cumberland, after having failed to get work in Pittsburg. He did not leave the circus voluntarily. He was dropped because he was not needed. In Cumberland he secured a job with Capt. Linneberger of the canal boat Ivy City, engaged in coal transportation.

Twigg was probably twenty-six or twenty-seven years of age. When shot he was very shabbily dressed. His features are clear-cut and rather handsome, though his skin is dark, rather an olive complexion. His hair is curly and of a rich black. His name is tattooed in large blue letters on his right arm below the elbow.

The stomach was horribly torn by the leaden bullets, which bored their way in. They made holes as large as slugs.

Twigg, it is said, had been working for Taylor Reid, the canal captain. He was employed on the boat Mertens. He had but left Reid's employment that day.

His father is John Twigg, who resides at Lock 61 on the canal, his post office address being Paw Paw, Md.

The coroner yesterday, late, ordered the removal of the dead man's body to the sixth precinct morgue, where there are facilities for preserving it. The inquest will be held at 8 o'clock today.

As soon as Captain Linneberger's part in the crime was discovered, through the boy's story, efforts were at once made to overtake him.

Wed. 8/8/94, p. 6. **Canal Trade at Georgetown.** - The canal trade at Georgetown has not reached the proportions

which, at the opening of the season, it was expected to attain. It was anticipated by those who were familiar with the trade that by the opening of August a large coal and grain trade would have developed, but as yet business lags. Not many boats are arriving, and the opening for business which Georgetown offers to the canal is not filled.

Thu. 8/9/94, p. 1. **Shipments by Canal.** - The following boats left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown

E. R. Ladew	116 07
Judge McComas	117 05
No. 127	116 15
M. E. Grove	108 12
No. 104	114 03
No. 114	116 02
C. F. T. Beall	119 01
No. 129	116 04
Consolidation No. 14	117 07
C. K. Lord	117 10
Charlie & Nellie	113 11
Judge Douglas	117 03

GEORGE'S CREEK COAL & IRON CO.

To J. P. Agnew & Co., Georgetown

Park Agnew	116 12
John K. Shaw	121 12

To Meredith, Winship & Co., Georgetown

Leeper P. Read	115 09
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BLACK, SHERIDAN, WILSON & CO.

To A. C. Gruber, Williamsport

No. 9	92 13
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ORDERED HIM TO KILL.

A Colored Youth is Ordered to Kill a Man by His Captain.

W. H. Twigg, son of Mr. John Twigg, residing near Paw Paw, was shot and instantly killed near Washington on the Chesapeake and Ohio canal towpath on Tuesday evening last.

Twigg is a man about 27 years of age and has for sometime past been employed on the canal boat Mertens, which is run by Captain Taylor Reid, of this city. It seems that Twigg left Reid's employ on Tuesday evening and asked Captain Linneberger, of the boat Ivy City, for passage to this city.

His request was granted and everything went along smoothly until the boat on which Twigg was, met a dredging scow near the great trough, when Twigg left the boat and boarded the scow, taking with him a whip belonging to the captain, who sent a colored boy named Frank Williams back to get the whip.

Twigg refused to give it up and Captain Linneberger gave his colored boy a gun and told him to go back and get the whip even though he had to shoot Twigg. The boy returned to the scow and upon Twigg's refusing to give up the whip, shot him. He was then told by the Captain to make his escape and started to do so, but was overtaken and lodged in the station and the body of the unfortunate man taken to the morgue.

As soon as Captain Linneberger's part in the crime was discovered, through the boy's story, efforts were at once made to overtake him.

A large crowd of ladies and gentlemen will go down the canal on the steamer belonging to Mr. Sellers this evening.

ES, Thu., 8/9/94, p. 7. **THE CAPTAIN ARRESTED. Said to Have Ordered the Shooting of Twigg.**

Henry Linaburg is the name of the captain of the canal boat "Ivy City." on which Frank Williams shot and killed Henry H. Twigg two days ago, and he is now under arrest as an alleged accessory, the negro having claimed that he fired the shot because he was ordered to do so by the captain. As heretofore printed, the canal boat continued

on its journey up the canal after the shooting, and although word was sent to great falls, the captain was not apprehended when he reached that place.

Yesterday afternoon Precinct Detective Burrows of the Georgetown precinct swore out a warrant for Linaburg, and a telegram was sent to Brunswick, a short distance this side of Harper's Ferry, requesting his arrest.

A constable at that place arrested him early in the evening and Detective Boyd went up on an evening train and brought him back here. Linaburg made no effort to escape, nor did he offer any resistance. He simply admitted that he was intoxicated and said he did not remember just what happened.

Detective Boyd also got possession of the gun with which the negro killed Twigg and brought it here to be used in evidence.

Coroner Hammett held an inquest yesterday afternoon over the body of the dead man, and the accused negro told of how he had obeyed orders and killed Twigg.

He was held responsible for the killing, but the jury did not hold the captain, as there was no evidence to corroborate what the prisoner said.

Capt. Linaburg will be taken into court tomorrow and committed for a further hearing in order to give the officers time to make a complete investigation.

Fri. 8/10/94, p. 1. **Shipments by Canal.** - The following boats left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.	
To Meredith, Winship & Co., Georgetown	
W. T. Coulehan	115 18
No. 124	118 00
Consolidation No. 5	114 11
No. 139	116 18
Consolidation No. 6	113 16

Consolidation No. 16	116 05
Consolidation No. 13	116 09
Consolidation No. 4	115 00
To Steffey & Findley, Williamsport	
M. J. Adler	114 12
No. 130	117 10
GEORGE'S CREEK COAL & IRON CO.	
To J. P. Agnew & Co., Georgetown	
R. D. Johnson	118 02
Little Fred	119 17
H. C. Winship	116 15
Sallie C. Goddard	109 05
D. W. Sloan	117 13
To Meredith, Winship & Co., Georgetown	
No. 113	114 10
To Embrey & Smith, Williamsport	
Theo Dean	115 19
C. W. Ridley	118 12

Sat. 8/11/94, p. 1. **Shipments by Canal.** -
The following boats left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown	
Consolidation No. 19	122 06
W. H. Dunkinson	120 18
No. 143	115 06
A. L. Miller	115 08
C. Weagly K	115 12
S. S. Carroll	113 18
John Leetch	115 11
Bradley T. Johnson	116 08
No. 141	113 02
To Steffey & Findley, Williamsport	
Mary Mertens	113 12
Sallie Irene	119 04
W. I. Stephenson	115 18
Green Ridge	116 15
To Cushwa & Sons, Williamsport	
Lutie & Monte	115 02
C. W. Mercer, Point of Rocks	
Morning Star	100 06
GEORGE'S CREEK COAL & IRON CO.	
To J. P. Agnew & Co., Georgetown	
Henry Hanekamp	118 18

