

COMPILATION OF
CANAL TRADE ARTICLES FROM
THE ALLEGANIAN
and
WEEKLY CIVILIAN & TELEGRAPH
two Cumberland, Md. newspapers
and
BALTIMORE SUN
and
BALTIMORE CLIPPER
two Baltimore, Md. newspapers
and
THE EVENING STAR
a Washington, D. C. newspaper
and
ALEXANDRIA GAZETTE
an Alexandria, Va. newspaper
1865

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Revision 1, JANUARY 2017
Revision 2, JUNE 2020

A. PREFACE

Since the initial compilation of newspaper stories from this newspaper for 1877 and 1878, it has become apparent that for the public's general understanding of canaller's life, similar compilations for other years will be beneficial. In 1877 and 1878 the daily newspaper included the particulars regarding the boats, their captain and their individual loads in addition to the name of the coal company. That level of detail was not found in the newspapers of 1865; we compiled what was written.

Articles from the *Cumberland Alleganian* are preceded by CA, those from the *Weekly Civilian & Telegraph* are preceded by WC&T, those from the *Baltimore Sun* are preceded by Sun, those from the *Baltimore Clipper* are preceded by BC, those from *The Evening Star* are preceded by ES and those from the *Alexandria Gazette* are preceded by AG. Note that all the articles from the *Weekly Civilian & Telegraph*, the *Baltimore Sun*, the *Baltimore Clipper*, *The Evening Star* and *Alexandria Gazette* were found on line, there may be some duplication.

Readers will note the coal tonnage is cited as, e.g. 110 06 tons; which should be read as 110 tons 6 cwt. Coal fractions of a ton were measured in hundred weights (cwt.), 20 hundred weights equal 1 ton.

Readers not interested in the Washington City Canal should just skip over those articles.

We hope it is interesting reading.

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Canal Trade 1865.

Sun. 1/1/65, p. 3.¹ **GUERRILLAS AT WORK** – Some of the canal boats, fearing bad weather here, tied up along the canal at different points. Last night, two miles this side of Muddy Branch, an attempt was made to fire two of the boats loaded with coal. The effort was thwarted by the vigilance of our pickets, who drove the guerrillas off. These marauders were no doubt part of White's command, for he has headquarters in that vicinity.

CA, Wed. 1/4/65, p. 2.

**Chesapeake & Ohio Canal
NOTICE.**

By Order of the Board of Directors of the Chesapeake & Ohio Canal Company, the water will be drawn off the Canal for purposes of Repairs on the 12th day of January.

Due notice will be given when the same will be put in again.

ALFRED SPATES

President Chesapeake & Ohio Canal Company.

Cumberland, Jan. 2nd, 1865 - 3w

[Transcriber's Note: The above ad ran on 1/4, 1/11 and 1/18.]

AG, Wed. 1/4/65, p. 3. An ice embargo has been placed on the Chesapeake and Ohio canal, and no arrivals can consequently be expected before the opening of spring. Even if navigation were open, the coal mines have all been closed.

ES, Fri. 1/6/65, p. 3. **Affairs in Georgetown – Canal** – No arrivals or departures reported today, the ice blockades the way, and the boats are stopped for the present.

ES, Tue. 1/10/65, p. 3. **Affairs in Georgetown –**

The ice which had formed during the past week closed up canal navigation, is rapidly disappearing under the continued heavy rains. It is probable that vessels in the river and boats in the canal will soon be able to reach their wharves without danger of being cut through.

ES, Wed. 1/11/65, p. 2. **Affairs in Georgetown** – Business is quite dull; the river and canal trades being suspended for the present. The vessels at the river wharves are few, and the boats in the canal were registered during the past week. The channel below the aqueduct is open, but the entries and clearances of vessels will be few comparatively until the spring trade opens. The uncertainty of the canal being open long enough for boats to arrive at this terminus and return to the western depots has caused the boat masters generally to "tie up" for the season. The only arrivals to be expected are of boats from near depots, engaged in the carrying of provisions or material for manufacturing purposes, very few in number.

ES, Mon. 1/16/65, p. 3. – **Affairs in Georgetown – Burned to Death** – Yesterday, about five o'clock, a workman employed at Dowling's lime kiln, on Rock Creek, north of Bridge street, going to the kiln, discovered in it the body of a man so disfigured as to make identity impossible, but it was ascertained the deceased was a white man. It is usual for the workmen, upon leaving the kiln at night, to lock the gate of the enclosure, but Saturday night the gate was closed but left unlocked. It is supposed that the deceased being cold went in to warm himself, and fell into the kiln. The name of the unfortunate man was not ascertained, and the coroner's inquest rendered a verdict that the deceased came to his death as we have stated.

¹ *Daily National Intelligencer*, Washington, D. C.

Sun, Wed. 1/18/65, p. 4. **The Chesapeake and Ohio Canal** – The Rockville Sentinel says: By reference to the notice of Col. A. Spates, President of the Chesapeake and Ohio Canal Company, it will be seen that the water was let off from that work on Monday. Due notice will be given when navigation will be ready to be resumed.

ES, Wed. 1/18/65, p. 3. **Affairs in Georgetown** – Death of Wm. H. Eades, Esq. – Our community has lost one of its brightest ornaments. Wm. H. Eades departed this life last night about 30 minutes past 10 o'clock, at his residence on Beale, near Dumbarton street, after a painful illness. Mr. Eades was many years largely engaged in the flour and grain trade, and within the past twelve years was the proprietor of a flour mill on the Chesapeake and Ohio Canal. In his intercourse with our citizens he became endeared to them, and the announcement this morning of his death caused a feeling of sadness to prevail throughout the extensive circle of his acquaintances. The disease which terminated his life, was supposed to be cancer of the stomach, with which he suffered for years past, but it did not confine him to his bed until about two weeks since. His funeral will take place on Friday afternoon at 2 o'clock, from Dumbarton street Methodist Episcopal Church, of which denomination he had been a consistent member the greater portion of his life.

The order of the Board of Directors of the Chesapeake and Ohio canal, suspending navigation after the 12th instant, prevents the receipt of grain or flour by that route.

ES, Fri. 1/20/65, p. 2. **Affairs in Georgetown** – Reopening the Intercourse. – The restrictions which prevented intercourse between the Maryland and Virginia shores

of the Potomac, in the vicinity of Shepherdstown, have been removed. They were originally intended to benefit the military operations, and are not now necessary. The resumption of trade in that vicinity will be of advantage to the District, as considerable quantities of produce are generally received from that region, and much now in the depots there for market will be forwarded.

Sun, Mon. 1/23/65, p. 3. *Death of an Aged Citizen* – William Brown, Esq., expired at his residence in this place on Sunday morning last, after a lingering illness. He was upwards of 70 years of age. He was well known throughout the county and the State, was at one time connected with the Antietam Iron Works, and was one of the contractors in the building of several of the dams on the Potomac to feed the Chesapeake and Ohio Canal.

ES, Wed. 1/25/65, p. 1. **GEORGETOWN CORPORATION LAWS – A Resolution in relation to the Canal Bridge on Frederick street** – *Resolved by the Board of Aldermen and Board of Common Council of the Corporation of Georgetown*, That the Chesapeake and Ohio Canal Company be, and are hereby authorized to erect a Bridge over the Canal at Frederick street, eight feet in the clear of the handrails, said bridge to be erected without tresling under the centre of it in the Canal, and putting up substantial railing from the bridge to the building line of said street, provided said structure shall be substantially and strongly built to ensure the safe passage of cattle.
Approved January 21, 1865.

ES, Tue. 1/31/65, p. 3. **LOCAL NEWS The Washington Canal** – The following communication was sent into the City Councils last night. Coming as it does from one (Wm. D. Wise, Esq.,) who has probably

had more experience in connection with the Washington Canal, and given more attention to the subject in its business and sanitary bearings than any other man, it is entitled to careful consideration. The communication was accompanied by a carefully drawn survey of the canal and surroundings, showing the value of the improvement proposed: *To the Board of Aldermen and the Board of Common Council – Gentlemen:* Having devoted considerable time and attention both as a Corporation official and as a private citizen, to the Washington city canal, I beg leave to submit the following remarks upon the canal as the main drainage for Washington city, and to suggest a means of disposing of the sediment therefrom in a manner that will ensure a permanent public improvement to our city: “In the present condition of our city, that is while its present recognized grades continue, the canal is and must be our great receptacle of the deposit from the various sewers running through our streets. The washings of the surface of our streets, alleys, gutters, &c., from 17th street west to 3rd street west, running back as far as M street north, are swept directly into the canal. It receives, also, the sediment from the 17th street sewer, which drains the War Department and Winder’s Building; from the 16th street sewer, which drains the President’s House and grounds; from the 15th street sewer, which drains the Treasury Department, and from all the other sewers as far along the canal as C street south, draining all the principal hotels, many private houses, much of the surface of the city north of the canal, as well as the Post and Patent Offices, the Government printing office, the City Hall and Judiciary Hospital, and the Capitol building and grounds. In addition to the above, that portion of the city east of 14th street west and north of M street north is drained with part of Washington county through Tiber Creek into the Washington city canal.

We cannot drain direct to the river in Washington as it is done in other cities. This fact will appear evident to every one who will reflect that the water of the Potomac at high tide is within five feet of the level of Pennsylvania avenue; and, in cases of freshets, it rises almost to a level with the avenue, filling the cellars adjacent with water. With sewers then draining directly to the river, in cases of high tides and freshets, the water would rise in such sewers almost to a level with the avenue. The surface draining of our city, flowing into these sewers already filled with tide water, and the water thus flowing in not having the necessary outlets at the river, these sewers would overflow; and, in addition thereto, as the impetus of the stream in the sewer would be checked by the tidewater filling it, the wastings from our streets and the sediments from houses adjacent would settle at that point in the sewer where the drainage meets tidewater. This can be shown from the fact that the sewer leading down 10th street to the canal (having all the advantages of an inclined plane which a sewer running from the avenue to the river could not have) retained a deposit of sediment for more than three hundred yards to a depth of from three to four feet, which had to be removed by laborers at an expense to the Corporation of more than \$1,000.

Again, it would seem that the canal cannot be narrowed and arched over, and then used for the purpose of drainage. This will appear evident from the fact that the portion of the city through which the canal runs is so situated that it would be impossible to give a sewer thus constructed a sufficient declination towards the river. A current of water could never be created in the canal that would give more than four miles an hour, which would be insufficient to sweep out the deposit that would accumulate in the canal thus constructed into

a sewer. The heaviest freshets that we have known have carried volumes of water through our canal, and with a velocity that none of these artificial means could equal, and yet the deposit in the bottom of the canal has not been reduced one inch by any of them. But granting that such a sewer would carry out the sediment, its only receptacle would be the channel of the Potomac or the Anacostia, and that improvement cannot be esteemed as very substantial which drains the city at the expense of its navigation. The dredging of the channels would be fully as expensive as dredging the canal itself.

Believing then that unless the grade of our city is materially changed, we cannot drain directly into the Potomac, and that we cannot drain directly into the river through the canal converted into a sewer; it seems to me that the only available drainage we can have must be into the canal in its open condition, and the deposit there must be removed by dredging machines. In this connection I beg leave to suggest the propriety of dredging out the canal and depositing the material taken from it between the Monument Square and the small island, at the mouth of the canal. A petition from the citizens of Washington asking the assistance of the general Government in carrying out the same object is now before the Committees on the District of Columbia of the Senate and House of Representatives, and I believe is favorably considered. Among the objects to be attained, it suggests the following:

1st The cleaning of the canal, so much needed as a sanitary measure.

2nd The filling up of what is now a dangerous miasmatic swamp, which, in its present condition, is bare two-thirds of the time, and the noxious exhalations from which, during the summer and early autumn months, has made the Presidential Mansion so notoriously unhealthy as a place of

residence, and which to a very great extent will remedy this evil.

3rd By giving more uniformity to the topography of that part of the city, to render it much easier to embellish the public grounds as a mall or park, for which the surrounding grounds are intended.

4th By connecting the grounds of the President's Mansion with those of the mall, the Smithsonian Institute, and the Capitol, to obviate the necessity of passing through the business part of the city.

5th Creating fifteen acres of new land for the United States adjoining the Washington Monument grounds, greatly improving the same.

6th Greatly improving the facilities for commerce, &c., &c., &c.

In addition to the above, I would also suggest the propriety and advantage of narrowing the canal. When narrowed, the deposits from the sewerage, &c., in the canal, covering a smaller surface than at present, would necessarily be increased in depth, and consequently more easily and economically removed by the dredging machines. At present the canal contains 150,000 yards of this deposit from drainage, and 75,000 yards have been dredged out since the canal was thoroughly cleaned out fifteen years ago. Were the canal then narrowed to 30 yards in width, (the total, 225,000 yards, in fifteen years, showing a yearly influx of 15,000 yards,) in two years the average depth of the sediment in the canal would be two feet. This would still leave two feet of water in the canal at low water, if the canal were dredged to its proper depth. It could be narrowed more economically by being narrowed gradually, and the material in the canal could be advantageously used for filling in behind the new wall, while the process of farrowing was going on.

I would also respectfully call your attention to the locks projected, on the map

herewith presented. Their advantage would be manifest. In the first place, by closing them in time of freshets the water in the canal would be prevented from overflowing its banks. Again, by closing them, the waste water of the Chesapeake and Ohio Canal would be forced through the canal, and an influx of pure water supplied.

Very respectfully, your obedient servant,
Wm. D. Wise

Washington, January 23, 1865.

CA, Wed., 2/15/65, p. 3. **Coal Statistics.**

We are indebted to C. Slack, Esq., for interesting statistics of the Cumberland Coal trade, compiled from official sources. They embrace two tables - the one giving the details of the trade for the past year, the other showing the business of each year since 1842. The following shows the number of tons the respective Companies sent to market the past year, and the channels through which it was forwarded:

<i>Names of Companies</i>	To R. R.	To Canal	Local
American Coal	8,953	54,268	538
Central C. M. & M.	19,677	39,864	8
Piedmont Coal & Iron	21,428	834	6
Swanton Mining	21,456	00	0
Potomac Coal	26,030	00	0
George's Creek C. & I.	41,614	00	1,563
Hampshire & Balto.	3,071	15,977	0
Neff Run Coal	4,208	5,822	3,774
Frostburg Coal	10,066	4,701	252
Consolidation Coal	8,611	15,565	9,465
Borden Mining	14,862	38,022	216
New Hope Mines	9,296	13,982	5,769
Midlothian Mines	3,109	5,085	93
Barton Coal	7,111	00	0
George's Creek Min'g	20,721	00	0
Franklin Coal	44,958	00	0
Atlantic & G. C.	225	00	0
Cumberland C. & Iron	59,414	63,002	0
Blaen Avon Coal	7,831	1,520	0
Astor Coal	431	00	0
Hampshire & Balto.	44,552	00	0
	<u>377,684</u>	<u>258,642</u>	<u>21,670</u>

Making a total production for the year, of 657,996 tons - a decrease, compared with the year 1863, of 90,349 tons.

During the year, the Cumberland & Pennsylvania Rail Road delivered to the Baltimore & Ohio Rail Road, 265,456 tons - to Canal, 194,120 tons, and to Local, 21,670 tons. 481,246 tons.

The Cumberland C. & I. Co.'s Railroad delivered to the Balt. & O. R. Road 67,676, and to Canal 64,522 tons. 132,198 tons.

The Hampshire & Balt. Co.'s R. Road delivered to the B. & O. R. Road 44,552 tons.

Total for the year, as above 657,996 tons.

CA, Tue. 2/16/65, p. 2. **The Canal.** - Navigation is again suspended by a serious breach in the Canal on the nine-mile level about five miles from this city. About forty feet of the tow-path is washed out to the depth of ten feet below the bed of the Canal. It will require, it is thought, at least a week to repair the damage.

ES, Mon. 2/20/65, p. 3. **Affairs in Georgetown** - The Chesapeake and Ohio Canal - It has been hoped that there would be a speedy re-opening of the navigation to Cumberland, and some of the dealers have expected to receive supplies of coal by the 1st of March; but this is considered by the superintendents of the canal as an impossibility. The ice on the western levels is very thick and bank high. A sudden freshet is dreaded, and not without reason, for such a freshet, bringing down the ice, would be very dangerous to the lower sections, and might so damage the canal as to delay navigation for a considerable length of time. It is ordered by the Canal Commissioners that the water shall be drawn off at this terminus on the 22nd instant, and the workmen will proceed at once to repair damages, which will probably require ten days to complete the work. After which the route will be opened as soon as possible, and the coal and produce trade will be resumed. The quantity of supplies at the western depots will require a large number of boats for transportation.

CA, Wed. 2/22/65, p. 3. **Capture of Gen. Crook and Kelley.** - A party of Southern daredevils, supposed to belong to McNeill's band of guerillas, and variously estimated at

from 20 to 100 men, visited our city between midnight and the break of Tuesday morning, and captured Generals Crook and Kelley, and Capt. T. Melvin, A. A. G. 2nd Inf'y Div. Dept. W Va. So many stories are in circulation, that it is next to impossible to give a perfectly reliable account of the affair. It seems that the party wore the Union overcoat, and by some means, passed the outer pickets and guards, coming into town by the New Creek road. They thence proceeded to the quarters of the Generals, and through the porters of the hotels, found access to their rooms. The officers were aroused from their slumbers, and most likely in as brief a period as it takes to pen this paragraph, were dressed for their trip as prisoners-of-war. While this ceremony was taking place at the Headquarters, another party had entered the telegraph office and disarranged the apparatus - yet another party were at the headquarters' stables, removing eight fine horses belonging to General Kelley and the other officers. One of our city police officers was a witness of the latter proceeding, and could but wonder "what was out." Whilst looking on, he was accosted by one of the party, whom he supposed to be Union scouts, with - "Well, old man, how are you?" The police officer then inquired what was the matter, to which the fellow laughingly replied, "The Rebels are about, coming into town, and we are moving the horses out of the way."

The party then left with their prisoners and plunder. Soon after the alarm was sounded, and companies of cavalry started in pursuit. It would seem hardly probable that the party, bold and adroit as they have proved themselves to be, can succeed in reaching their lines with their prisoners. A day or two will tell.

ES, Fri. 2/24/65, p. 2. **Affairs in Georgetown** – *The Canal* – The water has not yet been let out of the Canal, and this

morning some boats which were fast in the ice worked their way down to the lower locks. The ice is still very heavy on the upper sections; and the agents of the coal companies will be well pleased if, by the 15th or 20th of March, they begin to receive daily their supplies from the mining regions. The boats engaged in the transportation of produce, will probably begin to arrive from the near depots earlier.

CA, Wed. 3/1/65, p. 3. Major Generals Crook and Kelley captured and carried off on the morning of the 21st, have not since been heard of. There remains little doubt, therefore that their captors succeeded in reaching Richmond with their prizes.

ES, Wed. 3/1/65, p. 2. **Affairs in Georgetown** – *The Prospect for Trade by Canal* – The merchants are highly gratified with the assurance that trade by the Chesapeake and Ohio Canal will be resumed before the 15th of this month.

AG, Thu. 3/2/65, p. 3. It is thought that trade on the Chesapeake and Ohio Canal, will be resumed about the 15th of this month.

ES, Tue. 3/7/65, p. 2. **Affairs in Georgetown** – *The Canal* – No definite information has been received in relation to the injury at dam No. 5. A boatman received a note from Williamsport yesterday, informing him that the aqueduct over Conococheague Creek, at Williamsport, had fallen. This work was injured by the rebels in their raid to Washington, and had been repaired. It is possible that some portion of the repaired work has given away. This morning there was an attempt made to draw the water off from the lower section of the canal, but at noon the gates were closed again. This was probably to allow boats in Government service to pass up the canal. Several are

now fitting out and loading for departure from this terminus.

CA, Wed. 3/8/65, p. 3. **Generals Crook and Kelley.** - Generals Crook and Kelley, who were captured in our city on the morning of Tuesday, the 21st of February, arrived in Richmond on the Saturday following, and were committed to the Libby prison.

The Richmond papers state that the capture was made by Lieut. McNeill and thirty of his men; and give the following statement as to the manner of its accomplishment:

The party crossed the Potomac in front of the town at a very late hour of the night, and after capturing the only sentinel they met, and obtaining from him the counter-sign, went boldly into the town itself, making good use of their knowledge. Most of the party were concealed outside, while small squads went to the hotels at which the Generals were stopping. McNeil himself commanded the party who went for Cook. Ascertaining the room in which he slept from an old colored woman who appeared to act as night clerk, he journeyed up the stairs, light in hand, and knocked for admission. After several ineffectual responses from within, entrance was obtained, and the visitors were ordered to enter.

