

JOHN GORMAN FAMILY HISTORY

Including the Research of  
Geraldine Kight

Written by  
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## John Gorman Family History

### PREFACE

A Table of vital statistics for this Gorman family is provided at the end of this story. It is based on a listing of family members provided by Geraldine Kight. As subsequent census reports, marriage records, obituaries, draft registration cards, etc., provided different data, the table was revised. The table contains data beyond that necessary for this Chesapeake and Ohio Canal family history in hopes it will be useful to others doing research; Geraldine Kight has done most of that research. This is a work in progress and new information would be most welcome.

Geraldine Kight ([geraldinekight1950@gmail.com](mailto:geraldinekight1950@gmail.com)) has contributed considerable research to this report, beyond the family statistics, many thanks.

We hope the readers will find the story interesting and contact either of us with additional information or corrections.

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## John Gorman Family History

From his obituary, we learn that John Gorman emigrated from Dublin, Ireland in 1850, at 12 years of age, landing in New York. He subsequently moved to Cumberland, Md., the exact date to be determined.

The Civil War began on April 12, 1861.

We know that John Gorman was in Cumberland on or about October 1863 because a newspaper reported that a letter with his name on it was remaining in the Cumberland Post Office.<sup>1</sup>

On March 21, 1864, in consideration of \$1,600, John Gorman bought the canal boat *Happy Traveler* from Thomas Gemmell, the purchase money to be paid in installments.<sup>2</sup> A copy of the deed is appended at the back of this report.

On April 18, 1864 the canal boat *Happy Traveler* arrived in Georgetown with coal to Hampshire & Baltimore Coal Co.<sup>3</sup> John Gorman, of Blair Co., Pa. registered the canal boat *Happy Traveler* on 4/20/1864, hailing out of Cumberland, Md., Class C, 90'-6" in length, 14'-6" in breadth, with 10" draught empty and 54" in draught loaded.<sup>4</sup> Then on June 6, 1864, John Gorman sold that canal boat, all the furniture and fixtures therein, plus six mules and their boat harness to a John Tully.<sup>5</sup>

John Gorman, of Cumberland, Md., registered the canal boat *John Cowden*, on Oct. 20, 1864, hailing out of Cumberland, Md., Class C, 90'-6" in length, 14'-6" in breadth, with 10" draught empty and 54" draught loaded.<sup>6</sup> He arrived in Georgetown with coal from Borden Mining Co. on 10/17/1864 and 10/26/1864.<sup>7</sup> The following year, on April 1, 1865, John Gorman, in consideration of \$1,336.44, bought the canal boat *John Cowden* from the Borden Mining Company. The purchase money was to be paid off by installments of \$50 per trip, each trip was to be made running day and night, with as much expedition and regularity as could reasonably be done with double teams whenever required by the Borden Company.

The Civil War ended on April 9, 1865.

The canal boat *John Cowden* arrived in Georgetown on 4/14/1865 with coal to Borden Co.<sup>8</sup> and again on 12/2/1865 with American Coal Company coal and departed that same day.<sup>9</sup>

John Gorman became indebted to John Cowden in the amount of \$889.60 and put up his canal boat, *John Cowden*, four mules, four sets of boat harness, the rigging, fixtures and furniture as collateral for the loan, on April 12, 1866.<sup>10</sup> If the 1865 data is correct, i.e. John Gorman made only 2 trips at \$50 trippage fee each instead of the expected 10 trips, then he would have fallen behind in his mortgage payments. The Civil War was over. There must have been another reason.

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<sup>1</sup> *Weekly Civilian*, Cumberland, Md., newspaper, Thursday, 10/8/1863, p. 4.

<sup>2</sup> Allegany County Courthouse, Cumberland, MD, Deed Book 21, page 524, recorded on 3/23/1864.

<sup>3</sup> *Evening Star*, Washington, D. C., newspaper, Monday, 4/18/1864, p. 2.

<sup>4</sup> *REGISTERS ISSUED TO BOATS TO NAVIGATE THE CHESAPEAKE AND OHIO CANAL, 1862 to 1869.*

<sup>5</sup> Allegany County Courthouse, Cumberland, MD, Deed Book 21, page 671, recorded on 6/11/1864.

<sup>6</sup> *REGISTERS ISSUED TO BOATS TO NAVIGATE THE CHESAPEAKE AND OHIO CANAL, 1862 to 1869.*

<sup>7</sup> *Evening Star*, Washington, D. C., newspaper, Monday, 10/17/1864, p. 2 and Wednesday 10/26/1864, p. 2.

<sup>8</sup> *Evening Star*, Washington, D. C., newspaper, Friday, 4/14/1865, p. 3.

<sup>9</sup> *Alleghanian*, Cumberland, Md., newspaper, Saturday, 12/2/1865, p. 3.

<sup>10</sup> Allegany County Courthouse, Cumberland, MD, Deed Book 24, page 326, recorded on 4/17/1866.

## John Gorman Family History

1866 was a little better for John Gorman in that he made a few more trips, arriving at Georgetown:

Date	Coal Company	Destination	Round-trip Days
6/16	Borden Coal Co.	Georgetown	
7/13	Borden Coal Co.	Georgetown	27
7/25	Borden Coal Co.	Georgetown	8
8/8	Borden Coal Co.	Georgetown	14
8/30	Borden Coal Co.	Georgetown	22
9/22	Borden Coal Co.	Georgetown	23

He certainly wasn't setting any record for a round trip or number of trips.

No record of the *John Cowden* was found for 1867 through 1870.

The 1870 census listed a John Gorman, age 30, a boatman, with a personal estate valued at \$1,600, living in Cumberland, Md.<sup>11</sup> Living with him was Sarah Gorman, age 19, relationship not recorded. His birthplace was listed as New York (his port of entry).

We can confirm that the canal boat *John Cowden* departed Cumberland with coal on 4/27, 5/9, 5/19, 5/30, 6/7, 6/22, 7/1, 7/12, 7/27, 8/18, 8/31, 9/28, 10/9, 10/21 and 11/3/1871.<sup>12</sup> Then on 11/16/1871 the canal boat *John Gorman* departed Cumberland with coal.<sup>13</sup> Which would suggest that John Gorman had paid the \$889.60 debt to John Cowden and then renamed the canal boat after himself. All the coal freighted was Borden Company coal, except the one trip on 6/22/1871, which was for the Maryland Company.

Early in 1872 a newspaper reported: **Horse Race on the Ice.**<sup>14</sup> – We are informed that a race will take place at 2 o'clock this afternoon on the river in front of the city. The following entries have been announced: Match race, trotting in sleighs, one mile, for a purse of \$200. John Gorman enters bay horse "Strychnine;" Michael Quigley enters brown mule "Flying Cloud." The course will begin at a point one mile above the river bridge, and the bridge will be the end. The ice is in fine condition for racing upon it, and if the animals are closely matched no doubt an interesting contest will be made. From the knoll on the Virginia side of the river the whole course is in view, and from that point the race can be best seen.

From the 1872 data, we can confirm that the *John Gorman* departed Cumberland on 5/28, 6/11, 6/26, 7/16, 8/4, 8/25, 9/15, 10/2, 10/24, 11/6, and 11/27/1872, 11 trips. Usually with George's Creek Company coal.<sup>15</sup>

We can confirm that the canal boat *John Gorman* left Cumberland with coal on 4/9, 5/24, 7/24, 9/17, 9/27, 11/8 and 11/21/1873, 7 trips.<sup>16</sup> Usually with New Central Coal Company coal. John

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<sup>11</sup> 1870 census, Maryland, Allegany County, Cumberland, enumerated 6/7/1870, p. 43.

<sup>12</sup> *Canal Trade – 1871*, available at [www.candocanal.org/histdocs/index.html](http://www.candocanal.org/histdocs/index.html).

<sup>13</sup> *Ibid.*

<sup>14</sup> *Cumberland Daily News*, Cumberland, Md. newspaper, Saturday, 2/10/1872, p. 4.

<sup>15</sup> *Canal Trade – 1872*, available at [www.candocanal.org/histdocs/index.html](http://www.candocanal.org/histdocs/index.html).

<sup>16</sup> *Canal Trade – 1873*, available at [www.candocanal.org/histdocs/index.html](http://www.candocanal.org/histdocs/index.html).

## John Gorman Family History

Gorman was listed as a boatman, residing at 17 Smallwood St., Cumberland, Md. in 1873.<sup>17</sup> In the same directory, Sarah Degnan was listed as living at 11 Smallwood St.

We have not confirmed any departures for the canal boat *John Gorman* in either 1874 or 1875.

For some as yet unexplained reason, John Kinney became indebted to John Gorman in the amount of \$1,000.00 and put up four mules as collateral on Sept. 19, 1874.<sup>18</sup>

On Thursday, Feb. 17, 1876, there was a Maryland Senate investigation of the affairs of the C. & O. Canal. John Gorman testified he was a boatman for 16 years, the canal is in good condition, better than it ever was.<sup>19</sup>

In the intervening years, John Gorman must have found a path to some wealth as evidenced by the following story: “STEAMERS NOW BUILDING

“Besides those already on the canal, five others are now in process of construction here. At the yard of Coulehan Brothers one is being built, which will have machinery on the Pearce plan. Weld & Sheridan are building two which will have one propeller and have two others of the same pattern in contemplation. At the yard of Wm. Young & Brothers there are now two steamers building, one of which is on the well-known Chillicothe plan, and the machinery for the other boat, which will be the largest on the canal and will be owned by Mr. John Gorman, of this city, is now being constructed at Rochester, Pa., by the parties who built the works for the "New Era." The engine for this boat will be an immense one, and the propeller will be five feet in diameter. The machinery will arrive here on the 10th of this month and the boat will be launched in about two weeks after that.”<sup>20</sup>

In the meantime, on March 8, 1876, Mr. A. M. Brandt, in consideration of \$650.00, used his canal boat *Capt. John R. Masters*, 3 mules, 4 sets of harness and two fall boards as collateral for John Gorman, who apparently vouched for the note on the Queen City Savings Bank.<sup>21</sup>

Later that same month we read: “The machinery for the new propeller, which has been built for Mr. John Gorman at the boatyard of William Young & Bros. during the past winter, has been placed in the hull, except the boiler, which is expected every day. An extended description of this steamer has already appeared in the *Alleganian*.”<sup>22</sup>

On Saturday, another newspaper reported: “The new steam canal boat built by Mr. William Young for Captain John Gorman, was launched at Cumberland on Thursday. She has been fitted with a single engine with vertical boiler, and a single propeller, by Mr. M. Darrah, of Beaver, Pennsylvania, who supplied the machinery for the *New Era*, which is of the same pattern. The boat will transport coal for the Borden Mining Company, and Captain Gorman, who is an experienced canal-man, designs making her carry more coal than any steamer on the canal.”<sup>23</sup>

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<sup>17</sup> *City Directory, Cumberland, 1873*, p. 39.

<sup>18</sup> Allegany County Courthouse, Cumberland, MD, Deed Book 43, page 495, recorded on 12/29/1874.