Ollie	112 02
Hilda Chaney	119 05
To Meredith, Winship & Co., Georgetown	
W. B. Orme	116 13
BLACK, SHERIDAN, WILSON & CO.	
To A. C. Gruber, Williamsport	
Ruby	91 00

Mon. 8/13/94, p. 1. **Shipments by Canal.** -
The following boats left this port laden with coal since the close of this report Saturday afternoon:

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown	
No. 111	121 18
Plough Boy	115 03
Maj. H. D. Whitcomb	114 08
Judge Hagner	113 18
B. R. Mayfield	117 07
Consolidation No. 2	115 01
James A. Garfield	116 00
Mrs. McComas	110 18
Geo. A. Hoffman	111 03
Charlie & Nellie	113 19
GEORGE'S CREEK COAL & IRON CO.	
To J. P. Agnew & Co., Georgetown	
Sallie	119 14
J. H. Mertens	119 00
Benj. Vaughan	111 05
C. W. Miller	114 04

Tue. 8/14/94, p. 1. **Shipments by Canal.** -
The following boats left this port laden with coal since the close of this report Monday afternoon:

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown	
W. S. Jacques	114 19
Consolidation No. 8	118 17
No. 145	113 14
Judge Alvey	116 10
To Steffey & Findley, Williamsport	
G. W. McCardell	115 00
Col. F. T. Goddard	112 07
To Cushwa & Sons, Williamsport	
Victor	113 03

GEORGE'S CREEK COAL & IRON CO.
To J. P. Agnew & Co., Georgetown
Ivy City 120 04
Mertensville 121 14
G. L. Nicholson 113 17

ES, Tue. 8/14/94, p. 1. THE TOWPATH
TRAGEDY. - **The Canal Boat Captain
Tried in the Police Court.**

Another chapter in the recent Twigg murder case up the canal was enacted in the Police Court this afternoon, when Henry Linneburger was brought in on a warrant charging him with aiding and abetting in the murder. He was arraigned before Justice Mills, Mr. A. R. Mallowney prosecuting and Mr. Albert Sillers appearing for the defendant.

It will be remembered that this is the case of the killing of Harry Twigg on the towpath a week ago today. He was shot by a colored man named Frank Williams, and the latter, after being put under arrest, insisted that the shooting had been done at the instigation of the captain of the canal boat Ivy City, Capt. Linneburger.

The trouble was begun over the possession of a whip, which Williams said was his, but which Twigg was holding in his hand. Williams claimed that Linneburger ordered him to shoot Twigg, and the police decided to arrest the captain, who was afterwards apprehended up the canal toward Cumberland.

A number of witnesses were in court this morning, mostly canal men, who described the incidents of the shooting, among them Williams himself, who was held by the coroner's jury on the charge of murder.

Williams is a young negro, and he seemed to be about the least concerned man in the court room, notwithstanding the serious charge that is impending over him.

Told by the Testimony.

According to the witnesses Twigg was very drunk as he came up the towpath, Williams jumped aboard the boat and stooped down and took a gun out of the cabin. A woman who was in the doorway of the cabin tried to prevent him, but he wrested the gun out of her hands. Then he jumped off the boat, and running back to Twigg, shot him squarely in the stomach with a load of buckshot.

A number of the eyewitnesses of the shooting denied emphatically that Linneburger was present, handed the gun to Williams, helped him to wrest it from the woman's hands or played any part in the incident whatever. They said that after the shooting the canal boat did not go up the canal at any unusual rate, as if Linneburger were trying to escape.

The most satisfactory account of the shooting was given by a young man named Thomas Nuce, who was steering the boat at the time. He said he saw Twigg leave the boat and he told Mrs. Linneburger that Twigg had taken the whip. She sent Williams back for it, and in a few minutes he returned to the boat on a run and got a double-barreled shotgun. No one gave him the gun and no one on board knew that anybody had been shot until afterwards.

After the shooting, which occurred after the boat had rounded a bend and was out of sight, Williams ran back to the boat and rode on it for a quarter of a mile or so, but they didn't know that he had shot a man.

While all this was happening Linneburger was on the floor so drunk that he couldn't have been of any assistance to Williams if he had wanted to. There had been no bad feeling between Twigg and the captain, as was shown by the fact that the latter was giving Twigg a free ride up the canal.

Gives Up the Case.

After this sort of testimony had been going on for about an hour Mr. Mallowney admitted to the judge that there was

evidently not the shadow of a case against the defendant, although, as it was a serious charge, he had thought it best to give it a thorough ventilation, and he suggested that the whole matter be dismissed. Justice Mills concurred in this view, as Linneburger's innocence had been shown beyond all doubt, and he discharged the defendant.

Mrs. Linneburger had been sitting by her husband's side holding their little baby in her lap, and she came near breaking down from hysterical joy. She threw her arms about his neck and kissed him, and a couple of other female relatives found the same vent for their feelings, and as Linneburger left the court room he was surrounded by friends, who showered him with congratulations.

Thu. 8/16/94, p. 1. **Shipments by Canal.** - The following boats left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.	
To Meredith, Winship & Co., Georgetown	
No. 115	117 05
G. M. Winship	118 15
Charles Darrow	112 03
Consolidation No. 15	120 07
Consolidation No. 1	115 08
No. 138	123 13
John C. Poor	120 02
No. 142	117 06
C. W. Adams	115 17
No. 134	117 15
No. 106	116 13
Geo. S. Reiman	118 15
To Steffey & Findley, Williamsport	
Judge Douglas	111 02
M. J. Adler	119 10
Mary Mertens	112 17
To Cushwa & Sons, Williamsport	
Frankie & Fannie	116 10
GEORGE'S CREEK COAL & IRON CO.	
To J. P. Agnew & Co., Georgetown	
J. J. Alexander	119 05

Little Walter	114 19
A. G. Johnson	118 05
To Embrey & Smith, Williamsport	
Muskingum	116 10