"Is this General Crook?" asked the Lieutenant, holding the light so as to give him full view of the General, as he drowsily looked at them from his bed.

"Yes, what do you want?" was the reply.

"I," said the Lieutenant, "am Gen. Rosser," and drawing a pistol and presenting it, added; "I have some very important business with you, General Crook, and will give you precisely two minutes to get up and put on your clothes."

The bewildered General did not know how to reply, and did not dare to resist. He saw at a glance that it would be as useless as dangerous to attempt escape by raising an alarm, so he did not stop to solve the mystery of so unexpected a call. He obeyed at once, and a gentle suggestion of the propriety of keeping quiet being whispered in his ear, he passed out with his escort as mute as a mummy.

On their egress, the party persuaded the sentinel on duty to follow them by inducements similar to those submitted to the General, and making their prisoners mount behind them, rode back to the main body. In the meantime, a second detachment rode up to the quarters of Gen. Kelley, when a similar scene occurred, and that officer was, in due time, under guard, as well as the Adjutant General of Gen. Crook.

By some means the affair was discovered soon after they left, and a whole regiment pursued them to no purpose for fifty miles. Upon being presented to Gen. Early at his headquarters in the Valley, the prisoners were received with the homely but no doubt acceptable greeting: "Take seats, gentlemen; I presume you are tired after your ride," and then added the hero of brilliant victories and stunning defeats, with an intensification of that fine-tooth comb peculiarity of his enunciation: "I expect some enterprising Yankee will be stealing off with me in the same way one of these days." Whether the prisoners relished the joke or not, our informant failed to depose. They were, doubtless, in no humor for jokes.

ES, Wed. 3/8/65, p. 2. **Affairs in Georgetown** – *The Canal* – The water was drawn off from the Georgetown division of the canal last night, and an inspection is in progress to ascertain if the canal has been damaged in that division since the close of navigation. No definite information has

been received from the western divisions relative to the damages there.

ES, Fri. 3/10/65, p. 2. **Affairs in Georgetown – The Canal** – The inspection of the Georgetown division resulted in the discovery of two unimportant breaks, one of which, by the energetic management of Superintendent Cameron, has been already repaired, and the other will be in a few days. The prospect is that the water will be let into the canal at Dam No. 4, and navigation resumes to that point within ten days. This will give our merchants an opportunity to offer the produce stored at the depots within ninety miles of the town – a very considerable quantity.

AG, Sat. 3/11/65, p. 2. The prospect is that the water will be let into the Chesapeake and Ohio canal at Dam No. 4, and navigation resumed to that point within ten days.

Sun, Mon. 3/13/65, p. 1. **Chesapeake and Ohio Canal** – The canal, it is asserted, will be open to through navigation much sooner than was feared when the news of the damage near Williamsport reached the city on Sunday last. We are informed that energetic measures have been taken to complete repairs for the restoration of navigation by the 25th inst. At Dam No. 5, about one hundred feet in length of the upper side wall was carried away, which made a clean sweep, from the top, of eight feet; but as the aqueduct is here twenty-one feet wide inside, it affords ample room for trunking, which is now in course of completion. At Dam No. 4, on this side, but two important breaks occurred, one of which has been repaired, and the other will be in two or three days, so that through navigation may be confidently expected by the period above specified. – *National Intel.*

ES, Tue. 3/14/65, p. 2. **Affairs in Georgetown – The Canal** – It has been stated that “Dam No. 5, above Williamsport, is washed away; the stone aqueduct; two hundred feet high at Williamsport, fallen in. The stone culvert four miles below carried away; three breaks near Sharpsburg; three more at Edwards Ferry; and four between Seneca and Georgetown.” We learn that the damage at No. 5 is comparatively unimportant. The aqueduct where the greatest damage was done is washed but about 100 feet and will be trunked and completed by the 25th inst.

As to the breaks at Sharpsburg, Edwards’ Ferry and between Seneca and Georgetown, they are of no importance, if there are any, but the existence of any such breaks is entirely unknown to officials here. Farmers and merchants who are acquainted with the condition of the canal, consider the statement above referred to very improbable. Merchants here have received the gratifying information that boats now at Sharpsburg and at depots in that vicinity are loading with produce for this market. They have already received directions as to the disposition of flour and grain upon its arrival.

AG, Tue. 3/14/65, p. 3. **C. & O. Canal** – The damages to the Chesapeake and Ohio Canal are thus reported officially: - Dam No. 5, above Williamsport, washed away; the stone abutment, two hundred feet high, at Williamsport, fallen in; the stone culvert, four miles below, carried away; three breaks near Sharpsburg, three more at Edward’s Ferry, and four between Seneca and Georgetown.

CA, Wed. 3/15/65, p. 3. **Chesapeake & Ohio Canal.** - The canal sustained very serious damage by the late freshet, though energetic measures have been taken to accomplish the necessary repairs, in order

that navigation may be restored at an early day. At the Williamsport Aqueduct, some ninety feet of the side wall had fallen in, but the piers were standing, and preparations were making to timber up the wall. At Dam No. 5 about one hundred feet in length of the side wall was carried away, which made a clean sweep from the top, of eighty feet; but there is ample room here for trunking, which is now in progress. A Culvert below Williamsport was also washed out, and there were two breaks on the Georgetown division, one at the Great Falls, fourteen miles this side of Georgetown, and the other 5 miles this side. We are confidently assured that the repairs will be completed, and the work be in boating order throughout its entire length by the 25th instant.

Sun, Wed. 3/15/65, p. 1. **Chesapeake and Ohio Canal** – A morning paper publishes what it terms an official report of serious damage to this public work, caused by the recent freshet. We have late and authentic advice from Cumberland, Md., and from Georgetown, D. C., which state that that the canal has sustained no serious injury. Some damage was done to Dam No. 5 and to the aqueduct at Williamsport, but at no other points; and that the canal can be put in complete order in time for the opening of navigation, which will be on or about the 25th inst. – *N. Y. Post*.

AG, Wed. 3/15/65, p. 3. It is now said that the recent account (published in yesterday's *Gazette*) of the damage done to the Chesapeake and Ohio Canal is much exaggerated. So that the reported "official" statement is "semi-officially" contradicted. It is as difficult to get correct accounts from the C. & O. Canal, as it is to obtain true news from Mexico. The Canal, it is said, will be opened by the last of this month.

WC&T, Thu. 3/16/65, p. 3. **THE CANAL**

The damages to the Chesapeake and Ohio canal are thus reported officially: - Dam No. 6, above Williamsport, washed away; the stone aqueduct, two hundred feet high, at Williamsport, fallen in; the stone culvert, four miles below, carried away; three breaks near Sharpsburg, three more at Edward's Ferry, and four between Seneca and Georgetown. – *N. Y. paper*.

The above, inserted in the New York papers is so untrue in fact, that we deem it our duty to state the true situation of this important work.

Dam No. 5 is not washed away. The dam itself has not sustained any injury. The only damage at that point is the washing away of a crib 25 feet long, which was placed on the Virginia side of the river to protect the abutment. The loss of the crib will not affect navigation until the water gets very low, which does not ordinarily happen until midsummer, [illegible] at which time the slight injury can and will be repaired.

The stone aqueduct at Williamsport is only slightly injured, about one hundred feet of one of the parapet walls was damaged, and the work of repairing this injury has so far progressed already that it can be used for navigation by or before the 25th inst. There are some other slight damages at other points along the tow path, which are of minimal [illegible], but they are trifling in their character and will be repaired by the time the [illegible] repairs to the canal are completed, which have been in progress as the weather has admitted.

Alfred Spates, Esq., the President of the canal, has officially stated that the canal will be ready for navigation by the 25th inst. And we believe that when navigation is resumed this work will be in excellent condition for the immense business which we anticipate will be done over it this season.

Such report as we have copied from the New York paper is, probably, published

by some sharp operators in stock to affect the market, but it's tendency is to create apprehension for the remainder of the summer, at a distance, who are unfamiliar with the facts, that there will be a supply of coal from this region during the coming season, and induce them to make contracts elsewhere to supply their wants.

Fri. 3/17/65, p. 2.² It is stated on the authority of President Spates, that the damages to the Chesapeake and Ohio Canal, by the late freshets, are not so serious as first supposed, and that the repairs are so far advanced as to ensure their completion by the 25th inst., when navigation will be fully resumed from Cumberland. The coal boats may be expected to arrive in Georgetown, D. C., by the 1st of April.

Sun, Sat. 3/18/65, p. 2. Dr James Fitzpatrick, a well-known and much esteemed citizen of Allegany county, Md., died at his residence in Cumberland, on Tuesday evening last, after a brief illness, aged about 60 years. Dr. Fitzpatrick at one time occupied the position of president of the Chesapeake and Ohio Canal Company; he was also for a time superintendent of that portion of the National road lying in Maryland. For several years he represented Allegany county in the State Legislature. The deceased was looked upon as one of the most prominent men in the county, and died universally, regretted.

Ibid, p. 4. At Georgetown, letters received from the upper section of the canal announce that the water has been let in between Dam No. 4 and the Georgetown division, and that boats are enroute for Georgetown, laden with flour and produce. Merchants expect the arrival of boats on Monday or Tuesday. Potomac

CA, Wed. 3/22/65, p. 3. **The Canal.** - This important work, so far as we have learned, was not damaged by the last freshet, and doubtless will be in navigable order by the 25th instant, as before announced.

ES, Wed. 3/22/65, p. 2. **Affairs in Georgetown – Canal** – Arrived – Boats Krone, with flour to G. Waters; Sallie Billmyer, wheat and flour; J. H. Williams, wheat and corn to market; Allen Campbell, wood to Hieston & Co.

Departed – Boats Flodoardo, R. D. Johnson, McCulloh, Kate Koons, A. M. Thomas, Rebecca, P. R. Haldeman, Allen Campbell, M. V. & M. E. Krown, Renown, Edward Bayer, C. H. Merrell – all light.

A letter from Superintendent Masters, dated at Williamsport, March 20th, reports the aqueduct all right. The water was let in last night, and boats from the coal depots may be expected speedily. The last freshet did not do any serious damage.

ES, Thu. 3/23/65, p. 2. **Affairs in Georgetown – Canal** – Arrived – Boats Vandervoort, D. Knode, Wm. Elder and Ellen Winter, 1,099 bbls. flour to G. Waters.

Departed – Boats Seneca with assorted freight to Seneca; Ellen with fertilizers for Sharpsburg; Wm. Elder and D. Knode with fertilizer for Mercerville; S. Bellinger dry goods for Shepherdstown; A. Marion, Loretta, Vandervoort, S. Castleman, light.

A letter from Supt. Hassett, written at 4 Locks, 109 miles from Georgetown, reports the water in on Hancock division; boats west of that point will be able to pass on Saturday.

ES, Fri. 3/24/65, p. 3. **Affairs in Georgetown – Canal** – Arrived – Caroline Ardinger, wood to market.

Departed – two boats, light.

² *Daily National Republican*, Washington, D. C.

Dun, Mon. 3/27/65, p. 2. **Chesapeake and Ohio Canal** – This work has sustained heavy loss by two freshets this spring. Mr. Spates, the president, has each time put a large force on the portions of work which sustained injury, and it is now fully repaired from Cumberland to the District of Columbia. The water has been let in to the canal and operations commenced.

ES, Tue. 3/28/65, p. 1. Mr. Lloyd presented a communication from Mr. J. Van Reswick, setting forth that the city of Washington had subscribed a large amount of money to the Chesapeake and Ohio Canal, and that the city had been deprived of the benefits of the canal in consequence of the bridges at the outlet at Georgetown being so low that the boats cannot pass through, and are consequently unloaded, and their cargoes must be either reloaded in other boats or carted to Washington at great expense. Mr. Van Reswick also states that some time ago Congress appropriated thirty thousand dollars to raise the bridges, and that the corporation of Georgetown now object to raising them; and he thinks Washington should have a legal right to enforce the law. Referred to the committee on finance and ordered to be printed with the proceedings.

Ibid. p. 2. **Affairs in Georgetown – Canal** – Arrived – Boats E. D. Hartley, with wheat and flour to Hartley & Bro.; P. R. Haldeman, wood to Hieston & Co.; C. H. Merrell, wood and posts to United States.

Departed – E. D. Hartley, with salt to Berlin, Md., and three boats light.

President Spates was in town this morning, giving directions to the officers of the canal company here to proceed immediately with all the improvements designed for this terminus of the route. He was anxious for the immediate reconstruction of all the foot bridges west of

the market, and gave orders that they shall be finished without a day of delay. He reports the canal all right to Cumberland, which terminus he has now gone to hasten down the fleet of coal boats laden at the depots there, and started with the hope that all will be on the way before his arrival at that point. The spring freshets damaged the canal considerably at various places, and it is owing in a great measure to the energy of President Spates and of the active corps of superintendents that the way is open so early for the important trades with the western mining and agricultural regions.

Started – Yesterday all the mills in the vicinity were at work, except one, which is prevented only by the necessity of repairing the wheel. The supply of grain will be sufficient to keep them in operation.

CA, Wed., 3/29/65, p. 3. **The Canal.** - The work of repair along the line of the Chesapeake & Ohio Canal is now about completed, and this important avenue to market of the wealth of our mineral region is now ready for navigation. No coal has yet been loaded at our wharves, but the busy note of preparation is everywhere heard, and in the course of a day or two we may expect active operations to begin. Large numbers of boats are daily arriving, and the canal basins present quite an animated aspect.

Rate for Freighting Coal.

A consultation was held last week between the coal agents and a committee of the boatmen, in reference to the price to be paid during the season for freighting coal. The boatmen demanded \$4 per ton, while the agents of the several companies stood upon the old price of \$3. We have no doubt, however, the differences will be amicably adjusted, and the business be prosecuted with more than former energy and success.

ES, Fri. 3/31/65, p. 2. **Affairs in Georgetown** – *Canal* – Arrived – Boat A. H. Bradt, wood to market.

Departed – Three boats, light.

ES, Sat. 4/1/65, p. 2. **Affairs in Georgetown** – *Canal* – Arrived – Boats Mollie, wheat to market; J. J. Morrison, wheat, corn &c., to market; Aliquippa, coal to Cumberland C. and I. Co. The last is the first of the coal fleet arrived since the re-opening of the canal, and others are expected to follow in quick succession.

ES, Mon. 4/3/65, p. 2. **Affairs in Georgetown** – *Business* – This morning opened favorably in our business localities, and there is a very great improvement in the appearance of things hereabout. The number of vessels at the wharves awaiting cargoes of coal, &c., is rapidly increasing, and in a few days the forest of masts will be quite as dense as at any period of the last season. The mills have been supplied with grain, and are in active operation. Much of the wheat, probably most of it, has been received from New York within a week or two past. The arrival of coal from Cumberland has afforded employment to the workmen at the docks. Some of the derricks are operating today, and before the week ends all will be in full blast. The flour and grain boats from the western depots are dropping in one after another, and all these circumstances excite unusual cheerfulness.

Canal – Arrived – Boats B. F. Roman, flour and grain to market; Wm. Walsh and John M. Waters, with flour to market; Chas. Ardinger, wheat to market; D. C. Bruce, 100 02 tons coal to Consolidation Company; Wm. Devecmon, W. A. Brydon, 220 17 tons to Hamp. & Balt. Co.; Sarah Ann, tons not reported; A. Van Corlear and Fulton, 225 04 tons to Cumberland C. & I. Co.; M. E. Hammond, 110 19 tons to

Central Co.; Keystone, 119 18 tons to R. S. McKaig.

Departed – four boats, light.

Some of the boatmen, in their anxiety to get through as early as possible, have violated the canal regulations and made themselves liable to fine. A letter from Superintendent Benton, at Sharpsburg, to Collector Hollingsworth, requests the latter to collect a fine of \$50 each, from John Quigley and Michael Quigley, masters of boats D. C. Bruce and Peter Quigley. The offence was taking charge of guard lock No. 4, and forcing their boats through before the levels were full, contrary to orders, and against the remonstrance of the lock keeper. The fine is heavy, but the offence is a serious one against the company's rules.

ES, Tue. 4/4/65, p. 2. **Affairs in Georgetown** – *Canal* – Arrived – Boats Peter Quigley, 113 09 tons coal to P. Quigley; Hoboken, L. R. Fechtig, Bowery, R. P. Getty, 432 19 tons to Cumberland C. and I. Co.; Filonia Swain, 117 01 tons to Central Co.; Mary A. Moore, 111 17 tons to Borden Co.; Capt. John Short, limestone to Godey & Rheem; H. C. & J. D. Turner, 1,050 barrels of flour to market.

Departed – J. G. Morrison with dry goods and plaster to Conrad's Ferry; Turner, plaster to Williamsport; W. Walsh, plaster and fish to Williamsport; and nine boats, light.

AG, Tue. 4/4/65, p. 2. At Georgetown, the canal trade is active. Boats arrived with about 6,000 barrels flour yesterday, and wheat is also in good supply.

CA, Wed. 4/5/65, p. 3. **The Canal.** - Though the Canal is in thorough navigable order, coal shipments have not yet begun. The hindrance has been a difference between the coal agents and the boatmen as to the price of transportation the coming

season - the Boatmen demanding \$3.50 per ton, while the Companies assert their inability to pay more than \$3, the price of last season, having based their contracts upon that rate of freight. There was, however, a disposition upon the part of a considerable number of the boatmen to go to work yesterday, and we feel confident that today or tomorrow will witness the opening of the boating season.

ES, Wed. 4/5/65, p. 2. **Affairs in Georgetown** – *Canal* – Arrived – Boats Liona, 112 14 tons coal to Hampshire and Baltimore Co.; W. H. Mayer, 113 17 tons to New Hope Co.; C. Clifton, 108 16 tons to American Co.; Maude, 300 barrels of flour and 2,200 bushels grain to Geo. Waters.

Departed – Six boats, light.

ES, Thu. 4/6/65, p. 2. **Affairs in Georgetown** – *Canal* – Arrived – Boats David Knode, 1,000 barrels flour to George Waters; Wm. Elder, 1,022 barrels flour to George Waters; Anna Marion, limestone to S. D. Castleman; M. E. Smith, limestone to Godey & Rheem; A. H. Bradt, wood to market; E. D. Hartley, wheat and flour to Hartley & Bro.; J. F. Sterling, Catherine Moore, Knickerbocker, 324 04 tons coal; 1,788 coal to Hieston & Co.; Happy Traveler, 106 09 to Baltimore and Hampshire Co.

Departed – The Wm. Elder, with plaster for Mercerville; B. F. Roman, plaster and sundries to Noland's Ferry; D. Knode, plaster and rough stone to Mercerville; John M. Waters, plaster to Williamsport; Charles Ardinger, plaster to Williamsport; and ten boats, light.

ES, Fri. 4/7/65, p. 2. **Affairs in Georgetown** – *Canal* – Arrived – Boats Vallie, 109 01 tons coal to Hieston & Co.; Caroline Ardinger, wood to Hieston & Co.; D. Palmer, Dunderberg, Broadway, Anna

Reinhard, Communipaw and Ann Eliza 654 07 tons of coal to Cumberland Coal and Iron Co.

Departed – Ten boats, light.

ES, Sat. 4/8/65, p. 2. **Affairs in Georgetown** – *Canal* – Boats Peter Stuyvesant and Wm. Bell, 220 11 tons coal to Cumberland Coal and Iron Co.; J. F. McCulloh, 108 01 tons to G. H. Plant; P. R. Haldeman, wood to market.

Departed – Boat E. D. Hartley, rough stone to Berlin, Md.; seven boats light.

Damaging a Lock Gate – The boat Mollie attempted to run into Lock 25, at Edward's Ferry, while another boat was in; and coming in contact with the lower gate, so injured it that the water had to be reduced on the nine-mile level to repair it. There is no excuse for such acts, and Superintendent Spates imposed a fine of \$10, which will be collected at this terminus upon the arrival of the Mollie. The masters of boats should work strictly by the regulations, as a single departure from the rule may delay a whole fleet for several days.

Scarcity of Copper and Nickle Coin at Cumberland – John H. Shaw, Esq., collector of the Chesapeake and Ohio canal at the western terminus, writes to Collector Hollingsworth, at Georgetown, to send him a supply of two cent pieces to make change in the transactions in his office. He says he can get none there.

The Civil War ended on April 9, 1865.

ES, Mon. 4/10/65, p. 2. **Affairs in Georgetown** – *Canal* – Arrived – Boats Seneca, wheat and meal to Darby; Castleman, wood to market; Washington Irving, Croton, Neptune, Hudson, Emma Reinhard, Katharine Van Tassel and Lidia, with 758 14 tons, to Cumberland Co.; John W. Bacon, A. Chamberlin and Wm. Darrow, 330 06 tons to American Co.; Forrest Rose

and Geo. Waters, 214 05 tons to Central Co.; Vigilant, 106 tons to Borden Co.

