

COMPILATION OF
CANAL TRADE ARTICLES FROM
THE CUMBERLAND ALLEGANIAN & DAILY TIMES
A Cumberland, Md. newspaper,
And
EVENING STAR
A Washington, D. C. newspaper
1877

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Revision 1, NOVEMBER 2014
Revision 2, JUNE 2023
Revision 3, OCTOBER 2023

A. PREFACE

Prior to the Sept. 2010 CanalFest/RailFest event at Cumberland, MD John Millar, Captain, *The Cumberland* canal boat replica now located at the Cumberland terminus, asked if the step by step operations of the boat crew, including the captain's wife, could be documented; from Lock 75, ascending to Cumberland, loading coal, and then descending to Lock 75. Unfortunately, I was not able to access any boat captain's Twitter or Face book account and so those details remain unknown. However, Ranger Rita Knox did put me in contact with Mr. Oliver Mueller-Heubach who had completed his Thesis for a Master of Arts at the College of William and Mary in Virginia.¹ At that same event Mr. Mueller-Heubach had discussed the historical boatyards of Cumberland, MD. We talked, he was moving on to his doctoral studies and he gave me all his research papers for the Masters Degree. In that collection there were found many **Canal Trade** articles cut out from *The Cumberland Alleganian & Daily Times*, a Cumberland newspaper of the era. The articles were compiled, chronologically in a two-column format, just as they appeared in the newspaper. Many dates during the boating season were missing. But the newspaper was found on microfilm at the libraries at Allegany College of Maryland, Cumberland, MD and at Frostburg State University, Frostburg, MD. The librarians at both institutions have been most helpful in helping me fill in the missing days and adding other relevant canal history. I have not included most of the newspaper editorials because those were opinion pieces; the ones I have included discussed operational aspects of the canal. Boats could arrive or depart Cumberland any day of the week but no coal was loaded on Sunday in 1877 and the paper was not published on Sunday either. All the following articles were transcribed from *The Cumberland Alleganian & Daily Times*, unless otherwise footnoted.

The original transcription was missing **Canal Trade** (listings of canal boats, canal captains and the tons of coal carried to the applicable destinations) and CANAL COMMERCE (canal boat arrivals in Alexandria or Georgetown) data for several dates. During the summer of 1877 there was an extensive canal boatmen strike. In November of 1877 there was a severe flood, which shut down the canal for the season. Those reports were also missing. This revision 1 attempts to correct those omissions and the previously included articles from the *Shepherdstown Register* have been removed to a document similar to this one. Readers are welcome to double-check this work and call my attention to any additional omissions. The CANAL COMMERCE articles were pre-dated by 2 days and the date put in [brackets] to allow time for the arrival of the Alexandria newspaper in Cumberland; except in cases where the actual date was cited and thus brackets were unnecessary.

This Revision 2 adds 230 articles from the *Evening Star*, a Washington, D. C. newspaper and the articles are identified by ES, appearing before the date of the article.

This Revision 3 add 100 articles from the *Evening Star*, including 40 articles on **Grain Trade**.

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Revision 1, November 2014
Revision 2, June 2023
Revision 3, October 2023
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¹ Mueller-Heubach, Oliver, "Boat-Wrights in a Port of Black Diamonds" A Thesis Presented to, The Faculty of the Department of Anthropology, The College of William and Mary in Virginia, In Partial Fulfillment of the requirements for the Degree of Master of Arts, 2006.

Canal Trade 1877

Mon., 1/1/77, p. 1. **GEORGE'S CREEK AND CUMBERLAND RAILROAD COMPANY.**

The above is the chartered name of the new company which has recently been incorporated, and the articles of which were filed in Annapolis on the 26th of December. The road is designed to connect the mines directly with the canal. Beginning at Georges Creek, it will throw out laterals to all the companies from the main stem to their mines, and will proceed by way of Pompey Smash (if eligible) to Claryville; thence through the Narrows along Wills Creek either to the canal direct or to the Wills Creek basin. Those interested in the coal business have made various suggestions as to the terminus at this end; some advancing the theory that the best mode would be to construct a wall on the west side of Wills Creek and run the trains over the boats at the upper basin, the company keeping a tug to tow the boats into the canal. Others suggest that the company should run its tracks across the creek directly to the canal basin. All these matters, however, will be subjects for discussion after the surveys are concluded and books shall have been opened for subscriptions to stock.

This company started under the most auspicious circumstances. It promises to be one of the best paying roads in the county. Its construction cannot cost more than \$600,000, while the Consolidation Company represents the cost of its road to have been \$3,000,000, which paid in 1875 a dividend of 6 percent on all its property, estimated at \$10,000,000. The new road will be narrow gauge, which is sufficient for all the purposes of the company and is ample for all the uses of the coal interests. It is designed for the shipment of coal principally, and all the companies except the Consolidation will ship over it.

The Baltimore and Ohio railroad charges on its freights two thirds of a cent per ton mile from Chicago to Baltimore, and is one of the wealthiest corporations in the country. The Georges Creek and Cumberland road will be built at half the cost per mile that has been paid by the former company, will have all the freight it can carry, and will charge 1½ cents per ton per mile,

and the dividend should not be less than 25 percent.

In the course of a couple of weeks, books will be opened for subscriptions to stock, and we sincerely hope that our friends in Allegany will endeavor to secure a large if not controlling interest in the management of the company. We have millions of interest in the welfare and progress of the county, and we should have at least \$200,000 interest in the new road.

We shall keep our readers informed as to the progress of the undertaking, and shall continue to advise them to subscribe to the stock when we believe it will so remunerative.

ES, Tue., 1/2/77, p. 4. **GEORGETOWN The Canal** – The Cumberland and Hancock divisions of the Chesapeake and Ohio Canal have been consolidated under the superintendence of Mr. Louis Stanhope. The three lower divisions have been consolidated into one, with Mr. Maus as superintendent. The three other superintendents have been removed. There has also been a general reduction of the salaries of officers. These changes were necessitated by the falling off of canal receipts.

Wed., 1/3/77, p. 2. That our new road is attracting attention in the East is evidenced from the *Engineering and Mining Journal*, published at New York. That paper, in its issue of Saturday last, says: "The Georges Creek and Cumberland Railroad Company filed articles of incorporation with the Secretary of State of Maryland on the 27th inst. Engineers are already at work surveying the route, and there is no doubt expressed that the necessary capital will be forthcoming and the work will be rapidly prosecuted. A sufficient tonnage is already guaranteed to place the road upon a good paying basis from the start, while the low rates of freight which will be charged will stimulate business so much that the shipments of coal will constantly increase. The necessity of building this road has been brought about by the exorbitant charges made by the Consolidation Company of coal leaving Cumberland via the Cumberland and Piedmont Railroad, which have resulted in

reducing the business from this region, since 1873, 31 percent."

Fri., 1/5/77, p. 4. BREAK ON THE CANAL.

There is a rather heavy break on the canal on the two-mile level below Dam No. 6, midway between 48 and 49 mile stake. The break is 43 feet long and 7 feet below the bed of the canal. It occurred last week. It will not be repaired until the weather gets milder.

Mr. John Gorman during the past season made twenty-one round trips on the canal with his steamer, the Arthur Lovell, taking a tow. This, Mr. Gorman tells us, is the best record made by any steamer during the year.

There are about 56 loaded boats frozen up on the canal and about 200 empty ones frozen up away from home.

There are 516 boats on the canal. The made only an average of 11 trips each last season.

After the ice was broken up near quitting time a great many boats were unable to be moved from the fact of there being an insufficiency of stock on board.

Sat., 1/6/77, p. 4. The boatyards are idle. The probabilities are that no new boats will be built this season and that there will be scarcely any repairing done, due both to the absence of funds and to the fact that so many boats are ice-bound along the canal.

In case of a sudden thaw the boat lying in Wills Creek below Brengle's store is in a ticklish position.

The exact number of clearances from this port during the past season was 5,819.

Tue., 1/9/77, p. 4. CANAL SHIPMENT NEWS.

The following will be found to be the only correct, reliable and official statement of the shipments of coal and other kinds of freight by canal during the past season. There has been only one lame and impotent attempt to give these facts hitherto, but that attempt was conspicuous only for a hodge-podge of errors. We shall first give the amount shipped each month by canal as follows:

March	3,567.03
April	43,833.07

May	93,738.16
June	88,307.13
July	100,890.07
August	76,847.16
September	67,291.12
October	92,712.05
November	80,791.02
December	6,429.15
Total	654,409.14

The following table represents the official figures, giving the shipments of each company by canal during the past season:

American	93,389.18
Borden	110,619.18
Consolidation	222,297.16
Hampshire and	10,881.07
Baltimore	
Maryland	61,065.08
New Central	88,581.00
Blaen Avon	41,758.15
Atlantic	115.16
Keystone	691.12
Gas Coal	24,810.04
Total	654,409.14

The following table gives the amounts consigned to different destinations:

Georgetown	614,348.04
Knoxville	319.15
Harpers Ferry	917.17
Shepherdstown	598.14
Williamsport	35,960.07
Hancock	766.06
Berlin	113.07
Sharpsburg	109.06
Mercerville	216.00
White's Ferry	99.15
Seneca	80.00
Two and Four Locks	880.00
Total	654,409.14

The amount of lumber shipped was 538 tons; fire brick 81 tons; fire clay 395.15 tons.

The financial receipts from this port for the season were \$277,592.32.

The canal boat M. D. Corse, lying at Williamsport, took fire on Thursday night. The cabin was entirely destroyed, with all its contents, wearing apparel, bed clothing, and \$5 in money. Wesley Bear was living on the boat.

To prevent accidents of this kind is one reason why the coal companies refuse to let parties live in their boats here at Cumberland during the winter.

Wed, 1/10/77, p. 4. For the first time for the last twenty years all the boatyards of the city are idle, with neither repairing being done nor new boats being built.

ES, Fri. 1/12/77, p. 4. **The Assault on the Canal Officers - Another Assault** – Yesterday morning Andrew Garrett was arrested near Hancock, brought to this city and lodged in jail on the charge of complicity in the assault on Canal Treasurer Fawcett and Collector Mulvany in October, 1873. Garrett was arrested shortly after the attempted assassination and robbery, but no evidence implicating him was adduced. He is one of the parties against whom evidence was discovered to State's Attorney Boyd, at Annapolis, some time since, heretofore noted. (*Cumberland News*, 10th)

Tue., 1/16/77, p. 4. A force of workmen were engaged yesterday in cutting a channel in Wills Creek from the dam to the ice-bound boat lying just below Brengle's store. The canal company's officers fear that in case the ice breaking up the boat may be dashed against the pillars of the mule bridge and do some serious damage. It is therefore proposed to take it into the canal.

Wed., 1/17/77, p. 4. **THE ICE GORGE.**

On Saturday the ice on the Potomac was broken up from the headwaters to a point about three miles from town. By noon yesterday it had broken up as far down as the Potomac Wharf. At four o'clock a channel had been broken as far down as the blue bridge here, and the ice then began to gorge above the bridge. In an hour more it swept under the bridge and passed over the dam, without doing any harm hereabouts. By half past five o'clock the water in Wills Creek had risen to nearly full high water mark and the ice disgorged from the viaduct to beyond the narrows, forming an embankment from the mule bridge to the mouth of the creek up to a point a hundred yards above

the bridge. The ice cakes on this stretch are piled up at least 10 to 15 feet in thickness. Up to 12 o'clock last night this had not given way, its continuance being due to the back water from the river. It will hardly remain today if the creek continues to rise. Yesterday afternoon the boat lying in the creek near Brengle's store was in great danger. It was held by a dozen or more large ropes, and one of these, two inches in diameter, was sundered as if it had been a spider's thread, when the ice first began to break, pile up and sweep against the craft. It now lies hugging the bank, and is so well secured that it will be quite impossible for it to break away.

Quite a crowd of spectators watched the gorge yesterday from the different bridges.

Both streams are now clear of ice, except the immense embankment that reaches from the mouth of the creek to a point above the gas work bridge.

Fri., 1/19/77, p. 4. The canal boat "Busy Bee" lies in a precarious position near Brengle's store. Parties were at work today trying to get her out of her bed of ice and rock.

The canal company had a force of workmen employed yesterday in trying to cut a channel in the ice gorge so as to bring into the canal the canal boat now lying below Brengle's store.

Sat., 1/20/77, p. 4. **ICE BELOW.**

We were informed by a gentleman from Williamsport that there was a very heavy ice gorge reaching from Dam No. 4 to Dam No. 5, that the river was running into the canal below the Williamsport lock, and it was thought some damage would be done to the canal.

Wed., 1/24/77, p. 4. The Consolidation wharf is now being thoroughly repaired, which looks as if the Consolidation Company was getting ready for a big business in the spring.

Thu., 1/25/77, p. 4. **OUR COAL.**

Since 1873 the shipments of coal from this region have been gradually on the decline. The reason for this is not attributable to the lack of

demand for semi-bituminous coal; neither is it owing to the introduction of better fuel upon the market. So long as the Cumberland coal was purchasable at the Eastern seaports at a reasonable or even high price, with no substitute suited, for it, the demand kept increasing. But there were other semi-bituminous coals looking for a market - of an inferior quality, it is true; but while our coals were held at a high figure, consumers made use of these coals to bring down the price of our fuel, just as the "wood-butchers and bull-dozerers" are now being used to bring down the price of mining. Not that these men are skilled or their work as good as the regular miner, but as a means to effect a reduction in the cost of mining.

In 1873 the Clearfield coal was scarcely known. To bring it on the market men were employed to dig coal at nominal rates "until a trade should be established." The trade has been established, until it is fast crawling on Cumberland shipments, and the miners are still working at "nominal rates." The operators here have not until recently cut down the pay of miners. They saw the trade leaving them until they could not employ half of the miners; yet the wages of miners were not cut down. Out of work and in want, many of the miners left this region and went to work in the Clearfield mines at 40 and 45 cents. And thus, it was destined to go on. As our trade left us, the miners would leave, and work for a small sum elsewhere rather than submit to a reduction here. Could it be expected that operators would sit by and see their trade leaving them without an effort to keep above the waters? The miners could migrate, but the mines could not change location. The same law of self-preservation which carries laborers to other fields when work is slack permeates all society - corporations as well as individuals. The companies saw their trade, which had been years in building up, leave them. So long as there were no competing coals, they were willing to pay the highest wages; but when destruction threatened they looked about for a remedy.

The enormous rates for transportation of coal upon the Consolidation road led them to look about for a new route to their fields, and now the lines are being cast and soon the locomotive will

whistle upon the west side of the Narrows, and coal will come to Cumberland at 1½ cents per ton per mile. Casting about again, these companies recognized the fact that they were paying too much for mining when compared with the prices paid elsewhere. While it was a matter of regret to be compelled to cut down the prices, yet the fact stared them in the face - reduction or ruin. The outside world was as observant of this as the companies themselves. Strikes are disastrous to all parties. Knowing this we advised the miners to appoint a committee of consultation with the operatives, and jointly fix upon a scale of prices for the year. As a live journal, whose duty it is to look out for all interests of the community, we felt that if such a plan were adopted, a strike might be avoided and the miners would get a better price for their labor than if a combination were effected among the companies and *they* should fix the wages of the miners.

We are glad to see that the miners have taken a considerate view of the matter. While they have not followed our advice, they have pursued a course conservative in tone and dignified in its bearings. Diverse opinions prevailed among them. Many thought it unjust to reduce the price while some were getting 65 cents. Working at New Hope at 50 cents, while the recognized price was 65, was calculated to arouse the ire of the miners; yet all these matters were fairly considered, and they calmly determined on fixing the price at 55 cents. A number of the companies have put men to work at this price, though no pledges have been given that they will continue paying it. Others hold out at the price offered, 50 cents per ton; but no miners have gone in at the latter price, except in the New Hope mine. Whether this will be the rock upon which they will split only the future can disclose.

A combination of the companies is the matter to be dreaded by the miners. If no combination is effected, 55 cents may be put down as the ruling price for the season; if one be affected, we fear the season will open disastrously to the coal interests of Allegany. With moderate wages to the workmen; with reduced cost of transportation, with the new railroad in process of construction, the outlook is bright. When the price

of Cumberland coal is within a reasonable margin in comparison with other coals, there need be no fear for our prosperity, *for no other coal can equal ours*. Clearfield shipments will decrease rapidly, while ours will *increase* in a like ratio. *Cheapness* brings the Clearfield to the front, while *quality* will always keep up the demand for Cumberland coal.

ES, Fri. 1/26/77, p. 4. **Narrow Escape** – On Saturday afternoon, while Mr. Benjamin Fawcett, treasurer of the canal, was crossing Paint branch in a two-horse carriage, the stream, swollen by the thaw, took the wheels of the vehicle from the bottom, and Mr. Fawcett narrowly escaped drowning by swimming ashore. One horse was drowned. This is the third narrow escape with his life Mr. Fawcett has made in the last sixteen months. One was in October, 1876, when he was shot at by highwaymen, and another in the collision at Odenton, in July last, when he was severely injured. (*Rockville Advocate*, 25th)

ES, Mon. 1/29/77, p. 4. **GEORGETOWN. The River and Canal.** – There seems to be but little decrease of the ice on the low grounds since last week. It will take some heat to melt it, and some tide to float it down. Navigation is well opened at this port, and, unless we have another freeze, commerce will soon begin again. The canal is still completely frozen up, and there is no immediate prospect for its opening.

Tue., 1/30/77, p. 4. Mr. Charles Embrey, of Williamsport, will start a canal supply store on the Island near Basin Wharf in the spring.

Wed., 1/31/77, p. 4. The port of Alexandria, which has been closed with ice since the 9th day of December, is now open, the ice having broken up on Saturday. Great fields of ice, containing from one to twenty acres of surface each, went out with the ebb tide.

ES, Wed. 1/31/77, p. 4. **GEORGETOWN Steam Canal Navigation.** – The demand for more rapid and cheaper canal transportation has been a wonderful stimulant for steam navigation. Mule power is too slow, expensive and troublesome.

The steamers *Ludlow Patton*, *Thomas Venners*, *F. L. Moore* and *H. G. Wagner*, all of which are provided with the patent adjustable propellers, and which ran upon the Chesapeake and Ohio canal during last season, met with the hearty approval of boatmen, and with great practical success. We learn that these boats have been singularly free from delays in port on account of repairs, and notwithstanding the report that has gone the newspaper rounds that steam canal navigation is a failure, we have the following from the books of a practical steam navigator, viz: - In 1875 the *Ludlow Patton* made 29 round trips, and cleared \$1,342; in 1876, 23 round trips, and made \$1,150 over expenses. It is said that in a season of eight months these steamers can make from 40 to 42 trips. The highest ever made by a mule boat was 28 trips. If business should revive, we expect to see more of these boats built next season.

Thu., 2/1/77, p. 2. All the companies in the mining region are now paying 55 cents per ton for mining except the Consolidation. There is little coal being mined so far this year.

Sat., 2/3/77, p. 4. Quiet reigns in the coal region and the miners have accepted 55 cents as the ruling price per ton for mining. This reduction has been made with very little trouble, the miners realizing the necessity of a reduction and voluntarily acquiescing in the rate proposed and adopted by the miners' convention.

Fri., 2/9/77, p. 4.

GETTING READY FOR SPRING.

The Consolidation Company is making extensive preparations for a lively trade next season. Some time since we chronicled the fact that extensive repairs had been made to the Consolidation wharf.

Sat., 2/10/77, p. 4. It is said that the "Georgetown channel" in the Potomac is pretty well filled up, a fact that will necessitate the loading of large coal vessels at Alexandria.

ES, Sat. 2/10/77, p. 4. **GEORGETOWN Canal Notes** – Although the ice has all disappeared from the canal, it is not at all likely

that trade will begin before the middle of March. It is thought that the water will be turned on (it being always drawn off above the Georgetown level during the winter) somewhat earlier than usual, as so many repairs along the line are not needed this year. If this be the case, the grain may begin to come in by the first of March, but the coal trade will not fairly open until later. Some of the coal companies have been doing a little this week, loading vessels with coal from the wharves, and from some few canal boats which have remained here loaded during the winter.

Mon., 2/12/77, p. 4. Work will be resumed at the boatyard of Mr. Fred Mertens this morning.

Tue., 2/13/77, p. 4.

BOUGHT A BOAT.

Mr. Henry Blocher has purchased the hull of the canal boat *James H. Percy*, at a cost of \$20. This boat lies sunken at the Consolidation wharf. She will be pumped out and hauled into the river basin, where it will be run over the dam on the first rise of the river and taken opposite the brick-kiln of Mr. Blocher, where it will be cut up. Messrs. "Boom" Gephardt and "Doctor" Lemonowski will raze the boat under the superintendence of "Skipper" Shuck.

MARYLAND COAL COMPANY.

At the annual meeting of this company, the following officers were elected to serve for the ensuing year: President - Henry Loveridge. Directors - Chester W. Chapin, George L. Kingsland, Ludlow Patton, Henry M. Alexander, Francis Robinson, Reuben Manley, George A. Elliott, Henry Loveridge, David Milliken, and George W. Butts.
[Editor's note: canal boats were named after some of these men.]

Wed., 2/14/77, p. 4. We think it hardly possible that the canal will be in navigable order by the middle of March. There is a large break in the canal near Hancock, which cannot be repaired until the frost leaves the ground, and will then require two weeks work to repair. Besides, it has been customary to clean out the basin here before the opening in spring, and as yet no movement is

being made to this end. The mill-race is continually making bars in the canal, and the canal company should purchase the right and turn the water in another direction.

Thu., 2/15/77, p. 4. THE CANAL.

Superintendent Stanhope, of the upper division of the canal, will come here on Mon., when the preparation for opening navigation will begin.

The water will be drawn off and the basin will be cleaned of bars and the prism cleaned of mud.

The wharf owners will also have an opportunity of clearing up the bed of the canal at their docks.

Fri., 2/16/77, p. 4. The boat bought by Mr. Henry Blocher is now being pumped out and will be carried over the dam tomorrow or Monday.

Squire Blocher was at home most of yesterday complaining of being quite unwell.

Wed., 2/21/77, p. 4. THE CANAL.

Paymaster Gambrill yesterday paid off the employees on the Cumberland division.

Mr. S. Barnes was appointed lock tender at the tunnel, to succeed Joseph Depew, deceased.

Superintendent Stanhope was also here, carrying out the purposes of the canal company. The water was drawn off this level on Monday afternoon.

Mr. Stanhope will give particular attention to the whole of his division, which is now very large. He yesterday went down to Orleans to superintend the completion of repairs there; leaks being occasioned by the springing of the side walls. New wall was erected.

New Town Creek locks will require repairs to some extent on account of leaks.

Several of the locks this side of Orleans will have to be repaired, owing to the springing occasioned by the freezing weather of the closing winter. On some of the coping stones will be replaced by new. The break at Dam No. 6 is not a matter for serious consideration, and will be remedied in three days after the frost leaves.

No bars or cleaning will be required except at the Cumberland basin, where the mill [race] empties its mud and filth, and where the debris from loading boats at the wharves has covered the bed.

Some general orders were given to the employees looking to the economical working of the canal the incoming season.

There was a rumor of a change on this division, but upon inquiry we were informed that none was proposed whatever.

Messrs. Gambrill and Stanhope left here yesterday on the afternoon train.

Thu., 2/22/77, p. 4. Our boat-builders will resume operations as soon as the canal basin is filled. It is said the wages of ship carpenters will be fixed at \$1.25 per day.

ES, Fri. 2/23/77, p. 1. **Chesapeake and Ohio Canal** – The water of the canal at Cumberland level was drawn off Monday. At Orleans extensive repairs have been made necessary by leaks and springing side walls, and similar repairs are required at Newton locks. The break at dam No. 6 is not serious, and can be repaired in a few days. No cleaning out will be required except at the Cumberland basin, where much filth and debris have accumulated.

ES, Sat., 2/24/77, p. 4. **GEORGETOWN The Canal** – The water will be drawn off the Georgetown level of the Chesapeake and Ohio canal tonight for about two weeks to go through with the annual repairs and cleaning.

ES, Mon. 2/26/77, p. 4. **GEORGETOWN The Canal** – The water was drawn off the canal Saturday night, and a force of men are already employed in cleaning out the mud which annually accumulates. This season always affords the millers a good opportunity to “fix-up,” and the click of the hammer can be heard in the various mills today.

Wed., 2/28/77, p. 4. - The cleaning and repairing of the canal on this division is nearly finished. The water will be let into the basin today or tomorrow.

Twelve boats of coal consigned to Park Agnew at Alexandria will leave this port as soon as the way is clear.

Messrs. Young Bros. have the hull of a new canal steamer nearly completed, on stocks, at their boat yard above the blue bridge.

The canal company has placed the Potomac and McKaig & Walsh wharves in perfect repair, ready for the opening season.

ES, Wed., 2/28/77, p. 4. **GEORGETOWN The Canal** – It is thought that the repairs and cleaning of the canal, on the Georgetown level, will be completed this week, and that the water will be let in Friday or Saturday.

Wed., 3/1/77, p. 4. Superintendent Stanhope was in town yesterday, but left in the afternoon train. The water will not be let into the canal until 10th prox., when the entire canal, from here to its terminus will be filled. It will take about four days to fill the whole.

Sat., 3/3/77, p. 4. The *Alexandria Gazette* says, "it is now believed that the repairs to the Georgetown level on the canal, and the cleaning out thereof will be completed this week, and that the water will be let in on Saturday. Twelve boats loaded with coal for Mr. Park Agnew, of this city, are awaiting the reopening of navigation to Cumberland."

Mon., 3/5/77, p. 4. The canal will be in complete navigable order by the 15th instant, and the officers are instructed to be ready to commence business at that time.

The water was turned on the canal on Saturday as far as the stop lock to enable boat builders with yards on the basin to proceed with their work.

ES, Mon. 3/5/77, p. 4. **GEORGETOWN The Canal** – The water has not as yet been let in the canal; the repairs not being completed. It is thought, however, that navigation will reopen about the middle of next week. The Baltimore and Ohio Railroad, which has recently acquired control of the Consolidation Coal Company, has not yet

made known its policy, so that it is not known what effect the change will have on the canal.

Tue., 3/6/77, p. 4. On next Saturday the water will be turned on the canal all along the line.

Mr. F. Mertens commenced work in his boatyard yesterday, and has enough to keep him busy during the entire season. There are now twenty-eight men employed in repairing three boats on the docks, and in building a stone boat for Mr. Cropley, of Georgetown.

ES, Tue. 3/6/77, p. 4. **GEORGETOWN The Canal** – The water was turned into the Georgetown level of the canal last night, and the mills are running again. The officers of the canal are instructed to commence business on the 15th instant, as the canal will be in navigable condition at that time.

ES, Thu. 3/8/77, p. 4. **GEORGETOWN The Canal** – It is said that the water is to be let in all along the line of the canal on the 15th proximo.

Mon., 3/12/77, p. 4. One of the boatmen, whose all is now lying in the basin, attempted to feed his mule while under the influence of liquor. That noted animal became indignant and dealt his intoxicated hostler a gentle blow over the eye with his usual weapons of defense. The boatman says he'll "not touch another drop for a month," he is tired of the old stuff.

Tue., 3/13/77, p. 2. The order of the canal company suspending navigation for the present must have had a terrible effect on one of our enterprising coal agents, who had made complete arrangements for a *coup de tat* that would have totally eclipsed the other companies.

ES, Tue., 3/13/77, p. 1. **The Cumberland Coal Troubles.** – It is reported that the miners of the New Hope mine will go to work today at fifty cents, being the rate offered by the coal companies, and it is rumored that the men of the Borden company will follow. The Clearfield region, which is one of the great competitors with the Cumberland region, is paying forty cents per ton,

while, the Allegheny miners are striking against fifty cents, and demand fifty-five cents. Previous to the war, the miners of the Cumberland region received only twenty-eight cents. The following notice appears in the Cumberland papers of yesterday: "Notice is hereby given to all concerned that the Chesapeake and Ohio canal will not be open for transportation of coal until the existing strike at the mines is settled. By order of the president."

Ibid, p. 4. **GEORGETOWN**

The Canal – The recent order issued by the Chesapeake and Ohio canal board that the canal shall not be opened for the transportation of coal until the existing strike at the mines is settled, seems to create some little anxiety in regard to business prospects for early spring. Although the opening of navigation may be delayed a little, yet it is not thought that the order will effect the grain trade or business generally at this place.

Wed., 3/14/77, p. 2. The canal company must have seen clear through the little enterprise of the leading coal agent here when it suspended canal navigation until the wages question is settled.

p. 4. The lease of the Potomac wharf to the canal company has been renewed for one year, the three years for which it was formerly leased having expired. Messrs. Walsh & McKaig are now in Annapolis negotiating for the lease of their wharf to the same company.

ES, Thu., 3/15/77, p. 4. **GEORGETOWN The Canal** – It is said at the canal office that the water will be put on all along the line Saturday night next.