Fri. 8/17/94, p. 1. **Shipments by Canal.** - The following boats left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.	
To Meredith, Winship & Co., Georgetown	
No. 109	117 15
No. 102	119 00
Judge Bradley	120 01
Joseph Bryan	114 06
No. 110	116 16
Consolidation No. 17	121 09
Judge Stake	112 01
Geo. A. McIlhenny	117 05
Consolidation No. 20	122 19
No. 105	117 15
To Steffey & Findley, Williamsport	
No. 126	113 12
Green Ridge	117 02
To Cushwa & Sons, Williamsport	
Mary	115 03
GEORGE'S CREEK COAL & IRON CO.	
To Embrey & Smith, Williamsport	
C. W. Ridley	120 17
Emma Mertens	120 01
To J. P. Agnew & Co. Georgetown	
Fred Weiland	114 18
A. H. Bradt	113 02
John Hanway	118 10
BLACK, SHERIDAN, WILSON & CO.	
To A. C. Gruber, Williamsport	
Ruby	89 11

Sat. 8/18/94, p. 1. **Shipments by Canal.** - The following boats left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.	
To Meredith, Winship & Co., Georgetown	
J. P. Hewitt	116 12
W. H. C. Bayley	121 14

Judge W. S. Cox	118 01
No. 103	116 00
F. S. Garrett	115 00
No. 122	117 05
No. 136	118 07
To Steffey & Findley, Williamsport	
Sallie Irene	115 14
Mrs. McComas	117 05
Charlie & Nellie	120 00
To Cushwa & Sons, Williamsport	
Lutie & Monie	115 00
GEORGE'S CREEK COAL & IRON CO.	
To J. P. Agnew & Co., Georgetown	
Laura B. Agnew	116 03
New Alexandria	115 10
A. W. Nicolson	118 00

Tue. 8/21/94, p. 1. **Shipments by Canal.** -
The following boats left this port laden with
coal since the close of this report yesterday
afternoon:

CONSOLIDATION COAL CO.	
To Meredith, Winship & Co., Georgetown	
E. M. Ginevan	114 02
Mabel	118 03
A. H. Dowden	117 06
Wheatley Bros.	106 11
No. 117	115 18
L. M. Hamilton	114 08
W. R. Lewis	116 30
To Steffey & Findley, Williamsport	
G. W. McCardell	117 14
Mary Mertens	108 14
Green Ridge	115 17
To Cushwa & Sons, Williamsport	
Frankie & Fannie	111 11
GEORGE'S CREEK COAL & IRON CO.	
To J. P. Agnew & Co., Georgetown	
Eva	115 08
J. H. Mertens	116 18
D. W. Sloan	115 10
Ollie V.	115 00

Wed. 8/22/94, p. 1. **Shipments by Canal.** -
The following boats left this port laden with

coal since the close of this report yesterday
afternoon:

CONSOLIDATION COAL CO.	
To Meredith, Winship & Co., Georgetown	
No. 116	119 00
No. 121	118 02
No. 108	116 15
E. R. Ladew	116 16
No. 134	117 09
No. 131	114 10
Detroit	119 07
Consolidation No. 7	114 05
No. 119	114 11
Alice Cable	115 14
To Steffey & Findley, Williamsport	
Consolidation No. 3	116 11
F. T. Goddard	110 19
Sallie Irene	115 11
Mrs. McComas	114 03
To Cushwa & Sons, Williamsport	
Mary	112 08

GEORGE'S CREEK COAL & IRON CO.	
To J. P. Agnew & Co., Georgetown	
Park Agnew	116 13
To Meredith, Winship & Co., Georgetown	
Judge McComas	119 19

Fri. 8/24/94, p. 1. **Shipments by Canal.** -
The following boats left this port laden with
coal since the close of this report yesterday
afternoon:

CONSOLIDATION COAL CO.	
To Meredith, Winship & Co., Georgetown	
No. 127	118 02
Consolidation No. 16	116 11
Consolidation No. 10	116 12
H. H. Keedy	115 01
C. K. Lord	118 13
John K. Cowen	114 12
Consolidation No. 19	114 09
W. H. Dunkinson	124 05
Consolidation No. 11	118 19
Nelson C. Read	118 16
Judge A. H. Boyd	116 00
Charles B. Bayley	118 10
To Steffey & Findley, Williamsport	

No. 126	112 19
M. J. Adler	114 12
Judge Douglas	115 14
To Cushwa & Sons, Williamsport	
Little Fred	116 12
To Embrey & Sons, Williamsport	
Emma Mertens	115 08
GEORGE'S CREEK COAL & IRON CO.	
To J. P. Agnew & Co., Georgetown	
Antares	92 15
Benj. Vaughan	118 00

Mon. 8/27/94, p. 1. **Shipments by Canal.** -
The following boats left this port laden with coal since the close of this report Saturday afternoon:

CONSOLIDATION COAL CO.	
To Meredith, Winship & Co., Georgetown	
Consolidation No. 14	113 15
Consolidation No. 6	116 19
No. 114	114 01
Judge Hagner	115 10
Katie Hassett	111 08
Consolidation No. 1	113 15
Consolidation No. 8	118 15
To Steffey & Findley, Williamsport	
G. W. McCardell	115 02
Sallie Irene	117 02
Mrs. McComas	115 19
To Cushwa & Sons, Williamsport	
Hilda Chaney	117 09
Mary	113 13
GEORGE'S CREEK COAL & IRON CO.	
To Embrey & Smith, Williamsport	
C. W. Ridley	116 06
BLACK, SHERIDAN, WILSON & CO.	
To A. C. Gruber, Williamsport	
Ruby	90 04

Tue. 8/28/94, p. 1. **Shipments by Canal.** -
The following boats left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.	
To Meredith, Winship & Co., Georgetown	
No. 145	117 15

No. 118	116 08
W. B. Orme	114 13
John Leetch	114 15
Geo. S. Reiman	118 02
No. 102	117 15
To Steffey & Findley, Williamsport	
Charlie & Nellie	110 08
No. 130	117 18
To Cushwa & Sons, Williamsport	
Lutie & Monie	115 00
To Bridges & Henderson, Hancock	
Round Top	107 18
GEORGE'S CREEK COAL & IRON CO.	
To J. P. Agnew & Co. Georgetown	
J. J. Alexander	120 11

Wed. 8/29/94, p. 1. **Shipments by Canal.** -
The following boats left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.	
To Meredith, Winship & Co., Georgetown	
W. S. Jacques	113 06
Judge Stake	111 10
No. 142	114 12
Consolidation No. 20	117 09
T. H. Gibbs	111 19
No. 115	116 09
Geo. S. French	109 14
No. 109	115 04
Judge Alvey	109 09
Consolidation No. 2	114 00
To Steffey & Findley, Williamsport	
M. J. Adler	112 05
G. A. Hoffman	110 16
To Cushwa & Sons, Williamsport	
Little Fred	120 00
GEORGE'S CREEK COAL & IRON CO.	
To J. P. Agnew & Co., Georgetown	
Laura B. Agnew	115 08
R. L. Somerville	108 05
A. H. Bradt	115 18
A. W. Nicolson	119 12
G. L. Nicholson	109 00
A. G. Johnson	117 16
J. J. Alexander	118 00