Departed – The Maude, with salt and fertilizers to Four Locks; and nine boats, light.

Wed. 4/12/65, p. 1.³ UNITED STATES MARSHAL'S SALE OF CANAL BOAT JOHN HUMBERT. – IN VIRTUE OF AN ORDER OF SALE ISSUED from the Clerk's offices of the Supreme Court of the District of Columbia, holding as District Court, and to me directed, I will sell at public sale, for cash, at the shipyard of Capt. Moore, in Georgetown, D. C., at the junction of the Canal and Rock Creek, on SATURDAY, the 15th day of April instant, 1865, at 4 o'clock P. M., the canal boat JOHN HUMBERT, to satisfy a claim of James Moore. WARD H. LAYON United States Marshal, District of Columbia

ES, Tue., 4/11/65, p. 2. **Affairs in Georgetown – Canal** – Arrived – Boats H. Merrell, wood to market; C. Ardinger, wood to market; S. Billmyer, flour to market; Bronx, I. Crane, T. Martens, 336 11 tons coal to Cumberland Co.; J. G. Lynn, J. P. Romans, 219 12 tons coal to Hampshire & Baltimore Co.; Ware & J. H. Stickney, 217 19 to American Co.; Mollie Reid, 108 02 tons to Central Co.; A. B. Mayer, 113 05 to New Hope Co.; Gen. McClellan, 106 18 tons to J. I. Grehan; Sallie Ardinger, Hamburg, C. A. Green, 323 14 tons to Borden Co.

Departed – Seneca, assorted cargo to Seneca; and sixteen boats, light.

CA, Wed., 4/12/65, p. 3. **Coal Trade on the Chesapeake & Ohio Canal.** - Navigation has been resumed on the Canal, and business is getting to be lively. Up to and including Monday the 10th instant, 107 boats have cleared for Georgetown,

freighted with 11,681 10 tons of Coal, shipped by the several Companies as follows:

<i>Name of Company</i>	<i># B</i>	<i>Tonnage</i>
Borden Mining Co.	13	1,443 02
Consolidation Co.	6	676 08
American Coal Co.	15	1,595 04
Central C. M. & M. Co.	12	1,301 04
Cumberland C. & I. Co.	42	4,560 15
New Hope Coal Co.	5	554 07
Hamp. & Balt. Coal Co.	8	882 06
Miscellaneous	6	668 04
Total	107	11,681 10

Freight \$3 per ton; and toll 92 cents per ton.

ES, Wed. 4/12/65, p. 2. **Affairs in Georgetown – Canal** – Arrived – Boats Five Sisters, bark and lumber to market; Ellen, 1,114 bbls. flour to G. Waters; John H. Platte, G. K. Sietan, D. Cromwell, 310 13 tons coal to American Company; F. Beck, Mohawk, A. Campbell and Rebecca, 435 14 tons coal to Cumberland Company; E. Corning, J. B. Varnum, 227 tons to Consolidation Company; D. Lynn, J. T. Chaplin and Diligent, 334 19 tons to Borden Company; G. A. Pearre, 108 14 tons to Central Company; Old Abe, 108 11 tons to G. H. Plant; Mary Alice and General Washington, 218 10 tons to Hampshire and Baltimore Company; J. H. Williams, sundries to market.

Departed – Ellen, with plaster to Sharpsburg, and eleven boats, light.

ES, Thu. 4/13/65, p. 2. **Affairs in Georgetown – Canal** – Arrived – Boats Kroon, 1,000 bbls. flour to George Waters; A. Main, Wm. Laird, M. Sanford, H. L. Gilbert, H. Delafield, J. J. Swift, 533 18 tons coal to American Co.; C. W. Harper, G. W. Birdsall, Rip Van Winkle, J. Van Lear, R. P. Getty, Martha Banks, 636 18 tons to Cumberland Co.; George Long, 112 tons to

³ Daily National Intelligencer, Washington, D. C.

Borden Co.; Henry Conrad, C. O. McCord, 226 16 tons to Central Co.

Departed – The Kroon. lime and cement to Mercerville, and eighteen boats, light.

ES, Fri., 4/14/65, p. 2. **GEORGETOWN CORPORATION LAWS** – *Resolved by the Board of Aldermen and Board of Common Counsel of the Corporation of Georgetown*, That the consent of this Corporation is hereby given that the bridge next west of the market may be raised by the Chesapeake and Ohio Canal Company one foot five inches at its highest point above its present elevation, and that the grade of the street may be so changed as to suit the increased elevation of the bridge; and also, that the bridge east of the Market House may be rebuilt at a clear height above the water of eleven feet, and the grade of the street accommodated to that elevation. *Provided*, That the whole work be done under the supervision of the Surveyor of the town and Peter Berry and John Fowler, and at the expense of said Canal Company. Approved April 8, 1865.

CA, Wed., 4/19/65, p. 3. **Coal Trade on Chesapeake & Ohio Canal**, for the week ending and inclusive of Monday the 17th inst. - 107 Boats cleared for Georgetown, carrying 11,490 10 tons of coal to market, shipped by the different Companies as follows:

<i>Name of Company</i>	<i># B</i>	<i>Tonnage</i>
Borden Mining Co.	13	1,390 04
Consolidation Co.	11	1,205 02
American Coal Co.	18	1,940 10
Central C. M. & M. Co.	17	1,830 14
Cumberland C. & I. Co.	24	2,500 08
New Hope Coal Co.	10	1,130 04
Hamp. & Balt. Coal Co.	11	1,168 04
Miscellaneous	3	325 04
Total	107	11,490 10

WC&T, Thu. 4/20/65, p. 4.

TO CONTRACTORS

Office Chesapeake & Ohio Canal Co.

Washington, April 15, 1865.

PROPOSALS will be received at this office until Monday, the 8th of May next, for the completion of Dam No. 5 on the Potomac River, 106 miles above Georgetown: extending from the Maryland shore to connect with the masonry dam already built about one-third the width of the river from the Virginia shore; said dam to be constructed of cemented masonry, in the most durable and substantial manner.

The Board reserve the privilege of accepting or rejecting such proposals as they may deem expedient. Payments will be made on monthly estimates, reserving twenty percent, from the estimates till the completion of the work, which will be required to be finished within the present year.

Specification can be obtained from the President of the Company, or at the Office of the Company.

ALFRED SPATES, President

Chesapeake and Ohio Canal Company

[Transcriber's Note: This ad first ran on April 20 and 3 times thereafter.]

ES, Fri. 4/21/65, p. 2. **Affairs in Georgetown – Canal** – Arrived – Boats Judge Douglas, F. P. White, 222 06 tons coal to Central Co.; Happy Traveler, 112 09 tons to Midland Co.; W. Bell, Stuyvesant, Neptune, Communipaw, Hoboken, 545 06 tons to Cumberland Co.; E. Lynn, Robert Stewart, F. M. Hazard, 336 10 tons to New Hope Co.; D. Pomeroy, Mary A. Myers, J. B. Cazeaux, 328 02 tons to American Co.; J. W. Sherman, 103 18 tons to Borden Co.; Mary E. Smith, A. H. Bradt, limestone to Godey; C. H. Merrell, pine poles to market.

Departed – Fifteen boats, light.

ES, Sat. 4/22/65, p. 2. **CIRCULAR IN RELATION TO PASSES** – Major General Augur has issued the following circular in relation to the issuing of passes:

Headquarters Department of Washington 22nd Army Corps, Washington, D. C., April 21st, 1865 – *Circular* – That there may be no misunderstanding on the subject of passes, the following summary of instructions in force, is published for the governance of all concerned.

1. No persons are allowed to pass the line of Forts or Pickets unless on written authority from these Headquarters – or when personally known as reliable and proper persons to the officers in charge of pickets or command of a Fort – by whom the authority will be given, and a record kept – specifying name, residence and character of the person. Passes given by the authorized officers of the Commissary, Quartermaster and Medical Departments will be recognized, if granted subsequent to April 16th – within the lines.

2. Commanding Officers of Divisions, Separate Brigades, as heretofore, will give passes to officers and enlisted men within the lines – which will be recognized.

Canal Boats on the Chesapeake and Ohio Canal will pass – subject to search at Chain Bridge, Seneca and mouth of the Monocacy.

Sun, Mon. 4/24/65, p. 4. Persons residing in the adjoining counties of Maryland, desiring to visit the District, should bear in mind the recent circular from Headquarters Department of Washington, forbidding any one to pass the forts or line of pickets encircling the city, unless on written authority from headquarters, or when personally known as reliable and proper persons by the officers in command of such forts or pickets. Boats navigating the Chesapeake and Ohio Canal are allowed to pass, liable to search at Chain Bridge, Seneca and mouth of the Monocacy.

ES, Mon. 4/24/65, p. 2. **Affairs in Georgetown – Canal** – Arrived – Boats Kate Bruce 96 11 tons coal to R. S. McKaig; Fred Beck, L. R. Fechtig, E. H. Tracy, W. Irving, F. Mertens, A. Campbell, Katrina Van Tassel, 748 tons to Cumberland Co.; Sallie Ardinger, W. F. Kindle, Samuel Leman, Hamburg, Emma, C. A. Green, G. W. Spates, Diligent, George Long 884 06 tons to Borden Co.; O. D. Robbins, Zella & Minna, George Waters, M. E. Hamman, Clear Spring, Forest Rose, Mollie Reed, Little Bob 889 17 tons to Central Co.; R. B. Lynn, W. H. Meyer, Conemaugh 442 01 tons to New Hope Co.; Flodoardo, R. D. Johnson 169 19 tons to W. R. Snow & Co.; H. J. Kenah, T. J. Nimmo, W. A. Stevens, F. W. Walcott, Julia Manning 573 14 tons to Consolidation Co.; W. Lionac, R. Marshall, A. H. Wallis, James Vandervoort, E. Stephens, A. Ray, A. Schell, A. Clark, G. W. Wellington, C. Dubois, J. A. Alexander, A. D. Brower 1,315 05 tons to American Co.; J. G. Lynn, J. Young, Jr., J. P. Roman, George Washington, Renown, J. Hill, Mary Little 776 16 tons to Hampshire and Baltimore Co.; Mary Frances, limestone to Godey & Rheem.

Departed – Boats Potomac fish to Williamsport; F. Beck fish to Harper's Ferry; F. Mertens plaster to Hancock; Flodoardo fish to Point of Rocks; A. Schell fish to Point of Rocks; and thirty-four boats, light.

ES, Tue. 4/25/65, p. 2. **Affairs in Georgetown – Canal** – Arrived – Boats O. D. Robbins, 105 16 tons coal to Central Co.; Bronx, 111 18 tons to Cumberland Co.; V. McCulloh, 112 13 tons to New Hope Co.; Mary Alice, 106 tons to Hampshire and Baltimore Co.

Departed – Six Days, with salt, cement, &c., to Shafer's Mill, and thirteen boats, light.

CA, Wed., 4/26/65, p. 3. **Coal Shipments on the Chesapeake & Ohio Canal**, for the week ending and inclusive of Monday the 24th inst. - 105 Boats cleared for Georgetown, carrying 11,180 10 tons of coal to market, shipped by the several companies as follows:

<i>Name of Company</i>	<i># B</i>	<i>Tonnage</i>
American Coal Co.	27	2,810 04
Borden Mining Co.	13	1,365 05
Cumberland C. & I. Co.	14	1,490 10
Central C. M. & M. Co.	20	2,150 12
Consolidation Co.	8	888 09
Hamp. & Balt. Coal Co.	11	1,140 08
New Hope Coal Co.	10	1,115 06
Miscellaneous	2	219 16
Total	105	11,180 10

ES, Thu. 4/27/65, p. 2. **Affairs in Georgetown – Canal** – Arrived – Boats E. D. Hartley, flour and wheat to Hartley & Bro.; W. J. Booth, 112 05 tons coal to American Co.

Departed – Nine boats light.

The disarrangement of a lock gate near the Great Falls delays the arrival of boats. All will be right tomorrow.

ES, Sat. 4/29/65, p. 2. **Affairs in Georgetown – Canal** – Arrived – Thirty-two boats, all with coal, consigned as follows: - To the Consolidation Co., 225 18 tons; to American Co., 858 18 tons; to Borden Co., 779 19 tons; to New Hope Co., 335 02 tons; to Hampshire and Baltimore Co., 321 19 tons; Cumberland Co., 110 12 tons; to J. C. Hieston & Co., 314 15 tons.

Departed – The John H. Platte, with fish for Berlin, and fourteen boats, light.

ES, Mon. 5/1/65, p. 2. **Affairs in Georgetown – Canal** – Another lock gate at the nine-mile level has been knocked out, which will stop navigation from points over forty miles distant for a few days.

Arrived – Boat John Short, with limestone. Seventeen boats with coal have arrived, consigned as follows – To American Company, 426 18 tons; Central Company, 448 13; J. C. Hieston & Co., 110; Hampshire and Baltimore Company, 328 16; Consolidation Company, 334 03; New Hope Company, 110 12; Borden Company, 111 19.

Departed – Nine boats light.

The revenue for the month of April, notwithstanding the delays caused by various circumstances, has been very fair. The ascending tolls, or for boats going west, was \$1,439.71; descending, \$22,623.38; making a total of \$24,063.09. The number of boats reported in the month with cargoes of coal was 340, bringing about 34,400 tons to the docks here; besides which several boats have arrived but have not yet reported, which would increase the total a few hundred tons. Nineteen boats arrived with flour and grain, and about as many with limestone, wood, etc.

ES, Tue. 5/2/65, p. 2. **Affairs in Georgetown – Canal** – The only arrivals reported today are the John S. Fox, with 108 11 tons coal to American Company, and the Anna Marion, with limestone to Castleman.

The departures were the Anna Marion, with dry goods, &c., to Edward's Ferry, and nine boats light.

The damaging of the lock mentioned yesterday in the *Star* is the reason of the few arrivals today.

CA, Wed., 5/3/65, p. 3. **Coal Shipments on the Chesapeake & Ohio Canal**, for the week ending and inclusive of Monday the 1st inst. - 103 Boats cleared for Georgetown, carrying 11,180 08 tons of coal to market, shipped by the several companies as follows:

<i>Name of Company</i>	<i># B</i>	<i>Tonnage</i>
American Coal Co.	25	2,630 08
Borden Mining Co.	17	1,870 10

Canal Trade - 1865

Central C. M. & M. Co.	21	2,290 18
Consolidation Co.	14	1,640 04
Hamp. & Balt. Coal Co.	13	1,390 10
New Hope Coal Co.	11	1,305 06
Miscellaneous	2	52 12
Total	103	11,180 08

ES, Wed. 5/3/65, p. 2. **Affairs in Georgetown – Canal** – The damaged lock gate at the Nine Mile has been repaired, and boats begin to arrive again. The following reported this morning: - The Mary E. Smith and A. H. Bradt, with limestone to Godey & Rheem; the G. W. Hetzer, with wood and hoop poles to market; the John Hill, 108 18 tons coal to Consolidation Co.; Lidie and Lucy Martin, 220 12 to Borden Co.; and Wandering Boy, 108 09 tons to Hampshire and Baltimore Co.

Departed – B. F. Roman, with fish, salt and lumber to Point of Rocks; J. S. Mackie, fish for Cumberland; E. D. Hartley, fish, salt and lumber for Berlin, and six boats light.

ES, Fri. 5/5/65, p. 2. **Affairs in Georgetown – Canal** – Arrived – Boats Six Days, with sundries to Geo. Waters; Fred. Martin, bark to market. Eight boats arrived with coal, consigned as follows: To American Company, 324 16 tons; to New Hope Company, 374 04 tons; Central Co., 110 13 tons.

Departed – Loretto, fish, salt and plaster to Point of Rocks; Golden Eagle, salt to Cumberland; Severn, salt to Cumberland; J. S. Davenport, fish to Shepherdstown, and ten boats light.

Violating the Regulations – The master of the boat Severn was fined ten dollars by Superintendent Cameron for running into the guard lock at Seneca, on the Chesapeake and Ohio Canal.

CA, Wed., 5/10/65, p. 3. **Coal Shipments on the Chesapeake & Ohio Canal**, for the

week ending and inclusive of Monday the 8th inst. - 90 Boats cleared for Georgetown, carrying 9,640 08 tons of coal to market, shipped by the several companies as follows:

<i>Name of Company</i>	<i># B</i>	<i>Tonnage</i>
American Coal Co.	21	2,216 04
Borden Mining Co.	13	1,390 08
Central C. M. & M. Co.	17	1,809 04
Consolidation Co.	12	1,233 10
Hamp. & Balt. Coal Co.	10	1,090 08
New Hope Coal Co.	6	634 04
Miscellaneous	11	1,179 19
Total	90	9,640 08

During the season, 518 boats have left here carrying 55,111 06 tons of coal.

ES, Wed. 5/11/65, p. 2. **AFFAIRS IN GEORGETOWN – Canal** – The coal fleet lines the canal from the lower docks to a considerable distance beyond the old foundry, probably two miles. The agents have made an arrangement with their workmen, and this morning all the derricks are in full operation. The total number of arrivals reported since our last was eight boats – John Short, with wood to Hieston & Co.; Anna Marian, limestone to S. D. Castleman; Mary Frances, limestone to Godey & Co.; S. Castleman, brick and Hetzer, wood to market. The remainder are coal boats, consigned as follows: - To American Co., 2,040 06 tons; Borden Co., 1,111 tons; Hampshire and Baltimore Co., 1,106 tons; Consolidation, 995 08 tons; Central Co., 1,990 01 tons; W. R. Snow & Co., 183 03 tons; G. H. Plant, 343 08 tons; New Hope Co., 334 18 tons.

Departed – Anna Morrison, assorted cargo for Antietam, and 27 boats light.

WC&T, Thu. 5/11/65, p. 4. **Death by Drowning.** – Miss Jane McCauley, aged 22, was drowned in the Chesapeake and Ohio Canal, at Ashford Trail's Lock, No. 58, on Sunday the 30th day of April. It appears she lived at Mr. Trail's and at times assisted at

the lock, and at this time was preparing the lock for the reception of a western bound boat, and, the night being dark and rainy, she made a misstep and fell into the lock. No one being present to give her aid, she was drowned. She leaves two sisters and many friends to mourn her loss.

Boy Drowned – The body of a lad named Jacob Wolfe, aged about 12 years, was brought home to this city yesterday. He was drowned in the Canal on Tuesday some 10 miles east of this city. His mother is a widow.

ES, Sat. 5/13/65, p. 2. **Affairs in Georgetown** – *Canal* – Arrived – Boats G. W. Hetzer, with wood and J. G. Morrison, with wheat and apples to market. The following consignments of coal are registered: - To Consolidation Co., 110 12 tons; Borden, 220 10 tons; American, 107 15 tons; New Hope, 333 10 tons; Neff Run, 110 18 tons; Central, 113 13.

Departed – Boats Onward and W. Walsh, salt and fish for Cumberland; J. M. Waters, salt for Williamsport, and fifteen boats light.

CA, Wed. 5/17/65, p. 3. **The Coal Trade.** - The agents of the coal companies of this region held another conference, relative to the prices to be paid for mining and transportation on Saturday last. Their deliberations resulted in the reduction of the prices of mining from \$1 to 60 cents per ton, and of transportation by Canal from \$3 to \$2 per ton. The Baltimore & Ohio Railroad Company had previously reduced the tariff on coal \$1.50 per ton from this point and Piedmont, making the present rate \$3.75 instead of \$5.25 as heretofore. The tolls on the Chesapeake & Ohio Canal have not yet been reduced, but in all probability will be at an early date.

Loss of a Boat. - The Canal Boat "Severn" belonging to A. J. Boose, Esq., was carried over the Dam at this place, on Friday last. The boat was laden with coal, and the employees of Mr. Boose were endeavoring to run it into the Canal locks from the river when the accident occurred. Both boat and cargo are a total loss. Two mules were drowned.

Two Cases of Drowning. - On Sunday, the 30th of April, Miss Jane McCauley, aged 22 years, was accidentally drowned in the Canal, at Lock No. 58.

On Tuesday the 9th instant, a youth named Jacob Wolfe, son of a widow lady of this city, was drowned in the Canal, at the Three Locks, by falling from a boat.

ES, Fri. 5/19/65, p. 2. **Affairs in Georgetown** – *Bad Break in the Canal Walls* – In consequence of the heavy rains last night the water in the canal was unusually high this morning, overflowing the banks at various points. The wall east of the Aqueduct, next the river, is about 30 feet high, and about 14 feet thick, but it had become greatly weakened by rats, which for a long time were a great annoyance to the millers and merchants. The water pouring over the wall worked out the heavy rocks of which it was constructed and at 6 o'clock washed away the entire wall to the rocky bed, a length of over fifty feet, west of Davidson's mill, tearing down the derricks and smashing the hoisting tackle of the Borden Mining Co., washing a deep ditch to the river, carrying away the wharf of the Borden Co., and between eight and nine hundred tons of coal.