Fri., 3/16/77, p. 4. **THE FIRST OF THE SEASON.** The lumber boat Miltenberger came up yesterday with a load of lumber for Mr. Frederick Mertens, to be used at his boat yard. A number of canal boats are on their way and will arrive here in a few days.

The canal company has their dredging machine at work removing sand bars that have accumulated during last boating season. These bars are a source of annoyance to the boatmen in

getting their loaded boats out of the locks, very often causing a detention to both those coming up and going down.

MISSING. In making our rounds along the canal and among the yards, we have noticed that the old "Skedaddler" is not to be seen. We have often inquired as to her whereabouts, but have been unable to learn whither she has gone. We hope to see Captain Weisbrod on the canal again this coming season, and wish the old gentleman abundant success.

BETTER TIMES. We notice that all the boat yards are at work and have a number of boats on stocks undergoing repairs. Mr. Mertens has finished two or three, and we understand that Messrs. Weld & Sheridan propose to build several new steam boats and put the machinery in them that they have manufactured at their works during the winter. This, we think, indicates some signs of better times.

ES, Mon. 3/19/77, p. 4. **GEORGETOWN The Canal** – The water was let in the canal all along the line Saturday night, but boats will not be "locked through" until tomorrow night.

Tue., 3/20/77, p. 4. The employees along the line of the canal on this division will be paid off today by Secretary Fawcett.

The rate of toll on the Chesapeake and Ohio canal the coming season will be forty-eight cents per ton, including the toll at the outlet lock.

Boats will be locked through on the Georgetown level tonight on their way up the canal.

All the coal companies will resume shipments immediately, the miners generally acquiescing in the reduced rates of mining without action.

The New Central and Consolidation companies have ordered their boats up from below, and will be ready to load them on their arrival.

Wed., 3/21/77, p. 2. Throughout the whole coal basin, the miners have agreed to go back to work at 50 cents, and the Maryland, New Hope, Blaen Avon, George's Creek, Hampshire and Baltimore have put their employees to work, and within a few

days all the companies will be operating. All the business interests of Cumberland, Frostburg and Lonaconing are looking up, and miners and merchants exhibit more pleasant countenances than we have seen for months past.

The canal is now in complete order and ready to ship coal, and the operators may send along the black diamond's as soon as they please. The tolls will be 48 cents per ton, including terminal charges.

ES, Wed., 3/21/77, p. 1. **GEORGETOWN Canal Resumption** - The Chesapeake and Ohio canal will be opened for business today for the season. The strike in the Cumberland coal region is at an end, and heavy shipments to the seaboard by canal and railroad will be made as early as practicable. The snow storm of Monday interfered with operations. Stacks of Cumberland coal at Baltimore have been exhausted for some time. The low price at which some of the anthracite mining and shipping corporations, now in the hands of receivers, are taking contracts, it is expected will have some effect upon the bituminous interests, but a reasonably good season is nevertheless expected. Mr. A. P. Gorman, president of the canal company, was in Baltimore yesterday. *Balt. Sun*, 21st.

Thu., 3/22/77, p. 2. Not so many boats will be on the canal this season as last year. This will give more opportunity to the remaining boats to secure speedy loading.

The rate of tolls on the canal covers the cost at the outlet lock at Georgetown. Whether any deduction will be made from the 48 cents to those boats unloading in the canal we have not heard.

Mr. Louis Miller loaded a boat at the Consolidation wharf yesterday.

Capt. Ganley, of the Thomas Venners, will be the first to take a load of coal down the canal this season.

The American coal company has ordered its boats up from below, and will soon be shipping coal eastward.

It is generally conceded that the price to be paid to boatmen this season will be \$1 per ton,

though it is said some companies favor 90 cents.

The Maryland Coal Company yesterday received about four cargoes from its mines to be shipped over the canal, and today boats will leave for Georgetown and Alexandria.

From six to nine boats, it is supposed, will leave today loaded with coal for Georgetown. They will be preceded by ice-breakers, as the ice and snow seem to be frozen some three or four inches thick.

ES, Thu., 3/22/77, p. 1. **The Coal Trouble.** Advices from Cumberland show that the trouble with miners is over, and that the companies will be in full operation in a few days at the reduced rate for mining. The Chesapeake and Ohio canal was officially announced as open to business yesterday. Coal tolls on the canal are to be increased from 46 to 48 cents per ton – the increase being added to pay for terminal facilities at the outlet lock.

Ibid, p. 4. **GEORGETOWN**

Grain Trade – Arrivals by canal: Boat Loudoun, with 1,200 bushels of corn and 800 bushels of wheat, to H. M. Talbott; also 1,200 bushels of corn and 800 bushels of wheat to Hartley & Bro. Boat H. M. Talbott, with 1,000 bushels of corn and 1,000 bushels of wheat to H. M. Talbott; also 300 bushels of wheat and 400 bushels of corn to Hartley & Bro.

Fri., 3/23/77, p. 4. **Canal Trade.** - The coal season commenced yesterday by the following named boats, carrying in all 443 tons of coal:

CONSOLIDATION COAL CO.			
Hancock, Md.	D. W. Read	Capt. L. Eichelberger	117 08
MARYLAND COAL CO.			
Georgetown:	Thomas Venners	Capt. Thos. Ganley	102 00
INDIVIDUAL			
Georgetown:	C. Segerson	Capt. J. Wallace	112 14
	Nuttie & Billie	Capt. J. A. Sigler	110 13
		Four boats	223 12

ES, Fri. 3/23/77, p. 1. **The Cumberland Coal Trade** – *Preliminary Parrying in Canal Matters* – The Cumberland News of yesterday says: - The canal was in readiness yesterday to receive upon its placid bosom any number of canal bots, but none were dispatched. The only companies mining coal for canal yesterday, as far as we could

learn, were the Consolidation and Maryland companies. It is probable that New Central will begin today. This company is still shipping by the Pennsylvania railroad, but expects to be shipping by both railroads and the canal next Monday. One boat was loaded by the Consolidation company yesterday but not dispatched. The Maryland company's steamer Venners broke a channel through the ice on the river to the upper wharf, and one boat was partly loaded there last evening by the Maryland company, who have 450 tons of coal on the wharf and expect more today. The rate of boatmen's freights for the season has not yet been fixed, though the Maryland company is offering ninety cents per ton. All sorts of rumors, among them one to the effect that a coal agents' combination has been formed to keep freights at one dollar, are afloat, but nothing definite has been decided upon. Neither is it definitely understood whether the increased rate of canal tolls is to be paid by all shippers or only those using the outlet lock.

Ibid. p. 4. **GEORGETOWN**

Strike Among the Grain Carriers – Yesterday, the men who carry the grain from the boats to the mills, struck for 20 cents, instead of 15, per hour. The strike only lasted for about two hours, however, when the carriers went to work at the old figures.

Grain Trade – Arrival by canal: Boat J. N. Thomas, with 2,700 bushels of wheat, 850 bushels corn, and 60 barrels of flour to J. G. & J. M. Waters. Boat Caledonia, with 1,700 bushels wheat to Hartley & Bro., and 68 barrels flour to J. G. & J. M. Waters. Boat Hattie & Bessie, with 3,400 bushels of wheat to Hartley & Bro.

Sat., 3/24/77, p. 4. The only boat loaded yesterday was by the Consolidation Coal Co.

The *Thomas Venners* left port yesterday for Georgetown, under compulsion.

ES, Fri., 3/24/77, p. 4. **ALEXANDRIA Shipments Commence** - The coal shipments at this port were inaugurated for the season yesterday by Messrs. J. P. Agnew & Co. who loaded and dispatched the schooner *Charm*, for Hampton, Va.

Three other vessels are lying at their docks in process of loading, having been brought down from Georgetown for that purpose. The coal for these vessels comes from boats which were frozen up on the canal, while in transit to this city, at the end of last season. The agents here think the prospect a good one for a lively coal trade this season.

GEORGETOWN - Grain Trade – Arrived by canal: Boat Wheeler & Barron, with 1,800 bushels of wheat, to H. M. Talbott, and 1,700 bushels wheat, to Hartley & Bro.

Mon., 3/26/77, p. 4. The loaded boat, Bessie Gruber, which has been lying at Williamsport all winter, left that port on Wednesday last for Georgetown.

A large number of boats are continually arriving from the various points on the canal, and will no doubt leave heavily laden as soon as the boatmen's question is settled.

But two boats left this port on Sat., one of these belonging to the Consolidation Coal Company and both carrying a total of 224 tons. The F. Bowers was loaded with 114 tons of Consolidation coal; the W. E. Turner with 110 tons of gas coal.

IMPORTANT CHANGES

The following appointment and changes have been made on the Chesapeake and Ohio Canal at this port:

John G. Lynn, esq., has been appointed wharf-master at the Potomac wharf to succeed Mr. F. L. Tilghman.

C. V. Hammond, esq., inspector, has additional duties imposed upon him in which he is directed to overlook the work of his assistants, make reports to Superintendent Stanhope of the general condition of the work, furnish daily reports to Annapolis of the tons shipped from each wharf, and by whom shipped, with particular attention to weight, impose fines and have the regulation of all boats in the harbor.

C. D. Warfield, Esq., is inspector for the Consolidation and Basin wharves; he previously has had charge of the Basin wharf.

Es, Mon. 3/26/77, p. 4. **GEORGETOWN**

Grain – Arrivals by canal: Boat William Rider, with 2,800 bushels of wheat, 800 bushels of corn, and 150 bushels of rye, consigned to Hartley & Bro.; boat Medley, with 4,200 bushels of wheat and 120 bushels of hay to same firm; boat Thomas Thrasher, with 1,105 bushels corn consigned to H. M. Talbott.

Tue., 3/27/77, p. 4. **Canal Trade.** - Three boats left here yesterday, carrying 344 03 tons of coal:

CONSOLIDATION			
Georgetown:	M. A. West	Capt. Wm. Conrad	112 12
Washington:	Dove	Capt. A. Mose	114 11
INDIVIDUAL			
Georgetown:	Johnny	Capt. J. Kean	117 00

All the canal steamers are now in port except the *Ludlow Patton*, the *Moore* and the *Wagner*.

The American Coal Company commences shipping coal today by canal, having agreed to pay the boatmen \$1 per ton.

Today, unless the river be too high, the coal business will commence in earnest on the canal, the boatmen freighting at ninety cents per ton.

All the wharf men engaged on the Consolidation Company's wharf were reduced in wages the same percentage as the miners. To this the men objected and quit work, and their places have not yet been filled.

ES, Tue. 3/27/77, p. 1. **Cumberland Coal Trade**

The *Cumberland News* of Saturday says: There were no clearances by canal yesterday, as no freights were offered excepting by the Maryland company, who still adhere to their offer of ninety cents, but have as yet secured no boats at that rate. It is understood that the Consolidation, New Central and perhaps other companies will commence full shipments by canal Monday. There is nothing new to report from the mines excepting that the miners of the Borden company went to work at the shaft yesterday. The increased tolls on the canal (48 cents per ton) will apply to all coal shipped from this point. It is currently rumored that the rate of freight on the Cumberland and Piedmont railroad for the season will be two

cents per ton per mile, the rate fixed by the legislature.

The Cumberland *Civilian* of Saturday has the following additional to the above: Yesterday the Baltimore and Ohio railroad company made known its rates for carrying coal during the present season. The new rates are \$1.87 per ton of 2,000 pounds to Baltimore city stations, and \$1.62 per ton to Locust Point. This is a reduction of 18 cents per ton in each case, as the former was \$2.05 and the latter \$1.80 under the old schedule of rates.

Wed., 3/28/77, p. 4. **Canal Trade.** - Three boats loaded with 330.03 tons of coal left this port yesterday:

CONSOLIDATION COAL CO.			
Georgetown:	F. L. Moore	Capt. Brown	102.01
	A. B. Turner	[Capt. Reynolds]	116.19
		Total	219.00
INDIVIDUAL			
Shepherdstown:	Ben Bissell	Capt. Geo. McCann	111.03

The second loaded boat of the season arrived yesterday loaded with hay from Old Town.

All differences between the boatmen and shippers may now be said to be at an end. Before the week is out, we look for all the companies heretofore shipping by canal to have a brisk trade on that thoroughfare.

The basin is becoming quite crowded with boats from below, and unless those that are here soon leave there will not be room to accommodate all.

The Maryland Company began the season on the canal yesterday by making regular shipments, which will be continued daily.

A rumor prevailed yesterday that the firm of Weld & Sheridan had contracted with the Maryland Coal Company for the transportation of 40,000 tons of coal to Georgetown, the rates being at 90 cents a ton.

If the river be not too high the following boats will leave today loaded with Maryland coal: Star No. 1, Star No. 2, Star No. 3, and the H. T. Weld, all of them steamers. The H. J. Wagner will also leave if it arrives in time to be loaded.

Thu., 3/29/77, p. 4. **Canal Trade.** - Twelve boats left here yesterday, carrying 1,356 06 tons of coal:

Georgetown:	H. T. Weld	Capt. McAmeny	95 11
	T. J. Boyer	Capt. Kroon	118 03
	A. K. Syester	Capt. Kroon	118 18
Washington:	G. M. Stonebraker	Capt. Kroon	114 14
	S. S. Lynn	Capt. Kroon	110 18
Berlin, Md.	Three Brothers	Capt. Morrison	111 03
		Six boats	662 09
AMERICAN COAL CO.			
Alexandria	M. Sanford	Capt. Everly	111 08
	Peter G. Uhler	Capt. Pearce	114 19
	John Wilson	Capt. McCann	119 17
	G. P. Lloyd	Capt. Emberson	115 18
		Four boats	462 02
J. P. AGNEW & CO.			
Alexandria:	G. H. Moore	Capt. Moore	115 17
	Dr. F. C. Doyle	Capt. Worrell	115 18
		Two boats	231 15

The shipments of coal by canal yesterday amounted to 1,356 tons, which is an encouraging business for so early a day in the season.

We learn that Messrs. Weld & Sheridan have their fleet of steamers here all prepared to engage in the shipping of coal.

Although the basin was cleaned out this spring, a loaded boat was caught on a [sand] bar yesterday and [it] was some time getting it loose.

The men employed on the Consolidation wharf are not out on strike, but are at work. They say they have not heard of any proposition to reduce their wages.

ES, Thu. 3/29/77, p. 4. **GEORGETOWN**

Man Drowned in the Canal. - About 10 o'clock yesterday morning, a colored man, named George Binns, while employed on canal boat *E. V. White*, near the old distillery, accidentally fell into the canal, and before assistance could be rendered, was drowned. Binns was from Loudoun county, Va., and was about 40 years of age. The coroner was notified, and gave a certificate of death from accidental drowning. The body of the unfortunate man was turned over to his friends.

Grain Arrivals - Boat Seneca, with 1,300 bushels of wheat and 250 bushels of corn, to H. M. Talbott, also 600 bushels of corn and 87 barrels of flour to Hartley & Bro.

Fri., 3/30/77, p. 2. **Canal Trade.** - The following sixteen boats left here yesterday, carrying 1,773.12 tons of coal:

AMERICAN COAL CO.			
Alexandria	Chas. R. Hooff	Capt. J. H. Haines	114.09
	Wm. Walsh	Capt. J. Teach	114.13
	D. Stewart	Capt. T. B. Brown	111.16

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	J. J. Swift	Capt. T. B. Brown	114.13
	J. A. Alexander	Capt. J. Penner	111.19
	W. E. Bell	Capt. J. Brendlinger	115.13
	J. L. Read	Capt. M. Brendlinger	114.10
		Seven boats	797.13
MARYLAND			
Georgetown:	Baltimore	Capt. J. Starliper	114.17
	G. Herring	Capt. G. Smith	111.07
	A. Kratz & Co.	Capt. Brookman	111.00
	Star No. 3	Capt. J. Richards	100.00
	Star No. 1	Capt. J. Warner	96.17
	Star No. 2	Capt. J. Moore	95.00
		Six boats	629.01
BLAEN AVON			
Alexandria:	G. Hughes	Capt. J. Callan	118.17
INDIVIDUAL			
	J. R. Purcell	Capt. C. Armstrong	114.01
	William R. Shaw	Capt. Coffman	114.00
		Two boats	228.01

While engaged in the repair of a boat at the yard of Messrs Young & Bro., yesterday, Mr. Frederick Baer had his forefinger badly crushed, which will probably disable him for some days.

A mule arrived in from below yesterday towing one boat. The captain closed the season last year with a fine team, but all have perished during the winter, but this one. The captain is not disheartened, however, and will supply himself with more mules and try his luck again.

ES, Fri. 3/30/77, p. 4. **GEORGETOWN**

The Coal Trade is about to open for the season, most of the companies here having received and reshipped some coal during this week. A good number of boats are now enroute for Georgetown, and the trade will fairly begin next week.

Grain – Arrived by boat Belle of Shepherdstown, with 2,500 bushels corn to J. G. & J. M. Waters.

Sat., 3/31/77, p. 4. **Canal Trade.** - The following twelve boats left here yesterday, carrying 1,161.12 tons of coal:

MARYLAND COAL CO			
Georgetown:	R. T. Semmes	Capt. Westbrook	111.00
	Malcolm Sinclair	Capt. O'Neal	108.00
	Laura S.	Capt. Little	118.03
	F. H. Darby	Capt. Tice	111.06
	T. O'Connell	Capt. Mills	111.01
		Five boats	559.07
AMERICAN COAL CO.			
Alexandria:	E. Bayer	Capt. Fisher	112.00
	A. J. Clark	Capt. Wilson	111.10
	M. Snow	Capt. J. Martz	115.00
	James Green	Capt. H. Martz	115.09
		Four boats	456.15
DESPARD COAL CO.			
Washington:	Mattie	Capt. Seaman	117.10
	J. P. AGNEW & CO.		

Alexandria:	C. W. Brengle	Capt. Turner	115.19
INDIVIDUAL			
Georgetown:	Wm. Borden	Capt. Manning	

The Consolidation Coal Company will commence regular shipments today, and it is expected it will send off eight boats daily during the season.

The steamers Ludlow Patton and H. G. Wagner (constructed on the Pierce patent) left Georgetown on the 20th for Cumberland and are expected here today.

A rumor prevailed yesterday that the steamer "Star No. 3" had exploded her boiler. We could trace the rumor only to the fact that she broke one of her pumps when about two miles from the city, which delayed her about an hour, when she proceeded on her way to Georgetown.

[Transcriber Note: the following editorial has been included due to its operational aspects.]

THE TERMINAL FACILITIES

We yesterday submitted our views upon the outlet lock, in its bearings upon the coal trade at Georgetown. By putting boats out into the river through the outlet, instead of the byway of Rock Creek and passing through a number of locks, considerable time is saved, and boats can be more readily and speedily unloaded. These advantages, we suppose, are what are called "terminal facilities." From information received from parties interested in coal shipments we are led to believe, as we stated yesterday, that the additional charge of two cents per ton is more than overcome in beneficial results to those companies freighting for Georgetown, and we suppose there will be no objection on their part as to the additional two cents, so long as the canal company has declined to make a general reduction on the rates of last year.

There are, however, other interests involved in this extra charge, which derive no benefit from the outlet lock or from any of the "terminal facilities." The Consolidation, Maryland, New Central, Borden and other companies ship from Georgetown; while the American, Blaen Avon and Hampshire & Baltimore companies ship from Alexandria, some of them owning their own wharves and appliances for loading. It cannot be expected that these

companies will abandon their property and ship from Georgetown. Their shipping contracts are probably made from the port of Alexandria. Must these be broken? They have their office agents there; their regular laborers; complete equipments for loading superior to those at Georgetown. Must all these be abandoned to avail themselves of the "terminal facilities" offered by the canal company? And if not abandoned, what advantage will accrue to them from these improvements at Georgetown? We can see none. Then, as long as these companies do not and cannot avail themselves of these facilities, certainly the additional amount of toll added thereto should be removed in their cases. While we do not speak from personal knowledge, it is reasonable to conclude that sea-going vessels make no distinction in their charges as between the two ports of Alexandria and Georgetown; while the freights on the canal are greater to the former than the latter. In addition, therefore, to the charge for "terminal facilities," the companies shipping to Alexandria must pay additional tolls and freights from Georgetown thither.

The interests of Cumberland, of the canal and of the coal companies are to a great extent dependent upon water transportation, and the canal company should place all companies on an equal footing at tide-water, with no advantages the one over the other. Either a rebate should be made to the Alexandria shippers, or the canal company should regulate the rates on a reasonable basis, by assuming a portion of the charges over the Alexandria branch. Let the companies enter equally upon this race, with equal chances for the Eastern trade, and the increased shipments over the canal will remunerate the company for any drawbacks allowed to accomplish this end.

Mon., 4/2/77, p. 4. **Canal Trade.** - The following twenty-five boats left here Sat., carrying 2,017.06 tons of coal:

CONSOLIDATION			
Georgetown:	G. Meredith	Capt. W. Compton	116.11
	Robin	Capt. W. Compton	116.10
	J. T. Davis	Capt. F. Barger	111.09
	Tommy & Nellie	Capt. Little	115.09
	Wm. Weber	Capt. G. Dixon	117.11
	W. Thompson	Capt. P. O'Brian	116.08
	Ino	Capt. D. McCarty	114.12
	B. Resley	Capt. H. Teeters	115.01

Washington	Joel Charles	Capt. Hammond	110.12
	Edward Stake	Capt. Kimble	121.09
		Ten boats	1155.12
AMERICAN COAL CO.			
Alexandria	James Dayton	Capt. C. R. Shaw	115.11
	M. D. Corse	Capt. J. W. Bear	116.02
	W. Smith	Capt. E. Masters	115.08
	W. J. B. Lloyd	Capt. Kirkpatrick	116.12
	T. H. Faile	Capt. I. Penner	115.14
		Five boats	579.07
J. P. AGNEW & CO.			
Alexandria:	J. H. Houck	Capt. Reed	111.06
	Dr. J. P. Broderick	Capt. C. Little	106.14
	Diligent	Capt. J. Moriarty	112.05
	Maryland	Capt. J. Clendenning	110.04
		Four boats	440.09
MARYLAND COAL CO.			
Georgetown:	A. E. McQuade	Capt. J. F. Clark	111.06
	Iowa	Capt. J. Keedy	107.15
	D. L. Saylor	Capt. J. R. Turner	117.17
		Three boats	336.18
INDIVIDUAL			
Georgetown:	Pattie Dunlop	[Capt. Snyder]	104.03

Several boats will be loaded today by the New Central Coal Company. The rate per ton paid will be ninety cents.

The steamer Arthur Lovell, Capt Thomas Gorman, is now being used as a tug to tow the mule boats loaded at the Potomac wharf to the lock at the terminus of the canal. The Lovell is a strong steamer and will be of great assistance to the boats.

ES, Mon. 4/2/77, p. 4. **GEORGETOWN**

Grain Trade. - Arrivals by canal: Boat Hattie & Bessie, with 3,400 bushels of wheat, to Hartley & Bro.; boat H. M. Talbott, with 1,700 bushels of wheat to H. M. Talbott; also, 1,050 bushels wheat and 300 bushels corn to Hartley & Bro.

Tue., 4/3/77, p. 3. **Canal Trade.** - The following thirty-two boats left here yesterday, carrying 3,810.13 tons of coal:

AMERICAN COAL CO.			
Alexandria, Va.	Dr. M. M. Lewis	Capt. Eichelberger	119.03
	John H. Parrott	Capt. Colbert	116.08
	M. Kersey	Capt. Barger	115.09
	J. P. Moore	Capt. Nuse	116.04
	American Flag	Capt. McKnight	116.07
	Samuel Lloyd	Capt. McMullen	117.02
	R. Bender	Capt. Rose	115.17
		Seven boats	816.12
CONSOLIDATION			
Georgetown:	D. A. Miller	Capt. Weller	115.17
	L. L. Shives	Capt. Shives	117.00
	P. J. Smith	Capt. Anderson	108.18
	Dr. C. F. Russell	Capt. Jackson	113.13
	C. Slack	Capt. Lewis	113.04
	T. Malloy	Capt. Knode	112.13
	Geo. A. Pearre	Capt. Sensel	111.08
	J. Leetch	Capt. Walker	119.01
Washington:			

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Williamsport:	A. Gruber	Capt. Woltz	114.04
		Nine boats	1,029.02
	MARYLAND COAL CO.		
Georgetown:	R. M. Sprigg	Capt. Dunnigan	111.10
	John Sammon	Capt. Quigley	112.17
	Willie & Annie	Capt. G. Knode	110.14
	Thomas Venners	Capt. [Ganley]	103.09
		Four boats	436.10
	BLAEN AVON COAL CO.		
Alexandria:	Nora & Willie	Capt. Sorrell	118.14
	M. E. Tice	Capt. Mills	112.16
	B. R. Summers	Capt. Arrington	112.07
Williamsport:	E. M. Stanhope	Capt. Shaffer	108.11
		Four boats	451.19
	BORDEN COAL CO.		
Georgetown:	New Era	Capt. McCardell	104.03
	Julia Borden	" "	113.05
		Two boats	217.08
	J. P. AGNEW & CO.		
Alexandria:	Peter Sinclair	Capt. Cheney	112.18
	A. Greenless	Capt. Fox	111.06
		Two boats	224.04
	NEW CENTRAL COAL CO.		
Georgetown:	Geo. H. Bradt	Capt. Mertens	111.12
	Geo. Hutton	Capt. Wright	110.08
	V. H. Weir	[Capt. Roberson]	114.07
		Three boats	336.07
	INDIVIDUAL		
Georgetown:	T. Patton	Capt. Crampton	98.11

The "New Era," Capt. McCardell, with the boat Julia Borden in tow, leaves this morning freighted with Borden coal; also, the "Arthur Lovell," with boat "Capt. Masters" in tow, will leave this morning. These boats carry the first shipments this season of the Borden Mining Company.

JOHN G. LYNN, Esq., yesterday took charge of the Potomac wharf, which will be conducted under the supervision of his son, Mr. David Lynn.

The steamers Ludlow Patton and H. G. Wagner, (Capt. M. B. Atkinson) arrived up yesterday and loaded at the Potomac wharf. They leave this morning. Both these propellers are of the "adjustable" pattern.

ES, Tue. 4/3/77, p. 1. **The "Cut" in Coal Rates** – *A reduction to be Made on the Chesapeake and Ohio Canal.* – Governor Carroll and Col. Levin Woolford, controller of the board of public works; A. P. Gorman, president of the Chesapeake and Ohio canal, and other canal authorities, were in consultation yesterday at Barnum's [Hotel]. It was definitely determined to reduce the rates of toll on the canal to meet the reduction made by the Baltimore and Ohio railroad. Official action will

be taken in the matter at the next meeting of the canal board. The exact amount of the reduction has not been fixed, but it is understood that the rate from Cumberland to Georgetown will be about 25 cents less than the rate charged by the railroad from Cumberland to Locust Point, as it requires for the canal to compete with the railroad that its tolls shall be that much less than the railroad charges; the cost of transshipment at Georgetown, the terminus of the canal, over [to] Locust Point being about 25 cents per ton. Mr. Malcolm St. Clair, of the New Central company, arrived in this city yesterday in order to have an interview with the canal authorities, but did not succeed in seeing them. The charge has been made that the New Central has a cut rate from the Baltimore and Ohio railroad, and it is understood that Mr. St. Clair desired to see the canal officials on this point. In an interview with a *Gazette* reporter, he would neither deny or admit the charge, but said it was all supposition. At present, he said, his company was shipping most of its coal over the Pennsylvania road. – [*Baltimore Gazette*, 3rd]

Wed., 4/4/77, p. 4. **Canal Trade.** - The following twenty-two boats left here yesterday, carrying 2,505.05 tons of coal:

CONSOLIDATION			
Georgetown:	A. F. Lantz	Capt. Swain	113.05
	R. Shriver	Capt. Nuse	118.08
	B. C. Barroll	Capt. Jackson	119.11
	Julia Tyler	Capt. Hebb	117.18
	Johnny M. jr.	Capt. Bush	118.19
	Washington Irving	Capt. Yingling	113.18
	A. P. Gorman	" "	113.04
	J. B. Thomas	" "	120.10
		Eight boats	935.13
AMERICAN			
Alexandria:	Henry Delafield	Capt. Hetzer	113.00
	Chas. Clifton	Capt. Weaver	116.07
	M. A. Myers	Capt. Mertens	112.15
	Daniel Annan	Capt. Eichelberger	116.12
	A. S. Winteringham	Capt. Wright	111.14
	C. Robb	Capt. Bowers	115.03
		Six boats	685.16
MARYLAND			
Georgetown:	Henry Boyd	Capt. Brown	115.13
	H. G. Wagner	Capt. Atkinson	102.00
	Six Brothers	Capt. Zimmerman	110.19
	Fannie & Estella	Capt. Chaplin	103.09
		Four boats	439.13
J. P. AGNEW & CO.			
Alexandria:	Lucinda	Capt. Rinehart	113.09
	G. F. Smith	Capt. Bender	112.05
		Two boats	225.14
NEW CENTRAL			
Ohio		Capt. Pierce	106.09
BLAEN AVON			

Canal Trade - 1877

Williamsport: J. A. Spielman Capt. Miller 112.00

CANAL COMMERCE.