Ibid, p. 6. **Bituminous Coal Trade.**

The shipments from the mines of the Cumberland coal regions for the week ending Saturday, Aug. 25, 1894, were 111,885 tons, and the total shipments for the year to that date 2,231,398 tons, a decrease of 432,509 tons as compared with the corresponding period of 1893. The shipments to the Baltimore and Ohio railroad for the week were 52,273 tons, for the year, 1,198,344 tons, a decrease of 380,036 tons, as compared with last year. The shipments to the Chesapeake and Ohio canal company were 12,972 tons for the week, and 139,241 tons for the year, a decrease of 58,221 tons as compared with last year. The shipments by the Pennsylvania railroad for the week were 45,620 tons, and for the year 893,613 tons, an increase of 3,751 tons as compared with last year.

Thu. 8/30/94, p. 1. **Shipments by Canal.** - The following boats left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.	
To Meredith, Winship & Co., Georgetown	
No. 135	117 03
Sallie	112 02
Judge Bradley	118 01
No. 106	111 19
Geo. A. McIlhenny	115 15
No. 136	114 13
John C. Poor	110 16
C. Weagly K	113 15
Hugh L. Bond, Jr.	110 04
Consolidation No. 17	113 11
Consolidation No. 12	116 10
To Cushwa & Sons, Williamsport	
Judge Douglas	108 13
Frankie & Fannie	112 10
GEORGE'S CREEK COAL & IRON CO.	
To J. P. Agnew & Co. Georgetown	
John K. Shaw	116 02
Fred Weiland	108 14

Mertensville 115 00

Fri. 8/31/94, p. 1. **Shipments by Canal.** - The following boats left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.	
To Meredith, Winship & Co., Georgetown	
No. 138	116 06
Joseph Bryan	111 01
A. L. Miller	110 00
James A. Garfield	106 16
Judge W. S. Cox	106 11
No. 111	110 03
No. 110	108 12
No. 137	110 11
To Cushwa & Sons, Williamsport	
Sallie C. Goddard	111 18
No. 126	110 02
To Steffey & Findley, Williamsport	
Mary Mertens	109 07
Green Ridge	112 03
Col. F. T. Goddard	104 16
GEORGE'S CREEK COAL & IRON CO.	
To J. P. Agnew & Co. Georgetown	
Amelia Moyer	107 08
H. C. Winship	108 04
Ivy City	108 11
To Meredith, Winship & Co., Georgetown	
Plough Boy	106 10

Thu. 9/6/94, p. 6. **CAPT. McCAFFERY'S HEIRS. - A Romance of the Canal.**

The *Herald* is able this morning to give its readers the exclusive information that within a short distance of Hagerstown resides a daughter, and an heir of the late John McCaffery, of Chicago, who died, possessed of wealth amounting to \$500,000. McCaffery, who passed away last June, left a will bequeathing the bulk of his estate to his unknown children.

AN HEIR AT HAGERSTOWN

Search was at once begun for the missing heirs with partially successful results. Mrs. Margaret Shipley, a matron at

Bellevue, near this city, is one of the daughters and she was recently visited by an attorney who was satisfied as to her identity and in due time she will come in for her share of the estate. Mrs. Shipley is a widow and has several children. She kept guard lock at Dam No. 4 until the freshet of 1889 washed her home away. Her husband it is understood was a boatman.

McCaffery once resided at Hancock and the search which is now being made for the unknown progeny has quickened the memory of old residents of that place and has brought to light a story, than an adept at romance could hardly conceive.

OPERATED GRAIN BOATS

John McCaffery was a native of Ireland. Between the years of 1840 and 1850 he operated several grain boats on the Chesapeake and Ohio canal between Cumberland and Georgetown. The boats were entirely different from the usual craft, and had been brought from the north by sea, having been towed up the Potomac and into the canal at Georgetown. They had railings all around the top and their odd appearance at once distinguished the owners.

MISFORTUNES BEGIN

In the early days of the canal, at Alexandria, he married a Mrs. Graham a widow with two children. One, a daughter, Ellen was adopted and reared by John Creighton of Alexandria. McCaffery was a widower, likewise with two children. At the time of his second marriage the children were in charge of a woman on one of his boats. This union resulted in five children and while they were all yet small, the mother was burned to death by an explosion of coal oil caused by a lighted match being thrown into a can. After this sad occurrence, Capt. McCaffery had the children cared for at the residence of Mr. Creighton until he could find a home for them.

MEETS NANCY GANOE

On his trips up and down the canal Capt. McCaffery stopped frequently at Hancock where he became acquainted with Nancy Ganoe, an elderly maiden lady reputed to be wealthy. A match resulted. The wedding occurred late in 1851 and among the witnesses were Robert Trimble, Capt. James D. Hook and Miss Huldah Wells who still resides in Hancock. Miss Wells who is yet a sprightly old lady and the possessor of an excellent memory gives a vivid description of the marriage.

A LUDICIOUS MATCH

Mr. McCaffery was a fine looking, well dressed gentleman, a little past forty.

The bride was considerably past sixty and the weight of years had told on her face and her form, although her physical powers were as vigorous as in youth. She was arrayed in pretty furbelows and powder and paint as she stood before the clergyman in the old house on the sight of which the Knights of Pythias hall now stands, and vowed fidelity to the clever Irishman. Miss Wells says she never forgot the look of the groom. He was uniformly affable to the guests but never once did he look upon his bride. The matter was very noticeable at the time and when the young men of the town came to hold charivari, the groom appeared alone, contrary to custom, and gave the leader, who was Capt. Hook, a five dollar bill to treat. The would have-been serenaders then dispersed.

McCAFFERY DISAPPEARS

McCaffery never lived with his wife and the idea of many of the villagers that he married her for money was soon dispelled. Early in 1852, at the time of the great freshet, Captain McCaffery went down the canal with a load of grain and was never again heard of until the search began for his heirs. The belief was general that he had either been murdered, or drowned in the flood.