<sup>19</sup> *Alleganian & Daily Times*, Cumberland, Md., newspaper, Thursday, 2/17/1876, p. 4.

<sup>20</sup> *Alleganian & Daily Times*, Cumberland, Md., newspaper, Monday, 3/6/1876, p. 4.

<sup>21</sup> Allegany County Courthouse, Cumberland, MD, Deed Book 46, page 523, recorded on 4/7/1876.

<sup>22</sup> *Alleganian & Daily Times*, Cumberland, Md., newspaper, Thursday, 3/30/1876, p. 4

<sup>23</sup> *Gazette*, Alexandria, Va., newspapers, Saturday, 4/1/1876, p. 3.

The next Monday, a local newspaper reported: **“The Arthur Lovell.”**

The screw propeller owned by Mr. John Gorman, which was built during the past winter at the boatyard of Messrs. Wm. Young & Brothers, will make her first trip down the canal in a few days. The “Arthur Lovell,” which is the name selected for his vessel by Mr. Gorman, is a very large and handsome steamer, with a greater carrying capacity, it is claimed by the owner, than any other steamer on the canal. Besides the fuel, it is calculated that she can deliver an average of about 112 tons. Though generally constructed on the plan of the “New Era,” a two-wheeled propeller, the “Arthur Lovell” has only one propeller, with a diameter of five feet when the boat is unloaded, and four feet two inches loaded. The difference in the diameter of the propeller, to be adapted to the loaded or unloaded condition of the boat, is accomplished by having moveable attachments to the propeller which can be removed or put on in about fifteen minutes. The weight of the engine and boiler will be about five tons. It is expected to run this steamer day and night, with a force of five hands. By and by, after some experiments, it is also intended to use her as a towboat, the engine being considered sufficiently powerful to do this. The entire cost of the “Arthur Lovell” will be \$3,500.<sup>24</sup>

The next day, the same newspaper reported: “The machinery of the “Arthur Lovell,” Mr. John Gorman’s new steamer, was tested yesterday, while the boat was kept in a stationary position. The trial trip will be made shortly.”<sup>25</sup>

On Thursday, the newspaper reported: **“Trial of the Lovell.**

“It was given out yesterday that the “Arthur Lovell,” Mr. John Gorman’s new steamer would make a trial trip today. The Lovell is generally on the New Era plan, but she has only one propeller, and that has a variable diameter, as she is loaded or unloaded, of from four feet two inches to five feet. Early yesterday evening an *Alleganian* reporter saw Mr. Darragh dash by a place on Baltimore street where the former was standing. There was something in his demeanor that indicated business. Accordingly, the reporter thought it would probably pay to walk over toward Potomac wharf and listen to the roar of the breakers on the bar outside that never reach the shore. When he arrived there, he found the *Arthur Lovell* with steam all up, and Mr. Gorman stirring about like a bee in fresh clover. The reporter appreciating the joke, and wishing to escape notice, drew a slouch hat down over his eyes, drew up the lapels of his overcoat, and went aboard, quietly taking a seat alongside the bow cabin. In a minute or two the “Lovell” backed out into the stream and away she went up and down the river from a point just above the blue river to the long curve above Malayan’s. The time made by the *Lovell* was excellent, and if she can only do as well in the narrow waters of the canal her success is assured. The moral of this incident is easy to adduce. When you have any experiments to make after this, do not imagine you can do so without the *Alleganian*’s knowing all about it, provided we care to know.”<sup>26</sup>

Two days later the story continued: **“Trial Trip of the Arthur Lovell, Steamer.**

“A trial trip of Mr. Gorman’s new steam canal boat *Arthur Lovell* took place yesterday. The boat left the Potomac wharf at 10:30 a. m. and moved down the river to the lock. In passing

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<sup>24</sup> *Alleganian & Daily Times*, Cumberland, Md., newspaper, Monday, 4/3/1876, p. 4.

<sup>25</sup> *Alleganian & Daily Times*, Cumberland, Md., newspaper, Tuesday, 4/4/1876, p. 4.

<sup>26</sup> *Alleganian & Daily Times*, Cumberland, Md., newspaper, Thursday, 4/6/1876, p. 4.

through the lock it moved out without jamming, as one wheeled propellers generally do. At the lock many persons aboard, the entire number on the boat being over one hundred.

“The trial trip was to the aqueduct (about four miles) and return. Notwithstanding that the day was unfavorable for a trial trip, on account of the [illegible] a perfect gale at times, the average time made going down was about six miles an hour. There were also obstructions in the way of empty boats without crews. There was slight washing of the banks, which was principally on the berm side. Mr. John Gorman, the owner, acted as pilot; Mr. Samuel Lloyd was engineer. Mr. Gorman purposes loading the boat as soon as possible, for a trip to Georgetown.”<sup>27</sup>

And the story continued: “**The Lovell.**

“The “Arthur Lovell,” Mr. John Gorman’s steamer, which left this port with a convoy on Saturday, made excellent time, and operated to the entire satisfaction of the owner and builder. The time made was one mile in 24 minutes, which is at the rate of 2½ miles an hour.”<sup>28</sup>

Note that when the *Arthur Lovell* left Cumberland on 4/10/1876, she had the *Capt. John R. Masters* in tow, and they remained so for the rest of 1876<sup>29</sup>. Specifically, the steamer. *Arthur Lovell*, left Cumberland on 4/10, 4/18, 4/26, 5/8, 5/25, 6/6, 6/22, 7/1, 7/12, 7/24, 8/2, 8/16, 8/30, 9/8, 9/18, 10/5, 10/16, 10/27, 11/4, 11/15 and 11/27/1876 always with Capt. John Gorman bound for Georgetown freighting Borden Mining Company coal; 21 trips. And the *Capt. John R. Masters* left on the same dates, presumably in tow, always with Capt. John Gorman bound for Georgetown freighting Borden Mining Company coal. It appears that Mr. A. M. Brandt could not pay his \$650.00 note at Queen City Savings bank; then John Gorman repossessed the boat and used it to carry additional coal.

The following Saturday, the local newspaper reported: “**The Arthur Lovell.**

“The Arthur Lovell, Mr. John Gorman, captain, which with her convoy left Georgetown at half-past three o’clock on Thursday afternoon, arrived here yesterday afternoon at 3 o’clock. During the round trip she consumed not quite six tons of fuel. It is believed by the owner that alone she would not consume more than four tons.”<sup>30</sup>

In May 1876 a competition between steamers developed: “**The Boat Race on the Canal.**

“Yesterday we published the circumstances attending the race on the canal between the steam canal boats *Ludlow Patton* and *Areturus*. The points in the case were furnished us by a friend of the former; and now comes forward as a friend of the latter and offers a few strong points as the reasons why the *Ludlow Patton* passed the *Areturus*. [illegible] when the *Areturus* started, it was not with any understanding of a race, second, that the *Areturus* carried 109 09 tons, while the former carried only 95 tons, a difference of nearly 14 tons in freight, the two vessels being of an equal bulk of measurement. In the collision on the canal neither boat was seriously damaged.

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<sup>27</sup> *Alleganian & Daily Times*, Cumberland, Md., newspaper, Saturday, 4/8/1876, p. 4.

<sup>28</sup> *Alleganian & Daily Times*, Cumberland, Md., newspaper, Monday, 4/10/1876, p. 1.

<sup>29</sup> *Canal Trade – 1876*, available at [www.candocanal.org/histdocs/index.html](http://www.candocanal.org/histdocs/index.html).

<sup>30</sup> *Alleganian & Daily Times*, Cumberland, Md., newspaper, Saturday, 4/15/1876, p. 4.

“There is a great interest taken by the friends of each of these boats as to swiftness of each vessel, and a friend of the *Areturus* informs us that there is the sum of \$1,000 ready to be placed as a wager on that vessel being the swiftest of the two.

“Come up, gentlemen of the first and second part; plank down your rags and let us have the dispute settled by a fair race, a free course, and a long run, and let the one that wins bear the laurels.”<sup>31</sup>

Two days later, the competition took a turn when John Gorman got involved: **“WHO HAS THE FASTEST BOAT?”**

“On Tuesday last we published an article on the trial of speed upon the waters of the canal, giving the particulars of the voyage of the *Ludlow Patton* and her collision with the *Areturus*. We inserted the article as a matter of news, little dreaming that asperities of the friends of the two vessels would warm up to a white heat. On the following day we gave a version of a friend of the *Areturus* on the trip of that vessel to tide water, showing that she was far heavier laden than the competitor and not aware that the latter, which left this port several hours later, designed to make the trip a trial of speed.

“Our paper had scarcely made its appearance upon the streets yesterday, and had been read with that avidity for which it is sought by our thousand readers, when a warm friend of the *Ludlow Patton* and our self, visited us with the following communication, which explains itself:

**“Mr. Editors:** If the believers in the speed of boat “*Areturus*” really wish to make the match as indicated in your paper of yesterday, with the steam canal boat “*Ludlow Patton*,” they can be accommodated on the following terms:

“Both boats to be loaded to the same depth of water, and no coal except for fuel to be removed on trip down. To toss for choice of sides, and to start say one-mile up river, abreast, the boat ahead to take first lock. Running to be regulated as to passing each other by the custom and rules of the Chesapeake and Ohio canal.

“Time for lying for unloading to be allowed.

“A disinterested party to go on each boat to see fair play.

“The “*Areturus*” party of the “second part” have now the opportunity of complying with their offer made yesterday, and the meeting had and terms arranged at the *Alleganian* office.

**“Business.**

“When we read the above communication, we thought it *meant* business, and our convictions began to turn in favor of the *Ludlow Patton* as the fastest vessel that floated the placid waters of the Chesapeake and Ohio canal.

“Referring to the back files to discover the speed of the two vessels in former trips, when there was no competitive race, we find that the *Areturus* made her first three miles in 1:10½ hours, with a convoy – the two boats carrying 222 tons exclusive of fuel. The time of the *Ludlow Patton* on her first trip this season is not given.

“While discussing the probability of a race of speed for money, as proposed in the above communication, we were presented with the following communication, which also means business, and [illegible] victory without a severe contest. Captain Gorman is a gentleman well known in this community, and when he offers to put up his money he will stand by his proposition. Captain Gorman writes as follows:

**“Messrs. Editors:**

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<sup>31</sup> *Alleganian & Daily Times*, Cumberland, Md., newspaper, Tuesday, 5/30/1876, p. 4.



## John Gorman Family History

“Noticing from the two or three last issues in the *Alleganian*, considerable blowing about racing boats on the canal, I hereby make the following proposition: I can and will carry more coal – go to Georgetown in less time, burn less fuel, (and do less blowing,) than any other boat now running on the canal, for the sum of five hundred dollars. Money to be placed in the hands of the editors of the *Alleganian*. Now, gentlemen, put up, or shut up.

John Gorman  
Captain Arthur Lovell

“The *Arthur Lovell* made her first trip on April 9, with a convoy, and made 2½ miles per hour from Cumberland, on her way down.