From the *Alexandria Gazette* [4/2]:

Arrived - Boats J. L. Reed, G. P. Lloyd, P. G. Uhler, M. Sanford and J. A. Alexander, to American Coal Company.

Departed - Boats R. H. Gordon, I. Crane, Alex. Adams, Wm. M. Price and J. L. Reed, for Cumberland.

The canal boat John L. Read, the first boat through from Cumberland this season, arrived at Alexandria to the American Coal Company Monday morning.

Captain Kaiser has changed the name of his boat from R. A. Good to F. M. Offutt, in honor of the deputy sheriff.

The "twin boats" George S. Young and W. H. Lowe, arrived up yesterday and will freight with Maryland coal. When on the canal they are closely hung together, and are separated only when going through the locks.

The boatmen are trying to economize by employing four mules in pulling two boats, the latter being connected together by ropes; the team drawing the first boat. The saving is in the employment of a less number of hands.

ES, Wed. 4/4/77, p. 4. **GEORGETOWN Grain** – Arrived – Boat Caledonia, with 3,400 bushels of wheat to Hartley & Bro.; boat J. N. Thomas, with 3,200 bushels wheat and 1,650 bushels corn to J. G. & J. M. Waters; boat Ellen Brooks, with 1,600 bushels wheat and 1,800 bushels corn to same firm; boat Medley, with 2,000 bushels corn and 350 bushels wheat to S. Talbert;; also 800 bushels wheat to Hartley & Bro.

Thu., 4/5/77, p. 4. **Canal Trade.** - The following twenty-seven boats left here yesterday, carrying 2,975.15 tons of coal:

CONSOLIDATION			
Georgetown:	J. McGraw	Capt. W. Shaw	116.02
	J. W. Turner	Capt. Read	118.09
	M. Boyer	Capt. W. H. Boyer	117.06
	R. I. Morris	Capt. W. H. Boyer	122.06
	H. J. Kenah	" Kate Broderick	113.18
Washington	Dove	Capt. A. Mose	118.00
	Bessie Gruber	Capt. P. Artz	119.15
Williamsport	Grason & Fannie	Capt. W. Taylor	106.16
		Eight boats	932.12
AMERICAN			

Alexandria:	Ben Williamson	Capt. B. Austin	115.09
	T. L. Betts	Capt. T. J. McLucas	116.02
	Andrew Main	Capt. C. Bowers	112.10
	J. H. Platte	Capt. R. Bowers	116.02
	J. H. Stickney	Capt. M. Benner	113.09
	A. J. Akin	Capt. J. Wilson	116.04
		Six boats	689.16

MARYLAND

Georgetown:	C. E. Hassett	Capt. J. Moore	111.00
	Dr. Eliason	Capt. J. Dolan	111.08
Hancock:	Lizzie & Phillie	Capt. Gannon	60.07
Washington:	W. T. Hassett	Capt. J. French	111.05
		Four boats	394.00

NEW CENTRAL

	Elizabeth	Capt. D. Snyder	112.10
	A. Lincoln	Capt. J. Dick	109.10
	Friendship	Capt. Flor. Hall	110.00
	F. M. Offutt	Capt. J. H. Kaiser	116.12
		Four boats	448.12

DESPARD COAL CO.

Washington:	H. Loveridge	Capt. E. Hine	120.12
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HAMPSHIRE & BALTIMORE COAL CO.

Georgetown:	Little Eddy	Capt. James Ward	119.13
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J. P. AGNEW & CO.

Alexandria:	Alpha	Capt. J. Read	104.00
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BLAEN AVON

Williamsport:	C. B. Embrey	Capt. Buchanan	113.08
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INDIVIDUAL

Shepherdstown:	Mollie	Capt. Hammond	60.05
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The boatmen and members of the Shanty-town community are somewhat excited in regard to a pugilistic contest which is to take place on the 15th inst. at Sugar Island. The combatants are not scientific fighters, but are rather of the rough and tumble order.

ES, Thu., 4/5/77, p. 1. **Cumberland Coal Trade.** The shipments of coal from Cumberland for the week ended March 31st amounted to 25,894 tons 15 cwt., of which 15,741 tons 18 cwt. were by the Baltimore and Ohio railroad, 7,990 tons 8 cwt. by Chesapeake and Ohio canal, and 2,159 tons 9 cwt. by the Pennsylvania railroad. The total shipments since January 1st are 154,443 tons 15 cwt.

Fri., 4/6/77, p. 4. **Canal Trade.** – The following twenty-six boats left here yesterday, carrying 2,961.15 tons of coal:

AMERICAN

Alexandria:	Robert Miller	Capt. Wilson	115.11
	G. L. Boothe	Capt. Davis	115.06
	S. S. Howison	Capt. Swain	115.10
	H. O. Claughton	Capt. Fisher	115.01
	J. Bradburn	Capt. Malone	116.09
		Five boats	577.17

BLAEN AVON

Alexandria:	C. C. Kelly	Capt. Spong	112.15
	M. S. O'Donnell	Capt. Piper	112.16
	J. B. Winslow	Capt. Singer	113.09
Williamsport:	D. Seibert	Capt. Hamilton	116.07

Canal Trade - 1877

		Four boats	455.07
	NEW CENTRAL		
Georgetown:	J. Topper	Capt. Fink	108.13
	Four Sisters	Capt. Dugan	114.14
	D. R. Long	Capt. Long	114.14
	R. Fannon	Capt. Sorrell	112.19
		Four boats	451.00
	MARYLAND		
Georgetown:	Johnnie	Capt. Kean	111.14
	Col. J. C. Lynn	Capt. Reid	114.13
	T. W. Riley & Son	Capt. Wempe	111.09
		Three boats	310.16
	CONSOLIDATION		
Georgetown:	Creole	Capt. Ingram	109.11
	Linnet	Capt. Ziegler	112.10
	John R. Ray	Capt. Kerfoot	116.18
		Three boats	339.02
	HAMPSHIRE & BALTIMORE COAL CO.		
Alexandria:	Morning Sun	Capt. Little	114.04
	A. J. Mills	Capt. Fisher	117.19
	B. Miller	Capt. Crumbaugh	117.06
		Three boats	349.09
	J. P. AGNEW & CO.		
Alexandria:	P. J. Sowers	Capt. Sowers	112.06
	Osceola & Jake	Capt. Seaman	114.14
		Two boats	227.00
	BORDEN MINING		
Georgetown:	Capt. J. R. Masters	Capt. Gorman	119.04
	INDIVIDUAL		
Washington:	Henry Kraus	Capt. Hadley	103.00

CANAL COMMERCE

From the *Alexandria Gazette* [4/4]:

Arrived – Boats Thomas Patton, I. Wilson, J. W. Burke, Wm. Walsh and A. J. Clark, to American Coal Co.; J. Sammon, to J. P. Agnew & Co.; L. H. Kuhn and G. Hughes, to W. A. Smoot.

Departed – Boats J. W. Daley, G. P. Lloyd, T. Patton, M. Sanford, Katie & Addie, B. F. Price, P. G. Uhler, I. Wilson, J. A. Alexander, C. Segerson and J. W. Burke, for Cumberland.

ES, Fri. 4/6/77, p. 4. **GEORGETOWN**

Grain – Arrived by canal – Boat Hattie & Bessie, with 3,400 bushels wheat to Hartley & Bro.

Coal Trade – Maryland Coal Company – receipts, 2,355 bushels; shipped, 2,355 bushels. Most of the other companied have been doing a little during the past week. The Consolidation Coal company loaded one vessel and the New Central are also at work.

Sat., 4/7/77, p. 4. **Canal Trade.** – The following twenty-eight boats left here yesterday, carrying 2,964.15 tons of coal:

	MARYLAND		
Georgetown:	J. E. Hughes	Capt. O'Neal	113.06
	J. E. Stanhope	Capt. Hetzer	111.01
	Geo. S. Young	Capt. Renner	118.03

	W. H. Lowe	“ “	114.11
	J. T. Scrivener	Capt. Quigley	104.03
	Lillie & Annie	Capt. Sterling	110.16
	M. Whitson	Capt. Myers	111.06
	Geo. B. Oswald	“ “	109.03
		Eight Boats	892.11
	AMERICAN		
Alexandria:	D. A. Lowe	Capt. Lynch	118.17
	W. Doerner	Capt. Goodwin	116.09
	J. L. Reed	Capt. Brendlinger	118.01
	Lizzie A. Long	Capt. Long	117.06
	Dr. G. E. Porter	Capt. Weaver	116.18
	G. P. Lloyd	Capt. Emberson	113.03
		Six boats	760.17
	HAMPSHIRE & BALTIMORE COAL CO.		
Georgetown:	T. H. West	Capt. Reid	114.00
	Lucy L. Mouse	Capt. Mouse	113.12
	Ida & Harry	Capt. Ekis	113.12
		Three boats	341.04
	NEW CENTRAL		
Georgetown:	W. P. Wools	Capt. Little	111.18
	D. Henry	Capt. O'Neal	111.12
	S. H. Davis	Capt. Dickerhoof	113.00
		Three boats	336.10
	CONSOLIDATION		
Georgetown:	A. B. Turner	Capt. Reynolds	114.12
Williamsport:	A. Gruber	Capt. Woltz	116.19
		Two boats	231.11
	BORDEN MINING		
Georgetown:	Arthur Lovell	Capt. Gorman	105.05
	Dr. O M Schindel	Capt. Myers	116.14
		Two boats	221.19
	BLAEN AVON		
Williamsport:	E. M. Stanhope	Capt. Shaffer	112.18
Alexandria:	Lillie & May	Capt. Mertens	114.01
		Two boats	226.19
	J. P. AGNEW & CO.		
Alexandria:	S. J. Kelly	Capt. Kelly	116.05
	City of Hamburg	Capt. Coffman	109.13
		Two boats	225.18

CANAL COMMERCE

From the *Alexandria Gazette* [4/5]:

Arrived – Boats Ed. Mulvaney and R. Fannon to New Central Coal Co.; C. W. Brengle and Diligent, to J. P. Agnew & Co.; D. Stewart, J. J. Swift, H. O. Claughton, J. Green, M. Snow and T. H. Faile, to American Coal Co.

Departed – Boats W. Walsh, L. H. Kuhn, A. J. Clark, W. E. Bell, G. Hughes, M. Godfrey, L. B. Agnew, D. Stewart and J. J. Swift.

The Consolidation company last season shipped over the canal 222,000 tons of coal, netting the Canal company \$91,000. The trade promises now to go over the railroad. It fulfills our prediction of yesterday.

There will be a meeting of the Kingsley Chapel “Daniel’s Band,” on the Consolidation wharf on Sunday afternoon, about 2:30 o’clock, to further the cause of temperance.

Canal Trade - 1877

ES, Sat., 4/7/77, p. 4. **GEORGETOWN**

Grain – Arrived – Boat Wheeler & Barron, with 1,200 bushels wheat to Hartley & Bro.; 900 bushels wheat and 900 bushels corn to H. M. Talbott. Boat Seneca, with 1,000 bushels wheat to Hartley & Bro.; 300 bushels corn and 100 bushels rye to H. M. Talbott.

Mon., 4/9/77, p. 4. **Canal Trade.** – The following thirty-two boats left here Sat., carrying 3,656.19 tons of coal:

AMERICAN			
Alexandria:	J. W. Morris	Capt. Bowers	116.18
	Thomas Patton	Capt. Eaton	115.10
	Geo. Sherman	Capt. Russell	115.07
	John Wilson	Capt. McCann	115.08
	Rechabites	Capt. Malone	116.13
	Samuel Henry	Capt. Turner	112.19
	W. Darrow	Capt. Dunn	110.02
	J. R. Anderson	Capt. Reynolds	115.12
	Eight boats		918.09
NEW CENTRAL			
Georgetown:	Wm. Young	Capt. Reeves	115.16
	G. Blackburn	Capt. Kimble	115.08
	Sallie & Jennie	Capt. Grosh	116.02
	G. S. Couter	Capt. Nowell	115.03
	F. F. Davis	Capt. Swain	115.02
	F. A. Mertens	Capt. Manning	106.13
	American Boy	Capt. Stride	111.01
	Seven boats		795.10
MARYLAND			
Georgetown:	Dr. Grimes	Capt. J. Hill	111.04
	Dr. Wiley	Capt. Henry	110.14
	Annie	Capt. Little	109.09
Washington:	S. S. Lynn	Capt. Kroon	111.02
	Four Sisters	“ “	110.18
	Five boats		553.07
HAMPSHIRE & BALTIMORE			
Alexandria:	Mrs. C. E. Charles	Capt. Little	117.02
	Elmer & Kate	“ “	118.07
	P. L. Lemen	Capt. O'Neal	110.11
	Three boats		346.00
BORDEN MINING			
Georgetown:	Invincible	Capt. Cowden	120.13
	Maggie B.	“ “	117.10
	Wm. Staples	Capt. Kenney	118.14
	Three boats		356.17
BLAEN AVON			
Alexandria:	W. E. Turner	Capt. Mrs. Riley	113.05
	Martin Scally	Capt. Dunn	114.02
Williamsport:	J. A. Spielman	Capt. Miller	114.06
	Three boats		341.13
CONSOLIDATION			
Georgetown:	Lark	Capt. French	117.17
	B. L. Slack	Capt. Moriarty	118.01
	Two boats		235.18
J. P. AGNEW & CO.			
Alexandria:	W. H. Boyd	Capt. Schopper	109.05

Tue., 4/10/77, p. 4. **Canal Trade.** – The following twenty-eight boats left here yesterday, carrying 3,162.17 tons of coal:

NEW CENTRAL			
Georgetown:	J. R. Couter	Capt. Williams	108.00

Lizzie Regan	Capt. Rinehart	116.13
Loretto	Capt. Ardinger	113.00
Thomas Lannon	Capt. Pridgeon	109.16
Emma	Capt. Paxton	116.03
Dr. F. M. Davis	Capt. Middleton	112.16
William R. Shaw	Capt. Cauffman	112.11
Seven boats		788.19

MARYLAND

Georgetown:	F. H. Darby	Capt. Tice	113.19
	Star No. 2	Capt. Moore	97.09
	R. T. Semmes	Capt. Westbrook	113.00
	Henry T. Weld	Capt. McAmeny	91.19
Washington:	A. K. Syester	Capt. Kroon	110.18
	Five boats		530.05

AMERICAN

Alexandria:	P. G. Uhler	Capt. Pearce	115.18
	M. Sanford	Capt. Everly	116.06
	J. A. Alexander	Capt. Penner	116.01
	W. E. Bell	Capt. Brendlinger	116.13
	Four boats		461.18

HAMPSHIRE & BALTIMORE

Alexandria:	Carrie V.	Capt. Reid	120.03
	Nuttie & Billie	Capt. Sigler	115.00
	E. M. Bynon	Capt. Coffman	111.02
	Lillie Lemen	Capt. Lindsey	113.17
	Four boats		460.02

BORDEN MINING

Georgetown:	Henry Freeland	Capt. Cowden	117.18
	W. L. Shaw	Capt. Kinsel	114.00
	Sallie E. Hassett	Capt. Mouse	119.12
	Three boats		354.10

BLAEN AVON

Williamsport:	C. B. Embrey	Capt. Buchanan	116.05
Alexandria:	Katie & Addie	Capt. Wolf	117.01
	Two boats		233.06

CONSOLIDATION

Williamsport:	Grason & Fannie	Capt. Taylor	107.11
DESPARD			
Washington:	Johnny & Tommy	Capt. Bell	118.04
	Henry Boley	Capt. Smith	105.00
	Two boats		223.04

CANAL COMMERCE.

From the *Alexandria Gazette* [4/7]:

Arrived – Boats J. R. Purcell, John and J. T. Davis, to brickyards; R. Bender and J. P. Moore, to American Coal Company; B. N. Summers and Nora & Willie, to W. A. Smoot; R. M. Sprigg to Maryland Coal Company.

Departed – Boats J. R. Purcell, John and F. F. Davis, R. Bender, E. Brooks, J. P. Moore, J. W. Grove and F. H. Irwin.

ES, Tue., 4/10/77, p. 4. **GEORGETOWN**

Grain – Arrived – Boat Medley, with 2,600 bushels wheat, 1,700 bushels corn to Hartley & Bro. Also, 300 bushels corn to H. M. Talbott.

Wed., 4/11/77, p. 4. **Canal Trade.** – The following thirty boats left here yesterday, carrying 3,421.09 tons of coal:

Canal Trade - 1877

MARYLAND			
Georgetown:	Star No. 1	Capt. Warner	98.19
	Star No. 3	Capt. Richards	99.00
	Geo. Herring	Capt. Smith	111.03
	M. A. Brady	Capt. Brady	111.06
	T. O'Connell	Capt. Mills	110.15
Washington:	T. J. Boyer	Capt. Kroon	<u>117.15</u>
	Six boats		648.18
BORDEN MINING			
Georgetown:	F. J. Laing	Capt. Young	118.18
	C. H. Knott	Capt. Young	115.08
	Mabel	Capt. Turner	120.07
	P. Dunlop	Capt. Snyder	115.11
	John G. Lynn	Capt. Irwin	118.07
	Fall River	Capt. Farrow	<u>111.00</u>
	Six boats		697.11
AMERICAN			
Alexandria:	W. C. Hunter	Capt. Butler	116.02
	T. H. Faile	Capt. Penner	116.07
	David Stewart	Capt. Brown	115.01
	W. J. Boothe, jr.	Capt. Hatch	112.15
	A. J. Clark	Capt. Wilson	116.01
	John J. Swift	Capt. Brown	<u>117.01</u>
	Six boats		693.07
NEW CENTRAL			
Georgetown:	Dr. J. P. Broderick	Capt. Little	114.06
	C. W. Adams	Capt. Cauffman	115.17
	R. H. Gordon	Capt. Miller	110.01
	W. M. Price	Capt. Grimminger	<u>113.05</u>
	Four boats		453.09
HAMPSHIRE & BALTIMORE			
Georgetown:	Dr. R. J. Duckett	Capt. Price	116.18
	Geo. P. DeWitt	Capt. Montgomery	113.08
	M. O'Conner	Capt. Arrington	<u>117.02</u>
	Three boats		347.08
CONSOLIDATION			
Washington:	E. Stake	Capt. Kimble	120.08
Georgetown:	I. Crane	Capt. White	<u>111.13</u>
	Two boats		232.01
BLAEN AVON			
Alexandria:	W. Mertens	Capt. Merryman	113.14
	L. W. Poffenberger	Capt. Hawley	<u>114.12</u>
	Two boats		228.06
INDIVIDUAL			
	Robert Portner	Capt. Cummings	120.06

The Star No. 3, while on her up-trip Sat., struck the berm abutment of the Town Creek lock and so injured the wall that it will be necessary to rebuild it. It will not interfere with the navigation of the canal, however, if repaired speedily.

The Maryland company was in consultation with boatmen yesterday in regard to freight. It is said that those not in the line proposed to contract to carry coal for 80 cents per ton. The necessities of the boatmen must be great when they carry at that rate. It is certainly below living prices.

The shipments by canal the past week, as compared with those last year, show an increase of 2,247 tons, while the increase for the year by the same route is 13,757 tons.

ES, Wed., 4/11/77, p. 4. **GEORGETOWN Grain** – Arrived by canal, boat Hattie & Bessie, with 3,400 bushels wheat to Hartley & Bro.; boat Wm. Reeder, with 3,200 bushels corn and 350 bushels wheat to same firm.

Thu., 4/12/77, p. 4. **Canal Trade.** – The following twenty-nine boats left here yesterday, carrying 3,243.08 tons of coal:

MARYLAND			
Georgetown:	F. Bowers	Capt. Bowhey	111.02
	A. Kuhn	Capt. Overcash	110.18
	Alice	Capt. Rinehart	111.00
	Thos. Sammon	Capt. Harrison	109.13
	Thomas Venners	Capt. Ganley	98.04
Washington:	G. M. Stonebraker	Capt. Kroon	<u>114.08</u>
	Six boats		655.00
AMERICAN			
Alexandria:	R. Bender	Capt. Rose	116.06
	Wm. Smith	" "	115.08
	Wm. Walsh	Capt. Teach	115.07
	H. C. Flagg	Capt. Delaney	116.12
	J. P. Moore	Capt. Nuse	115.05
	C. R. Hooff	Capt. Haines	<u>116.19</u>
	Six boats		695.17
BORDEN MINING			
Georgetown:	Alexander	Capt. Cowden	113.06
	F. L. Tilghman	" "	114.00
	Onward	Capt. Donnelly	115.14
	Harry Borden	Capt. Cowden	<u>114.05</u>
	Four boats		457.05
NEW CENTRAL			
Georgetown:	A. Zeigler	Capt. Dixon	114.02
	Ben Bissell	Capt. McCann	113.12
	Williamsport	Capt. Stickel	113.01
	T. H. Paul	Capt. Paul	96.14
	J. Hammond	Capt. Brooks	<u>113.09</u>
	Five boats		547.18
BLAEN AVON			
Williamsport:	D. Seibert	Capt. Hamilton	113.04
	E. M. Stanhope	Capt. Shaffer	109.16
Alexandria:	Clara	Capt. Eddy	<u>112.12</u>
	Three boats		335.12
J. P. AGNEW & CO.			
Alexandria:	C. Segerson	Capt. Wallace	111.14
	A. Greenless	Capt. Fox	<u>112.07</u>
	Two boats		224.01
HAMPSHIRE & BALTIMORE			
Alexandria:	Mountain City	Capt. Ensminger	107.10
	M. Fannon	Capt. Bissett	<u>107.03</u>
	Two boats		211.13
CONSOLIDATION			
Williamsport:	A. Gruber	Capt. Woltz	113.02

CANAL COMMERCE

From the Alexandria Gazette [4/10]:

Arrived – Boats D. Annan, to American Coal Company; J. H. Houck, to J. P. Agnew & Co.

Departed – Boats J. H. Parrott, jr., Lucinda, S. Lloyd, J. H. Houck and Hubert & Kirby.

The Alexandria *Gazette* of Tuesday says navigation has been suspended upon the Georgetown level and the Alexandria canal by the sinking of the canal boat Andrew Main, belonging to the American Coal Company, near the mouth of the Aqueduct. She will be raised today and navigation resumed by tonight.

BOATMEN'S MEETING

We are informed that the boatmen on the canal will hold a meeting tomorrow, to consider the low rates of freight being paid by the several coal companies. This meeting is not designed as a movement to force the payment of higher rates, but merely to discuss the situation, and represent to shippers the actual necessity for an increase of rates to enable canal men to meet obligations which the trade imposes upon them, and which they cannot meet without higher prices for carrying. Resolutions will likely be presented and adopted concerning the situation, and will be forwarded to the companies operating on the canal, with a request for an answer before the close of the present month.

ES, Thu., 4/12/77, p. 4. **GEORGETOWN Reduction of Canal Tolls on Coal.** – The Chesapeake and Ohio canal directors have passed resolutions reducing coal tolls eight cents per ton, with terminal facilities, between Cumberland and Georgetown, and authorizing President Gorman to make any further reductions necessary to meet alleged cutting rates on coal by the Baltimore and Ohio railroad company.

Fri., 4/13/77, p. 4. **Canal Trade.** – The following twenty-two boats left here yesterday, carrying 2,518 tons of coal:

AMERICAN			
Alexandria:	J. W. Burke	Capt. Renner	116.17
	Wm. Gregory	Capt. James	116.11
	Edward Bayer	Capt. Fisher	112.14
	M. D. Corse	Capt. Bear	116.05
	James Green	Capt. Martz	115.17
		Five boats	578.04
BORDEN MINING			
Georgetown:	Warren Delano, jr.	Capt. Fernsner	117.05
	C. L. Brengle	Capt. Mosier	115.17
	Jacob H. Snyder	Capt. Mills	115.12
	Donna Tilghman	Capt. Shaw	113.13
		Four boats	462.07
NEW CENTRAL			
Georgetown:	Iowa	Capt. Keedy	112.19
	Ben Bissell	Capt. McCann	113.12

	M. Ruben	Capt. Cummings	118.09
		Three boats	345.00
HAMPSHIRE & BALTIMORE			
Georgetown:	Samuel Swain	Capt. Gower	113.06
	P. A. Gorman	Capt. McCabe	117.04
Washington:	F. L. Moore	Capt. Brown	105.06
		Three boats	335.16
BLAEN AVON			
Alexandria:	George Hughes	Capt. Callan	112.18
Williamsport:	J. A. Spielman	Capt. Miller	113.00
		Two boats	225.18
MARYLAND			
Georgetown:	Willie & Annie	Capt. Knode	111.03
	Congress	Capt. Kirby	111.00
Washington:	J. W. Daily	Capt. Knott	110.19
		Three boats	333.02
J. P. AGNEW & CO.			
Alexandria:	Dr. F. C. Doyle	Capt. Worrell	116.16
	G. H. Moore	Capt. Moore	120.17
		Two boats	237.13

Business is pretty lively in Mertens boat yard just now. He has 65 men at work. The boat for the use of the brickyard of Cropley & Co., near Georgetown, is progressing rapidly towards completion. Mr. Mertens has the contract for attaching to all boats of the New Central the new system of locking down the hatches after the boat is loaded. He has already completed twenty of these boats, and has 40 more to change, which are taken up and the locks fixed as fast as they arrive from below. The business of the New Central compelled a temporary use of their boats before the locks could be attached. We anticipate this system of "locking" will be generally introduced in the course of time.

Sat., 4/14/77, p. 4. **Canal Trade.** – The following twenty-five boats left here yesterday, carrying 2,800.12 tons of coal:

MARYLAND			
Georgetown:	Mollie	Capt. Hammond	110.19
	F. H. Irwin	Capt. McHugh	111.04
	J. A. Ensminger	Capt. McCoy	111.05
	L. G. Stanhope	Capt. Nave	111.03
	Ida & Sallie	Capt. [Snyder]	111.09
	Etta & Rena	Capt. Porter	111.07
		Six boats	670.07
AMERICAN			
Alexandria:	Michael Snow	Capt. Martz	115.11
	Maj. E. L. Moore	Capt. Albert	116.08
	American Flag	Capt. McKnight	115.17
	W. B. Lloyd	Capt. Kirkpatrick	115.14
	Samuel Lloyd	Capt. McMullen	115.07
		Five boats	578.12
NEW CENTRAL			
Georgetown:	J. R. Purcell	Capt. Armstrong	113.02
	Mary Mack	Capt. [Beacroft]	114.10
	J. B. Turton	Capt. Brooks	110.10
		Three boats	338.02
BORDEN MINING			

Canal Trade - 1877

Georgetown	L. N. Lovell	Capt. Cowden	119.01
	Exchange	Capt. Cowden	110.04
	Borden & Lovell	Capt. Mouse	<u>115.12</u>
		Three boats	344.17
HAMPSHIRE & BALTIMORE			
Alexandria:	Alex. Adams	Capt. Sorrell	114.07
	Van Lear Sprigg	Capt. Porter	<u>113.11</u>
		Two boats	227.18
J. P. AGNEW & CO.			
Alexandria:	Ida J. Kreps	Capt. Smith	115.12
	George Knode	Capt. Knode	<u>114.01</u>
		Two boats	229.13
CONSOLIDATION			
Georgetown:	Dove	Capt. Mose	113.18
BLAEN AVON			
Alexandria:	Fleming & Motter	Capt. Broderick	113.09
INDIVIDUAL			
Georgetown:	Kate Prather	Capt. Fernsner	117.15
Williamsport:	R. B. Cropley	Capt. Sterling	<u>64.01</u>
		Two boats	181.16

The Ludlow Patton loaded yesterday with Maryland coal, will leave for Georgetown today.

The Alexandria *Press* says that the water in the Georgetown level has been drawn off and no boats are locked up or down.

ES, Sat. 4/14/77, p. 4. **GEORGETOWN Grain** – Arrived – By canal – Boat Loudoun, with 4,000 bushels of corn to Hartley & Bro. Boat Seneca, with 700 bushels wheat and 700 bushels corn to Hartley & Bro. Boat Wheeler & Barron, with 2,500 bushels wheat, 1,000 bushels corn to Hartley & Bro. Also, 350 bushels wheat to H. M. Talbott. Boat Mollie C. Waters, with 3,000 bushels of wheat to J. G. & J. M. Waters. Boat Thomas Thrasher, with 1,000 bushels corn to H. M. Talbott.

