

COMPILATION OF  
CANAL TRADE ARTICLES FROM THE  
***CUMBERLAND ALLEGANIAN***  
and  
***CUMBERLAND DAILY TIMES***  
Two Cumberland, Md., newspapers  
and  
***HERALD AND TORCH LIGHT***  
A Hagerstown, Md. newspaper  
and  
***THE BALTIMORE SUN***  
A Baltimore, Md. newspaper  
and  
***MONTGOMERY COUNTY SENTINEL***  
A Rockville, Md. newspaper  
and  
***EVENING STAR,***  
***NATIONAL REPUBLICAN***  
***CRITIC-RECORD***  
Three Washington, D. C. newspapers  
and  
***ALEXANDRIA GAZETTE***  
an Alexandria, Va. newspaper  
1875

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Revision 1, DECEMBER 2015  
Revision 2, NOVEMBER 2017  
Revision 3, APRIL 2019  
Revision 4, May 2019  
Revision 5, May 2023

## A. PREFACE

This compilation of newspaper articles about the C. & O. Canal is one of a series. The two Cumberland newspapers were found on microfilm at Frostburg State University, Frostburg, MD. The *Herald and Torch Light*, *Baltimore Sun*, *Evening Star*, *National Republican*, *Critic-Record* and *Alexandria Gazette* newspapers were found on the Internet. In 1875, *The Cumberland Alleganian* was published weekly, on Wednesdays, and the *Daily Times* was published daily, except Sunday, as was the *Evening Star* and the *Critic-Record*. To keep the newspapers distinguished, I have marked the articles from the *Cumberland Alleganian* with CA, from the *Cumberland Daily Times* with DT, from the *Herald and Torch Light* with H&TL, from the *Baltimore Sun* with Sun, from the *Montgomery County Sentinel* with MCS, from the *Evening Star* with an ES, from the *National Republican* with NR, from the *Critic-Record* with a CR and from the *Alexandria Gazette* with AG, prior to the date. The report does offer a glimpse of life on the Canal in 1875.

For the *Cumberland Alleganian* only the editions between 1/1/75 to 1/13/75 have been found. For the *Cumberland Daily Times*, the editions between 1/1/75 to 4/30/75 and then later from 11/1/75 to 12/30/75 have been found. For the *Herald and Torch light*, *Baltimore Sun*, *Evening Star*, *National Republican* and the *Critic-Record*, not all editions were found and not all found editions had an article on the canal, notice the near absence of information on coal carrying boats while those carrying produce to Georgetown merchants were mentioned. There were boats carrying other freight than coal on the canal. This compilation is a companion document to the *Register of Boats Descending Past Lock 75 - 1875*.

Mr. William Holdsworth compiled the registers of canal boats passing Lock 75, ascending and descending, 1874 and 1875, into one data file, an Excel spread sheet. He then added information from the Canal Reports from the newspapers of the same two years. From that spread sheet, he has done a traffic study, reported elsewhere. For this report it became clear, for example, that Embrey should always be spelled with two "e"s, Fernsner always has two "n"s, and W. C. Merryman's first name was William, necessitating corrections. The name of every canal boat mentioned in this report was compared with the information from the spread sheet and corrections in spelling made where justified. No boats were added and no boats were deleted; the traffic study results are unchanged. However, readers looking for their ancestors should be able to find every citation with minimum risk of missing one due to a difference in spelling.

This revision includes 10 articles from the Rockville, Md. *Montgomery County Sentinel*.

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

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## Canal Trade 1875

MCS, Fri. 1/1/75, p. 3. **The Chesapeake and Ohio Canal.** – The survey of the route for the extension of the Chesapeake and Ohio Canal to the Ohio River, which has been in progress under the supervision of the War Department since August last, has just been completed. The engineers have made a preliminary location of the line from Cumberland to the Falls of Youghiogheny. – The length of the line is eighty-five miles, and it is one hundred miles to where slack water is expected to begin, at Connellsville. The summit is passed at an elevation of 2,300 feet above the Cumberland, by a tunnel three and three-fourths mile long. Ten inclined planes are provided on the eastern side, and four on the western. The estimate made last year is deemed to hold good – that is, \$25,000,000, for a canal seventy feet wide and seven deep, with locks one hundred and seventy feet by twenty, capable of passing boats of two hundred tons.

CA, Wed. 1/6/75, p. 3. **The Canal Steamer Moore.** - The *Alexandria Gazette* of recent date contained the following interesting new item about the canal steamer Thomas Moore, remodeled and refitted at Cumberland last fall, and owned by the Rochester, Pennsylvania, firm of Messrs. Darragh, Stewart, Adams & Co.: "The steam canal boat Moore, having undergone the regular necessary inspection, will, during the suspension of canal navigation, run on the Potomac river. She passed by here this morning on her way to Washington with a load of wood, and though a strong ebb tide was running, was making pretty good time. She is an ordinary canal boat equipped with a steam propeller."

MCS, Fri. 1/8/75, p. 3. **Found Dead.** – A Mr. Gregg was found dead in the Store of Jas. O. Trundle, at Lock 26, on the Chesapeake and Ohio Canal, on Wednesday, the 30<sup>th</sup> ult. Mr. Gregg was some sixty years of age, and had been employed as clerk by Mr. T. It was the opinion

of Dr. E. Wotton, who made an examination of the remains at the coroner's request, that death was caused either from Heart disease or apoplexy. There was no evidence of foul play, as the Store was locked and everything in place.

ES, Fri. 1/8/75, p. 1. **Shipments of Cumberland Coal in 1874** – The shipments of Cumberland coal during the year 1874 amounted to 2,323,195 tons 12 cwt., a decrease compared with the year 1873 of 241,559 tons 7 cwt. By Chesapeake & Ohio canal, decrease 12,383 tons 15 cwt.; by railroads, decrease 244,244 tons 12 cwt. Baltimore and Ohio railroad, decrease 196,882 tons 4 cwt.; Pennsylvania railroad, decrease 47,361 tons 8 cwt. Total shipments during the year by canal, 767,097 tons 8 cwt.; by Baltimore and Ohio railroad, 1,488,415 tons 5 cwt.; by Pennsylvania railroad, 67,082 tons 19 cwt.

CA, Wed. 1/13/75, p. 3. **Canal Receipts.** The Chesapeake and Ohio Canal receipts for the last four days of the year 1874 were \$5,176.87, divided as follows: Cumberland, \$622.19; Georgetown, \$4,541.99; Hancock, \$12.69.

NR, Wed. 1/13/75, p. 1. P. C. Pendleton, connected with the surveying party of the Chesapeake and Ohio canal, arrived here yesterday, and reports that two routes have been surveyed and the estimates for the line selected amount to \$27,000,000. The line extends from Cumberland, Md., to slackwater on the Monongahela.

CA, Thu. 1/14/75, p. 4. **Another Boat Burned.** - We heard yesterday that news had been received by Charles Robb, Esq., Agent of the American Coal Company, to the effect that the boat "Horace Resley," belonging to Mr. Daniel Marmaduke, and lying at Mercerville, Washington county, had been set on fire and was entirely consumed. The work doubtless of some incendiary.

AG, Tue. 1/12/75, p. 3. **Canal Boat Burned** – Duffields, Jefferson Co., W. Va., Jan. 9. – A fire took place at Bridgeport, just across the Potomac from Shepherdstown at the canal lock, last night, at 3 a. m., which at one time bid fair to burn up the entire lot of canal boats there tied up for the winter. There were twenty-six boats at Bridgeport at the time, filling up the canal for a hundred yards or more, all closely fixed together, and but one family were all who had been on the boats since the suspension of navigation, and they belonged to a boat from Cumberland, and they were obliged to stop for the winter, having become ice bound at Bridgeport. The fire was the work of an incendiary, as when first discovered, two boats belonging to Oliver Shearman were found to be on fire, though these boats were thirty yards apart from each other, and a dozen boats between the two. The fire engine from Shepherdstown soon put an end to the fire, not, however, till the two boats of Mr. Shearman and one of Mr. Poffenberger were consumed. Great excitement prevailed in Shepherdstown this morning, as the bridge across the Potomac was at one time in great danger, and this structure had but recently been rebuilt, the original bridge having been burned when Gen. Johnston occupied Harper's Ferry in 1861. Mr. Shearman offers \$500 and Mr. Poffenberger \$50 for the arrest and conviction of the incendiary. B.

NR, Sat. 1/16/75, p. 4. **CHESAPEAKE AND OHIO CANAL. - Report of the President.** - The president and board of directors of the Chesapeake and Ohio canal met at Annapolis, Maryland, on Thursday. The president submitted his report, showing the total tonnage during the month of December to have been 17,102 tons - an increase over the corresponding month of 1873 of 8,056 tons. The receipts for the treasury for revenue were \$16,235.78; miscellaneous receipts, \$4,500; total, \$20,736.78; and the expenditures were \$18,271.95; net revenue, \$2,264.83. The expenses, as compared with December, 1873,

show the following results: Total expenses, December, 1872, \$21,599.08; total expenses, December, 1874, \$18,271.95; decrease in favor of December, 1874, \$3,327.13. The coal tonnage for the year 1874 was 836,997 tons, which is an increase over the tonnage of 1873 of 39,159 tons, viz: Coal tonnage, 1874, 856,997 tons; 1873, 797,838 tons; increase in favor of 1874, 39,159 tons. When it is remembered that the general financial embarrassments and consequent suspension of many manufacturing establishments throughout the country have caused a very great reduction in the quantity of coal mined in the Cumberland region, exceeding 200,000 tons, it must be gratifying to the board to know that, notwithstanding this fact, the tonnage of the canal has increased. The receipts into the treasury of the company during the past year were \$513,333.17, which shows an increased revenue, as compared with 1873, of \$5,688.48. In addition to which the revenue accrued, but not collected, amounts to nearly \$6,000. Receipts for 1874, \$513,313.17; for 1873, \$507,644.09; increase for 1874, \$5,688.48. Since the close of navigation, the usual winter repairs have commenced, and will be pushed forward so as to have the entire line in complete order for navigation by the 1<sup>st</sup> of March next.

CA, Tue. 1/26/75, p. 4. **CIRCUIT COURT - THE BOATMEN**, Monday, January 25. - Court convened at nine o'clock, with Chief Judge Alvey and Associate Judges Pearre and Motter on the bench; Josiah H. Gordon, Esq., State's Attorney; Theo Lumen, Esq., Clerk, and James C. Lynn, Esq., Sheriff.

The case of State vs. James Hitechew, Thos. O'Donnell, Taylor Reid, N. A. Long, Peter Wolf, and Charles Atwell, indicted for conspiring to affect the rate of freights on the transportation of coal on the Chesapeake and Ohio Canal occupied the attention of the Court during the entire session. The indictment charged the parties with conspiring together to raise the rate of freights, and with intimidating and preventing other persons engaged in the

same business from freighting on or at a less price than that agreed by the Boatman's Union. Of the traversers, Peter Wolf and Taylor Reid were not present to answer, in fact the name of Mr. Wolf did not appear in the indictment. The case excited a great deal of interest, as it was the first of the kind ever tried before an Allegany jury. From the ruling of the Court all through the trial it was manifest that in their view of the common law all associations formed for the purpose of fixing rates of wages, or establishing by combination a uniform rate of prices in any business, trade or profession is illegal and the parties engaged conspirators. The case assumed this aspect under the ruling of the Court, and the onus of proving their innocence of each charge was thrown upon the traversers.

The first witness called by the State was John G. Lynn, Esq., who testified that he was an agent of the Borden Coal Company; was notified that boats would not be permitted to load at his wharf for less than \$1.35 per ton to Georgetown, and \$1.40 to Alexandria; had been loading at \$1.25; the first strike occurred 8th of April; boats were pulled from the wharf by strikers and threats made to sink them if they loaded at any but the named rates; did not see Hitechew among the strikers when the boat Rudolph Herr was pushed off the wharf.

O'Neill sworn. Witness was employed as a "trimmer" in loading boats; remembered the strike; saw the Herr pushed from the wharf; heard threats; didn't know who made them; Hitechew was present; did not see O'Donnell.

Colman sworn. Witness worked on the wharf; saw the boats pushed from under the chutes. Testimony mainly corroborated O'Neill. Coleman was corroborated by - Kenny, who also testified to the boat S. H. Taylor being pushed from the wharf.

T. F. McCardell sworn. Witness was present at the boatman's meeting on the 26th of August; Mr. Porter was President of the meeting; witness is a publisher of a newspaper; Hitechew and others came to his office to have the meeting advertised; witness was present, and by

invitation addressed the meeting; remembers the resolutions adopted; made a copy of them for publication. (Copy of *Daily Times* of August 27, shown.) The resolutions therein printed are substantially the same as those adopted at the meeting. (The resolutions recited the necessities of the boatmen, and pledged the meeting not to load or permit others to load at any freight less than \$1.35 to Georgetown and \$1.40 to Alexandria, not to pay any drawbacks.) Witness never saw the resolutions until they were offered at the meeting, and did not [illegible]; the boatmen stating that it was necessary to have it drawn very strong, as that was the only way they could hold the members.

Jas. Moriarty sworn. Is a boatman by occupation; remembers the strike in April, 1874; just purchased a load and was in the act of receiving it when a party came on board and demanded to know what freight he was receiving; they objected to his going out at the reduced freight; asked him to make an affidavit as to the price he was receiving; which he declined to do; Taylor Reid was one of the party; saw him have hold of Barney McQuade; did not [illegible] striker McQuade, McQuade's mouth was bleeding and supposed he had been struck; heard Hitechew make threats toward McQuade. Freight paid by Maryland Company was \$1.35, [illegible] boatmen were required to pay back ten dollars each trip; do not know who gets it; paid it to Mr. Pierce.

Barney McQuade sworn. Is a boatman by occupation; had made a special bargain with Mr. Ray as to freights; the boatmen of the Maryland Company were required to pay ten dollars for each load; did not like the arrangement; kicked against it but had to yield for fear of being turned out of the line; the freight was \$1.35 and \$1.40, but were compelled to pay Mr. Pierce ten dollars on each trip; was told to keep it quiet and say nothing [illegible] bought two loads; was receiving the coal when Reid and others came on the boat, and stopped him from loading; he did not take the boat out; they tried to throw him in the canal; witness

purchased a great deal of coal; had purchased the load because boating was interrupted by the strike.

Jacob Brengle's evidence was not material.

Benjamin Pierce sworn. Is a boatman by occupation; boated for the New Central Company; left Cumberland on his first trip last spring on the 16th of April; the freight was \$1.35 and \$1.40; sometime before the strike heard Mr. Pierce, agent for the Maryland Company, say he would give the freight asked (\$1.35) and not exact any drawback of ten dollars a trip; Mr. Pierce made that agreement with Mr. Hitechew in presence of witness; all the difficulty was about the charge of ten dollars made by the Maryland Company.

This constituted the substance of the evidence for the prosecution. The defense then commenced with the evident intention of proving that there was no combination to keep up prices; that the effort was only directed to prevent the Companies from lowering them; that the violent feature of their resolutions had been abandoned; and that the object and intention of the boatmen was only to enforce their demands by the usual modes.

J. M. Bloss sworn. Witness is a lock-tender at first lock after leaving Cumberland. Hitechew's boat passed down the canal on the 8th of April, 1874. The register kept by witness at the lock shows that. Name of boat is Belle Resley; Hitechew is attentive to business and was generally with his boat; thinks he was on the boat that day; is not positive, but his best recollection is that he was.

John Reilly sworn. Is a boatman by occupation; left Cumberland with his boat on the 8th of April, 1874. Saw Hitechew at Bloss' lock; our boats left Cumberland together; was present in the morning at Potomac wharf when the boat was pushed from under the chute; the name of the boat was Rudolph Herr; the captain assisted in pushing out the boat; he wanted the freight but was afraid to assist on a demand for it for fear of being turned out of the line; heard no threats;

Hitechew was there; did not see O'Donnell there nor Reid.

A number of witnesses, including Messrs. F. Mertens, G. W. Hoffman, Andrew Spier, Malcolm Sinclair and others were examined to prove the rate of freight previous to the strike.

The evidence for the defense closed at half past ten. Mr. Hoffman then made the opening speech for the prosecution. He was followed by Messrs. R. C. Jones and J. J. McHenry for traversers. Nearly three hours were consumed by counsel on both sides, and when Mr. Hoffman finished his closing argument it wanted but a few minutes of five o'clock. The case was given to the jury, who returned in about fifteen minutes with a verdict of "guilty." The verdict was received in silence by the spectators, most of whom were working people who naturally sympathized with the traversers.

Immediately Mr. Jones, of counsel for the defense, moved an arrest of judgment. The motion was argued this morning. The point of Mr. Jones' motion is that all the traversers upon trial were not there named in the indictment.

Court then adjourned.

CA, Wed. 1/27/75, p. 4. **The Striking Boatmen - The Penalty Inflicted.** - In the Circuit Court for this county yesterday, Messrs. James Hitechew, Taylor Reid, Peter Wolf, and Thos. O'Donnell, the boatmen convicted the day before of conspiracy to control the rate of freight on coal transported over the C. & O. Canal, were brought up for sentence, Messrs. Reid and Wolf were only constructively present, neither having appeared during the trial. Reid is a resident of Sandy Hook, and Wolf lives in Williamsport, Washington county. Reid has been absent on account of sickness, while Wolf asserts most positively that he had no notification that he was "wanted" here for any purpose. As we know Mr. Wolf to be a man of respectability, we are inclined to believe his statement. Counsel for the traversers, Messrs. Jones and McHenry, entered a motion for arrest of judgment on the

plea that the jury was not sworn to try the traversers named in the indictment. The point was argued by Mr. Jones. The Court overruled the motion on the ground that the traversers could not take any advantage of an irregularity of which they had cognizance at the time. - The Court, in imposing sentence, called attention to the gravity of the offense, and admonished boatmen, coal companies, and all others, that any combination to control prices by which the business of the community is interrupted, is illegal and contrary to the common law. But as this was the first case of the kind ever tried in this county, the court would make the penalty as light as possible. The Court then imposed a fine of twenty-five dollars on each of the traversers, making one hundred dollars in all, and the costs of prosecution, eighteen dollars and forty cents for each individual fined. This makes the case cost each of the traversers \$43.40.

ES, Thu. 1/28/75, p. 1. **The Coal-Freight Conspirators** – At Cumberland, on Tuesday, Judge Alvey passed sentence on the canal boatmen convicted of conspiracy in combining to force an increase of freight on coal, and called attention to the gravity of the offense, admonishing boatmen, coal companies, and all others, that any combination to control prices by which the business of the community is interrupted, is illegal and contrary to the common law. But as this was the first case of the kind ever tried in the county, the court would make the penalty as light as possible. A fine of twenty-five dollars and costs was imposed on each of the traversers.

ES, Sat. 2/13/75, p. 1. **Chesapeake and Ohio Canal Extension.** - Vice President Wilson yesterday laid before the Senate a preliminary report from Major Wm. E. Merrill, U. S. corps of engineers, who had charge of the survey of a route for the proposed extension of the Chesapeake and Ohio canal from Cumberland to the Youghiogheny river. The line of the canal has been located 78 miles westward, to a point

within 17 miles of Connellsville, where the ditch will end. From Connellsville the Ohio river will be reached by slack water navigation on the Youghiogheny, to the Monongahela, and thence to Pittsburg. Major Merrill reports that there are almost insurmountable difficulties in the way of running the canal through the valley of Will's creek, on account of the peculiar formation of the valley and the location of the Pittsburg and Baltimore railroad through it. An appropriation of \$20,000 is asked for to continue the survey.

ES, Fri. 2/19/75, p. 2. Statistics of the business of the Chesapeake and Ohio canal continue to show a decrease in the shipments of Cumberland coal as compared with last year. The shipments for the week ending the 13<sup>th</sup> instant amounted to 17,214 tons 18 cwt., a decrease compared with the corresponding week of last year of 8,182 tons 12 cwt.; for the year to that date 142,655 tons 10 cwt. were shipped showing a decrease compared with the like period in 1874 of 34,699 tons 9 cwt. The decrease in railroad shipments was 34,608 tons.

ES, Wed. 2/24/75, p. 2. **The War of the Railroads.** – There are no especially new features in the war between the Baltimore & Ohio and Pennsylvania companies; but one matter of some interest in this quarter comes up through the offer of the Pennsylvania company to carry coal from Cumberland to South Amboy for \$3 per ton, with a drawback of 40 cents. This will compel the Baltimore & Ohio company to “come down” in rates for the transportation of coal, and the result will naturally be the sending of a large quantity of coal to the Eastern markets. The *Cumberland News* says this would be advantageous to the coal companies, but would have a very bad effect upon the canal, for the early spring business would be anticipated by railroad shipments. It is more than probable, however, that the rival railroads will effect some truce before many days, as the present cut-throat war is a ruinous business for both sides. As the *Philadelphia Ledger* suggests, both companies

represent a large amount of capital, which is owned by loan and stockholders, who have invested for profitable return, and who are not supposed to be controlled by passion and feeling in a losing quarrel, as are the managers of the respective companies, and those capitalists who are the owners of the two great roads will be likely soon to have the differences adjusted and the companies put to profitable work.

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*Ibid*, p. 4. **The Canal.** - Superintendent Fletchall, of the C. and O. canal, says the water will be drawn off the Georgetown level March 1st, and that they will clean out this end of the canal and have everything in good order for the opening of the spring trade, March 15.

AG, Tue. 3/2/75, p. 3. **The Coal Trade** – By the reduction of twenty-five percent on the freight on coal from Cumberland to Baltimore by the B. & O. R. R. Co., as announced today, coal from Cumberland can be put into Baltimore as cheaply as into this city, and unless a considerable reduction is affected on the existing rates of freight on the canal, there will be a great falling off in the coal business of Alexandria.

MCS, Fri. 3/5/75, p. 3. **Chesapeake and Ohio Canal** – Mr. Gorman, the President of the Chesapeake and Ohio Canal; Mr. Compton, the Treasurer of Maryland; ex-mayor Banks of Baltimore; and others, were in Washington on Saturday last, and had an interview with the Maryland Senators and Representatives. Mr. Gorman is anxious to have surveys made by the government engineers, with a view to the improvement of the facilities of the canal at and in the vicinity of Georgetown, and its extension to Baltimore. The surveys asked for are from some point on Rock Creek, to the Patapsco at Spring Gardens, Baltimore. Senator Dennis will bring the matter to the attention of the Committee on Commerce, of which he is an influential member, and will no doubt have the items authorizing the surveys inserted.

ES, Mon. 3/8/75, p. 2. **Lowering of Canal Tolls.** – We very recently published an extract from the Cumberland (Md.) *Times*, taking, in the main, a judicious and hopeful outlook upon the business prospects of its more immediate vicinity and, incidentally, of the country at large. The *Times* argued that through a moderate reduction of prices on all hands, so as to accommodate themselves to the general shrinkage of values, business would drop back to its old and firm basis and a rational prosperity be restored. Addressing itself particularly to the coal trade, which is a leading interest in western Maryland, and taking into view the large reduction in coal freights to Baltimore by the Baltimore and Ohio road of 25 cents per ton, that journal very naturally suggested that a corresponding reduction in the rate of tolls on the Chesapeake and Ohio Canal must ensue.

A later number of the same paper contains a comparison of the costs of shipment of Cumberland coal to Baltimore and Georgetown respectively, which, considering the difference between the ton of 2,000 pounds by the road and 2,240 pounds by canal, vary no great deal, but with a balance in favor of the canal. “Still,” says the *Times*, “the advantage is greatly with the railroad company, and will necessitate a reduction in the cost of shipment by canal. This reduction must be affected partly through a change in toll. The management of the canal will see the necessity of prompt action in the matter, and what we have for some months insisted upon will be affected.”

Wherein the great advantage alluded to lies with the railroad company in comparison with the canal, is a matter well understood by parties in the trade; and really it would appear that if Mr. Gorman and his board of directors are disposed to prove themselves the true and genuine friends of the great work they have in charge, they will make no unseemly delay in complying with the demands, as well of reason and sound policy, as of the numerous people concerned in the trade. With a railroad reduction of freight to tidewater so considerable as 25



cents per ton, it must be merely fatuous in the canal directory to refuse a corresponding reduction on their part; and any unnecessary delay in so doing will be sure to induce a belief in the public mind that the canal board are less influenced by a desire to benefit their own canal and their customers than to favor the plans and interests of the Baltimore road. As there can be no doubt that the board must drop its toll-rate sooner or later, it would be more graceful in them to do it promptly.

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*Ibid*, p. 4. **The Canal.** - The water was drawn off the Georgetown division of the Chesapeake and Ohio canal at 12 o'clock on Saturday night. It is expected that the canal will be open for business about the 20th instant.

ES, Tue. 3/9/75, p. 4. **Georgetown.** The water having been drawn from the canal, the mills have stopped running and business is at a standstill.

ES, Fri. 3/12/75, p. 1. **The Cumberland Coal Trade** – The *Cumberland Times* says: - We have reason to think there is nothing new in the way of an early resumption of the shipment of coal by canal but what may readily be removed by prompt action on the part of the canal management in readjusting their tariff sheet to conform to the new condition of trade. It is folly to think of competing with the Baltimore and Ohio railroad, and if the canal company is not wise enough to see the impossibility of retaining the coal trade by adhering to last year's rates, the probabilities are in favor of a protracted season of idleness for the boatmen and others interested in the canal.

AG, Tue. 3/16/75, p. 4. **Breaking up of the Ice** – The *Cumberland News* of yesterday says: "For several days past a gradual but steady melting of the snow and ice in this vicinity has been going on, and small streams have been pouring their contents into the creek and river, whence they pass off rapidly. On Saturday evening the river commenced rising and in two or three hours rose

eight or ten feet, when, at about nine o'clock, the ice broke. An immense mass of ice began moving in the river, and the high water lifted it up on to the land above the Virginia bridge, a hundred yards away from the bank. A portion of the trestling at the east end of Potomac wharf was carried away, the side of a canal boat lying at Young's boatyard was stove in, and the stern-post of a new boat broken. Suddenly the ice stopped. It had been brought up by the Virginia bridge, a substantial pier. The current soon changed towards the Virginia side and the ice commenced going off that way and will probably all pass away without doing any further damage. The trestling was washed from under a bridge at George's Creek mines, on the Cumberland and Pennsylvania Railroad, on Saturday evening."

ES, Thu. 3/18/75, p. 4. **GEORGETOWN. Reduction of Coal Freight Rates on the Chesapeake and Ohio Canal.** - Water will be turned into the Chesapeake and Ohio Canal on the 20th instant, and navigation opened on the 25th. At a meeting of the directors at Annapolis on Tuesday it was resolved to reduce the toll on coal from Cumberland, owing to the competition from that point between the railroad lines. The canal company having recently obtained control of one of the wharves at Cumberland have it now in their power to control the wharf charges, and it is understood that they, at their meeting resolved to reduce the toll and wharfage from fifty-nine to fifty-one cents. This is subject to the approval of the board of public works. It is said there will be a ten cents per ton on transportation. If these reductions be made, it will make a total difference in favor of the canal of forty-two cents. But the falls in transportation on the part of railroad and canal must make a considerable decrease in the receipts of both companies for the present year, unless there should be a large increase of tonnage.

MCS, Fri. 3/19/75, p. 3. Water will be turned into the canal on the 20<sup>th</sup> instant, and will be ready for navigation on the 25<sup>th</sup>

ES, Fri. 3/19/75, p. 4. **GEORGETOWN, Resumption of Work by the Flour Mills.** - The cleaning out and necessary repairs having been completed to the canal, the water was let in on the Georgetown level last night, and business was resumed this morning by the flour mills.

ES, Sat. 3/20/75, p. 1. **The Cumberland Coal Trade** – The *Cumberland Times* insists that the reduction of tolls on the canal recently announced is no reduction at all; that it applies only to those who use the company's wharf at Cumberland, and is really intended as a blow at Mr. Walsh, who owns the other wharf.

ES, Mon. 3/22/75, p. 4. **GEORGETOWN. Wharves on the Canal.** – Under the direction of Superintendent Fletchall and his worthy assistant, Mr. Cammack, the canal has been cleaned out and deepened from the Aqueduct bridge to High street. Boats can now come alongside the wharves to discharge their cargoes. Last year full laden boats had to lie outside and be lightened up before they could get to the wharf to unload, which caused considerable delay and extra expense. The superintendent last fall saw the inconvenience caused by boats becoming jammed in these shallow places, and promised the merchants to remedy the evil this spring, which he has done to everyone's satisfaction. Hereafter boats will be able to go through to the outlet lock without dragging on the mud and using extra teams.

AG, Tue. 3/23/75, p. 4. **Coal Trade** – It is reported that the new Central Coal Company which, last year, shipped a large quantity of coal to and from this city, has, in consequence of the high rates on the canal, as compared with railroad freights, contracted with the Pennsylvania Railroad Company to transport four hundred tons of coal per day, for one year, from Cumberland to tidewater. If the other companies do likewise the coal business of Alexandria will amount to little or nothing.

*Sun*, Wed. 3/24/75, p. 4. **Tolls on the Chesapeake and Ohio Canal** – *Editors of the Sun*: The Governor of New York has sent to the Legislature of that State a message recommending a reduction of tolls on the State canal. The time is thought to be rapidly approaching when railroad competition will destroy the value of the Erie canal as a dividend-paying improvement, and will force the policy upon New York which was adopted in Pennsylvania, of selling its public works to the highest bidder. Whether the time has or has not come when "railroad competition" endangers the several State and private interests bound up in the Chesapeake and Ohio canal, is a point we do not propose at any length to discuss, but it is evident that the action of the Governor of New York ought not to be lost on the board of directors of that work. The pressure on them is no weaker than on him.

At a late meeting of the Chesapeake and Ohio canal board a policy was adopted whereby the coal companies may avail themselves of a reduction of nine cents per ton on the combined expense of toll and shipment at Cumberland, if they will accept the conditions of shipping their coal solely at the canal company's newly established wharves. Should it prove, as it must, that these wharves have neither the capacity nor convenience requisite to accommodate the whole trade, then for so much trade as does not pass through the canal company's hands no concession and no reduction is granted. That such a policy was adopted must be cause for regret. It would have been much better to put any reduction of tolls to be made on its own individual tooting quite uncomplicated with all concern of coal shipments. The present age and time is not favorable to the spirit of monopoly.

One thing seems inevitable. Unless the canal tolls are effectually reduced the coal companies of Allegany will abandon the canal, Cumberland wharves and all, and will resort to railroad shipments entirely. With a rebate of twenty-five cents per ton by the road, and with

other well understood advantages on that route, the volume of the Cumberland coal trade will center in Baltimore. If the canal board persists how can it be otherwise?

Seneca

(Should the old project, the idea of which is now revived to some extent, of a cross-cut canal to connect Baltimore with the Chesapeake and Ohio canal, ever be carried out, the Cumberland coal trade by that route, as well as by railroad, will almost inevitably center here. Unfortunately, Georgetown, the eastern cut of the Chesapeake and Ohio canal, has not been able to get itself ceded back to Maryland, and the channel of the Potomac river reaching up to it is confessedly, under Washington city policy, growing more difficult to navigation, so that the larger class of vessels, such as come to Baltimore for coal cargoes, cannot be well accommodated at Georgetown. Yet very large numbers of vessels which engage in the trade will no doubt continue to take cargoes from that point indefinitely. Nearly all the coal companies of the Cumberland region have wharves and shipping facilities at that point which are of an extensive and admirable character. Eds.)

*Sun*, Thu. 3/25/75, p. 1. **The Chesapeake and Ohio Canal and Coal Trade.**

The Cumberland (Md.) papers indicate that there is considerable feeling just now in that region in regard to the management of the Chesapeake and Ohio canal, as it affects the prospects of the coal trade and resumption of business on the canal. The railroads have reduced the freight on coal twenty-five cents per ton, and it appears the canal managers propose a reduction of eight cents on toll and wharfage, which is not regarded as sufficient, and the prospect is not deemed good for the coming season. A public meeting has been called for Friday afternoon at Cumberland to take action on the subject. The *News* of that city says:

The cleaning out and necessary repairs of the canal having been completed, water was let

in all the levels on Saturday last, and it is announced that the canal will be ready for navigation on Thursday, on which day also Collector Weber, of this port, has been directed to be prepared to issue way bills. We are informed, however, that the Cumberland division will not have been filled with water before Monday next. It is doubtful if even at that date any shipments will be made.

A *News* reporter visited a number of agents of the different coal companies at this city for the purpose of ascertaining what arrangements had been made for the opening of the shipping season. The reporter was informed that nothing had been done, owing to the unsettled state of affairs, but that no shipments would be made this month at least.

The representative of a company which is now shipping about three hundred tons per day by the Baltimore and Ohio railroad said that unless some relief was afforded by the canal company, other than that of the reduction of eight cents on toll and wharfage proposed, no shipments of coal could be made by canal. His company have been shipping from the basin wharf of Walsh & McKaig, but he did not know if they had a contract with the wharf owners for a term of years.

On Tuesday the New Central Coal Company commenced the shipment of four hundred tons of coal per day by the Pennsylvania railroad to New York, and are shipping in addition about five hundred tons per day by the Baltimore and Ohio to Locust Point. The agent of the New Central Company is not in town at present, and our reporter could not learn the terms of their contract with the Pennsylvania railroad, but we think it is for a year.

Another coal company is now shipping four hundred tons per day by the Baltimore and Ohio railroad, and on Tuesday commenced shipping to fill a contract for coal which was to have been delivered at Alexandria. The agent for this company could not give any definite information as to the resumption of shipments, but was of opinion that a greater reduction in

canal tolls than that already announced, would have to be made.

The gloomy prospects of the canal trade are exciting considerable comment here, and a number of persons interested in the business of the canal as affecting our community have issued a call for a public meeting to be held on Friday afternoon.

The *Cumberland Times* also has an article on the subject, giving it strong political bearing, and "pitching" into "Gorman and Bannon" (president and director of the canal respectively) for "trifling with the best interests" of the people. It makes some sort of call on the press of the State in the premises, including the "Independent Sun," predicting the aforesaid canal men will "sooner or later bring ruin and disgrace upon the democratic party and the state." Well, now, we are very anxious to see the coal trade revived by canal to the largest possible extent, and we suppose that if the industries of the country revive, the coal will come out by every accessible route, the canal included, the rates being put at such figures as will secure [to] that work a large share of the trade. But as to the politics of the question, we plead ignorance. We are incapable of saving the democratic party in that issue, though we will do whatever we can to save the State at all times.

ES, Thu. 3/25/75, p. 4. **GEORGETOWN.**

**The Canal and the Coal Trade.** - The coal men of Georgetown in common with the people all along the line of the canal are on the tip-toe of expectation for something to be done by the canal board. It cannot be supposed that the board, with all their alleged indisposition to act, will really do nothing in an exigency so severe as the present. If something like an arrangement could be made - and it surely ought - between the canal authorities, the boatmen and the shippers, it would be quite possible to do much to retrieve the otherwise unfavorable prospect of the coal trade here this year. To come to the point, if the canal company would lower the tolls 15 cents, the boatmen come down

10 cents, and the shippers 4 or 5 cents per ton, a state of things would ensue beneficial to all. But under any circumstances, action to be serviceable must be prompt. The excitement at Cumberland is reported to be intense.

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**Coal Shipments.** - The Maryland Coal company have shipped from Ray's wharves for eastern ports during the past week about 1,000 tons of coal of the stock held over from last season.

MCS, Fri. 3/26/75, p. 3. **An Old Man.** - John H. Russell, of Cumberland, Md., only lacks four years of being a centenarian. He served in the war of 1812, and has been a lock-tender on the Chesapeake and Ohio Canal since its formation. He has been attending Court during the past week, for the purpose of prosecuting two thieves, who stole a watch from him at his place of residence, from which place the case was removed. His mind is not the least impaired by old age, and his answers to questions by counsel were jocose and witty, causing much laughter in Court.

NR, Fri. 3/26/75, p. 3. **Commercial** -

As yet there is no prospect of a revival of the coal trade along the line of the Chesapeake and Ohio canal. The *Washington Star* argues for an agreement between the canal authorities, the boatmen and the shippers as a certain relief. It says today: \* \* \* "If the canal company would lower the tolls fifteen cents, the boatmen come down ten cents, and the shippers four or five cents per ton, a state of things would ensue beneficial to all. But \* \* action to be serviceable must be prompt. The excitement at Cumberland is reported to be intense."

ES, Sat. 3/27/75, p. 4. **Grain Trade, &c., by Canal** - Boat Hattie & Bessie, the pioneer grain boat of the season, arrived today from Berlin, Md., with 3,450 bushels of wheat for Hartley & Bro., and boat Caledonia, with 1,900 bushels of wheat and 300 bushels of corn for same firm. Boat Benjamin Miller has arrived from Muddy

Branch with a miscellaneous cargo for T. C. Wheeler.

AG, Sat. 3/27/75, p. 3. **Chesapeake and Ohio Canal** – The *Cumberland News* of yesterday says: “The C. & O. Canal was nominally opened for business yesterday, but no coal was shipped. It is probable that even if the freight and toll questions were arranged to the satisfaction of all parties, no coal would be shipped for several weeks, owing to the canal being obstructed by ice. We were informed last evening by an experienced canal man that the ice on ‘the pools,’ on the Fourteen-mile level, east of Hancock, is fifteen inches in thickness and may block that part of the channel for a month to come.

“The Georgetown reporter of the *Washington Star*, reviewing the situation, recommends a reduction by the canal of fifteen cents in the tolls, by the boatmen of ten cents in freights, and the shippers of four or five cents in trippages, we presume.

“The Maryland coal company have shipped from Georgetown to eastern ports 1,000 tons of coal of the stock held over from last season.

“We understand that the Georgetown steamer, belonging to Mr. Adkins, left Georgetown for Cumberland on the 23<sup>rd</sup> inst., but has not yet arrived here.

“With the object of the canal meeting to be held today we are in thorough sympathy, and while we do not approve of the method adopted to express to the canal authorities the views of our people, we are in hopes that more good will come of the meeting. What we should do would be to try to reason with the canal board, for we hope that they are not deaf to that kind of appeal. And when it shall have been made to appear, as can readily be done, that the interests of this section, (which supplies the life blood of the canal,) and consequently of the canal itself, demands that the tolls should be so reduced as to prevent trade all going to the railroads, we are hopeful that the management of the canal will,

when thus addressed as to their reason, take such action as will conform to surrounding circumstances, and continue the trade of the canal.”

Per contra, a writer in the Baltimore *Sun* of this morning says: “Attention has been called to one or two articles, commenting upon the action of the canal board in reducing the cost of transporting coal on that work. The object of these articles seems to be to create the impression that the President and Directors of the canal have so adjusted their charges as to compel the trade to seek the Baltimore and Ohio Railroad as the most economical outlet.

“It is no new thing for misrepresentation and abuse of the President and Directors of the canal to come from some sources at Cumberland. It will be remembered that in 1873, when the tolls were increased from 46 to 51 cents, it was then charged that the canal was sold out, and yet the result demonstrated the wisdom of the Canal Board, as the trade of the canal constantly increased, while the State of Maryland made at least one hundred thousand dollars by it.

“Now that the Baltimore and Ohio railroad has reduced its charges 28 cents on a long ton from Cumberland to Baltimore, and the canal has made a reduction of only 8 cents, the same charges are made of selling out the canal.

“To ascertain the true state of the case let us compare the cost of transporting coal by the Baltimore and Ohio railroad and the canal and see if there is any ground for such charges.

“The reduced charges by the Baltimore and Ohio railroad on a long ton of coal from Cumberland to Locust Point is: \$2.30. Average wharfage: \$0.15. Total by railroad: \$2.45.

“The canal charges during the past year were made as follows: The canal company received for tolls: \$0.51. Wharf owners at Cumberland: \$0.08. Boatmen for transportation, average: \$1.35. Wharf owners at Georgetown: \$0.25. Making total cost by the canal: \$2.19.

“Which shows that, notwithstanding the heavy reduction on the part of the railroad, there is still a difference in favor of the canal of

twenty-six cents a ton, which possibly is not enough to secure a fair proportion of the trade to the canal. To meet this, what has the Canal Company done? They secured sufficient wharf facilities at Cumberland and have reduced the cost of wharfage and tolls from fifty-nine to fifty-one cents. At the same time the boatmen, who received last year \$1.35 a ton, recognizing, as the Canal Company has, the necessity for concessions, have reduced their charges ten cents a ton, or to \$1.25, while the cost of transferring from canal boats to vessels at Georgetown has been reduced two cents a ton, which makes the total reduction via canal twenty cents a ton. The reduced charges by canal for coal, therefore, are: To Canal Company, for wharfage and tolls: \$0.51. To boatmen for transporting coal: \$1.25. Transshipping at Georgetown: \$0.23. Total cost by canal: \$1.99. Making the difference in favor of the Canal for 1875 forty-six cents a ton, which surely is a sufficient difference to secure the canal its fair proportion of the trade. If this is so, then it may be asked why these attacks upon the Canal Board? The answer simply is because the wharf owners, boatmen and all other interests who are connected with the trade of the canal, now as always, expect the company to make all the reduction; they none – a proposition which the present management, fortunately for the State, seem not to appreciate.”

ES, Mon. 3/29/75, p. 1. **Another Arrest in the Pension Fraud case.** - The *Cumberland News* of Saturday says: Martin Smith was yesterday arrested by Deputy Sheriff James Reid, on a warrant issued out of the United States district court in Baltimore, upon the charge of being implicated in the frauds upon the Pension bureau, mentioned in these columns a few days since. Smith, who is a canal boatman, was arrested on his boat. When the deputy sheriff went to the door of the cabin, he saw with Smith another man that he thought, and Smith afterward acknowledged, was Barney McQuade, who was arrested on Monday last, but when the officer was admitted, McQuade was not to be

seen, he having hid himself for reasons of his own. On the way to jail Smith asked to be allowed to go into the office of W. M. Price, esq., who he wished to retain as counsel. Mr. Price was not in, and Smith sat down to write a note to him, but when the officer's attention was turned another way for an instant, he sprang up and rushed out of the back door, the officer following as quickly as possible. After being chased through a half-dozen back yards, Smith sought refuge in the residence of Mr. George Long, where he was re-captured, and safely lodged in jail. He will be taken to Baltimore this morning.

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*Ibid*, p. 4. **GEORGETOWN.**

**Improvement.** - Henry Dickson, esq., is having a substantial new wharf built near the foot of Congress street.

**The Canal.** - It is expected that boats will begin to arrive by tomorrow from points on the canal above Harper's Ferry.

AG, Mon. 3/29/75, p. 2. **Chesapeake and Ohio Canal** – The *Cumberland Times* of Saturday says: “The meeting of citizens to consider what steps should be taken to induce the President and Directors of the Chesapeake and Ohio Canal Company to make a further reduction in tolls on that work to meet the exigencies created by the late reduction in freights by the different railroad companies, was comparatively well attended, and counted among it quite a large number of our leading citizens. Hon. W. W. McKaig announced the object of the meeting, and spoke of the great necessity of the people of Allegany county acting promptly in the endeavor to retain the coal trade to the Chesapeake and Ohio Canal, and contrasted the present rate of tolls with those of preceding years, showing that a material reduction could be made without detriment to that work.”

The meeting was also addressed by Mr. Lowdermilk, Mr. Hoffman, Mr. T. F. McCardell and General T. J. McKaig. A series of

resolutions were adopted, of which the most important were as follows:

That a committee of ten persons, to be chosen from among the most intelligent and substantial citizens of this county, be appointed by the chair, to invite a conference, without delay, with the President and Directors of the Chesapeake and Ohio Canal Company and the Board of Public Works of Maryland, relative to the immediate and vital importance of a revision of the existing rate of tolls upon the Chesapeake and Ohio Canal. That the recent and continuing reduction in the tariff of freight upon the Baltimore and Ohio Railroad and the Pennsylvania Central Railroad has already occasioned negotiations and contracts for the carrying and delivery of very large quantities of coal to be mined in this region during the coming season over said railroads, whereby the Chesapeake and Ohio Canal trade will be correspondingly diminished, and the resources of the company proportionately reduced, and, unless such action is taken by the proper authorities having this matter of tolls in charge as will meet this changed state of freights by the railroads referred to, the carrying trade upon said canal will be so far diverted as to produce a lean and beggary canal treasury, bring financial ruin upon hundreds of worthy and useful citizens, and involve thousands of our people in suffering and distress.

The chair then appointed the following committee as provided for in the resolutions:

Messrs. H. W. Hoffman, J. M. Schley, Asahel Willison, Jacob Brengle, Wm. M. Price, A. C. Green, George Henderson, Frederick Mertens, George Hughes and R. D. Johnson. The meeting then adjourned.

The *Times* makes a bitter attack upon President Gorman and Mr. Bannon, and says: "The canal ring is too compact to be broken by remonstrance. You might as well try to split an oak tree with a toy hatchet. Their policy is settled by consultation with their own interests, independent of the public weal, and they are callous to any appeal however gentle in town,

however tender and sentimental in its adulation. But awaken public indignation; get up a storm of popular fury, and let it have public expression, and they fall as Lucifer falls, never to rise."

The *News*, thinks the committee appointed does not represent Allegany county, declares the trouble about the whole matter lies at the doors of the Democratic party, and says: "If Mr. Gorman really designs persisting in former tolls, and offers no reduction beyond a rebate of wharfage, he will certainly make a grave mistake, and it will not be in time to correct it when it shall have been discovered that the canal is doing no business, for then season contracts will probably have been made for transportation by other routes. The canal board should therefore act promptly in this matter, and with the intelligent lights before them they cannot make a mistake in reducing tolls."

The *Times* says: "A lease of the wharf of the Consolidation Coal Company was effected by the Chesapeake and Ohio Canal Company yesterday. That this information is reliable we are satisfied, and shows conclusively that the Consolidation Coal Company is paying no attention to shipment of coal by canal."

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*Ibid*, p. 4. **Local Brevities** – The canal boat Congress arrived here this morning, via the river, from Georgetown with the first cargo of Cumberland coal for the season. She had, however, been caught by the ice on her way down last winter.

ES, Tue., 3/30/75, p. 4. **GEORGETOWN**

**Coal Shipments.** – The coal shipping from Georgetown, considering the general dullness in business, is beginning hopefully. Ray's docks have already this week loaded and dispatched to New York and ports on Long Island Sound, four schooners, (one of them of nearly 800 tons capacity,) with a total tonnage of between 1,600 and 1,700 tons. Other vessels will follow in order. No boats have yet been loaded at Cumberland, nor will there be any till

some settlement of the freight troubles has been arrived at.

**River and Canal.** - By the canal boat Knights of Pythias, with wood for H. M. Talbott.

AG, Tue. 3/30/75, p. 4. **Canal News** – The *Cumberland News* says: “The Georgetown steam canal boat, the Ludlow Patton, arrived at this city yesterday, the trip from Georgetown occupying five days. The delay was not due, however, to the boat’s want of speed, as we are informed, she made a mile in thirteen minutes. She will be loaded today with a cargo of ‘purchased’ coal.”

The Georgetown correspondent of the *Washington Star* of yesterday says: “It is expected that boats will begin to arrive by tomorrow from points on the canal above Harper’s Ferry.” All the boats that wintered here have started for Cumberland, via the river.”

The repairs to the Alexandria Canal are in active progress, and will be completed, it is said, sometime next week.

H&TL, Wed. 3/31/75, p. 2. **Toll on the Canal.** - Quite a large meeting was held in Cumberland on Friday last with regard to a reduction of the tolls on the Chesapeake and Ohio Canal, at which a series of resolutions were adopted, embodying the suggestion and a committee appointed to lay the proceedings before the Canal Directors and the Board of Public Works. It seems the citizens of Allegany are apprehensive that the reduction of the coal freights on the Baltimore and Ohio and Pennsylvania Central railroads will seriously diminish the carrying trade of the Canal unless such action is taken by the authorities of the latter as to meet the changed state of freights.

But while this is alleged to be the case on the one hand, a correspondent of the *Baltimore Sun* of Saturday last, shows on the other [hand] that the Canal authorities have made reduction on wharfage, tolls, &c., for the year 1875, sufficient in amount to secure to the Canal a fair proportion of the coal trade. He says the reduced charges on the Baltimore and Ohio Railroad on a

long ton at \$2.45 whilst the reduced charges on the Canal are \$1.99, making a difference of forty-six cents in favor of the latter, which he thinks ought to secure the Canal its proportion of trade. Whilst we should be in favor of every measure that will promote the interests of our worthy, industrious boatmen, it must not be forgotten that the whole State has an interest in the Canal which also claims and demands protection.

ES, Wed. 3/31/75, p. 4. **GEORGETOWN.**

**By the canal** – Boat Hattie & Bessie, with 3,400 bushels of grain and 100 barrels of flour for Hartley & Bro.; boat Wheeler & Barron, with 1,000 bushels of wheat and 1,200 bushels of corn for same firm; boat J. N. Thomas, with 3,500 bushels of corn, white and yellow, consigned to J. G. & J. M. Waters; boat Wm. H. Stevens, with wood for Mayfield & Hieston; and boat Thos. Hirperson, with wood.

**The First Boat Through to Cumberland** – The new steamer, Ludlow Patton, loaded on Monday at Cumberland for this port, she being the first boat of the season through by canal. This boat belongs to Mr. H. G. Wagner, of Georgetown, and not partly to Mr. Gorman, as reported in the *Cumberland Times* of Monday.

ES, Thu. 4/1/75, p. 1. **The Cumberland Coal Tariff.** - The *Cumberland (Md.) News* of Wednesday, in reference to the movements inaugurated by the public meeting there last week to get a reduction of the tolls on coal transported by canal, says: "Mr. Hoffman, chairman of the committee, has received a telegraphic dispatch from President Gorman stating that the board of public works and the canal board will both be in session at Annapolis on Tuesday next, at which time the Cumberland committee will be afforded a hearing. Mr. Hoffman will confer with the members of the committee in regard to their visit to Annapolis. We are not without hope that the ill-advised utterances at our meeting will be held lightly by



those aimed at. A. C. Green, esq., declines appointment on the committee to wait on the canal board to request a reduction of tolls. He thinks the delegation should be made up of persons not engaged, as he is, actively in the coal business.

CA, Fri. 4/2/75, p. 1. **Canal Report** - 4 boats left this port yesterday, carrying 456.15 tons of coal as follows:

CONSOLIDATION CO.		
C. P. Manning	Washington	108 04
B. R. Summers	Alexandria	114 11
2 boats	total	222.15
BORDEN CO.		
A. C. Green	Georgetown	120 15
R. E. Fugitt	Georgetown	113 05
2 boats	total	234 00

*Ibid*, p. 4. The channel at the entrance to the lock at this place will have to be well dredged before boating can be resumed from the Potomac wharf. Several boats were much injured against the pier which stands in the middle of the stream yesterday, the current being strong, and yet there is not sufficient water to carry boats into the lock. The boats, after hours of labor, pulled back and now lay beyond the point below the Water Works, awaiting the removal of the bar, which closes up the entrance to the lock.

ES, Fri. 4/2/75, p. 4. **GEORGETOWN.**

**River News.** - By the canal, boat J. H. Bevans, with 300 barrels of flour for J. G. & J. M. Waters.

AG, Fri. 4/2/75, p. 4. **The Coal Trade** – The Cumberland correspondent of the Baltimore *Sun* says: "Only one boat loaded with coal – 110 tons 11 cwt. – cleared this port last week, and none this week till yesterday, when eight boats left with 911 tons. Of these, seven were Borden Company boats. It is stated this company has a large government contract to fill the present season." The Cumberland *News* says: "The canal trade opened yesterday (March 31<sup>st</sup>), with eight departures. Last year it opened on the 25<sup>th</sup>

of March, and up to and including the 31<sup>st</sup> forty-two boats had cleared."

ES, Sat. 4/3/75, p. 4. **GEORGETOWN.**

**The Coal Trade.** - Shipments of coal at Georgetown have been of such an initiatory character. The three companies, the Borden, the Maryland and the Consolidation, have shipped about 5,300 tons during the week. One arrival of coal from Cumberland has taken place by the steamer Ludlow Patton, on private account. Only one company, the Borden, has commenced loading at Cumberland for the canal trade. No boat arrivals yet at Georgetown or Alexandria.