“Gentlemen, the field is now open. Who will enter the list? Let us have one of the old-fashioned races, with all the excitement, but without the danger that used to attend them on the waters of the West. While it will give us a pleasurable excitement, it will also stimulate the navigation of the canal by steam and point out the advantages to be gained.”<sup>32</sup>

In 1876 we can verify the *Arthur Lovell*, *Capt. J. R. Masters* [towed by *Lovell*], *Ludlow Patton*, *Areturus*, *New Era* and *Henry Thomas Weld* made the following departures from Cumberland, the date is of the newspaper, they actually left the day before.<sup>33</sup> Clearly steamers were active freighters of coal.

<i>Arthur Lovell</i> Departed Cumberland	<i>Capt. J. R. Masters</i> Departed Cumberland	<i>Ludlow Patton</i> Departed Cumberland	<i>Areturus</i> Departed Cumberland	<i>New Era</i> Departed Cumberland	<i>Henry T. Weld</i> Departed Cumberland
4/10/1876	4/10/1876	4/17/1876	4/7/1876	4/5/1876	4/28/1876
4/18/1876	4/18/1876	5/5/1876	4/14/1876	4/15/1876	5/8/1876
4/26/1876	4/26/1876	5/13/1876	4/27/1876	4/24/1876	5/23/1876
5/8/1876	5/8/1876	5/25/1876	5/4/1876	5/6/1876	5/31/1876
5/25/1876	5/25/1876	6/2/1876	5/12/1876	5/8/1876	6/9/1876
6/6/1876	6/6/1876	6/14/1876	5/25/1876	5/17/1876	6/24/1876
6/22/1876	6/22/1876	6/22/1876	6/1/1876	6/9/1876	7/8/1876
7/1/1876	7/1/1876	7/1/1876	6/8/1876	6/20/1876	7/18/1876
7/12/1876	7/12/1876	7/11/1876	6/19/1876	6/27/1876	7/25/1876
7/24/1876	7/24/1876	7/19/1876	6/26/1876	7/6/1876	8/14/1876
8/2/1876	8/2/1876	7/25/1876	7/1/1876	7/13/1876	8/30/1876
8/16/1876	8/16/1876	8/2/1876	7/7/1876	7/21/1876	9/13/1876
8/30/1876	8/30/1876	8/12/1876	7/28/1876	7/27/1876	10/3/1876
9/8/1876	9/8/1876	8/21/1876	8/7/1876	8/7/1876	10/17/1876
9/18/1876	9/18/1876	8/28/1876	8/15/1876	8/14/1876	11/3/1876
10/5/1876	10/3/1876	9/5/1876	8/22/1876	8/22/1876	
10/16/1876	10/16/1876	9/14/1876	8/29/1876	8/29/1876	
10/27/1876	10/27/1876	10/4/1876	9/5/1876	9/5/1876	
11/4/1876	11/4/1876	10/11/1876	9/12/1876	9/12/1876	
11/15/1876	11/14/1876	10/19/1876	9/28/1876	9/28/1876	
11/27/1876	11/27/1876	10/27/1876	10/9/1876	10/6/1876	

<sup>32</sup> *Alleganian & Daily Times*, Cumberland, Md., newspaper, Thursday, 6/1/1876, p. 4.

<sup>33</sup> *Canal Trade – 1876*, available at [www.candocanal.org/histdocs/index.html](http://www.candocanal.org/histdocs/index.html).

## John Gorman Family History

		11/2/1876	10/14/1876	10/12/1876	
		11/14/1876	10/21/1876	10/20/1876	
		11/24/1876	10/27/1876	10/27/1876	
			11/3/1876	11/3/1876	
			11/10/1876	11/11/1876	
			11/25/1876	11/18/1876	
			12/2/1876	11/25/1876	
				12/2/1876	

The steamer *Arthur Lovell*, towing the *Capt. John R. Masters*, made 21 round trips; *Ludlow Patton* made 24 round trips, *Areturus* made 28 round trips, *New Era* made 29 round trips and *Henry Thomas Weld* made 15 round trips. The steamers *Thomas Moore*, *Thomas Venners*, *Alpha*, *Star No. 1*, *Star No. 2* and *Star No. 3* also freighted this 1876 season. John Gorman's steam canal boat, *Arthur Lovell*, was one of several on the canal that year.

In January 1877 a newspaper reported: "Mr. John Gorman during the past season made twenty-one round trips on the canal with his steamer, the *Arthur Lovell*, taking a tow. This, Mr. Gorman tells us, is the best record made by any steamer during the year."<sup>34</sup> We know it was a good record, but not the best record for number of trips; however, since each trip had a tow, a case could be made based on tons freighted.

The steamer *Arthur Lovell*, Capt. Thomas [*sic.* John] Gorman, is now being used as a tug to tow the mule boats loaded at the Potomac wharf to the lock at the terminus of the canal. The *Lovell* is a strong steamer and will be of great assistance to the boats.<sup>35</sup> This only lasted one day.

The "Arthur Lovell," with boat "Capt. Masters" in tow, will leave this morning. These boats carry the first shipments this season of the Borden Mining Company.<sup>36</sup>

<i>Arthur Lovell</i> Departed Cumberland	Capt.	<i>Capt.</i> <i>John R. Masters</i> Departed Cumberland	Capt.
4/7/1877	John Gorman	4/6/1877	John Gorman
4/19/1877	John Gorman	4/18/1877	John Gorman
5/1/1877	John Gorman	5/1/1877	John Gorman
5/12/1877	John Gorman	5/12/1877	John Gorman
5/21/1877	John Gorman	5/21/1877	John Gorman
5/30/1877	John Gorman	5/30/1877	John Gorman
6/9/1877	John Gorman	6/9/1877	John Gorman
6/18/1877	John Gorman	6/18/1877	John Gorman
8/22/1877	John Gorman	8/22/1877	John Gorman
8/31/1877	John Cowden	8/31/1877	John Cowden
9/10/1877	John Cowden	9/8/1877	John Cowden
9/18/1877	John Cowden	9/17/1877	John Cowden

<sup>34</sup> *Alleganian & Daily Times*, Cumberland, Md., newspaper, Friday, 1/5/1877. p. 4.

<sup>35</sup> *Alleganian & Daily Times*, Cumberland, Md., newspaper, Monday, 4/2/1877. p. 4.

<sup>36</sup> *Alleganian & Daily Times*, Cumberland, Md., newspaper, Tuesday, 4/3/1877. p. 4.

## John Gorman Family History

9/25/1877	John Cowden	9/25/1877	John Cowden
10/2/1877	John Cowden		
10/5/1877	John Cowden	10/5/1877	John Cowden
10/16/1877	John Cowden	10/16/1877	John Cowden
10/23/1877	John Cowden		
10/26/1877	John Cowden	10/26/1877	John Cowden
11/6/1877	John Cowden	11/6/1877	John Cowden
11/17/1877	John Cowden	11/17/1877	John Cowden

Something must have happened in late August or early September, 1877 because on Sept. 7, 1877, in consideration of \$5,000, John Gorman sold the canal scow *Capt. John R. Masters* and steam canal boat *Arthur*

*Lovell*, two mules, the furniture, fixtures, boat harness, etc. one cow and three hogs to William Young, of Cumberland.<sup>37</sup> The adjacent data indicates that Capt. John Cowden took over the two boats as of 8/31/1877. Notice that on Jan 22, 1884, William Young released all claim, title and interest in the above property. It would appear that John Gorman spent the intervening 7 years getting his financial affairs in order and paying back the \$5,000, with interest, of course.

In July 1878, Michael Degnan's obituary read: "Mr. Michael Degnan, aged 45 years and for some time afflicted with rheumatism, died in this city on Monday morning and was buried Tuesday evening in St. Patrick's cemetery."<sup>38</sup>

In July, 1878, in consideration of \$200, John Gorman sold 2 mules to William Young.<sup>39</sup>

On Dec. 12, 1878 Capt. John Gorman took the canal boat *Capt. John R. Masters* on a trip from Cumberland to Georgetown with Maryland Coal Company coal.<sup>40</sup> Remember, that was a mule-powered canal boat.

John Gorman must have gotten his financial affairs in order, or at least his credit, because on March 28, 1879, in consideration of \$1,300, Felix Bareis and Michael Rossworm sold the canal boat *Sycorax* to John Gorman, who was to make instalment payments of \$25 for each and every trip said Boat shall make until the entire purchase money, with interest, was fully paid.<sup>41</sup> Interestingly, we can confirm that the canal boat *Sycorax* departed Cumberland on 4/1, 4/11, 4/22, 4/30, 5/8, 5/16, 5/27, 6/3, 6/19, 7/10, 7/21, 7/30, 8/6, 8/16, 9/2, 11/1, 11/12 and 11/21/1879 always with Capt. Hassett bound for Georgetown with Borden Mining Company coal.<sup>42</sup> The purchase money, with interest, was fully paid and the mortgage released on 10/24/1896, 17 years later.

The 1880 census listed John Gorman, age 40, a boatman on the canal, living in Frankfort, W. Va.<sup>43</sup> Living with him were: Margaret, age 29, wife; Mary, age 8, daughter; Annie, age 5, daughter; Leota, age 3, daughter; Frances, age 9/12, daughter; and Julia A. Apple, age 26, servant.

<sup>37</sup> Allegany County Courthouse, Cumberland, MD, Deed Book 50, page 164, recorded on 9/8/1877.

<sup>38</sup> *Evening Times*, Cumberland, Md., newspaper, 7/18/1878.

<sup>39</sup> Allegany County Courthouse, Cumberland, MD, Deed Book 52, page 142, recorded on 7/30/1878.

<sup>40</sup> *Canal Trade – 1878*, available at [www.candocanal.org/histdocs/index.html](http://www.candocanal.org/histdocs/index.html).

<sup>41</sup> Allegany County Courthouse, Cumberland, MD, Deed Book 52, page 651, recorded on 4/5/1879.

<sup>42</sup> *Canal Trade – 1879*, available at [www.candocanal.org/histdocs/index.html](http://www.candocanal.org/histdocs/index.html).

<sup>43</sup> 1880 census, W. Virginia, Mineral County, Frankfort, enumerated 6/10 & 11/1880, p. 12.

## John Gorman Family History

In April 1880 Captain John Gorman, of the steamers *Arthur Lovell* and *Areturus* and the tow boats *Invincible* and *Pattie Dunlop*, loaded with Borden coal and lay-to on the West Virginia side of the river near the Potomac wharf.<sup>44</sup> In the morning, threatening letters were found in each of the steamers advising against freighting with a blank bill of lading or manifest. Capt. Gorman did not leave until the question of freight rate was settled; eventually at \$1.10 per ton to Georgetown.