Mon., 4/16/77, p. 1. **Canal Trade.** – The following twenty-six boats left here Sat., carrying 2,919.03 tons of coal:

MARYLAND			
Georgetown:	P. Fleckenstein	Capt. Bowers	110.07
	Phillie G.	Capt. McCann	114.01
	Mattie	Capt. Seaman	112.03
	H. G. Wagner	Capt. Davis	103.02
	Ludlow Patton	Capt. Crampton	98.17
	J. C. Grove	Capt. Marmaduke	107.15
	A. H. Bradt	Capt. Hill	<u>108.10</u>
		Seven boats	754.15
NEW CENTRAL			
Georgetown:	A. Lincoln	Capt. Dickerhoof	106.01
	Elizabeth	Capt. Seaman	113.17
	Geo. Hutton	Capt. Wright	114.09
	V. H. Weir	Capt. Roberson	113.08
	E. Mulvaney	Capt. Cahill	116.09
	M. A. West	Capt. Conrad	<u>113.18</u>
		Six boats	678.02
BORDEN MINING			

Georgetown:	A. C. Greene	Capt. Joy	113.19
	Wm. Borden	Capt. Cowden	115.04
	S. H. Sherman	Capt. Pitzer	114.00
	Denton Jacques	Capt. Newkirk	116.03
	Hunter G.	Capt. Cowden	<u>114.11</u>
		Five boats	573.17
AMERICAN			
Alexandria:	J. H. Parrott	Capt. Colbert	115.09
	Dr. M. M. Lewis	Capt. Eichelberger	114.19
	M. A. Myers	Capt. Myers	<u>111.01</u>
		Three boats	341.09
BLAEN AVON			
Alexandria:	Mary Mertens	Capt. Faulkwell	116.15
Williamsport:	C. B. Embrey	Capt. Buchanan	<u>109.17</u>
		Two boats	226.12
J. P. AGNEW & CO.			
Alexandria:	Maryland	Capt. Clendening	113.11
	Lucinda	Capt. Rinehart	<u>120.19</u>
		Two boats	234.10
CONSOLIDATION			
Williamsport:	Grason & Fannie	Capt. Taylor	109.13

CANAL COMMERCE.

From the Alexandria *Gazette* [4/13]:

Arrived – Boats L. A. Long and T. L. Betts, to American Coal Company.

Departed – Boats G. L. Boothe, R. H. Miller, Alpha, J. Bradburn, D. A. Lowe, W. Doerner and J. L. Reed.

ES, Mon., 4/16/77, p. 4. **GEORGETOWN Grain** – Arrived by canal boat Valernia, with 1,500 bushels wheat and 1,600 bushels corn, to Hartley & Bro.

Tue., 4/17/77, p. 2. **Canal Trade.** – The following thirty-one boats left here Mon., carrying 3,499.00 tons of coal:

AMERICAN			
Alexandria:	D. Annan	Capt. Eichelberger	115.17
	M. Kersey	Capt. Barger	116.07
	A. S. Winteringham	Capt. Wright	113.00
	C. Clifton	Capt. Weaver	115.12
	H. Delafield	Capt. Hetzer	116.06
	C. Robb	Capt. Bowers	115.07
	J. H. Platte	“ “	118.13
	Andrew Main	“ “	112.02
	Weyand Doerner	Capt. Goodwin	<u>116.01</u>
		Nine boats	1039.05
BORDEN MINING			
Georgetown:	Bertha M. Young	Capt. [Miles]	111.00
	Jason Charles	Capt. Snyder	118.17
	Rudolph Herr	Capt. Spitznogle	115.01
	Little Nan	Capt. Snyder	110.10
	Martha	Capt. Cowden	<u>112.19</u>
		Five boats	568.07
NEW CENTRAL			
Georgetown:	Friendship	Capt. Hall	108.00
	W. P. Wools	Capt. Little	111.13
	Four Sisters	Capt. Dugan	112.17
	G. H. Bradt	Capt. Mertens	113.05
	B. F. Price	Capt. McCoy	116.08
	D. R. Long	Capt. Long	<u>114.08</u>

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		Six boats	676.07
	MARYLAND		
Georgetown:	R. Burke	Capt. Arrington	107.13
	Str. Hancock	Capt. Mitchell	98.14
	Dr. Eliason	Capt. Dolan	107.14
		Three boats	314.01
	CONSOLIDATION		
Williamsport:	A. Gruber	Capt. Woltz	112.06
Washington:	Diligent	Capt. Moriarty	114.15
		Two boats	227.01
	BLAEN AVON		
Williamsport:	D. Seibert	Capt. Hamilton	112.18
Alexandria:	B. R. Summers	Capt. Arrington	114.04
		Two boats	227.02
	J. P. AGNEW & CO.		
Alexandria:	Osceola & Jake	Capt. Seaman	113.00
	G. F. Smith	Capt. Bender	113.00
		Two boats	226.00
	HAMPSHIRE & BALTIMORE		
Alexandria:	A. B. Bain	Capt. Osborn	113.17
	INDIVIDUAL		
Georgetown:	E. M. Stanhope	Capt. Murray	107.00

CANAL COMMERCE.

From the Alexandria *Gazette*:

Arrived – Boats G. P. Lloyd, W. Darrow, A. J. Akin, G. E. Porter, S. S. Howison, John Wilson, Rechabites, S. Henry and T. Patton, to American Coal Co.; W. Rider and J. B. Winslow, to W. A. Smoot; T. H. West, P. L. Lemen, Ida & Harry, L. L. Mouse, C. E. Charles and A. J. Mills, to Hampshire & Baltimore Coal Co.; W. H. Boyd and S. J. Kelly, to J. P. Agnew & Co.

Departed – Boats M. S. O. Connell, L. A. Long, Lilly & Nellie, T. L. Betts, T. H. West, William Rider, P. L. Lemen, G. P. Lloyd, L. L. Mouse, Ida & Harry, W. Darrow and G. E. Porter.

The canal company's steamer *Maryland* will not arrive here until today about noon.

The employees of the canal at this end were paid off yesterday.

Wed., 4/18/77, p. 1. **Canal Trade.** – The following thirty-one boats left here yesterday, carrying 3,446.04 tons of coal:

	BORDEN MINING		
Georgetown:	Geo. T. Gatrell	Capt. Gatrell	115.06
	Isaac Wilson	" "	119.15
	Capt. J. R. Masters	Capt. Gorman	117.09
	Julia Borden	Capt. Cowden	115.05
Washington	Wm. Blackwell	Capt. O'Neal	105.00
		Five boats	572.15
	AMERICAN		
Alexandria:	James Dayton	Capt. C. R. Shaw	111.18
	J. H. Stickney	Capt. Benner	112.07
	Wm. Darrow	Capt. Dunn	114.17
	J. Bradburn	Capt. Malone	113.09
	G. L. Boothe	Capt. Davis	116.11
	David A. Lowe	Capt. Lynch	115.19
		Six boats	685.01

	MARYLAND		
Georgetown:	H. T. Weld	Capt. McAmeny	85.16
	Industry	Capt. McCaffery	107.11
	Star No. 2	Capt. Moore	96.04
	Star No. 3	Capt. Richards	100.12
	Star No. 1	Capt. Warner	99.03
	F. H. Darby	Capt. Tice	110.16
		Six boats	600.02
	NEW CENTRAL		
Georgetown:	Ohio	Capt. Pierce	110.10
	J. E. Coulehan	Capt. Kimble	114.01
	Jack Topper	Capt. Fink	110.06
	Daniel Henry	Capt. O'Neal	113.04
		Four boats	448.01
	HAMPSHIRE & BALTIMORE		
Alexandria:	E. Rinehart	Capt. Eichelberger	113.16
	M. S. Fernsner	Capt. Fernsner	113.17
	J. J. Moore	Capt. Dixon	110.10
	Geo. & James B.	Capt. Brashers	110.13
		Four boats	449.01
	CONSOLIDATION		
Washington:	Wm. Weber	Capt. Dickson	117.12
	W. Thompson	Capt. O'Brian	112.01
Georgetown:	A. B. Turner	Capt. Reynolds	113.04
		Three boats	349.12
	BLAEN AVON		
Williamsport:	Wm. Foley	Capt. Singer	116.14
	E. J. Arrington	Capt. Arrington	111.13
		Two boats	228.07
	INDIVIDUAL		
Williamsport:	J. A. Spielman	Capt. [Miller]	113.06

CANAL COMMERCE.

Arrived at Alexandria on Monday [4/16]: - Boats P. J. Sowers and City of Hamburg, to J. P. Agnew & Co.; Nuttie & Billy, Elmer & Katie and E. M. Bynon, to Hampshire & Baltimore Coal Co.; F. F. Davis, L. Regan, J. B. Broderick and Emma, to New Central Coal Co.; H. O. Claughton, J. R. Anderson, G. Sherman, J. W. Morris, M. Sanford, P. G. Uhler, W. E. Bell, J. A. Alexander, T. H. Faile and A. J. Clark, to American Coal Co.; W. E. Turner and M. Scally, to Blaen Avon Co.; J. M. Stonebraker, to Embrey & Co. Washington, D.C.; Hubert & Kirby, limestone to E. Francis.

Departed – A. J. Akin, S. S. Howison, S. J. Kelly, C. E. Charles, J. Wilson, S. Henry, Rechabites, J. B. Winslow, T. Patton, W. H. Boyd, P. J. Sowers, S. S. Lynn, Elmer & Kate, J. R. Anderson, F. F. Davis, H. O. Claughton, G. Sherman, Four Sisters, Hubert & Kirby and J. W. Morris.

THE MEETING LAST NIGHT.

The Academy of Music last night was crowded with a large and appreciative audience in support of the canal interest.

Wm. M. Price, Esq., called the meeting to order, in a few appropriate remarks, and nominated

the following as officers of the meeting, who were unanimously elected.

Lloyd Lowndes, President; Secretaries, S. J. McHenry, Col. W. H. Lowdermilk; Vice Presidents D. C. Bruce, John Humbird, T. B. Taylor, Wm. Hall, F. Mertens, Wm. Piatt, A. Speer, B. R. Edwards, M. Sinclair, Jacob Brengle, W. A. Withers, R. D. Johnson, H. Hall, H. J. Johnson.

Mr. Lowndes, in taking the chair, addressed the people in an eloquent manner. He compared the position of the railroad and canal in their effect upon the interests of Allegany. This war upon the canal commenced before the completion of either the railroad or canal; and has been continued ever since.

The State of Maryland had invested twenty millions of dollars to complete these works, and the shipment of millions of coal had given labor to multitudes of poor men. He would not detain the audience with a speech, but would introduce the Hon. A. P. Gorman, president of the Chesapeake and Ohio Canal.

Mr. Gorman said he came to town upon routine business for the company over which he presides. He found the people of Cumberland aroused to great feeling in favor of the canal. This effort to crush it had been in progress for two years, but had been developed only recently. He was surprised to observe the zeal of the people for the canal, thanking them for coming forward to protect not his, but the State's interests in this great work. But for the canal, your coal lands would not be worth \$200 per acre, except to grand corporations. Take from Allegany the canal and it would be like Pennsylvania. The canal has been the great source whence profit has been derived to the people of this section. It has supported 2,500 people whose wages came from the canal or were dependent on the success of that route.

The crisis has now come. It originated when Dam No. 5 was completed, and from that hour down to the present it has increased. The canal grew in favor; its shipments grew; it became an efficient route to tidewater. Last year it carried within 50,000 tons of what the Baltimore road freighted. The latter saw that we were no longer an institution for the carrying of surplus freights,

but that the canal was a competitor for the trade of this region. Three years ago, we saw the canal must become a great power in the carrying trade. The railroad also saw it, and began to undercut us in rates. We then reduced the cost of transportation and our motives were misrepresented. But we continued to carry out the general policy, with good consciences. We proceeded with our work, and every interest upon which it was asserted we [illegible] recognized the justness of our policy and admitted it to be the best.

But the Baltimore road has compelled us to act. They have begun a war upon us. As a citizen of Maryland, he had no objection to the Baltimore road, and made no war upon it; but when it came, he was not the man to quietly submit. In his legitimate business and in fair competition, he was a friend to the Baltimore railroad. It helped to build up Maryland and Baltimore, and make the State great, and no act of injustice towards it should be laid to his hands. But it should do none to the canal, and when it did, he would use the power of the State to make it behave itself.

The boatmen felt the oppression last year for the first time, as in that season the Baltimore road commenced a system which they thought prudent, yet was condemned by outsiders. They offered a drawback in the middle of the season; still the canal hesitated to accept the gage and enter upon a war, and the *year* closed with almost equal shipments over the two routes.

We saw that manufactures in the East were depressed, and that the coal trade was crippled. We saw that Northern coal companies were going into the hands of receivers; that they were putting coal on the market at prices far below what it cost to transport our coal to market. It became necessary to reduce freights to a minimum, so that coal could be placed in Georgetown at \$3 per ton. We were ready to do it, and the Baltimore road should do it; but neither should undercut the other. We found, however, that the latter had made overtures to win secretly our trade from us, and but a short time ago we discovered this movement; and "so help me, Heaven, I will throw open our canal at 10 cents per ton before I will yield in this matter. I have too much of the Irish blood in me

not to prefer a little fight, even though I got beaten.”

To the honor of the coal companies, they recognize our necessities and admit that we must have enough for repairs. They have met us in the true spirit and will stand by the canal. The bondholder says make the fight though no revenue be derived.

The large audience by its appreciation encouraged the canal company. We know the canal will not close, and we know we have your support. In the past two years the boatmen have received \$1,360,000 from the canal, which has mainly been spent here and what did you get from the railroad?

The action of the railroad has created this war, and the power of the State must be invoked to quell it. The result of this year will be no balance for the boatmen, nothing for our coffer and nothing for the canal, and the people here will receive \$600,000 less than last year. And all the result of the war.

The railroad through the Consolidation Company may control the greater portion of the big vein of coal, but there are other fields on the other side of the basin equally as good.

We can construct a railroad up the river and one over the hills for feeders, and then no road in the world can compete with the canal. The citizens should raise their voices, for the future depends on the new roads to the coal fields. It is a good investment as a road, and is the best for our interests. Start the movement. Take the lead. Go to our legislature and demand help, and we of the lowlands will come forward and aid you with all our force. Send no enemy to the canal to Annapolis. From whatever party and aside from politics, let him be a friend to the canal and to canal interests.

Mr. Gorman concluded by again appealing to the audience to lend their countenance to the canal in its fight with the railroad. While he wanted no war, he would not hesitate to fight when it was forced upon him.

Hon. H. W. Hoffman next addressed the meeting in his usual felicitous style, a synopsis of which we would give but for the lateness of the hour at which the meeting adjourned. He

sustained Mr. Gorman generally in his views and appealed to the people to hold up his hand.

Judge Hamill, of Garrett County, one of the Board of Directors, was next introduced, and made a short and laughable speech, interspersed with some telling points, and fully sustaining President Gorman in his determination to resist the encroachments of the Baltimore road, and as speedily as possible to construct arteries to feed the canal.

Gen. T. I. McKaig was next called out. He would not engage their attention long. The principal object is to maintain your canal and sustain its officers. The destruction of our canal meant the destruction of our interests. See that you send men to the Legislature who will be true to your interests.

The President then announced Hon. Wm. Walsh as the last speaker for the evening.

Mr. Walsh stated that he bore no hostility to the railroad. It was a Maryland enterprise, performing transcontinental functions, and he would say no word to its injury. He had a high regard for its officers, and regretted that any differences should arise.

But we cannot do without the canal. It is a great highway open to all. Upon it the boatman may place his vehicle for transportation, and it is his own. The canal is a local institution, constructed through State aid, and deserves its protection. We cannot do without it. Its interests are in good hands, and he had no fear that it would be crushed out. To stop this competition, he would abolish tolls and open the gates free, and go to the legislature for an appropriation of \$150,000 to keep up the canal. He did not believe it could be crushed out, for there were too many dependent interests to permit such a calamity. The Consolidation Company may turn its trade to the Baltimore road; but there are still inexhaustible supplies, and there is money and grit enough in the people to open up these supplies with arteries to the canal.

In conclusion, he said the State, the county of Allegany, the city of Cumberland, the coal companies, with all their great interests, would subscribe liberally to new roads to the coal fields rather than see the canal fail in its purpose.

At the conclusion of Mr. Walsh's address, the following resolutions were read and unanimously approved, when the meeting adjourned:

Whereas, We the citizens of the city of Cumberland have learned with regret that serious and unfortunate complications have arisen in regard to the transportation of coal from the Cumberland fields to tidewater, which if not adjusted will materially affect the prosperity of the people of the State of Maryland and particularly those of Allegany County; and whereas, We are all anxious to use our good offices to adjust the differences, therefore;

Resolved, That we cordially approve of the recommendation of the president and directors of the Chesapeake and Ohio Canal Company to make some satisfactory arrangement with the Baltimore and Ohio Railroad Co., whereby Cumberland coal may be placed on board vessels at tidewater at such prices as will enable the coal producers of the State to retain their accustomed trade.

Resolved, That any attempt on the part of either the Baltimore and Ohio Railroad Company or the Chesapeake and Ohio Canal Company to make private or special contracts with particular shippers, would be detrimental to the best interests of the entire Cumberland coal fields and should be condemned by all good citizens of this county.

Resolved, That we recognize the great importance to the entire State of both the railroad and the canal and we are ready at all times to aid and protect both corporations in any just demand.

Resolved, That it is in our judgment essential to the future prosperity of the canal, that that company shall have an independent connection with the coal fields of this State, so as to enable it to maintain its tonnage; and we will do all in our power to aid that enterprise.

Resolved, That the Chairman appoint a committee of seven, who shall be authorized to take such action as they may deem best to carry out the foregoing resolutions, and to make a call for another meeting whenever they may deem it necessary.

ES, Wed., 4/18/77, p. 1. **The Chesapeake and Ohio Canal – The Contest with the Baltimore and**

Ohio Railroad – The Cumberland papers yesterday announced the arrival in that city, Monday, of A. P. Gorman, President; P. Hamill, Treasurer Fawcett, Paymaster Gambrill and other officials of the Chesapeake and Ohio canal. During the evening a large number of business and canal men called on Mr. Gorman, and discussed with him matters affecting the interests of Cumberland, especially the contest with the Baltimore & Ohio railroad company and the canal. The crowd became very large and were addressed by Mr. Hamill. Mr. Gorman being unable to give an audience to all those who desired to see him, consented to remain over and address a meeting last night at Belvidere hall. The canal officials will then start down the canal on a tour of inspection in the steamer *Maryland*.

A telegram by the Associated Press received from Cumberland last night states that an immense meeting was held at the Academy of Music last evening in the interest of the canal. Speeches were made by Hon. A. P. Gorman, president of the canal board; Hon. Wm. Walsh, Patrick Hamill and H. W. Hoffman, esqs. Mr. Gorman reviewed at length the struggle between the canal and the Baltimore and Ohio railroad company, and said the management of the canal were prepared, if necessary, to reduce the tolls on coal to 10 cents per ton. The speakers urged the building of a new railroad to the coal mines. Resolutions were adopted approving the policy of the canal board, but expressive of a hope that some satisfactory arrangement with the railroad in regard to freights might be effected. A committee was appointed to forward the views of the meeting.

Thu., 4/19/77, p. 4. **Canal Trade.** – The following twenty-seven boats left here yesterday, carrying 3,102.03 tons of coal:

AMERICAN			
Alexandria:	R. H. Miller	Capt. Wilson	119.04
	L. A. Long	Capt. Long	116.01
	Dr. G. E. Porter	Capt. Weaver	118.01
	A. J. Akin	Capt. Wilson	115.12
	J. L. Read	Capt. Brendlinger	120.00
	Rechabites	Capt. Malone	114.04
	Samuel Henry	Capt. Turner	112.06
		Seven boats	815.12
MARYLAND			
Georgetown:	Clara & Prudy	Capt. Myers	110.03
	Dr. Grimes	Capt. Hill	111.04
	A. Berry	Capt. Ardinger	111.19

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	R. M. Sprigg	Capt. Dunnigan	107.02
		Four boats	443.05
	NEW CENTRAL		
Georgetown:	C. H. Dalton	Capt. Little	119.10
	Five Brothers	" "	118.07
	Geo. S. Couter	Capt. Nowell	114.07
	G. Blackburn	Capt. Kimble	112.12
		Four boats	464.16
	CONSOLIDATION		
Georgetown	W. L. Read	Capt. Bowers	114.15
	J. N. Clary	" "	114.18
Williamsport:	T. Embrey	Capt. Shupp	114.11
Washington:	W. C. Ernst	Capt. Bender	118.06
		Four boats	462.10
	BORDEN MINING		
Georgetown:	Henry Kraus	Capt. Cowden	117.03
	Arthur Lovell	Capt. Gorman	97.07
	S. J. Kelly	Capt. Kelly	123.05
		Three boats	327.15
	HAMPSHIRE & BALTIMORE		
Alexandria:	Johnny	Capt. Kean	113.17
	Nora & Willie	Capt. Sorrell	113.18
		Two boats	227.15
	J. P. AGNEW & CO.		
Alexandria:	[J. Marmaduke]	Capt. Marmaduke	119.12
	N. Williams	Capt. Zimmerman	114.06
		Two boats	233.18
	BLAEN AVON		
Williamsport:	C. B. Embrey	Capt. Buchanan	116.12

CANAL COMMERCE.

From the *Alexandria Gazette* [4/17]:

Arrived – Boats W. J. Boothe, jr., R. S. Grant, D. Stewart, J. J. Swift, William Smith, R. Bender, Wm. Walsh, J. P. Moore, C. R. Hooff and H. C. Flagg, to American Coal Company; A. Greenless, to J. P. Agnew & Co.; B. Bissell and Loretto, to New Central Coal Company.

Departed – Boats M. Sanford, P. G. Uhler, J. P. Broderick, J. P. Broderick, W. E. Bell, J. A. Alexander, T. H. Faile, G. M. Stonebraker, Emma, A. J. Clark, W. E. Turner, City of Hamburg, D. Stewart, R. S. Grant and W. J. Boothe, jr.

The steamer *Maryland* left here yesterday morning on her trip down the canal, having on board President Gorman, Director Hamill, Treasurer Fawcett, Paymaster Gambrill, and Messrs, Fenton, Resley, Piatt, Mertens and Hammond. The guests returned home yesterday evening.

Fri., 4/20/77, p. 4. **Canal Trade.** – The following thirty-one boats left here yesterday, carrying 3,440.10 tons of coal:

	NEW CENTRAL		
Georgetown:	Geo. W. Barnett	Capt. Little	110.18
	F. A. Mertens	Capt. Manning	112.11

	B		112.11
	F. M. Offutt	Capt. Kaiser	114.05
	Richard Fannon	Capt. Sorrell	116.05
	S. H. Davis	Capt. Dickerhoof	116.06
		Six boats	682.16
	MARYLAND		
Georgetown:	D. A. Carl	[Capt. Little]	
	R. L. Gross	Capt. Mattingly	107.15
	J. E. Hughes	Capt. O'Neal	110.12
	Johnny & Frankie	Capt. Gatrell	107.13
Washington:	Sprigg S. Lynn	Capt. Kroon	110.18
	W. T. Hassett	Capt. French	107.02
		Six boats	651.07
	BORDEN MINING		
Georgetown:	Areturus	Capt. Turner	103.06
	Henry Boley	Capt. Smith	117.11
	Dr. O M Schindel	Capt. Myers	115.02
	M. L. Haines	Capt. Zimmerman	115.05
		Four boats	451.01
	CONSOLIDATION		
Georgetown	Willie & Johnnie	Capt. Morrison	120.07
	Laura	Capt. Brubaker	111.13
Williamsport:	Grason & Fannie	Capt. Taylor	107.19
Washington:	A. M. Grove	Capt. Grove	120.08
		Four boats	468.07
	AMERICAN		
Alexandria:	G. P. Lloyd	Capt. Emberson	115.11
	Thomas Patton	Capt. Eaton	116.08
	Theo. L. Betts	Capt. McClucas	116.10
	John Wilson	Capt. McCann	116.10
		Four boats	465.02
	BLAEN AVON		
Alexandria:	J. H. Houck	Capt. Read	116.13
	M. E. Tice	Capt. Mills	113.01
		Two boats	229.14
	HAMPSHIRE & BALTIMORE		
Alexandria:	Benj. Miller	Capt. Crumbaugh	113.19
	Morning Sun	Capt. Little	110.13
		Two boats	224.12
	J. P. AGNEW & CO.		
Alexandria	John Humbird	Capt. Austin	110.17
	W. H. Boyd	Capt. Schopper	114.04
		Two boats	225.01
	INDIVIDUAL		
	G. W. Grove	Capt. Gannon	50.07

CANAL COMMERCE.

From the *Alexandria Gazette* of yesterday [4/19]:

Arrived – Boats Iowa, to New Central Coal Co.; M. O'Conner, Mountain City and Carrie V. to Hampshire & Baltimore Coal Co.; C. C. Kelly and Katie & Addie, to Blaen Avon Coal Co.; G. H. Moore and Dr. F. C. Doyle to J. P. Agnew & Co.; W. C. Hunter, J. W. Burke, Wm. Gregory, E. Bayer, M. E/ Corse, J. Green and M. Snow to American Coal Co.

Departed – Boats M. O'Conner, C. R. Hooff, J. P. Moore, E. M. Bynon, A. Greenless, W. Smith, J. J. Swift, R. Bender, L. Regan, Nuttie & Billie, M. Scally, A. J. Mills and Wm. Walsh.

CHEAP FREIGHTS

A large majority of the boats on the canal were originally constructed by capitalists, who sold them to boatmen, who were not able to pay, on terms by which they were able to pay "trippage" or a certain sum on every trip they made to tidewater. While the boatmen were paying their trippage the influence of capitalists was used to get these boats in a "line," whereby they were enabled to make a good living besides the amount paid on each trip as purchase money. Generally, when the boats were paid for the protection of the capitalists was withdrawn, for their interest laid where their money was invested, and it was difficult for captains to obtain a "line" position, and they were compelled to take a load whenever or wherever they could get it.

At the opening of the season this year contracts were made with individuals to ship large amounts of coal. These contracts were made by capitalists to secure a return of the money invested in their boats, and naturally left many individual owners without cargoes.

For the past few days an effort has been made by the individual owners to form a "line," and agree to ship coal to Georgetown at 75 cents per ton; the argument being that they were idle, with themselves and stock to feed, and that even at 75 cents per ton, with no trippage of \$20 or \$30 to pay, they would do better than those now carrying coal at 90 cents. The movement has been gaining headway, and yesterday resulted in the formation of a "line," consisting of 30 boats, by which they engage to carry coal to Georgetown at the above named rates.

We believe that this is the first formation of a line outside the "trippage" boats. We do not know whether it has a directing head, and only experience can show whether it is a judicious move. If it shall be demonstrated a success, it will have an eventful bearing upon the canal trade; if it fails, then numbers of boats must withdraw from the trade, and leave it in the hands of just sufficient boats to do the carrying on the canal.

ES, Fri., 4/20/77, p. 1. **CUTTING COAL FREIGHTS – The B. & O. Railroad vs. the C. & O. Canal.** – New York, April 20. – A Baltimore dispatch says: - There is a probability of a war

between the Chesapeake and Ohio canal and the Baltimore and Ohio railroad on coal transportation from Cumberland to the seaboard. It is claimed by the canal company that the railroad has deliberately pursued the policy of taking away its trade by combinations and special contracts with the miners and shippers at secret rates, regulated so as to invariably cut under the fixed canal toll.

Ibid, p. 3. **Cumberland Coal Trade**

The shipments of coal from Cumberland for the week ending April 11 amounted to 41,558 tons 8 cwt. of which 20,550 tons 4 cwt. were by the Baltimore & Ohio railroad, 13,514 tons 16 cwt. by the Chesapeake and Ohio canal, and 2,493 tons, 8 cwt. by the Pennsylvania road. The total shipments since January 1st are 238,396 tons 16 cwt.