**Grain and Flour Trade.** - Arrived by the canal - boat E. W. Stanhope, with 200 barrels of flour for J. G. & J. M. Waters. Boat E. F. Wheeler, with 2,000 bushels of wheat, 500 bushels of corn, and 25 barrels of ear corn for same firm.

AG, Sat. 4/3/75, p. 4. **Coal Trade** – The shipments of Cumberland coal from this port for the week ending today were 417 tons by the Hampshire and Baltimore Coal Company, and 350 tons by J. P. Agnew. Receipts at this port by canal from Cumberland are expected next week, as the agent of the Hampshire and Baltimore Coal Company has telegraphed for consignments. Five boats left Cumberland for tide water on Thursday, one of which, the B. R. Summers, is bound to this port.

ES, Mon. 4/5/75, p. 4. **GEORGETOWN.**

**River and Canal.** - By the canal, boat Knights of Pythias, with 106 bales of hay, for T. C. Wheeler.

AG, Mon. 4/5/75, p. 3. **The Coal Trade** – The Borden, the Maryland and the consolidation Coal Companies shipped about 5,300 tons during the week ending on Saturday last from their agencies at Georgetown. One arrival of coal from Cumberland has taken the steamer Ludlow Patton, on private account. Only one company, the Borden, has commenced loading at

Cumberland for the canal trade. No boat arrivals yet at Georgetown or Alexandria. There will, it is expected, be some arrivals of coal this week. The amount expected is only so much as will be likely to be used for the home market, as for the present it is impossible to compete in export with the coal carried at low freights to Baltimore.

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*Ibid.* p. 4. **Local Brevities** – Canal boats, with the mules which drag them, are beginning to make their appearance at the upper wharfs of the city, but they come empty and via the river from Georgetown, for cargoes of plaster.

ES, Tue. 4/6/75, p. 4. **GEORGETOWN.**

**River and Canal News.** - Arrived - By the canal, boat Hattie & Bessie, with 1,700 bushels of wheat, 150 barrels of ear corn, and 100 barrels of flour, for Hartley & Bro.; boat C. B. Embrey, with 306 barrels of flour, for J. G. & J. M. Waters; and boat J. N. Thomas, with 3,500 bushels of corn and 100 barrels of flour, for same firm.

CA, Wed. 4/7/75, p. 4. **The Committee to Annapolis - Their Visit and Return.** - Several of the Committee appointed to visit Annapolis and intercede the Board of Public Works and the Canal Directory for a reduction of tolls on the canal returned last night. They can give but little information as to the probable action of the two Boards, but the opinion seems to obtain that there will be a reduction in toll ordered. The committee was received very cordially, but no sign or intimation was given them as to what the action of the Board would be. As we anticipated, there was no immediate action taken. The subject will be considered today and decided upon. There is no doubt in our mind that it has already been decided one way or the other, and we are inclined to believe in favor of reduction. If the decision is published today, we will give it tomorrow. The interview between the committee and the canal magnates was satisfactory enough as far as it went; but not a word was dropped that would indicate the disposition of those in whose

power the matter rests. Had the canal board intended to act on the recommendation of the committee they might have given an intimation to that effect. As they did not, we may infer that other influences will control them. Still we do not see how they can avoid a reduction in tolls.

ES, Wed. 4/7/75, p. 4. **GEORGETOWN.**

**River and Canal News.** - Arrived - By the canal - boat C. F. Waters, 810 bushels of red wheat and 2,500 bushels of corn for J. G. and J. M. Water; boat David Seibert with 232 barrels of flour for same firm; boat Monocacy, with 106 bales of hay for T. C. Wheeler; boat H. M. Talbott, with 900 bushels of wheat and 500 bushels of corn for H. M. Talbott.

AG, Wed. 4/7/75, p. 4. **First Boat of the Season** – The canal boat B. R. Summers, arrived here this morning direct from Cumberland, via the river from Georgetown, consigned to W. A. Smoot, and bringing the first load of coal for the season of 1875.

CA, Fri. 4/9/75, p. 4. The steamer Ludlow Patton steamed into this port from Georgetown about noon yesterday.

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We watched patiently for more than an hour yesterday the ineffectual efforts of boatmen to get their craft and cargoes of coal over the bar near the entrance to the lock of the canal. Man and mules, toiled and sweated and swore. Ask pardon; the swearing was all done by the men. Mules are moral and would kick against profanity, no doubt. Ropes were shifted to every available position for the application of a motive power. A number of by-standers watched with anxiety; the assiduous labors of the men and doubtless sympathized with them in the desire to see the boats started, but alas! They were fast aground, and there we left them. At this moment we have no means of learning whether any after efforts were made or not, nor with what success.

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**Canal Report** - 11 boats left this port yesterday, carrying 1,211.03 tons of coal as follows:

Boats		tons cwt
<b>BORDEN</b>		
Alexander	Georgetown	117 10
Jacob H. Snyder	Georgetown	112 03
Henry Freeland	Georgetown	113 03
A. H. Blackiston	Georgetown	107 14
4 boats	total	450 10
<b>CONSOLIDATION CO.</b>		
Samuel H. Davis	Alexandria	104 14
Monongahela	Williamsport	109 12
2 boats	total	214 06
<b>INDIVIDUAL</b>		
Sallie Ardinger	Georgetown	113 08
Mrs. C. E. Charles	Georgetown	112 10
Thos. Lannon	Georgetown	109 18
Thos. Moore (Steamer)	Georgetown	102 11
John Sammon	Washington	108 00
5 boats	total	546 07

CA, Thu. 4/8/75, p. 4. **The Boatmen's Union** held a meeting last night to consider what action was necessary on the part of the boatmen to meet the necessities of trade on the canal. Resolutions were adopted pledging the boatmen to make such concessions as the circumstances of the coal trade demanded, and to meet the canal company, coal shippers and boat builders half way in reducing the cost of the shipment of coal by canal. The following rate at which coal will be freighted was adopted subject to the following conditions: The boat builders and coal companies to accede to a reduction of ten dollars in the trippage heretofore paid; or if the Canal Company abates the toll on the descending boat, then a reduction of five dollars in trippage will be accepted:

To	Hancock	40	cents
"	Williamsport	60	"
"	Shepherdstown	80	"
"	Antietam	80	"
"	Harper's Ferry	85	"
"	Knoxville	90	"
"	Point of Rocks	98	"
"	Georgetown	1.25	"
"	D Street Wharf	1.28	"
"	6th and 7th Street Wharf	1.30	"
"	Navy Yard	1.32½	"

"	1st & 2nd Brick Yard,	1.27	"
	Alexandria Canal		
"	Four Mile Run	1.28	"
"	Alexandria	1.30	"

It is also understood that as soon as old freights are resumed by the Railroad Company, the freights heretofore obtained on the canal are to be resumed.

Work on the mule bridge across the mouth of Will's Creek has been commenced. The whole structure will be rebuilt except the piers.

As our canal report, of Tuesday, was omitted in yesterday's issue through "some body's" carelessness, we publish it today along with yesterdays. It will be seen that only four boats left each day.

**Canal Report** - 4 boats left this port yesterday, carrying 468.03 tons of coal as follows:

Boats		tons cwt
<b>BORDEN</b>		
Julia Borden	Georgetown	110 19
Invincible	Georgetown	117 13
Alexander	Georgetown	117 10
3 boats	total	346 02
<b>INDIVIDUAL</b>		
Henry Gerdeman	Washington	117 01
4 boats	total	463 03

**Tuesday's Canal Report.**

<b>BORDEN COMPANY</b>		
Capt. J. R. Masters	Georgetown	114 03
Henry Kraus	Georgetown	115 11
2 boats	total	229 14
<b>INDIVIDUAL</b>		
T. J. Baker	Washington	113 04
H. Loveridge	Georgetown	116 14
2 boats	total	229 18

Total, four boats carrying 459 12 tons of coal.

ES, Thu. 4/8/75, p. 4. **GEORGETOWN.**

**River and Canal** – Arrived – by the canal – boat Caledonia, with 1,500 bushels of wheat, 1,000 bu. bushels of corn, and 50 barrels ear corn for Hartley & Bro.; Boat Catskill with wood for H. T. Talbott.

AG, Thu. 4/8/75, p. 4. **Canal Tolls** – The result of the action of the directors of the Chesapeake and Ohio Canal, in refusing to reduce the tolls, will, it is said, prevent the resumption of the coal trade by canal. The American Coal Company this morning telegraphed to Cumberland to send no coal by canal, but a thousand tons a day to Baltimore by railroad, and, it is probable that all the other coal companies will adopt the same policy.

ES, Fri. 4/9/75, p. 1. **The Canal Tolls on Coal.** - The directors of the Chesapeake and Ohio Canal Company having duly considered the resolutions adopted by citizens of Cumberland, requesting a further reduction of freight on coal, have determined that the present rates are as low as the material interests of the canal will permit, and this determination having been made known to the board of public works of the state, that body has approved it. The canal directors publish an explanation and defense of their action in the Baltimore papers, and say that while they believe that a reductions of twenty cents per ton is necessary in order to secure the canal its fair proportion of trade, yet they have reduced the cost of wharfage and tolls as much as they can afford - from fifty-nine to fifty-one cents per ton - and they insist that a reduction of ten cents per ton be made by the boatmen and five cents by the coal companies.

The boatmen are willing, it seems, to come down, as the Boatmen's Union held a meeting in Cumberland Tuesday night, at which resolutions were adopted pledging the boatmen to make such concessions as the circumstances of the coal trade demanded, and to meet the canal company, coal shippers and boat builders half way in reducing the cost of the shipment of coal by the canal. A schedule of rates at which coal will be freighted was adopted, subject to the following: "It is also to be understood that as soon as old freights are resumed by the railroad companies the freights heretofore obtained on the canal are to be resumed."

AG, Fri. 4/9/75, p. 3. **Canal Tolls** – The answer of the Chesapeake and Ohio Canal Board to the demand for a reduction of tolls on the Canal to meet the competition of the railway companies, now unfavorably affecting its business, recognizes that some abatement is necessary, but argues that the reduction shall be partially borne by the Canal Company, the boat owners and the wharf owners, as the Canal could not be operated at any profit if it should attempt to carry the whole of the proposed decrease of twenty cents per ton. Therefore, it is proposed that the Company shall cut down tolls and wharfage eight cents per ton, the boatmen reduce their charges ten cents per ton, and the wharf proprietors at Georgetown make a reduction of five cents per ton. At this schedule the difference in laying down a ton of coal in Baltimore by the railroad and in Georgetown by the Canal would be 49 cents in favor of the latter, the figures being \$2.45 and \$1.96. The boatmen, it is said, are willing for a compromise and the Board of Public Works of Maryland, have approved the policy of the Canal Board.

The board of directors state that in 1874 the boatmen received for their services \$1,070,000, the wharf owners \$344,000, while the canal company received from tolls on coal and boats but \$428,000 for maintaining and operating a work which cost over \$11,000,000, being but \$84,000 more than was received by the wharf owners on their investment of about \$300,000.

The *Cumberland News* of yesterday says: "The canal board held two meetings on Tuesday, and decided upon a line of action in relation to reduction of charges upon coal, which was embodied in a report to the board of public works and presented to that body last evening. The report consists substantially of a recommendation of a reduction of eight cents upon tolls and wharfage at this city. This is, of course, based upon the decision of the canal company to control the wharfage here, and will make the tolls and wharfage combined fifty-one cents. From this amount a further reduction is

contemplated by throwing off the charge for “trimming” boats while the latter are loading – something more than one cent per ton, the whole making the tolls and wharfage a little less than fifty cents per ton.”

The Cumberland *Times* says: “The Boatmen’s Union held a meeting Tuesday night to consider what action was necessary on the part of the boatmen to meet the necessities of trade on the canal. Resolutions were adopted pledging the boatmen to make such concessions as the circumstances of the coal trade demanded, and to meet the canal company, coal shippers and boat builders half way in reducing the cost of the shipment of coal by the canal. The following rate at which coal will be freighted was adopted, subject to the following conditions: ‘The boat builders and coal companies to accede to a reduction of ten dollars in the trippage heretofore paid; or if the canal company abates the toll on the descending boat then a reduction of five dollars in trippage will be accepted. To Hancock, 40 cents; to Williamsport, 60 cents; to Shepherdstown, 80 cents; to Antietam, 80 cents; to Harper’s Ferry, 85 cents; to Knoxville, 90 cents; to Point of Rocks, 98 cents; to Georgetown, \$1.25, to D street wharf, \$1.28; to Sixth and Seventh-street wharf, \$1.30; to navy yard, \$1.32½; to first and second brickyard, Alexandria canal, \$1.27; to Four-mile Run, \$1.28; to Alexandria, \$1.30.

‘It is also to be understood that as soon as old freights are resumed by the railroad company, the freights heretofore obtained on the canal are to be resumed.’”

ES, Sat. 4/10/75, p. 4. **GEORGETOWN.**

**River and Canal.** - Arrived - by the canal, boat W. H. Stevens, with wood for Mayfield & Hieston; and boat Catskill, with wood for Dickson & King.

AG, Sat. 4/10/75, p. 4. **The Canal Trade** – The Cumberland *News* of yesterday, after speaking of the proposed reduction of canal freights by the Boatmen’s Union, says: “It is now to be hoped

that the boat owners will find it possible to reduce the trippage, as several boat-owners have signified their willingness to do, and that the canal management will then throw off the “boat toll.” The prospects of the canal trade are certainly brightening.

ES, Mon. 4/12/75, p. 4. **GEORGETOWN.**

**River and Canal** – By the canal, boat T. C. Wheeler, with wood for Mayfield & Hieston; boat Wheeler & Barron, with 1,600 bushels of wheat and 200 bushels of oats, for Hartley & Bro., and 2,000 bushels of corn for H. M. Talbott.

AG, Tue. 4/13/75, p. 2. **Canal Tolls** – We learn from the Cumberland *News* of yesterday that the Boatmen’s Union held a meeting on Saturday evening, for the purpose of taking definite action in view of the declaration by the Canal Board of their policy for the coming season. But little discussion was had, as the boatmen seemed to be of one opinion – that a reduction all round would speedily revive the coal trade by canal.

Accordingly, resolutions were passed declaring a willingness to carry coal to Georgetown at \$1.25 and to Alexandria for \$1.30 for the season of 1875, if the canal company will throw off one to the boat-tolls of \$4.08. A committee was then appointed to proceed to Annapolis to formally lay before the Canal Board the proposition above stated, and that evening they left on their mission. The *News* says: “There now remains but one obstacle in the way of the accomplishment of the proposed ‘general reduction’ – the trippage question. It is desired by the boatmen, the canal company and several coal agents with whom our reporter has talked, that this item be reduced \$10. One of the boat builders, we learn, is willing to reduce the trippage on his boats from \$40 to \$30 on boats running day and night, but wants \$35 from ‘day boats;’ another builder is willing to reduce \$10 all the way round; one of the coal companies owning boats is willing to reduce trippage from \$35 to \$30 only. A prominent coal operator

stated on Saturday that the business of the canal this season would be the heaviest ever done on that water-way."

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*Ibid.* p. 4. **Coal Orders** – The first evidences of the revival of the coal trade that have manifested themselves in this city came this morning in the shape of orders for shipments to the Hampshire and Baltimore Coal Company, which will be filled as soon as the requisite amount of coal can be received from Cumberland.

NR, Wed. 4/14/75, p. 4. **Steam on the Chesapeake and Ohio Canal** – The steamer *Thomas Moore* arrived last night at the foot of Twenty-second street from Cumberland, Md., with a cargo of one hundred tons of coal. This boat was constructed by Stewart, Adams and Darraghs. Her complete machinery, &c., can be inspected by those feeling an interest in steam navigation on our inland waters. It is said she makes as little swells as an ordinary canal boat.

ES, Wed. 4/14/75, p. 4. **GEORGETOWN.**  
**River and Canal News.** - Arrived - by the canal - Boat W. C. Ernst, with 300 bushels of wheat for J. G. and J. M. Waters; and boat J. N. Thomas with 2,500 bushels wheat, 1,550 bushels corn, and 60 barrels flour for the same firm; boats F. G. Laing, C. H. Knott, A. C. Green, Invincible, Julia Borden, R. E. Fugitt, Henry Kraus and Onward, from Cumberland with coal for the Borden Mining Company.

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**The Canal Negotiations.** - A committee of the Chesapeake and Ohio canal boatmen waited on the canal board at Annapolis, yesterday, and proposed to reduce their rate on coal ten cents per ton, provided the boat owners would reduce their "trippage" ten dollars. The latter have proposed a reduction of but five dollars. A committee of the board was appointed to take the matter in charge.

H&TL, Wed. 4/14/75, p. 2. **Reduction of Tolls.**  
 - The resolutions adopted at a mass meeting of the citizens of Cumberland, requesting the President and Directors of the Chesapeake and Ohio Canal to reduce tolls, was presented by a committee appointed for the purpose last week. The Canal Board and the Board of Public Works met the committee at Annapolis last week, where the presentation of the resolutions took place, and an interesting discussion ensued. There was a disposition evinced by all parties to make such a reduction as will secure to the Canal its share of the coal trade, but neither the Canal Board nor the Board of Public Works thought that the Canal should bear the whole of this reduction. Upon this point these authorities differed with the committee, and have since made a publication, proposing a reduction of twenty-three cents, the Canal Company to bear eight cents, the boatmen ten cents, and the coal companies five cents, which will enable the Canal to ship a ton of coal to Georgetown at a cost of \$1.96, whilst it costs \$2.45 to ship a ton to Baltimore on the Railroad, making a difference in favor of the former of forty-nine cents, which they think will secure to it a fair proportion of the canal trade. - The Board of Directors also states that in 1872 the boatmen received for their services \$1,070,000, the wharf owners \$344,000, while the Canal Company received from the tolls on coal and boats but \$428,000 for maintaining and operating a work which cost over \$11,000,000, being but \$84,000 more than was received by the wharf owners on their investment of \$300,000. On this basis the board argues that it can make no further reduction of tolls at present.

AG, Wed. 4/14/75, p. 4. **Local Brevities** – The steamer *Thomas Moore* arrived at Georgetown last night with a cargo of one hundred tons of coal from Cumberland. In moving she is said to create as little disturbance in the water as an ordinary canal boat.

ES, Thu. 4/15/75, p. 4. **GEORGETOWN.**

**River and Canal.** - Arrived by the canal - Boat Hattie & Bessie, with 3,500 bushels of corn and 100 barrels of flour for Hartley & Bro.

NR, Thu. 4/15/75, p. 4. The canal board at Annapolis, Md., were waited upon Tuesday by a committee of the Chesapeake and Ohio canal boatmen, and proposed to reduce their rate on coal ten cents per ton, provided the boat-owners would reduce their "trippage" \$10. The latter have proposed a reduction of but \$5. A committee of the board was appointed to take the matter in charge.

Sun, Fri. 4/16/75, p. 4. **Letter from Cumberland, Md.** - *Coal Shipments* - The shipment of Cumberland coal for the week ending April 10, amounted to 43,146 tons 15 cwt., a decrease compared with the corresponding week of last year of 5,744 tons 19 cwt. For the year to that date, 338,878 tons 9 cwt. were shipped, showing a decrease compared with the like period of 1874 of 60,647 tons 15 cwt. Baltimore and Ohio railroad, decrease, 48,498 tons 10 cwt.; Pennsylvania railroad, increase, 1,005 tons 12 cwt.; Chesapeake and Ohio canal, decrease, 13,184 tons 17 cwt. During the week ending last evening 50 boats cleared this port carrying 5,486 tons 3 cwt. of coal.

The Blaen Avon Coal Company on Monday last commenced shipments by the Baltimore and Ohio railroad, sending 350 tons to Locust Point on that day. This is a "new departure," the company having shipped entirely by canal heretofore.

MCS, Fri. 4/16/75, p. 3. **The Canal.** - The Board of Directors of the Chesapeake and Ohio Canal Company had a regular monthly meeting on Tuesday, but did nothing beyond the transaction of the ordinary business of the company except that they received a delegation from the boatmen of Cumberland, who complained that the boat owners had failed to make the reduction of ten dollars in the trippage,

as was promised, and that therefore they (the boatmen) could not agree to reduce their charges from \$1.35 to \$1.25 without some further relief, and they asked the company to take off the boat tolls of \$4.08, in which event they could make the reduction required of them. The Board considered this proposition, and appointed a committee who were authorized to go to Cumberland and make such arrangements as might be found necessary.

ES, Fri. 4/16/75, p. 1. **Extension of the Chesapeake and Ohio Canal.** - A meeting was held at Westernport on Tuesday evening last, for the purpose of discussing the feasibility of extending the Chesapeake and Ohio canal to Piedmont and Westernport. Hon. P. Hamill, of Oakland, addressed the meeting, showing the necessity of extension, and was followed by Owen Riordan; who advocated the measure. The following committees were appointed to communicate with the canal authorities and invite them to visit Piedmont and Westernport: Allegany - Geo. W. Spangler, Owen Riordan and John Coles. Garrett - Hon. P. Hamill, Wm. A. Brydon and Wm. Mooney. Mineral - H. H. Knight, P. Flaherty and John Broderick.

#### ----- GEORGETOWN.

**River and Canal.** - Arrived - By the canal - 1,060 bushels of wheat for H. M. Talbott.

AG, Fri. 4/16/75, p. 3. A conference took place at Cumberland, Md., yesterday, between the Chesapeake and Ohio authorities and the boatmen and boat owners, in reference to the present rates of tolls. It is supposed a settlement will be reached today.

ES, Sat. 4/17/75, p. 1. **Chesapeake and Ohio Canal and the Coal Trade.** - The Cumberland *News* of yesterday says it is understood the boat owners have agreed to a general reduction of \$10 on trippage. This will doubtless fix the boatmen's freight rate at \$1.25, and cause them to withdraw their claim for demurrage, and the

season rates of freights will be at once established and the business of the canal go on to the extent of all demands upon it. The *News* says: "A gentleman well informed told us yesterday that very recently some large contracts have been made for Cumberland coal to take the place of anthracite, the long strike in the Pennsylvania region having necessitated the change. So, the indications go that the ensuing season will be a large one for the coal trade, if the canal rates are quickly and fairly adjusted. Then, in the language of one of our leading operators, the coal trade being flush, the canal will do the heaviest year's business in its history."

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**Compromise Agreed on Yesterday.**

A special telegram to the Baltimore *Gazette* from Cumberland, Md., 16th, says: - "At the meeting today of the Chesapeake and Ohio canal authorities, and the representatives of the boatmen and boat-owners, the boat-owners agreed to reduce "trippage" rates to \$30. The canal company agreed to reduce the tolls one-half each way, which was \$4.08, and the boatmen withdrew their demand for demurrage."

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*Ibid*, p. 4. **GEORGETOWN**

**Coal** – The Borden Mining company have received by the canal during the past week 2,300 tons of coal, and have shipped to eastern ports during the same time 2,900 tons.

AG, Sat. 4/17/75, p. 3. **CANAL COMMERCE** – Arrived – Boat Hanson Willison to Hampshire and Baltimore Coal Co.

NR, Mon. 4/19/75, p. 3. **Commercial.**

Washington has been well supplied with coal for months past, and prices have been uniform. There has been little apprehension of a scarcity here. The difficulties between the parties to the interruption of the coal trade on the Chesapeake and Ohio canal have now assumed a favorable aspect, and, once settled, the movement will, no doubt, be larger than usual. It

is generally busy along the wharves at Georgetown this time of the year, but it is now per force unusually dull. The Borden Mining Company have received during the week only 2,300 tons, and shipped to Eastern ports 2,900 tons. The receipts during the same week 1874 were 5,970 tons and the shipments 6,275 tons. Decrease in receipts 3,670 tons, and in shipments 3,376 tons. During the week ending last Wednesday evening 50 boats cleared for the port of Georgetown, carrying 5,486 tons 3 cwt. of coal.

The shipment of Cumberland coal for the week ended April 10, amounted to 43,346 tons 15 cwt., a decrease compared with the corresponding week of last year of 5,744 tons 19 cwt. For the year to that date 338,878 tons 9 cwt. were shipped, showing a decrease compared with like period of 1874 of 60,647 tons 15 cwt. Baltimore and Ohio railroad decrease 48,498 tons 10 cwt.; Pennsylvania railroad increase, 1,005 tons 12 cwt.; Chesapeake and Ohio canal decrease, 13,184 tons 17 cwt.

ES. Mon. 4/19/75, p. 1. **THE CANAL TROUBLES SETTLED. - A Basis of Adjustment Agreed upon Saturday. -**

Yesterday was an eventful day to the canal, and full of interest to the trade over that great waterway. Mr. Gorman, at the Queen City Hotel, received in the morning a call from a committee of the boatmen's union, who were authorized to say that the members of the union would boat at \$1.25 for the season and recede from their claim of demurrage if the boat owners would reduce trippage to \$30 all around and the canal company would throw off the boat-toll one way. Next came several of the boat-owners, headed by Mr. Mertens, and the subject of reducing the trippage to \$30 was discussed at length, and about noon the delegation of boat-owners stated that they would "stand in" on the general reduction, viz: 8 cents per ton reduction on tolls and wharfage; \$4.08 (half each way) reduction on boat-tolls; 10 cents per ton reduction on freight; and a reduction to \$30 on trippage. These matters



being arranged, the canal company representatives, the boatmen and boat-owners announced their ratification of the agreement, and the latter took their departure. Then Mr. Gorman exacted of the boatmen's union committee a promise that the rates should be adhered to for the season; announcing that if they receded therefrom at any time during the season the canal company would restore the whole charge for boat-tolls. Mr. Gorman then issued an order to the collector at this point to charge but \$2.04 boat-toll on which a trippage not exceeding \$30 was exacted, a similar reduction to be made at Georgetown. On boats which more than \$30 was exacted the old charge of \$4.08 is to be made. Several boats which were lying here loaded were at once dispatched under the new regulation.

It seems, looking at the situation generally, as if the affairs were about adjusted. The next week will probably witness the inauguration of canal trade. - *Cumberland News*, 17th.

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*Ibid*, p. 4. **GEORGETOWN.**

**River and Canal** – By the canal – Boat Wheeler & Barron, with 2,300 bushels of wheat, and 1,100 bushels of corn for Hartley & Bro., and 900 bushels of wheat for H. M. Talbott; boat H. M. Talbott, with 1,400 bushels of wheat and 2,000 bushels of corn for H. M. Talbott.

CA, Tue. 4/20/75, p. 1. **Canal Report** - 10 boats left this port yesterday, carrying 1,159 08 tons of coal as follows:

Boats		tons cwt
BORDEN		
F. L. Tilghman	Georgetown	114 10
F. J. Laing	Georgetown	121 19
Maggie B	Georgetown	116 11
Julia Borden	Georgetown	115 10
J. A. Spielman	Williamsport	113 19
C. B. Embrey	Williamsport	117 01
T. J. Baker	Washington	112 16
7 boats	total	812 06
CONSOLIDATION CO.		
Mary Mack	Alexandria	119 00
Monongahela	Williamsport	108 04
2 boats	total	227 04

BLAEN AVON CO.

H. Loveridge

Georgetown

119 18

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The paymaster of the Canal Company was in this city yesterday and we suppose dispensed his favors to the canal employees  
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It is a matter of gratification to know that the wharf question is settled *satisfactorily* to all concerned. If the *canal* company was to be secured in permanent possession of all the wharves no reasonable objection could be offered. But there are excellent reasons for believing that a gigantic fraud is contemplated by which the canal, the wharf owners and the coal companies will be swindled in the end. This has been guarded against, and it is not likely Gorman and Bannon will be permitted to gobble up these wharves in the name of the canal company, and thus create a monopoly more dangerous to canal interests than even their administration of its affairs.

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**A Communication** in the *News* a few days since, over the signature of "Fides," attracted our attention only by reason of the generally accepted opinion that it emanated from the office of the Maryland Coal Company in this city. With the subject upon which it treats we have little concern, inasmuch as the question of trippage belongs to the boatmen and those from whom they purchase boats. Crediting the authorship of the communication to the inspiration of the Maryland Coal Company it only requires a short quotation from the annual reports of this company for 1873 and 1874, signed by Messrs. Ludlow Patton and Henry Loveridge, respectively, placed in conjunction with the main point sought to be made by "Fides," to show about as glaring a bit of inconsistency as it was ever the fortune of any one to encounter. "Fides" - otherwise the Cumberland office of the Maryland Coal Company - says:

"Thirty-five dollars per trip *rent* for boats means over *fifty per cent* profit on the investment, and pays repair bills also." \* \* \* \* "Twenty dollars a

trip would pay repairs and about 25 per cent on investment in boat."

Now place the above alongside of the following extract from the report of the Maryland Coal Company (signed by L. Patton, Esq.,) for 1873:

"Unlike most of the shippers per Chesapeake and Ohio Canal, the company owns no boats engaged in freighting on its line. Large outlays in property of the most perishable nature have thus been avoided, while the steady employment given to boats in the company's line, and the dispatch guaranteed by the unequalled facilities of the company at Georgetown, have attracted to its service a number of independent boatmen, ample for the operation of its business, and upon terms that have proved remunerative to the boatmen and advantageous to the company."

Then add the following from Mr. Loveridge's report for 1874 and you can not fail to discover how easy it is to maintain both sides of an intricate question at the same time:

"The policy of not building or acquiring boats for canal service while the supply has exceeded the probable requirements of the trade, has been further justified by the experience of the year. Unnecessary investments in perishable property requiring a large expenditure for its care and maintenance have thus been avoided. At the same time, superior facilities and business of the company enabled it to guarantee to boat owners a dispatch in loading and discharging that had never been offered or proposed."

It would seem from the above that the conclusions of the New York end of the line do not agree with the conclusions of the Cumberland end. The office here says owning boats pays fifty per cent. The New York office says exactly the reverse - that boats are perishable property and do not make the coal companies who own them any return for the money invested. Without going into the merits of the case, of which we confess to a limited knowledge, we merely place the above excerpts together to show how easily things can be mixed, and how little reliance is to be placed in statements thus loosely made.

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*Ibid*, p. 4. No general resumption of canal shipments yet.

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The amount gained to the boatmen by the reduction in toll on boats, supposing the number of boats on the canal to be four hundred and fifty, and that each boat makes twenty trips in the course of a season, will be \$61,200.

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**Canal Affairs.** - The New Central, Hampshire & Baltimore and Blaen Avon Coal Companies will resume the shipment of coal by canal this morning in moderate quantities. The New Central will load three boats per day, the Hampshire & Baltimore two and the Blaen Avon three. The first named Company is usually a heavy shipper by canal, and the number of boats which it proposes to commence operations with is not indicative of an active demand, or it may be that its trade having been attracted to other routes is not very likely to return to the canal, for some time, if at all during the season. The Hampshire and Blaen Avon Companies do not generally ship heavier by canal than they now propose. We have no information from the Consolidation, George's Creek, Maryland or American Companies, and it is not known when they will resume. In this connection we may state that nothing has transpired here to indicate that the American Company will let any of its boats at a lower rate than that heretofore paid - \$35 trippage, this company positively declined to receive less trippage than \$30 would probably have been more correct had it read that the American Company has given no indication whatever of an intention to recede from its last year's rates. The canal may now be said to have resumed operations at about a quarter of its usual business, with no very flattering prospect of an early increase in the trade.

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**An Exciting Scene - A Light Boat Goes Over the Dam.** - Yesterday about three o'clock p.m., Capt. James Snyder, of Sharpsburg, attempted to push his boat, the Wm. H. Boyer, of the George's Creek line, across the mouth of

Wills' Creek on his way to the Potomac wharf up the river. After he had got outside the pier a gale of wind struck the craft and she gradually drifted out into the Potomac and down toward the dam, over which a little more than a foot of water is pouring. The captain and his wife, a little child, a negro man and two mules were aboard the boat. The men did all in their power to make a landing, but wind and current were against them, and it soon became evident that if the draft of water was sufficient the boat must go over the dam. Swinging slowly around broadside to the wind the boat moved slowly on and went over the dam with a loud splash, careening over almost on her side as she made the fall, but righting quickly and landing in shoal water a few yards below the dam. A bale of hay fell overboard, some glass and Queensware was broken, but no damage was done to any of the unwilling and frightened passengers. Lines were got out and the boat was pulled up to the pier of the dam, where she is now awaiting a rise in the river. The boat will be compelled to go down the river as far as Dam No. 6 before she can enter the canal again. As far as is known she suffered no injury by her little trip.

ES, Tue. 4/20/75, p. 4. **District Government Affairs. - A Protest from the C. and O. Canal Co.** - President Gorman, of the Chesapeake and Ohio Canal Company, with Mr. J. G. Berret, of the board of directors, called upon the District Commissioners today to protest against the construction of a parapet wall on the supporting wall of the berm bank of the canal, between the aqueduct at Georgetown and Chain bridge, for the protection of travelers upon the road. The Commissioners have made a contract with Mr. Chapman for this work, and Mr. Gorman thinks it will interfere with the canal business, as in consequence of the large number of boats arriving during the busy season the company are obliged to tow their boats on the berm or north side, the other being filled with loaded boats awaiting a discharge of cargo. A conference of the engineers of the canal company with

Engineer Hoxie was determined upon when an inspection of the premises will be made by those officers with the view of adjusting the conflicting interests.

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**Coal Trade** – The Borden Mining company have received, since our last report, about 1,000 tons of coal per canal, and have shipped in the same time to eastern ports about 1,100 tons.

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**River and Canal** – By the canal – Boat Hattie & Bessie, with 3,500 bushels wheat and 100 barrels flour for Hartley & Bro.; boat Red Eye, No. 1, with 600 bushels wheat and 360 bushels corn for J. G. & J. M. Waters.

AG, Tue. 4/20/75, p. 2. **CANAL COMMERCE** – Arrived – Boats M. Sinclair and E. G. Gross to Hampshire and Baltimore Coal Co., and W. H. Lowe and Julia Manning to W. A. Smoot, via Rock Creek and the Potomac.

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*Ibid*, p. 4. **The Canal Tolls – Another Hitch** – We learn from the *Cumberland News* of yesterday that there is another hitch in the arrangement lately entered into between the canal authorities and the boatmen, the difficulty arising from a misunderstanding in reference to Mr. Gorman's order to the canal collector at Cumberland to make a reduction of \$2.04 in boat toll to boats on which trippage not exceeding \$30 was charged. Some contend that the reduction in trippage should have been \$10 all around – sold boats getting heretofore \$40 and rented ones \$35 – while Mr. Gorman's order appears to have assumed, in general terms, a reduction to but \$30. There is no doubt about the reading of the order to the collector. Under it he cannot allow a reduction of boat toll to a boat on which the trippage charge would be say \$30.01 or upwards, while he could allow it on a boat on which say \$30 or downwards was charged.

Out of between 400 and 500 boats on the canal all but 63 (American Company) and 15 (Consolidation Company) may be described as

sold boats. The American Company, with its 63 boats, has been renting them out at \$35 per trip. Without announcing their acceptance or refusal of the new rate, we believe, they understood it as applicable to them at \$30. Their purpose is to be made public.

If the boatmen will not load for the American Company at \$30, one of the agreements at the conference will be terminated, for it was explicitly declared that there should be no interruption of trade by the boatmen if the boat owners should accept the situation.

It is urged against the American Company that the \$5 advantage which it would receive in the alleged disproportionate reduction would enable them to sell cheaper coal and do a correspondingly large business to the detriment of competitors of all kinds. For the American Company it is argued that while the boat-sellers reduce their trippage, they do so without a loss, for while the payments are made lighter there is no rebate in the principal, and back payments all bear interest, whereas the American Company says that every cent they reduce trippage is absolutely given away, as they do not get it back in any way.

We hope that within as few days as possible the differences now impending the active inauguration of the canal trade will be adjusted.

AG, Tue. 4/20/75, p. 2. **CANAL COMMERCE** – Arrived – Boats M. Sinclair and E. G. Gross to Hampshire and Baltimore Coal Co., and W. H. Lowe and Julia Manning to W. A. Smoot, via Rock Creek and the Potomac.

ES, Wed. 4/21/75, p. 4. **GEORGETOWN.**

**River and canal.** - Arrived by the canal - Boat John B. Turton, with 1,100 bushels of wheat for J. G. & J. M. Waters; boat C. F. Waters, with 1,060 bushels of wheat and 2,000 bushels of corn for the same firm.

AG, Wed. 4/21/75, p. 3. **Over the Dam** – Yesterday afternoon Captain James Snyder, of

the canal boat *W. H. Boyer*, allowed his boat to get too far out into the river before “getting out a line,” and the stiff breeze carried the boat, which was not loaded, to the edge of the dam, where it swung around and then was floated over the dam, alighting in the surging water below wholly uninjured. On the boat were two men, a woman and child, and three mules. A colored man standing on the hatch was thrown into the hold, and everybody and everything on board more or less shaken up, but no one was hurt and no damage was done. The boat cannot be gotten out of the river until a rise in the water shall have taken place, when she will have to be towed to dam No. 6, and there locked into the canal. – *Cumberland News*.

CA, Thu. 4/22/75, p. 1. Now that the Court has overruled the plea set up by the canal company to avoid the payment of a just claim, it is in order to examine the merits of the case. A boat sinks in the channel of the canal. It is proved that the owner or master thereof had complied with all the rules and regulations for the government of the work and paid all the charges demanded for the privilege of navigating the same. It is likewise shown that the sinking of the boat was occasioned by the negligence of some salaried official of the company, and that the master of the boat thereby suffered loss. Suit is brought by the sufferer and a judgment for one hundred dollars is obtained. The funds of the company are attached to satisfy the judgment, and Mr. Gorman comes into court with the plea that the funds attached are not the property of the company. The equity of the claim is not denied, but payment is sought to be *evaded*, and the ends of justice defeated by protracted litigation that the canal company may save one hundred dollars at the expense of a poor laborer who has suffered loss through the inefficiency of some incompetent official. Determined to avoid the payment of this claim, pronounced just and equitable by the courts, Mr. Gorman has, we learn, appealed to Gov. Groome to take such steps in the name of the State as will result in

shielding the canal company from any responsibility incurred by an inefficient management of the canal. A more mean attempt to defraud is not upon record. It would be an anomaly in law and equity if the canal company, with power to impose and collect fines, as well as to sue and plead, could shield itself behind a mortgage and avoid the fulfillment of any of its obligations. Yet this is what Mr. Gorman is seeking to establish.

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**Boat Stoned.** - As the boat Kate Prather was passing the bluff between Dougherty's wide water and the aqueduct, on the Cumberland level of the canal yesterday evening, it was greeted by a volley of stones thrown by parties concealed among the rocks on the crest of the bluff. No great amount of damage was done, save the breaking of windows and denting the sides of the cabin. The man at the tiller was frightened a little at the suddenness of the assault and took refuge in the cabin for a few moments. None of the assailants were recognized, and it would be a difficult matter to trace them. The cause of the attack is not definitely ascertained, but it is supposed to be a rough kind of a protest against boating at prices lower than those fixed by the boatmen. It is greatly to be regretted that men will seek such means of righting a wrong, fancied or real, and we hope all respectable boatmen will frown upon and discourage such acts. They seldom accomplish more than to place the perpetrators at a disadvantage and in the wrong.

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The Consolidation Coal Company resumed shipment by canal yesterday afternoon. Several boats were partly loaded but none received way bills.

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*Ibid*, p. 4. The mule bridge near the canal lock is progressing favorably and ere long will admit of regular passage over the mouth of Wills' creek, facilitating the movement of boats from above to the lock.

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**Canal Report** - 16 boats left this port yesterday, carrying 2,243 04 tons of coal as follows:

Boats		tons cwt
<b>BORDEN</b>		
Alexander	Georgetown	116 03
John R. Masters	Georgetown	121 14
Henry Freeland	Georgetown	115 13
Onward	Georgetown	117 04
Wm. S. Shaw	Georgetown	110 15
Three Brothers	Washington	115 15
Kate Prather	(gas coal)	115 00
E. W. Stanhope	Williamsport	115 13
David Seibert	Williamsport	116 14
Alex Kratz & Co.	Georgetown	115 04
10 boats	total	1,559 15
<b>NEW CENTRAL CO.</b>		
Martin Scally	Georgetown	115 17
Our Sister	Georgetown	114 16
C. W. Adams	Georgetown	114 07
J. T. Dixon & Co.	Georgetown	109 15
4 boats	total	454 15
<b>BLAEN AVON CO.</b>		
Geo. Hughes	Georgetown	117 03
<b>HAMPSHIRE &amp; BALTIMORE CO.</b>		
Chas. Ridgley	Georgetown	111 11

NR, Thu. 4/22/75, p. 4. **DISTRICT NOTES.** - Lieut. Hoxie, with President Gorman, of the Chesapeake and Ohio Canal Company, made an inspection along the line of the canal where it is said the proposed improvements will interfere with the interests of the company. No conclusion was arrived at.

ES, Thu. 4/22/75, p. 4. **GEORGETOWN.**

**Business** on the Chesapeake and Ohio canal is gradually increasing. At last accounts from Cumberland six of the coal companies of eight were doing a little and by the first of next month it is thought there will be a general resumption.

**River and Canal** - By canal - boat Wm. H. Billinger, with 3,000 bushels of red wheat and 200 barrels of flour to J. G. & J. M. Waters.

CA, Fri. 4/23/75, p. 4. **Canal Report** - 16 boats left this port yesterday, carrying 2,233 09 tons of coal as follows:

Boats		tons cwt
<b>CONSOLIDATION</b>		
J. B. Varum	Georgetown	107 10

Wm. Moorehead	Georgetown	113 15
R. Shriver	Georgetown	110 08
T. J. Nimmo	Georgetown	106 12
H. J. Kenah	Georgetown	114 04
J. T. Davis	Georgetown	117 05
6 boats	total	668 14

## NEW CENTRAL CO.

M. E. Tice	Georgetown	113 05
Four Sisters	Georgetown	111 19
Ohio	Georgetown	111 03
John Hammond	Georgetown	111 04
A. J. Mills	Georgetown	115 01
5 boats	total	562 13

## HAMPSHIRE &amp; BALTIMORE CO.

R. B. Copley	Georgetown	115 00
John Weir	Georgetown	105 00
J. H. Snyder	Georgetown	118 01
Fall River	Georgetown	112 06
A. H. Blackiston	Georgetown	108 18
5 boats	total	539 05

ES, Fri. 4/23/75, p. 4. **GEORGETOWN.**

**River and Canal** – Arrived – by the canal – boat Caledonia, with 500 bushels of wheat, 1,400 bushels of shelled corn and 100 barrels of ear corn for Hartley & Bro.; boat J. N. Thomas to J. G. & J. M. Waters with 550 barrels flour, 2,700 bushels of wheat and 800 bushels of corn.

AG, Fri. 4/23/75, p. 4. **Stoning Canal Boats** – The Baltimore *American* on Monday took very sensible ground in regard to the reported stoning of a canal boat at Harper's Ferry a few since because the captain was charged with carrying freight at "ruinous rates." The boat was the *Thomas J. Baker*, which, we understand, was running by the day, instead of by the trip. The crew of the boat was so demoralized that they quit work. Others could not be procured, and the captain of the boat has had to lay up, and await such time as he can attend to his business without molestation.

In the Hagerstown *News* is an account of some disorderly proceedings at Sharpsburg and vicinity, in which thirty men participated. They represented that Samuel McGraw, superintendent of Antietam division, Chesapeake and Ohio canal, was obnoxious to them, and if not

removed by the company they would remove him themselves.

The canal boat *Kate Prather*, Captain Lewis F. Fernsner, loaded with gas coal, which left Cumberland on Tuesday evening, was stoned at the aqueduct, about four miles below the city, which point she passed about nine o'clock in the evening. The reports are that about two hundred stones were thrown, and considerable damage done to the boat. No reason is known for the act, unless it is that the captain has a charge lodged against him similar to the Baker's captain. – *Cumberland News*.

ES, Sat. 4/24/75, p. 5. **GEORGETOWN**

**The receipts of coal** during the past week have been 4,200 tons, and the shipments 5,625 tons.

AG, Sat. 4/24/75, p. 4. **Canal News** – The Cumberland *Times* of yesterday says: "The canal trade is picking up slowly, but steadily. Twenty boats left here yesterday against sixteen on Wednesday and twelve for two or three days previous. If some arrangement could now be effected whereby the American Company could ship by canal on a equality with other companies, we might be able to see the end of the deadlock. Mr. Gorman will be in this city on Tuesday next. The wharf business will then be settled, and probably the disagreement as to the shipment of coal by canal yet existing between the boatmen and several of the coal companies, will be adjusted, and Col. Stake's confidence in a solution satisfactory to all concerned, causes us to hope that we are near the end of the trouble."

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**Coal Trade** – The shipments of Cumberland coal from this port during the week ending today have been 840 tons by the American Coal Company and 450 tons by J. P. Agnew.

CA, Sat. 4/25/75, p. 4. **Canal Report** – 27 boats left this port yesterday, carrying 3,025 08 tons of coal as follows:

Boats		tons cwt
	BORDEN	
Ida & Sallie	Georgetown	116 05

R. J. West	Georgetown	112 11
Rudolph Herr	Georgetown	114 00
Susan Charles	Georgetown	116 06
Donna Tilghman	Georgetown	109 09
Zacharias & Cragin	Georgetown	113 09
Lizzie & Phillie	Georgetown	111 19
Pattie Dunlop	Georgetown	115 09
Jno. A. Spielman	Williamsport	113 19
Chas. B. Embrey	Williamsport	112 13
10 boats	total	1,139 00
NEW CENTRAL CO.		
City of Hamburg	Georgetown	111 01
Katie & Addie	Georgetown	116 10
John Reeves	Georgetown	115 00
J. Dick	Georgetown	107 13
D. Murphy	Georgetown	111 05
5 boats	total	674 05
CONSOLIDATION CO.		
S. K. Miller	Georgetown	115 12
Miner	Georgetown	115 02
Maryland	Georgetown	114 03
Monongahela	Georgetown	106 07
4 boats	total	451 04
HAMPSHIRE & BALTIMORE CO.		
Alex Adams	Georgetown	116 00
G. P. DeWitt	Georgetown	110 00
F. F. Davis	Georgetown	108 02
3 boats	total	334 02
MARYLAND CO.		
Henry Gerdeman	Washington	114 00
INDIVIDUAL		
T. O'Connell	Antietam Iron	76 17
Fire brick and clay		39 00
Lumber 1,250 feet		
Emma (gas coal)	Georgetown	105 00
B. F. Price	Georgetown	105 00
3 boats	total	325 17

**Plunder Found.** - Late yesterday afternoon Mr. Frank Taffle, a boatman, found among a pile of lumber in the neighborhood of Mr. Jacob Brengle's store on Canal street, the following articles supposed to be a portion of the plunder stolen from a store a few nights ago, mention of which has heretofore been made: One pair of boots; one box of cigars; one shawl; pocket knife; five plugs of tobacco; and two pair of old shoes, considerably worn, pocket handkerchief, one pair gums, three towels and one shirt. All the articles above mentioned were recognized by Mr. Sullivan and Mr. McKenna, and promptly restored to their possession, except

the shawl, pair of gums and the pocket handkerchief, which may be obtained by the owner or owners by calling at No. 9 Frederick street.

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We hear it whispered that Mr.

McCullough, the very efficient lock-tender at Oldtown, is to be discharged because he was imprudent enough to vote for Mr. Walsh. It is a serious matter to have such a charge as that preferred against you if you are an employee of Mr. Gorman.

CA, Mon. 4/26/75, p. 1. We have received a letter from a Prominent Democrat of Baltimore city, who is evidently on the "inside," giving an interesting account of the whole movement which has culminated in the possession of the wharves at this place by the canal company, the reasons therefore, the object, the prices to be paid, who engineered the scheme, etc., etc., together with a review of the political field and the plan of operations by the State ring. The letter is a charming, a most delightful document, but we withhold it for the present for reasons of satisfactory at least to our self. We have no desire to throw a straw in the way of what Messrs. Walsh & McKaig assert to be a *satisfactory* settlement of the difficulty with reference to their wharf, and as that matter is to be finally ratified on Tuesday, we shall let the communication lay over until after that time. We do this because the transaction is described in the letter, and we are under a sort of promise to say only what we have heretofore said about the transfer of the wharf for the present.

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*Ibid*, p. 4. **Canal Report** - 21 boats left this port Saturday, carrying 2,284 15 tons of coal as follows:

Boats		tons cwt
BORDEN		
Borden & Lovell	Georgetown	113 05
S. E. Hassett	Georgetown	117 03
Henry Boley	Georgetown	113 16
Denton Jacques	Georgetown	115 19
T. W. Riley	Georgetown	108 16
John G. Lynn	Georgetown	115 10

# Canal Trade - 1875

Little Nan	Georgetown	112 00
Johnny & Frankie	Georgetown	113 14
8 boats	total	910 03
NEW CENTRAL CO.		
Johnny	Georgetown	115 13
Albert Zeigler	Georgetown	117 10
J. W. Rhind	Georgetown	114 08
Lillie & May	Georgetown	109 07
4 boats	total	456 18
CONSOLIDATION CO.		
Linnet	Georgetown	111 09
A. Campbell	Georgetown	116 06
2 boats	total	227 15
HAMPSHIRE & BALTIMORE CO.		
W. P. Wools	Georgetown	110 02
R. Fannon	Georgetown	113 02
E. Mulvaney	Georgetown	113 00
Lillie Lemen	Georgetown	114 07
4 boats	total	451 05
MARYLAND CO.		
S. H. Davis	Georgetown	110 12
INDIVIDUAL		
H. Willison	Georgetown	113 00
A. L. Miller	Georgetown	114 03
2 boats	total	227 02

CA, Tue. 4/27/75, p. 1. **Canal Report** - 19 boats left this port yesterday, carrying 2,154 04 tons of coal as follows:

Boats		tons cwt
BORDEN		
Theo. Dean	Georgetown	115 09
Dr. O. M. Schindel	Georgetown	116 02
I. Wilson	Georgetown	119 02
E. W. Stanhope	Georgetown	115 14
G. H. Colbert	Georgetown	115 00
D. Seibert	Georgetown	114 06
J. H. Percy	Georgetown	107 12
7 boats	total	803 05
NEW CENTRAL CO.		
Elizabeth	Georgetown	114 18
Richard Burke	Georgetown	114 02
Fleming & Motter	Georgetown	108 08
Loretto	Georgetown	113 19
V. H. Weir	Georgetown	114 03
5 boats	total	565 10
CONSOLIDATION CO.		
Grason & Fannie	Williamsport	112 06
HAMPSHIRE & BALTIMORE CO.		
Elmer & Kate	Alexandria	112 10
R. Emmett	Alexandria	107 01
Ben Bissell	Alexandria	113 04
J. H. Woodburn	Alexandria	114 04
4 boats	total	446 19

BLAEN AVON		
C. C. Kelly	Georgetown	113 02
INDIVIDUAL		
Diligent	Georgetown	113 02

A Short time ago we alluded to the fact that one of the members of the Board of Directors of the C. & O. Canal Company had taken the contract for building the outlet-lock at Georgetown. The gentleman referred to was G. M. Watkins, Esq., and so far as the contract was concerned it was correct. But it might have been inferred that Mr. Watkins, as a director, contracted with himself to build this lock. Such an inference would *not* have been correct. The parties who have engaged to build this lock are acting under an old contract with the Canal Company, and Mr. Watkins as an individual contract with *them* for doing the work, and not with the Canal Company. We are also informed that he does not expect to obtain any favor in the way of a loan of tools, cables, derricks, &c., from the Canal Company in the prosecution. We are glad to hear this, because Mr. Watkins has always enjoyed the reputation of a high-toned honorable man, and as such we prefer to regard him. But even as a contractor, under the circumstances he cannot consistently remain a member of the Board of Directors.