CHILDREN TAKEN TO HANCOCK

Following soon his disappearance, it was heard in Alexandria the McCaffery had relatives at Hancock and hither the children were sent, Mr. Creighton not being able to support them.. They were taken to Mrs. McCaffery, or Nancy Ganoe, but she was unable to care for them, consequently they were assigned to various homes in the community. The children were named Mary, Susan, Margaret, Sarah and William.

Mary was reared by the late James Coudy, member of the Maryland legislature, whose family now resides in Baltimore. Sarah married James Seamans, a boatman and saloon keeper once a resident of Hancock. She died and was buried there. Her husband and surviving children - John and Anne since married, now reside in Georgetown.

THREE YET MISSING.

The whereabouts of Mary, Susan and William are unknown, Including grand-children, seven heirs are at present known. The dispatch from Chicago stating that McCaffery had a daughter, Nancy Riley who was kidnapped fifty years ago and taken to Ireland is not corroborated at Hancock. If true, she was a child by the first wife and was never taken with the other children to that town.

Nancy Ganoe died in 1854. She never changed her name. Robert Bridges was the executor of her estate.

NO SETTLEMENT FOR FIVE YEARS.

No money is to be paid for five years and in the meantime the search for the heirs will be continued. C. E. Crafts, an attorney looking up the missing relatives, was speaker of the Illinois House during the memorable session which resulted in the election of Gen. John M. Palmer to the U. S. Senate. He has been in Hagerstown once and in Hancock twice within the past ten days.

PROMINENCE IN CHICAGO

McCaffery was prominently connected with the Heino's Trust and Savings bank in which a large portrait of him hangs. He became very prominent in Chicago financial circles and was always rated high. How he made his fortune is not known.

Over the grave of a wife, buried in Chicago, is a magnificent monument which McCaffery erected. It is altogether probable that he had five wives. He left a widow. On an eleven year old son he settled \$40,000 and an annuity of \$2,000. He seemed to think before he died that the bulk of his estate should go to his first children, only a few of whose names he remembered. He provided in his will that no money should be paid for five years that they might be looked up. His existence covered 87 years.

AFTER FIFTY YEARS

Attorney Crafts states that McCaffery visited Hancock four or five years ago, with a man named Kelly but departed without disclosing his identity.¹⁰

Wed. 9/12/94, p. 10. **Large Traffic on the Canal Makes Business Lively.**

The coal traffic on the Chesapeake and Ohio canal is said at the office to be heavier at the present time than at any period since the canal was repaired.

Yesterday there were shipped from Cumberland, consigned to Williamsport and Georgetown dealers in coal, cargoes aggregating 2,337 tons. There were twenty-three boats in all, carrying an average load of 100 tons. The lightness of the cargoes is caused by the shallowness of the water on the Cumberland level. This level is nine miles in length. Below this point the river widens, and numerous small streams empty themselves into the canal, he quantity of water. At the lower end of the level the

¹⁰ *The Herald and Torch Light*, Hagerstown, Maryland.

canal company's big pump does much toward increasing the water's depth.

On 2,337 tons there will be paid in tolls by the time the cargoes reach town \$1,104.97. There are nearly 200 working boats on the canal at the present time. The canal's present prosperous condition has been brought about largely through the recent Cumberland strike, which caused for weeks almost a complete tie-up of the traffic in coal. The orders for the black fuel are coming in overwhelmingly. Most of them are from the manufacturing cities of New England, where Cumberland and the George's Creek coal is used very extensively.

The activity about the canal company's office is ahead of any that has been enjoyed for years. Captains are coming and going, paying their tolls and grumbling, and consignees are hurrying to and fro with live business haste. The coming and going of vessels, bringing ice and carrying coal, is doing much for the Water street merchants. The ship chandlers are all on a hustle. There's a horde of stevedores at work all along the wharves of the river and canal.¹¹

Sat. 9/15/94, p. 3. **John McCaffery's Estate.** - The boatmen along the Chesapeake and Ohio Canal are agog over the windfall which it is said has come to the children of George W. Seaman, a lock tender on the canal. They, with Mrs. M. P. Rice, the wife of a local photographer, are said to be among the principal heirs of John McCaffery, an aged capitalist, who died in Chicago the past summer, leaving an estate of about \$600,000.

McCaffery, it is said, was a canal boatman living at Hancock, Md., in 1852, when he married a woman named Graham, who had some money. It is alleged that he deserted her after getting some of her

money. His children by his several marriages scattered and now occupy widely different social positions. One became the wife of Seaman, the canal tender, and another of Photographer Rice.

Now word has been received from Chicago that McCaffery amassed a fortune there and that the children he left behind are the heirs. Attorney Crafts, of a well known Illinois firm, is here investigating the matter of kinship to McCaffery.¹²

Sat. 9/29/94, p. 5. **About Georgetown.**

Over 3,000 tons of coal were yesterday loaded at Cumberland for Georgetown and near-by points. Twenty-six boats were employed in taking the black fuel. The average cargo was 118 tons. This is the largest one-day shipment that has been made for years.

As the bulk of the coal is consigned to Georgetown, and as the tax on each ton if 50 cents, the Chesapeake and Ohio Canal Company will make nearly \$1,500 out of yesterday's coal business. In addition to this, miscellaneous cargoes were shipped from various points.

Boats arrived yesterday as follows: No. 120, Capt. Myers; A. H. Dowden, Capt. Sherries; Kate Hassett, Capt. Myers; R. L. Somerville, Capt. R. D. Smith; Consolidation No. 8, Capt. Swain; No. 119, Capt. Creamer; C. E. Mayers, Capt. Crampton; and Little Ned, Capt. Jas. Hall. With the shipments to Williamsport, about 1,500 tons came in.

No definite date has been fixed for the closing of the canal. Commerce will be carried on as long as the weather allows the highway to remain open. In all probability coal will continue to come in until about the first of December.¹³

¹¹ *Evening Star*, Washington, D. C.

¹² *The Washington Times*, Washington, D. C.

¹³ *Evening Star*, Washington, D. C.