Sat., 4/21/77, p. 4. **Canal Trade.** – The following thirty boats left here yesterday, carrying 3,385.18 tons of coal:

MARYLAND			
Georgetown:	J. H. Farrow	Capt. Ardinger	110.17
	J. N. Cover	Capt. Starlipper	108.16
	J. E. Stanhope	Capt. Hetzer	107.09
	M. A. Brady	Capt. Brady	111.05
	G. Herring	Capt. Smith	111.09
Washington:	G. M. Stonebraker	Capt. Kroon	110.17
	Four Sisters	" "	107.09
	Seven boats		768.02
AMERICAN			
Alexandria	J. R. Anderson	Capt. Snyder	114.14
	J. W. Morris	Capt. Bowers	114.05
	B. Williamson	Capt. Reynolds	119.02
	M. Sanford	Capt. Everly	112.05
	S. S. Howison	Capt. Swain	116.08
	P. G. Uhler	Capt. Pearce	115.14
	Six boats		692.08
NEW CENTRAL			
Georgetown:	Belle Resley	Capt. Teeters	114.19
	T. H. Paul	Capt. Paul	92.16
	Dr. J P Broderick	Capt. Little	113.16
	William R. Shaw	Capt. Coffman	113.10
	Sallie & Jennie	Capt. Grosh	113.10
	J. R. Couter	Capt. Williams	115.13
	Six boats		603.04
CONSOLIDATION			
Washington:	Energy	Capt. Morrow	117.01
	M. C. Clay	Capt. Murphy	118.10
Williamsport:	A. Graber	Capt. Woltz	109.11
	Three boats		345.02
BORDEN MINING			
Georgetown:	R. B. Lynn	Capt. Dick	114.07
	Maggie B.	Capt. Cowden	103.06
	Invincible	Capt. Cowden	121.04
	Three boats		338.17
HAMPSHIRE & BALTIMORE			
Alexandria:	T. H. West	Capt. Reid	113.16
	Ida & Harry	Capt. Ekis	113.17

Canal Trade - 1877

		Two boats	227.12
	BLAEN AVON		
Williamsport:	David Seibert	Capt. Hamilton	113.06
	INDIVIDUAL		
Washington:	D. L. Taylor	Capt. Turner	115.10
Georgetown:	M. Sinclair	[Capt. O'Neal]	110.17
		Two boats	226.07

CANAL COMMERCE.

From the *Alexandria Gazette* of the 18th:

Arrived – Boats Dr. R. J. Duckett, M.

Fannon, A. Adams and Lilly Lemen to Hampshire & Baltimore Coal Co.; W. J. B. Lloyd, S. Lloyd, Dr. M. M. Lewis, J. H. Parrott, jr. and American Flag to American Coal Co.

Departed – Boats B. Bissell, W. C. Hunter, H. C. Flagg, Mountain City, Loretto, J. W. Burke, W. Gregory, E. Bayer, Iowa, M. D. Corse, C. C. Kelly, J. Green, G. H. Moore, Dr. R. J. Duckett and M. Snow.

We understand that the New Central company yesterday shipped three boat loads of coal at 70 cents per ton. The mules of these boats will make good "hominy mills" by the time they get back.

The shipments of coal from Georgetown was somewhat retarded last week by the draw on the Long bridge at Washington getting out of repair. It could not be opened, and consequently schooner could not get up the river to load. On Tue., however, the repairs were made, and vessels passed through.

ES, Sat., 4/21/77, p. 4. **GEORGETOWN.**

Grain – By canal – Boat Hattie & Bessie, with 3,400 bushels wheat, consigned to Hartley & Bro. Boat Seneca, with 1,400 bushels corn and 330 bushels wheat to H. M. Talbott; boat Red Eye No. 1, with 250 bushels wheat to J. G. & J. M. Waters. **The Coal Trade** still continues dull, owing to the railroad complications, &c. An occasional vessel is loaded, and there is even a scarcity of vessels to load the coal which does arrive.

Mon., 4/23/77, p. 4. **Canal Trade.** - The following thirty-five boats left here Sat., carrying 3,971.18 tons of coal:

	AMERICAN		
Alexandria:	Wm. Gregory	Capt. James	
	Wm. J. Boothe, jr.	Capt. Hatch	112.16

	R. S. Grant	Capt. Harris	115.14
	T. H. Faile	Capt. Penner	115.05
	H. O. Claughton	Capt. Fisher	114.08
	Geo. Sherman	Capt. Russell	113.17
	W. E. Bell	Capt. Brendlinger	116.07
	J. A. Alexander	Capt. Penner	116.06
		Eight boats	920.13

CONSOLIDATION

Georgetown:	C. Slack	Capt. Lewis	116.18
	J. A. Graham	Capt. Brubaker	117.10
	Dr. A. A. Biggs	" "	112.06
Washington:	Edward Stake	Capt. Kimble	121.05
	C. A. Greene	Capt. Ensminger	118.14
	B. Ensminger	" "	115.05
	Bessie Gruber	Capt. Artz	114.17
		Seven boats	114.17

MARYLAND

Georgetown:	A. M. Grove	Capt. Grove	112.05
	Willie & Boatly	Capt. Mouse	107.10
	Dr. Wiley	Capt. Henry	108.17
	R. T. Semmes	Capt. Westbrook	111.02
	C. J. Myers	Capt. Knott	110.12
		Five boats	550.06

BORDEN MINING

Georgetown:		Capt. Cowden	117.13
	Wm. L. Shaw	Capt. Kinsel	114.03
	Sallie E. Hassett	Capt. Mouse	116.03
	New Era	Capt. McCardell	100.15
	Henry Freeland	Capt. Cowden	115.03
		Five boats	564.06

NEW CENTRAL

Georgetown:	Emma	Capt. Paxton	112.02
	Dr. F. M. Davis	Capt. Davis	112.14
	M. C. Merryman	Capt. Merryman	113.15
	American Boy	Capt. Stride	105.11
		Four boats	415.02

HAMPSHIRE & BALTIMORE

Alexandria:	John W. Carder	Capt. Darkey	111.04
	Lucy Lee Mouse	Capt. Mouse	113.17
		Two boats	225.04

BLAEN AVON

Williamsport:	E. M. Stanhope	Capt. Shaffer	113.04
	J. P. AGNEW & CO.		

Alexandria:	A. Greenless	Capt. Fox	114.15
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INDIVIDUAL

Georgetown:	B. L. Slack	[Capt. Moriarty]	117.06
	Linnet	Capt. A. Ziegler	110.10
		Two boats	227.16

CANAL COMMERCE

From *Alexandria Gazette* of Friday evening [4/20]:

Arrived - Boats Mary Mack to W. A.

Smoot; and G. Knode and Maryland, to J. P. Agnew & Co.

Departed - Boats W. J. B. Lloyd, [Dr.] F. C. Doyle, Samuel Lloyd and [Dr.] M. M. Lewis, for Cumberland.

ES, Mon., 4/23/77, p. 4. **GEORGETOWN**

Grain – Arrived by canal – Boat Caledonia, with 2,000 bushels corn and 1,100 bushels wheat to Hartley & Bro.

Canal Trade - 1877

Tue., 4/24/77, p. 4. **Canal Trade.** - The following twenty-six boats left here yesterday, carrying 2,964.11 tons of coal:

NEW CENTRAL			
Georgetown:	Mayfield & Hieston	Capt. Reid	113.16
	F. F. Davis	Capt. Swain	116.04
	John Hammond	Capt. Brooks	114.05
	Elizabeth	Capt. Seaman	113.18
	Thomas Lannon	Capt. Pridgeon	112.14
		Five boats	570.14
AMERICAN			
Alexandria:	A. J. Clark	Capt. Wilson	115.04
	W. C. Hunter	Capt. Butler	116.02
	H. C. Flag	Capt. Delaney	115.10
	William Smith	Capt. Masters	116.16
	David Stewart	Capt. Brown	113.05
	J. J. Swift	" "	116.01
		Six boats	692.18
BORDEN MINING			
Georgetown:	Pattie Dunlop	Capt. Snyder	111.19
	C. H. Knott	Capt. Frederick	118.19
	R. B. Cropley	Capt. Farrow	117.08
		Three boats	348.06
MARYLAND			
Georgetown:	T. O'Connell	Capt. Mills	111.03
	Willie & Annie	Capt. Derr	111.10
	A. Kuhn	Capt. Overcash	109.07
		Three boats	314.01
HAMPSHIRE & BALTIMORE			
Alexandria:	Mrs. C. E. Charles	Capt. Little	114.08
	Elmer & Kate	" "	113.16
	P. L. Lemen	Capt. O'Neal	117.15
		Three boats	245.10
CONSOLIDATION			
Washington:	John Leetch	Capt. Wallace	118.01
Williamsport:	Grason & Fannie	Capt. Taylor	108.16
		Two boats	226.17
J. P. AGNEW & CO.			
Alexandria:	Lucinda	Capt. Rinehart	116.17
	G. H. Moore	Capt. Moore	116.03
		Two boats	233.02
INDIVIDUAL			
Washington:	Busy Bee	Capt. Dolan	105.00
Williamsport:	J. A. Spielman	[Capt. Miller]	110.05
		Two boats	225.05

ES, Tue., 4/24/77, p. 4. **GEORGETOWN Grain** – Arrived by canal – Boat Ellen Brooks, with 1,400 bushels wheat to J. G. & J. M. Waters; boat Beall, with 100 bbls. of [ear] corn and 20 tons of bale hay to the same firm.

Wed., 4/25/77, p. 4. **Canal Trade.** - The following thirty boats left here yesterday, carrying 3,417.09 tons of coal:

MARYLAND			
Georgetown:	F. Bowers	Capt. Bowhey	108 15
	Thos. Sammon	Capt. Harrison	110 12
	Queen City	Capt. Edenhart	110 14
	John Sammon	Capt. Quigley	111 04
	A. Spier	Capt. Wolf	110 12
	A. L. Miller	Capt. Keech	114 04
	Willie Snyder	Capt. Kretzer	111 02
	Moses Whitson	Capt. Myers	111 00

Washington:	A. K. Syester	Capt. Kroon	110 14
		Nine boats	998 17
AMERICAN			
Alexandria:	Richard Bender	Capt. Rose	116 01
	John P. Moor	Capt. Nuse	116 19
	Wm. Walsh	Capt. Teach	116 17
	Chas. R. Hooff	Capt. Haines	116 13
	J. W. Burke	Capt. Renner	115 12
		Five boats	582 05
BORDEN MINING			
Georgetown:	J. H. Snyder	Capt. Mills	117 19
	Charlie Hassett	Capt. Mosher	116 02
	J. G. Lynn	Capt. Irwin	115 04
	F. J. Laing	Capt. Young	120 14
		Four boats	469 19
NEW CENTRAL			
Georgetown:	Iowa	Capt. Keedy	
	John Daniel	Capt. Roof	111 07
	Loretta	Capt. Ardinger	109 00
	J. R. Purcell	Capt. Armstrong	113 05
		Four boats	447 07
CONSOLIDATION			
Georgetown:	A. Campbell	Capt. Eddy	113 11
	A. E. McDonald	Capt. McDonald	119 00
	H. C. Hick	Capt. Riley	119 02
		Three boats	251 13
HAMPSHIRE & BALTIMORE			
Alexandria	Nuttie & Billie	Capt. Sigler	110 15
	E. M. Bynon	Capt. Coffman	110 12
	Carrie V.	Capt. Reid	117 04
		Three boats	338 11
BLAEN AVON			
Williamsport:	C. B. Embrey	Capt. Buchanan	113 19
	J. P. AGNEW & CO.		
Alexandria:	Dr. F. C. Doyle	Capt. Worrell	114 19

CANAL COMMERCE

From the Alexandria *Gazette* we have the following canal commerce up to Monday evening [4/23]:

Arrived - Boats M. Kersey, Daniel Annan, A. S. Winteringham, Charles Robb, Andrew Main, J. H. Platte, G. L. Boothe and John Bradburn, to the American Coal Co.; A. B. Bain and Nora & Willie, to Hampshire & Baltimore Coal Co.; Geo. Hughes and Clara, to Blaen Avon Coal Co.; G. F. Smith, to J. P. Agnew & Co.

Departures - Boats H. Delafield, C. Clifton, I. J. Kreps, Osceola & Jake, W. Doerner, M. Mertens, G. F. Smith and P. A. Gorman.

Many of the boatmen who are leaving with coal express a determination to tie up on their return, upon reaching their homes.

ES, Wed., 4/25/77, p. 4. **GEORGETOWN Grain** – Arrived – Boat Hattie & Bessie, with 1,000 bushels wheat and 1,600 bushels corn to Hartley & Bro.

Thu., 4/26/77, p. 4. **Canal Trade.** - The following thirty-two boats left here yesterday, carrying 3,739.12 tons of coal:

MARYLAND			
Georgetown:	H. D. Simonds	Capt. Kirtley	111 04
	H. Hebner	Capt. Wallace	110 14
	T. W. Riley & Son	Capt. Wempe	111 10
	Mollie	Capt. Hammond	107 10
	G. B. Oswald	Capt. Myers	114 05
	Str. T. Venners	Capt. Fleming	101 10
	Six boats		656 16
CONSOLIDATION			
Georgetown:	M. S. O'Donnell	Capt. Piper	117 04
	Ichabod Crane	Capt. White	118 02
	Jos. Light	Capt. Boyd	112 16
	C. P. Manning	Capt. Reed	117 02
Williamsport:	A. Gruber	Capt. Waltz	113 16
	Five boats		579 00
AMERICAN			
Alexandria:	E. Bayer	Capt. Fisher	115 11
	Maj. E. L. Moore	Capt. Albert	118 03
	M. D. Corse	Capt. Bear	116 00
	James Green	Capt. Martz	116 03
	Four boats		465 17
NEW CENTRAL			
Georgetown:	Geo. Hutton	Capt. Doleman	115 07
	Three Brothers	Capt. Morrison	112 07
	Ben Bissell	Capt. McCann	115 01
	M. Ruben	Capt. Numberger	116 16
	J. B. Winslow	Capt. Singer	111 16
		Capt. Gorman	113 07
	Six boats		684 08
HAMPSHIRE & BALTIMORE			
Alexandria:	A. J. Mills	Capt. Fisher	113 17
	M. O'Conner	Capt. Arrington	110 18
	G. P. DeWitt	Capt. Montgomery	110 12
	Dr. R. J. Duckett	Capt. Price	113 14
	Four boats		449 01
BORDEN MINING			
Georgetown:	F. L. Tilghman	Capt. Cowden	112 14
	Alexander	Capt. Cowden	115 13
	Warren Delano	Capt. Fernsner	117 10
	Three boats		345 17
INDIVIDUAL			
Georgetown:	Our Sister	Capt. Barger	110 00
	City of Hamburg	Capt. Coffman	106 00
	Geo. Knobe	Capt. Boyer	111 18
	Osceola & Jake	Capt. Seaman	118 10
	Peter Sinclair	Capt. Cheney	112 05
	Five boats		558 13

CANAL COMMERCE

From the Alexandria *Gazette* we clip the following [4/24]:

There is at present a great scarcity of vessels for the coal carrying trade both here and at Georgetown. Large quantities of coal are being received and there are many orders in the hands of the coal agents, who are unable to fill them for want of transportation, and have to pile the coal on the docks at an additional expense.

Arrived - Boats F. Stevenson and Johnnie, to Hampshire & Baltimore Coal Co.; steamer E. L. Moore and Caledonia, to W. A. Smoots, for plaster; W. H. Boyd, to J. P. Agnew & Co.; Fleming & Motter, to Blaen Avon Coal Co.; D. A. Lowe, J. H. Stickney, J. Dayton, W. Darrow, J. L. Reed, R. H. Miller, A. J. Akin and G. E. Porter, to American Coal Co.

Departed - Boats D. Annan, M. Kersey, A. S. Winteringham, C. Robb, A. Main, J. H. Platte, S. Swain, G. Hughes, A. B. Bain, Johnnie, G. L. Boothe, J. Bradburn and D. A. Lowe.

ES, Thu., 4/26/77, p. 4. **GEORGETOWN Grain** – Arrived by canal – Boat Caledonia, with 1,500 bushels wheat to Hartley & Bro.; boat Seneca, with 500 bushels of wheat to H. M. Talbott.

Fri., 4/27/77, p. 4. **Canal Trade.** - The following thirty-one boats left here yesterday, carrying 3,550.07 tons of coal:

NEW CENTRAL			
Georgetown:	Mountain City	Capt. Ensminger	114.09
	Martin Scally	Capt. Dunn	113.14
	R. H. Gordon	Capt. Miller	116.04
	W. E. Turner	Capt. Riley	114.08
	Dennis Murphy	Capt. Mertens	111.10
	Lizzie Regan	Capt. Rinehart	112.03
	Robert Portner	Capt. Cummings	119.14
	Seven boats		802.02
AMERICAN			
Alexandria:	Michael Snow	Capt. Martz	114.12
	Wm. J. B. Lloyd	Capt. Kirkpatrick	116.02
	American Flag	Capt. McKnight	119.04
	Samuel Lloyd	Capt. McMullen	116.16
	Four boats		466.14
BORDEN MINING			
Georgetown:	Onward	Capt. Donnelly	113.01
	Theo. Dean	Capt. Wiland	116.02
	Mabel	Capt. Turner	120.13
	Fall River	Capt. Miles	113.01
	Four boats		467.17
CONSOLIDATION			
Georgetown:	D. M. Read	Capt. Eichelberger	120.06
	Lillie & May	Capt. Sandbar	116.04
	I. M. Boyer	Capt. Spong	115.13
	A. B. Turner	Capt. Reynolds	115.09
	Four boats		467.12
DESPARD COAL CO.			
Washington:	Sallie H. Taylor	Capt. Wegman	118.10
	Annie	Capt. Little	117.10
	Two boats		235.00
J. P. AGNEW & CO.			
Alexandria:	Katie & Addie	Capt. Wolf	115.10
	Maryland	Capt. Clendening	110.00
	Two boats		225.10
HAMPSHIRE & BALTIMORE			
Alexandria:	Lillie Lemen	Capt. Lindsay	114.01
BLAEN AVON			

Canal Trade - 1877

Williamsport: E. M. Stanhope Capt. Thompson 117.01

CANAL COMMERCE.

The Alexandria *Gazette* of Wednesday gives the following canal commerce [4/25]:

Arrived - Boats E. Rinehart, Morning Sun and Little Eddy, to Hampshire & Baltimore Coal Company; J. Humbird, to J. P. Agnew & Co.; E. J. Arrington, to W. A. Smoot; L. W. Poffenberger and J. T. Dixon, to Blaen Avon Coal Company; L. E. Long, Rechabites, S. Henry, G. P. Lloyd, I. Wilson, T. Patton, B. Williamson and J. W. Morris, to the American Coal Company.

Departed - Boats Steamer F. L. Moore, fish gondola, and boats M. S. Fernsner, J. H. Stickney, J. Dayton, W. Darrow, Clara, W. H. Boyd, Caledonia, J. L. Read, B. R. Summers, R. H. Miller, Nora & Willie, A. J. Akin, Dr. G. E. Porter, Fleming & Motter, J. Humbird, L. A. Long and E. Rinehart.

ES, Fri., 4/27/77, p. 1. **"Billy" Cornell Sentenced to Ten Years in the Penitentiary.** - The trial of Wm. Cornell, for assault and battery with intent to kill and rob Mr. Joseph Fawcett and E. Mulvaney, officers of the Chesapeake and Ohio Canal company, in October, 1875, was concluded yesterday at Cumberland, Md., with a verdict of guilty, and the prisoner was sentenced to ten years in the penitentiary. The case of Donohue, indicted as accessory, was postponed until the next term of the Circuit Court.

Sat., 4/28/77, p. 3. **Canal Trade.** - The following thirty-two boats left here yesterday, carrying 3,595.09 tons of coal:

MARYLAND

Georgetown:	Seven Brothers	Capt. Turner	109.10
	Congress	Capt. Kirby	105.08
	J. T. Scrivener	Capt. Quigley	105.08
	Star No. 2	Capt. Moore	
	H. T. Weld	Capt. McAmeny	92.06
	Star No. 3	Capt. Richards	100.03
Washington:	T. J. Boyer	Capt. Bowers	<u>111.00</u>
		Seven boats	723.11

AMERICAN

Alexandria:	J. H. Parrott, jr.	Capt. Colbert	117.00
	Dr. M. M. Lewis	Capt. Eichelberger	118.17
	Henry Delafield	Capt. Hetzer	116.08
	M. A. Myers	Capt. Martin	113.18
	M. Kersey	Capt. Barger	116.13
	Chas. Clifton	Capt. Weaver	<u>113.07</u>
		Six boats	696.03

NEW CENTRAL

Georgetown:	Johnny & Tommy	Capt. Dixon	116.04
	V. H. Weir	Capt. Robinson	115.06
	Wm. Young	Capt. Reeves	116.19
	Ida J. Kreps	Capt. Smith	<u>117.18</u>
		Four boats	466.07

CONSOLIDATION

Georgetown	Hawk	Capt. Benner	112.07
	C. W. Brengle	Capt. Turner	110.17
	Anna Bruce	Capt. Darner	115.12
Williamsport:	Grason & Fannie	Capt. Taylor	<u>110.00</u>
		449.04	417.00

BORDEN MINING

Georgetown:	Harry Borden	Capt. Cowden	117.02
	C. L. Brengle	Capt. Mosier	115.15
	L. N. Lovell	Capt. Cowden	121.01
		Three boats	353.18

HAMPSHIRE & BALTIMORE

Alexandria:	Alex. Adams	Capt. Sorrell	120.18
	M. Fannon	Capt. Bissett	111.04
	P. A. Gorman	Capt. McCabe	<u>114.01</u>
		Three boats	349.03

J. P. AGNEW & CO.

Alexandria:	G. F. Smith	Capt. Bender	117.05
	H. Loveridge	Capt. Hine	<u>119.02</u>
		Two boats	236.07

BLAEN AVON

Williamsport:	J. A. Spielman	Capt. Miller	113.14
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INDIVIDUAL

Washington:	Fannie & Estella	Capt. Chaplin	105.00
	Loudoun	Capt. Reid	<u>102.02</u>
		Two boats	207.02

CANAL COMMERCE

The Alexandria *Gazette* gives the following canal commerce [4/26]:

Arrived - Boats Mary Mertens, to Blaen Avon Coal Company; George & James, Benj. Miller and T. H. West, to Hampshire & Baltimore Coal Company; Ellen Brooks to W. A. Smoot, for plaster; Theo. L. Betts, M. Sanford and S. S. Howison to American Coal Company.

Departures - Boats L. W. Poffenberger, Morning Sun, Rechabites, S. Henry and J. T. Dixon.

The steamer "Star No. 3," arrived here yesterday afternoon, and in three hours was loaded and on her way down the canal. Steam, rapid transit and dispatch may pay at 90 cents per ton.

Mon., 4/30/77, p. 4. **Canal Trade.** - The following thirty boats left here Sat., carrying 3,403.09 tons of coal:

NEW CENTRAL

Georgetown:	W. M. Price	Capt. Grimminger	112.01
	Four Sisters	Capt. Dugan	111.17
	Mary Mack	Capt. Evoy	117.09
	Jacob Snively	Capt. Miller	112.19
	A. P. Gorman	Capt. Yingling	117.00
	W. Mertens	Capt. Merryman	<u>114.12</u>

Canal Trade - 1877

		Six boats	686.01
	MARYLAND		
Georgetown:	Col. J. C. Lynn	Capt. Reid	110.12
	Six Brothers	Capt. Zimmerman	107.06
	Henry Boyd	Capt. Brown	112.08
	Laura S.	Capt. Little	114.06
	A. Kratz & Co.	Capt. Brookman	114.03
Washington:	Sprigg S. Lynn	Capt. Kroon	110.06
		Six boats	669.01
	BORDEN MINING		
Georgetown:	Kate Prather	Capt. Fernsner	121.03
	Donna Tilghman	Capt. Shaw	111.01
	Exchange	Capt. Cowden	107.01
	Hunter G.	" "	120.01
		Four boats	462.09
	AMERICAN		
Alexandria:	A. S. Winteringham	Capt. Wright	112.00
	Charles Robb	Capt. Bowers	115.11
	Daniel Annan	Capt. Eichelberger	119.05
	Andrew Main	Capt. Bowers	115.04
		Four boats	462.00
	CONSOLIDATION		
Georgetown:	Okonoko	Capt. Byroads	117.14
	Uno	Capt. McCarthy	116.02
	Joel Charles	Capt. Hammond	111.11
		Three boats	315.10
	HAMPSHIRE & BALTIMORE		
Alexandria:	V. L. Sprigg	Capt. Porter	113.07
	A. B. Bain	Capt. Osborn	112.09
		Two boats	225.16
	BLAEN AVON		
Williamsport:	C. B. Embrey	Capt. Buchanan	114.05
Alexandria:	B. R. Summers	Capt. Arrington	112.18
		Two boats	227.03
	INDIVIDUAL		
Washington:	E. L. Flury	[Capt. Crampton]	111.08
	F. L. Moore	[Capt. Brown]	101.10
Georgetown	Dove	[Capt. Mose]	112.11
		Three boats	325.09

CANAL COMMERCE

The Alexandria *Gazette* publishes the following [4/27]:

The steam canal boat "New Era" owned by W. F. Cowden and Bro., arrived in this port today for her second cargo of freight for Cumberland. She is a welcome visitor. It would be well for Alexandria merchants to push sales into the mountain city and patronize a good and reliable water route via the Chesapeake and Ohio and Alexandria canals. Having now ___ by steam and low rates of freight by the line, would not such an effort assist in making Alexandria a wholesale city, and a point for transfer of goods? The benefit of which would be felt all along the line and also at Cumberland.

Arrived - Boats Wm Faile, to Blaen Avon Coal Co.; J. J. Moore and L. L. Mouse to Hampshire & Baltimore Coal Co.; str. New Era for plaster; J. R. Anderson, P. G. Uhler, G. Sherman,

W. E. Bell, T. H. Faile, W. J. Boothe, jr., R. S. Grant and W. Gregory to American Coal Co.
Departed - Boats J. Wilson, G. P. Lloyd, Little Eddy, E. Brooks, Thomas Patton, H. Williamson, George & James, A. Greenless, jr., J. W. Morris, L. L. Mouse, M. Sanford, T. L. Betts and steamer New Era.

ES, Mon. 4/30/77, p. 4. **GEORGETOWN Grain** – Arrivals by canal: Boat Wheeler & Barron, with 2,200 bushels corn and 1,300 bushels wheat, to Hartley & Bro.; also 300 bushels wheat to H. M. Talbott.

Tue., 5/1/77, p. 2. **Canal Trade.** - The following twenty-nine boats left here yesterday, carrying 3,297.04 tons of coal:

	AMERICAN		
Alexandria:	G. L. Boothe	Capt. Davis	116.12
	J. H. Stickney	Capt. Benner	111.18
	J. H. Platte	Capt. Bowers	116.03
	Weyand Doerner	Capt. Goodwin	116.03
	R. H. Miller	Capt. Wilson	119.08
		Five boats	580.04
	CONSOLIDATION		
Georgetown:	J. R. Ray	Capt. Kerfoot	114.00
	Robin	Capt. Compton	111.11
	G. Meredith	" "	113.06
	J. T. Davis	Capt. Berger	114.07
	Tommy & Nellie	Capt. Little	113.06
		Five boats	566.10
	NEW CENTRAL		
Georgetown:	G. H. Bradt	Capt. Mertens	117.10
	A. Lincoln	Capt. Mertens	114.19
	A. Zeigler	Capt. Dixon	114.13
	W. P. Wools	Capt. Little	112.02
		Four boats	459.04
	BORDEN MINING		
Georgetown:	Arthur Lovell	Capt. Gorman	102.02
	Denton Jacques	Capt. Myers	119.14
	J. R. Masters	Capt. Gorman	119.15
	W. Borden	Capt. Manning	121.05
		Four boats	462.16
	HAMPSHIRE & BALTIMORE		
Alexandria:	E. Rinehart	Capt. Eichelberger	113.02
	Samuel Swain	Capt. Gower	114.09
	Johnny	Capt. Kean	115.09
		Three boats	343.00
	MARYLAND		
Georgetown:	Lillie & Annie	Capt. Sterling	111.00
Washington:	Four Sisters	Capt. Kroon	107.10
		Two boats	218.10
	J. P. AGNEW & CO.		
Alexandria:	J. Humbird	Capt. Austin	111.14
	A. Greenless	Capt. Fox	111.09
		Two boats	223.03
	BLAEN AVON		
Alexandria:	Geo. Hughes	Capt. Callan	111.17
	DESPARD COAL CO.		
Washington:	Mattie	Capt. Seaman	118.00
	INDIVIDUAL		
Washington:	Ida & Sally	Capt. Snyder	105.00
	Friendship	Capt. Hall	106.00

Canal Trade - 1877

Two boats 211.00

Wed., 5/2/77, p. 4. **Canal Trade.** - The following thirty-three boats left here yesterday, carrying 3,708.04 tons of coal:

MARYLAND			
Georgetown:	F. H. Darby	Capt. Tice	110.12
	Dr. Eliason	Capt. Ward	107.11
	Hancock	Capt. Bowhey	98.00
	Star No. 1	Capt. Warner	102.15
	W. H. Lowe	Capt. Renner	113.10
	G. S. Young	" "	113.04
	Dr. Grimes	Capt. Hill	110.11
Washington	J. W. Daily	Capt. Knott	112.06
		Eight boats	868.12
CONSOLIDATION			
Georgetown:	B. C. Barroll	Capt. J[ackson]	118.17
	Blue Bell	" "	116.02
	H. J. Kenah	Capt. Broderick	116.09
	Robert Shriver	Capt. Nuse	117.12
	P. J. Smith	Capt. Anderson	112.12
	Dr. C. F. Russell	Capt. Jackson	113.01
Washington:	E. Stake	Capt. Kimble	119.10
		Seven boats	814.03
AMERICAN			
Alexandria:	James Dayton	Capt. C. R. Shaw	116.00
	David A. Lowe	Capt. Lynch	119.14
	J. Bradburn	Capt. Malone	119.11
	L. A. Long	Capt. Long	114.04
	W. Darrow	Capt. Dunn	113.13
		Five boats	583.02
NEW CENTRAL			
Georgetown:	J. B. Burton	Capt. Brooks	110.10
	Thos. H. Paul	Capt. Paul	94.03
	D. R. Long	Capt. Long	118.08
		Three boats	323.01
BORDEN MINING			
Georgetown:	New Era	Capt. McCardell	100.10
	Julia Borden	Capt. Cowden	115.09
	Bertha M. Young	Capt. Miles	113.01
		Three boats	329.00
HAMPSHIRE & BALTIMORE			
Alexandria:	Geo. & Jas B.	Capt. Brashears	115.00
	M. S. Fernsner	Capt. Fernsner	115.15
		Two boats	230.15
BLAEN AVON			
Alexandria:	Fleming & Motter	Capt. Broderick	112.01
	E. M. Stanhope	Capt. Thompson	111.11
		Two boats	223.12
J. P. AGNEW & CO.			
Alexandria:	C. Segerson	Capt. Wallace	116.19
	W. H. Boyd	Capt. Schopper	110.09
		Two boats	227.08
INDIVIDUAL			
Round Top:	Lizzie & Phillie	Capt. Gannon	108.11

CANAL COMMERCE.