In our last issue we spoke of Mr. Malcolm St. Clair, agent of the Blaen Avon Coal Company, having purchased several vacant lots at the canal at this place, for the purpose of shipping coal to this point the coming season. In this we were mistaken, the purchaser having been Mr. J. L. Motter of this place, and he having leased them to Mr. St. Clair. The lots are now being leveled and put in order for the trade. Derricks and steam engine, for hoisting coal, will be at once erected, and a large trade anticipated. Mr. J. L. Motter will be the agent for the company at this place. Words, commendable of Mr. Motter, we deem unnecessary, as everyone in this vicinity are well acquainted with this gentleman, and know him to be a thorough upright business man, and we compliment the



company on their success in procuring so competent and pleasant a gentleman to represent their interests in this locality. - *Williamsport Pilot*

ES, Tue. 4/27/75, p. 1. **Steam on the Canal** – The Cumberland (Md.) *News*, of Saturday, says: “The steam canal boat Ludlow Patton, which left this port at half-past eleven o’clock on Tuesday morning, April 20, with 109 tons 10 cwt. of coal, arrived in Georgetown at 1 o’clock yesterday afternoon, having made the distance of one hundred and eighty-four and one-half miles in three days and one and a-half hours, including the time required in locking. The Patton came to Cumberland from Georgetown empty in forty-six hours, and used four and a-half tons of coal in the round trip. Her owners claim that she is the only steam canal boat ever built that has a practical plan for lowering the propeller into deep water, so as to economically propel the boat when empty.”

*Ibid.* p. 4. **Strike of Coal Heavers** – Twelve boats, with 1,400 tons of coal, have arrived for the Borden Mining Company, and ten boats with 1,150 tons, have arrived for the Central company. No shipments are being made, as the loading employees of both companies are on a strike, demanding fifty cents each (last year’s prices) for each boat unloaded. They have been receiving this spring but forty cents per boat unloaded. The agents of both companies seem willing to allow the men forty-five cents per load, and it is probable that the matter will be settled upon that basis.

**River and Canal** – By the canal – Boat E. F. Wheeler, with 1,800 bushels of wheat and 1,100 bushels of corn for J. G. & J. M. Waters.

AG, Tue. 4/27/75, p. 3. **CANAL COMMERCE** - Arrived – Boats Dr. Broderick, R. A. Goodwin and Martin O’Conner, via Potomac river, to Hampshire and Baltimore Coal Co.

Departed – Boats Ichabod Crane and Mary Mack, via Potomac river, by W. A. Smoot.

CA, Wed. 4/28/75, p. 1. **On A Strike.** - The coal heavers of the Borden and New Central Companies at Georgetown were on a strike yesterday for last year's pay. They were receiving forty cents per boat and demanded fifty. It is thought that a compromise will be effected at forty-five cents. No boats were unloaded for those companies yesterday.

*Ibid*, p. 4. **Canal Report** - 28 boats left this port yesterday, carrying 3,194 13 tons of coal as follows:

Boats		tons cwt
CONSOLIDATION CO.		
H. C. Hicks	Georgetown	112 13
L. L. Shives	Georgetown	118 11
G. Meredith	Georgetown	118 08
Adam Norrie	Georgetown	115 17
D. A. Miller	Georgetown	115 08
Owl	Georgetown	109 06
Wm. Hill	Georgetown	114 16
Geo. A. Pearre	Georgetown	114 13
8 boats	total	919 12
BORDEN		
Bertha M. Young	Georgetown	118 18
Julia Borden	Georgetown	113 11
Sallie H. Taylor	Georgetown	114 17
Rebecca B. Lynn	Georgetown	116 14
Invincible	Georgetown	119 04
Jos. R. Haines	Georgetown	112 18
C. L. Brengle	Georgetown	113 15
Jno. T. James (Gas)	Washington	109 00
S. H. Sherman (Gas)	Washington	115 00
9 boats	total	1,033 17
NEW CENTRAL CO.		
F. A. Mertens	Georgetown	115 01
R. I. Morris	Georgetown	116 14
W. H. Ash	Georgetown	118 05
Wm. Moffett	Georgetown	115 10
4 boats	total	465 10
HAMPSHIRE & BALTIMORE CO.		
Thomas Lannon	Georgetown	107 18
J. R. Purcell	Georgetown	109 09
Mrs. C. E. Charles	Georgetown	114 06
Morning Sun	Georgetown	112 05
4 boats	total	443 18
BLAEN AVON		
Mary Mertens	Georgetown	112 19
MARYLAND CO.		
T. J. Mahaffy	Georgetown	110 17

## INDIVIDUAL

John Hieston	Georgetown	108 00
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*Sun*, Wed. 4/28/75, p. 4. **Maryland Items**

A stable belonging to Mr. Mertens and a frame dwelling owned by Mr. Barney McQuade, were destroyed by fire on Monday night last in Cumberland, Allegany county. Mr. Mertens' loss is about \$200 and that of Mr. McQuade \$1,200.

CA, Thu. 4/29/75, p. 1. **Mr. Gorman** and Mr. Fawcett were in the city yesterday and last night, for the purpose, we suppose, of completing the arrangement between the canal company and Messrs. Walsh & McKaig for the lease or purchase of the wharf of the latter. From the best information at command, we think it quite probable that the wharf will finally pass into the possession of the canal company. The contract closed yesterday - if it *was* closed, of which we have no direct information, not caring to annoy brother Gorman with any inquires - leases the wharf to the canal company for the term of two years at an annual rental of twelve thousand dollars, the canal company to keep the wharf in good repair, and to have the privilege of purchasing the same at the expiration of the lease by paying the sum of one hundred and twenty thousand dollars. Presuming this to be true it looks to us very much as if Billy Walsh had "scooped 'em again."

As to the other important matter which Gorman was expected to settle during his stay here, we learned very little. Several boatmen called on him but they received very little satisfaction, and from all we could learn the question of trippage remains in as great a muddle as ever. It is much to be regretted that this vexed question cannot be settled in some way mutually satisfactory to all interested.

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*Ibid*, p. 4. **Canal Report** - 32 boats left this port yesterday, carrying 3,630 12 tons of coal as follows:

Boats		tons cwt
	BORDEN	

Tillie B. Lynn	Georgetown	109 14
John A. Spielman	Georgetown	117 03
Joseph H. Farrow	Georgetown	115 04
Alonzo Berry	Georgetown	117 17
John C. Hassett	Georgetown	110 01
F. Ensminger	Georgetown	113 10
Chas. A. Green	Georgetown	114 10
Wm. Staples	Georgetown	114 09
8 boats	total	912 14

## MARYLAND CO.

Industry	Georgetown	114 02
Baltimore	Georgetown	114 03
Willie Snyder	Georgetown	116 17
Chas. Wheatley	Georgetown	110 10
H. B. Simonds	Georgetown	116 19
Annie	Georgetown	113 19
Henry Boyd	Georgetown	113 19
Dr. F. C. Doyle	Washington	120 15
8 boats	total	921 04

## CONSOLIDATION CO.

Joel Charles	Georgetown	115 13
Consolidation	Georgetown	117 10
P. J. Smith	Georgetown	107 04
Monongahela	Georgetown	105 19
Ino	Georgetown	116 01
Mohawk	Georgetown	112 08
6 boats	total	674 15

## NEW CENTRAL

W. E. Turner	Georgetown	112 18
Wm. Doyle	Georgetown	118 00
L. L. Mouse	Georgetown	114 15
Four Sisters	Georgetown	113 00
W. C. Merryman	Georgetown	111 01
J. C. Stubblefield	Georgetown	111 12
6 boats	total	681 06

## HAMPSHIRE &amp; BALTIMORE CO.

Geo. Hutton	Georgetown	107 06
H. A. Garrett	Georgetown	111 07
V. L. Sprigg	Georgetown	109 19
3 boats	total	328 12

## BALEN AVON CO.

Belle Resley	Georgetown	112 01
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As the canal boat T. J. Baker was passing by the bluff of rocks below Sharpsburg landing on her way to Georgetown a few days ago, she was assailed with a shower of stones and her cabin considerably damaged. This is the second time this boat has been attacked, but for what reason no one seems to understand.

ES, Thu. 4/29/75, p. 4. **GEORGETOWN.**

**Canal Business** is growing healthfully, with almost thirty boat departures a day from Cumberland. Two of the coal companies are doing very little, and a leading one nothing at all, though that will scarcely last long. The remainder are working pretty nearly up to last year's proportions.

**River and Canal** – By the canal, boat Seneca, to T. C. Wheeler, with 200 barrels of flour, 800 bushels of wheat, 100 bushels of corn, and 400 bushels of mill feed.

**End of the Coal Trimmers' Strike** – The strike of the employees of the Borden Mining company has ended – the company conceding to the demands of the men for fifty cents per boat, last year's wages. The company has received thirteen boats since our report of Tuesday, with cargoes amounting to 1,500 tons.

CA, Fri. 4/30/75, p. 1. **Whatever** the contract between Messrs. Walsh & McKaig and the canal authorities may be with reference to the lease of the wharf property of the former is a matter which may concern the parties themselves. Messrs. Welsh & McKaig have an undisputed right to make such disposition of their property as in their judgment will best insure to their advantage. All this must be conceded. And yet there is danger to this community, to the coal interests and the canal itself in the consolidation of all the wharfage facilities in the city, the control thereof being placed [in] hands of one set of persons. The Canal Company might very properly control the wharves, but the persons who are now endeavoring to purchase in the name of that company may also sell or lease in the name of that company. What might not result to the coal interests of Allegany from such an emergency? With a monopoly of wharfage in the possession of a, perhaps foreign corporation, the Canal Company and the coal companies would be at a greater disadvantage than under the system so long existing here, and which is now about to be broken up. In this view of the

situation it is to be hoped that Messrs. Walsh & McKaig will not enter into a contract whereby they would be forced to a sale of their property. The price offered is doubtless tempting, but there are very grave reasons why Messrs. Walsh & McKaig should hesitate long before they transfer the control of their wharf to hands that might use it to the destruction of the trade of Cumberland and the canal.

**As Gorman** has done exactly what we said he would do with reference to trippage we cannot see that the conference held about the middle of the month between that person, the boatman and the boat builders has resulted in anything satisfactory to anybody. The American Company declines to ship only on its own terms. Mr. Gorman says the boatmen were mistaken in supposing the trippage was to be fixed at a lower rate than thirty dollars. The boatmen insist that twenty-five was the price fixed for rented boats, and on that they have been holding out, although quite a number yesterday expressed a willingness to resume work at thirty dollars if the American Company would accept that amount, even if it lead to a disruption of their connection with the Boatmen's Union, whose policy lately is by no means popular with the majority of the members. Many have become convinced that a few designing members are using the Union to further the ends of Mr. Gorman and Mr. Loveridge, and naturally they are losing interest in it. We rather think that a day or two will settle the matter at issue provided the American Company is ready to resume operations.

**Canal Report** - 33 boats left this port yesterday, carrying 3,717 09 tons of coal as follows:

Boats		tons cwt
MARYLAND CO.		
M. E. Spier	Georgetown	117 02
H. T. Weld	Georgetown	93 16
D. A. Carl	Georgetown	114 07
Lizzie Haines	Georgetown	114 01
J. C. Grove	Georgetown	110 06
H. W. Dellinger	Georgetown	113 15
Thos Wheeler	Georgetown	112 01

Francis Gannon	Georgetown	115 12
B. F. Charles	Georgetown	110 15
Geo. B. Oswald	Georgetown	117 00
R. M. Sprigg	Georgetown	110 09
11 boats	total	1,229 06
CONSOLIDATION CO.		
J. R. Ray	Georgetown	117 13
Dr. A. A. Biggs	Georgetown	112 12
J. M. Forbes	Georgetown	112 19
Jimmy M., Jr.	Georgetown	114 08
Jacob Snively	Georgetown	112 12
M. M. Jane	Georgetown	111 07
6 boats	total	681 17
BORDEN		
Chas. B. Embrey	Georgetown	111 12
Geo. W. Thecker	Georgetown	112 15
M. S. Haines	Georgetown	116 05
Nathan Williams	Georgetown	113 04
John Sammon	Georgetown	113 00
Laura B. Agnew	Georgetown	116 00
6 boats	total	682 16
NEW CENTRAL CO.		
J. W. Carder	Georgetown	115 18
J. L. Feidt	Georgetown	102 03
Jack Topper	Georgetown	111 12
3 boats	total	329 14
HAMPSHIRE & BALTIMORE CO.		
John Weir	Alexandria	116 01
Park Agnew	Alexandria	119 16
M. S. Fernsner	Alexandria	114 12
B. R. Summers	Alexandria	110 02
P. L. Lemen	Alexandria	108 01
5 boats	total	568 14
BLAEN AVON CO.		
M. S. O'Donnell	Georgetown	112 13
Geo. W. Knode	Georgetown	112 09
2 boats	total	225 02

ES, Fri. 4/30/75, p. 2. The shipments of Cumberland coal continue to fall off, at least so far as the canal is concerned. The shipments last week, as compared with the same period last year, showed a decrease of 2,136 tons. For the year to that date 444,425 tons 11 cwt. were shipped, showing a decrease compared with the like period of 1874 of 72,736 tons 1 cwt. Chesapeake and Ohio canal decrease 42,599 tons 12 cwt.; Baltimore and Ohio railroad decrease 39,488 tons 12 cwt.; Pennsylvania railroad increase 9,351 tons 13 cwt.

AG, Fri. 4/30/75, p. 3. **CANAL COMMERCE** - Arrived – Boats W. P. Wools and R. Fannon to Hampshire and Baltimore Coal Co., via Rock creek; City of Hamburg, Wm. Mertens, A. J. Mills and C. W. Adams to John P. Agnew, via Rock Creek; F. F. Davis to Hampshire and Baltimore Coal Co., via Rock Creek. Departed – Boat Caledonia, 70 tons plaster.

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*Ibid.* p. 4. **Cumberland Coal Trade** – Vessels are lying at the wharves of all the coal agencies in this city, either loading with coal or awaiting the arrival of boats from Cumberland in order to obtain cargoes, and were the American Company to commence shipping coal by canal at once, it is supposed that the coal trade of this port during the coming season would exceed that of last year. The Washington *Star* says: “Canal business is growing healthfully, with almost thirty boat departures a day from Cumberland. Two of the coal companies are doing very little, and a leading one nothing at all, though that will scarcely last long. The remainder are working pretty nearly up to last year’s proportions.” The Cumberland *News* of yesterday says: “Our report this morning, of yesterday’s shipments of coal by canal, indicates a healthy increase in the business. All the companies accustomed to shipping largely by canal have begun business excepting the American, and it is probable that the company will shortly resume.”

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**CANAL COMMERCE** - Arrived – Boats Seneca and Wm. Rider to W. A. Smoot; S. H. Davis, via Rock creek, to W. A. Smoot; Lilly Lemon, via Rock creek, to Hampshire and Baltimore Coal Co.; Lilly & May, Johnny, Our Sisters and Annie Bello, via Rock creek, to J. P. Agnew. Departed – Boats F. F. Davis, W. M. Price, W. P. Wools and Richard Fannon, by Hampshire and Baltimore Coal Co.

ES, Sat. 5/1/75, p. 4. **GEORGETOWN.**

**River and canal.** - Arrived by the canal: Boat Irving with 600 bbls cement for J. G. & J. M. Waters.

AG, Sat. 5/1/75, p. 2. **CANAL COMMERCE** – Arrived – Boat Robert Emmitt, Cumberland, to Hampshire & Baltimore Coal Company, via Rock Creek; Diligent, to W. A. Smoot; William Morehead, to Mayfield & Hieston; Our Sister, Elizabeth, John Reeves, J. Dick, D. Murphy, Loretto and John Hammond, to J. P. Agnew, via Rock Creek; J. H. Woodburn and J. R. Purcell, via Rock Creek, to Hampshire & Baltimore Coal Co.

Departed – Boats Diligent, William Morehead, Wm. Rider, Our Sister, Elizabeth, John Reeves, J. Dick, D. Murphy, Loretto and John Hammond, by J. P. Agnew, for Cumberland.

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**The Drop Lock Gate** – There was made in this city last winter a drop lock gate, and at the opening of the canal this spring it was placed at the top of the lock at North Branch, about four [*sic.* 9] miles east of this city, where it has been in use ever since. If it is found to succeed during the coming season each lock on the canal will be furnished with one, possibly next fall.

The construction and mode of working the new gate are very simple and require but little explanation. It is composed of timber bolted together to form one gate. It is used only at the top of the lock – that is the end next the higher body water – but instead of being placed inside the lock, ten feet from the entrance, as in the case of the double gates, it is placed ten feet farther out, or at the entrance. It swings upon hinges at the bottom of the lock and is secured to the top of the walls by chains. When the lock is to be opened the gate is simply let down, something after the manner of opening an old-fashioned secretary, and the boat passes over it. It is closed by levers, acting upon the chains and drawing it up into place, or, frequently, the weight of the water will push it into place, after it has been slightly raised.

The advantage to accrue from the introduction of this new system of lockage is very great. It virtually adds ten feet to the length

of the lock. The canal boats can therefore be made ten feet longer than at present, and their tonnage increased ten or twelve tons.

Still further improvements in the transportation department of the canal are contemplated, but as they depend somewhat upon the success of the new lockage system, their consideration is left for the future. – *Cumberland News*.

ES, Mon. 5/3/75, p. 4. **GEORGETOWN.**

**Coal Trade** – The Maryland Coal Company resumed operations on Saturday and shipped 900 tons of coal. The Consolidation Company received during the past week 1,260 tons of coal and shipped 1,806 to eastern ports. The Borden Mining Company have received and shipped since our report of Thursday, 1,600 tons. The New Central Company have received during the past week 2,630 tons and shipped in the same time 2,576 tons.

AG, Mon. 5/3/75, p. 3. **CANAL COMMERCE** - Arrived – Boats Mrs. C. E. Charles, Thomas Lannon, Ben Bissell, E. Mulvaney, Nuttie & Billy and George Hutton to Hampshire and Baltimore Coal Co., via Rock creek; Ohio, V. H. Weir, J. W. Rhind, Belle Resley, C. C. Kelly, D. Murphy and Mary Mertens, via Rock creek, to J. P. Agnew.

Departed – Boats Dennis Murphy, Wm. Rider, Ohio, V. H. Weir, J. W. Rhind, Belle Resley, C. C. Kelly, D. Murphy and Mary Mertens.

AG, Tue. 5/4/75, p. 3. **Georgetown Coal Trade** – The Maryland Coal Company resumed operations on Saturday and shipped 900 tons of coal. The Consolidation Company received during the past week 1,260 tons of coal, and shipped 1,800 tons to eastern ports. The Borden Mining Company have [received] and shipped since the report of Thursday 1,600 tons. The New Central company have received during the past week 2,630 tons, and shipped in the same time 2,576 tons.

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**Strike** – The colored laborers employed at the wharves of the Hampshire and Baltimore Coal Company, who were receiving forty cents for unloading boats – the same price paid at the other wharves – struck this morning for fifty cents. Mr. Aitchison, the superintendent of the wharves, immediately informed them that their services were no longer wanted, and that they must leave the yard at once, which they did, and for an hour or so not a man was to be seen about there, but as the expiration at that time, Mr. Aitcheson reappeared with other gangs which he had recruited along the [illegible], and the work of unloading boats and loading vessels was immediately recommenced, and the yard resumed its usual lively appearance. As there was a press of business there, which could not be delayed without loss, the new gang were paid fifty cents per boat, but the discharged gang – who also came back and attempted to induce them to stop work – were driven off, and told never to come about there again, for they should never be employed there anymore.

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**CANAL COMMERCE** - Arrived – Boats M. S. Donnell and G. W. Knode to J. P. Agnew.

ES, Wed. 5/5/75, p. 4. **GEORGETOWN.**

**The Coal Trade** – The receipts and shipments of coal by the various coal companies on Monday and Tuesday were as follows: Borden received 1,955 tons and shipped the same; New Central received 1,760 tons and shipped 1,618 tons; Maryland received 1,800 tons and shipped the same; Consolidation received 1,324 tons and shipped the same.

**River and Canal** – By the canal – Boat R. E. Knott with 250 bushels of wheat for J. G. & J. M. Waters.

AG, Wed. 5/5/75, p. 2. **CANAL COMMERCE** - Arrived – Boats Iago, John Weir and Park Agnew to Hampshire and Baltimore Coal Co.; Mary Mack to W. A. Smoot.

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*Ibid.* p. 4. **Camal Boat Adrift** – The canal boat “Mary Mack.” failing to attract the notice of, or becoming tired of waiting for, a tug boat this morning, attempted to reach Smoot’s wharf by drifting down from the outlet lock of the canal, but was drawn into the centre of the channel by the strong ebb tide running at the time, and went on by that point floating on down the stream, regardless of her rudder, and to the risk of herself and any other floating thing she might have met in her way, and probably would have received or inflicted some damage had not Mr. Smoot hastily manned a row boat and sent it to her relief.

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**Canal News** – The prospects for a large coal trade at this port during the present season are improving, and though the receipts by the Alexandria Canal have as yet amounted to nothing, it will not be long, now that the tolls on that canal have been reduced, before boats will be arriving and departing by it freely. It is probable, as stated yesterday, that the companies now shipping from this port will soon direct their boats to come via the Alexandria Canal, and it is certain that the American Company, when it resumes its canal shipments, will do so altogether by that route.

AG, Thu. 5/6/75, p. 2. **CANAL COMMERCE** - Arrived – Boats C. Ridgley, J. E. Coulehan, M. S. Fernsner and P. L. Lemen to Hampshire and Baltimore Coal Co.

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*Ibid.* p. 4. **American Coal Company** – The many persons who are interested in the revival of the coal trade will be glad to know that the report published in yesterday’s *Gazette* concerning the resumption of coal shipments by the American Coal Company is correct. That company commenced loading boats at Cumberland on Tuesday, and the quietness now and for some time past prevailing at the canal basin is expected to be broken and appearances enlivened by their arrival early next week.

*Sun*, Fri. 5/7/75, p. 4. **Letter from Cumberland.** – *Coal Shipments* – The shipments of Cumberland coal for the week ending May 1 amounted to 60,862 tons 10 cwt., a decrease compared with the corresponding week of last year of 141 tons 1 cwt. For the year to that date 505,288 tons 1 cwt. were shipped, showing a decrease compares with the like period of 1974 of 72,877 tons 2 cwt. Chesapeake and Ohio canal decrease 44,222 tons 17 cwt.; Baltimore and Ohio railroad decrease 43,255 tons 13 cwt.; Pennsylvania railroad increase 14,801 tons 8 cwt. During the week ending last evening 212 boats cleared this port, carrying 23,901 tons 1 cwt. of coal. This was the heaviest canal shipping week of the season, being 63 boats greater than the preceding week, which was the best exhibit previously.

ES, Fri. 5/7/75, p. 2. The shipments of Cumberland coal are rapidly rising to last year's figures, the decrease for the week ending the 1<sup>st</sup> compared with the corresponding period of last year, being but 141 tons 11 cwt. For the year to that date 505,288 tons 1 cwt. were shipped, showing a decrease compared with the like period of 1874 or 72,877 tons 2 cwt.

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*Ibid.* p. 4. **GEORGETOWN.**

**River and Canal.** - Arrived by the canal, boat J. N. Thomas, with 3,800 bushels of wheat and 60 barrels of flour for J. G. & J. M. Waters and 600 bushels of wheat for H. M. Talbott; boat H. M. Talbott, with 600 bushels of wheat and 400 bushels of corn for H. M. Talbott, and six tons of hay for T. C. Wheeler, and also 500 bushels of wheat for Hartley & Bro.

AG, Fri. 5/7/75, p. 3. **Monetary and Commercial** – The resumption of the coal trade is a source of relief, and, though later than usual, the anticipations for a prosperous season are encouraging.

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**CANAL COMMERCE**

Arrived – Boats Samuel Swain, W. M. Price, Dr. Broderick and Mary Ann West to Hampshire and Baltimore Coal Co.

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*Ibid.* p. 4. **Alexandria Canal** – Canal boats are expected to commence arriving here via the Alexandria canal on Monday next, and from then until the end of the season to arrive and depart freely, though none but the American Coal Company has as yet ordered coal by that route, the other coal companies still receiving their supplies via Rock Creek and the river, and not having as yet determined upon ordering their boats to come via the canal.

AG, Sat. 5/8/75, p. 3. **Coal Trade** – The shipments and receipts of Cumberland coal at this port for the week ending today have been as follows: By American Coal Company, receipts none; shipments 825 tons; by Hampshire and Baltimore Coal Company, receipts 2,729 tons; shipments 1,696 tons; by J. P. Agnew, receipts 1,740 tons; shipments 1,675 tons.

ES, Mon. 5/10/75, p. 3. **Commercial**

Business on the Chesapeake and Ohio canal is rapidly assuming the healthy tone which trade circles expected would follow the long period of quietness. The coal shipments average 4,000 tons daily. Coal is active, and the receipts of the week are the largest of the season, being 16,944 tons, and shipments 17,074 tons. Boats bound to Georgetown were 212 for the week ending last Wednesday, being an increase of 65 boats over last week.

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*Ibid.* p. 4. **GEORGETOWN.**

**The** work on the new outlet lock on the canal, above the Aqueduct bridge, is being pushed forward with much vigor. When completed, boats can be locked into the Potomac, and discharge their cargoes direct into the vessels.

**The Total Receipts of Coal** by the canal for the week ending on Saturday was 17,000 tons, which was the largest amount received

during any week this season. The shipments were slightly in excess of the amount received.

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**River and Canal.** - Arrived by the canal - Boat C. F. Waters, with 2,600 bushels of wheat and 600 bushels of corn for J. G. & J. M. Waters.  
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**More Trouble on the Chesapeake and Ohio Canal** – The American and Maryland coal companies stopped shipping coal by the Chesapeake and Ohio canal on Thursday evening. The *Cumberland News* says: - “While the American company were willing to allow a trippage of \$30, as adjusted by President Gorman of the canal, a number of their boatmen were unwilling to pay more than \$25, and all stopped loading. The agent of the Maryland company stated that the boatmen transporting coal for his company had been deterred from loading by advise or threats; that the Maryland company were loading what boats they chose to select, and had plenty of coal to ship if boatmen could be found to carry it at the terms offered, but that as all boats could not get the dispatch given by the Maryland company, the outsiders would not allow any boats to be loaded by that company. The Maryland company propose to give dispatch on their own terms, and if they cannot do that, they will not ship at all. The agent of the New Central company said that his company was still shipping by canal at \$1.25, but as soon as the Maryland company succeeded in getting boatmen to carry coal by paying a ‘bonus’ of \$10 per load, as he had understood they intended to do, the New Central, for one, would reduce its freight to \$1.25 per ton. The shipments by canal Friday were about up to the average of the season but fears of a general strike are entertained.”

AG, Mon. 5/10/75, p. 3. **CANAL COMMERCE** - Arrived – Boats J. Spielman, via Rock creek, to Hampshire and Baltimore Coal Co.; Sally Ardinger and T. J. Baker to A. M. Brandt; W. A. Lier, via. Rock creek, to J. P. Agnew.

Departed – Boats Sally Ardinger, T. H. Baker, Wm. Marbury and W. A. Lier.

ES, Tue. 5/11/75, p. 4. **GEORGETOWN.**

**River and canal.** - Arrived by the canal - Boat Hattie & Bessie, with 3,400 bushels of wheat and 115 barrels of flour, for Hartley & Bro.

AG, Tue. 5/11/75, p. 3. **CANAL COMMERCE** - Arrived – Boats Charles Clifton, James Dayton, American Flag, H. O. Claughton, R. Bender, H. C. Flagg and Maj. E. L. Moore to American Coal Co.; Capt. John Sheridan to Appleman’s Brick Yard; Loretto, Robert Emmett, Lilly Lemen, J. R. Burwell and J. W. Woodburn, via Rock creek, to Hampshire and Baltimore Coal Co.; C. Segerson, W. E. Turner and Four Sisters, via Rock creek, to J. P. Agnew.

Departed – Boats Julia, Charles Clifton, James Dayton, American Flag, H. O. Claughton, R. Bender, H. C. Flagg, Maj. E. L. Moore, Capt. John Sheridan, Four Sisters and W. E. Turner, for Cumberland; C. Segerson, gas coal to Washington by Sinclair & Agnew.

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*Ibid.* p. 4. **Local Brevities** – The gang of colored laborers who lately struck at the wharves of the Hampshire and Baltimore Coal Company and were discharged in consequence, and who have been begging ever since to be taken back, appeared there at an early hour this morning, and going to work, had almost unloaded one canal boat when the gang who supplied their places arrived. They were allowed to finish unloading the boat upon which they were engaged before the shovels were taken away from them and given to their successors.

AG, Wed. 5/12/75, p. 2. **CANAL COMMERCE** – Arrived – Boats E. F. Wheeler, W. R. Shaw and Elmer & Kate, via Rock Creek, to Hampshire & Baltimore Coal Co.; Fleming & Motter, to J. P. Agnew; M. A. Myers and Rechabites to American Coal Co.



Departures – Boats Robert Emmett, M. A. Myers and Rechabites.

ES, Thu. 5/13/75, p. 4. **GEORGETOWN.**

**River and Canal** – Arrived by the canal, boat Wheeler & Barron, with 3,100 bushels of wheat for Hartley & Bro., and 700 bushels of wheat and 500 bushels of corn for H. M. Talbott.

AG, Thu. 5/13/75, p. 3. **CANAL COMMERCE** - Arrived – Boats W. H. Coin, Thomas Lannon, E. Mulvaney and Mrs. C. E. Charles to Hampshire and Baltimore Coal Co., via Rock Creek; J. H. Parrott, Jr. to American Coal Co.; Belle Resley, A. B. Bain, M. S. O'Donnell and C. C. Kelly, via Rock Creek, to J. P. Agnew. Departed – Boats J. H. Parrott, Jr., Mrs. C. E. Charles, Belle Resley, M. S. O'Donnell, A. B. Bain and C. C. Kelly.

ES, Fri. 5/14/75, p. 4. **GEORGETOWN.**

**Canal and River** – Arrived by the canal – Boat J. N. Thomas, with 2,300 bushels of wheat and 1,300 bushels of corn for J. G. & J. M. Waters.

Fri. 5/14/75, p. 3.<sup>1</sup> Twenty-nine hundred and twelve tons, three hundred weight of Cumberland coal was shipped to this place says the Williamsport *Pilot*, during the month of April by canal. A train of twenty-one cars heavily laden with coal, left on Tuesday morning last via W. M. Railroad, which shows plainly that the coal trade by this route is rapidly on the increase, trains with from twelve to fifteen cars leave daily.

AG, Fri. 5/14/75, p. 3. **CANAL COMMERCE** - Arrived – Boats Morning Sun, Ben Bissell, George Hutton and R. J. Morris, via Rock creek, to Hampshire and Baltimore Coal Co.; A. S. Wintringham, Wm. Darrow and R. S. Grant to American Coal Co.; Wm. Webber and Flemming & Motter to Mayfield & Hieston; G. W. Knode,

M. Scalley and J. W. Grant, Jr., via Rock creek, to J. P. Agnew.

Departures – Boats A. S. Wintringham, Wm. Darrow, R. S. Grant, Wm. Webber, Flemming & Motter, G. W. Knode, M. Scalley and J. W. Grant, Jr.

ES, Sat. 5/15/75, p. 1. **The Canal.** –

Yesterday morning the Maryland Coal company was about to recommence the shipment of coal by canal when another hitch occurred. It appears that the company, not having a "line" of its own, was proceeding to select such boats as they chose. The owners of the selected boats were not in turn, or entitled to load under rules established by the boatmen. They were reminded by other boatmen that they were under oath not to load out of turn, etc., and the upshot of the matter was that the loading was stopped, though no violence was used. President Loveridge, of the Maryland company, arrived in this city yesterday morning, and during the day spent a good deal of time among the boatmen and discussing the situation with them. Mr. Loveridge succeeded in coming to an understanding with the boatmen and informs us that the company will commence full shipments this morning. - *Cumberland News*, 14th.

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Advertisement: "FOR CHARTER UP **THE CANAL**, For fishing Parties, the STEAMER E.G. WHEELER, by JOS. PASSENO, No 73 Water street, 3 doors below High street." [Transcriber's Note: this advertisement started on May 5th and ran daily for two weeks.]

AG, Sat. 5/15/75, p. 3. **CANAL COMMERCE** - Arrived – Boats V. L. Sprigg and H. A. Garrett, via Rock creek, to Hampshire and Baltimore Coal Co.; J. T. Dixon & Co. to J. P. Agnew. Departed – Boats Wm. Darrow, A. S. Wintringham, J. T. Dixon & Co. and J. W. Grant, Jr.

<sup>1</sup> *Catoctin Clarion*, Mechanicstown, Md.

**Fatal Accident on the C. & O. Canal.**

The Cumberland *News* says: "Wednesday afternoon Mr. John Hall of the canal boat *Adam Norrie*, met his death in an endeavor to save the property of a fellow boatmen. The *Norrie* was coming up the canal, just below the tunnel, when the boat *Onward*, Captain Thomas Donnelly, was met. By a singular mishap, the towline of the *Norrie* caught the *Onward's* mules. The former boat was empty, and a strong wind was blowing, causing the *Norrie* to pull heavily on her line, and the mules were dragged into the canal. Steersman Hall sprang into the water to disengage the mules from their harness and the rope, and thus save their lives, but in his efforts he became entangled in the harness, and, as is thought, was kicked by one of the mules, and was drowned. One of the mules was drowned also. Mr. Hall was a young, unmarried man and lived at Oldtown, in this county. His body was recovered and taken to Oldtown."

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*Ibid.* p. 4. **Steam Canal Boat.**

Among the arrivals at this port, today, was the canal steamer *Ludlow Patton*, which made the distance from Georgetown, via the river, in one hour. She has gone from Georgetown to Cumberland in forty-six hours, and has come from Cumberland to Georgetown with 109 tons of coal in seventy-four hours. Her motive power is a propeller, the difference between which and that of ordinary propellers is that it can be raised or lowered at pleasure. She came here to undergo an examination by the government inspectors.

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**Coal Trade** – The following is a statement of the amount of Cumberland coal received and shipped at this port during the week ending today: Receipts – by American Coal Company, 1,456 tons; by Hampshire and Baltimore Coal Company, 3,124 tons; by J. P. Agnew, 1,519 tons. Shipments – by American Coal Company, 630 tons; by Hampshire and Baltimore Coal Company, 2,729 tons; by J. P. Agnew, 716 tons.

NR, Mon. 5/17/75, p. 3. **Commercial.**

There is very little change in the Georgetown market. The coal trade there, however, is picking up rapidly. The receipts have been 15,138 tons, and the shipments 13,839 tons during the week.

The shipments from Cumberland during the week were larger than for the same time last year.

AG, Mon. 5/17/75, p. 3. **CANAL COMMERCE** - Arrived – Boats Wm. Foley, Clara, and Katie & Addie, via Rock creek, to J. P. Agnew; P. L. Lemen, Park Agnew and Capt. John Weir, via Rock Creek, to Hampshire and Baltimore Coal Company.

ES, Tue. 5/18/75, p. 4. **GEORGETOWN.**

**Grain Trade** – Arrived – Canal boat Hattie & Bessie with 3,000 bushels corn and 100 barrels flour. Boat H. M. Talbott, with 1,200 bushels wheat and 3 tons straw to H. M. Talbott.

AG, Tue. 5/18/75, p. 3. **CANAL COMMERCE** – Arrived – Boat Capt. Marmaduke to City Gas Works; C. Ridgley, Alexander Adams, Doctor Broderick, W. N. Price, M. Fannon, M. S. Fernsner and J. E. Coulehan, via Rock Creek, to Hampshire and Baltimore Coal Co.; boat Minnie & Cora to E. Francis; B. R. Summers, Lucy Lee Mouse, E. M. Bynon and Captain J. B. Winslow, via Rock Creek, to J. P. Agnew.

ES, Wed. 5/19/75, p. 5. **GEORGETOWN**

**Business Activity** – If any one wants to see a scene of business activity, let him walk or ride along the berm bank of the canal from Georgetown to the Chain bridge. Boats with Cumberland coal are packed in tightly for a mile or more, waiting for a chance to unload at those hives of activity if industry, the docks; while about five hundred workmen are employed in quarrying stone and building a protecting wall all along the turnpike road. Besides these a large force of workmen is employed building the new outlet lock, which, when completed, will relieve

the canal of jams of boats like the present without delay and loss of time and money and consequent profanity. The outlet lock can hardly be finished this season, however.

AG, Wed. 5/19/75, p. 3. A petition from Mr. J. P. Agnew, asking a change in the Port Warden's line so as to accommodate his dock to the use of the vessels engaged in the coal trade; acted upon by the Common Council and a committee appointed on the part of that Board to examine into the matter, was, on motion of Dr. Johnson, so amended as to add to the committee the Corporation Attorney.

Dr. Johnson said that great care was necessary, and he thought it best to have legal advice. Other property might be injured by granting this petition, and he was for acting cautiously.

Mr. Agnew, at the invitation of the President, addressed the Board, stating why he asked for the change in the line, which was to accommodate the large vessels now engaged in the coal trade. When the present line was established small vessels of a capacity of 250 or 300 tons were engaged in the trade; now the capacity of the vessels was 1,200 and 1,300 tons.

Dr. Johnson said that the docks were being filled up by the wash from the city, and that too much caution could not be taken in granting privileges which might be prejudicial to the interest of the whole city.

Mr. Agnew explained that the request he made did not affect the docks at all, as he dredged his out at great cost, and was compelled to keep it dredged.

Mr. Moore did not see the use of amending the resolution by adding the Corporation Attorney.

Dr. Johnson was opposed to hasty legislation; it always was fruitful of mischief.

The President said he thought the amendment was a good one, and it having passed, and Messrs. Moore and Smoot being appointed, the Board adjourned.

*Sun*, Thu. 5/20/75, p. 4. *Georgetown Affairs* - There seems to be a complete renewal of the coal trade to this point which was so long suspended. Long lines of boats are arriving here, and it is said that this week's receipts will compare well with any week since the opening of the canal.

ES, Thu. 5/20/75, p. 4. **GEORGETOWN.**

**River and Canal** - Arrived by canal - boat Seneca, with 235 bbls. flour, 1,000 bushels wheat, 20 bushels potatoes, 40 bushels oats.

AG, Thu. 5/20/75, p. 4. **CANAL COMMERCE** - Arrived - Boats G. P. DeWitt and W. P. Wools, via Rock Creek, to Hampshire and Baltimore Coal Co.; boats Shipley & Bush and S. H. Davis to J. P. Agnew.

ES, Fri. 5/21/75, p. 2. The shipments of Cumberland coal continue to show a gratifying increase over corresponding periods last year. The shipments for the year 1875 already passed, however, show a decrease of 68,112 tons as compared with the same period last year. For the week ending the 15<sup>th</sup> they show an increase over the same week last year of 4,626 tons. Should shipments continue to increase they will soon aggregate enough to compare favorably with last year's figures.

AG, Fri. 5/21/75, p. 3. **CANAL COMMERCE** - Arrived - Boats American Flag, R. Bender, H. O. Claughton, H. C. Flagg and A. J. Clark to American Coal Co.; J. W. Carder, via Rock creek, to J. P. Agnew.

Departures - Boats American Flag, R. Bender, H. O. Claughton, H. C. Flagg, A. J. Clark and J. B. Winslow for Cumberland.

ES, Sat. 5/22/75, p. 4. **GEORGETOWN.**

**River and Canal.** - Arrived by the canal, boat Wheeler & Barron, with 3,600 bushels wheat for Hartley & Bro.; 1,000 bushels of wheat and 110 bushels corn for H. M. Talbott, and 250 bushels corn for T. C. Wheeler.

AG, Sat. 5/22/75, p. 3. **Coal Trade** – The receipts and shipments of Cumberland coal at this port during the week ending today have been as follows: Receipts – By American Coal Company, 1,389 tons; by Hampshire and Baltimore Coal Company, 2,109 tons; and by J. P. Agnew, 1,860 tons. Shipments – By American Coal Company, 1,745 tons; by Hampshire and Baltimore Coal Company, 2,219 tons; and by J. P. Agnew, 2,031 tons.

ES, Mon. 5/24/75, p. 4. **GEORGETOWN.**

**Coal Trade.** – The receipts of coal by the canal for the week ending Saturday amounted to 18,360 tons, and the shipments to about the same.

AG, Mon. 5/24/75, p. 3. **CANAL COMMERCE**

- Arrived – Boats Robert Emmett, Mrs. C. E. Charles, Loretto, F. F. Davis and Richard Fannon, via Rock creek, to Hampshire and Baltimore Coal Co.; H. Delifield, J. P. Moore, Kate, M. Kersey, T. H. Faile, Wm. Bell, W. J. Boothe, Jr., Weyand Doerner and Ed. Bayer to American Coal Co.; J. N. Clary and Creole to Consolidation Coal Co.; Mary Mertens and R. T. Semmes, via Rock creek, to J. P. Agnew. Departures – Boats H. Delifield, J. P. Moore, Kate, Mathew Kersey, T. H. Faile, Wm. Bell, W. J. Boothe, Jr., W. Doerner, Creole, C. C. Kelly, J. N. Clary and Ed. Bayer for Cumberland.

ES, Tue. 5/25/75, p. 4. **GEORGETOWN.**

**The canal.** – Owing to a break in lock No. 2 near the Chain bridge, there were no arrivals of boats by the canal today. A canal boat arrived yesterday with a load of white pine lumber from the Cumberland region for Messrs. Wheatley Bros., which is the first arrival of that kind of merchandise from that section by canal since before the war.

AG, Tue. 5/25/75, p. 3. **CANAL COMMERCE**

- Arrived – Boats M. M. Lewis, John J. Swift, Samuel Lloyd and Charles Robb to American Coal Co.; Nuttie & Billy, Morning Sun, E.

Mulvaney, George Hutton and Elmer & Katie, via Rock creek, to Hampshire and Baltimore Coal Company.

ES, Wed. 5/26/75, p. 4. **GEORGETOWN.**

**Grain Trade.** – Arrived by the canal – boat Hattie & Bessie, with 3,500 bushels wheat for Hartley & Bro., and boat Caledonia, with 1,000 bushels wheat, 600 bushels corn and 90 bbls. ear corn for same firm; boat J. N. Thomas, with 100 bbls. flour, 1,300 bushels wheat and 2,200 bushels corn to J. G. & J. M. Waters.

AG, Wed. 5/26/75, p. 3. **CANAL COMMERCE**

- Arrived – Boats Van Lear Sprigg, Thomas Lannon, E. D. Wheeler and Lilly Lemon, via Rock creek, to Hampshire and Baltimore Co.; Silver Wave, R. T. Semmes, F. R. Bowers and L. B. Agnew, via Rock creek, to J. P. Agnew; Dr. G. E. Porter, P. G. Uhler, John Bradburn and M. Sandford to American Coal Co.

Departed – Boats Weyand Doerner, John J. Swift, M. M. Lewis, Samuel Lloyd, Ed. Bayer, Morning Sun, Charles Robb, Silver Wave, R. T. Semmes and L. B. Agnew.

ES, Thu. 5/27/75, p. 4. **GEORGETOWN**

**River and Canal** – Arrived by canal – boat Wheeler & Barron with 3,100 bushels of wheat for Hartley & Bro.

AG, Thu. 5/27/75, p. 4. **CANAL COMMERCE**

- Arrived – Boats J. A. Alexander, James Dayton, C. R. Hooff, Wm. Gregory and Davis Stewart to American Coal Co.; Kate & Addie and John Sammon, via Rock creek, to J. P. Agnew.

Departed – Boats G. E. Porter, P. G. Uhler, John Bradburn, M. Sandford, J. A. Alexander, James Dayton, C. R. Hooff, Katie & Addie, L. B. Agnew, Garrett & Maus and John Sammon for Cumberland.

ES, Fri. 5/28/75, p. 4. **An Enterprising**

**Newsboy Drowned.** The colored boy drowned in the canal near South Capitol and I streets, was

named Winson George. He was about 17 years of age, and was one of the most industrious newsboys in the city, frequently retailing of an afternoon from three to four hundred *Stars*. He was buried from his parent's residence, 111 5<sup>th</sup> street southeast this afternoon. [Transcriber's Note: This must refer to the Washington Canal, which passed South Capitol and I streets.]

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*Ibid.* p. 5. **Commercial** – Arrived by canal – Boat Wheeler & Barron, with 700 bushels of wheat for H. M. Talbott.

*Sun*, Sat. 5/29/75, p. 5. **Coal Shipments** – The shipments of Cumberland coal from Cumberland, Md., for the week ending May 22 amounted to 68,634 tons 5 cwt., and increase compared with the corresponding week of last year of 7,325 tons 18 cwt. For the year to that date 697,128 tons 11 cwt. were shipped, showing a decrease as compared with the like period of 1874 of 60,786 tons 8 cwt. Chesapeake and Ohio canal decrease 37,242 tons 1 cwt., Baltimore and Ohio railroad decrease 50,134 tons 5 cwt.; Pennsylvania railroad increase 26,589 tons 18 cwt. During the week ending May 26<sup>th</sup> 272 boats cleared that port, carrying 31,103 tons 14 cwt. of coal. This is 32 boats and 3,595 tons in excess of the same during the preceding week, while the total shipments show an increase compared with those of the same period of 2,700 tons 1 cwt.

ES, Sat. 5/29/75, p. 4. **GEORGETOWN.**

**Grain Trade** – Arrived by the canal – Boat William Rider, with 2,000 bushels of wheat and 300 bushels of corn to Hartley & Bro.

AG, Sat. 5/29/75, p. 3. **CANAL COMMERCE** - Arrived – Boats Park Agnew, Charles Ridgeley, J. E. Coulehan and P. L. Lemen, via Rock creek, to Hampshire and Baltimore Coal Co.; John Wilson, Wm. Walsh and John W. Burke to American Coal Co.; W. E. Turner, Lillie & Mary and J. Spencer, via Rock creek.

Departed – Boats John Wilson, James Coulehan, Wm. Walsh and J. W. Burke.

ES, Mon. 5/31/75, p. 4. **GEORGETOWN**

**Coal Trade** – The receipts of coal by the canal for the week ending Saturday were 18,500 tons, and the shipments 17,500 tons.

**River and Canal** – Canal boat C. F. Waters with 1,800 bushels of wheat, 100 barrels of ear corn, and 300 bushels of shelled corn to J. G. & J. M. Waters; boat Medley, with 2,800 bushels of corn to Hartley & Bro.; and boat Hattie & Bessie, with 3,500 bushels of wheat to same firm; and also by Baltimore and Ohio railroad, 800 bushels of wheat for same firm.

AG, Mon. 5/31/75, p. 3. **CANAL COMMERCE**

- Arrived – Boats Samuel Swain, W. A. West, Dr. Broderick, W. M. Price, M. S. Fernsner, A. Adams and M. O'Connor, via Rock creek, to Hampshire and Baltimore Coal Co.; James Green Andrew Main, George Sherman, M. A. Myers, J. H. Parrott, Jr., A. S. Wintringham, E. L. Moore, W. Darrow and R. S. Grant to American Coal Co.; excursion boat Seneca to St. John's Academy Cadets; Diligent, S. Rhinehart, Shipley & Bush, City of Hamburg, Lucinda and G. F. Smith, via Rock creek, to J. P. Agnew.

Departed – Boats James Green, Capt. James Marmaduke, A. Main, George Sherman, M. A. Myers, J. H. Parrott, Jr., A. S. Wintringham, E. L. Moore, Wm. Darrow, R. S. Grant and Seneca.

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*Ibid.* p. 4. **St. John's Academy** – A portion of the students of St. John's Academy, accompanied by the principal of that school, left here this morning on the canal boat *Seneca*, on an excursion to Shepherdstown, via the Alexandria and Chesapeake and Ohio Canal.

NR, Tue. 6/1/75, p. 3. **River News** – By canal, the boat C. F. Waters, with 1,800 bushels of wheat, 100 barrels of ear corn and 300 bushels of shelled corn [for J. G. & J. M. Waters]; boat Medley, with 2,800 bushels of corn [for Hartley

& Bro.], and boat Hattie & Bessie, with 3,500 bushels of wheat [for Hartley & Bro.].

*Sun*, Wed. 6/2/75, p. 5. **Maryland Items**

For six days ending Saturday, May 29, two hundred and ninety-one boats cleared from Cumberland on the Chesapeake and Ohio canal, carrying 34,897 tons of coal.

ES, Wed. 6/2/75, p. 4. **GEORGETOWN.**

**River and Canal** – Arrived by canal – Boat H. M. Talbott, with grain for H. M. Talbott.

AG, Wed. 6/2/75, p. 3. **CANAL COMMERCE** -

Arrived – Boats J. H. Woodburn and G. P. DeWitt, via Rock creek, to Hampshire and Baltimore Coal Co.; Wm. Smith, Samuel Henry, Henry Delifield, J. L. Reid, T. L. Betts, J. P. Moore, G. P. Lloyd, Kate, K. Cavanaugh, Mathew Kersey, T. H. Faile and W. J. Boothe, Jr. to American Coal Company; C. Segerson, Four Sisters, R. J. Cropley, W. Young and steamer H. T. Weld, via Rock creek, to J. P. Agnew.

Departed – Boats J. W. Morris, Charles Clifton, Henry C. Flagg, H. O. Claughton, Michael Snow, A. J. Clark, Wm. Smith, Samuel Henry, A. Cropley, Four Sisters, W. Young, S. Rhinehart, R. J. Cropley and Henry Delifield for Cumberland.

AG, Thu. 6/3/75, p. 2. **CANAL COMMERCE** -

Arrived – Boats Mrs. C. E. Charles and J. R. Purcell, via Rock creek, to Hampshire and Baltimore Coal Co.; Weyand Doerner, W. E. Bell, Ed. Bayer, Samuel Lloyd, Charles Robb and G. E. Porter to American Coal Col.; F. Mertens, A. Sherman and J. T. Dixon & Co. to J. P. Agnew.

Departed – Boats J. L. Reid, T. L. Betts, Kate, John P. Moore, G. P. Lloyd, M. Kersey, Shipley & Bush, T. H. Faile, W. J. Boothe, W. E. Bell, and Weyand Doerner for Cumberland.

*Sun*, Fri. 6/4/75, p. 4. **Letter from**

**Cumberland, Md.** – *Coal Shipments* – The

shipments of Cumberland coal for the week ending May 29, amounted to 66,167 tons 17 cwt., an increase compared with the corresponding week of last year of 4,041 tons 1 cwt. For the year to that date 763,296 tons 8 cwt. were shipped, showing a decrease compared with the like period of 1874, of 56,745 tons 5 cwt., of which 32,018 15 cwt. is canal, and 24,726 tons 10 cwt. railroad decrease. Baltimore and Ohio railroad decrease 54,610 tons 17 cwt.; Pennsylvania railroad increase 29,884 tons 7 cwt. During the week ending last evening, 302 boats cleared this port, carrying 34,250 tons 12 cwt. of coal. This is 28 boats and 3,046 tons 12 cwt. in excess of boats and tonnage of the preceding week, which up to that time was the best week of the season. The business of the canal this season promises to be unusually large. During the month of May, 121,395 tons 6 cwt. were shipped by canal, the heaviest coal month in the history of that thoroughfare. On Tuesday of this week 58 boats, carrying 6,527 tons 10 cwt. of coal left this port, the largest tonnage for one day yet shipped.

ES, Fri. 6/4/75, p. 4. **GEORGETOWN.**

**Break in the Georgetown Level of the Canal.** – The water has been drawn off from the Georgetown level of the canal on account of a break which was discovered this morning in the embankment near Welch's mill, and which is supposed to have been caused by rats. Work has been entirely suspended at the coal wharves and at all the mills, and it is expected that it will require all of today and probably tomorrow to repair the damage. It is very fortunate that the break occurred in the daytime, as it enabled the discovery to be made in time to prevent the water from obtaining any considerable headway. The embankment for a considerable space at the point named is very narrow, and of a very frail nature. The millers and other business men along the line of the canal are exasperated at these frequent breaks and consequent interruption of business, when walls of masonry erected at the weak

points, at least within the extensive business districts, would prevent all trouble.