The local newspaper reported that the steamers *Arthur Lovell* and *Areturus* with the tow-boats *Invincible* and *Pattie Dunlop* departed Cumberland on Thursday, 4/8/1880.<sup>45</sup> Capt. Gorman was in charge of three, with Capt. Dunlop in charge of the *Pattie Dunlop*. There was a rumor that Capt. Gorman's crew deserted him at Oldtown, however, subsequent information denied the statement. What is evident is that Capt. Gorman turned the *Arthur Lovell* (16 trips) over to Capt. Griffith, *Areturus* (22 trips) over to Capt. Hassett and *Invincible* (15 trips) to Capt. Griffith. The *Pattie Dunlop* was a "tow-boat of opportunity" as evidenced by its disappearance with Capt. Gorman's boats. The canal boat *James Clark*, another Borden boat, was most frequently listed as departing with the *Areturus*. Every listed departure of these two steamers included a listing of a tow-boat; the steamers usually departed with 95 to 100 tons of coal while the tow-boats departed with 110 to 120 tons of coal. There are variances in the 1880 canal boat data; e.g. one of the steamers left on a given date and then departed again two days later, not possible. At least we know that all of Capt. Gorman's boats freighted Borden Mining Company coal to Georgetown.

We can confirm Capt. Gorman's canal boat *Sycorax* departed Cumberland on 4/14, 4/24, 5/7, 5/15, 5/25, 6/4, 6/17, 6/25, 7/3, 7/15, 7/30, 8/11, 8/22, 8/30, 9/10, 9/23, 10/4, 10/22, 10/30 and 11/9/1880 always with Capt. Hassett, bound for Georgetown freighting Borden Mining Company coal. There must have been more than one Capt. Hassett.

We can confirm Capt. Gorman's steamer *Antares* [*sic. Areturus*] departed Cumberland 43 times with either Capt. Griffith or Capt. Hassett; the steamer *Arthur Lovell* departed Cumberland 21 times with Capt. Griffith, and the tow-boat *Invincible* departed Cumberland 13 times with a variety of captains in 1881.<sup>46</sup> The business arrangement between Capt. John Gorman and the captains of his boats have not been found.

We can confirm Capt. Gorman's canal boat *Sycorax* departed Cumberland on 4/7, 4/16, 4/28, 5/12, 5/26, 6/7, 6/20, 7/2, 7/15, 7/27, 8/10, 8/27, 9/26, 10/12, 10/22, 11/4, 11/15 and 11/28/1881 always with Capt. Hassett, bound for Georgetown freighting Borden Mining Company coal.<sup>47</sup> Capt. John Gorman departed Cumberland with the canal boat *Edmund Cahill* on 9/26/1881 bound for Georgetown with New Central Coal Company coal. It looks like John Gorman kept his hand in boating, taking one trip, but retaining Capt. Hassett to operate the *Sycorax*.

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<sup>44</sup> *Wheeling Register*, Wheeling, WV, newspaper, Friday, 4/9/1880, p. 3.

<sup>45</sup> *Canal Trade – 1880*, available at [www.candocanal.org/histdocs/index.html](http://www.candocanal.org/histdocs/index.html).

<sup>46</sup> *Canal Trade – 1881*, available at [www.candocanal.org/histdocs/index.html](http://www.candocanal.org/histdocs/index.html).

<sup>47</sup> *Ibid.*

## John Gorman Family History

The steamer *Areturus* departed Cumberland on 9/12, 9/29, 10/13, 10/28, 11/13 and 11/23/1882.<sup>48</sup> About 11 o'clock on Friday night, 11/24/1882 other boats running at night noticed the cabin of the *Areturus* on fire at Cherry Run. The other boatmen awoke the captain, Thomas Donnelly, and with the crew attempted to extinguish the flames. The wood was dry and saturated with oil and grease, the fire destroyed the cabin and burned that portion of the boat to the water's edge. The fire supposedly originated in the engine room. The boat belongs to William T. Hassett, residing at Four Locks. No record has been found dating his purchase of the boat from John Gorman. From the same source the steamer *Arthur Lovell*, departed Cumberland on 8/28, 9/7, 9/15, 9/19, 9/23, 10/2, 10/9, 10/17 and 10/25/1882. And *Sycorax* departed Cumberland on 9/2, 9/18, 10/3, 10/19, 11/2 and 11/21/1882. Certainly, the data must be incomplete.

In 1884 a John Gorman operated a saloon on Baltimore street, near the bridge.<sup>49</sup>

On Nov. 19, 1888, John Gibson Kight, age 25, of Piedmont, W. Va., an engineer, married Mary Gorman, age 16, of Cumberland, Md.<sup>50</sup>

In 1890 a John Gorman operated a saloon at 5 N. Mechanic street, and lived upstairs.<sup>51</sup>

On April 4, 1893, a small fire started in the warehouse of the Cumberland Hardware Co. The small blaze of 5:45 p.m. fanned by a strong wind, was a raging conflagration by 8 o'clock that evening, and destroyed more property than any other fire in Cumberland ever did before. Mr. John Gorman's hotel and restaurant was destroyed.<sup>52</sup>

Sarah Degnan's 1894 obituary read: "**Funeral of Miss Sarah Degnan** – The funeral of Miss Sarah Degnan, who died on last Friday night about 12 o'clock, will take place tomorrow afternoon at 2 o'clock from St. Patrick's church. Miss Degnan was a sister (*sic*. sister-in-law) of Mr. John Gorman of this city and an old resident. The ceremony will be conducted by Father Johnston. Interment in St. Patrick's cemetery. Death from cancer."<sup>53</sup>

In 1894 a newspaper reported: "**Cut Her Arm Badly.** – While washing windows yesterday afternoon at her residence on South Mechanic street, Mrs. John Gorman had her left arm badly cut by the breaking of a pane. Dr. Wiley was summoned and dressed the lady's injuries."<sup>54</sup>

John Gorman of 61 N. Mechanic St., Cumberland applied for a liquor license.<sup>55</sup>

In 1895 a John Gorman operated a saloon at 29 N. Mechanic street, and lived upstairs.<sup>56</sup> That same year we read: "GUILTY OR NOT GUILTY – The criminal docket was resumed in the Circuit Court this morning. Robert Keeley, charged with assault and battery, was tried before a

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<sup>48</sup> *Canal Trade – 1882*, available at [www.candocanal.org/histdocs/index.html](http://www.candocanal.org/histdocs/index.html).

<sup>49</sup> *Cumberland, Maryland, City Directory, 1884*, p. 42.

<sup>50</sup> *Record of Marriages*, No. 5, 1885 – 1891, Allegany County Md., p. 62.

<sup>51</sup> *Cumberland, Maryland, City Directory, 1890*, p. 62 & 180.

<sup>52</sup> *Shepherdstown Register*, Shepherdstown, WV, newspaper, Friday, 4/7/1893, p. 3.

<sup>53</sup> *Evening Times*, Cumberland, Md., newspaper, Saturday, 3/17/1894, p. 6.

<sup>54</sup> *Evening Times*, Cumberland, MD, newspaper, Thursday, 4/19/1894.

<sup>55</sup> *Evening Times*, Cumberland, MD, newspaper, Thursday, 5/17/1894

<sup>56</sup> *Cumberland, Maryland, City Directory, 1895*, p. 92 & 237.

## John Gorman Family History

jury and acquitted. Attorney F. B. Whiting defended him. Needy is a bar tender employed at John Gorman's saloon on Mechanic street. The chief prosecuting witness in the case was a Wabash workman named Kelley, who testified that on the afternoon of April 1, he was attacked by the bar tender and badly beaten with a club. The bar tender testified that Kelley came into the place drunk and upon being refused drinks without pay became abusive and attacked him (the bar tender) and that he was obliged to defend himself."<sup>57</sup>

The next year we read: "In the Circuit Court – Case No. 15, State vs. John Gorman, selling liquor to minor. Pearre for State, Ferd. Williams for defense. Mrs. John Gorman was called and examined for defense. After argument the court withheld its decision."<sup>58</sup>

John Gorman purchased a piano from H. T. HANMER'S music store, 63 Baltimore St., Cumberland, circa June 1897; possibly for the saloon? In any event, his name was included in an advertisement by H. T. HANMER'S store, daily, from July 3 through Sept. 6, 1897.<sup>59</sup>

The 1900 census reported John Gorman, age 62 (b. 1/1838), a saloon keeper, living in Cumberland, Md.<sup>60</sup> Living with him were: Margaret, age 48 (b. 4/1852), she had 13 children 9 of which were still living; Annie, age 24 (b. 9/1875), daughter; Leota, age 22 (b. 4/1878), daughter; Sadie [Sarah], age 18 (b. 11/1881), daughter; Hilda, age 12 (b. 7/1887), daughter; John, age 11 (b. 11/1888), son; Arthur P., age 5 (b. 11/1894), son; James Kennedy age 65, a boarder; Hattie West, age 17, a servant; and Frank Robinson, age 30, a servant.

The 1900 census listed J. G. Kight, age 38, a locomotive engineer, living at 26 Pennsylvania Ave., in Cumberland, Md.<sup>61</sup> Living with him were: Mary, age 28, wife; Mary, age 10, daughter; Ruth, age 9, daughter; and Esther, age 3, daughter.

In early 1905, a newspaper reported: "BARTENDER HELD – William Kelly, the Wabasher, who was struck on the head with a club, or iron pipe, in John Gorman's saloon, on Mechanic street Saturday, swore out a warrant against his assailant and Kelly was held on \$300 bail for the actions of the grand jury.

"Kelly was recently arrested on the charge of assaulting another Wabasher. He has the reputation of being too handy with a club."<sup>62</sup> Later that same month, John Gorman applied for a Saloon license at 40 North Mechanic street.<sup>63</sup>

A local newspaper had the following obituary: **JOHN GORMAN DEAD**

### **SUDDEN END OF WELL-KNOWN HOTEL KEEPER AND OLD BOATMAN**

A Resident of Cumberland Since the War – One of the Most Popular Men of the Old Days of the Canal. After an illness of little more than twenty-four hours, Mr. John Gorman, proprietor of the West Virginia House, on North Mechanic street, died at his residence about 3 o'clock yesterday afternoon, as briefly mentioned in the *Times* of that issue. On Sunday Mr. Gorman ate heartily

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<sup>57</sup> *Evening Times*, Cumberland, MD, newspaper, Wednesday, 4/26/1895.

<sup>58</sup> *Evening Times*, Cumberland, MD, newspaper, Monday, 5/4/1896, p. 1.

<sup>59</sup> *Evening Times*, Cumberland, MD, newspaper, Saturday, 7/3/1897, p. 6.

<sup>60</sup> 1900 census, Maryland, Allegany County, Cumberland, Ward 4, enumerated 6/8/1900, p. 7A.

<sup>61</sup> 1900 census, Maryland, Allegany County, Cumberland, Ward 6, enumerated 6/1/1900, p. 2A.

<sup>62</sup> *Evening Times*, Cumberland, MD, newspaper, Monday, 4/3/1905.

<sup>63</sup> *Evening Times*, Cumberland, MD, newspaper, Thursday, 4/11/1905, p. 1.