From the Alexandria *Gazette* we have the following canal commerce [4/30]:

Arrived - Boats Elmer & Kate, Nutty & Billy and P. L. Lemen, to Hampshire & Baltimore Coal Company; M. E. Tice to Blaen Avon Coal Company; Lucinda to J. P. Agnew & Co.; H. O.

Cloughton, W. C. Hunter, H. C. Flagg and J. J. Swift to American Coal Company.

Departed - Boats Ida & Harry, A. J. Clark, N. Williams, Mrs. C. E. Charles, Wm. Smith and James Marmaduke.

Thu., 5/3/77, p. 4. **Canal Trade.** - The following twenty-two boats left here yesterday, carrying 2,507.05 tons of coal:

CONSOLIDATION			
Georgetown:	Jimmy M., jr.	Capt. Bush	115.01
	Geo. A. Pearre	Capt. Sensel	106.02
	J. Tyler	Capt. Hebb	112.11
	J. A. Millholland	Capt. Repp	113.18
		Four boats	417.09
AMERICAN			
Alexandria:	J. L. Read	Capt. Brendlinger	119.05
	A. J. Akin	Capt. Wilson	118.11
	Dr. G. E. Porter	Capt. Reynolds	116.18
	Rechabites	Capt. Malone	115.14
		Four boats	470.08
BORDEN MINING			
Georgetown:	Areturus	Capt. Hassett	105.18
	Susan Charles	Capt. Snyder	118.08
	Borden & Lovell	Capt. Mouse	119.13
	Dr. O. M. Schindel	Capt. Myers	117.17
		Four boats	461.16
MARYLAND			
Georgetown:	D. A. Carl	Capt. Little	112.05
	M. E. Spier	Capt. McDonald	111.00
	J. N. Cover	Capt. Starliper	107.11
Washington:	G. M. Stonebraker	Capt. Kroon	111.02
		Four boats	441.18
HAMPSHIRE & BALTIMORE			
Alexandria:	Little Eddy	Capt. Dixon	111.19
	Nora & Willie	Capt. Sorrell	116.01
		Two boats	118.00
BLAEN AVON			
Alexandria:	E J. Arrington	Capt. Arrington	116.10
Williamsport	J. A. Spielman	Capt. Miller	115.03
		Two boats	231.13
DESPARD			
Washington:	Etta & Rena	Capt. Porter	117.00
INDIVIDUAL			
Washington:	M. A. West	Capt. Conrad	109.01

OUR VISITORS

Yesterday the president and directors of the canal board who were in the city went by invitation to Bloomington for the purpose of viewing the line of the Cumberland and North Branch Railroad, which lies in sight of the Baltimore road all the way up. It was found that about twelve miles of the road was upon bottom lands along the river, and that nowhere was the road of difficult construction. Landing at Bloomington, they walked to Tilden Station, at the mouth of Savage River, where is engraved in the rock the words: "End of survey of Chesapeake and

Ohio Canal, Eastern Division." Within a radius of 3 miles of this station lies about 15,000 acres of land underlain by several veins of coal, varying from 2 to 6 feet in thickness, some of them containing the best coal in the region, a description of which we will give in a few days.

The visitors returned, greatly pleased with their trip, and confident that the road will be built and prove the main artery to the canal in the future. They propose to unite their efforts with our people in providing the means to build the road, and the more zealous our citizens shall prove in the work the greater will be the aid outside of the county.

With this road constructed and the narrow-gauge completed, we need fear no effort on the part of other corporations to destroy the principal channel of transportation that is necessary to our existence.

Fri., 5/4/77, p. 4. **Canal Trade.** - The following twenty-four boats left here yesterday, carrying 2,747.16 tons of coal:

AMERICAN			
Alexandria:	John Wilson	Capt. McCann	115.03
	G. P. Lloyd	Capt. Emberson	115.13
	S. Henry	Capt. Turner	114.08
	S. S. Howison	Capt. Swain	116.01
	Theo. L. Betts	Capt. McLucas	116.17
		Five boats	578.11
BORDEN MINING			
Georgetown:	Little Nan	Capt. Snyder	97.07
	I. Wilson	Capt. Gatrell	120.10
	Geo. T. Gatrell	Capt. Harper	121.17
	Rudolph Herr	Capt. Spitznogle	116.03
		Four boats	455.17
HAMPSHIRE & BALTIMORE			
Alexandria:	Morning Sun	Capt. Little	113.02
	T. H. West	Capt. Reid	110.14
	Benj. Miller	Capt. Crumbaugh	114.10
	J. W. Carder	Capt. Darkey	115.03
	Theo. Embrey	Capt. Shupp	114.10
		Five boats	567.19
CONSOLIDATION			
Georgetown:	J. M. Forbes	Capt. Moore	112.14
	J. B. Thomas	Capt. Yingling	123.13
	W. Irving	" "	115.12
	J. W. Turner	Capt. Read	118.03
		Four boats	470.02
MARYLAND			
Georgetown:	J. E. Hughes	Capt. O'Neal	110.03
	M. A. Brady	Capt. Brady	109.15
	A. E. McQuade	Capt. Clark	108.14
Washington:	A. K. Syester	Capt. Kroon	110.19
		Four boats	433.11
BLAEN AVON			
Alexandria:	J. T. Dixon	Capt. Dixon	121.11
	Ohio	Capt. Pierce	114.05
		Two boats	235.16

CANAL COMMERCE

The Alexandria *Gazette* gives the canal commerce on Wednesday [5/2]:

Arrived - Boats E. M. Bynon, Carrie V., Dr. R. J. Duckett and Lilly Lemen to Hampshire & Baltimore Coal Company.

Departed - Boats Osceola & Jake, J. J. Swift, D. Stewart, R. Bender, J. H. Houck, Dr. F. C. Doyle, and E. M. Bynon.

ES, Fri., 5/4/77, p. 1. **The Canal Tolls** – Several prominent coal operators are earnestly urging upon the canal management another reduction in the tolls over the waterway. The president and directors have the matter under serious consideration, and will, it is thought, make known their decision before the regular meeting of the board, Tuesday next. Some of the operators, we are informed, declare that coal cannot be profitably shipped by canal unless there is another and heavy reduction in the tolls. The New Central Company, one of the heaviest shippers, discontinued canal shipments Tuesday, and will probably not resume shortly, unless the tolls are reduced. (*Cumberland News*)

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

The Coal Trade – The coal trade upon the Chesapeake and Ohio canal seems at last to be opening. Canal tolls and a great scarcity of vessels still continue to operate as a drawback. It is stated that several large operators in coal are urging upon the canal company another reduction in tolls. The matter is under consideration, and it is thought that a decision upon the subject will be made at the regular meeting of the canal board on next Tuesday. Some of the operators maintain that coal cannot be shipped by canal at any profit unless there is another and large reduction on the tolls. The New Central, one of the heaviest shippers from Cumberland, discontinued shipments Tuesday, and will probably not resume at least for a time, unless the tolls come down. The following is the report of the different companies for the week ending today: Borden Mining Co. – Receipts, 2,800 tons; shipments, 2,000 tons. Maryland Coal Co. – Receipts, 2,700 tons; shipments, 1,200 tons. New Central Coal Co. – Receipts, 2,423 tons; shipments, 2,160 tons.

Canal Trade - 1877

Consolidation Coal Co. – Receipts, 2,096 tons; shipments, 2,096 tons.

The Outlet Lock – A successful experiment was made yesterday with the outlet lock.

Sat., 5/5/77, p. 3. **Canal Trade.** - The following twenty-six boats left here yesterday, carrying 2,995.11 tons of coal:

AMERICAN			
Alexandria:	M. Sanford	Capt. Everly	118.04
	J. W. Morris	Capt. Bowers	116.08
	Geo. Sherman	Capt. Russell	112.10
	J. R. Anderson	Capt. Snyder	116.17
	B. Williamson	Capt. Reynolds	120.00
	Thomas Patton	Capt. Eaton	116.06
	P. G. Uhler	Capt. Pearce	116.06
	Seven boats		811.08
CONSOLIDATION			
Georgetown:	Van S. Brashears	Capt. Moore	114.06
	R. I. Morris	Capt. Boyer	123.14
	M. Boyer	" "	116.11
	D. A. Miller	Capt. Weller	114.01
	A. Gruber	Capt. Woltz	118.04
Washington:	Bessie Gruber	Capt. Artz	115.01
	Six boats		701.14
MARYLAND			
Georgetown:	Dr. Wiley	Capt. Henry	109.07
	A. H. Bradt	Capt. Hill	110.15
	Geo. Herring	Capt. Smith	110.15
	Ludlow Patton	Capt. Crampton	98.08
	Four boats		429.05
BORDEN MINING			
Georgetown:	Henry Kraus	Capt. Cowden	118.02
	Henry Boley	Capt. Smith	119.06
	Martha	Capt. Cowden	118.04
	Three boats		355.12
HAMPSHIRE & BALTIMORE			
Alexandria:	J. J. Moore	Capt. Dixon	114.00
	Ida & Harry	Capt. Ekis	114.13
	Lucy Lee Mouse	Capt. Mouse	115.03
	Three boats		341.02
BLAEN AVON			
Alexandria:	B. L. Slack	Capt. Moriarty	120.17
WilliamSPORT	D. Seibert	Capt. Hamilton	113.18
	Two boats		234.15
J. P. AGNEW & CO.			
Alexandria:	Lucinda	Capt. Rinehart	118.15

CANAL COMMERCE.

The Alexandria *Gazette* gives the following canal commerce for Thursday [5/3]:

Arrived - Boats J. W. Burke, E. Bayer and L. L. Mouse, to American Coal Company; Katie & Addie, Maryland and G. F. Smith, to J. P. Agnew & Co.; P. A. Gorman, M. O'Conner and G. P. DeWitt, to Hampshire & Baltimore Coal Company; B. R. Summers, to Blaen Avon Coal Company.

Departed - Boats L. Lemen, G. W. Knode, J. P. Moore, Wm. Walsh and C. R. Hooff.

ES, Sat. 5/5/77, p. 9. **GEORGETOWN**

Grain Market – Arrived by Canal – Boat

Caledonia, with 2,000 bushels of wheat and 1,100 bushels corn, to Hartley & Bro.

Mon., 5/7/77, p. 2. **Canal Trade.** - The following twenty-eight boats left here Sat., carrying 3,241.19 tons of coal:

CONSOLIDATION			
Georgetown:	Laura	Capt. Brubaker	115.08
	Lark	Capt. French	118.03
	Creole	Capt. Ingram	112.09
	Capt. J. Sheridan	Capt. Creamer	116.13
	Adam Norrie	Capt. Penner	114.09
Washington:	C. A. Greene	Capt. Snyder	119.00
	John Leech	Capt. Walker	120.04
	Seven boats		811.11
AMERICAN			
Alexandria:	Thos. H. Faile	Capt. Penner	117.04
	A. Jackson Clark	Capt. Hatch	116.17
	W. E. Bell	Capt. Brendlinger	119.03
	James A. Alexander	Capt. Penner	116.13
	R. S. Grant	Capt. Harris	115.11
	Five boats		583.03
BORDEN MINING			
Georgetown:	R. B. Lynn	Capt. Dick	122.02
	M. S. Haines	Capt. Zimmerman	119.17
	A. C. Greene	Capt. Joy	116.00
	Sallie J. Kelly	Capt. Kelly	133.08
	Four boats		491.07
NEW CENTRAL			
Georgetown:	Williamsport	Capt. Stickel	113.16
	G. S. Couter	Capt. Nowell	110.13
	E. Mulvaney	Capt. Cohill	111.07
	Three boats		338.16
MARYLAND			
Georgetown:	F. Bowers	Capt. Bowhey	110.09
	R. T. Semmes	Capt. Westbrook	112.09
Washington:	H. G. Wagner	Capt. Davis	102.18
	P. J. Sowers	Capt. French	111.01
	Four boats		436.17
HAMPSHIRE & BALTIMORE			
Alexandria:	Nuttie & Billie	Capt. Sigler	115.04
	Elmer & Kate	Capt. Little	118.09
	Mrs. C. E. Charles	" "	117.15
	Three boats		350.19
BLAEN AVON			
Alexandria:	B. F. Price	Capt. McCoy	111.02

Tue., 5/8/77, p. 4. **Canal Trade.** - The following eighteen boats left here yesterday, carrying 2,083.08 tons of coal:

AMERICAN			
Alexandria:	W. Gregory	Capt. James	118.11
	H. C. Flagg	Capt. Delaney	116.10
	W. J. Boothe	Capt. Hatch	116.02
	W. C. Hunter	Capt. Butler	119.03
	Four boats		470.06
MARYLAND			
Georgetown:	A. Kuhn	Capt. Overcash	111.01
	Willie & Annie	Capt. Derr	111.02
	T. O'Connell	Capt. Mills	111.06
Washington:	S. S. Lynn	Capt. Kroon	111.04
	Four boats		444.13

Canal Trade - 1877

CONSOLIDATION			
Georgetown:	W. E. Ernst	Capt. Bender	119.13
	W. Hill	Capt. Swain	116.08
Williamsport:	Grason & Fannie	Capt. Taylor	<u>109.11</u>
		Three boats	315.15
BORDEN MINING			
Georgetown:	Wm. Staples	Capt. Cowden	121.19
	R. B. Cropley	Capt. Farrow	<u>115.04</u>
		Two boats	237.03
BLAEN AVON			
Alexandria:	J. N. Clary	Capt. [Bowers]	116.10
Williamsport:	E. M. Stanhope	Capt. Thompson	<u>116.08</u>
		Two boats	232.18
HAMPSHIRE & BALTIMORE			
Alexandria:	N. Williams	Capt. Zimmerman	109.07
DESPARD COAL CO.			
Washington:	P. Fleckenstein	Capt. Bowers	118.10
INDIVIDUAL			
Georgetown:	Diligent	Capt. Moriarty	125.00

The Alexandria *Gazette* gives the following as the canal commerce for Saturday [5/5]:

Arrived - Boats A. Greenless, jr., and J. Humbird to J. P. Agnew & Co.; W. J. B. Lloyd, Dr. M. M. Lewis, American Flag, S. Lloyd, J. H. Parrott, jr., and M. A. Myers to American Coal Co.

Departed - Boats M. O'Conner, Katie & Addie, B. R. Summers, M. D. Corse, Jas. Green, M. Snow, E. Bayer, P. A. Gorman and M. O'Conner.

Some of our boatmen who are carrying coal at low figures are compelled to get credit at Georgetown, and very often they are unable to redeem it. We saw yesterday an advertisement of a constable's sale at Georgetown wherein "one bay mule, one sorrel mule, one white mule, one gray mule, one mouse colored mule," were levied upon and sold on April 26. Some of these fellows will soon be putting the boats on wheels and carrying them to "the market house in Georgetown" to be sold.

The boat which the city papers noted as leaving here with 133 tons of coal contained but 123 tons. The error was clerical.

Wed., 5/9/77, p. 4. **Canal Trade.** - The following nineteen boats left here yesterday, carrying 2,160.10 tons of coal:

MARYLAND			
Georgetown:	John Sammon	Capt. Quigley	107.08
	Thos. Sammon	Capt. Harrison	111.03
	Industry	Capt. McCaffery	108.02
	Alice	Capt. Rinehart	111.02
	J. B. Slattery	Capt. Harrison	104.05
	J. E. Stanhope	Capt. Hetzer	<u>111.01</u>

		Six boats	653.04
AMERICAN			
Alexandria:	Wm. Smith	Capt. Masters	116.03
	Richard Bender	Capt. Rose	111.19
	Wm. Walsh	Capt. Teach	116.11
	J. J. Swift	Capt. Brown	114.07
	D. Stewart	Capt. Brown	<u>116.06</u>
		Five boats	578.02
HAMPSHIRE & BALTIMORE			
Georgetown:	P. L. Lemen	Capt. O'Neal	115.11
	E. M. Bynon	Capt. Coffman	115.00
Washington:	J. E. Coulehan	[Capt. Kimble]	<u>114.17</u>
		Three boats	345.08
CONSOLIDATION			
Georgetown:	Consolidation	Capt. Shank	115.06
Washington:	Dove	Capt. Mose	<u>116.03</u>
		Two boats	231.09
BLAEN AVON			
Williamsport:	J. A. Spielman	Capt. Miller	115.19
BORDEN MINING			
Georgetown:	Invincible	Capt. Cowden	124.17
INDIVIDUAL			
Washington	S. H. Sherman	Capt. Pitzer	112.00

CANAL COMMERCE [5/7]

Arrived - Boats M. Fannon, V. L. Sprigg and A. B. Bain, to Hampshire & Baltimore Coal Co.; Four Sisters, V. H. Weir and Loretto, to New Central Coal Co.; W. H. Boyd, to J. P. Agnew & Co.; H. Delafield, James Dayton, Charles Clifton, Daniel Annan, A. S. Winteringham, Charles Robb, A. Main and J. H. Platte to American Coal Company.

Departed - Boats A. J. Mills, W. J. B. Lloyd, American Flag, Samuel Lloyd, Dr. M. M. Lewis, A. Greenless, jr., A. B. Bain, and J. H. Parrott, jr. - *Alex. Gazette*.

ES, Wed. 5/9/77, p. 4. **GEORGETOWN Grain Market** - Arrived by boat - Wheeler & Barron, 1,900 bushels of wheat, to H. M. Talbott; also, 1,000 bushels of wheat and 700 bushels corn to Hartley & Bro.

Thu., 5/10/77, p. 4. **Canal Trade.** - The following thirty-two boats left here yesterday, carrying 3,669.11 tons of coal:

AMERICAN			
Alexandria:	Maj. E. L. Moore	Capt. Albert	116.08
	M. D. Corse	Capt. Bear	116.15
	J. P. Moore	Capt. Nuse	117.02
	C. R. Hooff	Capt. Haines	115.00
	H. O. Claughton	Capt. Fisher	114.09
	Edward Bayer	Capt. Fisher	119.00
	John W. Burke	Capt. Renner	<u>107.03</u>
		Seven boats	813.14
CONSOLIDATION			
Georgetown:	G. W. Barnett	Capt. Little	107.12
	Willie & Johnnie	Capt. Morrison	115.04
	Mohawk	Capt. Baler	105.17
	C. H. Dalton	Capt. Little	113.00

Canal Trade - 1877

	Five Brothers	Capt. Little	117.13
Washington:	L. H. Kuhn	Capt. Mattingly	116.00
	B. Ensminger	Capt. Ensminger	<u>113.01</u>
		Seven boats	788.07
	NEW CENTRAL		
Georgetown:	Dr. J. P. Broderick	Capt. Little	112.11
	William R. Shaw	Capt. Coffman	111.01
	F. M. Offutt	Capt. Kaiser	115.10
	R. Fannon	Capt. Sorrell	<u>116.07</u>
		Four boats	455.09
	J. P. AGNEW & CO.		
Alexandria:	Dr. F. C. Doyle	Capt. Worrell	114.10
	G. F. Smith	Capt. Bender	110.15
	Osceola & Jake	Capt. Seaman	115.10
	Baltimore	Capt. Young	<u>116.14</u>
		Four boats	463.02
	HAMPSHIRE & BALTIMORE COAL CO.		
Alexandria:	Lillie Lemen	Capt. Lindsey	111.10
	Dr. R. J. Duckett	Capt. Price	114.06
	Carrie V.	Capt. Reid	120.17
	P. A. Gorman	Capt. McCabe	<u>115.00</u>
		Four boats	461.13
	BLAEN AVON		
Williamsport:	C. B. Embrey	Capt. Buchanan	114.12
Alexandria:	M. E. Tice	Capt. Mills	<u>114.09</u>
		Two boats	229.01
	MARYLAND		
Georgetown:	Johnny & Frankie	Capt. Magaha	107.07
Hancock:	Annie	Capt. Little	<u>111.01</u>
		Two boats	218.08
	DESPARD COAL CO.		
Washington:	Cumberland	Capt. McCann	117.10
	INDIVIDUAL		
	Phillie G.	Capt. McCann	117.00

CANAL COMMERCE.

We take the following from the *Gazette* of yesterday [5/9]:

Arrived - Boats G. Hughes, to Blaen Avon Coal Co.; M. A. West to City Gas Works; J. H. Stickney, W. Doerner, R. H. Miller and G. L. Boothe to American Coal Company.

Departed - Boats M. A. Myers, V. L. Sprigg, Four Sisters, H. Delafield, M. Kersey, V. H. Weir, C. Clifton, P. Sinclair, G. P. DeWitt, J. Humbird, A. S. Winteringham, D. Annan, Loretto and Charles Robb.

NEARLY SUNK.

Quite an excitement was occasioned yesterday at the locks by an effort of the canal boat "Cumberland" to cross Wills Creek, when in a sinking condition. It seems that the boat had been lying all spring idle, and her upper seams had opened. On being loaded with coal the water poured into the seams, and the captain undertook to get her out of the basin into the canal, where the water would soon swell the sheathing and stop the leak. The river and creek were both about three feet above low water line, and the water ran

rapidly down the creek. On approaching the lock, the current struck the boat full on the side and submerged it below the race-plank, but fortunately the boat got within the lock before taking much water, and to the great relief of the captain she was out

Fri., 5/11/77, p. 4. **Canal Trade.** - The following twenty-two boats left here yesterday, carrying 2,779.18 tons of coal:

NEW CENTRAL			
Georgetown:	William R. Shaw	Capt. Coffman	111.01
	Sallie & Jennie	Capt. Grosh	107.12
	Four Sisters	Capt. Dugan	109.15
	G. Blackburn	Capt. Kimble	112.02
	Dr. F. M. Davis	Capt. Davis	113.14
	C. P. Manning	Capt. Read	<u>114.01</u>
		Six boats	668.05
MARYLAND			
Georgetown:	Mollie	Capt. Hammond	111.04
	C. E. Hassett	Capt. Mose	111.01
	Star No. 2	Capt. Moore	97.06
Washington:	H. T. Weld	Capt. McAmeny	92.05
	T. J. Boyer	Capt. Kroon	<u>110.08</u>
		Five boats	522.04
CONSOLIDATION			
Georgetown:	Energy	Capt. Morrow	117.13
	W. L. Read	Capt. Bowers	114.18
	Lillie & May	Capt. Mertens	114.12
Williamsport:	A. Gruber	Capt. Woltz	<u>115.19</u>
		Four boats	463.02
HAMPSHIRE & BALTIMORE			
Alexandria:	M. H. Russell	Capt. Snyder	117.13
	Wm. Foley	Capt. Rodenheimer	118.00
	M. C. Clay	Capt. Murphy	<u>114.14</u>
		Three boats	350.07
BLAEN AVON			
Alexandria:	Clara	Capt. Eddy	116.02
Williamsport:	Seneca	Capt. Castle	75.02
	D. Seibert	Capt. Hamilton	<u>114.18</u>
		Three boats	304.02
AMERICAN			
Alexandria:	W. J. B. Lloyd	Capt. Kirkpatrick	118.04
	Samuel Lloyd	Capt. McMullen	116.15
	American Flag	Capt. McKnight	<u>118.17</u>
		Three boats	353.16
BORDEN MINING			
Georgetown:	Jacob H. Snyder	Capt. Mills	118.02

CANAL COMMERCE.

We take the following from the *Gazette* of Wednesday [5/9]:

Arrived - Boats A. Adams and Johnnie to Hampshire & Baltimore Coal Co.; L. A. Long, John Bradburn, D. A. Lowe and George Sherman, to American Coal Co.

Departed - Boats A. Main, Caledonia, M. Fannon, J. H. Platte, J. H. Stickney, W. H. Boyd and W. Doerner.

The paymaster of the Chesapeake and Ohio Canal will commence paying the employees at the lower end of the line this month.

ES, Fri., 5/11/77, p. 3. **The Cumberland Coal War.** – The president and directors of the Chesapeake and Ohio canal company met in this city yesterday, and held quite a lengthy session. The members of the board were not inclined to furnish a full statement of their proceedings; it is understood, however, that they related chiefly to the rates of tolls, frequent changes in which are made necessary by the continual cutting of rates by the Baltimore and Ohio railroad company. Mr. Garrett's response to Mr. Gorman's letter of 31st March was read, and the president instructed to acknowledge the receipt of the same, and inform Mr. Garrett that the canal board are now and have always been prepared to adjust the rates upon some satisfactory basis. As Mr. Garrett failed either to admit or deny the charge made by President Gorman, of making cut rates against the canal, or to make any specific proposition as a basis of adjustment, it is understood that Mr. Gorman will make some proposition, the nature of which could not be ascertained. The canal officials, though interviewed, were disinclined to criticize any of the statements made by Mr. Garrett; save one significant remark that was made in reply to a statement "that Mr. Garrett's statements in regard to the increased basis of taxation in Maryland would have great weight with the people." The canal official replied: "That as the Baltimore and Ohio road, as well as the canal, had escaped from the payment of state, county and municipal taxation, a discussion of that question by either corporation would materially aid the effort to compel both companies to contribute their just share of state and county taxation hereafter." – *Annapolis Cor. Balt. American.*

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

Coal Trade – Receipts and shipments for week ending today: New Central Coal Company – Receipts, 3,500 tons; shipments, 3,800 tons. Maryland Coal Company – Receipts, 3,062 tons; shipments, 2,614 tons. Borden Mining Company – Receipts, 3,000 tons; shipments, 2,700 tons.

Consolidation Coal Company – Receipts, 1,924 tons, shipments, 1,924 tons.

Sat., 5/12/77, p. 4. **Canal Trade.** - The following thirty boats left here yesterday, carrying 3,326.04 tons of coal:

AMERICAN			
Alexandria:	James Green	Capt. Martz	119.10
	Michael Snow	" "	119.19
	J. H. Parrott	Capt. Colbert	119.18
	Matthew Kersey	Capt. Barger	117.02
	Henry Delafield	Capt. Hetzer	115.14
	Dr. M. M. Lewis	Capt. Eichelberger	117.15
	M. A. Myers	Capt. Martin	112.17
	Chas. Clifton	Capt. Weaver	116.01
		Eight boats	938.16
CONSOLIDATION			
Georgetown:	Yonkers	Capt. Williams	112.11
	J. McGraw	Capt. Shaw	111.15
	A. M. Grove	Capt. Grove	120.08
	J. R. Cruzen	Capt. Stride	112.02
		Four boats	456.16
MARYLAND			
Georgetown: [grain boat]	Star No. 3	Capt. Richards	93.19
	[M. E.] Waters	Capt. Mertens	57.14
	F. H. Irwin	Capt. McHugh	111.09
	L. G. Stanhope	Capt. Nave	109.03
		Four boats	373.16
NEW CENTRAL			
Georgetown:	F. A. Mertens	Capt. Manning	113.09
	City of Hamburg	Capt. Coffman	112.07
	Samuel H. Davis	Capt. Dickerhoof	112.03
	American Boy	Capt. Stride	108.13
		Four boats	446.12
HAMPSHIRE & BALTIMORE COAL CO.			
Alexandria:	Geo. P. DeWitt	Capt. Montgomery	111.11
	A. J. Mills	Capt. Fisher	115.15
	Willie & Boatly	Capt. Mouse	112.13
		Three boats	312.17
BORDEN MINING			
Georgetown:	Arthur Lovell	Capt. Gorman	102.16
	Capt. J. R. Masters	" "	119.02
		Two boats	221.18
J. P. AGNEW & CO.			
Alexandria:	A. Greenless	Capt. Fox	111.13
	J. Humbird	Capt. Austin	116.14
		Two boats	228.07
BLAEN AVON			
Alexandria:	B. R. Summers	Capt. Arrington	115.10
INDIVIDUAL			
Washington:	Pattie Dunlop	Capt. Snyder	108.15
	Lizzie & Phillie	Capt. Gannon	93.01
		Two boats	201.16

A COMBAT with canes came off on the steamer New Era yesterday between two portly gentlemen who were passengers. Result - loss of both canes, which were carried over the dam.