The disaster effectually suspends the operations of all the mills dependent upon the canal for their supply of water, and of course suspends the arrival of boats from the west. The superintendent of the division was soon at work making preliminary

arrangements for the immediate beginning of work of reconstruction, which we hope will be completed in a few days sufficiently to reopen navigation, but it is feared that with all the workmen that can be made available the work will not be completed in less than three weeks. The Borden Company are the principal losers, and theirs will hardly be covered by \$10,000. Mr. Davidson was somewhat injured, but to no great extent.

ES, Sat. 5/20/65, p. 1. **The Maryland Coal Trade** – The agents of the coal companies of Allegany county, Md., held another conference relative to the prices to be paid for mining and transportation, on Saturday last. Their deliberations resulted in the reduction of the price of mining from \$1 to 60 cents per ton, and of transportation by canal from \$3 to \$2 per ton. The Baltimore and Ohio Railroad Company had previously reduced the tariff on coal \$1.50 per ton from Cumberland and Piedmont, making present rate \$3.75 instead of \$5.25, as heretofore. The *Alleganian* says the tolls on the Chesapeake and Ohio canal have not yet been reduced, but in all probability will be at an early date.

ES, Tue. 5/23/65, p. 4. **Affairs in Georgetown** – *The River and Canal* – The heavy rains have swollen the Potomac, and the current this morning is quite rapid, carrying down a considerable quantity of drift wood from the shores above. In consequence of the breach in the canal, business is suspended to a considerable extent at the mills and Agent's offices. The work of repair is progressing rapidly at the breach, and the workmen expect to complete the repairs by the 1st of June. President Spates, of the Chesapeake and Ohio Canal Company, arrived this morning and inspected the work, and also the bridges

constructing and completed at the various streets crossing the canal.

CA, Wed. 5/24/65, p. 3. **The Coal Business.** - The suspension of mining operations at the collieries of the larger Companies in this region still continues. Some two or three of the smaller Companies, however, having contracts to fill, are still shipping. The miners generally, we understand, are indisposed to accept the rates adopted at the Superintendent's meeting, while the Companies continue to urge their inability to pay higher figures. It is contemplated, also, to draw the water from the Canal, in order to repair some damages that work has sustained from the late heavy rains. This, of course, will cause a cessation of operations by the few companies still sending coal to market, and must still further increase the stagnation of business throughout the county.

The Canal. - This work has been considerably damaged by the late freshet. The chief injury it has sustained consists in the washing out of large portions of the wharfage at Georgetown. It is believed it will require thirty days to make the necessary repairs. It is contemplated also to take this opportunity to remove sand bars from the Hancock Division, which will require at least two weeks to accomplish. Coal Shipments have therefore ceased.

CA, Wed. 5/31/65, p. 3. **The Coal Trade** continues at a standstill. The water having been drawn from the lower levels of the Canal, boating has ceased. At the collieries nothing is doing. The miners hold out for the old prices, while the Companies remain unwilling to operate at all unless at the reduced rates agreed upon at the agents meeting.

ES, Fri. 6/2/65, p. 2. **Affairs in Georgetown – The Canal** – The repairs have been so far completed that the water may be let in at any moment, but up to noon today no order has been given to do so. The delay will enable the Borden Company to make preparations necessary to the reconstruction of the machinery at their docks. A very large fleet of boats are awaiting the reopening and may be expected very soon after the water is let in.

Sat. 6/3/65, p. 3.⁴ **The Chesapeake and Ohio Canal** – The break in the canal was more serious than at first thought. It is not yet repaired fully, but it is hoped it will be by this evening so as to let the water on tomorrow.

CA, Wed. 6/7/65, p. 3. **The Coal Trade** has not yet been fully resumed; but many of the miners have gone to work, and some few boats have been loaded and sent forward on the Canal. There is a good prospect that in the course of a few days, transportation of the “black diamonds” on both the Canal and Railroad will be large and regular.

ES, Wed. 6/7/65, p. 2. **Affairs in Georgetown – Canal** – Arrived – Boat Charles Arding, wheat and flour to market, and nine boats laden with coal consigned as follows: - To Central Co., 340 09 tons; G. H. Plant, 109 08 tons; New Hope Co., 336 02 tons; Georgetown Gas Co., 223 tons.
Departed – Nine boats, light.

Wed. 6/7/65, p. 3.⁵ **Annual Meeting of the Chesapeake and Ohio Canal Company** – The president and directors met in their chambers on Four and a half street. W. S. Ringgold, Esq., the experienced secretary, read the report submitted by President Spates, which was appropriately referred, and then without transacting any other

⁴ *Evening Union*, Washington, D. C.

business the Board adjourned to meet in Annapolis on the 6th day of July next.

ES, Fri. 6/9/65, p. 2. **Affairs in Georgetown – Canal** – Arrived – Boat Hetzer wood to Barron. Ten boats arrived with coal, consigned as follows: - New Hope Co., 111 02 tons; George H. Plant 335 12 tons; Gas Company 112 tons; M. M. Reany & Co. 221 07 tons.

Departed – Charles Arding salts, &c. to Williamsport; Seneca with offal to Seneca; and eighteen boats, light.

CA, Wed., 6/14/65, p. 3. **The Coal Trade.** – The collieries in this region are now generally at work, though the miners are but on half-time. The shipment of troops Westward has prevented the transportation of coal by the Baltimore & Ohio Railroad, but the present week, we understand, will complete the Company’s contract for carrying troops. We may hope then that the coal trade will resume its usual vigor; and give new vitality to the business interests of the county.

Coal Trade – Chesapeake & O. Canal.

Since our last report, 186 boats have cleared for Georgetown, carrying 19,560 08 tons of coal to market, shipped by the several companies as follows:

<i>Name of Company</i>	<i># B.</i>	<i>Tonnage</i>
American Coal Co.	21	2,190 04
Central C. M. & M. Co.	35	3,675 04
Cumberland C. & I. Co.	22	2,340 03
Borden Mining Co.	15	1,581 10
New Hope Coal Co.	29	3,020 08
Hamp. & Balt. Coal Co.	12	1,260 01
Consolidation Co.	13	1,420 06
Miscellaneous	39	4,070 07
Total	186	19,560 08

Total of Shipments since commencement of season, 74,671 14 tons.

⁵ *Evening Union*, Washington, D. C.

Chesapeake and Ohio Canal.

The president of the Chesapeake and Ohio Canal Company has made a report to the stockholders that the business for the last year has been more prosperous than for any preceding year since its organization; the condition of the canal has been better; and the trips upon it more regular than previously, until the advance of the enemy, in July last, when damages were inflicted that caused three months suspension of business in the season of the greatest activity of trade - The cost of repairs was not above \$12,000, but the immediate loss of revenue was \$200,000; while the constructive loss from the destruction of eighty boats was large. The canal is now in good navigable condition, but it is proposed to improve it during the coming season, so as to accommodate the largely increasing trade.

The tolls last year were \$225,897.04.

The expenditures were \$148,518.49, of which, \$70,000 was for repairs, and \$31,000 for salaries of collectors, lock-keepers, &c., \$6,000 for officers, \$37,000 for interest. Expenses were enhanced last year on "account of high prices of labor, caused in great part by the occupancy of the region bordering the canal by the enemy."

A financial statement is made, showing that the crippled condition entailed by the effects of war in 1861 and 1862 have been largely relieved by the better state of things in the two subsequent years. Claims for \$170,000 (arrearages prior to 1862) have been paid, and about \$300,000 remain to be provided for. A large part of this can be defrayed if the present season be a prosperous one. When this is accomplished, the future surplus revenue will be applicable for payment of interest on bonds issued for repairs (\$200,000) and then the accruing interest on bonds under Maryland act of 1844 (\$1,699,500) for the completion of the canal.

The debt having priority to the claim of the State of Maryland is about \$4,000,000. That due to that State (as claimed) \$16,000,000 including subscriptions, stocks, &c.

It is believed that this formidable debt (so large a portion of which is for accumulated interest on stock, and not for the simple construction,) may be liquidated in a comparatively reasonable period of time, if the coal trade of Allegany can be developed commensurably with the vast coal-fields of that region, and with the capacity of the canal for transportation, which was estimated by Mr. Fisk, former engineer of the company, at 1,500,000 tons per annum. If a moiety of this could be realized, the company would be relieved from embarrassment. The rate, half cent a ton per mile, still continues as toll. With reference to the toll on coal, an intimation was made to the board that some reduction from the rate would be made. The board have not acceded to this, but will keep the question in view, and be governed by the circumstances if such a change may be deemed necessary, and will conduce to the interest of the company and to the further development and increase of the coal trade. - *National Intel.*

ES, Mon. 6/19/65, p. 2. **Affairs in Georgetown** – *Canal* – The week begins with a very encouraging display of business. The arrivals registered are the Sallie Billmyer, wheat to George Waters; Charles Ardinger, flour to George Waters; Hetzer, wood to market; Anna Marion, limestone to Castleman; scow Camp, barrel staves to G. L. Smith; Seneca, sundries to Benjamin Darby; and fifty four boats laden with coal, consigned as follows: To Borden Co., 759 03 tons; Consolidation Co., 762 14 tons; Hampshire and Baltimore Co., 547 17 tons; Central Co., 656 12 tons; American Co., 954 06 tons; Cumberland Co., 1,065 18 tons;

George H. Plant, 217 02 tons; New Hope Co., 330 05 tons; Quigley, 109 08 tons; Captain, 109 01 tons; Midland Co., 107 18 tons.

Departures – Boats Golden Rule, with salt to Hancock; Capitoia, assorted cargo to Edward’s Ferry, and forty-two boats, light.

Since writing the above a note from L. Benton, superintendent of Antietam division, announces a bad break in the canal at Wade’s lime kiln, 69 miles from Georgetown. It will require a week or ten days to repair the break on account of the scarcity of earth suitable for the purpose near the place, causing another suspension of the coal trade.

ES, Tue. 6/20/65, p. 3. **Affairs in Georgetown – Canal** – Arrived – Boats Bronx 109 tons coal to Cumberland Co.; Little Bob 101 15 tons to Central; Bettie 110 07 tons to G. H. Plant; Central 106 14 tons to Central Co.

Departed – 5 boats, light.

CA, Wed., 6/21/65, p. 3. **Coal Trade - Chesapeake & O. Canal.** For the week ending and including Monday the 19th inst. - 119 Boats cleared for Georgetown, carrying 12,852 10 tons of coal to market. Shipments were made by the several companies as follows:

<i>Name of Company</i>	<i># B</i>	<i>Tonnage</i>
American Coal Co.	23	2,484 02
Cumberland C. & I. Co.	26	2,798 01
Central C. M. & M. Co.	20	2,160 02
Borden Mining Co.	11	1,188 02
Hamp. & Balt. Coal Co.	12	1,298 00
New Hope Coal Co.	11	1,190 01
Consolidation Co.	11	1,194 02
Miscellaneous	5	540 00
Total	119	12,852 10

Total of shipments since commencement of season, 87,524 04 tons.

The Canal. - Shipments on the Chesapeake and Ohio Canal have been considerably obstructed during the past week by a break on the Shepherdstown level, the greater portion of the boats having been East of the damaged point on their return trips. Boats are however now beginning to arrive quite freely, and it is stated the injuries will be sufficiently repaired to allow the passage of loaded boats in the course of a few days.

ES, Thu. 6/22/65, p. 2. **Affairs in Georgetown – Canal** – The arrivals reported today are E. H. Tracy and G. W. Hetzer, with wood, and the J. G. Morrison, with wheat and hat for market, all from ports within forty miles of this town. The reason of this falling off is the breach about sixty miles from this terminus, which is undergoing repair. Three boats laden with coal have been added to the list, but they passed Antietam division before the breach. They bring 110 03 tons to the New Hope Co.; 106 16 tons to Cumberland Co.; and 109 tons to Geo. H. Plant.

Departed – Advance, with flour to Cumberland, and seventeen boats, light.

BC, Fri. 6/23/65, p. 2. **Coal Trade – Chesapeake and Ohio Canal** – Since our last report, 119 boats have cleared for Georgetown, carrying 12,852 10 tons of coal to market. Total of shipments since commencement of season, 87,524 04 tons. The Baltimore and Ohio Railroad also carried 712 tons to market during the week. – *Cumberland Civilian.*

ES, Fri. 6/23/65, p. 2. **Affairs in Georgetown** – The line of the canal is deserted today. No boats arriving or departing. Business is not very lively, except at the mills, which are all operating, there being a plentiful supply of water. A note from the vicinity of the breach in the Antietam division, assures the

Superintendent here that all the damage will be repaired by tomorrow afternoon. If so, boats may be expected to arrive Monday evening.

ES, Sat. 6/24/65, p. 2. **Affairs in Georgetown – Canal** – The business along the Canal is quite dull, except at the flouring mills, which are in operation. Just as the business men at this terminus were anticipating the resumption of navigation to Cumberland, news has been received of another break in the Canal, about twelve miles above that in the Antietam division. The last break will require 19 days, it is thought, to repair it.

AG, Mon. 6/26/65, p. 3. Breaks in the Baltimore & Ohio Canal are becoming frequent; just as the work of repairing that in the Antietam division was about being completed, another has occurred about twelve miles above, which it will take about ten days to repair.

ES, Tue. 6/27/65, p. 2. **Affairs in Georgetown – Canal** – Business upon the canal is not very brisk today, there being no boats to discharge their cargoes, and the supply of coal on hand not being sufficient to furnish cargoes for the vessels in the river. There is some reason to believe that the water has already been let in to Canal on the Antietam division. If so, the boats from Cumberland will begin to arrive about Thursday – perhaps sooner. The only arrivals registered are the boats Hetzer with wood to market and Anna Marion with limestone to Castleman.

Tue. 6/27/65, p. 2.⁶ **The Canal** – Several breaks have recently occurred along the Chesapeake and Ohio Canal, and as speedily repaired. Coal and produce is rapidly arriving.

CA, Wed. 6/28/65, p. 3. **The Canal.** - In our last issue, we stated that the breach upon the Shepherdstown level of the Chesapeake and Ohio Canal, would be sufficiently repaired to allow the passage of boats in a day or two. We regret to state, however, that coal transportation is yet at a standstill, owing to two other breaches - both this side of the Shepherdstown break. Empty boats, on their return trips for loading, cannot therefore get up, and it is thought they will scarcely be able to come forward until the latter part of the present or the first of next week.

ES, Thu. 6/29/65, p. 2. **Affairs in Georgetown – Canal** – The arrivals this morning were few and only boats laden at near depots with wood and stone. The coal fleet had not begun to appear at 1 o'clock, and the agents were looking for them with some anxiety. It is very probable the first will arrive this afternoon, and that the derricks will be in full blast tomorrow. This is the general expectation among the hands at the docks.

AG, Thu. 6/29/65, p. 4. The break in the Chesapeake & Ohio Canal, has been repaired so rapidly, that boats may be expected in Georgetown tomorrow.

ES, Fri. 6/30/65, p. 2. **Affairs in Georgetown – Canal** – The only boat arrived yesterday was the Haldeman, with wood to Hieston & Co. The coal fleet is on the way to the docks. A dispatch from Cumberland informed the agents here that during the time taken for repairs of the breach in the Antietam division, the coal boats were tied up at Dam No. 4, about eighty miles from this terminus, and that they passed the breach yesterday. Quite a

⁶ *Evening Union*, Washington, D. C.

number of vessels are awaiting their arrival to obtain coal for northern depots.

ES, Sat. 7/1/65, p. 1. **Maryland Coal Trade** – The coal trade in Allegany county, Md., continues very dull in consequence of the break in the Chesapeake and Ohio Canal. It is, however, now about repaired, and boats will commence moving in a day or two.

CA, Tue. 7/4/65, p. 3. **The Canal.** - The breaches on the Chesapeake & Ohio Canal have been repaired and boats began arriving here on Sunday. The coal wharves again present quite an animated scene, and business of all kinds throughout the town is much improved in consequence.

ES, Wed. 7/5/65, p. 2. **Affairs in Georgetown – Canal** – Notwithstanding the departure of 3 boats since our last, the line of boats extends nearly to the Chain Bridge. The arrivals registered are, without exception, with cargoes of coal, showing that the coal fleet numbers considerably over a hundred boats. The number registered this morning includes those not registered on Monday in time for our report. The cargoes are 52, consigned as follows: - To Consolidation Co. 552 12 tons; Borden Co. 329 tons; Central Co. 975 11 tons; Cumberland Co. 1,486 tons; American Co. 1,271 19 tons; New Hope Co. 770 17 tons; Swanton Co. 106 02 tons; Hampshire and Baltimore Co. 218 18 tons; Georgetown Gas Co. 443 tons. The total amount of coal, registered and not registered, received since the reopening of the canal, is estimated to exceed 14,600 tons. The boats began to arrive last Sunday afternoon.

ES, Fri. 7/7/65, p. 1. The Board of Public Works of Maryland have elected for Chesapeake and Ohio Canal officers for the ensuing year, the following named gentlemen, For President, J. Snively,

Hancock, Maryland. For Directors – Henry B. Cook, Lawrence Boyle, Lawrence Dawson, Charles Abert, E. F. Anderson and A. O. Green.

ES, Sat. 7/8/65, p. 3.

CANALBOAT STANHOPE FOR SALE—Will carry 120 tons coal. Apply to MORGAN & RHINEHART, 8-6t foot G street. 

[Transcriber's Note: This advertisement ran first on July 8, then 6 more times.]

ES, Tue. 7/11/65, p. 2.

FOR WILLIAMSPORT VIA CHESAPEAKE AND OHIO CANAL.
The Packet Boat ELIZA HUTCHINS, will leave Ritter's Wharf on THURSDAY MORNING July 13th, at 7 o'clock, and every Thursday thereafter, for the above-named point, for passengers and light freights.
Rates for Passengers:—To Williamsport, \$4.25; Sheperdstown, \$3.50; Harper's Ferry, \$3.00; Berlin, \$2.50; Point of Rocks, \$2.25; Knowlan's Ferry, \$1.75; Monocasy, \$1.62; White's Ferry, \$1.50; Edward's Ferry, \$1.25; Senaca, \$1.00; Great Falls, 50 cents; Seven Locks, 25 cents. For freights, &c., apply to W. H. RITTER. Freights received and handled carefully. Meals furnished on Board.
H. HUTCHINS, Proprietor.
CHAS. H. MERRILL, Captain. jy 10-3t

[Transcriber's Note: the above advertisement ran on July 10, 11 & 13, 1875. Who knew there were packet boats running on the canal that soon after the Civil War?]

CA, Wed. 7/12/65, p. 3. **Canal Officers.** - The Board of Public Works of Maryland met at Annapolis, on the 6th instant, and elected the following named gentlemen President and Directors of the Chesapeake & Ohio Canal Company, for the ensuing year: *President* - Jacob Snively, of Hancock. *Directors* - Henry B. Cook, Lawrence Boyle, Lawrence Dawson, Charles Albert, E. F. Anderson and A. O. Greene.

The coal trade on the Canal has been fully resumed. Since the last report, 162 boats have been manifested for Georgetown, carrying 17,434 08 tons of coal to market.

Total shipments for the season, 979 boats laden with 106,688 04 tons of coal.

AG, Thu. 7/13/65, p. 3. There was a meeting of the Board of Directors of the Chesapeake and Ohio Canal Company held in Washington today. The revision of the rates of toll was the subject under consideration. No definite action was taken. The new president, Mr. Snively, was present.

Sun, Fri. 7/14/65, p. 2. Capt. Anderson, one of the newly appointed directors of the Chesapeake and Ohio Canal, has declined to serve.

ES, Fri. 7/14/65, p. 2. **Affairs in Georgetown – Canal** – The fact that the canal is in good navigable condition from Cumberland to this terminus gives great satisfaction to merchants here, who are enabled to receive supplies regularly.

ES, Sat. 7/15/65, p. 2. **Affairs in Georgetown – Canal** – The business of the coal agents is rapidly increasing, if we may judge from the arrivals of coal from the mines. The arrivals during the two days past were fifty-six, of which were Mary Francis, limestone to Godey & Rheem; Anna Marion, limestone to Godey & Rheem; Caroline Ardinger, wood to Hieston & Co.; the remainders all with coal, consigned as follows: - To Cumberland Co., 1,616 12 tons; American Co., 1,133 17 tons; Central Co., 866 03 tons; George H. Plant, 222 07 tons; Hampshire and Baltimore Co., 316 15 tons; Swanton Co., 95 17 tons; New Hope Co., 447 15 tons; Borden Co., 437 19 tons; Consolidation Co., 548 18 tons.