NR, Sat. 6/5/75, p. 4. **CHESAPEAKE AND OHIO CANAL. – Tonnage for the Past Month – A Break in the Embankment.** – For the past month the number of boats leaving Cumberland, Md., by way of the canal was 1,069, carrying coal amounting to 120,721 tons. This is the heaviest tonnage for any month in the history of the canal. There were a large number of boats left there in May, 1871, but they were not so heavily laden. Fifty-eight boats left this same port with coal on Tuesday, being the greatest number ever dispatched in one day.

Sun, Mon. 6/7/75, p. 4. *Georgetown Affairs*

The leak in the canal which caused the water to be drawn off from the Georgetown level last Friday night was soon repaired, and the level was filled Saturday morning, and a large number of boats came down, the coal trade continuing more extensive than ever before at the opening of June.

ES, Mon. 6/7/75, p. 4. **Chesapeake and Ohio Canal.** – The president and directors of the Chesapeake and Ohio canal held their regular monthly meeting in Annapolis Saturday. President Gorman submitted his monthly report. He says: "The coal tonnage for the past month not only shows a decided increase over the same period of 1874, but is the heaviest tonnage that ever passed over the canal in any one month. The number of tons shipped from Cumberland was 121,439 tons, being an increase as compared with May, 1874 of 6,873 tons. The greatest number of tons shipped in any preceding month was in May, 1874, the tonnage for that month being 120,421, which was conveyed from Cumberland to Georgetown in 1,105 boats, while the tonnage of the past month of 121,439 tons was carried in 1,071 boats, or 34 boats less than it required to carry 120,921 tons in 1874, which shows that the improved condition of the work has so increased the carrying capacity of the

boats that in 1875 the same number of boats that in 1874 were required to carry 120,921 tons would now carry 124,957 tons, viz: Number of boats leaving Cumberland May, 1874, 1,105, average tonnage 109.4, aggregate tonnage 120,921 tons; number of boats leaving Cumberland May, 1875, 1,105, average tonnage 113½, aggregate tonnage 121,957 tons, thus decreasing the cost of transportation to coal companies and boatmen in one month as compared with May, 1874, \$5,045, viz: 4,036 tons at \$1.25 per ton, \$5,045. The accrued revenue for May was \$65,724.45, which is a decrease as compared with May, 1874, of \$3,277.70, which decrease is accounted for from the fact that the toll and wharfage has been decreased 8 cents per ton and the boat toll reduced to \$2.04 each trip. The expenses for the month were \$20,320.18, showing the net amount of revenue for the month to be \$45,493. The balance in the different banks to the credit of the company, May 29, was \$55,832.67, to which add accrued revenue not yet collected, \$35,189.43, making \$91,322.10. The stockholders will meet today and elect a canal board for the ensuing year.

#### ----- GEORGETOWN.

**The Receipts of Coal** by the canal during the past week amounted to 20,800 tons, and the shipments to 21,500 tons.

**River and Canal.** - Arrived by the canal - Boat Medley, with 500 bushels of wheat and 550 bushels of corn for H. M. Talbott and 1,100 bushels of corn for Hartley & Bro.; boat Hattie & Bessie with 275 barrels of ear corn for Hartley & Bro.; boat J. N. Thomas, with 1,500 bushels wheat, 2,240 bushels of corn and 50 barrels of flour for J. G. & J. M. Waters; boat Caledonia, with 3,000 bushels of wheat for Hartley & Bro.

AG, Mon. 6/7/75, p. 2. **CANAL COMMERCE** - Arrived – Boats Morning Sun, Richard Fannon, Robert Emmett, Emma & Katie and George H. Hutton, via Rock creek, to Hampshire and Baltimore Coal Co.; J. A. Alexander, M.

Sandford, P. G. Uhler, John Bradburn, James Dayton, Wm. Gregory, D. Stewart, C. R. Hooff, Rechabites, G. L. Boothe, Thomas Patton, L. A. Long, J. H. Stickney, B. Williamson and Daniel Annon to American Coal Co.; W. E. Turner to Blaen Avon Coal Co.; W. E. Turner, Laura B. Agnew, Ohio, John Sammon, J. C. Stubblefield and Silver Wave, via Rock creek, to J. P. Agnew. Departed – Boats M. Sandford, J. A. Alexander, P. G. Uhler, James Dayton, Wm. Gregory, D. Stewart, C. R. Hooff, Seneca, W. E. Turner, J. C. Stubblefield and Ohio.

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*Ibid.* p. 4. **Return of the Cadets** – The water having been let off the Georgetown level of the C. & O. Canal on Friday afternoon, on account of a leak at Herr's Mills, some apprehension was felt by the parents and friends of the St. John's Cadets, lest they might be detained and get out of provisions. The same apprehension was felt on board the boat when the news reached the boys, and it had been decided to march to Georgetown and take the cars home, leaving a sergeant's guard in charge of the baggage till the boat could pass. Fortunately, however, there was a very short interruption to navigation, and by travelling the greater part of Saturday night, the boys were brought to the basin by ten o'clock yesterday morning, and, marching as quietly as possible to the school house, to deposit their arms, and got home in time to attend church. They report the trip as having been exceedingly pleasant one, not the smallest accident having occurred to mar their pleasure.

Leaving Alexandria at 9:30 on Monday, they reached Georgetown at 12, and, after a short stroll about their ancient burgh, left at 1:30, reaching Cabin John Bridge at 3:30 and the Great Falls of the Potomac at 8:30. Early on Tuesday morning a fine view of the falls was obtained from the rocks on an island to which a temporary bridge passes to the Maryland shore, and at 7:14 the party re-embarked and resumed their journey. At 10:10 a stop was made at Seneca to allow the boys to examine the quarries

and the great establishment at which great blocks of brown stone are sawed by water power into steps, sills, &c., of any required size. At 12:30 p.m. the boat started again, and after a very short stop at White's Ferry reached Lock 28, above the Point of Rocks, at 1 a.m. and stopped for the rest of the night. Starting at 4:30 the rock-built churches and dwellings of Harper's Ferry came in sight, through the gorge, at 8:30, and, in a few minutes the boat was moored and, donning their uniforms, the boys went over the bridge and inspected Jefferson's Rock, the engine house, made famous by John Brown, &c. The annual commencement of Storer College, the West Virginia (colored) Normal School was in progress, and some dropped in to that, while others explored the Maryland Heights, or fished in the Potomac or Shenandoah. Late in the afternoon the school nine played and won a match game of baseball by a score of 31 to 2, their opponents being a picked nine. At 10:10 p.m. the Seneca started again, and reached Antietam about 1:40 a.m. As soon as it was light Mr. S. T. Shaffer, the agent of the Antietam Iron Works, who was so kind to the students in their difficulties last year, came on board and invited them up to see the furnace. It was, unfortunately, out of blast, owing to dull times, but coke was being made and ore and limestone procured with a view to resumption within the month. Mr. Shaffer showed the boys every part of the furnace and explained to them the process of smelting. Re-embarking at 8:20 the point opposite Shepherdstown was reached about ten, and at 11 the cadets paraded the town, being, everywhere, "the observed of all observers." At 12, by invitation, they drilled in the grounds of Shepherd College, a white normal school for West Virginia, with about 150 students, male and female. The principal, Prof. McMurran, and most of the male students, came over to the boat, and showed the utmost courtesy to the cadets, regretting that a want of notice of their coming had prevented a public reception and entertainment, which they desired to give, while the young ladies, whom the boys pronounced the



most beautiful and agreeable they had seen, completely fascinated them. After dinner the paper mill, where paste board was being made, was visited and inspected through the courtesy of the foreman, the proprietor being absent. At 3 a match game with the Rustics, a senior baseball club, took place, it having been previously agreed that only five innings were to be played. A large number of ladies and gentlemen attended and the cadet nine were victors by 34 to 19. At night the Shepherdstown band played in the college ground, and the cadets spent the evening most agreeably with their new friends, leaving reluctantly at 10 or 11 o'clock. The boat started on her return trip at 4 a.m., passing Antietam at 5 and Harper's Ferry at 8:30 and stopping at Knoxville from 10 to 11:45. At 3 p.m. the Point of Rocks was passed, and at 5:30 Monocacy, and the boat stopped for the night at 6 p.m., near Lock 26, where the boys enjoyed themselves with a play in the green fields until bedtime. Starting at 5:15 a. m. they reached Seneca at 11 and stopped, according to previous agreement to play the Darnestown Base Ball Club, the smallest member of which was larger than the largest of the school nine. Then, too, the game had to be played on a field among high, though thin, grass, and as the cadets were not used to running over ploughed ground, they were beaten 19 to 2. By this time the game was over, 3:15 p. m., the first boat from below passed up and gave the pleasant information that the Georgetown level was navigable for light boats, so the Seneca started at once and reached the head of the seven locks at 9 p. m., where she stopped until 1:30 a. m. Georgetown was passed at 7:15 a. m.

It may interest some to know how things are managed on these excursions. The hold of the boat was swept out and benches placed lengthwise up and down the middle, on which, at night, mattresses were laid. Each boy had two blankets, and, though crowded, they slept very comfortably. Bracket lamps were fastened to the posts at intervals, and kept burning all night, while a clock pointed out the passage of the hours.

Cooked hams and bread and cheese were provided in sufficient quantities and coffee was made in a big wash boiler. This constituted the fare, and the fact that it had all disappeared by Sunday morning, showed that it was appreciated.

Regular guard duty, two hours on and four off, day and night, was required during the trip, and most of the boys did it cheerfully and faithfully. All except the guard on duty were allowed to walk on the tow path, in whatever attire they saw fit, (sometimes rather scanty,) to bathe at convenient hours, catch terrapins and kill snakes (one was killed which was five feet long, &c., &c. The result was, bronzed faces, increased appetites, better health and a great increase in practical knowledge.

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The coal trade was lively today, one company, the American, alone receiving twenty boats.

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**Canal Trade** – The editor of the *Lynchburg Virginian* says: "Only a few days ago we travelled many miles – from the Point of Rocks to Cumberland, along the line of the Baltimore and Ohio railroad – much of the way within sight of the canal, and saw evidences of the immense freight business, in coal, it is now doing."

ES, Tue. 6/8/75, p. 4. **CHESAPEAKE AND OHIO CANAL - Annual Report - Election of Officers.** - The annual meeting of the Chesapeake and Ohio canal company was held yesterday in Annapolis. The following stockholders were present: - Governor Groome, Controller Woolford and treasurer Compton, representing the state of Maryland stock, as the Board of Public Works; John P. Poe, esq., representing the stock of the state of Virginia; and Colonel James G. Berret, representing the stock of the cities of Washington and Georgetown.

A. P. Gorman, president of the company, submitted and read the annual report of the company. He said that the coal tonnage of the canal for 1874 shows an increase over that of 1873 of 38,788 tons, while the gross revenue was

the largest that has ever accrued to the treasury since the organization of the company. The receipts were \$517,412.22, being an increase over the receipts of 1872 of \$30,406.50, and over 1873 of \$9,751.70. The expenses for operating and maintaining the canal was \$227,204.63; the net revenue exceeding the usual expenditures by the sum of \$290,207.59. The balance on hand at the end of the last fiscal year was \$382,785.13. The number of boats which left Cumberland during the year was 7,378, carrying 836,997 tons, an increase of 38,787 tons over the freight of 1873.

The following officers for the ensuing year were elected: Arthur P. Gorman, president; James G. Berret, Daniel S. Biser, Michael Bannon, Gilmore Meredith, G. M. Watkins, and A. K. Stake, directors.

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**River and Canal** – Arrived by canal – canal boat Ida & Harry with 130 barrels of flour for J. G. & J. M. Waters.

AG, Tue. 6/8/75, p. 3. **C. & O. Canal** – At the annual meeting yesterday of the stockholders of the Chesapeake and Ohio Canal Company, at Annapolis, Arthur P. Gorman was re-elected President, and no change was made in the Board of Directors. The annual report of the President gives a review of the condition of the Company and its operations during the past year.

The report states that the coal tonnage of the canal for 1874 shows an increase of 38,788 tons over that of 1873, and the gross revenues to have been larger than has ever occurred since the organization of the company. The receipts from tolls were \$500,148.13, and from water rents, interest on deposits, and miscellaneous sources, \$17,266.09, making the total receipts \$517,412.22, being an increase over the receipts of 1872 of \$30,406.56, and over 1873 of \$9,751.70.

The ordinary and extraordinary expenses for operating and maintaining the canal, including pay of officers, was \$227,204.63; the net revenue exceeding the usual expenditures by

the sum of \$290,207.59. The balance in the treasury as of December 31, 1873, was \$92,577.54, making a total balance on hand at the end of last fiscal year of \$382,765.13. This balance was expended as follows: For prepayment of coupons on preferred construction bonds, \$257,925; for steam pump, dredge, stone crusher, engines and dressed stone, \$34,546.67; for refunded tolls, \$2,523.10; balance on hand, \$87,790.36.

By means of improvements during the year the condition of the canal was greatly bettered, there having been no detentions because of breaks, and but slight interruptions on account of damage to lock gates and the navigation being more reliable and uniform heretofore.

The number of boats which left Cumberland during the year was 7,378, carrying 836,997 tons, an increase of 38,787 tons of the freight of 1873.

Since June 1, 1869, the payments on account of principal and overdue interest on bounded debts amounted to \$1,171,458.82. The bonded debt known as “preferred construction bonds,” is \$1,699,500, the overdue interest on which to January 1, 1875, is \$1,376,595, making a total of \$3,076,095. The overdue interest, together with the yearly accruing interest, of \$101,970, must be paid before the State can receive any direct return for her investment in the canal; and the report anticipates that this indebtedness will be liquidated by January 1, 1883, by paying five coupons, or \$254,915, each year.

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**CANAL COMMERCE**

Arrived – Boats Lilly Lemen, Thomas Lannon, E. F. Wheeler, V. L. Sprigg, E. Mulvaney and Nuttie & Billy, via Rock Creek, to Hampshire and Baltimore Coal Co.; Sally Ardinger to A. M. Brandt; John Spencer to George’s Creek Coal and Iron Co.; James R. Anderson, D. A. Lowe, Wm. Walsh, R. H. Miller, W. C. Hunter, John W. Allison, James Green and Elizabeth to American Coal Co.; Clara, J. B. Winslow, John

Spencer, Nannie Grove and Five Brothers to J. P. Agnew.

Departed – Boats W. E. Turner, Sally Ardinger, G. L. Boothe, Rechabites, Thomas Patton, L. A. Long, J. H. Stickney, B. Williamson, R. Fannon, D. Ammon, J. R. Anderson, D. A. Lowe, Silver Wave, Clara, J. B. Winslow, J. C. Stubblefield and L. B. Agnew.

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**Local Brevities** – A new canal boat, the *M. Ruben*, arrived here this morning from Cumberland, and was towed into the Baltimore and Hampshire Coal Company's docks, where our townsman, after whom she is named, entertained her captain, crew and some of his city friends.

ES, Wed. 6/9/75, p. 1. **GEORGETOWN.**

**River and Canal** – Arrived canal boat Round Top, with 700 barrels of cement for J. G. & J. M. Waters.

AG, Wed. 6/9/75, p. 2. The bill to amend the Port Wardens line, passed by the Common Council, coming up.

Dr. Johnson favored delay, in order to have the bill printed, and for the benefit of property holders.

Dr. French advocated speedy action, in as much as extending the line can injure no one, and was a general benefit. The extension was necessary to accommodate the greatly increased size of the vessels now trading here.

Mr. Moore also urged immediate concurrence in the action of the other Board, in order to prevent damage now liable, and for which no one could be held to account. Vessels were now 100 feet longer than they used to be, and it was for their protection that the bill was introduced. It was principally to aid the coal trade; that should be fostered. Upwards of \$500 a day was paid out to laborers, to say nothing of the wages of the boatmen, &c., and nothing should be done to interfere with this trade, or render liable the agents for damages to vessels.

Dr. Johnson insisted upon delay, and Mr. Moore upon present action.

Mr. Agnew said that it was for the accommodation of the large vessels that the extension of the line was asked.

Dr. Johnson further urged that the bill be laid over and printed, so that the property holders could see it.

AG, Wed. 6/9/75, p. 4. **CANAL COMMERCE** -

Arrived – Boats R. C. Hewitt, P. L. Lemen, H. A. Garrett, Ben. Bissell and Capt. John Weir to Hampshire and Baltimore Coal Co.; John W. Burke, Col. J. C. Lynn, Andrew Main, M. A. Myers, George Sherman, J. H. Parrott, Jr., A. S. Wintringham, E. L. Moore, A. J. Akin and M. D. Corse to American Coal Co.; Lucinda to George's Creek Coal and Iron Co.; George H. Colbert and S. K. Miller to Consolidation Coal Co.; Lucinda, G. F. Smith, Lillie & May, J. H. Houck, W. H. Lowe and Martin Scally to J. P. Agnew.

Departed – Boats Wm. Walsh, R. H. Miller, George H. Colbert, S. K. Miller, W. C. Hunter, John Wilson, J. W. Burke, James Green, Elizabeth, Col. J. C. Lynn, Andrew Main, M. A. Myers, W. R. Shaw, John Sammon and J. P. Agnew.

NR, Thu. 6/10/75, p. 4. **CHESAPEAKE AND OHIO CANAL. - Meeting of the Directors. -**

At the meeting of president and directors of the Chesapeake and Ohio canal, at Annapolis, Saturday, the president submitted the following report:

Annapolis, June 4, 1875.

*To the Board of Directors:*

**Gentlemen:** I have great satisfaction in reporting that the coal tonnage for the past month not only shows a decided increase over the same period of 1874, but is the heaviest tonnage that ever passed over the canal in any one month. The number of tons shipped from Cumberland was 121,439 tons, being an increase as compared with May, 1874, of 6,873 tons. The greatest number of tons shipped in any preceding month

was in May, 1871, the tonnage of that month being 120,921 tons, which was conveyed from Cumberland to Georgetown in 1,105 boats, while the tonnage of the past month of 121,439 tons was carried in 1,074 boats, or 31 boats less than it required to carry 120,921 tons in 1871, which shows that the improved condition of the work has so increased the carrying capacity of the boats that in 1875 the same number of boats that in 1871 were required to carry 120,921 tons would now carry 124,957 tons, viz:

	No. Boats leaving Cumberland	Average Tonnage	Aggregate Tonnage
May, 1871	1,105	109½	120,921
May, 1875	1,105	113¾	124,957
Aggregate increase			4,036

Thus, decreasing the cost of transportation to coal companies and boatmen in one month as compared with May, 1874, \$5,047, viz: 4,036 tons at \$1.25 per ton, \$5,045. The accrued revenue for May was \$65,724.15, which is a decrease as compared with May, 1874, of \$3,277.70, which decrease is accounted for by the fact that tolls and wharfage has been decreased 8 cents per ton and the boat toll reduced to \$2.04 each trip.

The expenses for the month were \$20,320.18, showing the net amount of revenue for the month to be \$45,493.97. The balance in the difference banks to the credit of the company May 29 was \$55,832.67, to which add the accrued revenue not yet collected, \$35,489.43; making \$91,322.10.

I therefore recommend that the board appropriate \$50,985 to pay the coupon on the preferred construction bonds due January 1, 1862.

The board accordingly appropriated the above amount.

AG, Thu. 6/10/75, p. 2. **CANAL COMMERCE** - Arrived – Boats W. M. Price, M. Fannon, J. E. Coulehan and C. Ridgley, via Rock creek, to Hampshire and Baltimore Coal Co.; Four Sisters, J. W. Rhind and J. H. Couter to John P. Agnew; American Flag, W. J. B. Lloyd, R. S. Grant, R. Bender, Wm. Darrow, Charles Clifton and J. W. Morris to American Coal Co.

Departed – Boats George Sherman, J. H. Parrott, Jr., A. S. Wintringham, E. L. Moore, J. H. Houck, Charles Ridgeley, American Flag, A. J. Akin, M. D. Corse, Four Sisters, J. H. Couter, Nannie Grove and Five Brothers.

Sun, Fri. 6/11/75, p. 1. – *Coal Shipments* – The shipments of Cumberland coal from Cumberland, Md., for the week ended June 5, amounted to 65,667 tons 14 cwt., an increase over the corresponding week of last year of 5,046 tons 13 cwt. For the year to that date 826,964 tons 2 cwt. were shipped, showing a decrease as compared with the like period of 1874 of 36,951 tons 4 cwt., of which 30,396 tons 10 cwt. is canal and 39,404 tons 11 cwt. railroad decrease.

MCS, Fri. 6/11/75, p. 3. **C. & O. Canal** – The annual meeting of the stockholders of the Chesapeake and Ohio Canal was held at Annapolis on Monday. The present Board of Directors was re-elected. The annual report shows the receipts for the past fiscal year to have been \$517,412, or \$9,751 more than the preceding year. After deducting working expenses, the sum of \$382,785 was left in the treasury, of which \$257,925 were applied to the payment of the interest in arrears on the preferred construction bonds. If the same sum is paid every year, the interest account will be clear in about eight and a half years. A considerable sum was invested in permanent improvements.

AG, Fri. 6/11/75, p. 3. **CANAL COMMERCE** - Arrived – Boats Park Agnew, via Rock creek, to Hampshire and Baltimore Coal Co.; J. H. Platte, Michael Snow, S. S. Howison, H. O. Claughton, A. J. Clark and William Smith to American Coal Co.; Fleming & Mattie to J. P. Agnew. Departures – Boats W. J. B. Lloyd, R. S. Grant, R. Bender, Wm. Darrow, Charles Clifton, S. S. Howison, W. M. Price, J. W. Morris, J. H. Platte, Michael Snow, John Spencer, John Marmaduke and Fleming & Mattie.

*Sun*, Sat. 6/12/75, p. 6. **Maryland Items**

The amount of trade eastward through the Chesapeake and Ohio canal for the week ending the 29<sup>th</sup> ult. was as follows: Steamers 17, vessels 42, oyster boats 34, coal barges 64, shell barges 2, shingle barges 1, tidewater canal boats 8, barrel barge 1, tug 1, yacht 1, timber (locking) 6; total 177. Bituminous coal for Northern markets 15,116 gross tons; oysters for planting in Delaware bay 68,000 bushels, lumber from tidewater canal 351,500 feet; amount of tolls for the week, \$4,385.87.

AG, Sat. 6/12/75, p. 3. **CANAL COMMERCE** - Arrived – Boats Alexander Adams, via Rock creek, to Hampshire and Baltimore Coal Co.; John L. Reid, Theo. L. Betts and Samuel Henry to American Coal Co.; C. C. Kelly and R. B. Cropley to J. P. Agnew. Departed – Boats H. O. Claughton, A. J. Clark, W. Smith, Lucinda, G. F. Smith and C. C. Kelly.

*Sun*. Mon. 6/14/75, p. 3. **Maryland Items**

A large frame building used for storing hay and bark, and a stable for horses, at Hancock, Washington county, were destroyed by fire on Wednesday last, with all the contents. It belonged to Mr. Thomas Gilleece. Loss about \$3,000.

ES, Mon. 6/14/75, p. 4. **GEORGETOWN.**

**Coal** – The receipts of coal by the Chesapeake and Ohio Canal for the week ending on Saturday amounted to 25,820 tons; and the shipments during the same time to 23,300 tons.

AG, Mon. 6/14/75, p. 3. **CANAL COMMERCE** - Arrived – Boats Mary Mack and Dr. Broderick to Hampshire and Baltimore Coal Co.; J. P. Moore, H. Delifield, Kate, G. P. Lloyd, T. H. Faile, W. J. Boothe, Jr., Weyand Doerner and Ed. Bayer to American Coal Co.; C. Segerson, S. Rhinehart, J. T. Dixon & Co., G. W. Knode, R. B. Cropley and M. Mertens to J. P. Agnew. Departed – Boats J. L. Reid, Samuel Henry, T. L. Betts, H. Delifield, Kate, Mat. Kersey, C.

Segerson, Shipley & Bush, M. Mertens and J. W. Rhind.

ES, Tue. 6/15/75, p. 4. **GEORGETOWN.**

**River and Canal** – Arrived – boat Clear Spring, with 600 bushels of wheat for J. G. & J. M. Waters.

AG, Tue. 6/15/75, p. 3. **CANAL COMMERCE** - Arrived – Boats R. A. Goodwin, F. F. Davis, M. O'Connor, W. P. Wools, M. A. West, M. S. Fernsner and J. H. Woodburn, via Rock creek, to Hampshire and Baltimore Coal Co.; W. E. Bell, Samuel Lloyd, Charles Robb, G. E. Porter, James A. Alexander, John J. Swift, M. M. Lewis, M. Sandford, H. C. Flagg and James Dayton to American Coal Co.; Minnie & Cora, limestone to E. Francis; Caledonia, pig iron to W. A. Smoot; Garrett & Mans, R. T. Semmes, P. A. Gorman, C. W. Adams, M. Mertens, A. Cropley, A. Sherman, Belle, J. W. Carder and Theo. Embrey, via Rock creek, to J. P. Agnew. Departures – Boats G. P. Lloyd, T. H. Faile, W. J. Boothe, Shipley & Bush, Minnie & Cora, Weyand Doerner, W. E. Bell, Ed. Bayer, Samuel Lloyd, Charles Robb, G. E. Porter, R. B. Cropley, S. Rhinehart, J. T. Dixon & Co. and G. W. Knode.

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*Ibid*, p. 4. **Cheating** – It was reported here today, on the authority of the captain of a canal boat, who had received a letter to that effect, that the agent of the Maryland Coal Company at Cumberland had been arrested at the instance of Mr. Gorman, President of the C. & O. Canal Company, for cheating the canal company of tolls by reporting less coal than he actually shipped.

H&TL, Wed. 6/16/75, p. 2. **Chesapeake and Ohio Canal.** - An Annapolis Correspondent of the Baltimore *Sun* thus refers to the report of President Gorman, submitter to the annual meeting of the Stockholders of Chesapeake and Ohio Canal Company, held at Annapolis, on the 7th inst.:

The report states that the coal tonnage of the canal for 1874 shows an increase of 38,788 tons over that of 1873, and the gross revenues to have been larger than has ever occurred since the organization of the company. The receipts from tolls were \$500,148.13, and from water rents, interest on deposits, and miscellaneous sources, \$17,366.09, making the total receipts \$317,412.22, being an increase over the receipts of 1872 of \$30,406.56, and over 1873 of \$8,751.70.

The ordinary and extraordinary expenses for operating and maintaining the canal, including pay of officers, was \$227,204.63; the net revenue exceeding the usual expenditures by the sum of \$290,207.59. The balance in the treasury as of December 31, 1873, was \$92,577.54, making a total balance on hand at the end of the last fiscal year of \$382,785.13. This balance was expended as follows: - For prepayment of coupons on preferred construction bonds, \$257,925; for steam pump, dredge, stone crusher, engines, and dressed stone, \$34,546.67; for refunded tolls, \$2,523.10; balance on hand, \$87,790.36.

By means of improvements during the year the condition of the canal was greatly bettered, there having been no detentions because of breaks, and but slight interruptions on account of damage to lock-gates, and the navigation being more reliable and uniform than heretofore

The number of boats which left Cumberland during the year was 7,378 carrying 836,997 tons, an increase of 38,787 tons over freight of 1873.

Since June 1, 1869, the payments on account of principal and overdue interest on bonded debts amounted to \$1,171,458.82. The bonded debt, known as "preferred construction bonds," is \$1,699,500, the overdue interest on which to January 1, 1875 is \$1,376,595, making a total of \$3,076,095. The overdue interest, together with the yearly accruing interest of \$101,970, must be paid before the State can receive any direct return for her investment in

the canal; and the report anticipates that this indebtedness will be liquidated by January 1, 1883, by paying five coupons, or \$254,925, each year.

On motion of Treasurer Compton, the stockholders proceeded to the election of a president and six directors to serve the ensuing year. The roll was called and resulted in a unanimous vote for the following, except Colonel Berret, who struck out his own name and inserted that of George W. Riggs in voting the stock of Washington and Georgetown: For president, Arthur P. Gorman; for directors, James G. Berret, Daniel S. Biser, Michael Bannon, Gilmore Meredith, G. M. Watkins and A. K. Stake.

The meeting adjourned to the first Wednesday in September.

ES, Wed. 6/16/75, p. 1. **The Boatmen and the Coal Companies.** - Another difficulty has occurred at Cumberland between the boatmen on the canal and some of the coal companies. The *Cumberland News* says: "There was no change in the status of affairs on the Chesapeake and Ohio canal on Monday. The Hampshire & Baltimore company loaded a few boats, but none of them cleared at the collector's office, nor were any shipments made by the New Central, Blaen Avon or George's Creek companies, all three having decided to pay but \$1.15 freight. At a meeting of the Boatmen's Union, held last night, that society resolved not to deviate from the rates made at the opening of the season - \$1.25 to Georgetown and \$1.30 to Alexandria."

*Ibid.*, p. 4. **Decision in a Georgetown Mill Case.** Judge Wylie, in the Equity Court yesterday, in the first of the Georgetown mill cases - that of Ray vs. the Chesapeake and Ohio Canal Company - decided that the contract of Mr. Ray entitled him to receive as much water as had been coming to his mill before the canal company undertook to make a change, and he made perpetual the injunction restraining the canal company from diminishing the supply of

water to Ray's mill, and from interfering with the gauge.

AG, Wed. 6/16/75, p. 3. **CANAL COMMERCE**  
- Arrived – Boats Four Sisters, Morning Sun, Mollie, Richard Fannon, Mrs. C. E. Charles, Elmer & Katie, Loretto, George Hutton and G. P. DeWitt to Hampshire and Baltimore Coal Co., via Rock creek; David Stewart, John Bradburn, C. R. Hooff, Rechabites, William Gregory, G. L. Boothe and P. G. Uhler to American Coal Co.; Capt. J. B. Winslow and F. R. Bowers to John P. Agnew.

Departures – Boats Caledonia, J. A. Alexander, John J. Swift, M. M. Lewis, M. Sandford, Denton Jacques, J. T. Dixon, G. W. Knode, R. B. Cropley, Samuel Rhinehart, H. C. Flagg, James Dayton, David Stewart, A. Sherman, J. W. Carder and Theo. Embrey.

ES, Thu. 6/17/75, p. 4. **End of the Canal Strike.** - The Cumberland *News* of yesterday says: "The business of shipping coal on the canal was resumed yesterday. Those boats which had loaded the day before took out their papers and left yesterday. The difficulty as to freights was adjusted on the basis prevailing at the time of the suspension. It is greatly to be hoped that there will be no further trouble. A crowd of angry and excited boatmen congregated around the office of the Maryland Coal Company, in this city, yesterday, and for a few moments it looked as if a hostile demonstration was to be made upon someone. Better counsels prevailed, however, and the storm blew over.

ES, Fri. 6/18/75, p. 4. **District Government Affairs. - A Georgetown Improvement.** - Chief Engineer Hoxie has given orders for the construction of a tow-path wooden truss bridge across the canal about three hundred feet west of the building line of Lingan street, Georgetown, together with a timber causeway for the approach to the same on the south side of the canal. This structure is to be curved at the bottom and top cords to accomplish the passage of boats, and is

to be eighty feet span in the clear, with a draw-way of eight feet inside in the clear. This has been rendered necessary in consequence of the recent improvement to the roadway and the guttering of the same next to the new coping wall, the canal company having relinquished the practice of towing on the berm side in consideration of the erection of a bridge for facilitating the crossing over of their draft horses and mules to the tow-path side.

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*Ibid*, p. 4. **GEORGETOWN.**

**River and Canal** – Arrived – Canal – boat Wheeler & Barron with 1,800 bushels wheat for Hartley & Bro.

AG, Fri. 6/18/75, p. 3. **CANAL COMMERCE** - Arrived – Boats R. H. Miller, Daniel Annon, W. C. Hunter, John W. Burke, James green and John Willison to American Coal Co.

Departed – Boats Benj. Williamson, J. R. Anderson, J. H. Stickney, D. A. Lowe, R. H. Miller and Daniel Annon.

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*ibid.* p. 4. **Canal News** – On Tuesday evening the lock gate at the end of the Cumberland, or nine-mile level of the C. & O. Canal, was knocked out by a canal boat in the unusual rush of that day. In consequence of the accident, the arrival of boats at this port has been delayed. Canal shipments proceeded uninterruptedly at Cumberland on Wednesday, and more than the average number of boats cleared at the collector's office, at that place.

ES, Sat. 6/19/75, p. 4. **GEORGETOWN.**

**River and Canal** – Arrived – by canal – boat H. M. Talbott, with 1,000 bushels corn for H. M. Talbott; boat Round Top, with 800 barrels cement for J. G. & J. M. Waters.

AG, Sat. 6/19/75, p. 3. **CANAL COMMERCE** - Arrived – Boats A. Main, M. A. Myers, George Sherman, A. S. Wintringham, J. H. Parrott, Jr., American Flag, E. L. Moore, M. D. Corse and W. J. B. Lloyd to American Coal Co.

Departed – Boat Wm. C. Hunter, J. W. Burke, James Green, John Willison, Andrew Main, M. A. Myers, George Sherman, A. S. Wintringham and J. H. Parrott, Jr.

AG, Mon. 6/21/75, p. 3. **CANAL COMMERCE**

- Arrived – Boats M. Ruben, Charles Ridgley and Ben. Bissell, via Rock creek, to Hampshire and Baltimore Coal Co.; Charles Clifton, R.S. Grant, Richard Bender, Michael Snow, Wm. Darrow, S. S. Howison, J. W. Morris, J. H. Platte, H. O. Claughton, J. L. Reid and Samuel Henry to American Coal Co.; John Spencer to George's Creek Coal and Iron Co.; Minnie & Cora, limestone to E. Francis; J. Spencer, Five Brothers, Martin Scally, Col. J. C. Lynn and J. H. Houck to J. P. Agnew.

Departures – Boats R. Fannon, American Flag, E. L. Moore, M. D. Corse, W. J. B. Lloyd, A.J. Akin, Charles Clifton, Minnie & Cora, R. S. Grant, Michael Snow and R. Bender.

ES, Tue. 6/22/75, p. 4. **GEORGETOWN.**

**River and Canal** – Arrived – by canal – boat C. F. Waters, with 500 bushels wheat and 2,300 bushels corn for J. G. & J. M. Waters.

AG, Tue. 6/22/75, p. 3. **CANAL COMMERCE**

- Arrived – Boats P. L. Lemen, R. C. Hewitt, E. Mulvaney, Thomas Lannon, M. Fannon, Alexander Adams, H. A. Garrett, J. Coulehan and Wm. Price, via Rock creek, to Hampshire and Baltimore Coal Co.; Wm. Smith, J. P. Moore, T. L. Betts, Henry Delifield, Mat. Kersey, A. J. Clark, Kate Cavanaugh, W. J. Boothe, Jr. and W. Doerner to American Coal Co.; George H. Colbert to A. M. Brandt; Lucinda to George's Creek Coal Co.; Caledonia, pig iron, to Wm. A. Smoot; L. L. Shrives, Wm. Weber and Jacob McGraw to Consolidation Coal Co.; Belle Resley, Lucinda, J. W. Grant, Jr. and W. R. Shaw to J. P. Agnew.

Departed – Boats Wm. Darrow, L. L. Shrives, Wm. Weber, Jacob McGraw, G. H. Colbert, S. S. Howison, J. W. Morris, J. H. Platte, H. O. Claughton, J. L. Reid, Samuel Henry, Wm.

Smith, J. P. Moore, Henry Delifield, Theo. L. Betts, John Sammon, L. R. Agnew, B. F. Price, J. H. Houck and Chas. Wheatley.

H&TL, Wed. 6/23/75, p. 2. The receipts of the Chesapeake and Ohio canal for the week ending June 12, were: From Cumberland, \$21,558.99; Georgetown, \$600; Hancock, \$10.80; Williamsport, \$380.58; - total \$22,550.37. Revenue accrued at Cumberland for the week \$16,767.08. During the same period 286 boats cleared from Cumberland, carrying 32,166 tons of coal.

AGT, Wed. 6/23/75, p. 2. **CANAL**

**COMMERCE** – Arrived – Boats V. S. Brashear, W. Mertens and Lilly Leman via Rock Creek to Hampshire and Baltimore Coal Co.; Katie & Addie, Shipley & Bush, Geo. Hughes, Capt. Marmaduke, Thomas Moore, Johnnie, E. F. Wheeler and C. Keeley to J. P. Agnew; G. P. Lloyd, Ed. Bayer and T. H. Faile to American Coal Co.

Departed – Boats A. J. Clark, Matt Kersey, W. Booth, Jr., John Spencer, W. R. Shaw, Weyand Doerner, Lucinda, Caledonia, G. P. Lloyd, T. H. Faile, H. Bayer, Five Brothers, John Spencer, Lucinda, Marmaduke, Thomas Moore, Belle Resley, John Grant, Jr., and J. C. Lynn, for Cumberland.

*Sun*, Thu. 6/24/75, p. 4. **Letter from Annapolis, Md.** – *Coal Receipts* – The receipts into the treasury of the Chesapeake and Ohio Canal Company for the week ending June 19 were as follows: From Cumberland, \$3,299.93; Georgetown, \$1,200; Williamsport, \$276.93; Hancock, \$39.26; total, \$4,816.12. Revenue accrued at Cumberland for the week was \$17,622.92, from 301 boats, carrying 33,893 tons coal. The coal shipments continue active, and a good trade may be anticipated for the remainder of the boating season.

ES, Thu. 6/24/75, p. 4. **GEORGETOWN.**



**Water Out of the Canal.** – The water was drawn off from the Georgetown level of the canal last night in consequence of another break in the embankment at the same point where one occurred a few weeks ago, and from the same cause – the mining operations of rats. It is expected that the water will be let in this evening.

AG, Thu. 6/24/75, p. 3. **CANAL COMMERCE**  
- Arrived – Boats Dr. Broderick and Park Agnew, via Rock creek, to Hampshire and Baltimore Coal Co.  
Departed – Boats George Hughes, Shipley & Bush, Mary Mertens and Katie & Addie.

MCS, Fri. 6/25/75, p. 3. **Large Receipts** – The receipts of coal at Georgetown, District of Columbia, from Cumberland, via the Chesapeake and Ohio Canal, have been very heavy during the past week. About sixty boats, of one hundred and ten tons each, arrived daily. Nearly all the coal was shipped North.

ES, Fri. 6/25/75, p. 4. **GEORGETOWN**  
**The Break in the Canal**, near Welch's mill, having been repaired, the water was let into the Georgetown level last night.

**Grain Trade.** – Arrived canal boat Hattie & Bessie, with 2,300 bushels of wheat, for Hartley & Bro.

AG, Fri. 6/25/75, p. 2. **CANAL COMMERCE** -  
Arrived – Boats M. S. Fernsner, via Rock creek, to Hampshire and Baltimore Coal Co.; W. E. Bell, Charles Robb, G. E. Porter, S. Lloyd, J. A. Alexander, John J. Swift, M. M. Lewis and M. Sandford to American Coal Co.; R. Cropley to J. P. Agnew.  
Departed – Boats W. E. Bell, George Hughes, C. Robb, G. E. Porter, S. Lloyd, J. A. Alexander, J. J. Swift and M. M. Lewis.

ES, Sat. 6/26/75, p. 4. **BAD BOYS – Hints for the Policemen.** – The attention of the police is invited to the gang of boys who congregate in

the neighborhood of 2<sup>nd</sup> and Frederick streets on Sunday afternoons for the purpose of playing baseball. The players increase the interest in the national pastime by miscellaneous swearing, while the spectators sit on their haunches and howl. The hill at the corner of 3<sup>rd</sup> and Fayette streets is the rallying place of a younger crowd, who not old enough to break their fingers at baseball, still manage to make it lively for residents in that neighborhood by stone throwing and filthy language. Boatmen on the canal complain of a mob of young ruffians who are in the habit of assembling on the north bank of the canal, near Market street, and varying the monotony of the twilight hour by stoning the boats. If the policemen don't abate these nuisances somebody will get hurt.

AG, Sat. 6/26/75, p. 4. **Coroner's Inquest** – Coroner Powell held an inquest at noon today upon the body of a colored man named James Mack, of Bolivar Heights, Harper's Ferry, a mule driver belonging to the canal boat *H. C. Flagg*, who, while dipping a bucket of water for his mules, fell into the first level below the basin and was drowned. The jury, of which A. C. Kell was foreman, returned a verdict in accordance with the above mentioned facts.

ES, Mon. 6/28/75, p. 4. **GEORGETOWN.**  
**A Big Weeks' Work in the Coal Trade.**  
– The receipts of coal by the canal for the week ending Saturday amounted to 26,600 tons, and the shipments during the same time to 26,800 tons. This is the largest transaction in coal of any week during the present season.

**ALEXANDRIA**  
**Coroner's Inquest** – Coroner Powell held an inquest at noon today upon the body of a colored man named James Mack, of Bolivar Heights, Harper's Ferry, a mule driver belonging to the canal boat *H. C. Flagg*, who, while dipping a bucket of water for his mules, fell into the first level below the basin and was drowned. The jury, of which A. C. Kell was foreman, returned

a verdict in accordance with the above-mentioned facts.

AG, Mon. 6/28/75, p. 75, p. 3. **CANAL COMMERCE** - Arrived – Boats R. A. Goodwin, Loretto, Mrs. C. E. Charles and J. H. Woodburn, via Rock creek, to Hampshire and Baltimore Coal Co.; C. R. Hooff, Wm. Gregory, L. A. Long, W. Walsh, B. Williamson, J. R. Anderson, Thomas Patton, J. H. Stickney, R. H. Miller, J. W. Burke, Daniel Annon, D. A. Lowe and W. C. Hunter to American Coal Co.; Minnie & Cora, limestone, to E. Francis; Belle, H. T. Weld, J. R. Purcell, Geo. P. DeWitt and M. E. Tice to J. P. Agnew.  
Departed – Boats C. R. Hooff, Wm. Gregory, L. A. Long, Wm. Walsh, B. Williamson, J. R. Anderson, Thomas Patton, J. H. Stickney, Minnie & Cora, A. Copley, N. Sherman, J. R. Purcell, G. P. DeWitt and M. E. Tice.

AG, Wed. 6/30/75, p. 4. **Canal Trade** – The receipts into the treasury of the Chesapeake and Ohio Canal Company for the week ended June 26, were as follows: From Cumberland \$7,987.78, Georgetown \$900, Hancock \$72.74, Williamsport \$278.41; total \$9,238.93. The revenue accrued at Cumberland for the week was \$17,838.71. There were 303 boats cleared from that port, carrying 34,123 tons of coal, being an increase of 2 boats and 228 tons of coal, as compared with the week ending June 19, and an increase in revenue of \$215.79. The shipments continue active, averaging over 50 boats daily during the month.

AG, Thu. 7/1/75, p. 4. **Overboard** – A colored boy named George Thomas, while angling at Fishtown, yesterday afternoon, accidentally fell overboard, but was rescued by the captain of the canal boat *Ben Bissell*, which was discharging a cargo of gas coal there.

A little child, daughter of Capt. Frank Swain, of Sharpsburg, fell into the upper level of the canal, near the basin, yesterday afternoon,

but was rescued by one of the lock tenders, Ed. McCarthy, after she had very nearly drowned.

*Sun*, Fri. 7/2/75, p. 4. **Maryland Items**

A severe rainstorm occurred in Cumberland Tuesday afternoon. A number of the streets were flooded, and considerable damage done by the destruction of trees, shrubbery and garden stuff. The tracks of the railroad were covered with sand to the depth of several inches, and a part of the planking at the street crossing washed away.

AG, Fri. 7/2/75, p. 3. **CANAL COMMERCE** - Arrived – Boats R. C. Hewitt, L. B. Agnew and E. Mulvaney, via Rock Creek, and J. T. Coulehan to Hampshire & Baltimore Coal Co.; J. P. Moore, R. S. Grant and H. Delifield to American Coal Company.  
Departed – Boats H. T. Weld, M. Ruben, Charles Ridgeley, Martin Scally, P. L. Lemon, R. S. Grant, J. P. Moore and H. Delifield for Cumberland.

AG, Sat. 7/3/75, p. 3. **CANAL COMMERCE** - Arrived – Boats M. Fannon, J. E. Coulehan and Garrett & Moss, Cumberland to Hampshire and Baltimore Coal Co.; W.M. Price, M. Fannon and A. Adams to Hampshire and Baltimore Co.; Katie & Addie to Blaen Avon Coal Co.; Mat. Kersey, T. L. Betts, Wm. Darrow and J. Wilson to American Coal Co.; Katie & Addie, Fleming & Motter, W. H. Lowe and G. S. Young to J. P. Agnew.

Departed – Boats Thos. Hipsley, R. C. Hewitt, Ed. Mulvaney, R. Emmitt, Theo. L. Bets, M. Kersey, W. Darrow, J. Wilson, W. H. Lowe and G. S. Young.

ES, Tue. 7/6/75, p. 4. **GEORGETOWN.**

**The Receipts of Coal** by the canal during the week ending Saturday were 28,000 tons, and shipments during the same time amounted to 17,500 tons. The comparatively small shipments were owing to the scarcity of vessels.

**River and Canal.** – Arrived canal boat C. F. Waters, with 2,930 bushels wheat for J. G. & J. M. Waters.

AG, Tue. 7/6/75, p. 3. **CANAL COMMERCE** - Arrived – Boats Samuel Swain, M. O’Conner, J. W. Carter, Park Agnew, Mary Mack, Lilly Lemen, Nuttie & Billy, Dr. Broderick and H. A. Garrett, via Rock creek, to Hampshire and Baltimore Coal Co.; Rechabites, M. M. Lewis, H. C. Flagg, James Dayton, P. G. Uhler, Wm. Gregory, J. Bradburn and L. A. Long to American Coal Co.; J. Crane to Consolidation Coal Co.; A. Zigler, Thomas Moore and C. C. Kelly to J. P. Agnew.

Departed – Boats W. E. Bell, C. Robb, Ed. Bayer, M. Fannon, G. E. Porter, Fleming & Motter, S. Lloyd, J. A. Alexander, A. Adams, J. Spencer, J. J. Swift, M. Sandford, D. Stewart, Rechabites, M. M. Lewis, H. A. Garrett, J. Crane, Geo. Hughes, T. S. Dixon & Co., Ohio, J. Spencer, T. Moore and Silver Wave.

ES, Wed. 7/7/75, p. 4. **GEORGETOWN.**

**Some Improvements.** – The north abutment of the canal lock at Washington street, having become unsafe, is being removed to make room for a new one.

AG, Wed. 7/7/75, p. 4. **CANAL COMMERCE** - Arrived – Boats J. R. Purcell, M. A. West, W. P. Wools and J. R. Carder, via Rock creek, to Hampshire and Baltimore Coal Co.; C. R. Hooff and W. Walsh to American Coal Co.; W. H. Billmyer to George’s Creek Coal and Iron Co.; J. R. Purcell to Hamp. and Baltimore Coal Co. Departed – Steamers Alaska and Thomas Moore and boats Silver Wave, H. C. Flagg, Katie & Addie, J. B. Broderick, J. Dayton, P. G. Uhler, Wm. Gregory, John Bradburn, L. A. Long, Ohio, Thomas Wheeler, George Hughes, Samuel Swain, R. B. Cropley, W. E. Turner, Anna Bruce, Nuttie & Billy, Park Agnew, C. C. Kelly, Mary Mack, Wm. Walsh, C. R. Hooff, Capt. Marmaduke, W. H. Billmyer and J. T. Dixon & Co.

AG, Thu. 7/8/75, p. 3. **CANAL COMMERCE** – Arrived – Boats R. A. Goodwin and Mrs. C. E. Charles, Cumberland, to Hampshire and Baltimore Coal Co.; M. E. Tice, J. B. Winslow, S. Rhinehart, D. A. Miller, Ben Miller, A. Cropley and W. Turner to J. P. Agnew; G. P. DeWitt to Blaen Avon Coal Co.; Caledonia pig iron to Wm. A. Smoot; B. Williamson, G. L. Boothe, J. R. Anderson, J. W. Burke, Thomas Patton, J. H. Stickney, R. H. Miller, D. A. Lowe, W. C. Hunter and M. A. Myers to American Coal Co.

Departed – Boats J. Marmaduke, C. Segerson, Lilly Lemon, W. H. Billmyer, J. T. Dixon, B. Williamson, G. L. Boothe, J. R. Anderson, M. O’Conner, J. W. Corder, W. P. Wools, Thomas Patton, G. P. DeWitt and R. A. Goodwin.

MCS, Fri. 7/9/75, p. 3. The freighting and receipts of the Chesapeake and Ohio Canal Company during the month of June were larger than those of any preceding month. The net revenue over all expenses was \$57,262.41.

ES, Fri. 7/9/75, p. 4. **GEORGETOWN.**

**Increase in the River Trade.** – Capt. Morgan, in charge of the outlet locks of the canal, states that the total number of boats locked in and out of the canal at the river outlet was 746 during the month of June, which indicates a great increase in the river trade.

NR, Sat. 7/10/75, p. 4. **DISTRICT NOTES** – The Commissioners of the District have issued an order to the Chesapeake and Ohio Canal Company to discontinue the use of the Little Falls or Canal road as a tow-path.

ES, Mon. 7/12/75, p. 4. **GEORGETOWN.**

**The Coal Trade** by the canal was very brisk. The receipts up to Saturday evening amounted to 26,600 tons and the shipments to 26,960 tons.

**River and Canal** – Arrived canal boat Round Top, with 800 barrels of cement, for J. G. & J. M. Waters.

AG, Tue. 7/13/75, p. 3. The coal trade by the C. & O. canal last week was very brisk. The receipts at Georgetown up to Saturday evening amounted to 26,000 tons and the shipments to 26,900 tons.

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**CANAL COMMERCE**

Arrived – Boats J. P. Moore, J. H. Platte, Wm. Smith, H. Delifield and M. A. Kersey to American Coal Co.; M. Ruben, Ed Mulvaney, Wm. M. Price, H. C. Hewitt, J. E. Coulehan and M. Francis to Hampshire and Baltimore Coal Co.; J. B. Delaplaine to Cumberland Coal Co.; A. Cropley to George's Creek Coal and Iron Co.; Dr. R. J. Duckett to Blaen Avon Coal Co.  
Departed – Boats B. Bissell, E. L. Moore, J. W. Morris, B. Fannon, J. T. Baker, H. O. Claughton, C. Ridgeley, Clara, Elmer & Katie, J. P. Moore, J. M. Resley, A. Sherman, J. H. Platte.

AG, Wed. 7/14/75, p. 4. **C. & O. Canal** – The receipts of the Canal Company for the week ending July 10 were: From Cumberland, \$22,111.68; Georgetown, \$2,100; Hancock, \$60.61; Williamsport, \$244.16; total, \$24,416.45. Accrued revenue for the week, \$14,825.82. Two hundred and fifty boats, carrying 28,324 tons of coal, left Cumberland during the same period.

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**The Coal Trade** – In consequence of the large supply of coal on hand, and the falling off in demand, some of the companies engaged in the coal trade have given orders to their boatmen to tie up when they have discharged their cargoes, and will, it is said, suspend mining operations, near Cumberland, until business increases.

Sun, Fri. 7/16/75, p. 4. **Letter from Annapolis** – *Coal Shipments* – Coal shipments, via Chesapeake and Ohio canal from Cumberland yesterday, were 38 boats, carrying 4,209 tons.

ES, Fri. 7/16/75, p. 1. **Drowned in the Canal.** – On Friday last the body of Wm. Wicks, of Loudoun county, Va., was found in the Chesapeake and Ohio canal, near the 24<sup>th</sup> lock. It is supposed he fell from a canal boat on Thursday night. Wicks was 60 years of age, and son of the late Rev. Dr. Wicks, of the M. E. church.

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*Ibid.* p. 4. **GEORGETOWN.**

**The Freshet in Rock Creek.** – The unusually heavy rain of last night had the effect to swell Rock creek to an unprecedented height. The sudden rise of the waters took parties doing business along the creek by surprise, and for a while there was great excitement as the water invaded the shore precincts. Nearly every boat moored in the creek was swept “down and out” into the river. One canal boat belonging to the Seneca stone company was carried over the tumbling dam and drifted down to G street wharf, where it was secured. The water invaded the office of the Seneca company to a depth of about three feet, and at one time the stability of their stables was so much threatened that the horses were removed to a place of safety.