A SAD LOSS

Capt. Seaman, of the canal boat "Mattie" is a hard working and industrious man, who plies his vocation on the canal. His boat is always in repair and his team is among the best. Yesterday, while

waiting to be loaded, he gave his four mules in charge of the driver to take them over the river that they might get to the grass. Two of them were tied together, and they strolled upon the heights of Nobley, picking the green grass as they advanced. Upon one side of the mountain is a high precipice, along the edge of which is a path. Upon the inner side of the path grew a cedar tree, leaving a space of only about three feet to the edge of the cliff. Reaching this, one of the mules pressed forward and pushed the outer one over the precipice, dragging the other after him. They fell a distance of 50 feet, killing one and badly injuring the other. This loss will be sorely felt by the captain and we know he has the sympathies of all his fellow boatmen.

Mon., 5/14/77, p. 4. **Canal Trade.** - The following twenty-two boats left here Sat., carrying 2,475.01 tons of coal:

NEW CENTRAL			
Georgetown:	Thomas Paul	Capt. Dorris	101.03
	V. H. Weir	Capt. Robinson	114.07
	Elizabeth	Capt. Snyder	113.06
	J. R. Couter	Capt. Williams	114.01
	Four boats		443.00
CONSOLIDATION			
Georgetown:	Uno	Capt. Peck	100.18
	L. R. Fechtig	Capt. Shives	100.00
	Belle Resley	Capt. Teeters	112.17
	Ernst & Holland	Capt. Penner	113.01
	Four boats		445.16
HAMPSHIRE & BALTIMORE			
Alexandria:	C. Slack	Capt. Ward	115.01
	Bernedetta	Capt. Thomas	117.16
	Katie & Addie	Capt. Wolf	112.07
	M. S. O'Donnell	Capt. Piper	112.06
	Four boats		457.10
MARYLAND			
Georgetown:	Congress	Capt. Kirby	110.14
	C. J. Myers	Capt. Knott	111.05
	Thomas Venners	Capt. Fleming	101.14
	Three boats		323.13
BORDEN MINING			
Georgetown:	New Era	Capt. McCardell	101.06
	Julia Borden	" "	115.15
	Two boats		217.01
J. P. AGNEW & CO.			
Alexandria:	Capt. Marmaduke	Capt. Speaker	121.02
	Peter Sinclair	Capt. Cheney	118.19
	Two boats		240.01
BLAEN AVON			
Williamsport:	E. M. Stanhope	Capt. Thompson	112.00
DESPARD COAL CO.			
Washington:	J. H. Houck	Capt. Reed	118.00
INDIVIDUAL			
	J. A. Graham	Capt. Brubaker	118.00

The empty boats coming up the canal were delayed considerably at the Big Slack on account

of the high stage of water in the Potomac. There is, therefore, a scarcity of boats at Cumberland, though they are expected to arrive pretty rapidly today.

On Friday a new canal boat was launched at Messrs. Weld & Sheridan. It is to be a steamer, and will be called "Star No. 4." The workmen are now placing the boiler and engine in the boat, which will be finished about the first of next month.

The canal packet will start on its tour up the canal on Thursday next, with the paymaster and some of the members of the canal board. The boat will reach Harpers Ferry on Saturday and leave on Mon., arriving here on Tuesday evening or Wednesday morning, when the canal employees at this end of the division will be paid off.

Tue., 5/15/77, p. 4. **Canal Trade.** - The following seventeen boats left here yesterday, carrying 1,954.03 tons of coal:

CONSOLIDATION			
Georgetown:	Wm. Weber	Capt. Dickson	119.00
	C. W. Brengle	Capt. Brengle	115.02
	A. P. Gorman	Capt. Yingling	115.00
	Dr. A. A. Biggs	Capt. Brubaker	109.13
	A. B. Turner	Capt. Reynolds	118.04
Washington:	E. Stake	Capt. Kimble	122.09
	Six boats		699.08
AMERICAN			
Alexandria:	A. T. Akin	Capt. Wilson	116.07
	John L. Read	Capt. Brendlinger	119.11
	Weyand Doerner	Capt. Goodwin	116.12
	A. S. Winteringham	Capt. Wright	113.02
	Daniel Annan	Capt. Eichelberger	118.19
	Five boats		584.11
NEW CENTRAL			
Georgetown:	Geo. Hutton	Capt. Doleman	115.13
	Friendship	Capt. Hall	116.14
	Jack Topper	Capt. Fink	110.09
	Three boats		342.16
BLAEN AVON			
Williamsport:	J. A. Spielman	Capt. Miller	107.18
INDIVIDUAL			
Georgetown:	D. L. Taylor	Capt. Turner	115.10
Washington:	Belle Resley	Capt. Magruder	101.03
	Two boats		219.13

CANAL COMMERCE

The Alexandria *Gazette* of Saturday [5/12] evening gives the canal commerce for that day as follows:

Arrived - Boats Geo. Sherman, M. Sanford, T. L. Betts, W. E. Bell, S. S. Howison, J. R. Anderson, J. W. Morris and P. G. Uhler to American Coal Company; George & James, Nora

& Willie and B. Miller to Hampshire & Baltimore Coal Company.

Departed - Boats A. Adams, T. Patton, John Wilson, Dr. Wiley, Ohio, M. A. Brady, Ed. Rinehart, Geo. Sherman, W. E. Bell, M. Sanford, C. Segerson, George & James, S. S. Howison, and J. R. Anderson.

Quite a fleet of boats arrived up from below yesterday.

A boat-builder informs us that the 500 boats now on the canal will be reduced at least 100 by next year, owing to the inability of boatmen to keep up the necessary repairs.

We yesterday saw at the locks a small boy asleep on a board with a dog standing guard over him. The approach of anyone toward the boy was followed by a snarl and a dangerous exhibition of a row of sharp teeth on the part of the dog. The boy was left to slumber until the sun awakened him.

RATES for freight are now being fearfully cut on the canal, varying from 70 to 90 cents. Quite a number of boatmen have returned their boats and gone home with stock. This is more possible now, when pasturage is cheap, than earlier in the season.

We learn that Capt. Quigley, of the steamer *Scrivener*, has left our canal for Richmond, where he will be engaged in carrying stone on the James River canal. Also, that the *Maryland*, Capt. Clendenning, has been transferred to the same canal. These gentlemen will report the prospects in that region, and if favorable a number of other boats will turn their prows thitherward, forsaking our waters.

Wed., 5/16/77, p. 1. **Canal Trade.** - The following thirty-four boats left here yesterday, carrying 3,862.19 tons of coal:

NEW CENTRAL			
Georgetown:	Emma	Capt. Paxton	116.18
	Daniel Henry	Capt. O'Neal	120.13
	J. Hammond	Capt. Brooks	114.01
	W. P. Woos	Capt. Little	114.04
	A. Lincoln	Capt. Mertens	107.19
	D. Murphy	" "	111.08
	J. H. Farrow	Capt. Ardinger	113.12
	Lizzie Regan	Capt. Rinehart	118.11
	Mary Mack	Capt. Evoy	114.11
		Nine boats	1031.17
MARYLAND			
Georgetown:	Star No. 1	Capt. Nuse	99.02

	J. C. Grove	Capt. Marmaduke	110.11
	F. H. Darby	Capt. Tice	109.02
	T. W. Riley & Son	Capt. Wengell	110.09
	Hancock	Capt. Mitchell	98.02
	Geo. Herring	Capt. Smith	110.12
Washington:	G. M. Stonebraker	Capt. Kroon	117.14
		Seven boats	755.12
AMERICAN			
Alexandria:	Andrew Main	Capt. Bowers	115.08
	C. Robb	" "	116.07
	J. H. Stickney	Capt. Benner	115.00
	J. H. Platte	Capt. Bowers	119.10
	R. H. Miller	Capt. Johnson	119.06
	G. L. Boothe	Capt. Davis	116.02
		Six boats	702.02
HAMPSHIRE & BALTIMORE			
Alexandria:	Johnny	Capt. Kean	114.15
	Alpha		109.06
	M. S. Fernsner	Capt. Fernsner	115.03
	M. Fannon	Capt. Bissett	114.19
		Four boats	454.03
CONSOLIDATION			
Georgetown:	Walter Thompson	Capt. O'Brian	119.15
	I. Crane	Capt. White	115.10
Washington:	Four Sisters	Capt. Marmaduke	118.04
Williamsport:	Grason & Fannie	Capt. Taylor	111.05
		Four boats	464.14
BORDEN MINING			
Georgetown:	Henry Freeland	Capt. Cowden	116.14
	Dr. O. M. Schindel	Capt. Myers	118.14
	Areturus	Capt. Hassett	103.08
		Three boats	338.16
J. P. AGNEW & CO.			
Alexandria:	Lucinda	Capt. Rinehart	103.11

CANAL COMMERCE.

The *Alexandria Gazette* of yesterday [5/15] has the following report of canal commerce for that day:

Arrived - Boats Morning Sun, Theo. Embrey, Thomas H. West, S. Swain, J. W. Carder, and L. J. Moore, to Hampshire & Baltimore Coal Company; B. F. Price and J. T. Dixon to Blaen Avon Coal Company; Osceola & Jake to J. P. Agnew & Co.; B. Williamson, R. S. Grant, J. A. Alexander, T. H. Faile, A. J. Clark, W. Gregory, D. Stewart, J. J. Swift and John W. Burke to American Coal Company.

Departed - Boats J. R. Anderson, J. W. Morris, Nora & Willie, P. G. Uhler, T. L. Betts, Morning Sun, B. Miller, B. Williamson, R. S. Grant, Theo. Embrey, J. A. Alexander, B. L. Slack, T. H. Faile, A. J. Clark, Osceola & Jake, T. H. West, B. F. Price, J. W. Carder, W. Gregory, J. T. Dixon, L. J. Moore. D. Stewart, J. J. Swift, and S. Swain.

The following named boats arrived yesterday [5/14]: M. S. Fernsner, M. Fannon, Thos. Lemen, Loretto, Iowa, F. F. Davis, Johnny

& Tommy, W. M. Price, M. A. West, Geo. H. Bradt, H. C. Hick, M. Boyer, Hawk, D. M. Read. A. Campbell, J. Light and G. W. Knode.

A new boat belonging to Wm. T. Hassett, and built at Young's boatyard, is now lying at the yard of Messrs. Weld & Sheridan, awaiting a new boiler, which is expected to arrive in a couple of weeks. The engine was taken from the Areturus, which is now propelled by a single wheel. If times improve the engine that was used in the New Era will be refitted, and a new boat built in which a new boiler and the engine named will be placed, making the third steamer built this season.

ES, Wed. 5/16/77, p. 4. **GEORGETOWN Grain Trade** – Arrived by canal – Boat Loudoun, with 2,500 bushels of wheat and 400 bushels corn, to H. M. Talbott; also 300 bushels of wheat and 10 tons hay to Hartley & Bro.

Thu., 5/17/77, p. 4. **Canal Trade.** - The following twenty-four boats left here yesterday, carrying 2,759.13 tons of coal:

AMERICAN			
Alexandria:	Wm. Darrow	Capt. Dunn	112.19
	James Dayton	Capt. C. R. Shaw	116.10
	John Bradburn	Capt. Malone	116.10
	D. A. Lowe	Capt. Lynch	115.18
	L. A. Long	Capt. Long	115.14
	Rechabites	Capt. Malone	116.08
	Dr. G. E. Porter	Capt. Weaver	119.05
	Seven boats		813.04
NEW CENTRAL			
Georgetown:	T. Lannon	Capt. Pridgeon	117.01
	R. H. Gordon	Capt. Miller	111.01
	Loretto	Capt. Ardinger	110.03
	Iowa	Capt. Keedy	109.17
	Four boats		418.08
MARYLAND			
Georgetown:	Dr. Wiley	Capt. Henry	110.08
	Dr. Eliason	Capt. Ward	109.00
	M. A. Brady	Capt. Brady	109.09
	A. K. Syester	Capt. Kroon	107.14
	Four boats		436.11
BORDEN MINING			
Georgetown:	Theo. Dean	Capt. Wiland	125.00
	C. L. Brengle	Capt. Mosier	113.04
	W. L. Shaw	Capt. Kinsel	116.13
	Three boats		354.17
HAMPSHIRE & BALTIMORE COAL CO.			
Alexandria:	Wm. Blackwell	Capt. O'Neil	118.11
	E. L. Flury	Capt. Crampton	116.16
	Alex. Adams	Capt. Sorrell	122.01
	Three boats		357.08
J. P. AGNEW & CO.			
Alexandria:	A. Kratz & Co.	Capt. Brookman	115.03
	H. Loveridge	Capt. Hine	116.16
	Two boats		232.05

Washington: A. Berry DESPARD Capt. Ardinger 117.00

CANAL COMMERCE.

The Alexandria *Gazette* of Tuesday [5/15] has the following report of canal commerce for that day:

Arrived - Boats W. J. Boothe, jr., H. C. Flagg, C. R. Hooff and Wm. Walsh, to American Coal Co.; Elmer & Kate, Mrs. C. E. Charles, Ida & Harry, Nuttie & Billie, L. L. Mouse and L. Lemen to Hampshire & Baltimore Coal Co.; Dr. F. C. Doyle to John P. Agnew.

Departed - Boats W. J. Boothe, jr., H. C. Flagg, C. R. Hooff, Wm. Walsh, Elmer & Kate, Mrs. C. E. Charles, Ida & Harry, L. L. Mouse, Nuttie & Billie, Lilly Lemen and Dr. F. C. Doyle.

Eleven boats arrived yesterday [5/14] and reported as follows: American company - S. S. Howison, M. Sanford, I. Wilson, Dr. G. E. Porter; Hampshire & Baltimore - Alex Adams, Van Lear Sprigg, E. Rinehart, Morning Sun, B. Miller; New Central - Ben Bissell and Wm. Young.

A young lad on board one of the boats lying in the basin sought amusement yesterday in throwing his dog into the canal. He caught the dog and attempted to throw it in, when his foot slipped, the dog went into the hold of the boat, and he into the canal. The wetting was a just retribution.

The Alexandria *Gazette* says that on Monday the water was drawn off from the Alexandria canal aqueduct, in order to make some necessary repairs to one of the spans near the Virginia shore. The interruption to navigation will probably continue until the latter part of the week. Meanwhile all boats received here come via Rock Creek and the river.

Fri., 5/18/77, p. 4. **Canal Trade.** - The following twenty-nine boats left here yesterday, carrying 3,308.03 tons of coal:

NEW CENTRAL			
Georgetown:	F. F. Davis	Capt. Swain	121.01
	W. M. Price	Capt. Griminger	113.10
	M. A. West	Capt. Conrad	112.00
	Ben. Bissell	Capt. McCann	116.10
	G. H. Bradt	Capt. Mertens	112.07
	Wm. Young	Capt. [Reeves]	120.11
	J. R. Purcell	Capt. Armstrong	114.08

Canal Trade - 1877

	W. E. Turner	Capt. Riley	110.00
		Eight boats	920.10
	AMERICAN		
Alexandria:	G. P. Lloyd	Capt. Emberson	113.01
	Samuel Henry	Capt. Turner	113.03
	S. S. Howison	Capt. Swain	118.18
	Thomas Patton	Capt. Eaton	115.18
	John Wilson	Capt. McCann	117.05
	T. L. Betts	Capt. McLucas	116.10
	J. R. Anderson	Capt. Snyder	116.03
		Seven boats	810.18
	MARYLAND		
Georgetown:	James Cover	Capt. Crockett	110.06
	Dr. Grimes	Capt. Hill	110.08
	J. E. Hughes	Capt. O'Neal	112.13
	H. G. Wagner	Capt. Davis	103.14
	Ludlow Patton	Capt. Crampton	109.03
		Five boats	557.04
	HAMPSHIRE & BALTIMORE COAL CO.		
Alexandria:	V. L. Sprigg	Capt. Porter	115.06
	E. Rinehart	Capt. Eichelberger	117.03
		Two boats	232.09
	BORDEN MINING		
Georgetown:	Sallie E. Hassett	Capt. Mouse	123.05
	C. H. Knott	Capt. Frederick	119.17
		Two boats	243.02
	J. P. AGNEW & CO.		
Alexandria:	G. H. Moore	Capt. Moore	115.10
	BLAEN AVON		
Williamsport:	C. B. Embrey	Capt. Buchanan	110.11
	CONSOLIDATION		
Washington:	A. Gruber	Capt. Woltz	115.17
	INDIVIDUAL		
Georgetown:	Ida J. Kreps	Capt. Smith	110.00
Alexandria:	Centennial	" "	112.00
		Two boats	222.00

Sat., 5/19/77, p. 4. **Canal Trade.** - The following ten boats left here yesterday, carrying 1,128.10 tons of coal:

	NEW CENTRAL		
Georgetown:	Ohio	Capt. Pierce	113.13
	Dr. J. P. Broderick	Capt. Little	110.00
		Two boats	223.13
	AMERICAN		
Alexandria:	B. Williamson	Capt. Reynolds	116.01
	Geo. Sherman	Capt. Russell	111.18
		Two boats	227.19
	MARYLAND		
Georgetown:	F. Bowers	Capt. Bowhey	110.11
	Mattie	Capt. Seaman	110.01
		Two boats	220.12
	J. P. AGNEW & CO.		
Alexandria:	Osceola & Jake	Capt. Seaman	117.05
	W. H. Boyd	Capt. Schopper	110.00
		Two boats	227.05
	HAMPSHIRE & BALTIMORE COAL CO.		
Alexandria:	Morning Sun	Capt. Little	115.05
	BLAEN AVON		
Williamsport:	D. Seibert	Capt. Hamilton	114.04

During the repairs on the Alexandria canal the *Gazette* suspends its canal commerce.

The water will be drawn off the Tunnel level tomorrow to permit the removal of

obstructions occasioned by a fall of rock. Navigation will not be impeded.

ES, Sat. 5/19/77, p. 8. **GEORGETOWN**

Grain Trade – Arrivals by canal: - Boat Caledonia, with 1,600 bushels of wheat and 1,600 bushels of corn; boat Hattie & Bessie, with 2,200 bushels of corn, 800 bushels of wheat, and 100 bbls. flour; and boat Wheeler & Barron, with 2,500 bushels of corn, and “Our Sister,” with 125 bales of hay, all consigned to Hartley & Bro. Also, 1,500 bushels of wheat on Wheeler & Barron, to H. M. Talbott, 500 by rail to same. There were no offerings on Exchange today, in consequence of the water being drawn off the canal by reason of a leak at Mill Locks. The water will be on again Monday morning.

Mon., 5/21/77, p. 4. **Canal Trade.** - The following thirty boats left here Sat., carrying 3397.01 tons of coal:

	NEW CENTRAL		
Georgetown:	B. F. Price	Capt. McCoy	112.18
	Sallie & Jennie	Capt. Grosh	112.19
	G. S. Couter	Capt. Nowell	111.19
	Four Sisters	Capt. Dugan	112.12
	R. Fannon	Capt. Sorrell	115.14
	J. B. Turton	Capt. Brooks	108.17
	T. H. Paul	Capt. Davis	97.02
		Seven boats	772.01
	AMERICAN		
Alexandria:	W. E. Bell	Capt. Brendlinger	116.13
	J. A. Alexander	Capt. Penner	116.02
	R. S. Grant	Capt. Harris	116.15
	T. H. Faile	Capt. Penner	115.13
	Wm. Gregory	Capt. James	115.18
	A. Jackson Clark	Capt. Hatch	115.18
		Six boats	699.19
	BORDEN MINING		
Georgetown:	John G. Lynn	Capt. Irwin	119.05
	Mabel	Capt. Turner	121.16
	J. R. Masters	Capt. Gorman	117.15
	Arthur Lovell	" "	98.18
		Four boats	456.14
	HAMPSHIRE & BALTIMORE		
Alexandria:	T. H. West	Capt. Reid	111.14
	Benj. Miller	Capt. Crumbaugh	115.04
	Samuel Swain	Capt. Gower	111.18
		Three boats	338.16
	MARYLAND		
Georgetown:	Willie & Annie	Capt. Knode	110.04
	Etta & Rena	Capt. Porter	110.04
	R. T. Semmes	Capt. Westbrook	111.03
		Three boats	331.11
	J. P. AGNEW & CO.		
Alexandria:	Mountain City	Capt. Ensminger	110.09
	Willie Snyder	Capt. Kretzer	118.17
		Two boats	229.06
	CONSOLIDATION		
Georgetown:	C. P. Manning	Capt. Reed	118.15
	BLAEN AVON		

Canal Trade - 1877

Williamsport:	E. M. Stanhope	Capt. Thompson	113.09
	DESPARD		
Washington:	Joseph Light	Capt. Seaman	118.10
	INDIVIDUAL		
Georgetown:	G. Hughes	Capt. Callan	115.00
	Little Nan	Capt. Snyder	105.00
		Two boats	220.00

The coal yards in Alexandria are being filled up with coal, awaiting the arrival of vessels to carry it away. Sea-going vessels are very scarce.

We learn that Mr. F. M. Griffith, an attaché of the Chesapeake and Ohio Canal, and formerly stationed at Annapolis, is now at Harpers Ferry in the interest of the canal.

We noticed on Saturday all the parts of a two-story house being placed upon a boat, to be shipped to the tunnel and erected for the use of Mr. Sprigg, in charge of that section. It was built by Messrs. Doerner & Bender of this city.

The canal boat *Maryland* leaves Williamsport this morning to continue the payment of the employees along the line, and is expected here on Wednesday morning. The president and some of the directors are on board, inspecting the condition of the canal in their progress up.

We announced some weeks ago, the serious injury occasioned to Mr. McIntyre, an employee at the Potomac Wharf, from a fall from the office of the canal company. We regret to announce that the injury resulted fatally, he having died yesterday evening at 6 o'clock, at his boarding house.

Tue., 5/22/77, p. 4. **Canal Trade.** - The following thirty-two boats left here yesterday, carrying 3,563.13 tons of coal:

AMERICAN			
Alexandria:	J. J. Swift	Capt. Brown	115.10
	D. Stewart	" "	112.05
	H. C. Flagg	Capt. Delaney	115.15
	W. J. Boothe, jr.	Capt. Hatch	115.06
	Wm. Smith	Capt. Masters	115.09
	Richard Bender	Capt. Rose	115.15
	Wm. Walsh	Capt. Teach	116.17
		Seven boats	806.17
MARYLAND			
Georgetown:	Mollie	Capt. Hammond	108.16
	T. O'Connell	Capt. Mills	110.17
	M. Whitson	Capt. Myers	110.12
	Str. Star No 2	Capt. Moore	95.04
	Str. Star No. 3	Capt. Richard	96.05
	Str. H. T. Weld	Capt. McAmeny	89.08
		Six boats	611.01
NEW CENTRAL			

Georgetown:	D. R. Long	Capt. Long	115.19
	William R. Shaw	Capt. Coffman	114.02
	Fleming & Motter	Capt. Snyder	114.06
	F. A. Mertens	Capt. Manning	108.14
	Dr. F. M. Davis	Capt. Davis	112.07
		Five boats	565.11
BORDEN MINING			
Georgetown:	Julia Borden	Capt. McCardell	114.05
	New Era	Capt. McCardell	103.14
	Pattie Dunlop	Capt. Snyder	116.15
		Three boats	334.14
CONSOLIDATION			
Georgetown:	Thomas Malloy	Capt. Knode	110.11
	A. F. Lantz	Capt. Swain	114.06
Washington:	Dove	Capt. Mose	114.11
Williamsport:	Grason & Fannie	Capt. Taylor	110.03
		Four boats	449.11
HAMPSHIRE & BALTIMORE			
Alexandria:	J. W. Carder	Capt. Darkey	114.11
	A. B. Bain	Capt. Osborn	115.01
	Ida & Harry	Capt. Ekis	112.04
		Three boats	341.16
J. P. AGNEW & CO.			
Alexandria:	C. Segerson	Capt. Wallace	113.13
	Dr. F. C. Doyle	Capt. Warren	111.00
		Two boats	224.13
BLAEN AVON			
Williamsport:	J. A. Spielman	Capt. Miller	114.09
INDIVIDUAL			
Alexandria:	B. R. Summers	[Capt. Arrington]	115.01

The Washington *Star* of yesterday says: "The leak having been discovered on the Georgetown level of the Chesapeake and Ohio Canal; the water was drawn off Friday night to repair it. The repairs will be completed and the canal will be refilled today."

The canal packet *Maryland* is expected to arrive here this evening.

Twenty-three boats reported at the offices of the several companies on Sunday and yesterday [5/21] as follows: American - J. H. Parrott, Samuel Lloyd, M. D. Corse, W. J. B. Lloyd, Michael Snow, James Green, Maj. E. L. Moore, H. O. Claughton, Ed Bayer, J. P. Moore. New Central - D. R. Long, Dr. F. M. Davis, F. Mertens, Samuel H. Davis, C. W. Adams, Elizabeth, V. H. Weir, E. M. Offutt. Hampshire & Baltimore - A. Bain, Ida & Harry, Elmer & Kate, Mrs. C. E. Charles, J. W. Carder.

STEAMER AFIRE

The steamer *Areturus*, returning on the canal, was found to be on fire when about 40 miles down. It seems the captain had tied up and all hands had gone to sleep, when they were awakened by the smoke. Hastily arising they discovered the cabin was on fire. Strenuous efforts were made to put it out, which was successful only

after the upper works of the cabin had been burnt. The fire is attributed to malicious incendiaries. The steamer proceeded on her way down the canal.

ES, Tue., 5/22/77, p. 1. **The Cumberland Coal Trade.** – It is understood that negotiations are in progress between the officials of the Baltimore and Ohio railroad company and those of the Chesapeake and Ohio canal company, looking to a settlement of differences about the Cumberland coal trade. Mr. A. P. Gorman, president of the canal company, and Messrs. Garrett and King, of the Baltimore and Ohio railroad, have had a conference on the subject, and the difficulties are in a fair way of settlement. Baltimore coal shippers, who are watching with interest all the movements in the coal carrying trade, express the opinion that an arrangement will be consummated by which the two companies will divide the business and fix tariffs at uniform rates. – *Balt. Sun*, 22nd.

Wed., 5/23/77, p. 4. **Canal Trade.** - The following twenty-one boats left here yesterday, carrying 2,393.00 tons of coal:

NEW CENTRAL			
Georgetown:	C. W. Adams	Capt. Coffman	110.00
	S. H. Davis	Capt. Dickerhoof	112.04
	Elizabeth	Capt. Snyder	113.12
	V. H. Weir	Capt. Robinson	109.13
	J. B. Winslow	Capt. Snyder	113.12
	F. M. Offutt	Capt. Kaiser	113.02
		Six boats	672.03
AMERICAN			
Alexandria:	Chas R. Hooff	Capt. Haines	118.05
	J. P. Moore	Capt. Nuse	114.09
	W. C. Hunter	Capt. Butler	118.15
	J. W. Burke	Capt. Renner	119.09
			Four boats
MARYLAND			
Georgetown:	Alice	Capt. Rinehart	110.06
	A. Kuhn	Capt. Overcash	110.05
	Industry	Capt. McCaffery	107.02
			Three boats
CONSOLIDATION			
Georgetown:	H. C. Hicks	Capt. Riley	115.12
	I. M. Boyer	Capt. Spong	115.19
			Two boats
BORDEN MINING			
Georgetown:	Alexander	Capt. Cowden	119.02
	F. L. Tilghman	Capt. Cowden	115.06
			Two boats
J. P. AGNEW & CO.			
Alexandria:	A. Greenless	Capt. Fox	115.02
	Fannie & Estella	Capt. Chaplin	111.07
			Two boats

HAMPSHIRE & BALTIMORE			
Alexandria:	Mrs. C. E. Charles	Capt. Little	116.18
INDIVIDUAL			
Georgetown:	Diligent	Capt. Moriarty	113.00

Three boats reported at the coal offices yesterday [5/22]: American - C. Clifton, H. Delafield. New Central - E. Mulvaney.

The telegraph poles are being continued along the canal to Cumberland, and telegraphic communication all along the line will soon be a matter of fact.

A sand-bar was formed in the canal nine miles below Williamsport during the heavy storm which passed over that section on Sunday last, causing a suspension of navigation for two days.

