

COMPILATION OF  
CANAL TRADE ARTICLES FROM  
*THE ALLEGANIAN*  
A CUMBERLAND NEWSPAPER  
1865  
ALLEGANY COUNTY, MD

Compiled by  
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## 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 newspaper of 1865; we compiled what was written, which did not include the entire year. We hope it is interesting reading.

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## Canal Trade 1865.

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.]

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.

Wed. 2/22/65, p. 3. **Capture of Gen.**

**Crook and Kelly.** - 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 Kelly, 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 Kelly 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.

Wed. 3/1/65, p. 3. Major Generals Crook and Kelly 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.

Wed. 3/8/65, p. 3. **Generals Crook and Kelly.** - Generals Crook and Kelly, 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. Kelly, 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.

Wed. 3/15/65, p. 3. **Chesapeake & Ohio Canal.** - The canal sustained very serious damage by the late freshet, though energetic measure 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.

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.

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.

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.

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>No. Boats</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.

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>No. Boats</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

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>No. Boats</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

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>No. Boats</i>	<i>Tonnage</i>
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American Coal Co.	25	2,630.08
Borden Mining Co.	17	1,870.10
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

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>No. Boats</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

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.

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**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.

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**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.

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.

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**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.

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.

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.

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>No. Boats</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.

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>No. Boats</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.

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.

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.

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.

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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.

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.

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.

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**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.

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**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.

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.

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

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. 8/23/65, 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.

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. 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.

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.

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.

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**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.

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.

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.

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.

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.

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**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.

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.

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.

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.

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.

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.

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**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."

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
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.

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 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.