**The Canal Level** from Jefferson street west looks like a huge cake of mud, owing to the accumulations of filth from the streets and sewers having been washed therein by the rain of last night.

AG, Mon. 7/19/75, p. 3. **CANAL COMMERCE** – Arrived – Boats M. A. West and John Hieston to Hampshire and Baltimore Coal Co.; Albert Sigler to Sinclair & Agnew; Wm. Weber, Uno and Dr. A. A. Biggs to Consolidation Coal Co.; C. Segerson to Blaen Avon Coal Co.; Belle to George's Creek Coal and Iron Co.; Wm. Walsh, M. Sandford, B. Williamson, G. L. Boothe and J. W. Burke to American Coal Co.  
Departed – Boats P. G. Uhler, J. Bradburn, J. Dayton, J. B. Broderick, Wm. Gregory, Nuttie & Billy, G. H. Colbert, steamer H. T. Weld,

Fleming & Motter, S. H. Davis, H. Gerdeman, L.A. Long and J. W. Burke.

ES, Tue. 7/20/75, p. 4. **GEORGETOWN.**

**River and Canal** – Arrived boat Medley, with 1,300 bushels of wheat for Hartley & Bro.; boat Round Top, with 800 barrels of cement for J.G. & J. M. Waters.

**The Receipts of Coal** by canal for the week ending Saturday amounted 27,900 tons, and the shipments during the same time amounted to 23,800 tons.

AG, Tue. 7/20/75, p. 3. **CANAL COMMERCE**

- Arrived – Boats C. R. Hooff, J. R. Anderson, M. A. Myers, Thomas Patton, R. H. Miller, D. Annon, J. H. Stickney, D. A. Lowe and W. C. Hunter to American Coal Co.; J. B. Winslow, M. E. Tice and M. Scally to Blaen Avon Coal Co.; Round Top Cement No. 2, cement for Washington city; G. Meredith to Consolidation Coal Co.

Departed – Boats J. W. Grant, W. R. Shaw, M. Sandford, W. Young, R. A. Goodwin, Belle, B. Williamson, M. Mertens, H. J. Garrett, Charles R. Hooff, Uno, P. Hein, G. L. Boothe, J. R. Anderson, W. Walsh and J. Hieston.

Sun, Wed. 7/21/75, p. 4. **Maryland Items**

At a meeting of the Boatmen's Union at Cumberland, on Monday evening, a resolution was passed agreeing to carry coal for \$1.15 to Georgetown (a reduction of ten cents per ton from existing rates) and for the expulsion of a number of members of the union for alleged violations of agreement.

ES, Wed. 7/21/75, p. 4. **GEORGETOWN.**

**The Outlet Lock at Rock Creek Filled Up.** – The heavy rains of last Thursday night, which swelled Rock Creek to such unusual proportions, resulted in filling the outlet lock of the canal with mud to the depth of twelve feet, and operations at that point have consequently been suspended for a few days until the mud is removed.

**River and Canal** – Arrived canal boat Caledonia, with 1,900 bushels of wheat, 900 bushels of corn, and 60 barrels of ear corn for Hartley & Bro.

AG, Wed. 7/21/75, p. 4. **CANAL COMMERCE**

- Arrived – Boats M. Fernsner to Hampshire & Baltimore Coal Co.; S. S. Cunningham and Joel Charles to Consolidation Coal Co.; Sally Ardinger to A. M. Brant; Jacob McGraw to Maryland Coal Co.; Thomas Moore to George's Creek Coal and Iron Co.; George Sherman, A. S. Wintringham, J. L. Reid, J. Green, C. Clifton, Michael Snow, American Flag, W. J. B. Lloyd and M. D. Corse to American Coal Co.

Departures – Boats M. A. Myers, A. Sigler, W. P. Wools, T. Patton, J. H. Stickney, P. Agnew, D. Annon, R. H. Miller, S. S. Cunningham, S. Ardinger, W. Weber, A. Main, W. C. Hunter, Joel Charles.

ES, Thu. 7/22/75, p. 4. **GEORGETOWN.**

**River and Canal** – Arrived by canal - 100 barrels of flour for J. G. & J. M. Waters.

ES, Fri. 7/23/75, p. 4. **GEORGETOWN.**

**River and Canal** – Arrived by canal – Boat J. N. Thomas with 2,000 bushels of wheat, 1,500 bushels corn, and 48 barrels of flour for J. G. & J. M. Waters.

AG, Fri. 7/23/75, p. 3. **CANAL COMMERCE**

- Arrived – Boats Maj. E. L. Moore, J. H. Platte and John P. Moore to American Coal Co.; J. M. Resley to A. M. Brant, Washington.

Departed – Boats J. P. Moore, Maj. E. L. Moore, J. H. Platte, A. J. Akin, S. Henry, J. W. Morris, H. O. Claughton, Thomas Moore.

ES, Sat. 7/24/75, p. 4. **GEORGETOWN.**

**River and Canal** – Arrived by canal – Boat H. M. Talbott, with 800 bushels of wheat and 200 bushels of corn for H.M. Talbott, and 400 bushels of wheat for Hartley & Bro.; boat Medley, with 1,100 bushels of wheat for H. M. Talbott.

ES, Mon. 7/26/75, p. 4. **GEORGETOWN.**

**The Receipts of Coal** by the canal for the week ending Saturday amounted to 21,560 tons, and the shipments footed up about the same amount.

AG, Mon. 7/26/75, p. 3. **CANAL COMMERCE**

- Arrived – Boats Kate, T. L. Betts, Wm. Darrow, Samuel Lloyd, G. E. Porter, J. H. Parrott, Jr. and Rechabites to American Coal Co.; R. T. Semmes to George's Creek Coal and Iron Co.; Dove to Consolidation Coal Co.; R. Fannon and P. L. Lemon to Hampshire and Baltimore Coal Co.; Wm. Foley to Blaen Avon Coal Co.

Departed – Boats A. J. Clark, C. E. Charles, M. A. West, W. E. Bell, W. J. Boothe, Jr., Charles Robb, Kate, T. L. Betts, Wm. Darrow, S. Lloyd.

AG, Tue. 7/27/75, p. 4. **Local Brevities.** – The Hagerstown *News* says, that a young man named Wyland, the lock tender at Two Locks, was drowned in the canal on Thursday last. It is supposed that he was lying on the lock beam asleep, and falling off into the canal, was drowned.

The canal boat *W. H. Boyer*, which left Cumberland on Friday afternoon for South Branch, via the river, ran on a rock near the Virginia shore, and will, it is feared, be lost.

The receipts of coal at Georgetown, by the canal, for the week ending Saturday, amounted to 24,500 tons, and the shipments footed up about the same amount.

H&TL, Wed. 7/28/75, p. 2. The receipts into the treasury of the Chesapeake and Ohio Canal Company for the week ending July 17, were from Cumberland \$15,226.20; Georgetown \$1,350; Hancock \$66.93; Williamsport \$224.16 – total \$16,887.29. Revenue accrued at Cumberland for the week, \$16,816.41. Two hundred and eighty-four boats cleared, carrying 32,193 tons coal. The total shipments for the past fourteen working days (4<sup>th</sup> of July no

shipments) amounts to 77,230 tons, at which rate it is estimated the shipments will aggregate about 140,000 tons for the entire month.

AG, Wed. 7/28/75, p. 2. The *Cumberland Times* of yesterday says that it is reliably informed that the Consolidated Coal Company will shortly undertake the regular delivery of coal at Canton, Baltimore, via the Chesapeake and Ohio Canal to Williamsport and Western Maryland Railway from that point to Baltimore. It is alleged that coal can be delivered in Baltimore at about forty cents per ton cheaper by the proposed route than by any other route. It is hard to kick against the pricks, but even Baltimore, with all her enterprise and wealth, cannot prevent Alexandria from being the outlet port for the Cumberland coal trade.

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*Ibid*, p. 3. **CANAL COMMERCE** -

Arrived – Boats Laura B. Agnew and John Sammon to Samuel Embrey, Washington, D. C.; H. S. Miller to A. M. Brandt, Washington, D. C.; Mohawk, Creole and J. A. Millholland to Consolidation Coal Co.; Dr. M. M. Lewis, J. Dayton and H. C. Flagg to American Coal Co. Departed – Boats Katie & Addie, L. B. Agnew, J. A. Sammon, Wm. Foley, Samuel Rhinehart, Ed. Mulvaney, Charles Ridgeley, J. A. Millholland, T. H. Faile, J. R. Cruzen, C. W. Brengle.

ES, Thu. 7/29/75, p. 4. **GEORGETOWN.**

**River and Canal.** – Arrived by canal – Boat Hattie & Bessie, with 1,400 bushels of wheat, 1,400 bushels of corn, and 290 barrels of flour for Hartley & Bro.

NR, Thu. 7/29/75, p. 4. **A SEWER CASE** – The Chesapeake and Ohio Canal Company obtained from Judge Wylie a temporary injunction restraining the District Commissioners from constructing a sewer emptying into the canal at Washington street, Georgetown. The bill sets forth that an ancient sewer constructed through a natural ravine traversed a part of

Georgetown in a northeasterly direction, meeting and emptying into the canal just east of Washington street, but said sewer was little used, and, in fact, is not adopted for such use, as the improved grades of the town and the general introduction of a water supply required. The bill further sets out that a new sewer is being constructed along Washington street emptying into the old disused sewer, and that the canal will be made dirty, disgusting and noxious and its water injured.

Judge Wylie made a temporary restraining order, returnable on the 7<sup>th</sup> of September next.

AG, Thu. 7/29/75, p. 2. **CANAL COMMERCE** - Arrived – Boats Caledonia and S. H. Davis to W. A. Smoot; James Marmaduke to George's Creek Coal and Iron Co.; Nuttie & Billy to A. M. Brandt, Washington; J. J. Swift, P. G. Uhler, Wm. Gregory, J. Bradburn, G. P. Lloyd and L. A Long to American Coal Co.  
Departures – Boats F. H. Irwin, Ed. Bayer, R. S. Grant, M. M. Lewis, H. C. Flagg, James Dayton, J. J. Swift and Wm. Gregory.

ES, Fri. 7/30/75, p. 4. **GEORGETOWN.**

**The Outlet Lock** of Rock Creek, which was filled with mud by the late heavy rain, has been cleared, and boats are now passing in and out as usual.

**Sale of Mill Property** – Thos. Dowling, auctioneer, has sold at private sale, Lock Mills, situated between the Chesapeake and Ohio canal and the Potomac river, about two miles above Georgetown, to Mrs. Caroline Morgan, for \$9,500.

**River and Canal** – Arrived by canal – Boat Medley, with 1,600 bushels of wheat for H. M. Talbott.

AG, Fri. 7/30/75, p. 3. **CANAL COMMERCE** - Arrived – Boats Wm. Walsh, M. Sandford, B. Williamson, J. W. Burke, G. L. Boothe, Charles R. Hooff, J. R. Anderson, M. A. Myers, J. L. Reid, D. Annon, T. Patton and R. H. Miller to

American Coal Co.; T. J. Nimmo to Walker's brick yard; George H. Colbert to A. M. Brandt, Washington.

Departed – Boats Wm. Walsh, M. Sandford and Ben Williamson.

*Sun*, Sat. 7/31/75, p. 4. **Maryland Items**

The Hagerstown *Mail* learns that a recently invented system by which canal boats constructed in sections can be floated into a dry-dock, hoisted, and placed on railroad trucks, without breaking cargo, and thence run to ultimate destination, is to be put into use at Williamsport and coal shipped from Cumberland to Baltimore via the canal and Western Maryland railroad, without breaking bulk.

ES, Sat. 7/31/75, p. 1. **Revenue of the Chesapeake and Ohio Canal** – The receipts into the treasury of the Chesapeake and Ohio canal company for the week ending July 24, 1875, were as follows: From Cumberland, \$9,794.81; Georgetown, \$900; Hancock, \$62.69; Williamsport, \$274.24 (accrued); total, \$11,032.74. Two hundred and fifty-five boats cleared during the week, carrying 28,795 tons coal, an average shipment daily of 4,799 tons.

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*Ibid*, p. 4. **GEORGETOWN.**

**River News** – Arrived by canal – Boat Round Top, with 750 barrels of cement for J. G. & J. M. Waters.

ES, Mon. 8/2/75, p. 4. **ALEXANDRIA.**

**Starving.** – A young man 25 years old, giving his name as Francis M. Logan, was found at Battery Rodgers about 10 o'clock last night, unable to walk, and carried to the station house. On reaching there it was found that his weakness was caused by starvation, as he stated that he had not tasted food for four days. He stated to one of our reporters this morning that he had been employed on the canal for some time, and left Cumberland last week on the boat Wm. Hill, for Georgetown. On arriving there he was robbed of all his money and was not allowed to return with

the boat to Cumberland. Being unable to obtain work, in Georgetown, he wandered to this city in the hopes of finding something to do, arriving here last evening. He says he is a native of New York city, and resided with Elder Johnson at No. 111 14<sup>th</sup> street.

ES, Tue. 8/3/75, p. 4. **GEORGETOWN.**

**The Receipts** of coal by the canal for the week ending on Saturday amounted to 22,409 tons, and the shipments to 22,100 tons.

**Not Much of a Flood** – Rumors of high water in the Potomac at Harper's Ferry are current here this morning, but there is nothing in the appearance of the river at this point to indicate a freshet of any consequence.

AG, Tue. 8/3/75, p. 2. **CANAL COMMERCE** - Arrived – Boats H. O. Claughton, J. P. Moore, E. L. Moore, J. H. Platte, H. Delifield, J. Wilson, W. Smith, D. A. Lowe and M. Kersey to American Coal Co.

Departed – Boats A. J. Akin, S. Henry, J. W. Morris, E. L. Moore and J. H. Platte.

H&TL, Wed. 8/4/75, p. 2. The receipts into the treasury of the Chesapeake and Ohio Canal Company for the week ending July 24, 1875, were as follows: From Cumberland, \$9,704.81; Georgetown, \$900; Hancock, \$62.69; Williamsport, \$274.24 (accrued); total \$11,044.74. Two hundred and fifty-five boats cleared during the week, carrying 28,795 tons coal, an average shipment daily of 4,709 tons.

*Sun*, Wed. 8/4/75, p. 4. **Maryland Items**

A colored man named Charles Harrison, fell from the wharf of the Consolidated Coal Company, at Cumberland, on Monday night last, whilst fishing, and was drowned. He recently came to Cumberland from Washington county.

AG, Wed. 8/4/75, p. 3. **CANAL COMMERCE** - Arrived – Boats J. A. Alexander, W. Doerner, W. Bell, A. J. Clark, C. Robb, W. J. Boothe and

S. Lloyd to American Coal Co.; C. Segerson to Alexandria Gas Works.

Departed – Boat J. A. Alexander.

ES, Thu. 8/5/75, p. 1. **Cumberland Coal Trade** – The shipments of Cumberland coal from Cumberland, Md., for the week ended July 31, amounted to 40,320 tons 16 cwt., being a total of 1,280,444 tons 12 cwt., since January 1. Of the week's shipments 27,898 tons were by the Chesapeake and Ohio canal, and 18,940 tons 19 cwt. by the Baltimore and Ohio railroad.

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*Ibid*, p. 4. **GEORGETOWN.**

**Activity in the Grain Trade** – Arrived by canal – boat J. N. Thomas, with 2,700 bushels of wheat and 300 bushels of corn for J. G. & J. M. Waters; boat H. M. Talbott, with 1,000 bushels of wheat and 1,000 bushels of corn for H. M. Talbott; also 900 bushels of wheat for Hartley & Bro., and 250 bushels of wheat for T. C. Wheeler; boat Wheeler & Barron, with 2,500 bushels of wheat and 900 bushels of corn for Hartley & Bro.

AG, Thu. 8/5/75, p. 3. **CANAL COMMERCE** - Arrived – Boats T. L. Betts, Rechabites, Wm. Darrow, G. E. Porter, J. H. Parrott, Jr. and D. Stewart to American Coal Co.; J. T. Dixon to Blaen Avon Coal Co.; Thomas Moore to George's Creek Coal and Iron Co.  
Departed – Boats S. Lloyd, P. Agnew, Wm. J. Boothe, Jr., Rechabites, T. L. Betts, A. J. Clark.

AG, Fri. 8/6/75, p. 3. **CANAL COMMERCE** – Arrived – Boat Caledonia, pig iron, to Wm. A. Smoot.  
Departed – Boats W. Darrow, G. E. Porter, J. H. Parrott, Jr. and D. Stewart.

ES, Mon. 8/9/75, p. 4. **GEORGETOWN.**

**The Receipts of Coal** by the canal during the week ending on Saturday last amounted to 23,700 tons, and the shipments during the same time to 25,500 tons.



**River and Canal** – Arrived by canal boat Medley with 2,500 bushels wheat for H. M. Talbott, boat Hattie & Bessie with 2,300 bushels wheat and 150 barrels of flour for Hartley & Bro.

AG, Mon. 8/9/75, p. 3. **CANAL COMMERCE** - Arrived – Boats J. J. Swift, M. M. Lewis, J. Dayton, P. G. Uhler, L. A. Long, W. Walsh, B. Williamson, J. Bradburn, J. L. Reid, W. Gregory, G. L. Boothe, Ed. Bayer and M. Sandford to American Coal Co.; L. Barger, J. Sammon and H. Gutman for Washington; Capt. J. B. Winslow to J. P. Agnew.

Departed – Boats J. J. Swift, M. M. Lewis, J. Dayton, P. G. Uhler, L. A. Long and W. Walsh.

AG, Tue. 8/10/75, p. 3. **CANAL COMMERCE** - Arrived – Boats J. W. Burke, M. A. Myers, D. Annon, J. Green, G. P. Lloyd, M. Snow, R. H. Miler, A. Main, T. H. Faile, C. R. Hooff, J. R. Anderson, T. Patton and G. Sherman to American Coal Co.; W. H. Billmyer to Blaen Avon Coal Company.

Departed – Boats L. A. Long, G. P. DeWitt, J. Bradburn, B. Williamson, J. L. Reid, W. Gregory, G. L. Boothe, Ed. Bayer, M. Sandford, J. W. Burke, M. A. Myers, D. Annon, S. H. Davis and W. H. Billmyer.

ES, Wed. 8/11/75, p. 4. **GEORGETOWN.**

**Grain by River, Rail and Canal** – Arrived by canal, boat H. A. Garrett, with 300 bushels of wheat for H. M. Talbott.

AG, Wed. 8/11/75, p. 4. **CANAL COMMERCE** - Arrived – Boats A. S. Wintringham, American Flag, R. S. Grant, W. J. B. Lloyd, Charles Clifton, J. H. Stickney and W. C. Hunter to American Coal Co.; steamer Alpha to John P. Agnew; M. A. O’Conner to T. J. Mehaffey & Co.; Lark to Consolidation Coal Co.

Departed – Boats J. Green, M. Snow, G. P. Lloyd, Andrew Main, R. H. Miller, Thomas H. Faile, L. B. Agnew, J. R. Anderson, Thomas Patton, George Sherman, J. B. Winslow, A. S.

Wintringham, R. S. Grant, C. R. Hooff and Lark for Cumberland.

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**Local Brevities** – The steam canal boat [Alpha] that arrived here this morning was boarded last night, at Georgetown, by unknown thieves and robbed of a gold watch, one hundred dollars in money, and several suits of clothing.

*Sun*, Thu. 8/12/75, p. 4. **Letter from Annapolis, Md.** – The receipts as far as reported to the treasurer of the Chesapeake and Ohio Canal Company for the week ended August 7, were from Cumberland \$12,700.02 and Georgetown \$2,200, total \$14,900.02. No reports received from way points. The revenue accrued at Cumberland for the week amounted to \$13,451.14, during which 229 boats cleared, the coal shipments being 25,765 tons.

NR, Thu. 8/12/75, p. 3. **Commercial** –

The Merchants’ Exchange of Georgetown was reorganized this morning. The following well-known business men were elected: President, A. Ross Ray; vice president, Wm. H. Tenney; secretary, T. C. Wheeler; treasurer, E. D. Hartley. Board of directors: J. W. Deener, W. H. Teeney, Wm. Clabaugh, Joseph G. Waters and T. C. Wheeler. The committees will be appointed by the Chair.

ES, Thu. 8/12/75, p. 4. **GEORGETOWN.**

**Grain trade** – Arrived by canal, Boat Seneca, with 2,700 bushels of wheat for T. C. Wheeler, and 300 bushels wheat for H. M. Talbott; boat Clear Springs, with 300 bushels of wheat for J. G. & J.M. Waters.

AG, Thu. 8/12/75, p. 3. **CANAL COMMERCE** - Arrived – Boats Wm. Morehead to Wm. A. Smoot; J. R. Cruzen to Consolidation Coal Co.; M. D. Corse, R. Bender, S. S. Howison, A. J. Akin, H. O. Claughton, J. W. Morris, J. P. Moore, S. Henry, H. Delifield and Major E. L. Moore to American Coal Co.

Departed – Steamer Alpha, boats C. Clifton, American Flag, W. J. B. Lloyd, J. H. Stickney, J. R. Cruzen, V. L. Sprigg, W. C. Hunter, M. D. Corse, R. Bender and W. Morehead for Cumberland.

AG, Fri. 8/13/75, p. 2. **CANAL COMMERCE** – Arrived – Boats Minnie & Cora limestone to E. Francis; J. H. Harris to Blaen Avon Coal Co. Departed – Boats S. S. Howison, H. O. Claughton, A. J. Akin, J. W. Morris, J. P. Morris, Samuel Henry, H. Delifield, E. L. Moore and Minnie & Cora.

ES, Sat. 8/14/75, p. 1. **Drowned in the Canal.** – Last Thursday evening a little son of Mr. Greenawalt, keeper of the canal lock at Sandy Hook, Md., fell off the end of the lock and was drowned. His body was recovered, the water having been drawn off for that purpose. The child was seven or eight years of age.

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**Chesapeake and Ohio Canal.** - Advises by telegraph yesterday, at the company's office at Annapolis, give information that the Chesapeake and Ohio canal has not received any injury to its banks from high water of the present heavy rains.

ES, Mon. 8/16/75, p. 4. **Georgetown Grain Trade** – Arrived – Canal boat J. N. Thomas, consigned to J. G. & J. M. Waters, with 3,891 bushels of wheat; canal boat Wheeler & Barron, 300 bushels wheat to T. C. Wheeler; canal boat H. M. Talbott, 3,200 bushels wheat and 200 bushels corn; and boat Wheeler & Barron, 1,100 bushels wheat all to H. M. Talbott.

ES, Tue. 8/17/75, p. 4. **GEORGETOWN.**

**Sinking of a Canal Boat.** - Sunday morning last the canal boat H. M. Talbott, lying at the foot of Market street, was discovered to be leaking and filling up rapidly. The boat had on 3,200 bushels of wheat and 200 bushels of corn. A large force of workmen were put to work and the grain removed, but not until a small portion of it had been slightly damaged.

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**The Grain Market.** - Arrived by canal - Boat Wheeler & Barron with 1,000 bushels of wheat and 400 bushels of corn for Hartley & Bro.

AG, Tue. 8/17/75, p. 3. **CANAL COMMERCE** - Arrived – Boats W. E. Bell and Rechabites to American Coal Co.

Departed – Boats Wm. Smith, Charles Robb and C. Segerson.

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*Ibid.* p. 4. **Local Brevities** – The canal boat H. M. Talbott, with 3,200 bushels of wheat and 200 bushels of corn on board, sprang a leak at Georgetown yesterday, and before she could be unloaded some of the grain was damaged.

The canal basin was crowded with boats this morning, but as there were but few vessels awaiting cargoes of coal, only a small number of them were locked out into the river.

ES, Wed. 8/18/75, p. 4. **GEORGETOWN.**

**Arrived** by canal – Boat Medley, with 2,300 bushels of wheat for Hartley & Bro.

AG, Wed. 8/18/75, p. 3. **CANAL COMMERCE** - Arrived – Boats S. Lloyd, D. Stewart, Wm. J. Boothe, Jr., J. H. Parrott, Dr. G. Ellis Porter and H. C. Flagg to American Coal Co.

Departed – Boats W. Doerner, Wm. E. Bell, Rechabites, Ohio, S. Lloyd, D. Stewart and W. J. Boothe, Jr. for Cumberland.

*Sun*, Thu. 8/19/75, p. 4. **Letter from Cumberland.** – *Coal Shipments* The shipments of Cumberland coal for the eight days ended August 16 amounted to 40,938 tons 9 cwt., a considerable increase compared with the corresponding period in 1874. The number of boats that cleared this port for the eight days was 358, the largest number for one day being 58, on Saturday last. The canal was never before in such a prosperous condition, and shows an encouraging view of business in this part of the State.

AG, Thu. 8/19/75, p. 3. **CANAL COMMERCE** - Arrived – Boats W. S. Darrow, T. L. Betts, A. J. Clark, D. A. Lowe, J. J. Swift and M. M. Lewis to American Coal Co.  
Departed – Boats J. H. Parrott, Jr., G. E. Porter, H. C. Flagg, Wm. Darrow, T. L. Betts and A. J. Clark.

MCS, Fri. 8/20/75, p. 3. The report of the president of the Chesapeake and Ohio Canal Company for the month of July shows the receipts for the month to have been \$72,915.43; an increase of \$3,906.15 over the corresponding month of 1874.

NR, Fri. 8/20/75, p. 4. **DROWNED.** - Yesterday morning a colored boy named Julius Banks, aged about twenty years, was observed acting in a very curious manner on the banks of the Chesapeake and Ohio canal, just above the Chain bridge. After playing about for some time he undressed and went in swimming. After remaining for some time in the water he took his clothes and attempted to swim with them to the south side of the canal, but on the way over was overcome in some manner and was drowned. The body was at once recovered and the coroner notified. After making some inquiries it was ascertained that the boy was subject to fits or spasm, and the supposition is that while in the water he was seized with spasms and drowned. An inquest was deemed unnecessary, and the coroner gave a permit for burial. As the lad had no money or friends, his body was taken possession of by the Board of Health officials, and interred in the public burial ground.

AG, Fri. 8/20/75, p. 3. **CANAL COMMERCE** - Arrived – Boats J. L. Reid, Peter G. Uhler, B. Williamson, James Dayton, Wm. Walsh and L. A. Long to American Coal Co.; scow, guano to W. A. Smoot; T. J. Butler to J. P. Agnew.  
Departed – Boats D. A. Lowe, M. M. Lewis, J. J. Swift, J. L. Reid, P. G. Uhler, B. Williamson and T. J. Butler.

ES, Sat. 8/21/75, p. 4. **GEORGETOWN.**  
**Arrived** – By canal – Boat E. F. Wheeler, with 900 bushels of wheat, 1,500 bushels of corn and 115 barrels of ear corn for J. G. & J. M. Waters.

AG, Sat. 8/21/75, p. 3. **CANAL COMMERCE** - Arrived – Boats J. Bradburn, G. L. Boothe, Ed. Bayer, M. A. Myers, J. W. Burke, W. Gregory, M. Sandford, A. S. Wintringham, James Green, M. Snow and G. P. Lloyd to American Coal Co.  
Departed – Boats J. Dayton, W. Walsh, L. A. Long, J. Bradburn, G. L. Boothe, Ed. Bayer, M. A. Myers and J. W. Burke.

AG, Mon. 8/23/75, p. 3. **CANAL COMMERCE** - Arrived – Boats Nuttie & Billy, J. P. Agnew, W. L. Reid and H. J. Kenah to Consolidation Coal Co.; Thomas Patton, R. H. Miller, Kate and Andrew Main to American Coal Co.  
Departed – Boats Wm. Gregory, M. Sandford, D. Annon, J. Green, M. Snow, G. P. Lloyd, Nuttie & Billy, W. L. Reid and H. J. Kenah.

ES, Tue. 8/24/75, p. 4. **GEORGETOWN.**  
**Arrived** – Boat Caledonia, with 1,200 bushels of wheat for T. C. Wheeler, 600 bushels of wheat and 900 bushels of corn for Hartley & Bro., and 70 barrels of flour for J. G. & J. M. Waters.

H&TL, 8/25/75, p. 2. **Chesapeake and Ohio Canal.** - The regular monthly meeting of the board of directors of the Chesapeake and Ohio canal company was held at Annapolis on Tuesday, of last week, President Gorman in the chair.

The President submitted the report for July. The whole revenue for the company during the month was \$72,913.43 and notwithstanding the reduction in tolls at the beginning of the season, the increase over July, 1874, was \$3,906.15. Tonnage of coal from Cumberland during the month 132,042 tons, increase over July, 1874, 14,918 tons. The expenses, ordinary

and extraordinary, pay of officers during the month, were, \$22,630.21, a decrease of \$1,722.45, as compared with July, 1874; revenue for the month over expenses, \$50,285.22. The actual cost of transporting coal from cars to boats, including rent of wharves, was 3½ cents per ton. Total wharf expenses for the month, \$4,784.92.

The actual revenue, then, is \$45,500.50 an increase of net revenue over 1874 of \$843.88. This increase is in the face of 9 4/5 cents reduction of tolls and wharfage made at the beginning of the season. This reduction, compared with charge in 1874, amounted on the tonnage of the last month, to the shippers and boatmen, to \$12,940.10, while the canal company, by securing control of the wharf charges, were enabled to make the required reduction at a cost in boat tolls in July, 1875, of \$4,769, and in wharfage of \$4,784.72; total \$9,553.72. - The actual saving to the company during the past month was \$2,786.38. With such results the president believes that the wisdom of the directors cannot be questioned.

The balance in the bank to the credit of the company, on the 7th of August, was \$111, 657.50 which will enable the company to pay another coupon on the preferred construction bonds. The sum of \$50,985 was appropriated to pay the coupon next in order, that of July, 1862 which amount is payable on and after August 25, at the banking house of Alexander Brown & Sons, Baltimore.

The board will meet again on September 14 at Annapolis. - *Cumb. News*.

ES, Wed. 8/25/75, p. 4. **GEORGETOWN.**

**Arrived** – Canal boat Irene Knott, with 300 bushels wheat for J. G. & J. M. Waters.

AG, Wed. 8/25/75, p. 3. **CANAL COMMERCE**  
- Arrived – Boats Mary Mack to W. A. Smoot; J. R. Anderson, C. R. Hooff, George Sherman, R. S. Grant, Charles Clifton, T. H. Faile, W. J. B. Lloyd, American Flag, M. D. Corse, J. H.

Stickney, R. Bender, S. S. Howison and A. J. Akin to American Coal Co.

Departed – Boats H. Gerdeman, R. H. Miller, A. Main, Belle Resley, J. R. Anderson, C. R. Hooff, G. Sherman, Charles Clifton and R. S. Grant.

ES, Thu. 8/26/75, p. 1. **Shipments of Cumberland Coal** - The shipments of Cumberland coal from Cumberland, Md., for the week ended August 21, amounted to 515,783 tons 4 cwt. Of this amount 28,648 tons 13 cwt. were shipped by the Chesapeake and Ohio canal, and 20,428 tons 16 cwt. by the Baltimore and Ohio railroad. The total shipments for the year up to Saturday last were 1,832,632 tons.

AG, Thu. 8/26/75, p. 4. **CANAL COMMERCE**  
- Arrived – Boats A. S. Wintringham, John P. Moore, J. W. Morris, H. O. Claughton, E. L. Moore, H. Delifield, W. C. Hunter, M. Kersey, J. Wilson, J. S. Platte, J. A. Alexander and S. Henry to American Coal Co.; James H. Harris to Blaen Avon Coal Co.  
Departed – Boats T. H. Faile, American Flag, W. J. B. Lloyd, M. D. Corse, R. Bender, James H. Stickney, W. H. Billmyer, George Hughes, A. J. Akin, A. S. Wintringham and S. S. Howison.

ES, Sat. 8/28/75, p. 4. **GEORGETOWN.**

**Dead Lock on the Canal.** - For several days past there has been a jam of boats in the canal extending from Rock Creek to above the first lock. The jam was occasioned by a break in the canal near Edes' Mill. There are many grain boats awaiting the opening of the jam to reach this town.

AG, Sat. 8/28/75, p. 3. **CANAL COMMERCE** - Arrived – Boats Wm. Smith and Charles Robb to American Coal Co.; E. F. Wheeler, empty, to W. A. Smoot.

Departed – Boats Wm. Mertens, M. Kersey, J. Willison, J. A. Alexander, J. H. Platte, Washington Irving and E. F. Wheeler.

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*Ibid.* p. 4. **Local Brevities** – The leak in the Georgetown level of the Chesapeake and Ohio Canal, reported yesterday, having been completed, water was turned on yesterday, the canal was navigable at noon today, and boats are expected to arrive here tonight.

Messrs. John Smith and James Cole have returned from Cumberland, whither they went on a speculating tour, with a canal boat full of watermelons, have returned, having made a successful trip.

ES, Mon. 8/30/75, p. 1. **Outrage in Cumberland, Md.** - A horrible outrage was committed Friday night by three men on the person of Ann Olive, aged fifty-five years, who was a cook for Captain Reed on board the canal boat C. P. Manning, while lying at Cumberland. John Pright and Harry Davis were arrested Saturday and identified by the woman as the guilty parties. The affair has created considerable excitement, and officers are in pursuit of the other party.

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*Ibid.*, p. 4. **GEORGETOWN.**

**The Storm in Georgetown. -**

*Considerable Damage Done.* - The heavy rains of yesterday caused considerable damage in and about this city. The water in Rock Creek commenced to rise at an early hour in the morning and soon overflowed the banks. There were about a dozen canal boats in the creek, and several were torn from their moorings and carried for some distance down the stream. The boat Mrs. C. E. Charles was swept against the tumbling dam at the mouth of the creek with such force as to tear away a portion of the dam on the Georgetown side, and was carried by the tremendous current out into the river, where she sunk near the channel, in about thirty-five feet of water. She had on board about 110 tons of Cumberland coal for the Consolidation coal company. About forty feet of the tumbling dam was washed away, the cost of the repair of which will, it is estimated, be about \$500. The boat Yonkers was forced by the water up on the bank

near Simms' Mill, and is now lying on its side about three-fourths out of water. Up town, owing to the bursting of some sewers and the insufficiency of many others, a number of houses and stores were flooded, and considerable damage done. On High street, near the junction of 2nd street, most of the buildings for the distance of one block were invaded by the water. The grocery store of Mr. Frank Lydane was flooded to a depth of three or four feet, and the stock of Mr. L. was greatly damaged. The large sewer which passes through the square bounded by High, Potomac, 1st and Prospect streets, burst and flooded all the yards on that block, doing considerable damage. Another sewer on Fayette, between 1st and 2nd streets, also burst and flooded the residence of Mrs. Love and others living on Fayette street.

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**Heavy Arrivals of Grain.** - Arrived by canal - boat J. N. Thomas, with 1,700 bushels wheat and 2,100 bushels corn for J. G. & J. M. Waters; boat Ellen Brooks, with 2,500 bushels wheat and 600 bushels corn for same firm; boat Medley, with 700 bushels wheat and 1,500 bushels corn for H. M. Talbott, and grain for Hartley & Bro.; boat Wheeler & Barron, with 2,000 bushels wheat for H. M. Talbott, 700 bushels wheat and 1,000 bushels corn for Hartley & Bro., and 300 bushels corn for T. C. Wheeler; boat Hattie & Bessie, with 2,500 bushels corn, 200 barrels flour and 300 bushels mill feed for Hartley & Bro.; boat H. M. Talbott, with 2,000 bushels wheat and 350 bushels corn for H. M. Talbott, 400 bushels wheat for Hartley & Bro., and 380 bushels wheat for T. C. Wheeler; boat Seneca, with 1,000 bushels wheat, 100 barrels flour and 250 bushels mill feed for T. C. Wheeler, and 300 bushels wheat for H. M. Talbott.

AG, Mon. 8/30/75, p. 3. **CANAL COMMERCE** - Arrived – Boats Rechabites, Wm. Bell, W. Doerner, G. R. Porter, S. Lloyd, D. Stewart, W. J. Boothe, H. C. Flagg, J. L. Reid, J. H. Parrott and T. L. Betts to American Coal Co.; S.

Rhinehart to Alexandria Gas Light Co.; M. O'Connell to Blaen Avon Coal Co.; P. Hein, lumber to Pennsylvania Central R. R. Co.

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*Ibid.* p. 4. **Severe Storm** – The rain of Saturday night and yesterday was accompanied by lightning and thunder, and was the hardest of any that had preceded it during the late prolonged rainy spell. In this city it did little damage, but in the adjoining country its effects were more disastrous. . . . The rain in Washington and Georgetown reached the proportions of a flood, filling the cellars of houses and inflicting other losses. The canal boat, Mrs. C. E. Charles, lying in Rock Creek, broke from her moorings and was carried over the dam into the river where she sank. Her entire cargo was lost. She was loaded with coal for the Consolidated Coal Company, and was owned by Mr. B. Boyer. On her [trip] from the creek to the river, she broke the dam and injured other boats against which she ran. The damage to the outlet of the C. & O. Canal is considerable, and cannot, it is thought, be repaired within less time than a month, during which, all boats for this city, will have to come over the Alexandria Canal. A leak occurred on the Alexandria Canal, near Four-mile Run, but it was slight, and will be repaired by tonight. . . .

ES, Tue. 8/31/75, p. 4. **GEORGETOWN.**

**The Receipts of Coal** by the canal during the week ending Saturday last amounted to 19,500 tons, and the shipments to 18,600 tons.

ES, Wed. 9/1/75, p. 4. **GEORGETOWN.**

**The Canal and the Millers.** - There is much grumbling among the millers on account of an order of the canal authorities requiring the water to be shut off from the mills from 7 a.m. to 7 p.m. today. It seems that the water has been let out of the canal above the first lock, on account of repairs being made where the break occurred a few days ago, and the canal people are afraid that the millers will consume the supply in the Georgetown level before the water can again be

turned on, and thus interfere with the movements of the coal boats now in this level and awaiting to be unloaded.

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**Police Report** – The following cases have been reported at police headquarters since yesterday afternoon:

A warrant was issued for the arrest of Frank Dual, of the canal boat *William Darrow*, charged with assaulting and beating Charles Malone of the same boat last night, but it was not executed as the accused had run away to Georgetown.

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**The Canal** – The receipts into the treasury of the Chesapeake and Ohio Canal Company for the week ending August 28 were: From Cumberland \$12,879.76, Georgetown \$600, Hancock \$53.85, Williamsport (accrued) \$200.95, total \$13,745.56. Revenue accrued at Cumberland \$13,652.67. Boats cleared 233, with 26,180 tons coal; number tons of coal shipped to same date 112,308, being 5,534 tons more than were shipped during the entire month of August, 1874. The receipts of coal at Georgetown by the canal during the week ending Saturday last amounted to 19,500 tons, and the shipments to 18,600 tons.

ES, Thu. 9/2/75, p. 4. **GEORGETOWN.**

**The Millers Still Deprived of Water.** - The continued stoppage of the mills, which depend upon the canal for their supply of water, has created considerable feeling in business circles in Georgetown, as these frequent embarrassments to the most important business interest of the town are attributed to either negligence or mismanagement on the part of the canal authorities. The only excuse for cutting off the water from the millers, which has yet been advanced, is the extensive jam of boats in the canal. Well-known business man, who ought to understand all about the matter, state that the jam could only have occurred through the negligence or inefficiency of somebody or somebody connected with the canal.

ES, Fri. 9/3/75, p. 4. **GEORGETOWN.**

**River News** – Arrived by canal – boat Round Top, with 750 barrels of cement for J. G. & J. M. Waters.

AG, Fri. 9/3/75, p. 3. **CANAL COMMERCE** - Arrived – Boats M. Snow, M. Sandford, G. P. Lloyd and D. Annon to American Coal Co.; Nuttie & Billy and H. Gerdeman for Washington; J. B. Winslow and J. W. Grant to Blaen Avon Coal Co.

Departed – Boats D. Annon, M. Snow, M. Sandford, W. M. Price, J. Green, R. H. Miller, Clara, A. J. Clark, W. Gregory, J. W. Burke, Nuttie & Billy, Wm. Darrow, Ed. Bayer, J. J. Bottler, J. Tyler, M. A. Myers, Lilly & May and D. A. Lowe.

ES, Sat. 9/4/75, p. 4. **GEORGETOWN.**

**Complaints of Canal Management.** -

The millers have again been compelled to suspend grinding on account of the drawing off of the water from the Georgetown level of the canal for the purpose of raising a boat which sank a few days since. The millers show much feeling over these frequent interruptions to their business, the more so as they are all of the opinion that many of these delays and stoppages are the result of sheer negligence or incompetency on the part of those having in hand the management of the canal. It is stated that at the time of the recent damage to the canal by the heavy rain there was not a single employee of the canal above the grade of lock-keeper to be found within the limits of the Georgetown district, and that the continued blockade caused by the jamming of the boats was due in a great measure to the want of someone having the authority or ability to direct affairs.

AG, Sat. 9/4/75, p. 3. **CANAL COMMERCE** - Arrived – Boats R. H. Miller, Thomas Patton, A. Main and J. R. Anderson to American Coal Co.; Caledonia, pig iron, to W. A. Smoot; steamer Thomas Moore for Washington; R. Fannon to Maryland Coal Co.

Departed – Boats C. Segerson, G. Hutton, G. P. Lloyd, J. B. Winslow, J. Hieston, J. W. Grant and J. N. Resley.

*Sun*, Mon. 9/6/75, p. 4. *The Coal Trade.*

The shipments of Cumberland coal for the week ending today show a large decrease from that of last year, in consequence of the break in the canal near Georgetown. There are not enough boats to carry the coal, but it is expected that the repairs will be finished in a few days and that there will be a large rush of business.

AG, Mon. 9/6/75, p. 3. **CANAL COMMERCE** - Arrived – Boats H. A. Garrett to Sinclair & Agnew; G. W. Knode and Fleming & Motter to Blaen Avon Coal Co.; S. H. Davis to Wm. A. Smoot; G. H. Colbert to A. M. Brandt, Washington; W. H. Billmyer to George's Creek Coal and Iron Co.; J. E. Coulehan, Washington; G. Sherman, C. Clifton, R. Bender, J. P. Moore, H. Delifield, A. J. Akin, C. R. Hooff, R. S. Grant, J. W. Morris and H. O. Claughton to American Coal Co.

Departed – Boats R. H. Miler, Thomas Patton, Caledonia, A. Main, J. R. Anderson, G. Sherman, R. Fannon, Charles Clifton, M. D. Corse, R. Bender and G. W. Knode.

ES, Tue. 9/7/75, p. 4. **GEORGETOWN.**

**Arrived** by canal – boat J. S. Welch, with 1,400 bushels wheat for H. M. Talbott; boat Round Top, with 750 barrels cement for J. G. & J. M. Waters.

AG, Tue. 9/7/75, p. 3. **CANAL COMMERCE** - Arrived – Boats S. S. Howison, E. L. Moore, H. S. Wintringham, J. H. Stickney, Mathew Kersey, John Wilson, J. A. Alexander, J. H. Plate, S. Lloyd and W. C. Hunter to American Coal Company; Elizabeth and G. P. DeWitt to Hampshire and Baltimore Coal Company; Minnie and Cora, limestone, to E. Francis. Departed – Boats A. J. Akin, J. P. Moore, H. Delifield, Fleming & Motter, C. R. Hooff, H. O.

Claughton, R. S. Grant, J. W. Morris, S. S. Howison, Maj. E. L. Moore, Minnie & Cora, J. H. Stickney and A. S. Wintringham for Cumberland.

*Sun*, Wed. 9/8/75, p. 4. **Letter from Annapolis, Md.** – *Coal Receipts* – The receipts into the treasury of the Chesapeake and Ohio canal for the week ending September 4, 1875, were from Cumberland \$9,084.37; Georgetown \$1,250; Hancock \$95.13; Williamsport \$222.62; total \$10,652.12. Revenue accrued at Cumberland for the week, \$11,014.80. One hundred and ninety boats cleared, carrying 121,343 tons of coal. Shipments as reported to the treasurer's office yesterday thirty-eight boats, carrying 4,317 tons. The tonnage for August exceeds same month of last year 12,000 tons.

ES, Wed. 9/8/75, p. 4. **GEORGETOWN.**

**River and Canal** – Arrived by canal – Boat Medley, with 1,700 bushels wheat for H. M. Talbott, and 450 bushels wheat and 350 bushels corn for Hartley & Bro.

AG, Wed. 9/8/75, p. 2. **CANAL COMMERCE** – Arrived – Boats American Flag, J. L. Reid and Samuel Henry, to American Coal Company; E. F. Wheeler, to Hampshire & Baltimore Coal Company; James Marmaduke and J. H. Harris, to George's Creek Coal & Iron Company.

Departures – Steamer H. F. Weld; boats John Wilson, W. H. Billmyer, M. Kersey, J. A. Alexander, W. H. Platte, W. C. Hunter, James Marmaduke, A. P. Gorman and S. H. Davis, for Cumberland.

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*Ibid* p. 4. **Police Report** – The following cases have been reported at police headquarters since yesterday afternoon:

Frank Brown and Mary Banner, wife No. 2, for an assault on Marion Brown, wife No. 1, all colored, and canal boat people, were fined and discharged.

ES, Thu. 9/9/75, p. 4. **GEORGETOWN.**

**River and Canal** – Arrived by canal – Boat Hattie & Bessie with 3,400 bushels wheat and 100 barrels of flour for Hartley & Bro.

AG, Thu. 9/9/75, p. 2. **CANAL COMMERCE** – Arrived – Boats Wm. E. Bell, W. Doerner, C. Robb, W. Smith, G. E. Porter and Rechabites, to American Coal Co.; Nannie Grove and Five Brothers to George's Creek Coal & Iron Co.

Departed – Boats Elizabeth, James H. Harris, G. P. DeWitt, American Flag, Nannie Grove, S. Henry, J. L. Reid, R. B. Copley, E. F. Wheeler, W. Doerner, W. E. Bell, C. Robb, W. Smith, Dr. G. E. Porter.

ES, Fri. 9/10/75, p. 4. **GEORGETOWN.**

**River and Canal** – Arrived by canal – boat Seneca, with 2,800 bushels of wheat for T.C. Wheeler, and 1,800 bushels of wheat for H. M. Talbott; boat Wheeler & Barron, with 2,300 bushels of wheat and 900 bushels of corn for Hartley & Bro., and 500 bushels wheat for H. M. Talbott; boat J. N. Thomas, with 2,200 bushels of corn, 1,300 bushels of wheat, and 100 barrels of flour for J. G. & J. M. Waters.

AG, Fri. 9/10/75, p. 3. **CANAL COMMERCE** – Arrived – Boats J. R. Purcell and J. M. Boyer to Hampshire and Baltimore Coal Co.; David Stewart and S. Lloyd to American Coal Co.; Lizzie & Phillie and General Grant to Wm. A. Smoot; Mohawk to Consolidation Coal Co. Departed – Boats Rechabites, Five Brothers, D. Stewart, S. Lloyd and Mohawk for Cumberland.

ES, Sat. 9/11/75, p. 4. **GEORGETOWN.**

**River and Canal** – Arrived by canal, boat H. M. Talbott, with 3,200 bushels of wheat and 500 bushels corn for H. M. Talbott.

AG, Sat. 9/11/75, p. 4. **Local News – Drowned in the Canal** – The following letter was received by Mayor Kemper yesterday evening:  
*To the Mayor of Alexandria, Virginia:*

**Seven Locks**, Sept. 9, 1875 – I have buried a young man that was drowned off a canal boat



yesterday at lock No. 8. The men he was with did not know his name – only John. He told them he was a cigar maker from Alexandria; that he had been working there for two years; has a father living in Baltimore. He was 5 feet 9 inches in height, light hair and light complexion; supposed to be about 20 years of age; had not anything about him excepting a bunch of keys. Wishing to let his friends there know of the facts, I have no other method of doing so but this, thinking you the most suitable person to advise of the facts. Yours, Wm. Dowling.

The young man alluded to was named John M. Stein. He had been here about two years, and during that time stayed at Mrs. Dobey's boarding house in the First Ward. He worked with Hall & Lash, cigar makers, but being thrown out of employment when they closed their business last week, hired himself to a canal boat captain and left here last Monday for Cumberland. At lock No. 8, on Wednesday, he was accidentally caught between the wall of the lock and the side of the boat, mashed badly, and falling into the lock was drowned. He was well known in this city.

NR, Mon. 9/13/75, p. 3. **Commercial.**

The grain and flour trade at Georgetown has not been so brisk this week, the small supply of water which the canal company have allowed millers interfering to some extent with milling operations, which in turn curtailed the volume of the grain trade.

The coal trade was also less active.

CA, Mon. 9/13/75, p. 4. **Crushed to Death.** - Last Wednesday afternoon, about 5 o'clock, a young man, supposed to be a resident of Baltimore, employed on a canal boat, plying between Cumberland, Maryland, and Alexandria, Virginia, met with a most shocking accident which resulted in his death. It seems that the young man, whose name is John M. Stein, was going up the Georgetown canal on his boat, and when near Lock No. 8, the Lock keeper threw him a line to catch, in order to assist in drawing

the boat through the Lock, and in attempting to catch the line, he was struck with it, and knocked in the Lock, which shut at this moment, crushing the unfortunate man in a most horrible manner. As soon as possible he was taken out, and it was found that every bone in his body was crushed to pieces. His remains were interred near the scene of the accident.

AG, Mon. 9/13/75, p. 3. **CANAL COMMERCE** - Arrived – Boats Elmer & Kate, Morning Sun, M. O'Connor, W. M. Price and George Hutton, via Potomac river and Rock creek, to Hampshire and Baltimore Coal Co.; B. Williamson, M. M. Lewis, T. L. Betts, G. L. Boothe, Wm. Walsh, M. A. Myers, James Dayton and John Bradburn to American Coal Co.; steamer Alpha and boats Thomas J. Bottler, F. R. Bowers and C. Segerson to George's Creek Coal and iron Co.; R. A. Goodwin to Hampshire and Baltimore Coal Co. Departed – Boats M. M. Lewis, B. Williamson, V. L. Sprigg, H. C. Flagg, J. J. Swift, R. T. Semmes and T. H. Faile.

Sun, Tue. 9/14/75, p. 4. **Letter from Cumberland.** – *Coal Shipments* – The shipments of Cumberland coal by the Chesapeake and Ohio canal for the week ended September 11 amounted to 31,055 tons 06 cwt., the number of boats leaving this port being 277, an increase from the report of the week previous. The New Central Coal Company's average shipment of coal is about 1,200 tons per day, the Maryland Company about 1,700 tons per day, and the American Company about 850 tons per day.

ES, Tue. 9/14/75, p. 4. **Unsettled Grain Market** – Business is very dull at the Merchants' Exchange today, there being no offerings, and sales of but a small quantity of wheat at \$1.35 per bushel. The frequent stoppage of the mills at the whim of the canal authorities, and the continued uncertainty with regard to the supply of water for milling purposes, has a great deal to

do with the unsettled condition of the grain market.

AG, Tue. 9/14/75, p. 4. **Local Brevities** – The loaded canal boat which day before yesterday sunk in the Chesapeake and Ohio canal at Seneca, it is supposed, will be raised today.

CR, Tue. 9/14/75, p. 4. **In Brief.** - John M. Stein, a cigar-maker from Baltimore, more recently engaged in canal boating, was yesterday killed at Seven Locks by being crushed between a canal boat and the wall of the lock.

AG, Tue. 9/14/75, p. 3. **CANAL COMMERCE** - Arrived – Boats L. A. Long, W. J. Boothe, P. G. Uhler, Wm. Gregory, J. H. Parrott, Jr., James Green, Michael Snow, J. W. Burke and Ed. Bayer to American Coal Co.; Minnie & Cora, limestone, to E. Francis. Departed – Steamer Alpha and boats G. L. Boothe, Theo. L. Betts, Thomas J. Bottler, W. Walsh, M. A. Myers, James Dayton, F. R. M. Bowers, J. Bradburn, Minnie & Cora, Wm. Price and L. A. Long.