## John Gorman Family History

of roasting ears, from which he suffered a severe attack of cramps resulting in death as stated above. Mr. Gorman was born in Ireland, and came to this country when a mere boy, landing in New York, and shortly afterwards coming to Cumberland. He was among the most energetic and successful boatmen during the prosperous days of the canal, and was universally liked, being a man of most kindly instincts and generous impulses, and his sudden end came as a shock to a large circle of friends. During the last three years he suffered severe domestic afflictions, losing his wife and two daughters, Annie and Leota, by death. The surviving children are Mrs. Gibson Kight, South Cumberland; Mrs. P. H. Long, Misses Sadie and Hilda Gorman, and John and Arthur Gorman. Outside of his immediate family, Mr. Gorman had no relatives in this country. He was a member of St. Patrick's Catholic church. The funeral arrangements have not yet been made.<sup>64</sup>

Hugh Henry Tate was a professional baseball player recruited from University of Pennsylvania, at 5'-11" and 190 lbs.<sup>65</sup> His first game date was Sep. 21, 1905 and his final game date was Sep. 25, 1905; he batted right-handed and threw right-handed.

On Wednesday, Nov. 15, 1905, a fire started at a two-story frame building at 48 North Mechanic street, owned and occupied by Mr. Samuel Denson. The fire companies responded without coordination and the fire spread to an adjacent frame building. On the south side of the Denton building stood brick building known as the West Virginia hotel, and occupied by the family of the late John Gorman. The fact that the brick walls prevented the fire from spreading, together with a still morning, prevented what might have been a most disastrous fire.<sup>66</sup>

The 1907 city directory mentioned that John Gorman had died August 29, 1905, aged 57 years.<sup>67</sup> Living in the family home, Gorman's Café, saloon, 36 N. Mechanic St. were: Hilda; John, a barber at James O'Neill; and Arthur P., a student.

In 1907 Joseph G. Kight was an engineer on B. & O. Railroad living at 158 Race street, Cumberland.<sup>68</sup> His daughter, Mary Jo Kight, lived with him.

In 1907 Hugh H. Tate was a baseball player boarding at 36 N. Mechanic St., Cumberland.<sup>69</sup>

The 1910 census listed John T. Garman [*sic.* Gorman], age 21, a cousin to the head of the household [Joseph Albaugh], living on N. Centre St., working as a barber.<sup>70</sup> Also living in the same household were Sarah Tate, age 28, cousin; Elizabeth, age 3, cousin; and Hugh, age 4/12, cousin. Joseph Albaugh was a Hotel Keeper and apparently let his cousins stay at his hotel.

The 1910 census reported Arthur Gorman, age 15, a clerk in a grocery store living in Cumberland.<sup>71</sup> He was living with his brother-in-law, Maurice C. Willison, age 34, a livery stable hostler, his wife, Hilda [Marie Gorman] Willison, age 22, and their son, John C., age 4/12.

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<sup>64</sup> *Evening Times*, Cumberland, MD, newspaper, Wednesday, 8/30/1905.

<sup>65</sup> *U. S. Professional Baseball Player Profiles, 1876-2004.*

<sup>66</sup> *Evening Times*, Cumberland, Md., newspaper, Wednesday, 11/15/1905, p. 1.

<sup>67</sup> *City Directory*, Cumberland, Md., 1907, pp. 225, 226.

<sup>68</sup> *City Directory*, Cumberland, Md., 1907, p. 309.

<sup>69</sup> *Ibid.* p. 521.

<sup>70</sup> 1910 census, Maryland, Allegany County, Cumberland, Ward 2, enumerated 4/20/1910, p. 5.

<sup>71</sup> 1910 census, Maryland, Allegany County, Cumberland, Ward 2, enumerated 4/20/1910, p. 3B.

## John Gorman Family History

In 1911 Arthur P. Gorman was a clerk at Lloyd Warnick and resided at Narrows Park, Cumberland.<sup>72</sup> The same directory listed John T. Gorman as a barber at J. T. Kaiser and his home was at 91½ N. Centre St., Cumberland.

Arthur P. Gorman was a trucker for C. & P. in 1915 and lived at 70 N. Mechanics St.<sup>73</sup>

World War I came along and men had to register for the draft:

**Hugh Henry Tate**, age 38, born May 19, 1880.<sup>74</sup> He was then living at 316 Main St., Greenville, Mercer County, Pennsylvania. He was married, a painter at a Bridge & Iron Works. He was tall, stout of build, blue eyes and had light hair color. Sadie Tate of the home address was his nearest relative.

**Arthur Pue Gorman**, age 23, born Nov. 8, 1893, Cumberland, Md.<sup>75</sup> He was then living at 67 Neutral Court, Akron, Ohio. He was single, a rubber worker at Goodyear Tire & Rubber Co. He was medium in height, medium in weight, with grey eyes and black hair. He enlisted on April 2, 1918 as a private, served with Co. 154 Depot Brigade to Apr. 26, 1918. Served next with Battery C 321 Field Artillery until his discharge. Fought in Meuse-Argonne, and was wounded in action slightly on Sept. 12, 1918.<sup>76</sup> He departed Bordeaux, France on May 6, 1919 on the *S.S. Arizonan* and arrived in Brooklyn, New York on May 20, 1919 where he was honorably discharged.<sup>77</sup>

By 1917 Joseph G. and Mary Kight had moved to 404 Race street, Cumberland and he was operating a saloon at 3 E. Laing street, Cumberland, Md.<sup>78</sup> Their daughter, Ruth Kight, was a clerk and lived at home. Their daughter, Esther Kight, was also a clerk and lived at home.

In 1919 Joseph G. and Mary Kight were still living at 404 Race street, and he was still operating a saloon at 3 E. Laing Ave., Cumberland.<sup>79</sup> Their daughter, Esther, was still a clerk and living at home.

The 1920 census listed Joseph G. Kight, age 57, proprietor of a retail grocery.<sup>80</sup> Living with him were: Mary, age 47, wife; John, age 15, son, a clerk in a retail grocery store; Virginia, age 9, daughter; Dorothy, age 5, daughter; Lambert Kelly, age 26, son-in-law, a dyer at Dye Works; and Esther Kelly, age 24, daughter, a clerk in a retail grocery store.

The 1920 census reported Hugh H. Tate, age 39, a sign painter, living at 316 Maine St., Greenville, Pa.<sup>81</sup> Living with him were: Sarah [Gorman], age 38, wife; Elisabeth, age 13, daughter; Hugh, age 10, son; and Virginia, age 7, daughter.

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<sup>72</sup> *City Directory*, Cumberland, Md., 1911, p. 182.

<sup>73</sup> *City Directory*, Cumberland, Md., 1915, p. 160.

<sup>74</sup> World War I Draft Registration card, serial Number 5260, dated 9/12/1918

<sup>75</sup> World War I Draft Registration card, serial Number 988, undated 1916.

<sup>76</sup> *Ohio Soldiers in WW I, 1917-1918*.

<sup>77</sup> *U. S. Army Transport Service, Passenger Lists, 1910-1939*.

<sup>78</sup> *City Directory*, Cumberland, Md., 1917, p. 299.

<sup>79</sup> *City Directory*, Cumberland, Md., 1919, p. 291.

<sup>80</sup> 1920 census, Maryland, Allegany County, Cumberland, Ward 3, enumerated 2/3/1920, p. 10A.

<sup>81</sup> 1920 census, Pennsylvania, Mercer County, Greenville, Ward 3, enumerated 1/9/1920, p. 10B.



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Arthur Pue Gorman, age 27, married Anna Schaber, age 28, on Sep. 1, 1920 in Akron, Summit County, Ohio where they both worked at the Goodyear Co.<sup>82</sup>

By 1921 while Joseph G. and Mary still lived at 404 Race street, he was then operating a grocery store at 226 Virginia Ave., Cumberland.<sup>83</sup> Their son, John Kight, was a clerk at J. G. Kight and lived at home.

In 1923 Joseph G. and Mary Kight were then living at 405 Race street where he had a grocery store; they possibly lived upstairs.<sup>84</sup> Their son, John Kight, was a laborer on the B. & O. Railroad and lived at home.

Mary Gorman Kight died in 1924, her obituary read: “**Mrs. Joseph G. Knight** – Mrs. Mary Kight, 52 years, wife of Joseph G. Kight, died at her home, 405 Race street, last night. She was a daughter of the late Mr. and Mrs. John Gorman, Mechanic street. She is survived by one son, John Gorman and five sisters [*sic.* daughters], Mrs. Marie Powell, Mrs. Joseph Smith, Mrs. J. G. Kelley and Misses Dorothy and Viola Gorman [*sic.* Kight].

The funeral will take place from St. Mary’s Catholic Church at ten o’clock tomorrow morning, with interment in Rose Hill cemetery.”

The 1930 census listed Joseph G. Kight, age 68, living at 405 Race Street, in Cumberland, Md.<sup>85</sup> Living with him was: Dorothy, age 15, daughter.

The 1930 census reported John T. Gorman, age 41, as the proprietor of a barber shop, and living at 633 Lincoln St., Cumberland.<sup>86</sup> Living with him were: Elizabeth E., age 42, wife; and John T., Jr., age 4, son.

In 1931 Joseph G. Kight was living at 405 Race street.<sup>87</sup> His daughter, Dorothy Kight, was living at home. His son, John J. (Nellie) Kight, a bus driver for Potomac Edison Co. was living at 229 Emily St.

In 1933 Joseph G. Kight was living at 405 Race street.<sup>88</sup> His daughter, Dorothy Kight, a factory worker, was living at home. His son, John J. (Nellie) Kight, was living at 405 Race street.

In 1934 Arthur P. and Anna Gorman lived at 440 Weeks St., Akron, Ohio where he was an agent for Prudential Insurance Co.<sup>89</sup>

The 1940 census listed John Kight, age 36, a pipefitter at a textile plant.<sup>90</sup> Living with him were: Nellie, age 28, wife; Jack M, age 8, daughter; and Richard A. Himes, age 19, a Lodger.

World War II came along and men had to register for the draft:

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<sup>82</sup> *Summit County, Ohio, Marriage Records, 1915-1924*, Vol. 37, p. 552.

<sup>83</sup> *City Directory*, Cumberland, Md., 1921, p. 541.

<sup>84</sup> *City Directory*, Cumberland, Md., 1923, p. 524.

<sup>85</sup> 1930 census, Maryland, Allegany County, Cumberland, enumerated 4/17/1930, p. 20B.

<sup>86</sup> 1930 census, Maryland, Allegany County, Cumberland, Ward 4, enumerated 4/10/1930, p. 10B

<sup>87</sup> *City Directory*, Cumberland, Md., 1931, p. 179.

<sup>88</sup> *City Directory*, Cumberland, Md., 1933, p. 279.

<sup>89</sup> *City Directory*, Akron, Ohio., 1934, p. 756.

<sup>90</sup> 1940 census, Maryland, Allegany County, Cumberland, enumerated [no date], p. 63A.

## John Gorman Family History

**John Thomas Gorman**, age 53, born Nov. 15, 1888, Cumberland, Md.<sup>91</sup> He was then living at 533 Henderson Blvd., Cumberland, Md. He was the owner of a barber shop at 204 Glenn St., Cumberland. John Gorman, Jr., of the home address would always know his address. He was 5'-9" in height, 135 lbs. in weight, gray eyes, black hair with a dark complexion.