The departures during the same time were twenty-six.

Mon. 7/17/65, p. 3. **LOCAL NEWS – Fire** – A fire broke out this morning, on board the canal boat Flodoardo, lying near the market-house, laden with coal. It was discovered by Officers Findley and Warwick, who had to

arouse the captain and all hands. The cabin was entirely destroyed. Loss about \$200. The fire was caused by one of the hands leaving a lighted candle burning in the cabin. The boat was commanded by Patrick Ryan, and owned by W. R. Snow & Co.

ES, Tue. 7/18/65, p. 2. **Affairs in Georgetown – Canal** – The rush of boats in the coal trade continues, and though the derricks are constantly working, there are many boats above the Aqueduct awaiting opportunities to discharge their cargoes. The banks of coal are increasing rapidly, notwithstanding the shipments to northern depots. The arrivals registered are the Thomas Ardinger, with flour and corn to George Waters; the H. G. Ritter, with bark to market; and twenty-nine boats laden with coal, consigned as follows: - Central Co., 527 15 tons; New Hope Co., 318 02 tons; Borden Co., 558 17 tons; Consolidation Co., 331 14 tons; Hampshire and Baltimore Co., 435 09 tons; American Co., 426 tons; Cumberland Co., 318 09 tons; Swanton, 102 01 tons; G. H. Plant, 106 16 tons.

Departed – Nineteen boats, light.

CA, Wed. 7/19/65, p. 3. **The Canal.** - A thriving trade is now being done on the Chesapeake & Ohio Canal, and numerous cargoes of "Black Diamonds" are clearing from this port daily. The prospects for a successful season were never more promising than at present.

During the last week, 157 boats have departed for Georgetown carrying 17,108 15 tons. Total number of tons for the season, 123,791 19.

AG, Wed. 7/19/65, p. 3. Trade on the Chesapeake and Ohio Canal is increasing. The rush of boats in the coal trade continues at Georgetown, and there are many boats above the aqueduct awaiting opportunities to discharge their cargoes.

ES, Thu. 7/20/65, p. 3. **Affairs in Georgetown** – *Canal* – Business continues active along the entire route. The coal trade is especially so, and the boats of the various companies are arriving and departing every hour. Besides the boats M. E. Smith with limestone to Godey & Rheem, Six Days with cement, and the scow Camp with logs to market, there were registered forty-one boats with coal, consigned as follows: - To Borden Co. 428 17 tons; Cumberland Co. 747 11 tons; G. H. Plant 93 12 tons; Hampshire and Baltimore Co. 328 12 tons; American Co. 845 02 tons; New Hope Co. 449 14 tons; Central Co. 870 02 tons; Consolidation Co. 311 12 tons; G. H. Plant 108 11 tons; Happy Traveler 110 02 tons.

ES, Sat. 7/22/65, p. 2. **Affairs in Georgetown** – *Canal* – The arrivals since yesterday are nineteen, all with coal, consigned as follows: Consolidation Co., 111 tons; Cumberland Co., 966 tons; Central Co., 109 14 tons; Borden Co., 328 11 tons; American Co., 428 02 tons; Swanton, 102 04 tons.

Departed – Nineteen boats, light.

AG, Sat. 7/22/65, p. 3. A packet line has been established on the Chesapeake and Ohio Canal, to run between Georgetown and Edward's Ferry.

ES, Mon. 7/24/65, p. 2. **Affairs in Georgetown** – *Canal* – The recent accident at the Broad Run culvert has quieted the vicinity of the docks considerably. The working parties are temporarily decreasing in number, but we trust they will resume operations with as much spirit as ever in a very short time. Today five boats were registered, all laden with coal, consigned to Central Company 109 18 tons; Consolidation 117 07 tons; Cumberland Company 105 tons; Hieston & Co. 108 tons;

Hampshire and Baltimore Company 112 01 tons.

Sun, Tue. 7/25/65, p. 2. **Chesapeake and Ohio Canal** – Another break occurred in the canal on Saturday at what is known as the "Nine Mile Level," about thirty-three miles from Georgetown.

It is thought the culvert has been carried away, as the accident took place in about the same spot where a similar one happened about six years since, when one side of the culvert was washed out. This is much to be regretted, happening, as it does, when the business of the canal, in all its branches, was at its utmost height. The extent of the damage has not yet been definitely ascertained here. – *National Intel.*

CA, Wed. 7/26/65, p. 3. **The Canal.** - For the week ending and including Monday, the 24th instant, 154 boats have cleared from this port for Georgetown, carrying 16,786 18 tons of Coal to market. Total for the season 1,290 boats, carrying 140,578 17 tons.

The Canal. - The greatest activity now prevails about our coal wharves, and the Mine Railroads are working to their utmost capacity. On Saturday last, twenty-five boats cleared from Lynn's Wharf, carrying considerably over twenty-five hundred tons of coal. This is said to be the largest number of boats ever loaded at the wharf in a single day.

The Canal Tolls. - At a late meeting of the Board of Directors of the Chesapeake & Ohio Canal the question of a reduction of the tolls was introduced, but definite action thereupon was postponed to a future meeting.

Drowned. - A negro boatman, named David King, in the employ of Mr. Joseph Magruder, accidentally fell from the

gangplank of the boat into the Canal, about two miles from this city, on Thursday last, and was drowned before assistance could be rendered. An inquest was held over the remains by Coroner Strong, and a verdict rendered in accordance with the facts.

ES, Wed. 7/26/65, p. 2. **Affairs in Georgetown – Canal** – The operations at the coal wharves and docks are suspended except for the shipment of coal to Northern depots. The boats which arrived since the breach at Broad Run have discharged their cargoes and departed to be nearer Cumberland when the culvert is repaired, and since yesterday no arrivals have been reported.

The breach, of course, does not affect the water at this terminus, and the mills are not affected by it further than the stoppage of receipts of grain from the Western depots. If the work of repair is completed in the time calculated by Superintendent Spates, another large fleet of boats may be expected next week, as all boats from the upper depots will be stopped by the culvert.

Sun, Thu. 7/27/65, p. 1. **Drowned** – A son of Mr. Lloyd, aged 16 years, residing near Shepherdstown, West Virginia, was drowned last week while bathing in the Chesapeake and Ohio canal.

ES, Thu. 7/27/65, p. 2. **Affairs in Georgetown – Canal** – There were no arrivals registered today, and business at the wharves is quiet, comparatively. There are but few vessels loading at the coal docks. The coal companies running their own barges for the transportation of coal from Cumberland to the docks, are using the time to the best advantage preparing for returns of coal soon after the repairs are completed. One of the companies (the American, we believe) have prepared six new boats, which

are ready to be placed on the line to Cumberland. They will give this company great advantages in supplying the heavy demands upon it.

ES, Fri. 7/28/65, p. 2. **Affairs in Georgetown – Canal** – The only arrivals registered are the W. R. Snow & Co., coal, to the Cumberland Co; Caroline Ardinger, wood, to Hieston & Co.; Hetzer, wood, to market; and Eliza Hutchins, with passengers. The departures were six, one boat with light freight. We have no report of the progress of repairs at Broad Run, and presume all is favorable. The boats for the American Company have all arrived, laden with lumber. They were built at Towson town, Pa., especially for the Company's use in this canal.

ES, Sat. 7/29/65, p. 2. **Affairs in Georgetown – Canal** – There is no news from the Monocacy division, where the repairs are in progress, and there is no certainty as to the time for re-opening the navigation. It is hoped that the boats will begin to arrive early next week. The only boat registered is the Mary Frances with limestone from the Seneca region, consigned to Godey & Rheem.

BC, Mon. 7/31/65, p. 4. **AFFAIRS IN SHENANDOAH VALLEY**. From the Shepherdstown Register we gather the following: *Break in the Canal* – Another break occurred in the Chesapeake and Ohio Canal on Saturday last, at what is known as the "Nine Mile Level," about thirty-three miles from Georgetown. It is thought the culvert has been carried away, as the accident took place in about the same spot where a similar one happened about six years since, when one side of the culvert was washed out.

Mon. 7/31/65, p. 3.⁷ **Boat Building**, especially of steamers, is not so frequent here that an operation of the kind should pass unnoticed. A neat, sharply cut, and doubtless swift little craft, to be named *George Washington*, just built at the dry-dock of Captain John Moore, on Rock Creek, south of the Aqueduct bridge, is lying at J. C. Hieston & Co.'s wharf, on Jefferson street, and is the object well worth inspection, particularly as it is the only steamer now on the Chesapeake and Ohio canal. She is designed to convey passengers and light freight between Harper's Ferry and Georgetown, leaving either terminal at 7 A. M., and making the trip within twelve hours, as her builder, Mr. Thomas Cumberland, confidently expects she will make ten knots. The engine is ten horsepower, and though the boat and machinery, it is said, weigh less than thirteen tons, and therefore the lightest on the canal, she can carry one hundred passengers. Her cabin, aft, is for ladies, the gentleman's apartment to be used also for a dining and sitting room, occupying the greater part of the space, over which is a guarded deck, affording room for enjoying the trip. The boat has a four-foot propeller, designed and built by Mr. William T. Duvall, which admirably suits this little craft. The engineer, Mr. M. B. Atkinson, expects soon to make the first trip of the *George Washington*.

Dun, Tue. 8/1/65, p. 4. The repairs to the Chesapeake and Ohio Canal are so far made that two boats arrived at Georgetown today. A large fleet of boats is expected in a day or two. Potomac

CA, Wed. 8/2/65, p. 3. **Canal Trade.** - The shipments of Coal for July, were the largest ever made in a month since the first opening of the Canal. During the month 552 boats

cleared for Georgetown, carrying 59,624 16 tons of Coal.

For the season, to the end of July, 1,387 boats have been manifested, carrying 150,787 11 tons of Coal.

During the past week the trade has been interrupted by a break that occurred at what is known as the "Nine Mile Level," about 33 miles from Georgetown. We understand, however, that the break has been sufficiently repaired to allow the passage of boats, and that a fleet of boats for loading will be here today or tomorrow.

Fri. 8/4/65, p. 2.⁸ *Riot and Disorderly Conduct.* - At the break on the line of the Chesapeake and Ohio Canal, there has been a scene of rioting and disorderly conduct as disgraceful as it is unusual. In the effort to suppress the disturbance, Superintendent Spates and Harbor-master Hoskinson were rudely handled. A boatman, named Quigley, forced the lock of the canal and came in with his boat, without permission. The crew of the leading boats threw large rocks into the canal, to prevent others from following in close proximity. The depredations of the boatmen from the break to Harper's Ferry have been terrible. They devastated the fields of corn, and seized upon every kind of food upon which they could lay their hands. The worthy and efficient Collector, Major Hollingsworth, has informed us that he has never witnessed, in his experience, such a scene of drunkenness and disposition to riot, as that existing since the arrival of the detained boats with their crews. The attention of Mayor Addison's police is invited to that quarter of "the town."

CA, Wed. 8/9/65, p. 3. Boats are again arriving and departing on the Canal.

⁷ *Daily National Intelligencer*, Washington, D. C.

⁸ *Evening Union*, Washington, D. C.

Sat. 8/12/65, p. 2.⁹ *Business on the Canal* – Since our last report, seventy-one (71) boats have arrived at the Collector’s office, via the Chesapeake and Ohio canal, loaded with coal. Also, the following arrivals: Boat J. G. Morrison with wheat, corn and hay; steamer *George Washington*, two tugs with passengers and peaches; boat D. Knode loaded with wheat; boat W. G. Roten with hay.

Departures – One hundred and nineteen (119) boats, loaded with melons, pitch, lumber, laths, pailings, shingles, hoop-poles, salt, dry goods, groceries and other merchandise, have cleared during the week. This is an exceedingly large exportation from Georgetown via the canal, and is almost unparalleled in its history.

ES, Tue. 8/15/65, p. 2. **Affairs in Georgetown** – *Homicide on the Canal* – Yesterday evening, the body of Simon Myers, a boatman, was found floating in the canal near the stop lock. This morning an inquest was held by Coroner Woodward, when it appeared that Myers was employed on the boat “Maude,” the Captain of which, Andrew Snook, had a quarrel with John Barger, captain of the boat “Mollie,” Myers seeing a collision about to ensue, went to prevent it by landing and getting on the towpath to interfere. Barger threw a stone at Myers, which struck him on the head, and he fell in the water, and when taken out, he was dead. The jury returned a verdict that the deceased came to his death by a stone thrown from the hands of John Barger. Myers leaves a wife and three children, who live at the Four Locks. Barger has not been arrested. The quarrel between the Captains was caused by the “Mollie” running into the stern of the “Maude” while trying to pass her, both going West.

⁹ *Evening Union*, Washington, D. C.

Canal – Arrived – Boat Mary Smith, with limestone to Godey & Rheem, and nineteen boats consigned to Borden Company, 428 12 tons; Hampshire & Baltimore Company, 106 04 tons; Central Company, 217 18 tons; American Company, 539 18 tons; Swanton, 419 08 tons; J. C. Hieston, 112 02 tons; Cumberland Company, 330 04 tons; G. H. Plant, 111 01 tons; Consolidation, 113 17 tons.

Departed – Twenty boats, light.

The Coal Trade and the Shippers.

The supplies of coal at the docks and arriving from Cumberland are unprecedentedly large, the shipper’s orders are very heavy and vessels very scarce. All these circumstances have caused coal shippers to largely advance the rates of freight to New York, Boston and other shipping points.

CA, Wed. 8/16/65, p. 3. **The Canal.** - Navigation is again suspended by a serious breach in the Canal on the nine-mile level about five miles from this city. About forty feet of tow path is washed out to the depth of ten feet below the bed of the Canal. It will require, it is thought, at least a week to repair the damage.

Since the resumption of navigation, the first of the month, 210 Boats have cleared for Georgetown, carrying 22,621 tons of coal to market.

For the season 1,597 Boats have cleared, carrying 178,408 11 tons.

Wed., 8/16/65, p. 2. ¹⁰ **Homicide.** - On Monday evening, about 6 o'clock, a man named Simon C. Myers, of the canal boat Maude, was struck in the face with a stone by Capt. Barger, of the canal boat Mollie, knocked overboard and drowned, near the stop lock, in Georgetown. It seems that two canal boats (the Maude and Mollie) ran into

¹⁰ *National Republican*, Washington, D.C.

each other, when a fight took place between Captain Barger, of the Mollie, and Captain Andrew Shook, of the Maude. Myers attempted to separate them, when he was struck by Barger and knocked overboard. Barge immediately put whip to his mules and ran his boat over Myers, by which he was drowned. Those on board the Maude entreated Barger not to run his boat over Myers; to which he replied, "I don't care a d-n." The body was recovered and an inquest held by Coroner Woodward. The jury rendered a verdict in accordance with the above facts. Deceased was a poor man and leaves a large family. Barger has not been arrested.

ES, Wed. 8/16/65, p. 2. **Affairs in Georgetown** – *Canal* – Arrived – Boats E. D. Hartley, wheat to Hartley & Bro.; John H. Williams, wheat to market; steamer geo. Washington, passengers; and twenty-six boats with coal: - To Cumberland Co., 546 05 tons; Central Co., 648 09 tons; American Co., 429 06 tons; Borden Co., 416 05 tons; Hampshire and Baltimore Co., 215 08 tons; Consolidation Co., 333 tons; Captain, 112 07 tons; Swanton, 107 10 tons.

Departed – Twenty-eight boats, light.

The Coal Trade – Yesterday we mentioned of the fact that coal shippers, in consequence of the scarcity of vessels, the heavy shipping orders, the large receipts at Georgetown, had already advanced the rates of freight. Today we give the current rates of freight on coal: From Georgetown, D.C., to Portland, per ton, \$3.25; to Portsmouth, \$3.35; to Boston, \$3.25; to Cohasset Narrows, \$3.50; to Wareham, \$3.46; to New Bedford, \$3.35; to Bristol, \$3.25; to Providence, \$3.25; to New Port, \$3.25; to Fall River, \$3.26; to New London, \$3.15; to Norwich, \$3.27; to Pawtucket, \$3.56; to New haven, \$3.48; to Bridgeport, \$3; to New York, \$2.75; to Albany, \$3.40; to Troy,

\$2.59; to Bangor, \$3.25; to Bath, \$3.25; to Augusta, \$3.56; to Norwalk, \$3.46; to Newburg, \$3.05; to Cold Spring, \$2.90; to Jersey City, \$2.76; Poughkeepsie, \$3.65; to Newburyport, \$3.25; Dighton, \$3.60; to Salem, \$3.25; to Bergin Point, \$2.75; to Port Morris, \$3; to Haverstraw, \$3.25; Hyenas, \$3.25; to Baker's landing, \$3.36; to Hudson, \$3.25; to Hoboken, \$2.75; to Somerset, \$3.25; to Middleton, \$3.25.

BC, Mon. 8/21/65, p. 2. **The Chesapeake and Ohio Canal** – Another break, which will cause a suspension of navigation for about a week, has occurred in the Canal at the nine-mile level, about five miles from this city. Since the first of this month 210 boats have cleared, carrying 22,621 tons of coal. The large increase of the coal trade and scarcity of coasting vessels have induced coal shippers at Georgetown, D. C., to largely increase the rates of freight to New York, Boston and other shipping points. The Boston coal dealers have advanced their prices to \$11 per ton. 370 boats were registered at Georgetown during the first fourteen days of this month. – *Cumberland Union*.

ES, Tue. 8/22/65, p. 1. **Affairs in Georgetown** – *Canal* – A Dispatch from Cumberland reports the breach repaired on the 19th, and light boats passed up. The laden fleet may be expected here on Wednesday.

Arrived – Boats J. G. Morrison with wheat to market; Capt. John Short, wood to market; and six boats with coal to Central Co., 106 10 tons; American Co., 107 14 tons; Barton Co., 98 10 tons; Cumberland Co., 212 05 tons; Consolidation Co., 404 07 tons.

Departed – Boats J. Wilt, salt to Cumberland; J. G. Morrison, merchandize to Conrad's Ferry; Hoboken, freight for Williamsport; and eight boats, light.

CA, Wed. 8/23/65, p. 3. **The Canal.** - The breach in the embankment of the Canal, about five miles from this city, was sufficiently repaired on Saturday last to admit the passage of empty boats. Large fleets consequently arrived here on Saturday night and Sunday; and during the same period a large number of loaded boats departed. Since report of last week, 92 boats have cleared for Georgetown, carrying 9,936 18 tons of coal.

For the season, 1,689 boats have cleared, carrying 183,345 09 tons.

CA, Wed. 8/23/65, p. 2. **Homicide on the Canal.** - A homicide was committed on the canal, on Monday evening, at the stop-lock, just beyond the foundry. The boat Mollie, Captain John Barger, ran into the Maude, Captain Shook, in trying to pass her, as both were bound west for Cumberland, when an altercation ensued, during which a boatman named Simon C. Myers was struck in the face with a stone by Captain Barger with such force that he was knocked overboard and drowned while endeavoring to separate the bellicose Captains. The Mollie was then run over the deceased, despite the remonstrances of the crew of the other boat, to which, according to the finding of the coroner's jury yesterday morning, Captain Barger said that "he didn't care a d--n," but "whipped his mules and went ahead, not stopping, which, is supposed, caused his death." The body was recovered in a few hours after the occurrence. The deceased was a man of family, to whom he leaves little or no property, and the parties all belong in the vicinity of the Four Locks, Washington county, Maryland. Captain Barger has not yet been arrested. - *National Intelligencer*.¹¹

¹¹ *The Herald and Torch Light*, Hagerstown, Md.

ES, Sat. 8/26, 65, p. 2. **Affairs in Georgetown – Canal** – The fleet is arriving rapidly from the mining regions. Twenty-eight boats were registered this morning, all laden with coal, consigned: - To Consolidation Co., 110 05 tons; American Co., 844 04 tons; Central Co., 632 10 tons; Borden Co., 971 07 tons; Hampshire and Baltimore Co., 440 tons. The arrival of the fleet is attended with all the bustle and confusion usual with the boatmen when arriving in large bodies. The water is low and the boats get jammed so tightly that an effectual blockade is established. Then follows "blue" hard swearing peculiar to boatmen on this canal. The collector and harbor master are kept constantly busy answering the complaints of boat masters who are delayed by the blockade, which delay will only be raised by shutting off the water to the mills, in order to obtain a greater depth in the canal.

Departed – Seven boats, light.

CA, Wed. 8/30/65, p. 3. **Trade on Canal.** - For the week ending and inclusive of Monday the 28th instant, 153 boats cleared for Georgetown, carrying 16,483 18 tons of Coal.

For the season, 1,842 boats have cleared, carrying 199,829 07 tons.