ES, Wed. 9/15/75, p. 4. **GEORGETOWN.**

**Accident** – Yesterday afternoon, as Capt. Dunn and John Long were loading cement into a canal boat at the wharves of J. G. & J. M. Waters, a hatchway gave way, and the two men were precipitated into the hold and badly injured by the barrels of cement falling on them. Capt. Dunn had an ankle dislocated, and was otherwise injured. Long had one of the small bones of his leg broken. Both men received prompt medical attendance, and were this morning doing very well.

CR, Wed. 9/15/75, p. 4. **Serious Accident.** - At half-past five o'clock last evening, while some men were at work loading the canal boat Henry S. Miller with cement at Waters' wharf, the hatches gave way causing the cement to fall upon two white men, John Long, the captain of the boat, and James Dunn. The captain had his

leg fractured below the knee, and Dunn was but slightly injured. Dr. Bowie Tyler attended them.

AG, Wed. 9/15/75, p. 3. **CANAL COMMERCE** - Arrived – Boats M. Sandford and D. A. Lowe to American Coal Co.; W. Weber to Consolidation Coal Co. Departed – Boats C. Segerson, W. J. Boothe, Jr., P. G. Uhler, Wm. Gregory, Ed. Bayer, J. H. Parrott, Jr., R. A. Goodwin, Gen. Grant, Wm. Weber, James Green, M. Snow, J. W. Burke, D. A. Lowe and M. Sandford.

ES, Thu. 9/16/75, p. 4. **GEORGETOWN.**

**River and Canal** – Arrived by canal – boat Hattie & Bessie with 3,400 bushels wheat and 100 barrels flour for Hartley & Bro.

ES, Fri. 9/17/75, p. 4. **GEORGETOWN.**

**River and Canal** – Arrived by canal – boat Alert, with 75 tons of hay for Hartley & Bro.

AG, Fri. 9/17/75, p. 3. **CANAL COMMERCE** - Arrived – Boats Charles Ridgley, via Rock creek, to Hampshire and Baltimore Coal Co.; D. Annon, G. P. Lloyd, J. R. Anderson, R. H. Miller, A. Main, Thomas Patton and Geo. Sherman to American Coal Co.; J. Hieston to George's Creek Coal and Iron Co.; M. S. Fernsner to Hampshire and Baltimore Coal Co. Departed – Boats D. Annon, G. P. Lloyd, A. Main and John Hieston.

ES, Sat. 9/18/75, p. 4. **GEORGETOWN.**

**River and Canal** – Arrived by canal – Boat William Jackson, with corn for J. G. & J. M. Waters.

AG, Sat. 9/18/75, p. 3. **CANAL COMMERCE** - Arrived – Boats M. Fannon, R. Fannon, E. Mulvaney, Robert Gordon and P. L. Leman, via Rock Creek, to Hampshire and Baltimore Coal Co.; G. Sherman, C. Clifton, J. P. Moore, R. Bender, M. D. Corse, H. Delifield, A. J. Akin, J. W. Morris, W. Darrow, H. O. Claughton, S. S.

Howison, M. Kersey, J. H. Stickney, R. S. Grant, John Wilson, C. R. Hooff and E. L. Moore to American Coal Co.; S. Rhinehart, Lucinda and W. H. Billmyer to George's Creek Coal and Iron Co.; R. Emmitt and Dr. J. P. Broderick to Hampshire and Baltimore Coal Co.  
Departed – Boats R. H. Miller, G. Sherman, C. Clifton, Lucinda, J. P. Moore, M. S. Fernsner, S. Rhinehart, R. Bender, M. D. Corse, H. Delifield, A. J. Akin, J. W. Morris and W. Darrow.

ES, Mon. 9/20/75, p. 4. **GEORGETOWN.**

**River and Canal** – Arrived by canal – Boat Caledonia, with 2,500 bushels corn and 250 bushels oats for Hartley & Bro.; boat J. S. Welch, with 1,000 bushels wheat for H. M. Talbott and 600 bushels wheat for Thos. C. Wheeler; boat Samuel Bacon, with 950 bbls. cement for H. W. Blunt; boat Ellen Brooks, with 1,300 bushels wheat and 1,400 bushels of corn for J. G. & J. M. Waters; boat Round Top, with 750 barrels cement for J. G. & J. M. Waters.

AG, Mon. 9/20/75, p. 3. **CANAL COMMERCE**

- Arrived – Boats Nuttie & Billy, M. A. West, Thomas Lannon, Lillie Lemen and J. E. Coulehan, via Rock creek, to Hampshire and Baltimore Coal Co.; J. Spencer, J. Marmaduke and Diligent to George's Creek Coal and Iron Co.; W. Foley to Blaen Avon Coal Co.; J. R. Purcell, B. Bissell and G. P. DeWitt to Hampshire and Baltimore Coal Co.; J. L. Reid, A. S. Wintringham, C. Robb, J. A. Alexander, W. C. Hunter, W. Doerner, W. E. Bell, J. H. Platte, G. E. Porter, Wm. Smith and David Stewart to American Coal Co.  
Departed – Boats S. S. Howison, H. O. Claughton, W. H. Billmyer, J. H. Stickney, M. Kersey, John Spencer, R. S. Grant, J. Willison, C. R. Hooff, R. Emmett, E. L. Moore, J. L. Reid, A. S. Wintringham, C. Robb and Capt. J. Marmaduke.

AG, Tue. 9/21/75, p. 3. **CANAL COMMERCE**

- Arrived – Boats George S. Crowder, via Rock creek, to Hampshire and Baltimore Coal Co.;

Rechabites, S. Lloyd, J. J. Swift and A. J. Clark to American Coal Co.; P. Agnew and R. J. Duckett to Hampshire and Baltimore Coal Co.; Five Brothers, J. H. Haines and R. B. Copley to George's Creek Coal and Iron Co.

Departed – Boats A. C. Hunter, J. A. Alexander, Diligent, W. Doerner, W. E. Bell, J. H. Haines, W. Foley, J. H. Platte, G. E. Porter, J. B. Broderick and W. Smith.

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*Ibid.* p. 4. **Unsuccessful Chase** –

Policeman Morris went to the yard of the American Coal Company, this morning, to arrest a canal boat boy, name unknown, charged with assault upon a colored woman named Lucinda Carter. The complainant, who accompanied the officer in order to identify the offender, having pointed him out, the policeman advanced towards him, when he sprang aboard of his boat and ran down the companion way of the cabin, and emerging through a side window, got on another boat, and leaping to the wharf ran off, and though almost surrounded by colored men, who, in response to the cries of the pursuing officer, attempted to head him, escaped through the ring they had formed around him, and darting through the yard gate, and running rapidly up Okonoko street, still hotly pursued, was soon lost amid the intricacies of "Petersburg."

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**Police Report** – The following cases have been reported at police headquarters since yesterday afternoon:

Lucinda Carter, colored, complained before Justice Padgett of an assault that had been made upon her by an unknown white boy, a hand on a canal boat, but the offender escaped before the warrant that was issued for his arrest could be executed.

NR, Wed. 9/22/75, p. 3. **Commercial.**

The Cumberland (Baltimore) coal trade is at present as brisk as the decline of the year and the disordered state of trade and the finances of the country generally might give reason to expect. The several companies and shippers at

Georgetown are at work, but not very busily, there being a lack of vessels for coastwise shipment. They appear to be storing coal on their docks and wharves for winter and spring trade. The prices of coal are perhaps as low as ever before. The river front, which at times has had the appearance of a forest, "deadening," so great was the number of coal vessels lying there, is just at this time almost deserted, only three or four vessels loading. The principal coal trade in Georgetown is to supply Northern and Eastern manufactories. Quarreling between the companies and canal boatmen has also added to the general dullness.

ES, Wed. 9/22/75, p. 4. **GEORGETOWN.**

**River and Canal** – Arrived by canal – boat Golden Rule with corn for J. G. & J. M. Waters.

AG, Wed. 9/22/75, p. 3. **CANAL COMMERCE**

- Arrived – Boats J. M. Boyer to Consolidation Coal Co.; E. J. Neal, Little Nannie and R. T. Semmes to George's Creek Coal and iron Co.; W. J. B. Lloyd and S. Henry to American Coal Company.

Departed – Boats D. Stewart, J. M. Boyer, Rechabites, S. Lloyd, Hames E. Coulehan, Five Brothers and A. J. Clark.

ES, Thu. 9/23/75, p. 4. **GEORGETOWN.**

**River and Canal** – Arrived by canal – Boat J. N. Thomas, with 3,650 bushels wheat for J. G. & J. M. Waters; boat Irene Knott, with 350 bushels wheat for same; and boat Wm. Jackson, with corn for same.

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**Lock Jaw** – A colored man named John Minor, a hand on a canal boat, died suddenly in Cumberland last Tuesday, and the verdict of the coroner's jury was: "The deceased came to his death from lock jaw, produced by having one of the toes of [his] left foot torn off by being trampled upon by a mule."

ES, Fri. 9/24/75, p. 4. **GEORGETOWN.**

**Questions of Sewerage.** - It is stated that the Chesapeake and Ohio Canal Company has applied to the District Commissioners to dispense with the sewer emptying into the Washington street level of the canal. As the sewer was built many years before the canal, and as it is the only means of drainage for all the lots in the square bounded by Washington, Jefferson, Bridge and Canal streets, the property-owners on that square are excited over the efforts of the canal company. The sewer on 4th street, between High and Market streets, is out of order, and residents on that street complain very much of the offensive odors that arise from the same.

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**The Mills** are shut down again today, on account of another jam in the canal.

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**River and Canal.** - Arrived by canal - boat Seneca, with 2,300 bushels wheat for T. C. Wheeler, and 600 bushels of wheat for H. M. Talbott; boat H. M. Talbott, with 2,500 bushels of wheat for H. M. Talbott, and 150 bushels of wheat for T. C. Wheeler; boat Wheeler & Barron, with 1,550 bushels of wheat for H. M. Talbott, and 2,000 bushels of wheat for Hartley & Bro.

CR, Fri. 9/24/75, p. 3. **Death of a Washingtonian in Cumberland, Md.** - A letter has been received in this city from Coroner Blocher, of Cumberland, Md., dated September 21, in which he says: "I was called on this morning to hold an inquest on the body of a young man named John Minor, and the evidence proved that he belonged to Washington city, and that his parents lived at 100 E street, in that city; that he was a sober, industrious, good boy; that he had hurt one of his toes and bruised his foot, from which he took lockjaw and died yesterday on a canal boat, called the William R. Shaw, run by Captain Garrish. The jury returned a verdict accordingly. I had him buried today. The captain owed him a small sum of about four dollars, which I advised him to pay on the funeral charges, which he did."

AG, Fri. 9/24/75, p. 3. **CANAL COMMERCE** - Arrived – Boats H. C. Flagg, American Flag, Benj. Williamson and M. M. Lewis to American Coal Co.; F. R. M. Bowers and steamer Thomas Moore to George's Creek Coal and Iron Co.; Buck Eye, guano, to W.A. Smoot; C. Slack, V. L. Sprigg and W. P. Wools, via Rock creek, to Hampshire and Baltimore Coal Co. Departed – Boats Little Nannie, R. T. Semmes, R. J. Duckett, Park Agnew, J. J. Swift, Samuel Henry and H. C. Flagg.

ES, Sat. 9/25/75, p. 4. **GEORGETOWN.**

**The Stair-way** leading from the lower end of the Market Space to the canal bridge, by means of which people residing below the canal reach the Market house, is an utterly worthless condition, and is a matter of serious inconvenience to a great many people.

**River and Canal** – Arrived by canal – boat Minnie & Cora, with a cargo of limestone for J. G. & J. M. Waters; boat Seneca, with 125 bushels wheat for same firm; boat Medley, with 2,500 bushels wheat for Hartley & Bro.

AG, Sat. 9/25/75, p. 3. **CANAL COMMERCE** - Arrived – Boats Morning Sun, Elmer & Katie, Alex. Adams, M. Ruben and S. Swain, via Rock creek, to Hampshire and Baltimore Coal Co.; M. Snow, M. A. Myers, G. L. Boothe, W. Walsh, J. Bradburn, L. A. Long, Wm. Gregory, P. G. Uhler and J. Green to American Coal Co.; T. J. Bottler and C. Segerson to George's Creek Coal and Iron Co. Departed – Boats American Flag, B. Williamson, M. M. Lewis, F. R. Bowers, C. Slack, W. P. Wools, M. A. Myers, G. Boothe, J. Bradburn, W. Walsh, L. A. Long and steamer Thomas Moore.

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*Ibid.* p. 4. **Local Brevities** – The canal boat Segerson, belonging to the George's Creek Coal and Iron Company, sank in the Georgetown level of the C. & O. Canal, last night, and it will require a day to raise her, thus interrupting navigation on the canal for that time.

ES, Mon. 9/27/75, p. 4. **GEORGETOWN.**

**River and Canal** – Arrived by canal – Boat Medley, with 200 bushels of corn for H. M. Talbott.

AG, Mon. 9/27/75, p. 3. **CANAL COMMERCE** - Arrived – Boats Mary Mack and M. O'Connor to Hampshire and Baltimore Coal Co.; Buck Eye, guano, to W. A. Smoot; John Douglas to George's Creek Coal Co.; J. W. Burke, Ed. Bayer, D. A. Lowe, D. Annon, M. Sandford, J. P. Moore, G. P. Lloyd, J. R. Anderson, A. Main, J. Dayton, J. H. Parrott and T. L. Betts to American Coal Co.

Departed – Boats T. J. Bottler, P. G. Uhler, W. Gregory, C. Segerson, J. Green, M. Snow, J. W. Burke, Ed. Bayer, D. Annon and J. Douglass.

ES, Tue. 9/28/75, p. 4. **GEORGETOWN.**

**River and Canal** – Arrived by canal – boat Hattie & Bessie, with 3,300 bushels of corn and 150 barrels of flour for Hartley & Bro.

AG, Tue. 9/28/75, p. 3. **CANAL COMMERCE** - Arrived – Boats H. Delifield, T. Patton, R. H. Miller, Charles Clifton, G. Sherman, J. L. Reid, R. Bender, M. D. Corse, J. W. Morris, H. O. Claughton, J. H. Stickney and S. S. Howison to American Coal Co.; Lucinda, J. Hieston, J. Harlow, W. H. Billmyer and J. Spencer to George's Creek Coal and Iron Co.; Mrs. C. E. Charles, W. M. Price and G. Hutton, via Rock Creek.

Departed – Boats Mrs. C. E. Charles, D. A. Lowe, M. Sandford, J. P. Moore, G. P. Lloyd, J. R. Anderson, Andrew Main, J. Dayton, T. L. Betts, J. H. Parrott, H. Delifield, T. Patton, R. H. Miller and Lucinda.

AG, Wed. 9/29/75, p. 3. **CANAL COMMERCE** - Arrived – Boats R. Emmitt, R. A. Goodwin, C. Ridgley, P. L. Leman and E. Mulvaney, via Rock creek, to Hampshire and Baltimore Coal Co.; M. Kersey, J. Wilson, W. Doerner, Charles R. Hooff, G. E. Porter, R. S. Grant, E. L. Moore,

J. A. Alexander and W. C. Hunter to American Coal Co.; Silver Wave and Capt. James Marmaduke to George's Creek Coal and Iron Co.

Departed – Boats C. Clifton, R. Bender, John Hieston, Geo. Sherman, M. D. Corse, J. L. Reid, J. W. Morris, M. B. Harlow & Brothers, H. O. Claughton, J. H. Stickney, S. S. Howison, J. W. Wilson and M. Kersey.

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*Ibid.* p. 4. **Another Steam Canal Boat** – Mr. Wm. Young has lately completed the construction, says the *Cumberland News*, at his boat yard in that city, of a new canal boat of fine model and superior finish, for Messrs. John Cowden & Sons, who had steam introduced into her by Messrs. Darragh & Co., of Rochester, Penn. The engines are two in number, working together, but constructed so as to be worked separately, and driving two screws, which can also be driven separately. Steam was raised yesterday, and the machine worked satisfactorily. A trial trip may be made today, and if successful the boat will be loaded at once for Georgetown.

ES, Thu. 9/30/75, p. 4. **GEORGETOWN.**

**River and Canal** – Arrived by canal – Boat Round Top, with 750 barrels cement for J. G. & J. M. Waters.

AG, Thu. 9/30/75, p. 3. **The Coal Trade** – The product trade of the mines of the Cumberland coal region for 1875 to September 25, was 1,705,446 06 tons – a decrease of 58,411 15 tons as compared with the corresponding period of last year. The business of the canal shows an increase of 61,282 19 tons over 1874.

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**CANAL COMMERCE**

Arrived – Boats Charles Robb, David Stewart, Wm. Darrow, A. J. Akin, W. E. Bell, W. J. Boothe, Jr. and Wm. Smith to American Coal Co.; Diligent to George's Creek Coal and Iron Co.; Samuel Rhinehart to W. A. Smoot, via. Rock Creek; Dr. Broderick, M. S. Fernsner, R.

H. Gordon and H. A. Garrett to Hampshire & Baltimore Coal Company.

Departed – Boats Charles Robb, Weyand Doerner, G. E. Porter, R. S. Grant, E. L. Moore, J. A. Alexander, W. C. Hunter, C. R. Hooff, W. H. Billmyer, Ed. Mulvaney, D. Stewart, Wm. Darrow and A. J. Akin for Cumberland.

AG, Fri. 10/1/75, p. 3. **CANAL COMMERCE** – Arrived – Boats J. R. Purcell, J. E. Coulehan, R. Fannon and J. H. Woodburn to Hampshire and Baltimore Coal Company, via Rock Creek; Samuel Lloyd and Rechabites to American Coal Co.; Energy to Consolidation Coal Co.; Wm. Rigley to Alexandria Gas Works, and Round Top Cement to Shinn & Co.

Departed – Boats Energy, John Spencer, W. J. Boothe, Wm. Smith, Rechabites, Samuel Lloyd, Silver Wave, James Marmaduke and Diligent for Cumberland.

ES, Sat. 10/2/75, p. 4. **GEORGETOWN.**

**Arrivals by Canal** – Boat Charles Wheatley, with 850 barrels cement for H. W. Blunt; boat Wheeler & Barron, with 2,300 bushels wheat and 500 bushels corn for Hartley & Bro., and 450 bushels wheat and 350 bushels corn for H. M. Talbott; boat J. S. Welch, with 450 bushels wheat for H. M. Talbott, and 250 bushels wheat for Hartley & Bro.

AG, Sat/ 10/2/75, p. 3. **CANAL COMMERCE** – Arrived – Boats Thomas Lannon, F. F. Davis, Nuttie & Billy and Ben Bissell to Hampshire and Baltimore Coal Co., via Rock Creek; A. S. Wintringham and J. J. Swift to American Coal Co.; J. H. Harris, Five Brothers, Elizabeth and R. T. Semmes to George's Creek Coal and Iron Company.

Departed – Boats Five Brothers, Silver Wave, S. Rinehart, J. Marmaduke and Round Top Cement.

*Sun*, Mon. 10/4/75, p. 4. *Cumberland*, Oct. 3, 1875. *Coal Shipments.*

The shipment of Cumberland coal for the week ended Saturday, Oct. 2, 1875, amounted to 5,213 tons 8 cwt. Forty-six boats left this port during the week, including the steam ferry boat "The New Era," which left on Wednesday last. There are several steam canal boats now running between here and Georgetown, and they have proved quite a success. The business on the canal has been very brisk during the whole season, and there have been no strikes to interfere with the coal trade. The only difficulty has been a few accidents to the canal caused by sunken boats.

ES, Mon. 10/4/75, p. 4. **GEORGETOWN.**

**River and Canal** – Arrived by canal – Boat Caledonia, with 1,500 bushels wheat and 1,500 bushels corn for Hartley & Bro.; boat Lizzie & Phillie, with 830 barrels cement to J. G. & J. M. Waters; and boat Minnie & Cora, with stone for concrete to same firm.

AG, Mon. 10/4/75, p. 3. **CANAL COMMERCE** – Arrived – Boats Lilly Leman and G. P. DeWitt, via Rock creek, to Hampshire and Baltimore Coal Co.; J. H. Platte, T. H. Faile, G. L. Boothe, W. Walsh, H. C. Flagg and B. Williamson to American Coal Co.; F. R. Bowers and Nannie Grove to George's Creek Coal and Iron Co. Departed – Boats T. H. Faile, J. H. Platte, R. T. Semmes, Elizabeth, B. Bissell, M. A. Myers and Wm. Foley.

AG, Tue. 10/5/75, p. 3. **CANAL COMMERCE** – Arrived – Boats M. Fannon and Morning Sun, via Rock creek, to Hampshire and Baltimore Coal Co.; W. P. Wools, Alex Adams and Park Agnew to Hampshire and Baltimore Coal Co.; M. M. Lewis, J. Bradburn, L. A. Long and P. G. Uhler to American Coal Co.; M. E. Waters to W. A. Smoot; J. T. Dixon, E. J. Neal and Ohio to George's Creek Coal and Iron Co. Departed – Boats F. R. Bowers, G. L. Boothe, Little Nannie, W. Walsh, Mollie C. Waters, H. C. Flagg and W. P. Wools.

ES, Wed. 10/6/75, p. 4. **GEORGETOWN.**

**Grain Trade** – Arrived by canal – boat J. N. Thomas with 900 bushels wheat and 1,500 bushels corn for J. G. & J. M. Waters.

AG, Wed. 10/6/75, p. 4. **New Steam Canal Boat** – The *Cumberland News* says: "The *New Era* worked very well on her trip down the canal, and when last heard from was progressing finely. Messrs. Young & Co., of this city, the *New Era's* builders, will commence at once the construction of another boat of the same pattern for Messrs. W. T. Hassett & Bro., Four Locks.

ES, Thu. 10/7/75, p. 4. **GEORGETOWN.**

**River and Canal** – Arrived by canal – Boat J. N. Thomas, with 1,000 bushels corn for H. M. Talbott.

AG, Thu. 10/7/75, p. 2. **CANAL COMMERCE** – Arrived – Boats V. L. Sprigg, S. Swain and M. A. West, via Rock creek, to Hampshire and Baltimore Coal Co.; Baltimore to Maryland Coal Co.; steamer H. T. Weld for Washington; steamer Thomas Moore and boat John Douglas to George's Creek Coal and Iron Co.; boats M. Sandford and H. Delifield to American Coal Co. Departed – Boats J. P. Moore, E. J. Neal, Alex. Adams, M. Snow, W. Gregory, T. J. Bottler, Ed. Bayer, D. Annon, J. W. Burke, Lucinda, G. P. Lloyd and D. A. Lowe.

*Sun*, Fri. 10/8/75, p. 1. **Coal Shipments**

The shipment of Cumberland coal for the week ending Saturday, October 2, 1875, and for the year 1875 was as follows:

	B&ORR	C&O C'l	Pa. Line	Total
Total for week	26,227	27,897	2,219	56,343
Previously	943,339	640,716	121,310	1,705,365
Total for year	969,566	668,613	123,529	1,761,708

The product of the mines of the Cumberland coal region for 1875 to October 2 was a decrease of 51,031.10 tons, as compared with a corresponding period of last year. The canal shipments show an increase of 64,536.06 tons over 1874.

ES, Fri. 10/8/75, p. 4. **GEORGETOWN.**

**Death** – Mr. Samuel Godey died last night at his residence, corner of Congress and Beall streets, after a short illness, of pneumonia, aged 28 years. He will be buried at Oak Hill cemetery on Sunday afternoon at 3 o'clock.

**River and Canal** – Arrived by canal – Boat Medley, with 2,200 bushels wheat for Hartley & Bro.

AG, Fri. 10/8/75, p. 4. **CANAL COMMERCE** - Arrived – Boats George Hutton, Loretto, M. O'Conner and W. M. Price, via Rock creek, to Hampshire and Baltimore Coal Co.; M. A. Brady to Maryland Coal Co.; steamer H. T. Weld for Washington; C. Segerson to George's Creek Coal and Iron Co.; J. W. Morris, Charles Clifton, J. Dayton, Thomas Patton and R. H. Miller to American Coal Co.

Departed – Boats J. Douglass, Mrs. C. E. Charles, J. R. Anderson, A. J. Clark, M. Sandford, Baltimore, H. Delifield, M. A. Brady and steamer H. T. Weld.

ES, Sat. 10/9/75, p. 4. **GEORGETOWN.**

**River and Canal** – Arrived by canal – boat D. M. Reed with 830 barrels cement for J. G. and J. M. Waters.

AG, Sat. 10/9/75, p. 3. **CANAL COMMERCE** - Arrived – Boats W. E. Turner and Charles Ridgley, via Rock creek, to Hampshire and Baltimore Coal Co.; Henry S. Miller and Arthur Cropley to Consolidation Coal Co.; J. Spencer and H. Billmyer to George's Creek Coal and Iron Co.; R. Bender, M. D. Corse, T. L. Betts, W. J. B. Lloyd and J. H. Stickney to American Coal Co.; steamer H. T. Weld for Washington. Departed – Boats H. S. Miller, A. Cropley, J. W. Morris, C. Clifton, C. Segerson, J. Dayton, Thomas Patton and R. H. Miller.

ES, Mon. 10/11/75, p. 4. **GEORGETOWN**

**River and Canal** – Arrived by canal – Boat Minnie & Cora with stone to J. G. & J. M. Waters; boat Wheeler & Barron with 4,000 bushels wheat for Hartley & Bro.

AG, Mon. 10/11/75, p. 2. **CANAL**

**COMMERCE** - Arrived – Boats M. S. Fernsner, Robert Emmett, J. H. Woodburn, H. A. Garrett and Dr. Broderick, via Rock creek, to Hampshire and Baltimore Coal Co.; H. O. Claughton, A. Main, M. Kersey, S. Henry, J. Willison, W. Doerner, J. H. Parrott, Jr., Charles Robb, G. E. Porter, G. Sherman, S. S. Howison, J. A. Alexander, D. Stewart, W. E. Bell and W. J. Boothe to American Coal Co.; R. B. Cropley to George's Creek Coal and Iron Co. Departed – Boats R. Bender, M. D. Corse, T. L. Betts, W. J. B. Lloyd, S. Henry, J. H. Stickney, H. O. Claughton, Ed Mulvaney, A. Main, M. Kersey, J. Willison, W. Doerner and J. H. Parrott, Jr.

ES, Tue. 10/12/75, p. 4. **GEORGETOWN**

**River and Canal** – Arrived by canal – boats Hattie & Bessie, with 2,500 bushels corn, 100 barrels flour and 100 barrels ear corn for Hartley & Bro.; boat Seneca, with 2,300 bushels wheat and 200 barrels flour for T. C. Wheeler, and 200 bushels wheat for H. M. Talbott.

AG, Tue. 10/12/75, p. 4. **CANAL COMMERCE**

- Arrived – Boats W. Smith, S. Lloyd, Rechabites, W. C. Hunter, M. A. Myers, J. J. Swift, Wm. Darrow, Major E. L. Moore and J. L. Reid to American Coal Co.; Diligent, J. W. Harris and J. Marmaduke to George's Creek Coal and Iron Co.; Katie & Addie to Alexandria Gas Works; S. Rhinehart to W. A. Smoot; J. R. Purcell and Mary Mertens, via Rock creek, to Hampshire and Baltimore Coal Co. Departed – Boats C. Robb, G. E. Porter, George Sherman, J. A. Spencer, S. S. Howison, James A. Alexander, D. Stewart, W. E. Bell, Wm. H. Billmyer, W. J. Boothe, W. Smith and S. Lloyd.

*Sun*, Wed. 10/13/75, p. 1. **Maryland Items**

The epizootic has made its appearance among the mules on the Chesapeake and Ohio canal, and a number of the animals are disabled thereby.



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*Ibid*, p. 4. **Letter from Cumberland.** –  
**Coal Shipments** – The shipment of coal from  
 Cumberland during the week ending Saturday,  
 October 9, and during the year 1875, compared  
 with the corresponding period of 1874, was as  
 follows:

	C&O C'l	WEEK B&ORR	Pa Line	Total
1875	22,831	19,766	2,338	46,810
1874	19,349	28,056	546	49,825
Increase	3,482		1,792	
Decrease		8,290		3,015
		YEAR		
1875	570,135	865,282	125,464	1,562,756
1874	534,071	1,003,615	60,080	1,599,640
Increase	36,064		65,384	
Decrease		138,333		36,884

The shipment of coal by the canal  
 yesterday was less than usual, owing to the  
 epizootic, which has just appeared among the  
 mules.

ES, Wed. 10/13/75, p. 2. The business of the  
 Chesapeake and Ohio canal in the way of coal  
 shipments still shows an increase over last year  
 of 36,084 tons, and should the canal remain open  
 as late as last year this increase will be materially  
 swelled. The total amount shipped by canal  
 from Cumberland last year up to October 9 was  
 534,071, and up to the same date this year  
 570,135 tons. The shipments by rail and canal  
 show a falling off of 36,884 tons as compared  
 with last year. The shipments by canal this week  
 will doubtless be less than usual, owing to the  
 epizootic, which has appeared among the mules.

AG, Wed. 10/13/75, p. 3. **CANAL  
 COMMERCE** - Arrived – Boats W. P. Wools,  
 G. P. DeWitt, J. E. Coulehan, R. H. Gordon and  
 R. Fannon, via Rock Creek, to Hampshire and  
 Baltimore Coal Co.; J. H. Platte, A. S.  
 Wintringham, R. S. Grant, G. L. Boothe, W.  
 Walsh, T. H. Faile, A. J. Akin and H. C. Flagg to  
 American Coal Co.; J. H. Percy and Five  
 Brothers to George's Creek Coal and Iron Co.;  
 Wm. Foley to Alexandria Gas Works.  
 Departed – Boats R. B. Copley, Rechabites,  
 Diligent, W. C. Hunter, M. A. Myers, J. J. Swift,  
 J. H. Harris, W. Darrow, E. L. Moore, James

Marmaduke, J. L. Reid, J. H. Platte and A. S.  
 Wintringham.

ES, Thu. 10/14/75, p. 4. **GEORGETOWN.**

**River and Canal** – Arrived by canal –  
 Boat Medley, with 1,600 bushels wheat for H.  
 M. Talbott, and 1,000 bushels wheat for Hartley  
 & Bro.; boat J. S. Welch, with 400 bushels wheat  
 for H. M. Talbott; boat Round Top, with 775  
 barrels cement for J. G. & J. M. Waters.

AG, Thu. 10/14/75, p. 3. **CANAL COMMERCE**

- Arrived – Boats R. T. Semmes and F. R.  
 Bowers to George's Creek Coal and iron Co.;  
 steamer H. T. Weld for Washington; C. R.  
 Hooff, John Bradburn, L. A. Long and J. P.  
 Moore to American Coal Co.; R. Fannon, Ben  
 Bissell, Thomas Lannon and Alexander Adams,  
 via Rock creek, to Hampshire and Baltimore  
 Coal Co.

Departed – Boats J. H. Percy, R. S. Grant, G. L.  
 Boothe, Katie & Addie, W. Walsh, Thomas H.  
 Faile, Samuel Rhinehart, A. J. Akin, H. C. Flagg,  
 Five Brothers, R. T. Semmes and Charles R.  
 Hooff.

ES, Fri. 10/15/75, p. 4. **GEORGETOWN.**

**River and Canal.** - Arrived by canal -  
 Boat H. M. Talbott, with 2,500 bushels wheat for  
 H. M. Talbott and 200 bushels wheat for Hartley  
 & Bro.; boat Mollie E. Tice, with coal for  
 Mayfield & Hieston; boat Congress, with coal  
 for same firm.

AG, Fri. 10/15/75, p. 3. **CANAL COMMERCE**

- Arrived – Boats M. Ruben, Morning Sun, Mary  
 Mack and Nuttie & Billy, via Rock creek, to  
 Hampshire and Baltimore Coal Co.; J. P. Agnew,  
 hoop poles to W. A. Smoot; steamer H. T. Weld,  
 for Washington; J. N. Clary to Consolidation  
 Coal Co.; Park Agnew to Hampshire and  
 Baltimore Coal Co.; Little Nannie to George's  
 Creek Coal and Iron Co.; J. Green, M. Snow and  
 D. Annon to American Coal Co.

Departed – Boats J. W. Rhind, Wm. Foley, W.  
 Clary, J. Bradburn and steamer H. T. Weld.

ES, Mon. 10/18/75, p. 4. **GEORGETOWN.**

**The Receipts** of coal by the canal for the week ending on Saturday amounted to 21,000 tons, and the shipments during the same time to 20,500.

**River and Canal.** - Arrived by canal - boat Wheeler & Barron, with 2,000 bushels wheat and 1,000 bushels corn for Hartley & Bro., and 550 bushels wheat for H. M. Talbott.

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**ALEXANDRIA.**

**Accident to a Canal Steamer.** - The canal steamboat H. T. Weld, upon arriving here from Washington yesterday evening, with a load of hard coal for "Fort Whipple," upon the Alexandria canal, ran into one of the old coal wharves at the outlet lock, and staved a hole in her bow, which caused her to make water rapidly, but she succeeded in getting into the lower level of the canal before she went down. Repairs were immediately made, and she has proceeded up the canal to her destination.

AG, Mon. 10/18/75, p. 4. **CANAL**

**COMMERCE** - Arrived - Boats D. A. Lowe, J. W. Morris, J. R. Anderson, M. Sandford, Ed. Bayer, Charles Clifton, James Dayton, Theo. L. Betts, R. Bender, M. D. Corse and H. O. Claughton to American Coal Co.; Thomas J. Bottler and C. Segerson to George's Creek Coal and Iron Co.; Samuel Swain to Hampshire and Baltimore Coal Co.; Minnie & Cora, limestone, to E. Francis; Congress and City of Hamburg to Consolidation Coal Co.

Departed - Boats Ben Williamson and G. P. Lloyd, Nuttie & Billy, City of Hamburg, Congress, Mrs. C. E. Charles, D. A. Lowe, J. W. Burke, Elmer & Katie, J. P. Agnew, J. W. Morris, Minnie & Cora and J. R. Anderson.

NR, Tue. 10/19/75, p. 1. Fawcett, treasurer, and Mulvaney, superintendent of the Chesapeake and Ohio canal, were fired upon yesterday near Cumberland, while riding in a buggy on a

paying-off tour, by three masked men, but fortunately escaped unhurt.

ES, Tue. 10/19/75, p. 4. **GEORGETOWN.**

**River and Canal** - Arrived by canal - Boat Caledonia, with 2,000 bushels wheat, 650 bushels corn, 500 bushels oats and 70 barrels flour for Hartley & Bro.

AG, Tue. 10/19/75, p. 2. **CANAL**

**COMMERCE** - Arrived - Boats George Hutton, S. Swain, M. A. West, M. O'Conner, F. F. Davis and Charles Ridgley, to Hampshire & Baltimore Coal Co.; H. T. Weld, for Washington; A. Main, J. H. Stickney, T. Patton and A. J. Clark, to American Coal Co. Departed - Boats R. Bender, C. E. Charles, M. D. Corse, H. O. Claughton, S. Swain, C. Segerson, Ed. Bayer, J. Dayton and T. L. Betts.

ES, Wed. 10/20/75, p. 4. **The Attempted**

**Assassination of Canal Treasurer Fawcett.** - Correspondence of the Baltimore *American* from Cumberland, October 19, says: "The attempted assassination of Mr. Benjamin Fawcett, treasurer and acting paymaster of the Chesapeake and Ohio canal, and Mr. Edward Mulvaney, superintendent of the Cumberland division of the canal, has caused the most intense excitement in this city, and the officers are making every effort to capture the party. A man was arrested last evening by a constable who gave his name as John Bassee, a bricklayer, from Washington. He did not give any very satisfactory account of his presence here, or how he got here. Yesterday evening Mr. Fawcett sent to Mayor Humbird a note, saying 'I was attacked this morning by three masked men at the "Mexico Farm." Three shots were fired in the face of myself and Mr. Mulvaney. No damage done except to clothing. I will guarantee a liberal reward for any information leading to the conviction of the parties.' The note is now in the hands of chief of police Clary, who will use every endeavor to find out the miscreants. Mr. Fawcett will travel in a different manner hereafter on his monthly

paying-off trip. The grand jury are still in session, and if the parties are caught this week they will be tried during this term of court."

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**GEORGETOWN.**

**River and Canal** – Arrived by canal – Boat J. N. Thomas, with 2,700 bushels of wheat and 700 bushels corn for J. G. & J. M. Waters; and boat Irene Knott, with 250 bushels wheat for same firm.

AG, Wed. 10/20/75, p. 2. **CANAL COMMERCE** – Arrived – Boats Dr. Broderick, Van Lear Sprigg, W. M. Price and M. S. Fernsner, via Rock creek, to Hampshire & Baltimore Coal Co.; J. Spencer and W. Billmyer, to George's Creek Coal & Iron Co.; American Flag, H. Delifield, M. Kersey and W. Doerner, to American Coal Co.  
Departed – Boats J. H. Stickney, C. Ridgley, T. Patton, H. T. Weld, A. J. Clark and J. Spencer, for Cumberland.

ES, Thu. 10/21/75, p. 4. **GEORGETOWN.**

**Drowned in the Canal** – A colored man named Emanuel Dodson was drowned about 1 o'clock yesterday in the Chesapeake and Ohio canal, near the Chain bridge, by falling from a canal boat. The verdict of the coroner's jury was accidental drowning.

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**River and Canal** – Arrived by canal – Boat Hattie & Bessie, with 3,400 bushels wheat and 100 barrels flour for Hartley & Bro.; boat Seneca, with 1,100 bushels wheat, 100 barrels flour and 500 bushels mill feed for T. C. Wheeler, and 350 bushels wheat and 100 bushels corn for H. M. Talbott; boat Catskill, with 200 bales hay to H. M. Talbott.

AG, Thu. 10/21/75, p. 2. **CANAL COMMERCE** – Arrived - Boats J. R. Purcell, J. H. Woodburn, G. F. Smith and Dr. F. M. Davis, via Rock creek, to Hampshire & Baltimore Coal Co.; E. J. Neal, Harlow Brothers and John Hieston to George's Creek Coal & Iron Co.;

steamer Skedaddler to W. A. Smoot; Chas. Robb, G. E. Porter, W. J. B. Lloyd, W. E. Bell, J. A. Alexander, David Stewart and S. S. Howison to American Coal Co.

Departed – Boats American Flag, W. H. Billmyer, Mat. Kersey, W. Doerner, J. Hieston, H. Delifield, C. Robb, G. E. Porter, W. J. B. Lloyd and E. J. Neal.

ES, Fri. 10/22/75, p. 4. **GEORGETOWN**

**River and Canal** – Arrived by canal – Boat James S. Welch, with 1,100 bushels wheat for T. C. Wheeler; boat Round Top, with 750 barrels cement for J. G. & J. M. Waters.

AG, Fri. 10/22/75, p. 3. **CANAL COMMERCE** – Arrived – Boats P. L. Leman, Wm. Morehead and H. A. Garrett, via Rock creek, to Hampshire & Baltimore Coal Co.; S. S. Howison, Wm. J. Boothe, M. A. Myers, S. Lloyd and Rechabites to American Coal Co.; Harlow Bros. to George's Creek Coal & Iron Co.  
Departed – Boats D. Stewart, J. A. Alexander, W. E. Bell, Enoch Neal, Harlow Bros., S. S. Howison, W. J. Boothe, W. Smith, Skedaddler and R. A. Goodwin.

AG, Sat. 10/23/75, p. 2. **CANAL COMMERCE** – Arrived – Boats W. P. Woolls, W. C. Waters and J. E. Coulehan, via Rock creek, to Hampshire & Baltimore Coal Co.; G. Sherman, J. L. Reid, J. H. Platte, J. J. Swift, W. C. Hunter and J. Wilson to American Coal Co.; stone scow to J. A. Blounden & Co.; steamer Alpha and boats S. H. Harris, R. B. Copley and Silver Wave to George's Creek Coal & Iron Co.; Energy to Sinclair & Agnew.  
Departed – Boats M. A. Myers, S. Lloyd, Rechabites, G. Sherman, J. L. Reid, J. H. Platte and steamers Skedaddler and Alpha.

*Sun*, Mon. 10/25/75, p. 4. **Maryland Items**  
The epizootic is proving vary fatal to the mules on the line of the Chesapeake and Ohio canal.

ES, Mon. 10/25/75, p. 4. **GEORGETOWN**

**River and Canal** – Arrived by canal – boat George A. Pearre, with 800 barrels cement for J. G. & J. M. Waters.

AG, Mon. 10/25/75, p. 4. **CANAL COMMERCE** – Arrived – Boats S. Rinehart to W. A. Smoot; Minnie & Cora to E. Francis; Nuttie & Billy to Hampshire & Baltimore Coal Co.; J. H. Parrott, Jr., E. L. Moore, R. H. Miller, Wm. Walsh, G. L. Boothe and S. Henry to American Coal Co.; Diligent, J. Marmaduke, Five Brothers and J. Douglas to George's Creek Coal & Iron Co.; R. H. Gordon, A. Adams, M. Fannon, T. Lannon, Ben Bissell, G. P. DeWitt and Morning Sun, via Rock Creek, to Hamp. & Balt. Coal Co.  
Departed – Boats J. H. Harris, J. J. Swift, W. C. Hunter, J. Wilson, R. B. Copley, Nuttie & Billie, Minnie & Cora, Silver Wave and John H. Parrott, Jr.

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**Status of Canal Boats** – The Attorney General has returned a negative opinion in reference to an inquiry from the Treasury Department, whether under the laws regulating the coasting trade, canal boats of more than five tons burthen were to be documented as vessels of the United States when traveling in a district or upon different districts or navigable waters of the United States.

ES, Tue. 10/26/75, p. 4. **The Attempted Canal Robbery.** - The *Cumberland Times* says: "The late attempt to rob and murder Paymaster Fawcett and Superintendent Mulvaney was invested with an additional interest by the arrest in this city on Saturday of Barney McQuade, a man well known along the line of canal and long a resident of this city. The arrest was made by Mr. Mulvaney in person, and the accused was at once taken before Justice Blocher, who committed him to jail to answer or until discharged by due process of law. Mr. Mulvaney was convinced in his own mind at the time of the occurrence that McQuade was one of the masked parties, but prudently kept his own counsel and quietly worked up other

corroborating evidence, which, it is claimed, will be produced at the proper time. Warrants for the apprehension of James Reed, formerly of this city, and lately pardoned out of the penitentiary, 'Lum' Fearson and a man of the name of Berch, of Georgetown, D. C., were issued Saturday and placed in the hands of Messrs. James Hitechew and John James, who took the train Saturday night for that place in pursuit of the parties. Berch, it is reported, has been arrested, and we may expect to hear of the other two today. We do not know what the evidence is against these men."

"Lum" Fearson will be remembered as the straw bail man, who, in one case before the Police Court, gave bail (worthless) for \$3,000, whereby an alleged thief escaped trial. There was talk of arresting "Lum" for perjury, but for reasons satisfactory to somebody, that charge was never brought to trial.

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**GEORGETOWN**

**River and Canal** – Arrived by canal – Boat Hattie & Bessie, with 3,400 bushels of wheat and 100 barrels of flour for Hartley & Bro.

AG, Tue. 10/26/ 75, p. 3. **CANAL COMMERCE** – Arrived - Boats R. T. Semmes to George's Creek Coal & Iron Co.; John Bradburn, L. A. Long, C. R. Hooff, J. P. Moore and H. C. Flagg to American Coal Co.  
Departed – Boats Diligent, E. L. Moore, R. H. Miller, W. Walsh, G. L. Boothe, A. Adams, S. Henry, J. Bradburn, Five Brothers and Samuel Rinehart.

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*Ibid.* p. 4. **Fast Time on the Canal** – The *Cumberland News* says, the steam canal boat, *New Era*, John Cowden & Sons proprietors, left the Cumberland lock on Monday last at 1 p. m., with 106 tons 3 cwt. of coal for Georgetown, and arrived at that port at twelve o'clock on Thursday night. She left Georgetown for Cumberland at 10 a. m. on Friday and arrived at the lock of this city at 10 o'clock yesterday morning, making the round trip in three hours

less than six days. This is claimed to be the shortest round trip ever made on the canal.

ES, Wed. 10/27/75, p. 1. **The Cumberland Coal Trade.** - Correspondence of the Baltimore *American* from Cumberland, October 26, says: The shipment of Cumberland coal over the Chesapeake and Ohio canal for the week ending Saturday, October 23, 1875, amounted to 24,655 47 tons. Two hundred and sixteen boats left this port during the week. Thirty-seven boats left yesterday, carrying 4,198 tons of coal. Compared with the corresponding period of 1874, there is an increase for the week of 5,143 11 on the Chesapeake and Ohio canal, and a decrease of 9,621 05 tons on the Baltimore and Ohio railroad. By the Pennsylvania State Line there is an increase of 1,481 06 tons. During the year 1875, compared with the year 1874, there is an increase of 45,195 tons on the Chesapeake and Ohio canal, a decrease of 155,232 tons on the Baltimore and Ohio railroad, and an increase of 68,393 01 tons by the Pennsylvania State Line. Total decrease 41,613 19 tons. The shipment of Cumberland coal over the Baltimore and Ohio railroad for the week ending Saturday, October 23, 1875, amounted to 18,212 18 tons, and by the Pennsylvania State Line 2,253 05 tons. Thus, it will be seen that the Chesapeake and Ohio canal shipped 6,443 29 more tons of coal last week than the Baltimore and Ohio railroad; and if the canal was properly managed the shipments each week would be much greater.

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*Ibid*, p. 4. **GEORGETOWN**

**River and Canal** - Arrived by canal - boat Wheeler & Barron, with 2,500 bushels wheat for Hartley & Bro., and 700 bushels wheat for H. M. Talbott; boat Caledonia, with 2,500 bushels wheat and 200 bushels corn for Hartley & Bro.

AG, Wed. 10/27/75, p. 2. **CANAL COMMERCE** - Arrived - Boats Wm. Gregory, James Green, M. Snow, P. G. Uhler, W. Darrow, B. Williamson, M. M. Lewis and D. Annon to

American Coal Co.; Park Agnew to Hampshire & Baltimore Coal Co.

Departed - Boats Lizzie A. Long, Captain James Marmaduke, C. Slack, C. R. Hooff, J. Douglass, J. P. Moore and H. C. Flagg.

ES, Thu. 10/28/75, p. 4. **GEORGETOWN Two Afflicted Families** - A telegram was received here yesterday announcing the sad news of the sudden death, at Georgetown, Ky., of Mr. Samuel Godey, brother of the late W. H. Godey, of this city. It is only a week since intelligence was received here of the sudden death of Mr. Windsor Godey, the eldest son of the deceased. Both were well known here, where they are extensively connected.

**River and Canal** - Arrived by canal - Boat J. N. Thomas, with 3,500 bushels wheat and 600 bushels corn for J. G. & J. M. Waters; boat Loudoun, with 2,500 bushels wheat for Hartley & Bro. and 2,000 bushels wheat for H. M. Talbott; boat H. M. Talbott, with 3,000 bushels wheat and 200 barrels corn for H. M. Talbott.

AG, Thu. 10/28/75, p. 2. **CANAL COMMERCE** - Arrived - Boats G. Hutton, Mrs. C. E. Charles and Elmer & Katie, via Rock creek, to Hampshire & Baltimore Coal Co.; F. R. Bowers, Garrett & Mains and Lucinda to George's Creek Coal & Iron Co.; John W. Burke, D. A. Lowe, A. J. Akin and T. H. Faile to American Coal Co.

Departed - Boats W. Gregory, James Green, M. Snow, P. G. Uhler, Wm. Darrow, B. Williamson and M. M. Lewis.

ES, Fri. 10/29/75, p. 5. **GEORGETOWN River and Canal** - Arrived by canal - Boat E. F. Wheeler, with 3,000 bushels red wheat for J. G. & J. M. Waters; boat James S. Welch, with 1,200 bushels wheat for H. M. Talbott and 500 bushels wheat for Hartley & Bro.; boat Minnie Topper, with wood for Mayfield & Hieston.

AG, Fri. 10/29/75, p. 3. **CANAL**

**COMMERCE** – Arrived – Boats Samuel Swain and M. A. West, via Rock creek, to Hampshire & Baltimore Coal Co.; J. H. Percy, Little Nannie and T. J. Bottler to George's Creek Coal & Iron Co.; G. P. Lloyd, J. W. Morris, J. R. Anderson and T. L. Betts to American Coal Co.  
Departed – Boats R. T. Semmes, D. Annon, J. W. Burke, F. R. Bowers, D. A. Lowe, A. J. Akin, Garrett & Mains and T. H. Faile.

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**The C. & O. Canal** – There have been numerous assertions made in public prints of the State of Maryland to the effect that the management of the Chesapeake & Ohio Canal is corrupt, and that the officers in charge, viz: A. P. Gorman, President, et. al., should be removed. Now politics are eschewed, or should be, in a trade journal, but from a business point of view we may be allowed to remark that the success of the canal under its management this year is the cause for congratulation. Owing to the fact that the company made a low rate of tolls this season (yet a paying one, as is proved by the rapidity with which the old accumulation of debt has been paid off,) the shipments of coal increased very materially compared with the business of 1874, while the aggregate shipments of the district show a falling off. Too often the cry of "Reform" is specious, and only intended to cover up tricks that are vain. – *Seward's Coal Trade Journal*, October 27.

ES, Sat. 10/30/75, p. 4. **GEORGETOWN**

**River and Canal** – Arrived by canal – Boat Seneca, with 1,000 bushels wheat and 150 barrels flour for T. C. Wheeler, and 800 bushels wheat for Hartley & Bro.

AG, Sat. 10/30/75, p. 3. **CANAL**

**COMMERCE** – Arrived – Boat E. F. Wheeler to William A. Smoot; R. S. Grant and C. Clifton to American Coal Co.; C. Segerson to George's Creek Coal & Iron Co.

Departed – Boats Lucinda, G. P. Lloyd, J. W. Morris and J. R. Anderson.

CA, Mon. 11/1/75, p. 4. **Canal Report** - 36 boats left this port Saturday, carrying 4,116 12 tons of coal as follows:

Boat	Destination	tons cwt
<b>CONSOLIDATION CO.</b>		
J. A. Millholland	Georgetown	116 05
L. R. Fechtig	Georgetown	113 09
Dr. Delaplane	Georgetown	113 10
J. M. Boyer	Georgetown	110 10
Adam Norrie	Georgetown	116 04
W. Irving	Georgetown	114 19
T. J. Baker	Williamsport	111 02
7 boats	total	795 19
<b>BORDEN CO.</b>		
C. B. Embrey	Williamsport	111 03
E. W. Stanhope	Williamsport	117 13
Lizzie & Phillie	Georgetown	113 07
Theo. Dean	Georgetown	118 12
John G. Lynn	Georgetown	116 11
Wm. Staples	Georgetown	116 02
J. R. Haines	Georgetown	113 12
7 boats	total	807 00
<b>NEW CENTRAL CO.</b>		
Fleming & Motter	Georgetown	115 17
W. R. Shaw	Georgetown	119 12
American Boy	Georgetown	110 02
G. S. Couter	Georgetown	111 09
Ida & Harry	Georgetown	111 04
Noble Grand	Georgetown	116 16
Geo. H. Bradt	Georgetown	117 18
7 boats	total	802 18
<b>AMERICAN CO.</b>		
Lizzie A. Long	Alexandria	115 18
J. P. Moore	Alexandria	116 19
C. R. Hooff	Alexandria	116 08
3 boats	total	348 15
<b>MARYLAND CO.</b>		
S. Reinhart	Alexandria	109 15
Annie E. McQuade	Georgetown	116 03
Ed. Rizer	Georgetown	109 15
3 boats	total	342 05
<b>HAMPSHIRE &amp; BALTO MORE</b>		
J. E. Coulehan	Alexandria	110 02
Alex Adams	Alexandria	115 03
R. H. Gordon	Alexandria	109 12
3 boats	total	341 17
<b>GEORGE'S CREEK</b>		
J. Marmaduke	Georgetown	120 00
Five Brothers	Georgetown	115 17
2 boats	total	235 17
<b>BLAEN AVON</b>		
J. B. Winslow	Georgetown	112 10
Dr. Grimes	Georgetown	113 04

2 boats	total	225 14
INDIVIDUAL		
John Hieston	Georgetown	110 00
M. Fannon	Georgetown	113 07
2 boats	total	223 07

H&TL, Mon. 11/1/75, p. 2. **LOCAL AFFAIRS.** – **Canal Receipts.** – the receipts into the treasury of the Chesapeake and Ohio Canal Company for the week ending October 28, are as follows: From Cumberland \$5,265.38; Georgetown \$900; Hancock \$186.05; Williamsport \$411.04 – total \$6,761.43; revenue accrued at Cumberland \$12,817.38; 220 boats cleared; 25,128 tons coal shipped.