**Arthur Pue Gorman**, age 48, born Nov. 12, 1893, Cumberland, Md.<sup>92</sup> Then living at 440 Week St., Akron, Ohio. He was employed at A. R. Kelsey Box Lunch, Honodle St., Akron, Ohio. His wife, Anna, of the same address would always know his address. He was 5 feet 8 inches in height, 160 lbs. in weight, blue eyes, gray hair with a ruddy complexion. He had a scar on his left arm.

**John (None) Kight**, age 37, born August 28, 1904, Cumberland, Md.<sup>93</sup> Then living at 526 N. Patterson Park Ave., Baltimore, Md. He was employed at Bozman Brothers, 1050 Granby Street, Baltimore, Md. His wife, Myrtle, of the same address would always know his address. He was 5 ft. 8 inches in height, 148 lbs. in weight, gray eyes, gray hair, with light complexion. He actually enlisted on 9/4/1942 and served in the Army until 2/18/1943. Notice that in this registration, John Kight had no middle name yet in the earlier city directories he had the middle initial "J."

Hilda Marie Gorman Willison died on July 16, 1960 in Youngstown, Ohio. Her obituary read: "**Mrs. Maurice C. Willison** – Mrs. Hilda Marie Willison, age 73, of 4 Kennywood Court, died of a hear ailment about noon Friday in St. Elizabeth Hospital after a brief illness.

"Mrs. Willison was born July 1, 1887, in Cumberland, Md., a daughter of John and Emily Dignan [*sic.* Margaret Degnan] Gorman and came to Youngstown 47 years ago from Maryland. She was a member of St. Columba Cathedral, Youngstown Bridge Club, St. Monica Guild and National Council of Catholic Women. Her husband, Maurice C., to whom she was married 52 years ago, died last Jan. 23.

"She leaves three sons, John C., Thomas G. and Maurice A., all of Youngstown; two sisters, Mrs. Hugh Tate of Greenville, Pa., and Mrs. Peter Long of Cumberland; eight grandchildren and four great-grandchildren.

"Funeral services will be held at 10 a.m. Monday in the cathedral. Friends may call from 7 to 9 p.m. today and 2 to 4 and 7 to 9 p.m. Sunday at the McVean Funeral Home.

"St. Monica Guild will meet at the funeral home at 7:30 p.m. Sunday to recite the Rosary."<sup>94</sup>

Hugh H. and Sarah G. Tate lived at 6 Alhambra Place, Greenville, Pa. in 1948.<sup>95</sup> He was a painter working out of his home.

Hugh H. and Sarah G. Tate lived at 6 Alhambra Place, Greenville, Pa. in 1955.<sup>96</sup> He was a painter working out of his home.

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<sup>91</sup> World War II Draft Registration card, serial Number T1110, dated 4/25/1942.

<sup>92</sup> World War II Draft Registration card, serial Number U1495, dated 4/27/1942.

<sup>93</sup> World War II Draft Registration card, serial Number T345, order number T10041, dated 2/15/1942.

<sup>94</sup> This obituary was found on the *Find A Grave* web site with no citation to newspaper.

<sup>95</sup> *U. S. City Directory, Greenville, Pennsylvania, 1948.* p. 210.

<sup>96</sup> *U. S. City Directory, Greenville, Pennsylvania, 1955.* p. 187

## John Gorman Family History

Sarah Helen Gorman Tate died in 1969 in Greenville, Pa. and was buried in Saint Michaels Cemetery, Greenville, Pa. An obituary has not been found.

John Gorman Family History

VITAL STATISTICS OF JOHN GORMAN FAMILY

Name	Rel.	Birth	Married	Died	Born in
<b>John Gorman</b>	hus	1/1838	12/28/1869	8/29/1905	Dublin, Ireland
<b>Margaret Degnan</b>	wife	9/4/1848		9/22/1903	Maryland
<b>Mary Gorman</b> (Kight)	dau	1/12/1872	11/19/1888	12/25/1924	Maryland
<b>Annie Gorman</b>	dau	9/18/1877	never	9/18/1901	Maryland
<b>Helen Leota Gorman</b>	dau	4/16/1878			W. Virginia
<b>Frances Beatrice Gorman</b>	dau	8/27/1879		2/28/1968	Maryland
<b>Sarah Helen Gorman</b> (Tate)	dau	12/1881		1969	Maryland
<b>Hilda Marie Gorman</b>	dau	7/1/1887	1897	7/16/1960	Maryland
<b>John Thomas Gorman</b>	son	11/14/1888	1916		Maryland
		6/1/1891	infant	6/1/1891	Maryland
<b>Arthur Pue Gorman</b>	son	11/12/1893	9/1/1920	1/23/1954	Maryland
		6/14/1903	infant	6/14/1903	Maryland
<b>Thomas Degnan</b>	hus	1802		8/28/1867	Ireland
<b>Margaret</b>	wife	1810			Ireland
<b>Michael Degnan</b>	son	1830		7/16/1878	Ireland
<b>Mary Degnan</b>	dau	1837		2/8/1851	Ireland
<b>Patrick Degnan</b>	son				Ireland
<b>Sarah Degnan</b>	dau	3/19/1839		3/15/1894	Maryland
<b>John Degnan</b>	son	12/2/1844			Maryland
<b>Margaret Degnan</b> (Gorman)	dau	9/4/1848	12/28/1869	9/22/1903	Maryland
<b>End of 1<sup>st</sup> Generation</b>					
<b>Joseph Gibson Kight</b>	hus	3/20/1861	11/19/1888	10/27/1935	Maryland
<b>Mary Gorman</b>	wife	1/12/1872		12/25/1924	Maryland
<b>Mary Jo Kight</b> (Powell)	dau	1889		1958	Maryland
<b>Ruth Kight</b> (Smith)	dau	9/1892		1985	W. Virginia
<b>Esther Kight</b> (Kelly)	dau	1/21/1897		1984	W. Virginia
<b>William F. Kight</b>	son	12/24/1900	10/14/1933	12/17/1946	W. Virginia
<b>Joseph E. Kight</b>	son	1904			W. Virginia
<b>John J. Kight</b>	son	8/28/1904		4/5/1984	Maryland
<b>Agnes L. Kight</b>	dau	1907			W. Virginia
<b>Virginia Kight</b> (Cooper)	dau	1910		1962	Maryland
<b>Dorothy Kight</b> (Dodge)	dau	1914		1982	Maryland
<b>Peter Henry Long</b>	hus	1871	1897	2/10/1931	
<b>Frances Beatrice Gorman</b>	wife	8/27/1879		2/28/1968	W. Virginia
<b>George Long</b>	son	6/17/1897		1968	Maryland
<b>Marguerite Long</b>	dau	3/7/1899		1993	Maryland
<b>John Joseph Long</b>	son	6/11/1906		2001	Maryland

John Gorman Family History

Name	Rel.	Birth	Married	Died	Born in
<b>Hugh Henry Tate</b>	hus	5/19/1880		8/7/1956	Pennsylvania
<b>Sadie Helen Gorman</b>	wife	11/1881		1969	Maryland
<i>Elisabeth Tate</i>	dau	1907			
<i>Hugh Tate</i>	son	1910			
<i>Virginia Mary Tate</i>	dau	1913			
<b>Maurice Cameron Willison</b>	hus	1876		1/23/1960	Maryland
<b>Hilda Marie Gorman</b>	wife	7/1/1887		7/16/1960	Maryland
<i>John C. Willison</i>	son	12/11/1909		1996	Maryland
<i>Thomas G. Willison</i>	son	1911		1971	Maryland
<i>Maurice C. Willison, Jr.</i>	son	6/21/1918		1994	Ohio
<b>Arthur Pue Gorman</b>	hus	11/12/1893	9/1/1920	1/23/1954	Maryland
<b>Anna Schaber</b>	wife	1892		1974	Ohio
<i>Arthur John Gorman</i>	son	6/11/1921		2016	Ohio
<i>Marie Anna Gorman</i>	dau	4/19/1923		1992	Ohio
<i>Imogene Madeline Gorman</i>	dau	3/2/1931			Ohio
<i>James Gorman</i>	son	1933			Ohio
<i>Doris Virginia Gorman</i>	dau	1/9/1934			Ohio
<i>Carl Vincent Gorman</i>	son	7/24/1935		2003	Ohio
<b>End of 2<sup>nd</sup> Generation</b>					
<b>John Joseph Kight</b>	hus	8/28/1904		4/5/1984	Maryland
<b>Nellie Myrtle Auvil</b>	wife	1911		1984	Maryland
<b>Jackie Kight</b> (Buck)	dau	1932			Maryland
<b>Ronald Kight</b>	son	1943		2002	Maryland
<b>Mary Anna Kight</b>	dau	5/4/1944		2006	Maryland
<b>William Ray Kight</b>	son	1946			Maryland
<b>John Joseph Kight, Jr.</b>	son	1947			Maryland
<b>Sandra Kight</b>	dau	1948			Maryland
<b>Geraldine Kight</b>	dau	1950			Maryland
<b>Lambert Kelly</b>	hus				
<b>Esther Kight</b>	wife	1/21/1897		1984	W. Virginia

## John Gorman Family History

Allegheny County Courthouse, Cumberland, MD, Deed Book 21, page 524, 3/23/1864.

At the request of Thomas Gemmell this Mortgage was recorded March 23, 1864.