Fri. 11/2/94, p. 1, 2:30 o'clock. **Shipments by Canal.** - The following boats left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown	
No. 132	118 17
No. 110	126 05
W. T. Coulehan	120 12
Plough Boy	120 16
Consolidation No. 17	120 00
Wheatley Bros.	114 01
No. 122	119 18
No. 116	116 08
C. W. Adams	118 19
S. S. Carroll	114 12
No. 141	121 02
F. O. Beckett	120 12
J. R. McLean	119 01
G. M. Winship	119 03
Charles Darrow	114 02
W. B. Orme	114 12
John Leetch	117 06
Detroit	118 07
Joseph Bryan	118 02
Libbie	117 15
No. 107	117 08
To Cushwa & Sons, Williamsport	
Mabel	118 00
Mary	117 00
Victor	111 10
To Steffey & Findley, Williamsport	
Mary Mertens	117 12

Sat. 11/3/94, p. 1, 2:30 o'clock. **Shipments by Canal.** - The following boats left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown	
E. R. Ladew	118 08
To Cushwa & Sons, Williamsport	
E. M. Ginevan	117 01
D. M. Shupp	119 13
Consolidation No. 20	121 08
J. P. Hewitt	119 14

To Steffey & Findley, Williamsport	
Judge Douglas	111 01
G. W. McCardell	127 12
B. S. Randolph	119 00

GEORGE'S CREEK COAL & IRON CO.

A. W. Nicolson	117 12
BLACK, SHERIDAN, WILSON & CO.	
To A. C. Gruber, Williamsport	
Ruby	90 18

Tue. 11/6/94, p. 1, 2:30 o'clock. **Shipments by Canal.** - The following boats left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown	
No. 127	117 08
M. E. Grove	114 00
Consolidation No. 10	123 03
No. 138	118 12
Alice Cable	117 12
No. 133	119 18
Geo. S. French	110 05
Sallie	114 07
No. 143	120 10
To Cushwa & Sons, Williamsport	
M. J. Adler	119 15
Hilda Chaney	111 08
Charlie & Nellie	119 04
To Steffey & Findley, Williamsport	
E. J. Goddard	120 13

GEORGE'S CREEK COAL & IRON CO.

To J. P. Agnew & Co., Georgetown	
A. Greenless	118 15
J. J. Alexander	117 19
Park Agnew	118 09
D. W. Sloan	112 18
John Hanway	115 02
To Embrey & Smith, Williamsport	
Little Walter	115 12
BLACK, SHERIDAN, WILSON & CO.	
To A. C. Gruber, Williamsport	
Ruby	90 02

Tue. 11/6/94, p. 1, 5:00 o'clock. **Shipments by Canal.** - The following boats left this

port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown	
Daniel Linkins	112 02
Theo Dean	117 04
No. 137	118 04
No. 118	119 16
To Cushwa & Sons, Williamsport	
Frankie & Fannie	112 13
Little Fred	126 08
Victor	109 14
Sallie C. Goddard	118 17
To Steffey & Findley, Williamsport	
Mrs. McComas	121 10

GEORGE'S CREEK COAL & IRON CO.

To Embrey & Smith, Williamsport	
Muskingum	117 01
To J. P. Agnew & Co., Georgetown	
H. C. Winship	120 00
Amelia Moyer	121 06

Wed. 11/7/94, p. 1, 5:00 o'clock.

Shipments by Canal. - The following boats left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown	
No. 136	115 00
No. 132	124 13
Consolidation No. 11	119 09
Consolidation No. 12	117 13
John C. Poor	118 09
C. Weagley K.	117 11
C. R. White	119 11
W. I. Stephenson	116 02
Consolidation No. 9	122 00
No. 134	124 12
Consolidation No. 14	119 10
C. F. T. Beall	119 12
No. 99	120 10
No. 114	118 10
To Steffey & Findley, Williamsport	
Sallie Irene	124 16
To Cushwa & Sons, Williamsport	
Mary	117 10

GEORGE'S CREEK COAL & IRON CO.

To J. P. Agnew & Co., Georgetown	
A. G. Johnson	122 17
R. L. Somerville	117 07
Fred Wieland	100 06
Mertensville	120 03
Geo. A. Hoffman	116 18
A. H. Bradt	122 09
R. D. Johnson	111 00

Thu. 11/8/94, p. 1, 5:00 o'clock.

Shipments by Canal. - The following boats left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown	
Judge Stake	116 09
Consolidation No. 2	120 08
C. E. Ways	120 00
Consolidation No. 8	116 01
No. 123	117 19
A. L. Miller	117 09
Consolidation No. 7	119 01
Judge Hagner	120 00
Nelson C. Read	119 02
Consolidation No. 1	117 19
W. A. Leetch	120 06
No. 113	117 10
No. 129	119 05

To Cushwa & Sons, Williamsport	
E. M. Ginevan	116 13
Consolidation No. 20	122 13
Mabel	118 10

GEORGE'S CREEK COAL & IRON CO.

To Embrey & Smith, Williamsport	
C. W. Ridley	120 10
To J. P. Agnew & Co., Georgetown	
John K. Shaw	122 00

Fri. 11/9/94, p. 1, 3:30 o'clock. **Shipments**

by Canal. - The following boats have left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown	
No. 131	115 17

No. 103	120 01
W. S. Jacques	117 18
Consolidation No. 6	118 02
Consolidation No. 13	118 06
No. 125	119 05
No. 105	116 02
No. 119	114 03
W. H. C. Bayley	118 12
Bradley T. Johnson	118 02
Consolidation No. 15	121 03
A. H. Dowden	122 12
B. R. Mayfield	121 12
Geo. S. Reiman	118 02
Consolidation No. 5	118 10
To Cushwa & Sons, Williamsport	
D. M. Shupp	126 06
F. S. Garrett	118 06
Lutie & Monie	117 10
To Steffey & Findley, Williamsport	
Green Ridge	121 16

Mon. 11/12/94, p. 1, 2:30 o'clock.

Shipments by Canal. - The following boats have left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown	
Chas E. K., Jr.	119 10
Hugh L. Bond, Jr.	118 02
Judge McComas	117 12
No. 121	121 15
To Cushwa & Sons, Williamsport	
M. J. Adler	119 04
No. 130	120 02
G. L. Nicholson	125 09
No. 126	125 06

GEORGE'S CREEK COAL & IRON CO.

To J. P. Agnew & Co., Georgetown	
J. R. Zimmerman	118 03
C. W. Miller	115 10
Ivy City	120 00
Benj. Vaughn	120 07

Wed. 11/14/94, p. 1. **Shipments by Canal.**
- The following boats left this port laden

with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown	
No. 128	121 15
L. M. Hamilton	119 11
J. P. Hewitt	117 01
No. 121	120 19
H. H. Keedy	118 00
C. K. Lord	119 10
No. 101	122 10
M. E. Grove	111 10
To Steffey & Findley, Williamsport	
Judge Douglas	115 05
Col. F. T. Goddard	111 07
Mary Mertens	113 18
To Cushwa & Sons, Williamsport	
Victor	111 12
Sallie C. Goddard	111 19
Mary	116 09

GEORGE'S CREEK COAL & IRON CO.