ES, Mon. 11/1/75, p. 4. **GEORGETOWN. River and Canal** - Arrived by canal – Boat John T. Dixon, with coal for Mayfield & Hieston; boat Ellen Brooks, with 3,300 bushels wheat, 100 barrels flour and 300 bushels corn for J. G. & J. M. Waters.

CR, Mon. 11/1/75, p. 4. **In Brief.** – A woman named Margaret Castle has disappeared very suddenly, and it is supposed that she fell into the canal above Georgetown from a canal boat, on which she was last seen.

AG, Mon. 11/1/75, p. 2. **CANAL COMMERCE** – Arrived – Boats M. Sanford, R. Bender, A. S. Wintringham, Ed. Bayer, J. Dayton, M. D. Corse, A. Main and J. H. Stickney to American Coal Co.; W. Billmyer to George's Creek Coal & Iron Co.; W. Young and H. S. Miller to Hampshire & Baltimore Coal Co. Departed – Boats T. L. Betts, Little Nannie, C. Clifton, P. Agnew, S. Swain, J. H. Percy, Thomas Patton, C. Segerson, R. S. Grant, M. Sanford, W. Billmyer, H. S. Miller and W. Young.

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*Ibid.* p. 3. **Local Brevities** – A canal boatman named Mark Castle, from near Shepherdstown, was drowned yesterday afternoon a short distance above the town, by

accidently falling overboard from the canal boat *F. Ensminger*.

CA, Tue. 11/2/75, p. 4. **Canal Report** – 30 boats left this port yesterday, carrying 3,461 19 tons of coal as follows:

Boat	Destination	tons cwt
CONSOLIDATION CO.		
Monongahela	Williamsport	106 00
A. C. Gruber	Williamsport	116 16
Dove	Washington	114 01
Mary Mack	Alexandria	116 17
C. P. Manning	Georgetown	119 10
R. Shriver	Georgetown	119 10
Knights of Pythias	Georgetown	123 01
Ernst & Holland	Georgetown	120 15
Gen. Grant	Georgetown	109 02
9 boats	total	1,047 12
AMERICAN CO.		
Benj. Williamson	Alexandria	119 06
Daniel Annan	Alexandria	120 14
Michael Snow	Alexandria	114 08
H. C. Flagg	Alexandria	114 15
Dr. M. M. Lewis	Alexandria	119 04
Wm. Gregory	Alexandria	115 07
James Green	Alexandria	116 05
Wm. Darrow	Alexandria	115 16
8 boats	total	935 15
BORDEN CO.		
Jno. A. Spielman	Williamsport	110 13
Wm. Borden	Georgetown	120 05
Morning Star	Georgetown	113 12
Harry Borden	Georgetown	113 01
Exchange	Georgetown	105 15
Kate Prather	Georgetown	122 12
6 boats	total	685 18
NEW CENTRAL CO.		
M. S. O'Donnell	Georgetown	112 16
A. Bain	Georgetown	114 18
2 boats	total	227 14
BLAEN AVON		
Col. J. C. Lynn	Williamsport	120 14
Dr. Grimes	Williamsport	113 04
2 boats	total	233 18
GEORGE'S CREEK		
F. R. Bowers	Georgetown	110 15
R. T. Semmes	Georgetown	108 17
2 boats	total	219 12
MARYLAND CO.		
M. Sinclair	Georgetown	111 10

ES, Tue. 11/2/75, p. 4. **GEORGETOWN**

**River and Canal** – Arrived by canal – Boat Wheeler & Barron, with 1,600 bushels wheat for H. M. Talbott, 1,500 bushels wheat for T. C. Wheeler and 700 bushels wheat for Hartley & Bro.

AG, Tue. 11/2/75, p. 2. **CANAL COMMERCE** – Arrived – Boats American Flag, H. Delifield, W. Doerner, M. Kersey, W. E. Bell and G. E. Porter to American Coal Co.; J. Spencer, James H. Harris, W. H. Boyd and R. B. Cromptley to George's Creek Coal & Iron Co. Departed – Boats J. H. Stickney, R. S. Grant, R. Bender, A. S. Wintringham, James Dayton, Ed. Bayer, M. D. Corse and A. Main for Cumberland.

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*Ibid.* p. 4. **Police Report** – The following cases have been reported at police headquarters since yesterday afternoon:

Jack Williams, colored, for stealing a mule from the canal boat Samuel Swain, belonging to Mrs. Maria A. Patterson, was committed to jail for his appearance at the next term of the Corporation Court.

AG, Wed. 11/3/75, p. 2. **CANAL COMMERCE** – Arrived – Boats J. H. Woodburn and M. S. Fernsner, via Rock creek, to Hampshire & Baltimore Coal Co.; C. Robb, A. J. Charles, Thomas Patton, H. O. Claughton and J. A. Alexander to American Coal Co.; W. P. Wools to George's Creek Coal & Iron Co. Departed – Boats J. Spencer, American Flag, H. Delifield, W. Doerner, M. Kersey and W. E. Bell.

ES, Thu. 11/4/75, p. 4. **GEORGETOWN. River and Railroad Trade** – Arrived by canal – Boat Medley, with 750 bushels of wheat for Hartley & Bro., 900 bushels wheat for T. C. Wheeler, and 560 bushels wheat for H. M. Talbott; boat Jacob McGraw, with coal for Mayfield & Hieston; boat Hattie & Bessie, with 3,400 bushels wheat and 100 barrels flour for Hartley & Bro.

AG, Thu. 11/4/75, p. 3. **CANAL COMMERCE** – Arrived – Boats R. A. Godwin, via Rock creek, to Hampshire & Baltimore Coal Co.; Diligent to George's Creek Coal & Iron Co.; Samuel Reinhart to W. A. Smoot; D. Stewart, M. A. Myers and Rechabites to American Coal Co. Departed – Boats G. E. Porter, Charles Robb, J. H. Harris, A. J. Clark and W. H. Boyd.

ES, Fri. 11/5/75, p. 4. **GEORGETOWN.**

**River and Canal** – Arrived by canal – Boat Joseph R. Purcell, with coal for Mayfield & Hieston; boat Loudoun, with 3,800 bushels wheat and 20 bales hay for Hartley & Bro.; boat J. N. Thomas, with 3,200 bushels wheat and 500 bushels corn for J. G. & J. M. Waters; boat Round Top, with 750 barrels cement for same firm.

AG, Fri. 11/5/75, p. 2. **CANAL COMMERCE** – Arrived – Boats Wm. M. Price, H. A. Garrett and J. E. Coulehan, via Rock creek, to Hampshire & Baltimore Coal Co.; Wm. Smith, J. L. Reid, J. H. Platte, J. J. Swift, W. J. B. Lloyd, G. Sherman, S. S. Howison, W. J. Boothe, Jr., W. C. Hunter, W. Walsh, G. L. Boothe and J. Moore to American Coal Co.; Five Brothers to George's Creek Coal & Iron Co.; Minnie & Cora, limestone to E. Francis. Departed – Boats Thomas Patton, H. O. Claughton, J. A. Alexander, R. B. Cromptley, D. Stewart, M. A. Myers, Rechabites, S. Lloyd, W. Smith, John L. Reid, John H. Platte, W. J. B. Lloyd and Minnie & Cora.

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*Ibid.* p. 4. **Police Report** – The following cases have been reported at police headquarters since yesterday afternoon:

Harry Carter and Silas Harris, colored, arrested for robbing the canal boat *Samuel Swain*, were discharged for want of evidence.

ES, Sat. 11/6/75, p. 4. **GEORGETOWN.**



**River and Canal** – Arrived by canal –  
Boat H. M. Talbott, with 4,000 bushels wheat for  
H. M. Talbot.

AG, Sat. 11/6/75, p. 2. **CANAL COMMERCE**

– Arrived – Boats J. Wilson, S. Henry, L. A. Long, E. L. Moore, J. Bradburn, J. H. Parrott, J. Green, M. Snow and C. T. Hooff to American Coal Co.; E. J. Neal to George's Creek Coal & Iron Co.; Van Lear Sprigg, via Rock creek, to Hampshire & Baltimore Coal Co.

Departed – Boats J. J. Swift, G. Sherman, S. S. Howison, W. J. Boothe, W. Walsh, W. C. Hunter, J. P. Moore, G. L. Boothe, S. Henry and John Wilson.

CA, Mon. 11/8/75, p. 4. The receipts into the Treasury of the Chesapeake and Ohio Canal Company for the week ended October 30 were: From Cumberland, \$6,751.89; Williamsport, \$620.28; Hancock, \$421.59; total \$7,793.57.

**Canal Report** – 27 boats left this port Saturday, carrying 3,088 12 tons of coal as follows:

Boat	Destination	tons cwt
CONSOLIDATION CO.		
J. T. Davis	Georgetown	114 02
M. Waters	Georgetown	113 13
C. Slack	Georgetown	108 17
Okonoko	Georgetown	120 06
5 boats	total	456 18
MARYLAND CO.		
J. C. Grove	Georgetown	117 03
J. B. Slattery	Georgetown	104 03
Mollie & Bettie	Georgetown	115 19
H. B. Simonds	Georgetown	116 02
M. A. Brady	Georgetown	116 09
R. Burke	Georgetown	110 03
Henry Loveridge	Georgetown	112 04
H. Gerdeman	Washington	104 12
8 boats	total	896 18
BORDEN CO.		
C. B. Embrey	Williamsport	119 13
R. Herr	Georgetown	111 01
S. E. Hassett	Georgetown	118 01
Johnny & Frankie	Georgetown	114 08
Fall River	Georgetown	115 02
B. M. Young	Georgetown	115 04
J. H. Snyder	Georgetown	115 09
7 boats	total	808 18
NEW CENTRAL CO.		

C. C. Kelly	Georgetown	115 04
Thos. Hipsley	Georgetown	119 11
Katie & Addie	Georgetown	116 16
J. W. Carder	Georgetown	123 03
4 boats	total	477 14

AMERICAN CO.

A. S. Wintringham	Alexandria	111 17
M. Sanford	Alexandria	112 09
2 boats	total	224 06

GEORGE'S CREEK

Nannie Grove	Georgetown	111 01
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BLAEN AVON

J. B. Winslow	Georgetown	112 17
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ES, Mon. 11/8/75, p. 4. **GEORGETOWN.**

**The Missing Mrs. Castle** – The water was drawn off the Georgetown level of the canal yesterday for the purpose of searching for the body of Margaret Castle, the woman who was reported missing from the canal boat Ensminger a few days since, and who was supposed to have been drowned. After a thorough but futile search of the canal had been made, information was received here to the effect that Mrs. Castle was at Point of Rocks. It seems she is subjected at times to flightiness of mind and is accustomed at such times to wander around promiscuously.

AG, Mon. 11/8/75, p. 2. **CANAL**

**COMMERCE** – Arrived – Boats P. J. Smith to Consolidation Coal Co.; H. C. Flagg, W. Gregory, P. G. Uhler and J. W. Burke to American Coal Co.

Departed – Boats J. Wilson, S. Henry, Major E. L. Moore, L. A. Long, J. Bradburn, J. H. Parrott, Jr., J. Green, M. Snow, C. R. Hooff, Samuel Rinehart and P. J. Smith.

**Georgetown Coal Trade** – The coal trade in Georgetown during the past week was very brisk, the business showing an increase over previous weeks. The total receipts were 15,139 tons and the shipments 15,931 tons. During the week 150 boats arrived by canal.

*Ibid.* p. 3. **Mysterious Disappearance** – The Washington *Chronicle* says: "A white woman named Margaret Castle, of the canal boat

*F. Ensminger*, lying near the old distillery, has been missing from that boat since Saturday week. Her sons were in the mule house playing cards, when a sudden storm arose. When the men came on deck, the missing woman was nowhere to be seen, although she was on the boat a few minutes before. It was at first supposed that she had blown overboard and drowned, but subsequent draggings of the canal failed to recover the body. As she left the boat surreptitiously once before, it is quite likely that she took "French leave" again. In order to use every means to gain a clue to the whereabouts of Mrs. Castle, the water was drawn off the level of the canal Saturday night, and the bottom thoroughly searched yesterday by the Georgetown police under Sergeant Rodgers, but nothing whatever was found to give a clue to her whereabouts. It is supposed that she is, if alive, wandering about the woods in Virginia.

CA, Tue. 11/9/75, p. 4. **Canal Report.** – 29 boats left this port yesterday, carrying 3,253 07 tons of coal as follows:

Boat	Destination	tons cwt
<b>BORDEN CO.</b>		
Morning Star	Williamsport	112 01
Jno. A. Spielman	Williamsport	113 02
J. C. Hassett	Georgetown	107 11
Pattie Dunlop	Georgetown	110 00
John M. Resley	Georgetown	103 04
M. S. Haines	Georgetown	120 15
Tillie B. Lynn	Georgetown	110 14
H. S. Miller	Georgetown	116 15
Denton Jacques	Georgetown	118 19
9 boats	total	1,018 01
<b>CONSOLIDATION CO.</b>		
A. C. Gruber	Williamsport	114 00
Monongahela	Williamsport	107 12
Laura	Williamsport	115 14
V. S. Brashears	Williamsport	117 09
Capt. J. Sheridan	Williamsport	117 19
5 boats	total	572 14
<b>AMERICAN CO.</b>		
Richard Bender	Alexandria	119 12
Edward Bayer	Alexandria	119 15
James Dayton	Alexandria	115 04
Theo. L. Betts	Alexandria	116 12
Andrew Main	Alexandria	116 15
5 boats	total	587 18
<b>MARYLAND CO.</b>		

Ludlow Patton	Georgetown	80 02
B. R. Summers	Alexandria	109 07
2 boats	total	189 09
<b>NEW CENTRAL CO.</b>		
G. W. Knode	Georgetown	116 07
Iowa	Georgetown	112 19
2 boats	total	229 06
<b>GEORGE'S CREEK</b>		
W. H. Billmyer	Georgetown	116 12
Chris Segerson	Georgetown	116 14
2 boats	total	233 06
<b>INDIVIDUAL</b>		
Star No. 1	Georgetown	92 03
Jos. Murray	Hancock	119 00
R. Fannon	Georgetown	105 00
Wm. Young	Georgetown	115 10
4 boats	total	422 13

**Admitted to Bail.** – Barney McQuade charged with complicity in the attack upon Messrs. Fawcett and Mulvaney, was admitted to bail yesterday by the Court, his bond being fixed in the sum of three thousand dollars with Mrs. E. Keech and Thos. Sammons, Sr., as sureties.

ES, Tue. 11/9/75, p. 4. **GEORGETOWN.**

**River and Canal** – Arrived by canal – Boat Seneca, with 1,000 bushels wheat, 200 barrels flour and 300 bushels corn for T. C. Wheeler, and 600 bushels wheat and 200 bushels corn for H. M. Talbott.

AG, Tue. 11/9/75, p. 2. **CANAL COMMERCE** – Arrived- Boats Lilly Leman, R. H. Gordon and Loretto, via Rock creek, to Hampshire and Baltimore Coal Co.; J. W. Morris, D. Annon and J. R. Anderson to American Coal Co.; John N. Clary to George's Creek Coal & Iron Co. Departed – Boats H. C. Flagg, Wm. Gregory, W. P. Woolls, J. N. Clary, P. G. Uhler, Diligent and J. W. Burke.

CA, Wed. 11/10/75, p. 4. **Canal Report.** – 41 boats left this port yesterday, carrying 4,731 11 tons of coal as follows:

Boat	Destination	tons cwt
<b>CONSOLIDATION CO.</b>		
Hawk	Georgetown	117 03
A. B. Turner	Georgetown	115 15
L. L. Shives	Georgetown	115 07

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Dr. A. A. Biggs	Georgetown	112 06
Ino	Georgetown	118 12
Joel Charles	Georgetown	116 16
J. W. Turner	Georgetown	114 12
J. B. Varnum	Georgetown	105 19
S. T. Ekis	Georgetown	113 10
Geo. Hughes	Georgetown	118 18
J. M. Boyer	Williamsport	113 02
12 boats	total	1,378 02

## BORDEN CO.

F. Ensminger	Georgetown	116 00
C. A. Greene	Georgetown	114 03
Alice	Georgetown	114 16
Geo. W. Thecker	Georgetown	111 08
Charles E. Hassett	Georgetown	115 13
E. W. Stanhope	Williamsport	115 01
David Seibert	Williamsport	114 16
Lizzie & Phillie	Hancock	111 19
8 boats	total	913 01

## AMERICAN CO.

Weyand Doerner	Alexandria	118 08
American Flag	Alexandria	118 19
Henry Delifield	Alexandria	117 14
M. D. Corse	Alexandria	118 18
J. H. Stickney	Alexandria	116 18
R. S. Grant	Alexandria	114 05
Chas. Clifton	Alexandria	117 13
7 boats	total	823 05

## MARYLAND CO.

Thomas O'Connell	Georgetown	114 06
Ida & Willie	Georgetown	111 05
Etta & Rena	Georgetown	116 10
G. S. Young	Georgetown	117 13
Willie Snyder	Georgetown	116 15
W. H. Lowe	Georgetown	119 10
L. Agnew	Washington	117 04
John Sammon	Washington	111 16
8 boats	total	924 19

## GEORGE'S CREEK

Thomas J. Baker	Georgetown	115 06
John Spencer	Georgetown	115 12
2 boats	total	230 18

## BALEN AVON

M. Ruben	Knoxville	122 14
W. E. Turner	Williamsport	117 09
2 boats	total	1240 03

## NEW CENTRAL CO.

Little Joe	Georgetown	110 14
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## INDIVIDUAL

John T. Dixon	Georgetown	110 00
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ES, Wed. 11/10/75, p. 4. **GEORGETOWN**  
**River and Canal** – Arrived by canal –  
Caledonia with 1,000 bushels wheat and 90

barrels apples for Hartley & Bro. and 250 barrels  
of flour for J. G. & J. M. Waters; boat Hattie &  
Bessie with 3,300 bushels corn, 100 barrels  
flour, and 4 tons offal for Hartley & Bro..

AG, Wed. 11/10/75, p. 3. **CANAL**

**COMMERCE** - Arrived – Boats R. Emmett, F.  
F. Davis and P. L. Lemon, via Rock creek, to  
Hampshire and Baltimore Coal Co.; R. H.  
Miller, D. A. Lowe, M. M. Lewis and B.  
Williamson to American Coal Co.  
Departed – Boats J. W. Morris, J. R. Anderson  
and D. Annon.

CA, Thu. 11/11/75, p. 4. **Canal Report.** – 35  
boats left this port yesterday, carrying 3,951 01  
tons of coal as follows:

Boat	Destination	tons cwt
CONSOLIDATION CO.		
J. E. Stanhope	Williamsport	120 03
G. W. Barnett	Georgetown	109 19
W. Moorehead	Georgetown	108 13
Julia Tyler	Georgetown	115 04
S. S. Cunningham	Georgetown	111 01
Creole	Georgetown	115 16
Magpie	Georgetown	108 08
P. A. Gorman	Georgetown	115 17
Mrs. C. E. Charles	Georgetown	115 14
Dr. C. F. Russell	Williamsport	113 13
10 boats	total	1,134 09
BORDEN CO.		
Maggie B.	Georgetown	115 00
Martha	Georgetown	116 04
Emerald	Georgetown	115 01
Henry Kraus	Georgetown	115 14
Emma	Williamsport	115 16
5 boats	total	578 17
AMERICAN CO.		
J. A. Alexander	Alexandria	114 03
Chas. Robb	Alexandria	115 13
Wm. E. Bell	Alexandria	117 14
M. A. Myers	Alexandria	112 18
David Stewart	Alexandria	114 05
Matthew Kersey	Alexandria	115 12
Thomas Patton	Alexandria	117 08
7 boats	total	807 13
MARYLAND CO.		
H. T. Weld	Washington	95 10
Laura S.	Georgetown	114 06
Sharpsburg	Georgetown	109 06
J. E. Hughes	Georgetown	111 05
L. G. Stanhope	Georgetown	112 14

F. H. Irwin	Georgetown	108 13
6 boats	total	648 09
GEORGE'S CREEK		
Robert B. Cropley	Georgetown	115 02
M. S. Haines	Georgetown	119 10
2 boats	total	234 12
BALEN AVON		
J. R. Purcell	Williamsport	109 09
NEW CENTRAL CO.		
Clara	Georgetown	114 14
James Noble	Georgetown	109 17
Wm. Doyle	Georgetown	116 01
3 boats	total	340 12
INDIVIDUAL		
C. Wheatley	Georgetown	101 00

*Sun*, Thu. 11/11/75, p. 3. **Maryland Items**

On Saturday, Barney McQuade, accused of being implicated in the late attempt to assassinate the canal officers, in Allegany county, was released on bail in the sum of \$3,000.

*ES*, Thu. 11/11/75, p. 4. **GEORGETOWN.**

#### **Body of a Drowned Woman**

**Recovered.** – The body of Margaret Castle, who has been missing from the canal boat *F. Ensminger* since October 30, was found in the canal, near Ray's dock, this morning. It is supposed that she fell overboard on the day named, and that her body has been lying under one of the boats lying in that vicinity ever since. On Sunday last the water was drawn off the Georgetown level of the canal and a pretty general search made for the deceased, but which was suspended upon the receipt of news from the Point of Rocks that she had been seen at that place. The coroner has been notified and will hold an inquest this afternoon.

#### **Serious Break in the Canal.** –

Information has been received here from a reliable source that the recent rains have resulted in washing out a culvert on the four-mile level of the canal, and that traffic in the coal trade will thereby be delayed for ten days or two weeks.

#### **River and Canal** – Arrived by canal –

Boat Wheeler & Barron, with 2,200 bushels

wheat for Hartley & Bro., 1,100 bushels wheat for T. C. Wheeler and 500 bushels wheat for H. M. Talbott.

*AG*, Thu. 11/11/75, p. 2. **CANAL COMMERCE**  
- Arrived – Boats Alex Adams to Hampshire and Baltimore Coal Co.; R. T. Semmes, F. R. Bowers and James Marmaduke to George's Creek Coal and Iron Co.

Departed – Boats D. A. Lowe, R. H. Miller, M. M. Lewis, Five Brothers, B. Williamson and E. J. Neal.

#### *Ibid.* p. 3. **Missing Woman Found** –

Margaret Castle, the woman whose sudden and mysterious disappearance from the canal boat *Flora Ensminger*, at Georgetown about a week ago, was noticed at that time in the *Gazette*, has since then been found wandering about in the woods near the Point of Rocks in a deranged state of mind.

#### *Ibid.* p. 4. **Coal Trade** –

The receipts of coal from Cumberland by canal at this point are rapidly diminishing, and will soon stop for the season. The receipts of the Hampshire and Baltimore Coal Company have ceased entirely, and those of the other coal companies, whose agencies are located in this city, will stop at an early date. A large quantity of coal has accumulated at the several yards, and the shipments from this port will probably continue until river navigation is suspended by ice.

*CA*, Fri. 11/12/75, p. 4. **Canal Report.** – 35 boats left this port yesterday, carrying 4,050 19 tons of coal as follows:

Boat	Destination	tons cwt
BORDEN CO.		
W. R. Shaw	Georgetown	112 16
R. J. West	Georgetown	115 06
Little Nan	Georgetown	112 02
Onward	Georgetown	118 04
Henry Freeland	Georgetown	117 16
Jos. E. West	Georgetown	121 15
Zacharias & Cragin	Georgetown	117 11
Chas. B. Embrey	Williamsport	112 09
8 boats	total	927 19

# Canal Trade - 1875

CONSOLIDATION CO.			
Wm. Hill	Georgetown	115	08
A. M. Grove	Georgetown	117	14
W. H. Boyd	Georgetown	113	11
J. A. Graham	Georgetown	119	07
T. J. Baker	Williamsport	114	04
Willie & Annie	Alexandria	118	16
6 boats	total	699	00
AMERICAN CO.			
H. O. Claughton	Alexandria	117	00
Samuel Lloyd	Alexandria	118	04
John H. Platte	Alexandria	119	17
John L. Read	Alexandria	117	05
Rechabites	Alexandria	115	01
Wm. J. Boothe, jr.	Alexandria	114	09
A. Jackson Clark	Alexandria	114	03
7 boats	total	812	19
MARYLAND CO.			
Abram Kuhn	Georgetown	112	17
Queen City	Georgetown	123	02
A. K. Syester	Georgetown	117	05
Dr. J. P. Broderick	Alexandria	114	06
4 boats	total	467	10
GEORGE'S CREEK			
Harlow & Bros.	Georgetown	116	09
J. H. Percy	Georgetown	112	04
Wm. P. Wools	Georgetown	116	10
Diligent	Georgetown	111	00
4 boats	total	465	14
NEW CENTRAL CO.			
John Hammond	Georgetown	117	09
M. E. Tice	Georgetown	113	18
C. W. Adams	Georgetown	114	02
3 boats	total	345	09
BLAEN AVON			
J. B. Winslow	Williamsport	116	08
INDIVIDUAL			
G. P. DeWitt	Georgetown	103	00
Mayfield & Hieston	Georgetown	110	00
2 boats	total	213	00

NR, Fri. 11/12/75, p. 4. It is reported that the recent rains have resulted in washing out a culvert on the four-mile level of the Chesapeake and Ohio canal, and that traffic in the coal trade will thereby be delayed for ten days or two weeks.

ES, Fri. 11/12/75, p. 4. **GEORGETOWN.**  
**The Drowned Woman** – Yesterday afternoon, the coroner viewed the body of Mrs. Margaret Castle, who was found drowned in the canal yesterday, and deeming an inquest unnecessary

ordered the body to be turned over to her son, who this morning started with the remains for Hancock, Md., where they will be buried.

**The Break in the Canal** on the four-mile level is not so serious as was reported yesterday, and boats will be running both ways as usual in a day or two.

AG, Fri. 11/12/75, p. 2. **CANAL COMMERCE** – Arrived – Boats E. F. Wheeler, W. R. Shaw and Elmer & Katie, via Rock creek, to Hampshire & Baltimore Coal Co.; Fleming & Motter to J. P. Agnew; M. A. Myers and Rechabites to American Coal Co.  
 Departed – Boats Robert Emmett, M. A. Myers and Rechabites.

**Coal Trade** – The shipments of Cumberland coal for the week ending November 6 amounted to 39,698 tons 19 cwt., a decrease compared with the corresponding week of last year of 11,740 tons 11 cwt. For the year to that date 2,002,889 tons 2 cwt. were shipped, showing a decrease as compared with the like period in 1874 of 80,686 tons 2 cwt.; Chesapeake and Ohio Canal increase, 80,423 tons 3 cwt.; Baltimore and Ohio Railroad decrease 233,665 tons 18 cwt.; Pennsylvania Railroad increase 72,557 tons 13 cwt.

*Ibid*, p. 3. **CANL COMMERCE**  
 Arrived – Boats Lucinda to George's Creek Coal and Iron Co.; M. Sandford, Wm. Darrow and A. S. Wintringham to American Coal Co.; Minnie & Cora limestone to E. Francis.  
 Departed – Boats R. T. Semmes, F. R. Bowers, Minnie & Cora, J. Marmaduke and Lucinda.

*Ibid*, p. 4. **Break in the C. & O. Canal** – It is reported that the recent rains have resulted in washing out a culvert on the four-mile level of the Chesapeake and Ohio canal, and that traffic in the coal trade will thereby be delayed for ten days or two weeks.

(The above is from the Washington *Star* of yesterday. The break did occur, but it was slight, has since been repaired, and the boats that arrived here this morning passed over its site and report the canal in good order.)

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**Two Stories** – The Cumberland *Times* of Wednesday last said that Margaret Castle, the woman missing from the canal boat [*Flora*] *Ensminger*, had been found wandering about in the woods, near the Point of Rocks, but in the Washington *Star* of yesterday says: “The body of Margaret Castle, who has been missing from the canal boat [*Flora*] *Ensminger* since October 30, was found in the canal, near Ray’s dock this morning. It is supposed that she fell overboard on the day named, and that her body has been lying under one of the boats lying in that vicinity ever since. On Sunday last the water was drawn off the Georgetown level of the canal and a pretty general search made for the deceased, but which was suspended upon the receipt of news from the Point of Rocks that she had been seen at that place. The coroner has been notified and will hold an inquest this afternoon.”

CA, Sat. 11/13/75, p. 4. The remains of Mrs. Castle, drowned from a canal boat in Georgetown, have been taken to Williamsport for internment.

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 The break on the four-mile level of the canal is not as serious as reported. Boats will pass both ways in a few days.

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**Canal Report.** – 48 boats left this port yesterday, carrying [illegible] tons of coal as follows:

Boat	Destination	tons cwt
CONSOLIDATION CO.		
Monongahela	Williamsport	107 13
Dove	Washington	117 19
G. Meredith	Georgetown	115 02
W. C. Ernst	Georgetown	120 19
Robin	Georgetown	116 04
H. J. Kenah	Georgetown	114 05
H. C. Hicks	Georgetown	116 06
Elmer & Kate	Georgetown	115 17

S. K. Miller	Georgetown	118 15
Mohawk	Georgetown	116 10
D. A. Miller	Georgetown	115 16
P. J. Smith	Georgetown	112 01
Uno	Georgetown	109 17
Jacob McGraw	Georgetown	114 02
W. Irving	Georgetown	114 01
15 boats	total	1,725 07

## AMERICAN CO.

Geo. Sherman	Alexandria	116 00
W. Walsh	Alexandria	118 17
S. S. Howison	Alexandria	116 11
Jno. Bradburn	Alexandria	115 18
Jno. P. Moore	Alexandria	116 00
Jno. J. Swift	Alexandria	117 09
Dr. G. E. Porter	Alexandria	117 01
Wm. Smith	Alexandria	119 09
8 boats	total	937.06

## BORDEN CO.

L. N. Lovell	Georgetown	117 02
Sallie J. Kelly	Georgetown	118 11
A. H. Blackiston	Georgetown	109 09
Ida & Sallie	Georgetown	113 07
New Era	Georgetown	104 13
Donna Tilghman	Georgetown	119 10
Henry Boley	Georgetown	116 08
Jno. A. Spielman	Williamsport	112 09
8 boats	total	910 14

## MARYLAND CO.

Phillie G.	Hancock	119 14
Samuel Reinhart	Alexandria	116 00
Dr. F. C. Doyle	Georgetown	117 07
Henry Boyd	Georgetown	117 18
Col. J. C. Lynn	Georgetown	120 13
Dr. Grimes	Georgetown	117 09
Baltimore	Georgetown	116 02
7 boats	total	825 03

## NEW CENTRAL CO.

Mary Mertens	Georgetown	122 14
B. F. Price	Georgetown	111 07
Samuel H. Davis	Georgetown	118 10
3 boats	total	350 11

## GEORGE’S CREEK

T. J. Mahaffy	Georgetown	120 01
Dr. F. M. Davis	Georgetown	113 03
2 boats	total	233 04

## INDIVIDUAL

Samuel Swain	Georgetown	105 00
Kate Brooks	Georgetown	112 14
2 boats	total	217 14

## BLAEN AVON

Elizabeth	Williamsport	116 08
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NR, Sat. 11/13/75, p. 4. The body of Mrs. Margaret Castle, who was found drowned in the

canal, was yesterday taken to Hancock, Maryland, for burial by the son of the deceased.

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The break in the Chesapeake and Ohio canal on the four-mile level will be repaired so that boats will be running as usual in a day or two, as it turns out not to be so serious as at first reported.

AG, Sat. 11/13/75, p. 4. **Overboard** – Captain Robert Porter of the canal boat Samuel Swain, lying at the docks of the Hampshire and Baltimore Coal Company, while carrying a sack of salt from the wharf on board of that boat yesterday afternoon, slipped and fell into the dock, the sack of salt, however, falling on the boat and remaining there. He was speedily rescued by two of his boatmen, who witnessed the accident.

CA, Mon. 11/15/75, p. 4. **Canal Report.** – 48 boats left this port yesterday, carrying 4,624 07 tons of coal as follows:

Boat	Destination	tons cwt
CONSOLIDATION CO.		
Blue Bell	Georgetown	117 13
A. F. Lantz	Georgetown	118 01
J. K. Whitford	Georgetown	116 17
Lark	Georgetown	113 02
Owl	Georgetown	109 19
Dr. Delaplane	Georgetown	110 08
Energy	Georgetown	115 02
L. R. Fechtig	Georgetown	113 07
C. P. Manning	Georgetown	118 03
Jimmy M., Jr.	Georgetown	118 13
A. C. Gruber	Williamsport	119 04
Albert Zeigler	Alexandria	114 14
12 boats	total	1,384 04
MARYLAND CO.		
S. S. Lynn	Georgetown	117 07
Johnny & Tommy	Georgetown	117 19
M. H. Russell	Georgetown	110 19
Thomas Sammons	Georgetown	121 08
P. J. Sowers	Georgetown	117 13
E. Mulvaney	Alexandria	116 02
6 boats	total	702 01
BORDEN CO.		
Dr. O. M. Schindel	Georgetown	124 00
Borden & Lovell	Georgetown	115 13
Rebecca B. Lynn	Georgetown	118 18
Alexander	Georgetown	117 19

Morning Star	Williamsport	113 08
E. W. Stanhope	Williamsport	125 06
6 boats	total	715 04
AMERICAN CO.		
G. L. Boothe	Alexandria	114 03
Maj. E. L. Moore	Alexandria	115 03
L. A. Long	Alexandria	117 03
Samuel Henry	Alexandria	113 06
W. C. Hunter	Alexandria	119 01
J. H. Parrott, jr.	Alexandria	113 08
W. J. B. Lloyd	Alexandria	112 12
7 boats	total	804 16
NEW CENTRAL CO.		
L. L. Mouse	Georgetown	116 08
Lillie & May	Georgetown	117 03
J. H. Houck	Georgetown	117 14
3 boats	total	351 15
GEORGE'S CREEK		
Thomas Moore	Georgetown	114 16
Five Brothers	Georgetown	123 03
2 boats	total	226 02
INDIVIDUAL		
W. H. Coin	Georgetown	105 00
Geo. Hutton	Georgetown	105 00
2 boats	total	210 00
BLAEN AVON		
W. E. Turner	Williamsport	115 19
M. Scally	Georgetown	114 16
2 boats	total	230 15

ES, Mon. 11/15/75, p. 4. **GEORGETOWN**

**River and Canal** – Arrived by canal – Boat Loudoun, with 3,800 bushels wheat for Hartley & Bro. and 29 barrels ear corn for H. M. Talbott, with 2,000 bushels wheat for H. M. Talbott, and 650 bushels wheat for T. C. Wheeler; boat J. N. Thomas, with 3,800 bushels wheat for J. G. & J. M. Waters, and 800 bushels corn for H. M. Talbott.

CA, Tue. 11/16/75, p. 4. **Canal Report.** – 37 boats left this port yesterday, carrying 4,268 09 tons of coal as follows:

Boat	Destination	tons cwt
CONSOLIDATION CO.		
Grason & Fannie	Williamsport	112 06
J. N. Clary	Washington	116 12
W. L. Read	Washington	121 04
Allan Campbell	Georgetown	115 19
D. M. Reed	Georgetown	115 19
W. Thompson	Georgetown	120 12
A. J. Center	Georgetown	110 05
J. R. Cruzen	Georgetown	115 18

Geo. A. Pearre	Georgetown	110 15
9 boats	total	1,039 10
BORDEN CO.		
David Seibert	Williamsport	112 00
J. R. Haines	Georgetown	112 10
Wm. Staples	Georgetown	118 04
Alonzo Berry	Georgetown	115 07
Invincible	Georgetown	124 18
J. R. Masters	Georgetown	115 03
J. H. Farrow	Georgetown	118 12
John G. Lynn	Georgetown	117 07
8 boats	total	934 01
AMERICAN CO.		
H. C. Flagg	Alexandria	114 12
Peter G. Uhler	Alexandria	116 05
Michael Snow	Alexandria	116 12
James Green	Alexandria	120 06
Wm. Gregory	Alexandria	118 16
Jno. Wilson	Alexandria	116 08
Chas. R. Hooff	Alexandria	117 15
7 boats	total	820 14
MARYLAND CO.		
Steamer L. Patton	Georgetown	102 15
Carrie & Margie	Georgetown	112 18
Mountain City	Georgetown	111 03
3 boats	total	326 16
NEW CENTRAL CO.		
J. W. Rhind	Georgetown	118 07
Belle Resley	Georgetown	122 02
J. J. Moore	Georgetown	111 14
3 boats	total	352 03
BLAEN AVON CO.		
Wm. Mertens	Georgetown	117 15
J. W. Grant	Georgetown	121 16
2 boats	total	239 11
GEORGE'S CREEK		
F. R. Bowers	Georgetown	114 02
R. T. Semmes	Georgetown	115 04
2 boats	total	229 06
INDIVIDUAL		
Chas. Ridgley	Georgetown	105 00
M. A. West	Harper's Ferry	119 01
Star No. 1	Georgetown	102 06
3 boats	total	326 08

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Thomas Cumberland, a workman at the boat yard of Mr. Fred Mertens, while hewing a piece of timber yesterday with an adze by some mischance the instrument slipped and cut his right foot in a very severe manner, nearly severing the great toe from the foot. His injuries were promptly attended to by Dr. Pat. Healey.

ES, Tue. 11/16/75, p. 4. **GEORGETOWN.**

**River and Canal** – Arrived by canal – Boat Seneca, with 2,000 bushels wheat, 500 bushels mill feed, 200 bushels corn, and 130 barrels for T. C. Wheeler, and 100 bushels wheat for H. M. Talbott.

AG, Tue. 11/16/75, p. 4. **CANAL COMMERCE**

- Arrived – Boats H. Delifield, J. H. Stickney, American Flag, S. Lloyd, Rechabites and T. Patton to American Coal Co.; steamer Alpha and boats J. Spencer, R. B. Cropley, Harlow Bros., J. W. Harris, J. Douglass and Diligent to George's Creek Coal and Iron Co.

Departed – Boats A. J. Akin, T. H. Faile, T. L. Betts, J. Spencer, J. A. Alexander, D. Stewart, M. A. Myers, C. Segerson, C. Robb, H. Delifield, J. H. Stickney, S. Lloyd, American Flag and Rechabites.

ES, Wed. 11/17/75, p. 4. **GEORGETOWN**

**River and Canal** – Arrived by canal – Boat Round Top, with 750 barrels cement for J. G. & J. M. Waters; boat Hattie & Bessie, with 3,400 bushels corn and 100 barrels flour for Hartley & Bro.; boat Wheeler & Barron, with 3,000 bushels wheat for Hartley & Bro., and 900 bushels wheat for H. M. Talbott.

Thu. 11/18/75, p. 4. From the Hagerstown *News* we learn that Mrs. Mary Hardey, while attending a dance at the house of Jas. Colbert, at the lock near Harper's Ferry, lost her life by the overturning of a lamp by Mr. C. The account states that while she was enveloped in flames all the party ran out, leaving her to battle for life alone, and she was burned to a crisp.

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The receipts into the treasury of the Chesapeake and Ohio Canal Company for the week ending November 13 were: - From Cumberland, \$3,387.22; Georgetown, \$509; Hancock, \$138.81; and Williamsport, \$457.34; total, \$4,483.68. Revenue accrued at Cumberland for the week, \$12,593.45. 226



boats cleared during the week carrying 95,932 tons of coal.

CA, Fri. 11/19/75, p. 4. **Canal Report.** – 31 boats left this port yesterday, carrying 3,577 07 tons of coal as follows:

Boat	Destination	tons cwt
CONSOLIDATION CO.		
Yonkers	Georgetown	112 08
Maryland	Georgetown	115 08
C. W. Brengle	Georgetown	119 06
J. & D. Nuse	Georgetown	117 12
T. J. Nimmo	Georgetown	108 11
Linnet	Georgetown	112 16
J. R. Purcell	Georgetown	114 10
Norrie & Willie	Alexandria	113 14
Monongahela	Williamsport	110 12
9 boats	total	1,024 15
BORDEN CO.		
Susan Charles	Georgetown	120 02
F. L. Tilghman	Georgetown	118 16
Harry Borden	Georgetown	116 19
Nathan Williams	Georgetown	113 09
Wm. Borden	Georgetown	113 16
Geo. T. Gatrell	Georgetown	118 02
Isaac Wilson	Georgetown	116 03
John A. Spielman	Georgetown	111 16
8 boats	total	930 03
MARYLAND CO.		
B. L. Slack	Georgetown	113 14
Geo. B. Oswald	Georgetown	118 17
Jos. Murray	Georgetown	109 06
Cherokee Tribe	Georgetown	114 04
T. J. Boyer	Georgetown	122 17
M. Whitson	Georgetown	119 00
B. R. Summers	Alexandria	117 10
7 boats	total	815 08
NEW CENTRAL CO.		
M. S. O'Donnell	Georgetown	116 00
E. M. Bynon	Georgetown	113 13
2 boats	total	229 13
AMERICAN CO.		
Andrew Main	Alexandria	114 14
R. H. Miller	Alexandria	116 01
2 boats	total	234 15
GEORGE'S CREEK		
Thos. J. Butler	Georgetown	122 00
BLAEN AVON		
J. B. Winslow	Williamsport	115 13
INDIVIDUAL		
R. A. Goodwin	Georgetown	105 00

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**The Trial of Barney McQuade and Martin Smith.** – The trial of these two men on

the charge of attempting to defraud the government of the United States is still in progress before Judges Giles and Bond of the U. S. District Court in Baltimore. The evidence for the United States was concluded yesterday, and the case made is as follows: A discharge from the army in the name of Alfred Slick was presented to the petition office at Washington last March in support of a demand for bounty due the said Slick. It was presented by a claim agent named McCullough who claimed to have received it with other papers and affidavits from Barney McQuade. The matter was placed in the hands of a detective for investigation, as fraud was suspected. The detective came to Cumberland on pretense of being in search of further testimony. He saw McQuade and stated what was said to be lacking in order to make the claim good. McQuade agreed to produce the desired evidence, and to that end brought three men before Justice Jones – one of whom was the mythical Slick, but whose real name is Stinerock – the other two were named Kelly and Barkly, respectively. They made the required affidavit which was duly forwarded to Washington. The arrest of the whole party followed. Stinerock, Kelley and Barkley pleaded guilty at the last term of the U. S. Court and are now in the penitentiary. McQuade and Smith were admitted to bail. Among the witnesses yesterday was the real claimant of the discharge, who swore that he lost the paper while in the employ of Martin Smith several years ago. The three convicts were brought into court in their curious prison garb and testified in behalf of the United States. The defense is that Stinerock personated Slick and imposed upon the prisoners, McQuade and Smith, and that they are innocent of any intention of fraud. A number of witnesses yesterday testified that they only knew Stinerock by the name of Slick. The evidence will likely close today and the case go to the jury. If a verdict is reached, we will have it in time for tomorrow's issue. The prisoners are defended by Hon. A. K. Syester and Wm. M. Price and R.

Chew Jones, Esq.'s. The United States is represented by Archibald Sterling, Esq.

ES, Fri. 11/19/75, p. 4. **GEORGETOWN.**

**An Alleged Mule Thief Arrested.** – Yesterday afternoon a colored man, who gave the names of Philip Edelin and Frank Payton, was arrested by Sergeant Hess and Officers Lyle and White, having in his possession a mule supposed to have been stolen. Upon investigation Lieutenant Hurley found that the mule was stolen from Mr. John W. Grove, captain of the canal boat Wm. H. Boyd. Payton was placed in the station house.

**River and Canal.** – Arrived by canal – Boat Caledonia, with 1,700 bushels of wheat for Hartley & Bro., and 112 barrels flour for J. G. & J. M. Waters; boat Medley, with 1,000 bushels of wheat for Hartley & Bro., and 400 bushels of wheat for T. C. Wheeler.

AG, Thu. 11/18/75, p. 4. **CANAL COMMERCE** – Arrived – Boats J. Bradburn, W. Walsh and G. L. Bothe to American Coal Co.; Wm. P. Wools to George's Creek Coal and Iron Co.; A. Sigler to T. J. Mehaffey & Co.; J. B. Broderick to W. A. Smoot.

Departed – Boats J. L. Reid, J. H. Platte, M. Kersey, J. H. Harris, G. E. Porter and J. Douglass.

AG, Mon. 11/15/75, p. 4. **CANAL COMMERCE** – Arrived – Boats A. Bruce to Consolidation Coal Co.; W. Doerner, W. E. Bell, R. Bender, M. D. Corse, A. J. Akin, T. H. Faile, T. L. Betts, D. Stewart, J. A. Alexander, M. A. Myers and Charles Robb to American Coal Co. Departed – Boats W. H. Billmyer, Thomas J. Bottler, B. R. Summers, A. Bruce, W. Doerner, W. E. Bell, R. Bender and M. D. Corse.

AG, Fri. 11/19/75, p. 4. **CANAL COMMERCE** – Arrived – Boats Belle, Five Brothers, T. J. Mehaffey and J. H. Percy to George's Creek Coal and Iron Co.; H. O. Claughton, L. A. Long,

G. Sherman, Maj. E. L. Moore, W. C. Hunter, J. H. Parrott, Jr. and A. J. Clark to American Coal Co.

Departed – Boats J. Bradburn, Harlow Bros., W. Walsh, G. L. Boothe, L. G. Stanhope, H. O. Claughton, Baltimore and L. A. Long.

CA, Sat. 11/20/75, p. 4. **Canal Report.** – 42 boats left this port yesterday, carrying 4,750 15 tons of coal as follows:

Boat	Destination	tons cwt
<b>MARYLAND CO.</b>		
Henry Gerdeman	Washington	104 03
J. F. Kriegh	Georgetown	110 17
Peter Fleckenstein	Georgetown	113 11
Malcolm Sinclair	Georgetown	112 02
R. L. Gross	Georgetown	103 09
Edward Rizer	Georgetown	116 17
Three Brothers	Georgetown	116 17
A. E. McQuade	Georgetown	110 18
Mattie	Georgetown	118 17
B. F. Charles	Georgetown	111 08
D. L. Taylor	Georgetown	127 10
A. L. Miller	Georgetown	120 04
12 boats	total	1,365 13
<b>CONSOLIDATION CO</b>		
Grason & Fannie	Williamsport	111 16
J. Snively	Williamsport	117 15
M. C. Clay	Williamsport	116 03
W. Weber	Williamsport	122 00
Robert Shriver	Williamsport	114 02
Ernst & Holland	Williamsport	121 03
M. M. Jane	Williamsport	113 01
M. Waters	Williamsport	115 11
R. I. Morris	Williamsport	118 06
9 boats	total	1,166 15
<b>AMERICAN CO.</b>		
Chas. Robb	Alexandria	117 03
M. D. Corse	Alexandria	119 05
Richard Bender	Alexandria	117 06
Henry Delifield	Alexandria	116 11
M. A. Myers	Alexandria	115 12
J. A. Alexander	Alexandria	113 11
David Stewart	Alexandria	113 08
7 boats	total	812 16
<b>BORDEN CO.</b>		
Loretto	Williamsport	115 11
David Siebert	Williamsport	113 00
Jno. C. Hassett	Georgetown	111 01
R. Herr	Georgetown	108 11
Sallie E. Hassett	Georgetown	117 16
Tillie B. Lynn	Georgetown	108 13
M. S. Haines	Georgetown	114 00
7 boats	total	789 12

# Canal Trade - 1875

## NEW CENTRAL CO.

Ben Miller	Georgetown	116 13
F. A. Mertens	Georgetown	116 10
W. E. Turner	Georgetown	116 08
3 boats	total	349 11

## INDIVIDUAL

W. H. Billmyer	Georgetown	118 08
Geo. Hughes	Georgetown	116 00
J. W. Carder	Oldtown	32 00
3 boats	total	366 08

ES, Sat. 11/20/75, p. 4. **GEORGETOWN.**

**Dangerously Ill.** – Capt. John Moore, one of the oldest and most respected of our citizens, is lying in a very critical condition, of paralysis, at his residence on Dumbarton street, and but little hope is entertained of his recovery.

**The Canal.** – Arrived by canal – Boat Seneca, with 500 bushels of wheat for H. M. Talbott, and 400 bushels wheat, 200 bushels corn, 200 bushels shipstuff and 130 barrels flour for T. C. Wheeler; boat Loudoun, with 3,800 bushels wheat for Hartley & Bro.

AG, Sat. 11/20/75, p. 3. **CANAL COMMERCE**

- Arrived – Boats S. Henry, Wm. Smith and S. S. Howison to American Coal Co.

Departed – Boats G. Sherman, S. Rhinehart, Diligent, A. Sigler, E. L. Moore, W. C. Hunter, S. Henry and A. J. Clark.

CA, Mon. 11/22/75, p. 4. **Canal Report.** – 35 boats left this port yesterday, carrying 4,024 12 tons of coal as follows:

Boat	Destination	tons cwt
CONSOLIDATION CO.		
V. S. Brashear	Georgetown	113 02
J. W. Turner	Georgetown	119 06
Anna Bruce	Georgetown	117 02
C. H. Dalton	Georgetown	113 04
A. B. Turner	Georgetown	116 02
Wm. Young	Washington	120 15
J. T. Dixon	Washington	113 10
7 boats	total	813 01
BORDEN CO.		
J. Woodburn	Williamsport	120 05
Chas. B. Embrey	Williamsport	115 03
Little Nan	Georgetown	110 00
F. J. Laing	Georgetown	121 14
C. H. Knott	Georgetown	116 05

New Era	Georgetown	107 05
Geo. W. Thecker	Georgetown	110 16
H. S. Miller	Georgetown	110 18
Alice	Georgetown	115 15
9 boats	total	1,028 01

## MARYLAND CO.

R. Burke	Georgetown	109 17
Wm. T. Hassett	Georgetown	114 04
M. A. Brady	Georgetown	113 14
Phillie G.	Georgetown	117 14
E. F. Wheeler	Georgetown	110 18
G. Berkebile	Georgetown	119 02
P. J. Sowers	Georgetown	113 17
R. B. Cropley	Washington	112 08
8 boats	total	911 13

## AMERICAN

Wm. J. Boothe, Jr.	Alexandria	116 10
American Flag	Alexandria	117 09
A. J. Akin	Alexandria	118 15
T. H. Faile	Alexandria	118 18
Rechabites	Alexandria	117 08
J. H. Stickney	Alexandria	116 05
6 boats	total	705 02

## NEW CENTRAL CO.

I. J. Kreps	Georgetown	116 11
Wm. Moffett	Georgetown	113 10
M. E. Tice	Georgetown	109 12
3 boats	total	349 13

## INDIVIDUAL

J. Marmaduke	Georgetown	105 00
M. Fannon	Harper's Ferry	112 04
2 boats	total	217 04

ES, Mon. 11/22/75, p. 4. *The Fraudulent Bounty Claim Case.* – The trial of Barney McQuade as principal, and Martin Smith as accessory, both of Allegany county, Maryland, on the charge of a conspiracy to defraud the United States by means of fraudulent bounty claims, was concluded on Saturday, the jury bringing in a verdict of guilty after being out two hours. Barney McQuade disappeared very suddenly on Saturday morning and his bail was forfeited. He and Smith were each under \$2,000 bail. It is supposed that he is still in Baltimore. He is also under bail for his appearance at the January term of the Circuit Court for Allegany county on a charge of attempting to assassinate Paymaster Fawcett and Superintendent Mulvaney, of the Chesapeake and Ohio canal, some weeks ago, while they were traveling on the canal paying off the hands.