This Indenture made this 21<sup>st</sup> day of March in the year of our Lord eighteen hundred and sixty-four between John Gorman of Allegheny County, State of Maryland, of the first part and Thomas Gemmell of Allegheny County, State of Maryland of the second part. Whereas the said Thomas Gemmell has this day sold to the said John Gorman the Canal Boat called "Happy Traveler" at and for the sum of sixteen hundred dollars to be paid to the said Gemmell and his assigns in installments and in the manner and upon the terms hereinafter mentioned, to wit: during the year Eighteen hundred and sixty four the sum of (\$50) Fifty Dollars is to be paid to said Gemmell for each and every trips made by said boat upon the Chesapeake and Ohio Canal, for and during all succeeding years the sum of Twenty-five (\$25) Dollars is to be paid for each and every trip made by said boat on said canal from Cumberland to Georgetown, Alexandria or Washington City, until the entire amount of said purchase money is paid with interest thereon from this date, crediting the respective payments thereon, as of the time when such payments shall be made, and whereas it was a part of said contract of purchase and sale between the said John Gorman and the said Gemmell that the said John Gorman shall use the said boat exclusively in freighting Coal from Cumberland to the points aforesaid in regular trips, both day and night, with as much expedition and regularity as can be reasonably done, and to receive the loads of said boat promptly at each trip with the coal of such Company or person as said Gemmell shall direct, and to freight the same at the lowest current rates which shall be paid by the Cumberland Coal & Iron Company, the Borden Mining Company, the Central Coal Mining and Manufacturing Company and the American Coal Company, and to keep said boat in proper repair, all of which said stipulations the said John Gorman hereby covenants and agrees with the said Gemmell and his assigns to fulfill and perform And whereas the said John Gorman is anxious to secure unto the said Gemmell and his assigns the regular and due payments of each and every installment of said purchase money, and also to secure to the said Gemmell and his assigns the regular, prompt and due performance of the covenants aforesaid, and the said John Gorman is willing to execute these presents. Now This Indenture Witnesseth that the said John Gorman for and in consideration of the premises hath granted, bargained and sold, and by these presents doth grant, bargain and sell unto the said Thomas Gemmell, his executors, administrators and assigns the Canal Boat called "Happy Traveler," to have and to hold the same unto the said Thomas Gemmell, his executors, administrators and assigns, forever. Provided nevertheless, and it is hereby declared to be the true intent and meaning of these presents that if the said John Gorman shall well and truly pay unto the said Thomas Gemmell, his executors, administrators or assigns, the aforesaid installments of purchase money upon each and every trip as aforesaid until the whole purchase money with interest as aforesaid shall be fully paid, and if the said John Gorman shall well and truly do and perform all the covenants on his part to be done and performed as set forth in this mortgage, then this instrument of writing and every matter and thing herein contained shall cease and be utterly null and void; otherwise to remain in full force and full force and virtue in law. And this instrument further Witnesseth that it is mutually agreed between the parties aforesaid, that in case of any default upon the part of the said John Gorman to make regular payments on account of said purchase money, as herein provided, or in case of a failure to make regular trips as aforesaid with said boat, or in case of a refusal or neglect on the part of said John Gorman to freight for the Company or person designated by said Gemmell, or in case

John Gorman Family History

of a failure or neglect to use all diligence, care, and skill in making such trips with said boat, as before mentioned, or in case said boat is not kept in proper repair, or in case of a failure to perform any of the stipulations or recitals in this mortgage named to be done and performed on the part of said John Gorman, then and in either event the said Thomas Gemmell, or his assigns, is hereby authorized to take immediate possession of said boat and after ten days public notice thereof in a newspaper printed in the City of Cumberland, to sell said Canal Boat at public sale, as mortgagee, to the highest bidder for cash or on credit; and out of the proceeds of such sale pay first the expenses of such sale and publication and then the balance due to said Gemmell or his assigns, of said purchase money and interest. In witness whereof, the said John Gorman hath subscribed his name and affixed his seal on the day and year first above written.

Teste: Andrew Gonder

his  
John X Gorman {Seal}  
mark

State of Maryland, Allegany County, to wit: I hereby certify that on this 21<sup>st</sup> day of March in the year Eighteen hundred and sixty-four, before the subscriber, a Justice of the Peace of the State of Maryland in and for Allegany County, personally appeared John Gorman and acknowledged the foregoing instrument to be his act and deed.

Andrew Gonder, J.P.

State of Maryland, Allegany County, to wit: Be it remembered and it is hereby certified that on this 21<sup>st</sup> day of March in the year Eighteen hundred and sixty-four, before me the subscriber a Justice of the Peace of the State of Maryland, in and for Allegany County, personally appeared Anthony Kean, Agent of Thomas Gemmell the mortgagee in the foregoing mortgage, and made oath on the Holy Evangely of Almighty God that the consideration set forth in the foregoing mortgage is true and bona fide as therein set forth and that he is the agent of said Thomas Gemmell and authorized by him to make such affidavits.

Andrew Gonder, J.P.

John Gorman Family History

Allegany County Courthouse, Cumberland, MD, Deed Book 21, page 671, 6/11/1864.

At the request of John Tully, the following Bill of Sale was recorded June 11, 1864.

I, John Gorman, of Allegany County, in the State of Maryland, in consideration of three hundred dollars paid me by John Tully of said county and State, do hereby bargain and sell to the said John Tully the following property, to wit: all my right, title and interest in and to three light bay mules, one dark bay mule, one dun mule, one black mule, six sets of boat harness and all the furniture and fixtures attached to and being and remaining on the Canal Boat "Happy Traveler" and also all my right, title and interest in said boat.

Witness my hand and seal this sixth day of June 1864.

Test. J. B. Widener

his  
John X Gorman {Seal}  
mark

State of Maryland, Allegany County, to wit: I hereby certify that on this sixth day of June in the year eighteen hundred and sixty four, before the subscriber, a Justice of the Peace of the State of Maryland in and for Allegany County, personally appeared John Gorman and acknowledged the foregoing bill of sale to be his act.

And at the same time before me also personally appeared John Tully and made oath in due form of law that the consideration in said bill of sale is true and bona fide as therein set forth.

J. B. Widener



## John Gorman Family History

Allegany County Courthouse, Cumberland, MD, Deed Book 22, page 596, 4/6/1865.

At the request of the Borden Mining Company this Mortgage was recorded April 6th, 1865.

This Indenture made this first day of April in the year of our Lord 1865, between John Gorman of Allegany County, in the state of Maryland, of the first part and the Borden Mining Company of Allegany County in the State of Maryland of the second part. Witnesseth Whereas the said Borden Mining Company has this day sold to the said John Gorman the Canal Boat called "John Cowden" at and for the sum of thirteen hundred and thirty six  $44/100$  dollars which the said John Gorman is to pay unto the said Borden Mining Company and their assigns in installments of fifty dollars each for all the trips made by said boat from Cumberland to Georgetown, Alexandria, Washington City, or any other port, until the entire purchase money is paid with interest from date, crediting the respective payments thereon as of the time when such payments shall be made, and whereas it was a part of said contract of purchase and sale that the said John Gorman shall use said boat in freighting coal from Cumberland to the points aforesaid in regular trips, both day and night, with as much expedition and regularity as can be reasonably done with double teams whenever required by the said Borden Mining Company, and to receive the loads of said boat promptly at each trip with the coal of the Borden Mining Company, or of such Company or person as said Borden Mining Company or their assigns shall direct, and to freight the same at [the] lowest current rates which shall be paid by the American Coal Company, C. E. Detmold and such other leading Companies as are now shipping coal from Cumberland on the Chesapeake and Ohio Canal to Georgetown, Alexandria, Washington City or other points on the Chesapeake and Ohio Canal and to keep the said boat in proper repair, all of which said stipulations the said John Gorman hereby covenants and agrees with the said Borden Mining Company and its assigns to fulfill and perform, and whereas the said John Gorman is anxious to secure to the said Borden Mining Company and their assigns the regular and due payments of each and every installment of said purchase money, and also to secure to the said Borden Mining Company and their assigns the regular, prompt and due performance of the covenants aforesaid the said John Gorman is willing to execute these presents. Provided, however, that if said boat is destroyed by fire, public enemies or other unavoidable accident without neglect or default on the part of said John Gorman he is not to be personally responsible for the balance then due on the said boat. Now This Indenture Witnesseth that the said John Gorman for and in consideration of the premises hath granted, bargained and sold unto the said Borden Mining Company and assigns the Canal Boat called "John Cowden," to have and to hold the same, forever. Provided nevertheless that if the said John Gorman shall well and truly pay unto the said Borden Mining Company or their assigns the aforesaid installments of purchase money with interest for each and every trip as aforesaid until the whole shall be fully paid and shall well and truly do and perform all the covenants on his part to be done and performed as set forth in this mortgage, then this instrument of writing shall be void; otherwise to remain in full force and virtue in law, and this Indenture further Witnesseth that it is mutually agreed between the parties aforesaid, that in case of any default upon the part of the said John Gorman to make regular payments on account of said purchase money, as herein provided, or in case of a failure to perform any of the covenants named in this mortgage then in either event the said Borden Mining Company, or their assigns, are hereby authorized to take immediate possession of said boat and after ten days notice thereof in a public newspaper printed in Cumberland City to sell said boat at public sale, as mortgagee,

John Gorman Family History

to the highest bidder for cash or credit; and out of the proceeds of such sale pay first the expenses of such sale and publication and the balance due to the said Borden Mining Company or their assigns and if there be an overplus, the said Borden Mining Company or their assigns are to pay the same to the said John Gorman or his assigns. In witness whereof, the said John Gorman hath subscribed his name.

Teste: Andrew Gonder

his  
John X Gorman {Seal}  
mark

State of Maryland, Allegany County, to wit: I hereby certify that on this first day of April in the year of our Lord 1865 before me the subscriber, a Justice of the Peace of the State of Maryland in and for Allegany County, appeared John Gorman and acknowledged the foregoing mortgage to be his act and deed.

Andrew Gonder, J.P.

State of Maryland, Allegany County, to wit: Be it remembered and it is hereby certified that on this 5th day of April 1865 before me the subscriber a Justice of the Peace in and for Allegany County, personally appeared Albert C. Greene who duly made oath that he is agent of the mortgagee in the foregoing mortgage and made oath on the Holy Evangely of Almighty God that the consideration set forth in the foregoing mortgage is true and bona fide as herein set forth. In witness whereof, I herewith subscribe my name on the day and year aforesaid.

Andrew Gonder, J.P.

John Gorman Family History

Allegany County Courthouse, Cumberland, MD, Deed Book 24, p. 326, 4/17/1866.

At the request of John Gorman, this Mortgage was recorded April 17th 1866.

I John Gorman of Allegany County, Maryland being now indebted to John Cowden of Allegany County, Maryland in the sum of eight hundred and eighty nine [dollars] and sixty cents, in consideration thereof do hereby bargain and sell to the said John Cowden the following property, to wit: the Canal Boat called "John Cowden," one gray mare mule, one black horse mule, one bay mare mule, one dun mare mule, four sets of boat harness and all the furniture, fixtures and rigging upon and belonging to the said canal boat "John Cowden." Provided that if I the said John Gorman shall pay to the said John Cowden the sum of eight hundred and eighty-nine dollars and sixty cents with interest thereon from the date hereof on or before the first day of May in the year eighteen hundred and sixty-six, then this Mortgage shall be void.

Witness my hand and seal this 12th day of April in the year eighteen hundred and sixty-six.

Attest: J. B. Widener

his  
John X Gorman {Seal}  
mark

State of Maryland, Allegany County, to wit: I hereby certify that on this 12th day of April in the year eighteen hundred and sixty-six before the subscriber a Justice of the Peace of the State of Maryland, in and for Allegany County, personally appeared John Gorman and acknowledged the foregoing mortgage to be his act. And at the same time before me also personally appeared John Cowden and made oath in due form of law that the consideration in said mortgage is true and bona fide as therein set forth.

J. B. Widener, J.P.

John Gorman Family History

Allegany County Courthouse, Cumberland, MD, Deed Book 43, p. 495, 12/29/1874.

At the request of John Gorman, this Deed of Trust was recorded Dec. 29th 1874.

This Deed of Trust, made this 19th day of September 1874 by me, John Kinney. Witnesseth, that whereas I the said John Kinney am now indebted to John Gorman in the sum of one thousand dollars, I the said John Kinney do grant unto the said John Gorman, as trustee, the following property, to wit: two black horse mules, one bay mare mule and one bay horse mule, in trust, for the following purposes, until I the said John Kinney shall have paid unto the said John Gorman the said one thousand dollars and any covenant that may be agreed upon. Witness my hand and seal.