To James Snyder, Sharpsburg, Md.	
John K. Cowen	112 15
To J. P. Agnew & Co., Georgetown	
Antares	97 19
To Embrey & Smith, Williamsport	
Muskingum	118 01
Laura B. Agnew	120 10

Fri. 11/16/94, p. 1, 2:30 o'clock.

Shipments by Canal. - The following boats have left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown	
Katie Hassett	116 10
Libbie	114 11
No. 145	118 01
Consolidation No. 21	121 07
Judge Alvey	119 18
No. 116	116 19
No. 144	116 10
No. 111	122 15
No. 104	120 17
J. R. McLean	121 04
To Cushwa & Sons, Williamsport	

D. M. Shupp	124 06
Consolidation No. 20	123 17
To Steffey & Findley, Williamsport	
Mrs. McComas	125 12
Green Ridge	120 14
GEORGE'S CREEK COAL & IRON CO.	
To Embrey & Smith, Williamsport	
Emma Mertens	113 16
To J. P. Agnew & Col., Georgetown	
Eva	115 15

Sat. 11/17/94, p. 1, 5:00 o'clock.

Shipments by Canal. - The following boats have left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown	
S. S. Carroll	117 18
James A. Garfield	119 18
F. O. Beckett	121 12
No. 115	121 14
No. 139	120 06
Round Top	115 00
To Cushwa & Sons, Williamsport	
M. J. Adler	124 00
G. L. Nicholson	116 18
No. 130	121 04
To Steffey & Findley, Williamsport	
Col. F. T. Goddard	118 19
To B. P. Crampton & Co., Brunswick	
Consolidation No. 4	123 09
BLACK, SHERIDAN, WILSON & CO.	
To A. C. Gruber, Williamsport	
Ruby	92 06

Mon. 11/19/94, p. 1, 5:00 o'clock.

Shipments by Canal. - The following boats have left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown	
Joseph Bryan	120 09
James Goddard	121 09
Judge A. H. Boyd	122 11
No. 143	121 11
W. R. Lewis	122 18

Charles Darrow	120 17
G. M. Winship	115 07
No. 127	120 15
To Cushwa & Sons, Williamsport	
No. 126	120 19
Mary	115 19
To Steffey & Findley, Williamsport	
Charlie & Nellie	112 01
GEORGE'S CREEK COAL & IRON CO.	
To J. P. Agnew & Co., Georgetown	
H. C. Winship	127 09
Park Agnew	116 01
John Hanway	115 07
To Embrey & Smith, Williamsport	
J. H. Mertens	115 16
Little Walter	120 10

Wed. 11/21/94, p. 1, 5:00 o'clock.

Shipments by Canal. - The following boats have left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown	
No 140	120 08
No. 117	117 15
No. 132	120 14
No. 138	122 10
Theo Dean	122 06
No. 137	123 12
Consolidation No. 10	120 12
To Cushwa & Sons, Williamsport	
Victor	111 09
No. 122	121 09
GEORGE'S CREEK COAL & IRON CO.	
To J. P. Agnew & Co., Georgetown	
Mertensville	123 00
John K. Shaw	123 10
To Embrey & Smith, Williamsport	
Muskingum	121 11
Emma Mertens	123 07

Tue.. 11/27/94, p. 1, 2:30 o'clock.

Shipments by Canal. - The following boats have left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown	
Geo. S. Reiman	121 07
E. M. Ginevan	116 17
Consolidation No. 13	119 19
Consolidation No. 9	118 11
No. 116	119 16
No. 104	118 19
Bradley T. Johnson	118 15
To Steffey & Findley, Williamsport	
Mrs. McComas	114 18
Henry Hanekamp	114 13
B. S. Randolph	117 00
To Cushwa & Sons, Williamsport	
No. 130	121 13
No. 126	121 14
Mary	115 03
GEORGE'S CREEK COAL & IRON CO.	
To J. P. Agnew & Co., Georgetown	
Ivy City	126 13
J. J. Alexander	121 15
C. W. Miller	117 17
Ollie V.	120 10

Thu. 11/29/94, p. 7. **Mrs. Thomas Manning.** - Mrs. Thomas Manning a highly respected woman, died at her home near Millstone, Tuesday, from paralysis. Her funeral occurred Wednesday, Rev. J. C. Koon, Hancock, officiating. Her husband is an old soldier and has been connected with the Chesapeake and Ohio canal carpenter force.¹⁴

Sat. 12/8/94, p. 1. **In Excess of Former Years.** - The Hagerstown *Mail* contains the following in reference to the Chesapeake and Ohio canal: The cargoes discharged at Williamsport are in excess of former years. The aggregate for the season may reach 100,000 tons. All of the coal that comes to the Williamsport wharves is taken away by the Western Maryland and Cumberland Valley trains. The Western Maryland has a track running along the edge of the canal

¹⁴ *The Herald and Torch Light*, Hagerstown, Maryland.

and there are three wharves at which coal is transferred from boats to cars; Victor Cushwa & Sons have the first wharf; Steffey & Findlay the second; and Arthur Gruber the third. Smith & Embrey have the wharf at the Cumberland Valley siding at Powell's Bend.

The Western Maryland trains distribute all along the main line and branches. They take it to Waynesboro, Gettysburg, Hanover, York, and in fact to most of the towns in Southern Pennsylvania. A great deal is taken to Shippensburg and delivered to the Reading system. The Cumberland Valley trains take coal east by way of Harrisburg.

Thu. 12/13/94, p. 6. **To Revive Boat Building.** - G. L. Nicholson, superintendent of the Chesapeake and Ohio canal and Wm. T. Hassett, of Four Locks, one of the supervisors, have purchased the old Mitchell & Dawson boat yard at Hancock, which has been idle for some years and will recommence boat building. This means employment to a number of idle boat builders and carpenters about Hancock.¹⁵

Mon. 12/17/94, p. 6. **The Canal to Close.**
No way bills will be issued at the Williamsport office of the Chesapeake and Ohio canal for boats to Cumberland after today, and the water will be drawn from the canal next Saturday.

Tue. 12/18/94, p. 6. **A Good Showing.**
The Chesapeake and Ohio canal is practically closed for the season. The shipments to Williamsport for November were the heaviest ever known in the history of the waterway, as follows: To Cushwa & Sons, 7,870 15; Steffey & Findley, 1,297 05; Embrey & Smith, 2,257 15; A. C. Gruber, 662 09; making a grand total of 15,935 tons

¹⁵ *The Herald and Torch Light*, Hagerstown, Maryland.

and 15 cwt. The receipts from all sources at the Williamsport office were a few cents over \$4,000.