Martin Smith remained in the court-room until the jury rendered their verdict. He was much affected when the result was announced, and cried like a child. It is in the discretion of the court whether to imprison Smith or only fine him, but the penalty in McQuade's case is confinement to the penitentiary for not less than two or more than five years. George Steinrock, now in the penitentiary, was one of the parties to the conspiracy, representing a fictitious soldier under the name of Slick. The defense was represented by Attorney General Syester, R. Chew Jones and Wm. M. Price, of Cumberland, Wm. Fell Giles, Jr., and J. Thompson Mason, A. Sterling, Jr., prosecuting.

### GEORGETOWN

**The Canal.** – Arrived by canal – Boat Congress with coal for Mayfield & Hieston; boat Hattie & Bessie with 3,400 bushels of wheat and 5 tons mill feed for Hartley & Bro.

AG, Mon. 11/22/75, p. 3. **CANAL**

**COMMERCE** - Arrived – Boats P. G. Uhler, J. W. Morris, J. J. Swift, C. R. Hooff, M. Sandford, A. Main, J. W. Burke and G. P. Lloyd to American Coal Co.; Ed. Mulvaney, T. Lannon and A. Adams to W. A. Smoot; Katie & Addie to Blaen Avon Coal Co.; Minnie & Cora, limestone to E. Francis; Dr. F. M. Davis to George's Creek Coal and Iron Company.

Departed – Boats J. H. Parrott, Jr., J. B. Broderick, Belle, S.S. Howison, P. G. Uhler, J. W. Morris, W. Smith, W. P. Wools, Minnie & Cora, J. J. Swift, C. R. Hooff and T. J. Mehaffey.

*Ibid.* p. 4. **Local Brevities** – Rumors of smallpox in Cumberland are so rife, and so many canal boatmen are coming here from that city, that fears of the introduction of the disease into this city are entertained, and as the station house has lately been occupied by persons from Cumberland, either as prisoners or lodgers, it was fumigated this morning.

AG, Tue. 11/23/75, p. 4. **CANAL COMMERCE** - Arrived – Boats W. Gregory, W. J. B. Lloyd, J. Green and M. Snow to American Coal Co.; F. R. Bowers and Lucinda to George's Creek Coal and Iron Co.

Departed – Boats M. Sandford, J. W. Burke, A. Main, Five Brothers, Ed Mulvaney, F. R. Bowers, Lucinda and G. P. Lloyd.

CA, Wed. 11/24/75, p. 4. **Canal Report.** – 36 boats left this port yesterday, carrying 4,134 13 tons of coal as follows:

Boat	Destination	tons cwt
<b>CONSOLIDATION CO.</b>		
G. W. Barnett	Georgetown	115 01
L. L. Shives	Georgetown	119 14
Ino	Georgetown	112 12
Dr. C. F. Russell	Georgetown	112 12
Robin	Georgetown	117 04
G. Meredith	Georgetown	119 15
Joel Charles	Georgetown	113 16
S. T. Ekis	Georgetown	115 18
Dove	Washington	119 03
Monongahela	Williamsport	108 04
10 boats	total	1,153 19
<b>MARYLAND CO.</b>		
Johnny & Tommy	Georgetown	117 15
John Weir	Georgetown	114 04
H. W. Dellinger	Georgetown	110 16
Willie & Annie	Georgetown	110 12
Etta & Rena	Georgetown	112 10
Willie Snyder	Georgetown	120 10
H. B. Simonds	Georgetown	111 00
Thos. O'Connell	Georgetown	112 06
M. E. Spier	Georgetown	113 14
Kate Brooks	Georgetown	110 13
10 boats	total	1,134 12
<b>BORDEN CO.</b>		
E. W. Stanhope	Georgetown	114 01
Henry Kraus	Georgetown	118 00
Martha	Georgetown	117 08
Henry Freeland	Georgetown	118 11
J. E. West	Georgetown	115 05
Donna Tilghman	Georgetown	109 12
W. S. Shaw	Georgetown	113 03
R. J. West	Georgetown	115 03
Henry Boley	Georgetown	118 16
9 boats	total	1,040 13
<b>AMERICAN</b>		
Maj. E. L. Moore	Alexandria	116 05
Wm. C. Hunter	Alexandria	116 16
Geo. Sherman	Alexandria	111 02
3 boats	total	344 03

# Canal Trade - 1875

## INDIVIDUAL

Mrs. C. E. Charles	Georgetown	115 16
M. Ruben	Georgetown	115 00
G. Blackburn	Georgetown	116 05
3 boats	total	345 16

Wed. 11/24/75, p. 2.<sup>2</sup> **Fatal Lamp Accident** – The Hagerstown *News* says that Mrs. Mary Hardy, attending a dance at the house of James Colbert, at the Harper's Ferry canal lock, on Monday night, was burned to death from flames made by the explosion or breaking of a kerosene lamp.

AG, Wed. 11/24/75, p. 3. **CANAL COMMERCE** – Arrived – Boat R. T. Simms to George's Creek Coal Co.  
Departed – Boat Martin Scally.

CA, Thu. 11/25/75, p. 4. **Canal Report.** – 38 boats left this port yesterday, carrying 4,288 16 tons of coal as follows:

Boat	Destination	tons cwt
CONSOLIDATION CO.		
Dr. Delaplane	Georgetown	114 15
P. A. Gorman	Georgetown	117 11
Wm. Hill	Georgetown	116 10
P. J. Smith	Georgetown	114 08
W. H. Boyd	Georgetown	115 07
Hawk	Georgetown	116 14
W. Irving	Georgetown	112 06
R. H. Gordon	Georgetown	113 00
S. K. Miller	Georgetown	119 06
A. M. Grove	Georgetown	120 16
P. L. Lemen	Williamsport	113 08
11 boats	total	1,274 01
MARYLAND CO.		
Mary Mack	Alexandria	111 04
H. T. Weld	Washington	98 05
A. Spier	Georgetown	108 05
Laura S.	Georgetown	114 05
Ida & Willie	Georgetown	110 16
W. H. Lowe	Georgetown	112 11
J. B. Slattery	Georgetown	102 09
Geo. S. Young	Georgetown	115 14
H. Loveridge	Georgetown	111 01
9 boats	total	984 06
BORDEN CO.		
Alexander	Georgetown	115 04
Invincible	Georgetown	117 17

Borden & Lovell	Georgetown	116 10
J. R. Masters	Georgetown	119 14
Sallie J. Kelly	Georgetown	115 09
L. N. Lovell	Georgetown	119 09
A. H. Blackiston	Georgetown	109 11
David Seibert	Williamsport	111 00
8 boats	total	924 08

## NEW CENTRAL CO.

E. J. Hammond	Georgetown	104 10
Four Sisters	Georgetown	116 10
G. Knode	Georgetown	116 16
Viola H. Weir	Georgetown	114 03
4 boats	total	451 19

## INDIVIDUAL

Steamer, Star No. 1	Georgetown	96 00
Samuel Swain	Georgetown	110 00
C. Segerson	Georgetown	113 08
J. B. Turton	Georgetown	102 15
4 boats	total	422 15

## AMERICAN CO.

L. A. Long	Alexandria	114 06
Dr. G. E. Porter	Alexandria	117 11
2 boats	total	231 17

AG, Thu. 11/25/75, p. 3. **CANAL COMMERCE** – Arrived – Boats Thomas J. Bottler to George's Creek Coal and Iron Co.; Ed. Bayer, W. E. Bell, W. Doerner, J. Wilson, H. C. Flagg, J. R. Anderson, J. W. Alexander and M. A. Myers to American Coal Co.  
Departed – Boats Katie & Addie, W. Mertens, J. Green, M. Snow and W. J. B. Lloyd.

ES, Fri. 11/26/75, p. 4. **GEORGETOWN.**

**River and Canal** – Arrived by canal – Boat Seneca, with 1,000 bushels wheat and 300 bushels corn for T. C. Wheeler; boat H. M. Talbott, with 2,700 bushels wheat for H. M. Talbott, and 100 bushels rye and 2 tons straw for T. C. Wheeler.

AG, Fri. 11/26/75, p. 4. **CANAL COMMERCE** – Arrived – Boats D. Stewart, B. Williamson, Dr. M. M. Lewis, C. Robb, D. A. Lowe and American Flag to American Coal Co.; W. H. Billmyer to Avon Coal Co.  
Departed – Boats Ed. Bayer, W. Doerner, John Wilson, J. H. Percy, W. E. Bell, Thomas Lannon,

<sup>2</sup> *Examiner*, Frederick, Md.

A. Adams, H. C. Flagg, J. A. Alexander, J. R. Anderson, R. T. Semmes, M. A. Myers, D. Stewart, B. Williamson, Dr. M. M. Lewis and Charles Robb.

CA, Sat. 11/27/75, p. 4. **Canal Report.** – 32 boats left this port Thursday, carrying 3,629 13 tons of coal as follows:

Boat	Destination	tons cwt
MARYLAND CO.		
American Boy	Georgetown	98 08
T. J. Mahaffey	Georgetown	115 05
Queen City	Georgetown	115 17
A. Kuhn	Georgetown	115 12
Sharpsburg	Georgetown	110 05
J. E. Hughes	Georgetown	114 05
L. G. Stanhope	Georgetown	112 08
Baltimore	Georgetown	117 14
A. K. Syester	Georgetown	113 00
9 boats	total	1,009 14
CONSOLIDATION CO.		
Owl	Georgetown	111 04
Dr. A. A. Biggs	Georgetown	110 01
Magpie	Georgetown	107 16
C. P. Manning	Georgetown	117 10
D. A. Miller	Georgetown	119 14
H. C. Hicks	Georgetown	118 16
W. C. Ernst	Georgetown	000 00
Dr. R. J. Duckett	Georgetown	111 19
Samuel Reinhart	Alexandria	118 09
A. C. Gruber	Williamsport	112 08
10 boats	total	1,027 17
BORDEN CO.		
John Spencer	Georgetown	111 12
M. S. Fernsner	Georgetown	119 16
R. E. Fugitt	Georgetown	105 18
Dr. O. M. Schindel	Georgetown	103 03
Rebecca B. Lynn	Georgetown	114 12
J. R. Haines	Georgetown	111 08
Kate Prather	Georgetown	119 06
J. R. Couter	Williamsport	118 00
Charles B. Embrey	Williamsport	114 07
9 boats	total	1,018 02
NEW CENTRAL CO.		
Our Sisters	Georgetown	112 17
Four Sisters No. 2	Georgetown	120 03
E. B. Hartley	Georgetown	112 02
3 boats	total	315 02
AMERICAN CO.		
Samuel Lloyd	Alexandria	120 02
A. J. Clark	Alexandria	108 16
2 boats	total	228 18

Twenty-four boats left this port Friday, November 26, carrying 2,974 04 tons of coal as follows:

Boat	Destination	tons cwt
CONSOLIDATION CO.		
J. A. Graham	Georgetown	112 11
D. M. Reed	Georgetown	116 08
Creole	Georgetown	117 09
S. S. Cunningham	Georgetown	112 09
Julia Tyler	Georgetown	115 08
Energy	Georgetown	116 06
Blue Bell	Georgetown	109 19
J. N. Clary	Georgetown	115 04
Jimmy M., jr.	Georgetown	120 00
9 boats	total	1,035 14
BORDEN CO.		
Jno. A. Spielman	Williamsport	113 15
Cumberland	Georgetown	119 00
Exchange	Georgetown	109 02
Theo. Dean	Georgetown	119 10
John. G. Lynn	Georgetown	114 16
Sallie H. Taylor	Georgetown	115 13
Pattie Dunlop	Georgetown	110 00
7 boats	total	801 16
MARYLAND CO.		
Mountain City	Georgetown	112 07
Dr. Grimes	Georgetown	112 05
F. H. Irwin	Georgetown	118 00
Dr. F. C. Doyle	Georgetown	118 06
Henry Boyd	Georgetown	116 03
Col. J. C. Lynn	Georgetown	114 10
Clara & Prudy	Georgetown	112 05
W. & B. Mills	Georgetown	110 15
8 boats	total	914 11
NEW CENTRAL CO.		
W. C. Merryman	Georgetown	115 05
J. B. Winslow	Georgetown	116 18
2 boats	total	232 03

ES, Sat. 11/27/75, p. 4. **GEORGETOWN.**

**River and Canal** – Arrived by canal – Boat Hattie & Bessie, with 3,400 bushels of wheat for Hartley & Bro.; boat Catherine Waters, with 2,000 bushels wheat for J. G. & J. M. Waters.

ES, Mon. 11/29/75, p. 4. **GEORGETOWN**

**Deaths** – Capt. Moore, one of our oldest and most respected citizens, died at his residence on Dumbarton street last night, in the 88<sup>th</sup> year of his age. Capt. Moore was born in Prince George's county, Md., in the year 1788. He

served with distinction through the war of 1812-15. About fifty years ago he removed to Georgetown, and resided uninterruptedly here until the time of his death. He was extensively interested in the construction of the Chesapeake and Ohio Canal. His funeral will take place tomorrow morning at 11 o'clock.

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**River and Canal** – Arrived by canal –

Boat J. N. Thomas, with 3,000 bushels of wheat for J. G. & J. M. Waters; boat Ellen Brooks, with 2,000 bushels of corn for same firm; boat Medley, with 2,800 bushels of wheat for Hartley & Bro.; boat Wheeler & Barron, with 3,500 bushels of wheat and 300 bushels of corn for same firm; boat Round Top, with 700 barrels of cement for J. G. & J. M. Waters.

AG, Mon. 11/29/75, p. 4. **CANAL**

**COMMERCE** - Arrived – Boats Nora & Willie and Mary Mack to W. A. Smoot; J. P. Moore, Rechabites and M. Kersey to American Coal Co. Departed – Boats J. L. Reid, James Dayton, R. Bender, Wm. J. Boothe, M. D. Corse and B. R. Summers.

CA, Wed. 12/1/75, p. 4. **Canal Report.** – 26 boats left this port yesterday, carrying 3,000 11 tons of coal as follows:

Boat	Destination	tons cwt
<b>BORDEN CO</b>		
M. S. Haines	Georgetown	113 14
Lillie Lemen	Georgetown	115 03
Geo. S. Couter	Georgetown	115 07
Alpha	Georgetown	106 05
Alice	Georgetown	118 03
John T. James	Georgetown	112 18
Julia Borden	Georgetown	116 19
Tillie B. Lynn	Georgetown	119 01
Sallie E. Hassett	Georgetown	114 10
Chas. B. Embrey	Williamsport	116 13
10 boats	total	1,139 10
<b>CONSOLIDATION CO.</b>		
Clara	Georgetown	114 05
A. B. Turner	Georgetown	116 15
J. Snively	Georgetown	118 02
H. J. Kenah	Georgetown	119 09
Chas. Ridgley	Georgetown	120 15
Belle Resley	Georgetown	116 15
A. Bain	Georgetown	117 14

Mollie	Georgetown	117 04
A. C. Gruber	Williamsport	119 10
9 boats	total	1,060 09
<b>MARYLAND CO.</b>		
P. Fleckenstein	Georgetown	117 15
R. Burke	Georgetown	110 13
J. F. Kriegh	Georgetown	115 15
3 boats	total	344 03
<b>NEW CENTRAL CO.</b>		
T. H. West	Georgetown	116 04
<b>AMERICAN CO.</b>		
H. O. Claughton	Alexandria	115 15
<b>ATLANTIC CO.</b>		
John Douglas	Georgetown	116 00
<b>INDIVIDUAL</b>		
Jas Noble	Georgetown	113 10

AG, Wed. 12/1/75, p. 3. **Steam Canal Boats** – Seven steam canal boats were successfully plying in the coal trade on the Chesapeake and Ohio Canal during the season just closed, and it is rumored that some gentlemen of capital are about to engage in the building of steam canal boats on a large scale.

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*Ibid.* p. 4. **CANAL COMMERCE**

Arrived – Boats A. J. Akin, T. H. Faile, W. C. Hunter, J. Bradburn and S. Henry to American Coal Co.

Departed – Boats Molly Mack, J. H. Stickney and C. Clifton.

CA, Thu. 12/2/75, p. 4. **Canal Report.** – 19 boats left this port yesterday, carrying 2,182 09 tons of coal as follows:

Boat	Destination	tons cwt
<b>BORDEN CO</b>		
E. F. Wheeler	Georgetown	111 14
Onward	Georgetown	115 09
Lucinda	Georgetown	121 05
Fall River	Georgetown	112 10
G. W. Thecker	Georgetown	112 02
F. J. Laing	Georgetown	119 08
C. H. Knott	Georgetown	117 18
H. S. Miller	Georgetown	113 00
F. R. Bowers	Georgetown	117 00
9 boats	total	1,040 06
<b>MARYLAND CO.</b>		
Emma	Washington	112 06
B. R. Summers	Georgetown	115 01
J. E. Stanhope	Georgetown	117 17
C. J. Myers	Georgetown	113 01

# Canal Trade - 1875

J. E. Coulehan	Georgetown	110 10
5 boats	total	558 15
CONSOLIDATION CO.		
Knights of Pythias	Georgetown	115 02
B. F. Price	Georgetown	110 06
J. C. Stubblefield	Georgetown	116 08
Harlow & Brothers	Georgetown	117 04
4 boats	total	459 00
NEW CENTRAL CO.		
Noble Grand	Georgetown	114 08

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And they don't know where Barney McQuade is.

*Sun, Thu. 12/2/75, p. 1. **Cumberland Coal Trade*** – The shipments of coal from Cumberland for the week ended November 27, amounted to 49,119 tons 15 cwt., making a total for the year of 2,154,227 tons 9 cwt. Of the week's shipments 22,278 tons 13 cwt. were by the Baltimore and Ohio railroad and 23,647 tons 8 cwt. by the Chesapeake and Ohio canal.

*AG, Thu. 12/2/75, p. 3. **CANAL COMMERCE***  
- Arrived – Boats E. L. Moore, L. A. Long, S. Lloyd and A. J. Clark to American Coal Co.; R. A. P. Gorman to Mayfield & Hieston; T. Hipsley and W. P. Wools, railroad ties to B. & P. R. R. Co.  
Departed – Boats T. Patton, R. A. P. Gorman, T. Hipsley, W. P. Wools, A. J. Akin, T. H. Faile, J. Bradburn and W. C. Hunter.

*CA, Fri. 12/3/75, p. 4. **Canal Report.*** - 26 boats left this port yesterday, carrying 2,905 04 tons of coal as follows:

Boat	Destination	tons cwt
CONSOLIDATION CO.		
Lillie & May	Georgetown	111 15
A. J. Center	Georgetown	110 15
Yonkers	Georgetown	114 08
E. M. Bynon	Georgetown	116 13
Geo. H. Bradt	Georgetown	115 13
Loretto	Georgetown	113 10
Ed. Mulvaney	Georgetown	114 05
John Hammond	Georgetown	115 18
R. T. Semmes	Georgetown	120 10
Grason & Fannie	Williamsport	107 10
P. L. Lemen	Williamsport	110 07
11 boats	total	1,251 04

BORDEN CO.		
Emerald	Georgetown	117 15
Ida & Sallie	Georgetown	113 17
J. H. Snyder	Georgetown	118 06
Wm. Walsh	Williamsport	116 19
Katie & Addie	Williamsport	115 13
Morning Star	Williamsport	115 01
J. A. Spielman	Williamsport	114 08
7 boats	total	811 19
MARYLAND CO.		
Thomas Hassett	Georgetown	108 12
Thomas W. Riley	Georgetown	112 04
M. Sinclair	Georgetown	107 02
M. H. Russell	Georgetown	108 00
A. E. McQuade	Georgetown	108 11
5 boats	total	544 09
NEW CENTRAL CO.		
Four Sisters	Georgetown	111 05
INDIVIDUAL		
Star No. 1	Georgetown	100 12
M. A. West	Harper's Ferry	115 15
2 boats	total	216 07

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**An Extensive Theft** - The boat "Wm. M. Price" was lying snugly moored at the Consolidation wharf Wednesday night, rigged in complete order for a trip to Georgetown. The captain, Mr. Robert A. Soris, was ready to take charge of her but thought he would not go on board until the next day. The next day the boat was gone, disappeared in the night, as if swallowed up by the angry floods of the ditch. But no, the dark waters did not encompass her. She was afloat, but where? Here was a mystery to be investigated. The watchman had seen no one carry her away; none of the wharf hands had her in their pockets; she was not found at the pawnbrokers; nor was she at any of the stores on sale. Nevertheless, the boat had been taken away, as from her position, and other circumstances, it was impossible for her to have got loose and float down the stream. Further search was more successful and the "Wm. M. Price" was at last discovered tightly secured to the bank at Dougherty's Wide Water, four miles below town. And now Mr. Soris thinks it would be advisable for his friends to take in their chimneys, smoke houses and barns at night, as this feat proves there are expert hands at the business.



ES, Fri. 12/3/75, p. 4. **GEORGETOWN.**

**Canal Trade** – Arrived by canal – Boat Seneca, with 1,275 bushels wheat, 400 bushels corn, 500 bushels mill feed and 100 barrels flour for T. C. Wheeler; boat Caledonia with 260 barrels flour for J. G. & J. M. Waters.

CA, Sat. 12/4/75, p. 4. The reported capture of Barney McQuade yesterday proved incorrect. Barney is still on the wing.

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The canal trade is gradually drawing to a close for the winter season. Only nine boats left there yesterday as will be seen from our report.

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**Canal Report.** - 9 boats left this port yesterday, carrying 1,002 05 tons of coal as follows:

Boat	Destination	tons cwt
BORDEN CO.		
New Era	Georgetown	104 11
Michael Snow	Georgetown	115 02
Invincible	Georgetown	119 09
Maggie B.	Georgetown	115 11
R. B. Cropley	Four Locks	115 00
5 boats	total	569 13
CONSOLIDATION CO.		
Wm. Moorehead	Georgetown	89 12
Uno	Williamsport	119 11
2 boats	total	209 09
MARYLAND CO.		
Henry Gerdeman	Washington	105 11
Godfrey Berkebile	Georgetown	117 18
2 boats	total	223 09

Sun, Sat. 12/4/75, p. 4. **Letter from Cumberland, Md. – Coal Shipments – Canal Affairs** – The shipments of Cumberland coal for the week ending November 27 amounted to 49,119 tons 15 cwt., an increase compared with the corresponding week of last year of 8,373 tons 19 cwt. For the year to that date two million, one hundred and fifty-four thousand two hundred and twenty-seven tons and nine cwt. were shipped, showing a decrease of 62,336 tons 4 cwt., compared with the like period of 1874. Chesapeake and Ohio canal, increase 108,767 tons; Baltimore and Ohio railroad, decrease

251,496 tons 12 cwt.; Pennsylvania railroad, increase, 80,391 tons 8 cwt. Of the shipments to above date 1,149,772 tons 6 cwt. were by Baltimore and Ohio railroad; 858,934 tons 12 cwt. by Chesapeake and Ohio canal; and 145,520 tons 11 cwt. by Pennsylvania railroad.

It is believed that the canal will be closed to navigation this or next week, as a large number of boatmen have made their last trip for the season, and have tied up for the winter at Cumberland, Georgetown and other ports. Only nineteen [*sic.* 9] boats left yesterday, representing nineteen [*sic.* 3] companies.

AG, Sat. 12/4/75, p. 3. **CANAL COMMERCE** - Arrived – Boats G. Sherman, T. L. Betts and Dr. G. E. Porter to American Coal Co. Departed – Boats E. L. Moore, L. A. Long, S. Lloyd, S. Rhinehart, A. J. Clark, G. Sherman, T. L. Betts and G. E. Porter.

Mon. 12/6/75, p. 4. **Canal Report.** - 14 boats left this port yesterday, carrying 1,625 05 tons of coal as follows:

Boat	Destination	tons cwt
BORDEN CO.		
Borden & Lovell	Georgetown	111 02
C. E. Hassett	Georgetown	118 18
Martha	Georgetown	114 19
Alexander	Georgetown	117 14
D. Seibert	Williamsport	120 05
Ida & Harry	Williamsport	113 04
6 boats	total	882 13
CONSOLIDATION CO.		
C. Slack	Williamsport	177 04
A. C. Gruber	Williamsport	124 07
2 boats	total	241 11
MARYLAND CO.		
E. J. Neal	Washington	109 04
H. Willison	Georgetown	110 16
2 boats	total	220 00
BLAEN AVON CO.		
Mrs. C. E. Charles	Georgetown	116 08
Elmer & Kate	Georgetown	115 13
2 boats	total	232 01
INDIVIDUAL		
P. Sinclair	Georgetown	105 00

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**Arrest of Barney McQuade** - A telegram was received about five o'clock

yesterday evening by Deputy Sheriff Reid from Deputy Marshall J. C. Lynn, at Pittsburgh, notifying him of the arrest of Barney McQuade, recently convicted of forgery in the District Court at Baltimore. If this be true, and there is evidently no mistake about it, the sureties of McQuade must feel considerable relief at the capture - Barney, it will be remembered, was on bail at the time he absented himself from the authority of the law at Baltimore and would have been sentenced had come to him. We do not remember the exact amount of bail that the sureties were bonded for, but to the best of our knowledge [illegible].

CA, Tue. 12/7/75, p. 4. **Canal Report.** - 13 boats left this port yesterday, carrying 1,476 14 tons of coal as follows:

Boat	Destination	tons cwt
BORDEN CO.		
J. R. Couter	Williamsport	110 05
Chas E. Embrey	Williamsport	115 12
Morning Star	Williamsport	124 07
J. R. Masters	Georgetown	116 06
Henry Kraus	Georgetown	117 14
J. E. West	Georgetown	111 06
Wm. Staples	Georgetown	118 07
7 boats	total	799 13
CONSOLIDATION CO.		
Wm. Young	Washington	115 16
Jno Dixon	Washington	106 16
2 boats	total	222 12
MARYLAND CO.		
L. Agnew	Washington	117 05
Jno Sammon	Washington	103 13
Annie	Washington	112 11
3 boats	total	338 09
BLAEN AVON CO.		
J. B. Winslow	Williamsport	116 00
13 boats	total	1,476 14

#### ----- Arrest of Barney McQuade -

**Particulars of His Capture - His Return to Cumberland.** - Yesterday we were questioned on every side for the particulars concerning the arrest of Barney McQuade, a notice of which was published in yesterdays *Times*. We therefore interviewed his captor, Col. J. C. Lynn, Deputy U. S. Marshall, and obtained the following account. Having a suspicion that

Barney was in the Iron City or thereabout, the Colonel left Cumberland with a hope of falling in with him. On Sunday morning last our late Sheriff arrived in Pittsburgh at an early hour and took a wash, lit a cigar and proceeded out on the street, leaving his baggage, including his revolver, at the St. Charles Hotel. He had not gone very far before, to his pleased surprise, he saw Barney, distant from him probably a hundred yards. For awhile he could scarcely believe the evidence of his own eyesight, and he approached to within a few feet of Barney, and looked closely at him to satisfy himself of his identity. McQuade recognized the Ex-Sheriff and exclaimed "Hallo! What are you doing up here?" upon which the Colonel remarked that he was on a short visit, with which business and pleasure were combined. "By the way," said Barney, "couldn't you loan me five dollars, I'm pretty hard up and will be until I can hear from home." The Colonel said, "Yes he would do so with pleasure if he would accompany him to the hotel." which was only a short distance off. Barney readily consented and walked with him until they arrived in front of the hotel, when McQuade suggested that he would wait outside while the Colonel went up and in to get the funds, but the Colonel had no idea of losing sight of his man and with a little gentle persistence got him upstairs to the clerk's office; knowing that official very well he asked him to give him the sum of five dollars, which was promptly done. "Now," said Col. Lynn, "Barney you must give me a receipt for this money." "Of course, I will" said Barney, "you write the receipt and I will sign it." The paper was prepared, and while Barney was signing the Colonel stepped around to his valise and secured his revolver. Stepping quickly up to McQuade he said "Barney, you are my prisoner." We can only imagine the surprise of Barney at such an announcement. His reply was: "Now this is a devil of a business." The sequent facts are these: the prisoner was given a shave, a shampoo and breakfast, which occupied as much time that the earlier train was missed and Barney was taken to the lock-up and kept

until yesterday morning, when captive and captor took the train for this city, arriving here about 4:40 p.m. A large crowd were gathered at the depot on the arrival of the prisoner and much interest manifested in his arrest. The prisoner was at once taken to the county jail and will be taken thence without delay (if he don't escape) to Baltimore.

CA, Wed. 12/8/75, p. 4. **Barney McQuade** was taken to Baltimore yesterday morning by Col. Lynn on the 8:45 train.

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**Canal Report.** - 10 boats left this port yesterday, carrying 1,476 14 tons of coal as follows:

Boat	Destination	tons cwt
MARYLAND CO.		
Johnny	Georgetown	112 04
R. L. Gross	Georgetown	110 19
H. Loveridge	Georgetown	116 05
T. O'Connell	Georgetown	107 16
R. H. Gordon	Washington	114 06
5 boats	total	561 10
BORDEN CO.		
Exchange	Georgetown	106 05
Rebecca B. Lynn	Williamsport	119 10
W. C. Hunter	Williamsport	118 13
3 boats	total	338 09
CONSOLIDATION CO.		
Congress	Georgetown	110 02
T. J. Baker	Georgetown	118 07
2 boats	total	228 09

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**Canal Extension.**

A meeting of the citizens of Westernport was held at the Council Chamber on Monday evening the 6th inst., relative to the extension of the C. and O. Canal to the mouth of Savage River. On motion Owen Riordan was called to the chair and G. W. Sheetz elected secretary. Hon. P. Hamill explained the object of the meeting in a very able and satisfactory manner.

A committee of seven was appointed consisting of Hon. P. Hamill, G. W. Kildow, James Hughes, J. S. Jamison, Stephen Fuller, Jno. M. Kelly and Owen Riordan, to make the necessary arrangements for holding a general meeting of the citizens of the county on

Thursday the 16th inst., at two o'clock p.m., at Westernport. The committee were instructed to invite the senators and delegates of Allegany and Garrett counties to attend said meeting; also, any others friendly to the movement or motion. The secretary was instructed to send a copy of the proceedings of this meeting to the editors of the several papers of Allegany and Garrett counties, also of Mineral county, W. Va., with a request that they publish the same in their papers. On motion the meeting adjourned.

Owen Riordan, Chairman  
 G. W. Sheetz, Secretary.

AG, Wed. 12/8/75, p. 4. **CANAL COMMERCE**  
 - Arrived – Boats J. L. Feldt, railroad ties to W.A. Smoot; E. J. Hammond and John Douglass to John P. Agnew; H. O. Claughton to American Coal Co.  
 Departed – Boats J. L. Feldt, E. J. Hammond, J. Douglass and H. O. Claughton

CA, Thu. 12/9/75, p. 4. **Canal Report.** - 14 boats left this port yesterday, carrying 1,562 01 tons of coal as follows:

Boat	Destination	tons cwt
CONSOLIDATION CO.		
Monongahela	Williamsport	102 10
G. Meredith	Washington	110 15
J. Marmaduke	Georgetown	122 15
Dr. C. F. Russell	Georgetown	116 14
J. R. Ray	Georgetown	121 19
Robin	Georgetown	108 19
6 boats	total	683 12
MARYLAND CO.		
A. K. Syester	Washington	114 04
H. T. Weld	Washington	96 14
A. P. Gorman	Georgetown	110 16
Steamer Ludlow Patton	Georgetown	98 11
Joseph Murray	Georgetown	107 16
5 boats	total	528 01
BORDEN CO.		
Katie & Addie	Williamsport	119 12
Samuel Henry	Williamsport	118 16
2 boats	total	231 08
BLAEN AVON CO.		
Diligent	Williamsport	119 00
1 boat	total	119 00

CA, Fri. 12/10/75, p. 4. **Canal Report.** - 13 boats left this port yesterday, carrying 1,498 04 tons of coal as follows:

Boat	Destination	tons cwt
CONSOLIDATION CO.		
W. H. Boyd	Georgetown	114 05
Linnet	Georgetown	112 05
J. M. Boyer	Georgetown	115 00
R. I. Morris	Georgetown	119 01
A. J. Akin	Williamsport	123 00
Thos. H. Faile	Williamsport	120 05
Grason & Fannie	Williamsport	107 14
7 boats	total	811 10
MARYLAND CO.		
Isaac Wilson	Georgetown	113 14
Johnny & Frankie	Georgetown	110 14
Geo. H. Gatrell	Georgetown	113 19
City of Hamburg	Georgetown	109 00
4 boats	total	447 07
BALEN AVON CO.		
Four Sisters	Williamsport	112 09
BORDEN CO.		
J. A. Spielman	Williamsport	111 18

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We acknowledge the receipt of an invitation to be present at a public meeting at Westernport, Md., on the 16th instant in the interest of canal extension. We shall take pleasure in attending.  
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The Alexandria *Gazette* of the 7th says: One boat is still out. It belongs to the American Coal Company, and as soon as it arrives and departs which must be within a day or two at the furthest, the water of the Alexandria Canal will be let off and navigation suspended for the winter. Several boats are still due at Georgetown, and the probability is the Chesapeake and Ohio Canal will not be drawn off as soon as that in the Alexandria Canal.

Sun, Fri. 12/10/75, p. 4. **Letter from Cumberland.** - *Coal Shipments - Small-Pox.* - The shipments of Cumberland coal for the week ending December 4, amounted to 38,830 tons 17 cwt., an increase compared with the corresponding week of last year of 860 tons 13 cwt. For the year to that date 2,193,058 tons 6 cwt. were shipped, showing a decrease compared with the like period of last year of 61,871 tons 19

cwt. Chesapeake and Ohio canal, increase 110,036 tons; Baltimore and Ohio railroad decrease 254,684 tons 12 cwt.; Pennsylvania railroad increase 83,771 tons 2 cwt. Shipped this year over the Baltimore and Ohio railroad, 1,171,484 tons 15 cwt.; over the Pennsylvania railroad 149,383 tons 5 cwt.; by Chesapeake and Ohio canal 872,230 tons 6 cwt. Only two companies are now making through shipments, the Consolidation and Maryland.

The number of small-pox cases continues about the same as the average of last week. There are now twenty-eight under treatment, and these are in less than half that number of houses. It is believed that the number of cases will be considerably reduced this week, as most of them are mild in form.

ES, Fri. 12/10/75, p. 4. **GEORGETOWN.**

**Coal Trade.** - Report for week ending the 10th: - Consolidation Coal Company - Receipts and shipments, 3,954 tons. Borden Mining Company - Receipts, 4,140 tons; shipments, 3,000. New Central and George's Creek Company - Receipts and shipments, 6,795 tons. Maryland Coal Company - Receipts, 2,600 tons; shipments, 1,900 tons.  
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**Grain Market.** - Arrived by boat Loudoun, 300 bushels wheat consigned to H. M. Talbott; 4,500 bushels corn to Hartley & Bro. By boat Seneca, 1,500 bushels wheat and 160 barrels flour consigned to T. C. Wheeler, and 50 bushels corn for H. M. Talbott.  
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**Small-Pox in Cumberland** - At Cumberland, Md., the small-pox is prevalent, and it must be unusually fatal, if the statement of a letter from there, to the effect that nine funerals took place in one day, all of them of victims to the disease, is correct. The board of health of this District is using every precaution to prevent the introduction of the disease in Georgetown.

A letter from Cumberland to the Baltimore *American* says: - "The smallpox, which first made its appearance in our city about

November 1<sup>st</sup>, is abating, and there have been no deaths during the last four days. Great damage has been done to the business of the city by the exaggerated reports in regard to the disease, and country people avoid coming to town on that account. The whole number now under treatment is about twenty-four."

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**Not Small-Pox.** A case of small-pox was said to be on the canal boat William Foley, now lying at the aqueduct bridge, and the Board of Health was notified, but after examination Dr. Kleinschmidt states that "the man has no more small-pox than I."

CA, Sat. 12/11/75, p. 4. **Canal Report.** - 5 boats left this port yesterday, carrying 578 03 tons of coal as follows:

Boat	Destination	tons cwt
CONSOLIDATION CO.		
C. P. Manning	Georgetown	123 16
C. H. Dalton	Georgetown	122 11
P. L. Lemen	Georgetown	113 07
3 boats	total	359 14
BLAEN AVON CO.		
Morning Star	Georgetown	115 19
MARYLAND CO.		
Star No. 1	Georgetown	102 10

ES, Sat. 12/11/75, p. 4. **GEORGETOWN.**

**Grain Trade** – Arrival of grain – boat Caledonia, with 1,400 bushels wheat to Hartley & Bro.; boat H. M. Talbott, with 3,000 bushels wheat to H. M. Talbott and 300 to Hartley & Bro.

CA, Mon. 12/13/75, p. 4. **Canal Report.** - 8 boats left this port Saturday, carrying 925 10 tons of coal as follows:

Boat	Destination	tons cwt
MARYLAND CO.		
A. L. Miller	Georgetown	115 19
Samuel Swain	Georgetown	110 17
S. S. Lynn	Washington	112 14
3 boats	total	339 10
BLAEN AVON CO.		
J. B. Winslow	Georgetown	119 09
Ida & Harry	Georgetown	119 13
2 boats	total	239 02
CONSOLIDATION CO.		

M. Waters	Georgetown	115 17
INDIVIDUAL		
Ernst & Holland	Georgetown	113 09
BORDEN CO.		
David Seibert	Williamsport	115 12

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 The little child of Mr. Jos. Taylor, of Williamsport, who died of small pox on his boat some weeks ago, also fell a victim to the disease and died Saturday. Mrs. Taylor is now alone upon the boat in an isolated condition and among strangers. We commend to the notice of the friendly and charitable, as she is in every way a worthy lady.

ES, Mon. 12/13/75, p. 4. **GEORGETOWN**

**Grain Market** – Arrived, boat Wheeler & Barron, with 1,800 bushels of wheat consigned to Hartley & Bro., 1,000 bushels of wheat to T. C. Wheeler, and 800 bushels of wheat to H. M. Talbott; boat Medley, with 600 bushels shell corn and 60 barrels ear corn and 300 bushels of wheat to Hartley & Bro., also, 500 bushels of wheat to H. M. Talbott; boat Catskill, with 200 bushels wheat and 100 bales of hay to H. M. Talbott.

CA, Tue. 12/14/75, p. 4. **Canal Report.** - 4 boats left this port yesterday, carrying 455 10 tons of coal as follows:

Boat	Destination	tons cwt
MARYLAND CO.		
E. F. Wheeler	Mercersville	102 11
Ludlow Patton	Georgetown	100 00
2 boats	total	202 1
CONSOLIDATION CO.		
T. J. Boyer	Washington	127 06
BLAEN AVON CO.		
Katie & Ida	Williamsport	123 12

ES, Tue. 12/14/75, p. 4. **GEORGETOWN.**

**Best Speed Yet** – The steam canal boat Ludlow Patton, plying on the Chesapeake and Ohio canal between Cumberland and Georgetown, carrying about 108 tons of coal, left Ray's docks at Georgetown, on her return trip, at half-past three o'clock on Saturday afternoon, and was under the chute at Cumberland at noon, taking in her down load. Her trip upwards of

184 miles, with 75 locks on the way, was thus made within 44½ hours. It is believed she can make the round trip, delivering her cargo in Georgetown, within five days.

**River and Canal** – boat Capt. L. H. Kuhn, with 128 barrels flour, 40 tons sumac, 2 tons mill feed and 600 hoops; and boat D. M. Reed, with 750 barrels cement and 8 tons hair to J.G. & J.M. Waters.

CA, Wed. 12/15/75, p. 4. **Only two** boats laden with coal left this port yesterday. The end of the season is at hand. Rest gentle mule; their sonorous bray wilt greet no more the dawning day; nor will the blushing sun of morn welcomed by the boatman's horn until the sun of vernal spring shall mule and horn and boatman bring.

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**The Alexandria Canal** has been closed for the winter, and the water drawn off.

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**Canal Report.** - 2 boats left this port yesterday, carrying 226 11 tons of coal as follows:

Boat	Destination	tons cwt
	BORDEN CO.	
Chas B. Embrey	Williamsport	111 11
	BLAEN AVON CO.	
F. R. Bowers	Hancock	115 00

ES, Wed. 12/15/75, p. 4. **GEORGETOWN**

**Grain Market** – Boat J. N. Thomas, with 3,400 bushels of wheat and 89 barrels flour, consigned to J. G. & J. M. Waters; boat J. S. Welch, with 2,000 bushels of wheat consigned to H. M. Talbott, and 200 bushels wheat to T. C. Wheeler; boat Loudoun, with 2,800 bushels of wheat, consigned to Hartley & Bro., and 1,100 bushels of wheat to H. M. Talbott.

Thu. 12/16/75, p. 4. Four boat loads of coal were shipped from this point via canal yesterday, three by Consolidation Company and one by individuals. The small quantity shipped indicates the near approach of the end of the season.

**Canal Report.** - 4 boats left this port yesterday, carrying 382 08 tons of coal as follows:

Boat	Destination	tons cwt
	CONSOLIDATION CO.	
John Reeves	Georgetown	110 12
Jerry Dick	Georgetown	113 08
D. Murphy	Georgetown	112 08
3 boats	total	336 08
	INDIVIDUAL	
Clearspring	Cherry Run	46 09

Fri. 12/17/75, p. 4. There were no departures of laden coal boats yesterday. We infer that the season is about over on the C. and O. Canal.

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 We are without a full report of the canal extension meeting at Westernport yesterday. Quite a number of persons from this city attended, including Mr. Sprigg, member elect of the House of Delegates. Speeches were made by Hon. Patrick Hamill, Cols. Horace Resley and Alfred Spates. A large number of persons were present, and the meeting was quite enthusiastic on the subject of canal extension to the mouth of Savage river.

ES, Thu. 12/16/75, p. 4. **GEORGETOWN.**

**Grain Trade** – Boat Hattie & Bessie, with 3,300 bushels of wheat and 150 barrels of flour, consigned to Hartley & Bro.; boat Seneca, with 2,500 bushels of wheat, to S. O. Wheeler, and 550 bushels of wheat to H. M. Talbott.

AG, Thu. 12/16/75, p. 5. **Best Speed Yet** – The steam canal boat *Ludlow Patton*, plying on the Chesapeake and Ohio canal between Cumberland and Georgetown, carrying about 108 tons of coal, left Ray's dock at Georgetown, on her return trip, at half-past three o'clock on Saturday afternoon, and was under the chute at Cumberland yesterday at noon, taking in her down load. Her trip, upwards of 184 miles, with 73 locks on the way was thus made within 44½ hours. It is believed she can make the round trip, delivering her cargo in Georgetown, within five days. – *Wash Star*, 15<sup>th</sup>.

ES, Fri. 12/17/75, p. 4. **GEORGETOWN.**

**Coal Trade** – Consolidation Coal Company, receipts, 4,446 tons; shipments, 1,454 tons. Borden Mining and Coal Company, receipts, 2,200 tons; shipments, 2,448. Maryland Coal Company, receipts, 4,109 tons; shipments, 3,147 tons.

CA, Sat. 12/18/75, p. 4. One boat [Jacob Snively] left this port yesterday via Chesapeake and Ohio Canal laden with one hundred and ten tons of Blaen Avon coal and destined for Williamsport.

CA, Mon. 12/20/75, p. 4. At the meeting of the friends of the canal extension at Westernport on Thursday last, the following resolutions, offered by Hon. Patrick Hamill, were unanimously adopted:

*Resolved*, That this Convention appoint a committee of five persons from Allegany and three from Garrett counties of Maryland and one each from Mineral, Hardy and Grant counties of West Virginia, to prepare an address embodying the views and wishes of this Convention for presentation to the Legislature of Maryland and the Congress of United States, asking aid in the construction of this improvement; and be it further -

*Resolved*, That, said Committee shall, if they deem it judicious and proper, appoint one or more of their number to represent this interest before Congress and the Legislature of Maryland at the present session.

In accordance with these resolutions the following named gentlemen were selected as such Committee:

*Allegany* - Col. James M. Schley, Col. Horace Resley, G. W. Kildow, John S. Grove, James Park  
*Garrett* - William H. Barnard, P. Hamid, Andrew Mullen.  
*Mineral* - Co. John E. Wood.  
*Grant* - William I. Brown.  
*Hardy* - Thomas Maslin.

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**Several** boats, one a new steamer built by Messrs. Young for the Messrs. Hassett, of Four

Locks, were loaded at the Potomac wharf Saturday, but the ice was too thick for them to get out. Supt. Mulvaney would have kept a channel open if any person would, but the boatmen did not care to try it.

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There were no departures of coal boats via Chesapeake and Ohio Canal on Saturday, consequently it is reasonable to suppose that there will be no more until more promising weather. The season may be said to be over.

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**Small Pox** - The canal boat William Foley, Captain Hartley, passed this place on Sunday last with a case of small pox on board. The Captain, as soon as he came in sight of the lock, at this place, warned the lock tender and others that he had a case of small pox on his boat, and that they had better get out of the way. If a thirty-pound howitzer, loaded with grape and canister, had been fired at that lock wall it could not have cleared it any better. - *Williamsport Pilot*.

CA, Tue. 12/21/75, p. 4. **Narrow Escape** –

A boy while skating in the vicinity of Lynn's wharf yesterday evening, broke through the ice and had a narrow escape from drowning. But for timely assistance of Master Adams and Sinclair, who pushed him a plank, he would have perished. We learn that he was in an exhausted condition when taken from water. This should be a caution to the boys who venture upon ice without a knowledge of its thickness or strength.

CA, Wed. 12/22/75, p. 4. **Mrs. Joseph Taylor**, wife of the young man who died with small pox on the canal boat in this port some weeks ago, returned to her friends in Williamsport, Md., yesterday. She requests us to express her deep sense of gratitude for the many acts of kindness received at the hands of the people of Cumberland during the time of her great trouble and bereavement. Not a want was unsupplied, not a moment was she left without attention the most tender and charitable, and she will ever

hold the good people in the word mindful of her [illegible].

ES, Wed. 12/22/75, p. 3. **Mr. Gorman's Canal Policy.** - President Gorman, of the Chesapeake and Ohio Canal, has been discharging a large number of his employees recently, and the Williamsport *Pilot* remarks that he "has commenced the work of retrenchment and bung-hole economy at the first blast of winter, and during the past week has discharged eight men, four from each company boat of this division, and we presume the same thing has taken place along the entire line." The *Pilot* further says: "And there is not more than six laborers on each boat that leaves but two. To us this seems outrageous, for instead of discharging hands he ought to be hiring them; for the canal is badly in need of repairs, and now when the water is taken off, which will be in a few days, is the only chance to make repairs. Every other president except A. P. Gorman had hands at work during the winter repairing and cleaning out the canal. But Purloin thinks different. If he pays out moneys to laborers during the winter, and thereby helps to keep comfortable poor suffering humanity, he will not have the money at once to pay off that coupon for which he gets his percentage. While the canal laborer suffers and the canal goes to destruction, he, the incubus, flourishes."

AG, Wed. 12/22/75, p. 4. **Marine Railway** - Business at the Marine Railway has been dull for some time, but from present appearances will not continue so much longer. The tug boat *Keystone* is now on the ways there, and a canal boat is in progress of construction. . . .

CA, Thu. 12/23/75, p. 4. The thaw yesterday will likely give all the light boats caught along the line of canal, a chance to reach port. The ice-breaker has been running on this division, and the channel is open.

ES, Thu. 12/23/75, p. 4. **GEORGETOWN.**

**Grain** - Boat Loudoun, with 3,000 bushels of wheat, consigned to Hartley & Bro. Boat Seneca, with 800 bushels of wheat to T. C. Wheeler, and 300 bushels of corn to H. M. Talbott. Boat Wheeler & Barron, with 3,000 bushels of wheat to Hartley & Bro., 1,000 bushels of corn to H. M. Talbott and 200 bushels of wheat to same; also 200 bushels of wheat to T. C. Wheeler. Boat Medley, with 200 bushels of wheat to Hartley & Bro. Boat Thomas Hipsley, with 50 barrels of corn to H. M. Talbott.

CA, Fri. 12/24/75, p. 4. The new steam canal boat recently launched from the Messrs. Young's boat yard in this city, and which was the last boat loaded with coal at this port, and then became tightly frozen up in the river and which, after considerable work with the Canal Company's ice-breaker, was enabled to get into the canal on Tuesday last, left this place yesterday morning for the Four Locks, consigned to her owner, Mr. Hassett, of that place. Although the canal is again reported open, doubtless this is the last boat that will attempt another trip of any length.

ES, Fri. 12/24/75, p. 8. **GEORGETOWN.**

**Grain.** - boat H. M. Talbott, with 1,300 bushels of wheat, 900 bushels of corn, and 400 bushels of rye, to H. M. Talbott; also 360 bushels of wheat to T. C. Wheeler.

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**Coal Trade.** - Consolidation Coal Company, 1,066 tons receipts, 2,585 tons shipments; Borden Mining Company, shipments 1,225 tons.

ES, Mon. 12/27/75. p. 4. **GEORGETOWN**

**Grain** - Boat J. N. Thomas, with 3,600 bushels of wheat and 84 barrels flour consigned to J. G. & J. M. Waters, and 350 bushels wheat to H. M. Talbott; boat E. V. White, with 112 bales hay to J. G. & J. M. Waters.

ES, Tue. 12/28/75, p. 4. **GEORGETOWN.**

**Grain trade** - Boat Caledonia, with 1,400 bushels of corn and 1,400 bushels of wheat



consigned to Hartley & Bro., also 158 barrels of flour to J. G. & J. M. Waters. Boat H. M. Talbott, with 1,000 bushels of corn to Hartley & Bro.

CA, Thu. 12/30/75. p. 4. **The Canal Extension - Meeting of the Committee at the Queen City Hotel.** - The committee appointed at the Convention held in Westernport, Md., Dec. 14th, met at the call of its chairman, Judge P. Hamill, at the Queen City Hotel in this city yesterday, Dec. 29. Present Judge P. Hamill, Col. H. Resley, Col. Jas. Schley, Col. John R. Wood, Messrs. Jas. Parks, John S. Grove, Wm. J. Brown and W. H. Barnard. After a general discussion of the merits of the movement Col. Resley moved that when the committee adjourn it be to meet in Baltimore city, at Barnum's Hotel, on the 21st day of January next, at 11 o'clock a.m. The chairman was instructed to invite the members of the Board of Public Works of the State of Maryland, and the stockholders of the C. & O. Canal, the President and Directors of the Western Maryland railroad, the Mayor and Councilmen of Baltimore, the President and Directors of the C. & O. Canal, the President and Directors of the Washington & Ohio Railroad and the officers of the coal companies operating on George's Creek, Md. On motion of Mr. Brown, the following gentlemen were added to the present committee: Judge Jas. D. Armstrong, Hampshire Co., W. Va., and E. J. Livingstone, Garrett Co., Md. On motion of Jno. S. Grove, Col. Horace Resley was elected permanent Secretary to the committee. On motion of Col. Wood, the papers of Allegany and Garrett counties, and adjoining counties of West Virginia were requested to publish these proceedings. On motion the meeting adjourned.  
P. Hamill, Chairman

ES, Fri. 12/31/75, p. 4. **GEORGETOWN.**

**Coal Trade** – Consolidation coal company, shipments, 925 tons, receipts, 449 tons; New Central coal company, shipments 1,500 tons, no receipts.

**Grain** – Boat Seneca, with 69 barrels of flour to J. G. & J. M. Waters.

AG, Fri. 12/31/75, p. 2. **Canal Boat**

**Exemptions** – While vessels documented having on board cargoes imported from foreign ports upon which duty has been paid must be provided with manifests, obtain permits and navigate subject to other disabilities, canal boats under a recent act of Congress may carry such merchandise without complying in any respect to the navigation laws. It is feared that the disabilities under which the documented vessels labor in the coastwise carrying trade may lead to the trade being monopolized by boats of insufficient capacity and reliability. The action of Congress, it is said by treasury officials, was ill-advised in exempting canal boats from the provisions of the law.

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*Ibid.*, p. 5. **GEORGETOWN**

**Coal Trade** – Consolidation coal company, shipments 925 tons, receipts 440 tons; New Central coal company, shipments 1,500 tons, no receipts.

**Grain** – Arrived – Boat Seneca with 60 barrels flour to J. G. & J. M. Waters.