Wed. 8/30/65, p. 3.¹² **Gave Himself Up.** - John Barger, the Captain of the canal boat Mollie, arrived in Washington on Saturday and was committed to jail. Barger, it will be recollected, is charged in the verdict of the Coroner's Jury with causing the death of Samuel Myers, a boatman, by striking him on the head with a stone on Monday last, knocking him overboard. Barger alleges that he did not know that Myers was killed or drowned until he arrived at his home, in Petersville, Frederick county, Md. He gave himself up to Justice Thomas Winter and

¹² *The Herald and Torch Light*, Hagerstown, Md.

was sent to Washington. An examination will be held by Justice Walter on Saturday.

Mr. Samuel Myers was Captain of the Boat of Mr. John Prather of Four Locks. His remains were interred at Clearspring.

ES, Wed. 8/30/65, p. 2. **Affairs in Georgetown – Canal** – Arrived – Boat J. G. Morrison with wheat to market, and seventeen boats laden with coal, consigned to Cumberland Co., 639 02 tons; American Co., 431 04 tons; Hampshire and Baltimore Co., 321 02 tons; Borden Co., 213 tons; Consolidation Co., 110 04 tons; Central Co., 112 06 tons; G. H. Plant, 100 02 tons.

Departed – Thirteen boats, light.

BC, Fri. 9/1/65, p. 1. **Drowned.** - On last Tuesday morning, about 1 o'clock, a Lock-tender in the employ of Mr. Thomas Hasset was drowned in the Chesapeake and Ohio Canal, at the upper end of the fourteen-mile level, in the vicinity of Hancock. A boat had just passed out of the Lock, and, it is supposed, that after closing the gate, he stumbled in the darkness and fell into the Canal. He was a native of Virginia.

CA, Wed. 9/6/65, p. 3. **Trade on Canal.** - For the week ending and inclusive of Monday the 4th instant, 103 boats cleared for Georgetown, carrying 10,984 18 tons of Coal.

For the season, 1,945 boats have cleared, carrying 210,814 05 tons.

ES, Fri. 9/8/65, p. 1. **THE WASHINGTON CITY CANAL** – In accordance with an act approved September 23, 1864, authorizing the Mayor to employ an engineer to examine various plans suggested by civil engineers and practical men in our community for the improvement of the canal, Messrs. Cluss & Kammerhueber were appointed, and on the 14th May, 1865, they made a full report to

the Mayor, setting forth their opinions of the plans proposed, and submitting one of their own.

The report commences by stating the length of the canal, and showing the size of the angles at its various bends, with which we presume all persons interested in Washington affairs are sufficiently familiar. This is followed by remarks upon the velocity of the water in the canal, the causes of the sediment, the influence of the Potomac upon the canal, &c., in which the statement of the parties alluded to do not materially differ. The main feature of the report is, the means suggested for removing the sediment, preventing its accumulation, and furnishing a drainage for the city.

Messrs. C. & K. divide the plans suggested of cleaning the canal into two classes, which may be briefly stated to be – first, by means of artificial currents; second, by dredging or excavating.

The first plan of the first class discussed is that of Mr. William Thomas, who simply proposes the use of flood-gates, to be closed at high tide and opened at low tide, contending that the current created in the canal would sweep out all sediment. In opposition to this plan it is asserted that no current adequate to the removal of the mass of consolidated sediment now in the canal could be reached. On the other hand, granting that the current would be as powerful as claimed, such a current would undermine and bring down the dry walls forming the borders of the canal. In this connection we may state that the corporation has already expanded several thousands of dollars under Mr. Thomas' supervision, with practical results so trifling that after having undergone the expense of building flood-gates at 12th street, the whole project has been abandoned. It is further objected to this plan that the only effect of thus cleaning out the canal would be to force the sediment into the channel of the Potomac, and this

objection is also offered by Mr. Wm. Wise in a communication, in which he submits that the improvement is not desirable that drains the city at the expense of its navigation.

Next, Mr. J. Dennis suggests giving the current of the canal permanently one direction. Against this is urged the same objection that we found made to the plan of Mr. Thomas, viz: That a velocity of water cannot be obtained in the canal sufficient to remove more than matter held in solution, suspended within or swimming upon the surface of the water. This is based upon the assumption that a greater current of water than four miles per hour could not be obtained, which it is contended would be insufficient for the purpose.

Mr. Bishop's plan next receives the consideration of Messrs. C. & K. He proposes to change the varying profile and sharp bends of the canal, and to secure "a good portion of the current of the Potomac, by running the canal up stream." Upon this, Messrs. C. & K. remark that the question is left untouched by what means and at what expense this extension might be executed, and that the increase of current could only be obtained by deepening the canal to the level of the sole of the Potomac, "otherwise the sole of the canal would form a high plateau, both ends, up-stream and down-stream, would form valleys below, and it is well known that the water has no predilection for flowing up hill."

The plan of Mr. Frankland, U. S. N., is simply to seal up Rock Creek, and throw all the water through the Chesapeake and Ohio Canal through Washington City Canal into the Potomac. Against this it is argued that the embankment of this section of canal consists of artificial dams, which could not resist the action of so considerable and rapidly flowing a mass of water.

Mr. Donegan's plans, of the second class, are approved by Messrs. C. & K., so

far as they relate to dredging the canal. Making no provision for main sewers, it would, of course, be necessary to dredge the canal from time to time to keep it navigable.

The suggestions of Mr. Wm. Wise are discussed in the latter part of the report of Messrs. Cluss & Kammerhueber. Messrs. C. & K. contend that in Washington we can drain directly into the Potomac, notwithstanding the fact that the influence of the tides upon the water of the Potomac would cause the sewers leading into the Potomac to be filled up in cases of freshets nearly to the level of Pennsylvania avenue. The report suggests no provision of self-acting flood-gates for the mouths of the sewers, allowing their discharge at low water and preventing the influx of flood water from without. Mr. Wise recommends dredging the canal, narrowing it to a uniform width of seventy-five feet, and calls attention to the space between Monument Square, at the mouth of the canal, as a fit place of deposit for the material dredged from the canal. By adopting this suggestion, it is claimed that fifteen acres of new land would be acquired by the Government and an air of finish imparted to that portion of the city. The narrowing of the canal is recommended to be gradual for reasons of economy, and the portion of the canal necessary to be filled could be filled with the sediment already in the bottom of the canal.

The feasibility and advantage of Mr. Wise's suggestions seem not to have been severely attacked by Messrs. C. & K. They only take issue with him upon the question of sewerage, but do not deny that dredging, &c., are desirable. Against the plans of Mr. Wise, and also of Mr. Donegan, their main objection seems to be that they require dredging of the canal from time to time, while by their own plan, to be hereafter considered, *the construction of two sewers*, a drainage is to be afforded our city which

will burden us with little expense beyond that of their first construction.

Messrs. C. & K., and Col. Seymour, Engineer of Washington Aqueduct, submit plans for draining the city by means of a sewer or sewers constructed along the present line of Washington City Canal. Col Seymour proposes the walling in and arching over a portion of the canal, say twenty-five or thirty feet in width, and the insertion of a floodgate at its junction with the river. Messrs. C. & K. dissent from some of the positions assumed by Col. S., and in conclusion say: "A simple comparison will show that our whole sewer will not cost more than the *arching* over of Mr. Seymour's sewer."

Where the same desirable objects are to be attained, and are attainable, we submit that all propositions are to be discussed only from the standpoint of economy. It has proved heretofore fatal defect to many plans for dealing with the canal problem on a grand scale of experiment, that the cost proposed was such as to be utterly beyond the ability of the Corporation to meet unassisted; and Congress has not thus far shown any practical disposition to shoulder any portion of the burden, though sewerage affected is largely from Government buildings, and though the malarial influences making the Executive Mansion so unhealthy at times can be abated in no other way than by filling up the low grounds adjacent to the White House with the canal sediment removed in dredging.

The plan of Messrs. C. & K. proposes two main sewers connected by large pipes starting from points near 4½ street west and above Maryland avenue, and running respectively to west 17th street and to the Eastern Branch, constructed of proper dimensions and provided with flushing gates, man-holes, rain-falls, ventilation shafts and other modern and useful improvements, should be built in the bed or

where necessary, into the northern or eastern border of the canal and brought in connection with the branch sewers, so as to receive and carry away all organic refuse of the city.

The proposed plan of Messrs. C. & K. involves the laying in best hydraulic cement of nearly five million of brick, which, at \$30 per thousand, which we are informed by practical builders, is only a reasonable price, would give us a first expense of about \$150,000. To this must be added the expense of preparing the north wall of the canal for the sewer, and the waling up of the canal along the south side of the sewer and filling up between such wall and the sewer in accordance with the plan of Messrs. C. & K., viz:

5,600,000 brick, at \$30 per M	\$150,000
Artificial foundations of concrete between 6 th and 17 th streets., 1,200 cubic yards	4,500
Brick work for small gravel pits, 200,000 bricks, at \$30 per M.	6,000
Excavation of main sewer leading to Eastern Branch, 65,000 yards	16,000
Refilling, well rammed, 53,000 cubic yards	21,200
Dredging, partially transporting and depositing, 150,000 cubic yards	37,500
Taking down and replacing 7,260 perches dry walls and 4,000 perches new day wall – say 11,600 perches	100,000
2,577 perches blue stone wall with filling	25,000
Flag stones, wrought iron boxes, cast iron pipes, constructing man-holes, flood gates, &c., and flushing apparatus - say	10,000

The above estimates are based upon information we deem reliable and show that the carrying out of the plan proposed by Messrs. C. & K. would involve the Corporation in a debt of about \$350,000. The interest upon this sum would be about \$21,000 per annum. To this must be added the annual expense of working the sewers and canal as proposed, say ten men at \$2 per day, \$20 per day, and allowing 300 days for the year - \$6,000. Removing material from man-holes, gravel pits, &c., \$1,000 per annum, thus giving us an annual expense to the Corporation of \$27,000. In this estimate we do not consider the material that flows

into the canal from water pipes on the sediment brought into the canal by its *southern* drainage, which will require dredging out from time to time as heretofore.

In adopting a plan that bids fair to be so expensive, it is well to consider the object to be attained. It can be stated in a word to be the drainage of the city and the removal of the sediment from the canal.

The question then arises whether, substantially, all the objects attainable by the plan of Messrs. C. & K. would not be attained by adopting the plan of Mr. Wise; whether the city could not be drained just as thoroughly and just as directly into the canal in its open condition as it could into a sewer constructed along its line. The plan of Mr. Wise would effect the same object, and has the additional merit of being more economical, for, according to his estimate, the 150,000 yards of sediment now in the canal can be removed at an expense of about \$50,000, the interest on which would be about \$3,000 per annum. To this add the expense of a dredger kept at work nine months in the year – 270 days – at \$40 per day, amounting to \$10,800, which, added to the interest upon the amount invested, gives a yearly expense of about \$11,000 by the plan of Mr. Wise, against \$27,000 by the plan of Messrs. Cluss & Kammerhueber. It may be stated that the expense of keeping the canal dredged will not be as great as stated above after the canal is once thoroughly cleaned, as a good dredge will be more than equal to the task of removing all the deposit from the canal that will be drained into it. Moreover, the money invested in carrying out the plans of Mr. Wise for dredging out the canal, filling up the land near Monument lot, and narrowing it, would not be badly expended, for the same work would be advantageous even if we hereafter carry out the plans of Messrs.

C. & K., to which those of Mr. W. would be stepping stone, and would save expense then indispensable.

We throw out these suggestions in the hope of aiding in arriving at some speedy, practical result in regard to the canal nuisance. It seems to us that the simplest and least expensive plan that promises such results is the likeliest to secure prompt action. But whatever plan is adopted, it is due to Messrs. Cluss & Kammerhueber, to give them credit for patience, fairness and intelligence in dealing with this difficult problem and the various conflicting plans for solving it. In their comprehensive and elaborate report, a large amount of information in regard to the canal and its requirements is given in succinct shape, and a great help is thus afforded for intelligent action.

ES, Mon. 9/11/65, p. 2. **Affairs in Georgetown – Canal** – The only boat registered this morning was the “291” with peaches to market. The breach at the culvert near Edward’s Ferry, while it affords the coal agents an opportunity to ship the stock on hand as fast as they are able, is a very considerable advantage to dealers in flour and grain, who are cut off from supplies that may be stored at depots beyond Edward’s Ferry. Nothing has been heard from the breach since Saturday and no boats are expected before the last of this week or the first of next. Superintendent Spates writes: “I found the breach at the culvert to be much larger than I expected. I am working a strong force day and night.” Since that note was received a boatman from Edward’s Ferry arrived and said that much of the work done was swept away by the freshet that followed the rain on Friday.

Mon. 9/11/65, p. 2.¹³ **THE MAIN SEWERAGE OF THE CITY –**

¹³ *Daily National Intelligencer*, Washington, D. C.

PRESENT STATE AND IMPROVEMENT OF THE CANAL. –

We finished the publication on Friday of the able and learned report of Messrs. Cluss & Kammerhueber, Civil Engineers, upon the “present state and the improvement of the Washington Canal.” The report springs from the reference by Mayor Wallach of the various plans of several of our citizens for effecting the object in question. The substance of those various plans, By Messrs. William Thomas, J. Dennis, Martin Bishop, George W. Frankland, P. H. Donegan, William D. Wise and Silas Seymour, is stated in the report, and consideration given to what is regarded as useful and practical suggestions, and to what is not so regarded.

Messrs. Cluss & Kammerhueber modestly say that “there cannot be any doubt that different views will be entertained in regard to the details of our (their) plan. These views (they add) will have a beneficial influence on the future development of definite working plans for initiating and perfecting the sewerage and drainage, for carrying off the surface and rain-water into the canal, and for elaborating a flushing system of sewers in all its details.” They claim for “the main feature of their plan, that it is sound, and has been *tried and improved in this and foreign countries so far that it is the only one which, based on experience of the latest time, can be recommended unconditionally.*”

Every person of culture in our city will read this interesting and valuable report, as a matter of course, and we particularly ask of our property-holders and business men to do so, and exert their influence with the city government, or Congress, or both, as may be needed, to have prompt and effective action taken in the premises.

The carrying out of such a plan would alone add five million dollars to the valuation of the total property of the city, for we should be relieved from the hideous sight

and horrid smell in the midst of the city and on the edge of the mall (which should be a continuous and superb park) of the worst nuisance that probably exists near, not to say in, any civilized city on the planet. To comprehend this noisome thing in all its length and breadth, one should stand on the balcony of the Congressional Library and observe the vast space that is given over to unmitigated and indescribable waste and filthiness.

Under these wretched circumstances of hurt to the city by this canal and its surroundings, seriously damaging property in its neighborhood, and particularly on the “Island,” so-called, preventing improvement of the mall for a park upon modern ideas, and constantly breeding sickness from its pestilential exhalations, we would adopt the plan of Messrs. Cluss & Kammerhueber at once, and forthwith set to work to carry it out. We are glad to know that General Meigs favors it, and his large influence with the Government may be relied upon to aid in the work.

There is but one thing which we would change in the project. That is, the canal feature. That would be “better in the breach than the observance.” Let there be grand sewers, and let the remainder of the ditch (called a canal) be filled up. With so trifling a fall of water toward the Potomac, (as stated in the report,) and with its almost imperceptible movement of current, even at ebb-tide, we must be pardoned in saying, with deference, that dredging of the sewer may often be necessary, and for that reason we would have them made large enough to admit boats or scows for the purpose of carrying off whatever may be permanently deposited therein. This is the idea of most men who give attention to this subject, and it is that also of able, practical engineers.

We speak of the canal, as it exists, there is no canal. It is a great ditch, from which, it is true, a canal may be made at

great expense of digging, building walls, &c. But, if this be done, will there be what is *called commerce upon it*? If it be good policy to make or perfect the canal suitably for trade purposes, why should not the people of other cities extend canals from tide-water or river banks up streets into the heart of said cities? The reasoning is the same, but the idea is absurd. The bank of the Potomac is the true place for wharves, great storehouses, or lumber and coal yards, &c.

Nature has formed a channel there, and this may be, and should be, aided by a diversion of the current of the Potomac in the manner that has often been recommended by eminent army and civil engineers. This water front is not farther from ordinary places of retail trade in the city than it is in Philadelphia, or, indeed, in any large city. Articles of merchandise cannot be brought to every man's door. Carting or drayage is a necessity. Aside from the fact that a canal, when kept in the best order, in a city makes a nuisance, our canal has had no commerce or navigation upon it, though it was thoroughly dredged in 1848, or thereabouts. Large boats, loaded with coal, &c., coming down the Chesapeake and Ohio canal, cannot come into our Washington canal east of Seventeenth street, by reason, in part, of the low bridges at Georgetown, but mainly because of the condition of the communicating canal between said street and Georgetown. But, more than this, there are yet several bridges for carriages to be built across the Washington canal, to say nothing of proposed foot-bridges. One of the former must be built sooner or later at Sixth street, another at Third, and yet another near the Washington monument. As in other cities, bridges crossing water-courses should be nearly on a level with the street, a thing which would prevent transit of canal boats. It is only a question of time

when the canal will be abolished. If for a *third* time it shall be essayed to make it a *trade channel*, and it shall *again fail*, then the idea will doubtless be abandoned forever.

CA, Wed. 9/13/65. p. 3. **Trade on Canal.** - For the week ending and inclusive of Monday the 11th instant, 60 boats cleared for Georgetown, carrying 6,590.06 tons of Coal.

For the season, 2,005 boats have cleared, carrying 217,464 11 tons.

The falling off in the trade compared with that of last week, is accounted for by two accidents - that of a breach in the Monocacy Division of the Canal; and the breaking down of a bridge on the C. & P. Railroad, the great coal feeder of the Canal.

ES, Wed. 9/13/65, p. 2. **Affairs in Georgetown – Canal** – The news from the broken culvert, brought by a packet from Seneca today, is that the repairs will be completed tonight. The agents expect boats to arrive Sunday, and the packet *George Washington* will resume her trips to the Point of Rocks on Monday. The arrivals since our last report are the Peter Heine, light; C. Ardinger, wood to Hieston & Co.; George Albert, wood to market; 284, peaches to market.

Departed – Eight boats, light.

WC&T, Thu. 9/14/65, p. 3. **Chesapeake and Ohio Canal** – *The United States Railroad and Mining Register*, published at Philadelphia, says: “This canal must henceforth exhibit increase of tonnage and profit. It has a descending lockage of 573 feet in a distance of 191 miles, from Cumberland to Georgetown, the descent being in the direction of its coal trade, from the Cumberland region to tidewater. And as the perpetuity of the Union is assured by the peace conquered, Washington will become a

great city, for it has resources which give it *commercial* as well as political importance. It is the city of the Potomac Valley, and may be made the great entrepôt of the water-system of the Chesapeake.”

BC, Fri. 9/15/65, p. 2. **The Coal Trade** – During the week ending on Monday, the 4th inst., 6,390 tons of coal were transported to market through the Chesapeake and Ohio Canal, and for the week ending the 9th instant, 5,069 tons passed over the Baltimore and Ohio Railroad.

ES, Fri. 9/15/65, p. 2. **Affairs in Georgetown** – *Business* – Comparatively there is bit little doing. In the flour and grain market the supply is not near sufficient for the demand for the local trade. No receipts were reported today, and the prices quoted yesterday remain unchanged. The business transactions at the wharves are limited, but few vessels are loading. The coal companies continue to receive large orders for coal, but the scarcity of vessels prevents as rapid shipments as they desire and are prepared to make. The canal is again in order, at least such is the report from the broken culvert at Edward’s Ferry. Boats from beyond the breach may be expected to register Monday, when the rattle of the machinery at the receiving derricks of the coal wharves will be resumed.

ES, Mon. 9/18/65, p. 2. **Affairs in Georgetown** – *Canal* – *Another Delay* – The failure of the coal fleet to arrive yesterday surprised many of the laborers who expected to go to work early this morning.
The boat S. G. Morrison arrived this morning and reports that the reason of the failure of the coal fleet to arrive, is the falling of a lock gate at Seneca. Another report is that the lock itself has fallen. If it is

only a gate that has fallen the repair can be completed in one day, but if the lock has fallen, it will require several days to repair. Definite information will not be received until tomorrow. The arrivals registered are, the R. M. Sprigg, John Short, David Hoadley, with wood to market, and E. D. Hartley with wheat.

Departed – Seven boats, light.