Test: H. H. Hobrock

his  
John X Kinney {Seal}  
mark

State of Maryland, Allegany County, to wit: I hereby certify that on this 29th [day of December] 1874, before me the subscriber a Justice of the Peace of the State of Maryland in and for said County, personally appeared John Kinney and acknowledged the foregoing Deed of Trust to be his act. And at the same time also appeared John Gorman and made oath in due form of law that the consideration set forth in the aforementioned Deed of Trust is true and bona fide as therein set forth.

H. H. Hobrock, J.P.

John Gorman Family History

Allegany County Courthouse, Cumberland, MD, Deed Book 46, p. 523, 4/7/1876.

At the request of John Gorman, this Deed of Trust was recorded April 7th 1876.

This Mortgage made this eighth day of March in the year eighteen hundred and seventy-six by A. M. Brandt of Allegany County, State of Maryland. Witnesseth, that for and in consideration of the sum of six hundred and fifty dollars for which a note has been given payable thirty days after date at Queen City Savings Bank of Cumberland, Md., which if paid at maturity then these presents to be null and void and if not paid at maturity these presents to remain in full force of law. I, the said A. M. Brandt do grant unto John Gorman of said County and State all the following property, viz: one Canal Boat called "Capt. John R. Masters," three mules, four sets of harness and two fall boards, all of said property being now on the Chesapeake and Ohio Canal. In case of default of the payment aforesaid note at maturity then the said John Gorman may seize said property and sell the same to [the] highest bidder for cash after giving ten days notice of said sale by handbills or otherwise, the proceeds of said sale to be applied to the payment of said note. Witness my hand and seal this eighth day of March eighteen hundred and seventy-six.

Test: D. Blocher

A. M. Brandt {Seal}

State of Maryland, Allegany County, to wit: I hereby certify that on this eighth day of March 1876 before me the subscriber a Justice of the Peace in and for the County and State aforesaid personally appeared A. M. Brandt and did acknowledge this mortgage to be his act and deed for the purpose herein set forth and at the same time appeared John Gorman and made affidavit that the consideration made in said mortgage is true and bona fide as therein set forth.

D. Blocher, J.P.

I hereby release the foregoing Mortgage. Witness my hand and seal this eleventh day of August A.D. 1877.

Witness: Theo. Lunen, Clerk

his  
John X Gorman  
mark

John Gorman Family History

Allegany County Courthouse, Cumberland, MD, Deed Book 50, p 164, 9/8/1877.

At the request of William Young this Bill of Sale was recorded Sept. 8th 1877 at 9:00, A.M.

I John Gorman of Mineral County, in the State of West Virginia, in consideration of five thousand dollars paid to me by William Young, of the City of Cumberland, Allegany County and State of Maryland, do hereby bargain and sell to the said William Young the following property, to wit: the Canal Scow "John R. Masters;" the steam Canal Boat "Arthur Lovell" together with the boiler, engine and machinery on the said steam Canal Boat; one brown horse mule about seven years old called "Joe;" one brown horse mule about four years old called "Alex;" two cooking stoves, two heating stoves; seven beds and bedding; two bow lamps; one lot of dishes, knives and forks; two fall boards; two tow lines; two bow lines; two stern lines; one black and white spotted cow and three hogs.

Witness my hand and seal this seventh day of September in the year eighteen hundred and seventy-seven.

Attest: J. Wm. Jones

his  
John X Gorman {Seal}  
mark

State of Maryland, Allegany County, to wit: I hereby certify that on this seventh day of September in the year eighteen hundred and seventy-seven, before me, the subscriber, a Justice of the Peace of the State of Maryland in and for Allegany County aforesaid, personally appeared John Gorman and acknowledged the foregoing Bill of Sale to be his act and deed. And at the same time before me also personally appeared William Young and made oath in due form of law that the consideration in the foregoing Bill of Sale is true and bona fide as therein set forth.

J. Wm. Jones, J.P.

I hereby release all claim, title and interest in and to the property mentioned in the above Bill of Sale. Witness my hand and seal this 22nd day of January A.D. 1884.

Teste: Theo. Lumen, Clerk

William Young {Seal}

John Gorman Family History

Allegany County Courthouse, Cumberland, MD, Deed Book 52, p 142, 7/30/1878.

At the request of William Young this Bill of Sale was recorded July 30th 1878 at 11:20, A.M.

I John Gorman of Allegany County, Maryland, in consideration of two hundred dollars paid to me by William Young, of Allegany County, Maryland, do hereby bargain and sell to the said William Young the following property, to wit: one light bay horse mule eight years old named "Rock" and one dark iron gray mule six years old.

Witness my hand and seal this \_\_\_ day of July in the year eighteen hundred and seventy-eight.

Attest: J. B. Widener

his  
John X Gorman {Seal}  
mark

State of Maryland, Allegany County, to wit: I hereby certify that on this \_\_\_ day of July in the year eighteen hundred and seventy-eight, before me, the subscriber, a Justice of the Peace of the State of Maryland in and for Allegany County aforesaid, personally appeared John Gorman and acknowledged the foregoing Bill of Sale to be his act. And at the same time before me also personally appeared William Young and made oath in due form of law that the consideration in the foregoing Bill of Sale is true and bona fide as therein set forth.

J. B. Widener, J.P.

## John Gorman Family History

Allegany County Courthouse, Cumberland, MD, Deed Book 52, p 651, 4/5/1879.

At the request of Felix Bareis & Michael Rossworm this mortgage was recorded April 5, 1879 @ 1:30 p.m.

This Indenture made this twenty eighth (28) day of March eighteen hundred and seventy nine between John Gorman of Allegany County, State of Maryland party of the one part, and Felix Bareis and Michael Rossworm of Allegany County, State of Maryland parties of the second part: Whereas the said party of the second part has this day sold to the said party of the first part the Canal Boat called *Sycorax* at and for the sum of Thirteen hundred (\$1,300) dollars, which the said party of the first part is to pay to the said party of the second part in installments, and in the manner and upon the terms hereinafter mentioned, to wit: Twenty five dollars for each and every trip said Boat shall make from Cumberland to Georgetown, Washington, Alexandria or any other port East of Cumberland until the entire sum of purchase money with interest is fully paid, crediting the respective payments thereon as of the time when such payments shall have been made. And Whereas it was part of said contract of purchase and sale between the said party of the first part and the said party of the second part, that the said party of the first part shall use the said boat exclusively in freighting coal from Cumberland to Georgetown, Alexandria or Washington City in regular trips both day and night, with as much expedition and regularity as can be reasonably done; and to receive the loads of the said boat promptly at each trip with coal of such company or person as the said party of the second part shall direct; and to freight the same at the lowest current rates which shall be paid by the Consolidation Coal Company, the Borden Mining Company, and the Hampshire and Baltimore Coal Company, and keep said boat in proper repair; and that the said party of the first part will not during the continuance of this instrument of writing; assign, transfer or set over or otherwise by any act or deed permit the said boat to be assigned, transferred or set over unto any other person or persons whomsoever, without the consent in writing of the said party of the second part or his authorized agent, all of which said stipulations the said party of the first part hereby covenants and agrees with the said party of the second part and his assigns to fulfill and perform. Provided always that if the said company should not furnish loading for said boat within twenty four hours after the boat has been reported by the Captain at the place of loading ready to receive her load, then the said party of the first part shall have the right of loading wherever he chooses for the trip, if such want of readiness to load the boat is caused by any default on the part of the said company, or its agents; but in case of a glut of boats or in case such default either in loading or unloading happens from any other cause than a personal default of the said company, or its agents, then all the boats carrying coal for it must take their turn in loading and unloading, and no claim shall be made for such detention. And Whereas the said party of the first part is anxious to secure unto the said party of the second part and his assigns, the regular and due payments of each and every installment of said purchase money, and also to secure to the said party of the second part and his assigns, the regular, prompt and due performance of the covenants aforesaid, the said party of the first part is willing to execute these presents.

Now, this Indenture Witnesseth that the said party of the first part for and in consideration of the premises, hath granted, bargained and sold, and by these presents, doth grant, bargain and sell unto the said party of the second part and his assigns the Canal Boat called *Sycorax*, to have and to hold the same unto the said party of the second part and his assigns forever.



John Gorman Family History

Provided nevertheless, and it is hereby declared to be the true intent and meaning of these presents, that if the said party of the first part shall well & truly pay unto the said party of the second part, or his assigns, the aforesaid installments of purchase money, upon each and every trip as aforesaid, until the whole purchase money, with interest as aforesaid, shall be fully paid; and if the said party of the first part shall well and truly do and perform all the covenants on his part to be done and performed, as set forth within this mortgage, then this instrument of writing, and every matter and thing herein contained shall cease and be utterly null and void, otherwise to remain in full force and virtue in law.

And this instrument further Witnesseth: that it is mutually agreed between the parties aforesaid that in case of any default upon the part of the said party of the first part to make regular payments on account of said purchase money, as herein provided, or in case of a failure to make regular trips as aforesaid with said boat, or in case of refusal or neglect upon the part of the said party of the first part to freight for the company or person designated by the said party of the second part or his authorized agent, or in case of a failure or neglect to use all diligence, care and skill in making such trips with said boat, as before mentioned, or in case said boat is not kept in proper repair, or in case of a transfer without permission as aforesaid, or in case of a failure to perform any of the stipulations or recitals in this mortgage named to be done and performed on the part of the party of the first part, then and in either event the said party of the second part, or his assigns, or any duly authorized agent, is hereby authorized to take immediate possession of said boat, and after ten days public notice thereof in a newspaper printed in the City of Cumberland, to sell said canal boat at public sale, as mortgagee, to the highest bidder, for cash or on credit; and out of the proceeds of such sale pay first the expenses of such sale and advertisement, and then the balance due to said party of the second part or his assigns, of said purchase money and interest, and if there be an overplus the said party or his assigns are to pay the same to the said party of the first part.

In Witnesseth whereof the said John Gorman hath hereunto subscribed his name and affixed his seal on the day and year first above written.

Teste: Andrew Gonder  
his  
John X Gorman {Seal}  
mark

State of Maryland, Allegany County, to wit: I hereby certify that on this 31st day of March 1879, before the subscriber personally appeared John Gorman and acknowledged the foregoing instrument to be his act & deed.

Andrew Gonder, J.P.

State of Maryland, Allegany County, to wit: Be it remembered, and it is hereby certified that on this 31st day of March 1879, before me the subscriber a Justice of the Peace of the State of Maryland in and for Allegany County, personally appeared Felix Bareis and Michael Rossworm mortgagees in the foregoing mortgage and made oath on the Holy Evangely of Almighty God that the consideration set forth in the foregoing mortgage is true and bona fide, as herein set forth. In witness whereof, I hereunto subscribe my name on the day and year aforesaid.

Andrew Gonder, J.P.

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We hereby release the foregoing Mortgage. Witness our hands and seals this 24th day of October 1896.

Teste: Theo. Lumen, Clerk

Bareis & Rossworm {Seal}