Wed. 12/19/94, p. 6. **The Last Shipment.**

Activity about the canal wharves in this city has ceased, only a few boats being loaded, and by the end of the week transportation over the waterway will be closed. The Washington *Star* says: "The last shipment of the season from the mines of Cumberland to Georgetown, over the Chesapeake and Ohio canal, was made on Saturday. The last consignment to Williamsport will be made on Wednesday of this week. On Saturday the canal throughout its entire length will be closed for the season. The water will be drawn off, and those who make their living in transporting cargoes will hibernate, as usual.

"Many boating families will live the entire winter in the cabins of the flat-bottomed, dreary water houses, held fast in the mud of the big trough, while others call shanties in lonely spots along the river their winter quarters. Some few will find employment in the cities along the water course. The majority of boatmen, those who are true to their calling, though, do not work in winter, they just exist and wait for the summer to come again. None ever make enough during the boating months to keep them comfortable throughout the year, but this does not interfere with their winter rests usually.

"The coal shipments from Georgetown by way of the Potomac have already ceased. A few miscellaneous cargoes are still going out, but none of any importance. The principal shipping companies will at once put carpenters at work repairing old and constructing new boats for the season of 1895. The past season has been so prosperous that the next will witness more boats on the waterway

than have ever before been engaged in traffic."

Thu. 12/20/94, p. 7. **ISAAC EDDY** - Isaac Eddy, a well known boatman on the Chesapeake and Ohio canal, who formerly resided in this county, died in Washington on December 13. He leaves a wife and several grown children. A daughter, Mrs. May Grimm, formerly resided in this city. John H. Eddy, a former boatman, residing in Hancock district, is a brother.

THE LATE MRS. SUMMERS

Mrs. Catherine E. Summers, who died near Hancock, on Dec. 9, at one time kept a boarding house in this city. Her husband was drowned some years ago in one of the locks of the Chesapeake and Ohio canal.¹⁶

Ibid, p. 8. **MARY McCAFFERY FOUND. The Missing Daughter of John McCaffery Lives in Baltimore.**

Mrs. Marion Hooper, of Baltimore, nee Mary McCaffery, is the long-searched-for daughter of John McCaffery, who recently died in Chicago, possessed of nearly \$1,000,000 which he left to his unknown children. The story of the life of McCaffery, who once boated on the Chesapeake and Ohio canal, his mysterious disappearance in the Fifties and his death in Chicago last summer where he lived unknown to his children for forty years during which he amassed great wealth, has already been told in the *Herald*. He made a will giving his estate to his children and ordered that a search be instituted for them.

Mrs. Hooper was in Hancock, several days, this week, hunting up evidence in the case. She was accompanied by her attorney. Mrs. Hooper was reared at Hancock in the family of the late James Coudy. She left the town when a young lady, some years ago.

¹⁶ *The Herald and Torch Light*, Hagerstown, Maryland.

James R. Smith, an aged resident of Hancock, has carefully kept a diary of all interesting happenings at Hancock for years back. He had some dates and facts that bore upon the McCaffery case and Mrs. Hooper and her attorney spent several hours with him obtaining them.

A number of the older residents of the town were interviewed by the long lost daughter. She left Hancock yesterday for her home. Mrs. Margaret Shipley, matron at Bellevue, is a sister of Mrs. Hooper and one of the heirs to the McCaffery estate.¹⁷

Mon. 12/24/94, p. 1. **THE CANAL'S SHOWING.** - The following statement shows the amount of coal transported over the Chesapeake and Ohio canal from this port during the season of 1894:

To Georgetown - Consolidation Coal company, 146,484 12 tons; George's Creek, 45,561 16 tons; Black, Sheridan, Wilson, 474 10 tons; West Virginia Central railroad 208 06 tons; total, 192,729 04 tons.

Williamsport - Consolidation Coal company, 89,605 01 tons; George's Creek, 14,337 02 tons; Black, Sheridan, Wilson, 3,556 09 tons; Borden, 90 13 tons; total, 107,589 05 tons.

Hancock - Consolidation Coal company, 1,594 15 tons; total 1,595 15 tons.

Shepherdstown - Consolidation Coal company, 229 10 tons; Black, Sheridan, Wilson, 114 01 tons; total 343 11 tons.

Sharpsburg - Consolidation Coal company, 220 17 tons; total, 220 17 tons.

White's Ferry - Consolidation Coal company, 226 06 tons; George's Creek, 100 07 tons; total, 326 13 tons.

McCoy's Ferry - Consolidation Coal company, 111 02 tons; George's Creek, 118 16 tons; total, 229 18 tons.

Harper's ferry - Consolidation Coal company, 16 00 tons; total, 16 00 tons.

Point of Rocks - Consolidation Coal company, 109 06 tons; total, 109 06 tons.

Brunswick - Consolidation Coal company, 123 09 tons; total, 123 09 tons.

Potomac View - Consolidation Coal company, 109 18 tons; total, 109 18 tons.

Seneca - George's Creek, 113 01; Black, Sheridan, Wilson Co., 40 12 tons; total, 153 13 tons.

Okonoko - George's Creek, 45 12 tons; total, 45 12 tons.

Four Locks - George's Creek, 102 13 tons; total, 102 13 tons.

Total shipments by each company for the year - Consolidation Coal company, 238,830 16 tons; George's Creek, 60,379 07 tons; Black, Sheridan, Wilson Co., 4,185 12 tons; West Virginia Central Railroad, 208 06 tons; Borden, 90 13 tons; grand total of shipments for the year, 303,694 14 tons.

Wed. 12/26/94, p. 5. There is talk of equipping the Chesapeake and Ohio canal with electricity, with a view to increasing its usefulness as a waterway; but many are of the opinion that the towpath of the ancient ditch ought to be equipped with a modern steam railroad. - *Baltimore Herald*.

Under the present business like management, we think the ancient ditch is very successful as a canal, and the people of Western Maryland will use every effort to have it maintained as such. - *Independent*.

The canal we have and will more than likely keep. The railroad will be built by and by, then we shall have both. No need of sacrificing this valuable waterway for a railroad. The doctrine of *necessitudo nonhabet legem* does not apply in this case.

¹⁷ *The Herald and Torch Light*, Hagerstown, Maryland.