ES, Tue. 9/19/65, p. 2. **Affairs in Georgetown** – *Canal* – The delay yesterday was caused by the falling of a lock gate only, at Seneca, which was speedily replaced, and the way was opened in time for fleet of laden vessels to begin to make their appearance this morning. The derricks are all in full operation this morning, and the docks exhibit the cheerfulness usual when all hands are busy. The arrivals registered today are the J. G. Morrison with wheat to market, and twenty-two boats with coal consigned to G. H. Plant 111 17 tons; Borden Company 537 18 tons; Cumberland Company 314 tons; Hampshire and Baltimore Company 537 13 tons; American Company 637 02 tons; Boston Company 103 14 tons; Hieston 111 07 tons.

Departed – Nine boats, all light.

The registered boats are but the advanced boats. Of the coal, quite a number are lying above the town not yet registered.

Tue, 9/19/65, p. 2.¹⁴

CHESAPEAKE AND OHIO CANAL PACKET BOAT OFFICE,

 **GOODS RECEIVED ON STORAGE** and forwarded to all points of the Canal, either by **PACKET** to the Point of Rocks or **FREIGHT BOATS** through to Cumberland

W. H. RITTER,
Cherry street and Canal,
Georgetown, D. C.

Reference to

W. E. SNOW & CO.,
MORGAN & HINEHART,
Agents Atlantic Steamship Co.
HARTLEY & BKO,
Agents for Beaton Packets.

sep 19 eolm

[Transcriber’s Note: This ad locates the office for Mr. Ritter’s line, which included

¹⁴ *Daily National Intelligencer*, Washington, D. C.

both the packet boat and freight boats. Also note he was an agent for two other companies.]

ES, Wed. 9/20/65, p. 2. **Affairs in Georgetown** – *Canal* – Arrived – Boats Lonaconing with wood; Josephus with wheat; and thirty-six boats with coal, consigned to Cumberland Company 1,055 11 tons; to Central Company 715 16 tons; G. H. Plant 140 04 tons; American Company 647 17 tons; Borden Company 654 04 tons; Hampshire and Baltimore Company 378 17 tons; Boston Company 111 16 tons.

Departed – Josiah Wilt with salt to Cumberland; Bronze Bones with salt and plaster to Miller’s Basin; Chas. Ardinger, salt, tar and plaster to Williamsport; J. G. Morrison, salt, tar and plaster to Conrad’s Ferry; and eighteen boats, light.

ES, Thu. 9/21/65, p. 2. **Affairs in Georgetown** – *Canal* – The arrivals registered today were the D. Knode with grain and flour to G. Waters, and sixty-four boats with coal consigned to Hampshire and Baltimore Company 217 13 tons; Hieston & Co. 347 04 tons; Cumberland Company 645 03 tons; Borden Company 216 09 tons; American Company 854 13 tons; Geo. H. Plant 110 14 tons; Swanton Company 104 03 tons; Central Company 245 tons.

Departed – The Alex Walsh, dry goods & sundries to Lift Lock 45, and 19 boats, light.

AG, Thu. 9/21/65, p. 3. Several boats loaded with coal, wheat, &c., via the Chesapeake and Ohio Canal, have arrived in Georgetown.

ES, Fri. 9/22/65, p. 2. **Affairs in Georgetown** – *Canal* – This morning thirty-seven boats registered, all with coal, consigned as follows: Cumberland Co. 629 07 tons; Borden Co. [illegible]; Central Co.

652 18 tons; Consolidation Co. [illegible] tons; Hamp. and Balt. Co. [illegible] tons; American Co. 534 11 tons; B. F. McQuade [illegible].

Departed, twenty boats, light.

ES, Mon. 9/25/65, p. 2. **Affairs in Georgetown** – *Canal* – There is an appearance of lively business along the line of the canal today. The laden boats extend a considerable distance above the Aqueduct, awaiting their times to discharge their cargoes and depart. The derricks at the coal docks are kept busy with the coal cargoes of the Company boats, and the mills are in full operation. The arrivals today are the John Short with wood to market and M. E. Smith with limestone to Godey & Rheem; Westfield with limestone to Godey & Rheem; and twenty-three boats with coal, consigned to Cumberland Company 261 12 tons; to American Company 852 14 tons; Consolidation Company 218 14 tons; Central Company 543 08 tons; Hampshire and Baltimore Company 329 08 tons; Borden Company 109 18 tons; B. F. McQuade 111 17 tons; George H. Plant 118 tons.

Departed – Twenty-two boats, light.

CA, Wed. 9/27/65, p. 3. **Trade on Canal.** - Since last published report, from Monday 11th, to the 25th instant, 128 boats cleared for Georgetown, carrying 13,146 14 tons of Coal.

For the season, 2,133 boats have cleared, carrying 230,551 05 tons.

The Canal is again in working order and the coal business progresses favorably. To boatmen this season has been, upon the whole, an inauspicious one, and they are generally loud in their complaints of incapacity and negligence that characterize the present management of the work.

ES, Wed. 9/27/65, p. 2. **Affairs in Georgetown – Canal** – The business along the line of canal is fully up to the average of the season, and judging by the daily arrivals and departures of the steam packet *George Washington*, the travel between this terminus and the upper depots has considerably increased within a few months. The packet is a great accommodation to travelers by this route. The arrivals this morning were: the E. Hutchins, with fruit to market; the D. Knode with flour to George Waters; Highland with limestone to Godey & Rheem; and nine boats with coal to the Borden Co. 210 18 tons; Georgetown Gas Co. 118 19 tons; Central Co. 331 18 tons; American Co. 107 19 tons.

Departed – The Onward with salt to Cumberland; D. Knode with salt to Harper's Ferry; and ten boats, light.

ES, Thu. 9/28/65, p. 2. **Affairs in Georgetown – Canal** – The arrivals this morning are: the Josephus with wheat and Chas. Ardinger with 1,630 barrels of flour to Geo. Waters; J. G. Morrison with wheat and hay to Benj. Darby; Peter Hine light; and eight boats with coal, consigned to Borden Company 221 02 tons; Central Company 327 15 tons; Hampshire and Baltimore Company 114 12 tons; G. H. Plant 110 02 tons; American Company 107 05 tons.

Departed – Boats Josephus with fish, salt and plaster for Berlin; and fifteen boats, light. The boatmen report that the season is unusually unhealthy along the line of the canal. The diseases seem to be generally of the bilious form. Scarcely a boat arrives that has not one hand afflicted with the ague and fever of the severest character, and on some of the boats all hands are sick, giving constant employment to the physicians here.

ES, Sat. 9/30/65, p. 2. **Affairs in Georgetown – Canal** – Arrived – Boats Mary E. Smith limestone to Godey &

Rheem; V. McCulloh limestone to Godey & Rheem; Lonaconing No. 3 and C. Ardinger wood and hay to market; and seventeen boats with coal assigned to the American Co. 624 12 tons; George H. Plant 108 04 tons; Central Co. 658 08 tons; Hampshire & Baltimore Co. 219 12 tons.

Departed – Lonaconing No. 3 assorted freight to Seneca Dam, and fifteen boats, light.

Coal Shipments – The shipments of the week have been small comparatively. There continues to be a demand at the docks for vessels fitted for the transportation of coal to distant ports. The shipments from Ray's Docks amounted to 4,550 tons; from the Cumberland Co.'s wharf 1,617 tons; Borden Co.'s wharf 62 tons; Hampshire and Balt. Co.'s wharf 1,869 tons.

ES, Mon. 10/2/65, p. 2. **Affairs in Georgetown – Canal** – The arrivals today are the R. D. Johnson with limestone to market; and twenty-eight boats with coal consigned to Borden Co. 542 14 tons; Hampshire and Baltimore Co. 767 13 tons; American Co. 1,064 04 tons; Central Co. 430 03 tons; G. H. Plant 110 11 tons; W. R. Snow & Co. 110 07 tons.

Departed – The Ellen salt to Sharpsburg; R. D. Johnson salt to Harper's Ferry, and fourteen boats, light.

ES, Tue. 10/3/65, p. 2. **Affairs in Georgetown – Canal** – Arrived – Boats Mary Frances limestone to Godey & Rheem; Seneca assorted freight to B. Darby; Ed. Hartley wheat to Hartley & Bro.; and fourteen boats with coal, consigned to Central Co. 322 04 tons; Borden Co. 435 12 tons; American Co. 324 01 tons; Hampshire and Baltimore Co. 217 17 tons.

Departed – Fourteen boats, light and the Capetola with merchandise to Monocacy Basin.

CA, Wed. 10/4/65, p. 3. **Trade on Canal.** - During the month of September, 315 boats carrying 34,094 12 tons of coal cleared this port for Georgetown.

For the season of 1865, to this time, 2,263 boats have been manifested, carrying 238,529 11 tons of coal.

ES, Wed. 10/4/65, p. 2. **Affairs in Georgetown** – *Canal* – Arrived, the boat C. Ardinger with wood to market, and twelve boats with coal, consigned to Hampshire and Baltimore Company 212 01 tons; Borden Company 223 02 tons; American Company 416 04 tons; Consolidation Company 110 01 tons; W. R. Snow & Co. 115 12 tons.

Departed – E. D. Hartley assorted cargo to Berlin and 15 boats, light.

ES, Thu. 10/5/65, p. 2. **Affairs in Georgetown** – *Canal* – The arrivals are not so frequent as they have been. This is caused by an arrangement of the coal boats, which allows them fifteen days to make the round trip to and from Cumberland. The arrangement is intended to give the agents here opportunity to make room by shipments of the immense supply now at the docks. The arrivals today are the boat Six Days with cement to Geo. Waters and eleven boats with coal consigned to George H. Plant 219 04 tons; New Hope Co. 219 10 tons; Hampshire and Baltimore Co. 440 16 tons; Central Co. 318 15 tons; Hieston & Co. 113 09 tons; American Co. 211 16 tons; Georgetown Gas Co. 101 17 tons; Borden Co. 115 06 tons.

Departed – Boat Six Days with empty barrels to Round Hill Cement Mills, and seventeen boats, light.

ES, Fri. 10/6/65, p. 2. **Affairs in Georgetown** – *Canal* – Arrived – Boats Ardinger with flour to G. Waters; Eliza Hutchins fruit to market; M. Smith limestone to Godey & Rheem; and eleven

boats with coal to American Co. 431 07 tons; Hampshire and Baltimore Co. 226 16 tons; G. H. Plant 117 09 tons; New Hope Co. 108 16 tons; Central Co. 226 08 tons.

Departed – Seneca merchandise to Seneca; Eliza Hutchins vegetables to Point of Rocks; and fifteen boats, light.

ES, Sat. 10/7/65, p. 2. **Affairs in Georgetown** – *Canal* – Arrived – Lonaconing No. 3 wood to market; Capt. J. Short wood to market; Mary Frances limestone to Godey & Rheem; Highlander limestone to Godey & Rheem; and fourteen boats with coal, consigned to Hieston & Co. 209 tons; Barton Co. 111 19 tons; Central Co. 326 01 tons; Consolidation Co. 112 10 tons; New Hope Co. 226 13 tons; American Co. 216 05 tons; Borden Co. 313 02 tons; Hampshire and Baltimore Co. 111 08 tons.

Departed – Boats Morrison merchandise to Conrad's Ferry; Lonaconing No. 3 merchandise to Rushville, and sixteen boats, light.

The Coal Trade – There is still great disadvantage to the coal companies, growing out of the scarcity of vessels suitable for the transportation of coal to distant depots. The shipments from Ray's Docks have been very fair this week, but the total amount we were unable to learn in consequence of the absence of the chief clerk. The Cumberland Company shipped 1,840 tons; Borden Company 1,100 tons; Hampshire & Baltimore Company 500 tons; and the Consolidation wharves 1,115 tons.

ES, Mon. 10/9/65, p. 2. **Affairs in Georgetown** – *Canal* – Arrived – Boats C. Ardinger with wood to market; V. McCullough limestone to Godey & Rheem; and thirty-four boats with coal, consigned to Central Co. 879 03 tons; Barton Co. 212 03 tons; American Co. 325 04 tons; W. R. Snow & Co. 111 01 tons; Hieston & Co. 109

16 tons; New Hope Co. 217 tons; G. H. Plant 326 19 tons; Hampshire and Baltimore Co. 679 tons; Borden Co. 660 18 tons; Consolidation Co. 105 12 tons.

Departed – Twenty-two boats, light.

ES, Tue. 10/10/65, p. 2. **Affairs in Georgetown – Canal** – Arrived – Boats Flodoardo limestone to Godey & Rheem; and R. H. Castleman limestone to Castleman's; and thirteen boats with coal, consigned to Central Co. 438 06 tons; G. H. Plant 111 tons; American Co. 319 13 tons; F. Mertins 109 19 tons; Hampshire & Baltimore Co. 229 05 tons; Borden Co. 109 09 tons.

Departed – Fourteen boats, light.

CA, Wed. 10/11/65, p. 3. **Trade on Canal.** - Since last published report, 125 boats cleared for Georgetown, carrying 13,495 18 tons of coal.

For the season, 2,328 boats have cleared, carrying 252,025 09 tons.

ES, Thu. 10/12/65, p. 2. **Affairs in Georgetown – Canal** – Arrived – Boats Morrison with wood and hay to market; Josephus wheat & corn to Geo. Waters; and thirteen boats with coal, consigned to Barton Co. 328 18 tons; Hampshire & Baltimore Co. 327 07 tons; Borden Co. 428 17 tons; Central Co. 106 10 tons; Consolidation Co. 111 11 tons; American Co. 213 01 tons.

Departed – The M. J. Gatrell salt, &c. to Cumberland; eighteen boats, light.

Coal Trade – The prospect for shipments this week are encouraging. A larger number of vessels are at the dock, for cargoes this morning, than has appeared in port some time past.

ES, Fri. 10/13/65, p. 2. **Affairs in Georgetown – Canal** – Arrived – Boats Capt. John Short and C. Ardinger with wood, and E. Hutchins with wheat, Sallie

Billmyer wheat and flour to Geo. Waters, and nine boats with coal, consigned to Central Co. 459 17 tons; American Co. 217 19 tons; Hampshire and Baltimore Co. 108 tons; Geo. H. Plant 112 08 tons; B. F. McQuade 116 11 tons.

Departed – Josephus salt to Berlin; E. Hutchins miscellaneous freight to Berlin; and nine boats, light.

ES, Sat. 10/14/65, p. 2. **Affairs in Georgetown – Canal** – Arrived – Boats D. Knode, flour to George Waters; M. E. Smith, limestone to Castleman; R. D. Johnson, limestone to Castleman; Cruncher, wood to market; and twelve boats with coal, consigned to New Hope Co., 107.15 tons; American Co., 638.16 tons; Hampshire & Baltimore Co., 216.6 tons; Central Co., 223.15 tons; Borden Co., 110.15 tons.

Departed – Boats Middleton, merchandise to Cumberland; P. Quigley, castings, &c., to Cumberland; M. E. Smith, day goods and salt to Lift Lock 34; Morrison, assorted freight to Conrad's Ferry; M. A. Myers, to Lift Lock 35; and twenty boats light.

ES, Tue. 10/17/65, p. 2. **Affairs in Georgetown – Canal** – Arrived – Boats Robin with bark to market; John M. Waters sundries to Geo. Waters; Capitola sundries to market; and twenty-four boats, with coal, consigned to Hieston & Co. 269 16 tons; New Hope Co. 107 04 tons; Borden Co. 329 14 tons; Barton Co. 115 16 tons; American Co. 537 16 tons; Central Co. 547 15 tons; Hampshire and Baltimore Co. 220 07 tons; Georgetown Gas Co. 108 18 tons; Consolidation Co. 335 09 tons; W. R. Snow & Co. 111 tons.

Departed – Boats Capitola fish, salt, &c. to Monocacy Basin; E. Stanhope lumber, &c. to Seneca; Cruncher hay and lumber to Dam No. 10 [*sic?*] S. Bellinger

dry goods, salt, &c. to Shepherdstown, and twelve boats, light.

CA, Wed. 10/18/65, p. 3. **Trade on Canal.** - Since last published report, 108 boats have cleared for Georgetown, carrying 11,684 10 tons of coal.

For the season, 2,436 boats have cleared, carrying 262,709 19 tons.

ES, Wed. 10/18/65, p. 2. **Affairs in Georgetown – Canal** – Arrived – Boats E. D. Hartley with wheat to Hartley & Bro.; Maude with pig-iron to Geo. Waters; and twelve boats with coal, consigned to Central Co. 213 04 tons; American Co. 519 16 tons; J. C. Hieston & Co. 99 07 tons; B. F. McQuade 109 02 tons; Hampshire & Baltimore Co. 214 17 tons; Borden Co. 116 tons; Consolidation Co. 111 18 tons.

Departed – Boats Maude salt to McCoy's ferry; Linnet salt and articles to Cumberland; E. D. Hartley salt &c. to Berlin; and fifteen boats, light.

ES, Thu. 10/19/65, p. 2. **Affairs in Georgetown – Canal** – Arrived – Boats Ironside with wheat, and Capt. Short with wood to market; C. Ardingier wood to Hieston & Co.; and Josephus with wheat to Geo. Waters; and eleven boats with coal, consigned to Central Co. 109 11 tons; American Co. 106 16 tons; Consolidation Co. 220 10 tons; Hampshire and Baltimore Co. 113 07 tons; Borden Co. 318 08 tons; New Hope Co. 227 06 tons; Geo. H. Plant 113 15 tons.

Departed – Boats Wave with plaster for Cumberland; Capt. Short fertilizers for Dam No. 11 [*sic?*]; and seventeen boats, light.

Sun, Sat. 10/21/65, p. 1. Lewis Watson, of Boonsboro, Md., has been appointed a director in the Chesapeake and Ohio Canal board.

CA, Wed. 10/25/65, p. 3. **Trade on Canal.** - The last week, inclusive of Monday 23rd instant, 106 boats cleared for Georgetown, carrying 11,465 18 tons of coal.

For the season, 2,542 boats have cleared, carrying 275,175 17 tons.

The Canal Bridge near Patterson's Creek has been replaced. The want of this convenience has been felt for some time, and the citizens of the lower districts of the County will be greatly accommodated by the re-establishment of this means of communication.

ES, Wed. 10/25/65, p. 2. **Affairs in Georgetown – Canal** – Arrived – thirteen boats with coal, consigned to New Hope Co. 215 13 tons; Hampshire & Baltimore Co. 218 tons; Borden Co. 108 13 tons; American Co. 423 01 tons; Central Co. 327 14 tons.

Departed – Boat Vigilant with salt to Cumberland; and twenty-one boats, light.

ES, Mon. 10/30/65, p. 2. **Affairs in Georgetown – Canal** – Arrived – Boats S. Billmyer wheat to market, and Mary E. Smith limestone to Godey & Rheem, and thirty-one boats with coal, consigned to Georgetown Gas Co. 106 18 tons; G. H. Plant 106 17 tons; Barton Co. 323 10 tons; Central Co. 864 17 tons; Hampshire and Baltimore Co. 768 07 tons; Borden Co. 433 12 tons; American Co. 322 04 tons; New Hope Co. 225 16 tons; Cumberland Co. 105 09 tons.

Departed – The Josiah Witt salt for Cumberland; Capitola salt, lumber and cement for Monocacy; E. Hutchins dry goods for Shepherdstown; Liona salt for Cumberland; and twenty-seven boats, light.

CA, Wed. 11/1/65, p. 3. **Trade on Canal.** - The last week, inclusive of Monday 30th

October, 107 boats cleared for Georgetown, carrying 11,670 14 tons of coal.

For the season, 2,649 boats have cleared, carrying 286,845 11 tons.

ES, Wed. 11/1/65, p. 2. **Affairs in Georgetown – Canal** – Yesterday, the disarrangement of a lock gate at Seneca delayed the laden boats for a few hours. The gate has been refitted and the boats began to arrive about 11 o'clock this morning. The only arrivals registered this morning were the Capt. Short with wood to market, and five boats laden with coal, consigned to A. L. Miller 112 15 tons; Consolidation Co. 330 10 tons; Central Co. 119 05 tons.

Departed – Eleven boats, light.

The month of October, notwithstanding the numerous difficulties which occurred to obstruct navigation, has been a very prosperous one for the Company. The number of boats arriving was 547, departed 548, and the tolls collected at this terminus will amount to about \$19,000. The boats bringing coal from Cumberland are the main source of revenue. Of the arrivals in October over 450 were with coal and the amount of coal received by them is estimated to be about 49,184 tons. The other boats are engaged in carrying flour, grain, limestone, wood, fruit, &c. Should no accident occur, the month of November will probably be quite as prosperous.

ES, Thu. 11/2/65, p. 2. **Affairs in Georgetown – Canal** – Arrived – Boats Maude with wheat and J. M. Waters with flour and paper to G. Waters; Josephus wheat to same; E. D. Hartley wheat to Hartley & Bro.; and thirty-two boats with coal, consigned to New Hope Co. 439 13 tons; Central Co. 664 05 tons; Boston Co. 117 11 tons; Cumberland Co. 535 05 tons; Borden Co. 658 11 tons; Hieston & Co. 409

08 tons; Hampshire and Baltimore Co. 231 08 tons; American Co. 530 03 tons; Consolidation Co. 222 17 tons.

Departed – Boats J. M. Waters with salt to Williamsport; Seneca with merchandise to Seneca; John H. Williams with merchandise to Edward's Ferry; Maude with salt to McCoy's Ferry; and thirty boats, light.

Mon., 11/6/65, p. 2. ¹⁵ **Drowned** - On yesterday morning, about half-past 3 o'clock, a boatman named Thomas J. Morrow fell from the canal boat F. L. Tilghman in the canal at Georgetown, and was drowned. The body was recovered and the coroner summoned to hold an inquest. Coroner Woodward yesterday morning summoned a jury, and held an inquest over the body on the boat, near Welch's mill, Georgetown. The jury, after hearing all the evidence, rendered a verdict "that the deceased was employed on the canal boat F. L. Tilghman. About 3 o'clock yesterday morning he was seen in the canal, and exertions were made to save him and the jury believe, from the evidence and circumstances connected with the case, that he was accidentally drowned."

The deceased was from Sharpsburg, Washington county, Maryland, and leaves no property.

ES, Mon. 11/6/65, p. 2. **Affairs in Georgetown – Canal** – The arrivals registered today are twenty-three, all with coal, consigned as follows: To the Cumberland Co. 323 19 tons; American Co. 533 14 tons; Hampshire and Baltimore Co. 327 07 tons; Borden Co. 536 05 tons; New Hope Co. 228 08 tons; Consolidation Co. 110 06 tons; W. B. Snow & Co. 112 13 tons; Central Co. 444 07 tons.

Departed – Boats Morrison with assorted freights to Conrad's Ferry; E.

¹⁵ *National Republican*, Washington, D.C.

Hutchins with passengers to Edward's Ferry; and seventeen boats, light.

ES, Tue. 11/7/65, p. 2. **Affairs in Georgetown – Canal** – The arrivals registered today are the Capt. John Short with wood to market; and sixteen boats with coal, consigned to James Young 111 15 tons; J. C. Hieston & Co. 248 05 tons; Hampshire and Baltimore Co. 332 04 tons; American Co. 110 10 tons; New Hope Co. 236 07 tons; Central Co. 332 04 tons; Cumberland Co. 327 09 tons.

Departed – Boats A. H. Wallis with salt to Guard No. 4; E. D. Hartley lumber, &c. to Berlin; and seventeen boats, light.

There is not the same busy appearance at the docks as during the past month. The boats do not arrive as fast as then. This delay is no evidence of a falling off in trade; but is probably caused by delay in loading at Cumberland.

We notice the arrival this morning of C. P. Manning, Esq., chief engineer of the company, from Cumberland, on a tour of inspection. He came all the way from the western terminus in a boat detailed for the purpose, and closely examined the canal throughout, and reports it in tolerable condition, except a few lock-gates, which should be removed and new ones constructed. It might be expedient for the company to suspend navigation for awhile during the month of December and complete those repairs.

CA, Wed. 11/8/65, p. 3. **Trade on Canal.** - The last week, inclusive of Monday 6th November, 112 boats cleared for Georgetown, carrying 11,985 15 tons of coal.

During October 464 boats were manifested, carrying 50,525 05 tons of coal.

For the season, 2,761 boats have cleared, carrying 300,040 11 tons.

ES, Thu. 11/9/65, p. 2. **Affairs in Georgetown – Canal** – Arrived – Boat Capitola with wheat to market; and twenty-two boats with coal, consigned to Hampshire and Baltimore Co. 232 08 tons; American Co. 541 06 tons; Hieston & Co. 113 08 tons; Central Co. 771 09 tons; Borden Co. 450 02 tons; Cumberland Co. 106 14 tons; Consolidation Co. 104 10 tons; Barton Co. 117 09 tons.

Departed – Boats Charles Ardinger with salt to Charles' Mills; M. E. Smith with merchandise to Lift-Lock No. 35; and eighteen boats, light.

ES, Sat. 11/11/65, p. 2. **Affairs in Georgetown – Canal** – Arrived – Boats "291," with hay to market; Cruncher, wood to market; Ellen, flour and hay to George Waters; Mary Francis, limestone to Godey & Rheem; and sixteen boats with coal consigned to New Hope Co., 448.19 tons; American Co., 218.14 tons; Cumberland Co., 345.15 tons; Consolidation Co., 223.18 tons; Central Co., 325.7 tons; Hampshire & Baltimore Co., 113.16 tons; Borden Co., 120 tons.

Departed – Boats Peter Heine, with lumber and fertilizers for Dam No. 11; Ellen, with salt for Sharpsburg, and fourteen boats, light.

Coal Shipments – There are quite a number of vessels at the wharves and dock recently and preparing to receive their cargoes. The shipments for the week were by the Hampshire and Baltimore Co. 1,900 tons; Cumberland Co. 725 tons; Borden Co. 487 tons; Ray's Docks 4,400 tons; Consolidation wharves 1,703 03 tons.

BC, Mon. 11/13/65, p. 2. STATE AFFAIRS We glean the following items from the Cumberland *Union*: Since last report, up to and including Monday, the 6th instant, 112 boats, carrying 11,985 15 tons of coal, cleared from this point for Georgetown, on

the Chesapeake and Ohio Canal. For the season, 2,761 boats have cleared, carrying 300,510 11 tons of coal. During the month of October, 464 boats cleared, carrying 50,526 05 tons.

CA, Wed. 11/15/65, p. 3. **Trade on Canal.**
- The last week, inclusive of Monday 13th November, 125 boats cleared for Georgetown, carrying 13,485 15 tons of coal.

For the season, 2,886 boats have cleared, carrying 313,485 15 tons.

ES, Thu. 11/16/65, p. 2. **Affairs in Georgetown – Canal** – Arrived – Boat Josephus with wheat and hay to George Waters; and nineteen boats with coal, consigned to American Co. 336 19 tons; Hampshire and Baltimore Co. 460 13 tons; Borden Co. 335 tons; New Hope Co. 241 01 tons; Cumberland Co. 331 15 tons; Hieston & Co. 107 10 tons; Central Co. 223 08 tons.

Departed – Boats John H. Williams with assorted cargo to Edward's Ferry; Seneca with assorted cargo to Seneca; Sallie Billmyer with salt to Shepherdstown; M. E. Smith with hardware to Harper's Ferry; and sixteen boats, light.

ES, Sat. 11/18/65, p. 2. **Affairs in Georgetown – Canal** – The operations for the week close with a fair prospect for a lively business during the coming week. Quite a large number of boats, laden and light, are lying above the aqueduct, and the derricks are employed in discharging cargoes at nearly all the docks. The arrivals reported today are eighteen, all with coal, consigned as follows: - To Hieston & Co. 227 16 tons; American Co. 431 02 tons; Central Co. 335 04 tons; W. R. Snow & Co. 112 16 tons; Consolidation Co. 227 10 tons; Cumberland Co. 229 13 tons; New Hope Co. 115 tons; Borden Co. 215 03 tons; Hampshire and Baltimore Co. 113 05 tons.

Departed – Boats T. H. Fovile with dry goods to Edward's ferry; A. Lincoln with salt to Cumberland; and 18 boats, light.

Coal Shipments – The shipments of coal from the wharves and docks are hardly up to the average. The shipments were: - By the Hampshire and Baltimore Co. 1,009 tons; Cumberland Co. 2,000 tons; Borden Co. 2,040 tons; from Ray's Dock 3,258 tons; Consolidation wharves 1,324 13 tons.

ES, Tue. 11/21/65, p. 2. **Affairs in Georgetown – Canal** – Arrived – Boats Capitola with grain and offal to market; Lonaconing No. 3 with wood to market; C. Ardinger with wood to J. C. Hieston; and seventeen boats with coal, consigned to Central Co. 333 06 tons; Cumberland Co. 650 17 tons; Consolidation Co. 224 04 tons; Hampshire and Baltimore Co. 226 10 tons; American Co. 221 11 tons; Borden Co. 223 13 tons.

Departed – Boat Cruncher with assorted freight to Dam No. 11 [*sic?*]; and twenty-one boats, light.

CA, Wed. 11/22/65, p. 3. **Trade on Canal.**
- The last week, inclusive of Monday 20th November, 109 boats cleared for Georgetown, carrying 11,670 tons of coal.

For the season, 2,995 boats have cleared, carrying 323,155 15 tons.

ES, Fri. 11/24/65, p. 2. **Affairs in Georgetown – Canal** – Arrived – Nine boats with coal, consigned to American Co. 539 10 tons; Central Co. 113 17 tons; Borden Co. 105 18 tons; New Hope Co. 224 04 tons.

Departed – Twelve boats, light.

CA, Wed. 11/29/65, p. 3. **Trade on Canal.**
- The last week, inclusive of Monday 27th November, 112 boats cleared for Georgetown, carrying 12,180 04 tons of coal.

For the season, 3,105 boats have cleared, carrying 337,435 19 tons.

Death by Drowning. - A telegraphic dispatch was received yesterday, announcing that Mr. Edward Richter was drowned at "Seven Locks," a few miles this side of Georgetown. No particulars are given. Mr. R. has been boating upon the Canal for several years, and was one of the most industrious, energetic and reliable men engaged in the business of coal transportation. Mr. R. leaves a distressed widow.

In a preceding paragraph, it will be observed that the dwelling of Mr. R. was robbed on Sunday evening; it is supposed of most of his savings for several years. Another instance of the truthful observation that "misfortunes seldom come singly."

ES, Thu. 11/30/65, p. 2. **Affairs in Georgetown** - *Canal* - Arrived - Boat Ellen with flour, grain and offal to George Waters; and twenty boats with coal, consigned to Barton Co. 120 13 tons; American Co. 329 07 tons; Central Co. 562 11 tons; Cumberland Co. 534 17 tons; New Hope Co. 468 07 tons; Hampshire and Baltimore Co. 228 07 tons; Borden Co. 113 12 tons. The boatmen generally are talking about suspending their trips for the season. It was formerly the custom to tie up the boats about the 1st of January, but some of the coal companies have stopped loading at Cumberland for the season, and the Canal Company has ordered the water to be drawn off December 11th for repairs and improvements, and many boats will be tied up earlier than formerly.

Sat. 12/2/65, p. 3. ¹⁶ **Port of Georgetown.** *Canal Boats Arrived.* - Kattskill, Jno. B. Tartan, Sister Mollie, Ursula & Estella, C. C. & L. Co.; W. H. Hostler, Geo. Albert,

Gibbs, and Clay, Central Co.; Edith Blackler, New Hope Co.; Loretto, Borden Co.; John Cowden, American.

Cleared - Diamond, W. Kindle, D. D. Rubble, T. M. Mills, C. Ardinger, M. B. Atkinson, Peter Stuyvesant, Wm. Snyder, Industry, John Noble, Andy Johnson, J. C. Shaves, A. M. Thomas, John Thomas, Lady of the Lake, Jos. Bosert, Neptune, Charles Helyen, Joseph W. Bacon, George Thompson, Emperor, M. E. Lewis, Mollie Reid, D. M. Reid, Southfield, A. Highbarger, George Long, George Rossworm, John Cowden, John Gorman, M. E. Smith, G. H. Knott.

The arrivals for the month of November were 552; departures 496.

ES, Sat. 12/2/65, p. 2. **Affairs in Georgetown** - *Fatal Accident* - On the 25th November, as the canal boat Joseph F. Hitch, Captain Thomas O'Donnell, was passing the four-mile level, about eighty-five miles from this city, Frank Jones, a lad of sixteen or eighteen years of age, was kicked by one of the towing mules, and died immediately. The boy was a favorite with the boatmen, who had him decently interred. He came from Elmira, New York, and was employed as a teamster in the army, and subsequently was employed by Captain O'Donnell, who has been trying to find some of his relatives, one of whom, an uncle, is a hardware merchant on Pennsylvania avenue, Washington, but the captain does not know his name. The deceased's father is a cooper in Elmira, NY.

Coal Shipments - The repairing of the Long Bridge draw caused a detention of vessels below the bridge and a diminution of the coal shipments this week. There were vessels enough, but they could not approach the docks. The shipments were: - By the Cumberland Co. 460 tons; Borden Co. 1,059

¹⁶ *National Republican*, Washington, D.C.

tons; Ray's Docks 3,438 tons; Consolidation wharves 569 15 tons; and Hampshire and Baltimore Co. 600 tons.

Canal – Arrived – Boats E. D. Hartley, wheat to market; O. T. Snuffer, wheat to market; Morrison, wheat to Benj. Darby; John Short, with wood; Capitol, flour grain and offal; and Catherine Moore, staves to market; and nine boats with coal to Central Co., 338 11 tons; New Hope Co., 238 04 tons; Borden Co., 111 04 tons; American Co., 105 15 tons; Consolidation Co., 109 tons.

Departed – Eleven boats, light.

AG, Sat. 12/2/65, p. 3. **Canal Tolls** – The tolls on the Chesapeake and Ohio Canal for the month ending November 30th, amounted to \$50,000. \$14,029.56 of this amount was collected at the collector's office in Georgetown.

CA, Wed. 12/6/65, p. 3. **Chesapeake & Ohio Canal.** - Business on the Canal has closed for the season. The shipments of coal for present year have exceeded those of any year since the completion of the work, by at least 50,000 tons.

The following is an exact statement of shipments during the different months of the year:

Months	Boats	Tons - Cwt
April	404	44,243 00
May	159	17,434 09
June	272	29,485 06
July	552	59,624 06
August	501	53,647 08
September	315	34,094 02
October	464	50,835 05
November	481	52,985 02
December	15	1,605 00
Total	3,163	343,954 18

Last year the canal shipments were 258,642 tons; the present year's shipments show an

increase of 85,312 tons. This heavy difference is accounted for from the fact that the Canal was rendered unnavigable in 1864 a very considerable portion of the season by the damages the Confederate troops inflicted upon it. The amount of coal transported by this avenue to tidewater would have reached at least 300,000 tons this season but for the numerous breaks that the work sustained.

Sun, Mon. 12/4/65, p. 4. **Canal Tolls** – The tolls in the Chesapeake and Ohio canal for the month ending November 30th amounted to \$50,000. Fourteen thousand, twenty-nine dollars and fifty-six cents of this amount was collected at the collector's office in Georgetown.

Thu. 12/7/65, p. 3.¹⁷ **Chesapeake and Ohio Canal** – An order has been issued to close the navigation of the above canal for repairs and improvements, thus preventing the boats from making any future trips for coal this season. Many of the boats are departing for their destinations, where they will “tie up” for the season.

ES, Tue. 12/12/65, p. 2. **Affairs in Georgetown** – *Canal* – Arrived – Boats E. Stanhope with wood to market; Mary Frances with limestone to Godey & Rheem; O. T. Snuffer with sundries to J. G. Waters; Ellen with flour and corn to geo. Waters; C. Ardinger with wood to Dickson & King; and five boats with coal – Cumberland Co. 222 10 tons; Central Co. 108 15 tons; New Hope Co. 233 03 tons.

Departed – The Ellen with lumber and plaster to Sharpsburg; and eleven boats, light.

CA, Wed. 12/13/65, p. 3. **Mule Escape.** - A couple of mules, the property of John Humbird, Esq., made a most wonderful escape from death last week. Mr. H. had

¹⁷ *Daily National Intelligencer*, Washington, D. C.

stored in the loft over his stable about a hundred barrels corn, and the pressure upon the joist being too great, the entire floor with this vast mass of corn came down upon the mules in their stable below. Astonishing to say, the mules extricated themselves from the wreck without sustaining even a scratch.

ES, Wed. 12/13/65, p. 2. **Affairs in Georgetown – Canal** – Arrived – Boats F. P. White and scow with wood; and Capitola, flour, grain and pork to market; Josephus, wheat and corn to George Waters; and two boats loaded with coal, consigned to Cumberland Co., 116 04 tons; New Hope Co., 112 05 tons; six boats have not registered.

Departed – J. N. Magruder, with salt and plaster to Mercerville; Capt. Moore, freight to Dam No. 15 [sic.?], and seven boats, light.

WC&T, Thu. 12/14/65, p. 4. The water will be drawn off the Chesapeake and Ohio Canal for the season, tomorrow, the 15th instant.

ES, Tue. 12/19/65, p. 2. **Affairs in Georgetown – Canal** – The navigation is suspended beyond this division of the canal, and the water will be drawn off from this division next Saturday night, which will completely suspend navigation for the remainder of the season, or until the latter part of March, 1866. The only arrival today was the Capt. John Short with wood to market. There were ten way-bills issued at points above, and the boats have probably reached the town, but the captains have not reported.

Departed – The Capt. J. Short, light.

ES, Wed. 12/20/65, p. 2. **Affairs in Georgetown – Canal** – There are no arrivals or departures of boats registered today, and but few remain to discharge their cargoes.

Business on the line of the canal assumes a very dull appearance. The coal derricks are quiet, and the merry laughter of the sable laborers has ceased to amuse the visitors at the docks, and the sheds and offices are almost entirely deserted. The flour mills are still in operation, but after this week even that cheerful indication of business will be suspended for the season, though it is expected that the mills will be again in operation in a few days, the water will be let in on the Georgetown level to enable them to resume operations.

WC&T, Thu. 12/21/65, p. 2. **Chesapeake and Ohio Canal Trade** – Since trade on the canal has been closed for the season, we give the following figures showing the shipments made through that channel during the past fifteen years:

	Tons	Increase	Decrease
1850	3,042		
1851	82,978	79,936	
1852	65,719		17,259
1853	157,760	92,041	
1854	155,845		1,915
1855	183,786	27,941	
1856	204,120	20,334	
1857	116,574		87,546
1858	255,251	138,677	
1859	297,842	42,591	
1860	295,878		1,964
1861	105,478		190,400
1862	98,684		6,794
1863	216,792	118,108	
1864	258,642	41,850	
1865	343,954	85,312	

It will be seen from the above table that the general tendency was to a gradual increase of the trade, and whenever, by reason of accidents, a falling off occurred it was more than made up by the increase of the year following. The war destroyed the trade during a great portion of the years 1861 and 1862, the work being at times in the hands of the rebels. Since then the

increase has been very heavy, and the shipments of the present year are 46,112 tons in excess of those of any previous year since the opening of the canal, and 85,312 tons in excess of those of last year.

The prospects are that during the next season the canal will be worked to its full capacity, and if the season is propitious there will in all probability be shipped at least half a million tons of coal. At present there are sixteen new boats in course of construction in the various yards in this city, and others will be built during the winter. Everything looks well for a heavy trade next year, and when it is found that the canal is worked to its full capacity some other means will necessarily be devised for meeting the increased demand for Cumberland coal, which has no equal in the country for steam purposes.

The establishment of several lines of steamships between Baltimore and other ports, and the rapid increase of this means of transportation, has swelled the demand for our coal, and inasmuch as it is estimated that steam navigation will increase at least 30 percent in the coming year, and as no other coal can be had so good and so cheap as our own, we will of course, have to supply it. Baltimore will soon become a formidable rival of New York in her trade with foreign countries, and the experiments already made prove that she really possesses greater facilities than the latter city. While Baltimore steamers consume our coal at \$7 per ton, the New York steamers pay \$12. This is a great item, inasmuch as an enormous quantity is consumed in the course of a year. The transshipments of goods at Baltimore has been accomplished in less than half the time required at New York, and the cost of handling and storage materially reduced. All in all, the prospect for a great foreign trade with Baltimore is very bright, and this field must supply the coal for this trade, as well as for the coasting

trade and the large manufacturing establishments springing up.

About 130 boats are laid up here for the winter. The number of boats on the canal at the opening of the season this year was about 275 and at the close about 350. It is supposed that about 100 will be added during the following year.

ES, Fri. 12/22/65, p. 3. **Serious Accident** – Monday night, a young man named Jas. Slocum, went to Godey's lime kiln, on Rock Creek, and as is common for acquaintances of the workmen, seated himself on the top, near the fire. Some time during the night he fell from the top to the sheds below, a distance of seventeen feet, and was found next morning by the workmen in a nearly frozen condition. He was removed to his home, and is now dangerously ill from the injuries received.

ES, Sat. 12/30/65, p. 2. **Affairs in Georgetown – Coal Shipments** – In consequence of the damage to the draw of the Long Bridge, the shipments have been light this week. The repairs will be made as rapidly as possible, and the draw being opened, vessels can now pass as usual without detention. The shipments were as follows: - From Ray's Dock 1,731 tons; Cumberland Co.'s wharves 863 tons; Borden Co.'s wharves 380 tons; Consolidation Co.'s wharves 517 tons.