THE MARYLAND

The steamer *Maryland*, of the Chesapeake and Ohio Canal Company, arrived here last night with Paymaster Gambrill and Superintendent Stanhope in charge, and a number of guests. Paymaster Gambrill will today complete the payment of the employees of the canal company. He will leave the city in the 2 p.m. train.

Wed., 5/23/77, p. 4. The general manager of the Illinois Central railroad is James C. Clark, Esq., formerly president of the Chesapeake and Ohio canal. Mr. E. T. Jeffery, who recently married his daughter, is a superintendent on the same road.²

Mortgagee's Sale.

UNDER AND BY VIRTUE OF A power contained in a deed of mortgage from Joseph Magruder to Peter Dunn, bearing date May 12, 1875, the undersigned will sell at public sale on

TUESDAY, the 12th DAY OF JUNE, 1877.

at 10 o'clock a. m., in front of the auction rooms of William Wickard, in the city of Cumberland, the

CANAL BOAT "OL. JOHN D. TICE"

TERMS CASH.

PETER DUNN,
Mortgagee.

may 23.

² *The Herald and Torch Light*, Hagerstown, Md.

The previous advertisement appeared daily from May 23 until the sale on June 12th, 1877.

Thu., 5/24/77, p. 4. **Canal Trade.** - The following thirty-four boats left here yesterday, carrying 3,922.13 tons of coal:

NEW CENTRAL			
Georgetown:	P. L. Lemen	Capt. O'Neal	118.18
	Martin Scally	Capt. Dunn	118.03
	Elmer & Kate	Capt. Little	115.14
	C. C. Kelly	Capt. Spong	116.11
	E. Mulvaney	Capt. Cohill	116.10
	Theo. Embrey	Capt. Shupp	113.13
	M. Ruben	Capt. Numberger	116.16
	Nuttie & Billie	Capt. Sigler	114.10
	B. L. Slack	Capt. Moriarty	111.05
	A. Spier	Capt. Wolf	115.08
	John Daniel	Capt. Roof	110.08
	A. H. Bradt	Capt. Hill	114.04
	Twelve boats		1382.00
AMERICAN			
Alexandria:	J. H. Parrott, jr.	Capt. Colbert	115.06
	M. D. Corse	Capt. Bear	115.10
	Maj. E. L. Moore	Capt. Albert	115.15
	American Flag	Capt. McKnight	119.00
	James Green	Capt. Martz	116.02
	Samuel Lloyd	Capt. McMullen	118.11
	W. J. B. Lloyd	Capt. Kirkpatrick	118.19
	Seven boats		820.03
BORDEN MINING			
Georgetown:	Harry Borden	Capt. Cowden	117.01
	B. M. Young	Capt. Miles	118.07
	Fall River	" "	115.02
	Warren Delano, jr.	Capt. Fernsner	118.10
	Exchange	Capt. Cowden	109.01
	L. N. Lovell	" "	118.11
	Six boats		696.12
MARYLAND			
Georgetown:	Thos. Sammon	Capt. Harrison	110.01
	C. E. Hassett	Capt. Mosier	110.09
	John Sammon	Capt. Quigley	110.10
	Three boats		331.00
CONSOLIDATION			
Georgetown:	Hawk	Capt. Benner	116.01
	A. Campbell	Capt. Eddy	119.14
	Two boats		235.15
J. P. AGNEW & CO.			
Alexandria:	Busy Bee	Capt. Dolan	114.01
	Bessie Gruber	Capt. Artz	114.03
	Two boats		228.04
BLAEN AVON			
Williamsport:	C. B. Embrey	Capt. Buchanan	111.09
DESPARD			
Washington:	J. W. Daily	Capt. Knott	117.10

Twenty boats were loaded yesterday at the basin.

The canal packet will be at her wharf here until next pay-day, when payments will begin at this end of the line.

The boats that left here yesterday were very heavily laden. The thirty-four leaving carried more than is usually carried by thirty-five.

Twelve New Central boats left this port yesterday, the largest daily shipment made this year by the company. The amount of coal carried was 1382 tons.

A trial of the new engine in the canal steamer "Star No. 4" was made yesterday to the entire satisfaction of the builders and proprietors. This boat was launched about ten days ago, since which time the carpenters and mechanics have been rapidly pushing forth its completion. The hull of the boat is now completed, and today the cabins and hatches will be built, six carpenters are being employed in its construction. Another trial of the engines will be made today. It is thought the first trip will be made down the canal the later part of this week or the first of next.

ES, Thu. 5/24/77, p. 4. **GEORGETOWN Grain Market** – Arrived by canal – boat Medley, with 2,800 bushels of corn, to Hartley & Bro.; also, 800 bushels corn to H. M. Talbott.

Fri., 5/25/77, p. 4. **Canal Trade.** - The following twenty-six boats left here yesterday, carrying 3,005.14 tons of coal:

NEW CENTRAL			
Georgetown:	Robert Shriver	Capt. Moose	116.17
	Col. J. C. Lynn	Capt. Reid	115.01
	P. J. Smith	Capt. Anderson	108.07
	S. H. Taylor	Capt. Wegman	115.08
	J. J. Moore	Capt. Dixon	113.04
	J. W. Turner	Capt. Read	116.13
	Jacob Snively	Capt. Miller	115.17
	Seven boats		801.08
AMERICAN			
Alexandria:	Michael Snow	Capt. Martz	116.08
	Henry Delafield	Capt. Hetzer	116.01
	Dr. M. M. Lewis	Capt. Eichelberger	115.17
	Matthew Kersey	Capt. Barger	118.08
	Chas. Clifton	Capt. Weaver	115.04
	Five boats		581.18
BORDEN MINING			
Georgetown:	Hunter G.	Capt. Cowden	122.09
	Henry Kraus	" "	120.18
	Wm. Borden	Capt. Manning	117.09
	Sallie J. Kelly	Capt. Kelly	122.05
	Donna Tilghman	Capt. Shaw	116.01
	Five boats		599.02
CONSOLIDATION			
Georgetown:	Tommy & Nellie	Capt. Williams	115.03
	Anna Bruce	Capt. Eichelberger	113.06
	D. M. Reed	" "	120.04
Williamsport:	A. Gruber	Capt. Van Woltz	116.19
	Four boats		465.12
MARYLAND			
Georgetown:	J. E. Stanhope	Capt. Hetzer	110.06
	G. B. Oswald	Capt. Myers	110.10
	Two boats		220.16
J. P. AGNEW & CO.			

Canal Trade - 1877

Alexandria:	A. Sherman	Capt. Sissely	107.03
	INDIVIDUAL		
Georgetown:	Laura S.	Capt. Little	114.00
Washington:	S. H. Sherman	Capt. Pitzer	115.10
		Two boats	229.10

CANAL COMMERCE

The Alexandria *Gazette* of Wednesday [5/23] evening gives the following as the canal commerce for that day:

Arrived - Boats Hubert & Kirby, limestone, to E. Francis; Baltimore, J. Marmaduke and P. Sinclair to J. P. Agnew & Co.; steamers Hancock and Star No. 1, to Maryland Coal Company;

Departed - Boats Dr. R. J. Duckett, J. L. Read, A. J. Akin, C. Robb, William J. Boothe, and steamers Star No. 1 and A. Main.

THURSDAY [5/24]

Arrived - Boats A. Kratz & Co. to John P. Agnew & Co.; J. Bradburn, D. A. Lowe, J. Dayton and W. Darrow, to American Coal Company.

Departed - Boats L. Lemen, W. Foley, J. H. Platte, J. H. Stickney, Lucinda, M. S. O'Donnell, A. Kratz & Co., G. P. DeWitt, L. H. Kuhn, G. L. Boothe and R. H. Miller, and steamer Hancock.

We are informed that the Potomac Coal Company has ceased shipping coal for a few days. This increases the number of idlers as one may see at the several depots on the line of the George's Creek Railroad.

ES, Fri., 5/25/77, p. 4. **GEORGETOWN.**

Grain Market Arrived by canal: Boat Seneca, with 1,700 bushels of corn to H. M. Talbott; also 70 bbls. flour and 1,000 bushels corn to Hartley & Bro.; boat William Rider, with 3,500 bushels corn to same firm.

Coal Trade – Report for week ending today: Maryland Coal Company – Receipts, 2,894 tons; shipments, 2,894 tons. Borden Mining Company – Receipts, 1,150 tons; shipments, 1,150 tons. New Central Coal Company – Receipts, 2,800 tons; shipments, 3,340 tons. Consolidation Coal Company – Receipts, 2,400 tons; shipments, 2,400 tons.

Sat., 5/26/77, p. 4. **Canal Trade.** – The following twenty-five boats left here yesterday, carrying 2,848.03 tons of coal:

NEW CENTRAL

Georgetown:	Emma	Capt. Paxton	116.07
	Dennis Murphy	Capt. Mertens	112.03
	Thomas Venners	Capt. Ganley	106.10
	Geo. Hutton	Capt. Doleman	112.16
	W. P. Wools	Capt. Little	111.15
	A. C. Greene	Capt. Joy	115.18
	Friendship	Capt. Hall	111.14
	A. Lincoln	Capt. Mertens	107.04
	J. R. Couter	Capt. Williams	114.09
		Nine boats	1008.16

AMERICAN

Alexandria:	A. J. Akin	Capt. Wilson	118.00
	M. A. Myers	Capt. Martin	114.12
	John L. Read	Capt. Brendlinger	119.14
	Weyand Doerner	Capt. Goodwin	114.19
	Daniel Annan	Capt. Eichelberger	115.10
		Five boats	582.15

CONSOLIDATION

Georgetown:	Wash. Irving	Capt. Yingling	112.17
	J. B. Thomas	“ “	121.05
	A. B. Turner	Capt. Reynolds	115.12
	J. A. Millholland	Capt. Repp	115.08
		Four boats	465.02

MARYLAND

Georgetown:	Star No. 1	Capt. Nuse	97.04
	Johnny & Frankie	Capt. Magaha	110.10
	F. H. Darby	Capt. Tice	110.18
		Three boats	318.12

BORDEN MINING

Georgetown:	Maggie B.	Capt. Cowden	118.07
	Invincible	“ “	121.19
		Two boats	240.06

J. P. AGNEW & CO.

Alexandria:	Kate Brooks	Capt. McCormick	117.05
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BLAEN AVON

Williamsport:	David Siebert	Capt. Hamilton	115.12
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CANAL COMMERCE

The Alexandria *Gazette* of Thursday [5/24] evening gives the following as the canal commerce for that day:

Arrived – Boats H. Loveridge to J. P. Agnew & Co.; Rechabites, S. Henry, G. P. Lloyd, S. S. Howison, J. Wilson and T. Patton to American Coal Company.

Departed – Boats P. Sinclair, D. A. Lowe and J. N. Clary.

Mon., 5/28/77, p. 4. **Canal Trade.** – The following twenty-five boats left here yesterday, carrying 2,860.18 tons of coal:

NEW CENTRAL

Georgetown:	Maggie C. Clay	Capt. Murphy	113.02
	Dr. J. P. Broderick	Capt. Little	112.11
	American Boy	Capt. Stride	110.15
	W. M. Price	Capt. Grimminger	116.06
	Lizzie Regan	Capt. Rinehart	111.13
	S. S. Lynn	Capt. Kroon	115.09
	Lucy Lee Mouse	Capt. Mouse	110.04
	Malcolm Sinclair	Capt. O'Neal	113.04
		Eight boats	903.04

AMERICAN

Alexandria:	J. H. Stickney	Capt. Benner	116.18
	A. S. Winteringham	Capt. Wright	117.01

Canal Trade - 1877

	J. H. Platte	Capt. Bowers	118.09
		Three boats	352.08
	MARYLAND		
Georgetown:	Dr. Eliason	Capt. Ward	110.16
	M. A. Brady	Capt. Brady	109.18
	Hancock	Capt. Bowhey	101.11
		Three boats	322.05
	CONSOLIDATION		
Georgetown:	H. J. Kenah	Capt. Broderick	113.09
	J. M. Forbes	Capt. Moore	116.11
	Joel Charles	Capt. Hammond	112.15
		Three boats	342.15
	BORDEN MINING		
Georgetown:	Onward	Capt. Donnelly	117.11
	Borden & Lovell	Capt. Mouse	116.14
	Martha	Capt. Cowden	101.00
		Three boats	358.01
	J. P. AGNEW & CO.		
Alexandria:	John Humbird	Capt. Austin	114.09
	P. J. Sowers	Capt. Rockwell	117.03
		Two boats	231.12
	BLAEN AVON		
Williamsport:	E. M. Stanhope	Capt. Thompson	120.13
	DESPARD		
Washington:	Peter Fleckenstein	Capt. Bowers	118.00
	INDIVIDUAL		
Washington:	C. A. Greene	Capt. Snyder	112.00

It was reported yesterday that the crew in one of the canal steamers mutinied on Saturday on the first level below town, and took possession and tied up the boat. The trouble was said to be on account of back wages.

Tue., 5/29/77, p. 4. **Canal Trade.** – The following thirty-one boats left here yesterday, carrying 3,578.03 tons of coal:

	NEW CENTRAL		
Georgetown:	Geo. S. Couter	Capt. Nowell	110.19
	Queen City	Capt. Edenhart	120.05
	Carrie V.	Capt. Coffman	119.05
	John Hammond	Capt. Brooks	114.05
	M. A. West	Capt. Conrad	110.00
	E. M. Bynon	Capt. Coffman	114.05
	G. H. Bradt	Capt. Mertens	116.01
	Ben. Bissell	Capt. McCann	112.08
	J. T. Dixon & Co.	Capt. Dixon	112.12
	Dr. R. J. Duckett	Capt. Price	112.10
	F. F. Davis	Capt. Swain	113.02
	R. H. Gordon	Capt. Miller	112.19
	Four Sisters	Capt. Marmaduke	110.01
		Thirteen boats	1479.01
	AMERICAN		
Alexandria:	Rechabites	Capt. Malone	116.03
	Robert H. Muller	Capt. Johnson	118.08
	Goodwin L. Boothe	Capt. Davis	118.10
	John Bradburn	Capt. Malone	114.19
	Lizzie A. Long	Capt. Long	119.16
	D. A. Lowe	Capt. Lynch	119.18
	Wm. Darrow	Capt. Dunn	115.17
		Seven boats	823.11
	MARYLAND		
Georgetown:	Dr. Wiley	Capt. Henry	110.01
	F. H. Irwin	Capt. McCue	110.15
	T. W. Riley & Son	Capt. K[eech]	110.18
	James N. Cover	Capt. Starliper	108.18

		Four boats	440.10
	BORDEN MINING		
Georgetown:	Kate Prather	Capt. Fernsner	125.01
	Dr O. M. Schindel	Capt. Myers	123.01
	Denton Jacques	Capt. Danner	122.10
		Three boats	371.03
	CONSOLIDATION		
Georgetown:	J. T. Davis	Capt. Barger	114.08
	A. E. McDonald	Capt. McDonald	121.02
		Two boats	235.10
	BLAEN AVON		
Williamsport:	J. A. Spielman	Capt. Miller	113.08
	INDIVIDUAL		
Washington:	Annie	Capt. Little	115.00

Yesterday the New Central Company shipped thirteen boats of coal carrying 1,479.01 tons. This is the heaviest shipment made on the canal this season by any one company.

During the past week 19,396.07 tons of coal were shipped by 170 boats. The boats heaviest laden belonged to the Borden Mining Company. The largest shipper was the New Central Coal Company.

We learn that Mr. Park Agnew is now paying but 60 cents per ton to boatmen for carrying coal to Alexandria. This is the lowest figure yet reached. It is probable these boatmen will not return for a second load.

Two new lock gates are being made by the carpenter in the employ of the Canal Company here. The gates will be finished tomorrow or the next day and will be placed in Gross' Lock about thirty-five miles below Cumberland [Lock 60].

BOATS SUNK

A boat commended by Capt. Nowell was in the level below Williamsport as the water was being drawn off and in settling a stone penetrated the bottom, causing her to sink. Before the water was turned in, she was repaired and proceeded on her way. Another boat, the *Abraham Lincoln*, also sank on the eight-mile level 10 miles below Cumberland, but was raised without difficulty and proceeded down the canal. Both boats were loaded with New Central coal.

CANAL COMMERCE

The Alexandria *Gazette* gives the following canal commerce for Saturday [5/26]:

Arrived – Boats T. L. Betts, [Dr.] G. E. Porter, J. R. Anderson, B. Williamson, Geo. Sherman, J. W. Morris, M. Sanford and P. G. Uhler, to American Coal Company; Bernedetta, C.

Slack and Wm. Blackwell to Hampshire & Baltimore Coal Company.

Departed – Boats A. J. Mills, Katie & Addie, Johnnie, M. H. Russell, M. S. Fernsner, G. P. Lloyd and S. S. Howison.

Wed., 5/30/77, p. 4. **Canal Trade.** – The following thirty boats left here yesterday, carrying 3,350.10 tons of coal:

NEW CENTRAL			
Georgetown:	Lizzie & Phillie	Capt. Gannon	108.02
	E. B. Hartley	Capt. Mertens, jr.	57.12
	Okonoko	Capt. Byroads	114.15
	Alex Kratz & Co.	Capt. Brookman	116.16
	M. S. O'Donnell	Capt. Piper	112.06
	A. E. McQuade	Capt. Young	111.10
	Jack Topper	Capt. Fink	110.16
	Four Sisters	Capt. Dugan	112.04
	Ohio	Capt. Pierce	107.14
	Johnny & Tommy	Capt. Dixon	112.00
	Wm. Foley	Capt. Rodenheimer	116.05
	Eleven boats		1181.00
AMERICAN			
Alexandria:	Thomas Patton	Capt. Eaton	116.03
	Ben Williamson	Capt. Reynolds	119.05
	John Wilson	Capt. McCann	116.07
	Samuel Henry	Capt. Turner	113.00
	G. P. Lloyd	Capt. Emberson	115.08
	James Dayton	Capt. C. R. Shaw	116.16
Six boats		698.19	
MARYLAND			
Georgetown:	F. Bowers	Capt. Bowhey	107.01
	Star No. 2	Capt. Moore	98.05
	Dr. Grimes	Capt. Hill	115.12
	J. E. Hughes	Capt. O'Neal	111.05
	Four boats		430.03
CONSOLIDATION			
Georgetown:	Capt. J. Sheridan	Capt. Creamer	116.04
	Van S. Brashears	Capt. Moore	113.07
	W. M. Hill	Capt. Swain	112.06
	Three boats		344.17
BORDEN MINING			
Georgetown:	Capt. J. R. Masters	Capt. Gorman	116.06
	Arthur Lovell	“ “	106.05
	Isaac Wilson	Capt. Gatrell	123.04
	Three boats		345.15
HAMPSHIRE & BALTIMORE			
Alexandria:	Lillie Lemen	Capt. Lindsay	117.15
	P. A. Gorman	Capt. McCabe	119.01
	Two boats		236.16
J. P. AGNEW & CO.			
Georgetown:	Capt. Marmaduke	Capt. Speaker	118.00

CANAL COMMERCE

The Alexandria Gazette gives the following canal commerce for yesterday [5/29]:

Arrived – Boats W. H. Boyd, G. H. Moore and A. Greenless, jr. to J. P. Agnew & Co.; N. Williams, M. Fannon, Morning Sun, Nora & Willie, B. Miller, E. Rinehart and Str. Alpha to Hampshire & Baltimore Coal Company; Centennial to Appleman's brickyard; W. E. Bell,

R. S. Grant, J. A. Alexander, T. H. Faile, A. J. Clark, W. Gregory, W. J. Boothe, jr., H. C. Flagg, D. Stewart and J. J. Swift to American Coal Company.

Departed – Boats Bernadetta, T. L. Betts, J. W. Wilson, C. Slack, T. Patton, J. R. Anderson, N. Williams, Geo. Sherman, Dr. G. E. Porter, G. Blackburn, B. Williamson, M. Sanford, P. G. Uhler, J. W. Morris, Centennial, M. Fannon, R. S. Grant, W. E. Bell and Morning Sun.

Yesterday, while drinking in one of the saloons on Mechanic Street, an altercation arose between James Hitechew, a saloon keeper, and James Westbrook, a boatman, resulting in the arrest of both parties, and in the fining of both to the extent of five dollars and costs.

Thu., 5/31/77, p. 1. **TELEGRAPHIC.** **TERRIBLE ACCIDENT.**

The Chesapeake and Ohio Outlet Lock Broken.

Two Men Killed and One Seriously Injured.

Washington, May 30. A shocking accident at the outlet lock, which caused the death of two men and fatally injured another. The *Critic* says: One of the most terrible and shocking accidents that has ever transpired in this vicinity happened near Georgetown this morning, by which one man was killed, another fatally injured and the third disfigured for life.

The scene of the accident was at the outlet lock gates of the canal about one mile above Georgetown. About 10 o'clock a canal boat came down and wanted to pass.

Mr. John Meade, Christopher Carroll and Michael Reynolds went to the windows and prepared to open the locks, when the machinery gave away, the iron wheels flew around and the heavy cable chain snapped like whipcord, striking Mr. Meade upon the head, killing him outright and knocking his body into the water. Carroll, who was crushed to the earth beneath one of the ponderous wheels, had both legs broken, one arm crushed, and received severe internal injuries, which will result fatally. Reynolds left leg was mangled horribly, his head, body and arms bruised, and back broken. He is dangerously wounded.

Canal Trade - 1877

Medical aid was summoned and Carroll's legs were amputated, and he will, it is supposed, die before night. He was removed to his home at Green Springs. Reynolds up to the time of going to press, was cared for near the scene of the accident, and the body of Mead was still floating in the water. All of these men have families, and the affair is creating the greatest excitement in that neighborhood.

The *Star* says the cause of the accident was the removal of a safety brake from the caissons several days since, and for some reason had not been replaced. Two boats passed in safety this morning through the outlet, and no cause is assigned for the accident which overtook the third boat. The accident will be a serious drawback to the company, as most of the machinery is completely wrecked.

Thu., 5/31/77, p. 4. **Canal Trade.** – The following thirty boats left here yesterday, carrying 3,526.18 tons of coal:

NEW CENTRAL			
Georgetown:	Geo. W. Barnett	Capt. Little	117.05
	R. Fannon	Capt. Sorrell	113.14
	Five Brothers	Capt. Mertens	114.11
	C. H. Dalton	“ “	116.14
	City of Hamburg	Capt. Coffman	112.03
	L. G. Stanhope	Capt. Nave	115.01
	Thomas H. Paul	Capt. Sherman	102.09
	John Leech	Capt. Walker	113.16
	J. A. Ensminger	Capt. McCoy	121.04
		Nine boats	1026.17
AMERICAN			
Alexandria:	S. S. Howison	Capt. Swain	116.07
	Theo. L. Betts	Capt. McLucas	115.06
	Geo. Sherman	Capt. Russell	115.19
	J. R. Anderson	Capt. Snyder	116.05
		Four boats	463.17
CONSOLIDATION			
Georgetown:	Ino	Capt. McCarty	112.11
	L. H. Kuhn	Capt. Mattingly	114.15
	Robin	Capt. Sensel	110.03
Williamsport:	Grason & Fannie	Capt. Taylor	111.18
			Four boats
BORDEN MINING			
Georgetown:	Rudolph Herr	Capt. Spitznogle	113.01
	Geo. T. Gatrell	Capt. Gatrell	123.13
	Julia Borden	Capt. McCardell	115.17
	New Era	“ “	102.00
		Four boats	454.11
MARYLAND			
Georgetown:	D. A. Carl	Capt. Little	110.17
	Star No. 3	Capt. Richards	95.11
	Willie & Annie	Capt. Derr	109.02
	Mattie	Capt. Hammond	110.14
		Four boats	426.04
HAMPSHIRE & BALTIMORE			
Alexandria:	Geo. S. Young	Capt. Renner	118.09
	W. H. Lowe	“ “	122.18

		Two boats	211.07
DESPARD			
Washington:	Johnnie	Capt. Kean	117.00
	J. P. AGNEW & CO.		
Georgetown:	P. Sinclair	Capt. Chaney	116.09
	INDIVIDUAL		
Washington:	Pattie Dunlop	Capt. Snyder	112.00
	Lucinda	Capt. Rinehart	119.00
	Two Boats		231.00

CANAL COMMERCE

The *Alexandria Gazette* gives the following canal commerce for Wednesday [5/30]:

Arrived – Boats Wm Smith, R. Bender, C. R. Hooff, W. Walsh, J. P. Moore, W. C. Hunter, J. W. Burke, E. Bayer, H. O. Claughton, and [Maj.] E. L. Moore to American Coal Company; A. K. Syester and G. B. Oswald to Maryland Coal Company; Osceola & Jake, W. Snyder and [Dr.] F. C. Doyle to J. P. Agnew & Co.; E. L. Flury, S. Swain, T. H. West, Ida & Harry and Little Eddy to Hampshire & Baltimore Coal Company; V. H. Weir to New Central Coal Company; M. E. Tice and B. R. Summers to Blaen Avon Coal Company.

Departed – Boats J. A. Alexander, T. H. Faile, A. J. Clark, W. Gregory, B. Miller, H. C. Flagg, Osceola & Jake, W. J. Boothe, jr., W. H. Boyd, D. Stewart, E. Rinehart, G. H. Moore, J. J. Swift, Wm. Smith, R. Bender, E. L. Flury, Nora & Willie and Wm. Walsh, for Cumberland.

Fri., 6/1/77, p. 4. **Canal Trade.** – The following thirty-two boats left here yesterday, carrying 3,654.18 tons of coal:

NEW CENTRAL			
Georgetown:	Loretto	Capt. Ardinger	112.07
	Iowa	Capt. Keedy	110.10
	A. L. Miller	Capt. Keech	119.15
	Lillie & May	Capt. Mertens	114.09
	Willie & Boatly	Capt. Allison	114.19
	William R. Shaw	Capt. Coffman	112.16
	F. A. Mertens	Capt. Manning	110.04
	Ida J. Kreps	Capt. Smith	118.09
	Sallie & Jennie	Capt. Grosh	109.07
	Cumberland	Capt. McCann	116.19
	Ten boats		1139.15
AMERICAN			
Alexandria:	Dr. G. E. Porter	Capt. Weaver	116.04
	J. W. Morris	Capt. Bowers	116.14
	P. G. Uhler	Capt. Pearce	115.03
	M. Sanford	Capt. Everly	113.09
	W. Gregory	Capt. James	116.14
	T. H. Faile	Capt. Penner	116.14
	W. E. Bell	Capt. Brendlinger	119.06
	J. A. Alexander	Capt. Penner	114.13
	Eight boats		928.17
MARYLAND			
Georgetown:	R. T. Semmes	Capt. Westbrook	112.06
	J. B. Slattery	Capt. Harrison	107.04

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	Thomas O. Connell	Capt. Mills	110.14
	A. Kuhn	Capt. Overcash	109.19
		Four boats	440.03
CONSOLIDATION			
Georgetown:	J. A. Graham	Capt. Brubaker	115.16
	Geo. A. Pearre	Capt. Sensel	111.18
Washington:	Dove	Capt. Mose	115.02
		Three boats	345.16
BORDEN MINING			
Georgetown:	Little Nan	Capt. Snyder	115.02
	Henry Boley	Capt. Smith	119.14
	Areturus	Capt. Hassett	104.06
		Three boats	339.02
HAMPSHIRE & BALTIMORE			
Alexandria:	G. P. DeWitt	Capt. Montgomery	116.02
	Cherokee Tribe	Capt. Sissely	112.13
		Two boats	228.15
BLAEN AVON			
Williamsport:	David Seibert	Capt. Hamilton	115.10
INDIVIDUAL			
	Phillie G.	Capt. McCann	117.00

CANAL COMMERCE.

The Alexandria *Gazette* gives the following canal commerce for Thursday [5/31]:

Arrived – Boats M. D. Corse, M. Snow, J. Green, W. J. B. Lloyd, American Flag, S. Lloyd, J. H. Parrott, jr., H. Delafield, M. Kersey, W. Doerner and J. L. Read, to American Coal Company; Johnny & Frankie, to Maryland Coal Company; J. H. Fannon and Fannie & Estella, to John P. Agnew & Co.; J. M. Resley, to brickyard; A. Adams, V. L. Sprigg, Mrs. C. E. Charles and J. W. Carder, to Hampshire & Baltimore Coal Company.

Departed – Str. Alpha, and boats J. P. Moore, Mountain City, S. Swain, W. C. Hunter, M. E. Tice, C. R. Hooff, J. M. Resley, A. K. Syester, T. H. West, J. W. Burke, E. Bayer, H. O. Claughton, B. R. Summers, Ida & Harry, [Maj.] E. L. Moore, J. Green, M. D. Corse, johnny & Frankie, Little Eddy, M. Snow, American Flag, W. Snyder and W. J. B. Lloyd.

On Wednesday the canal boat T. W. Riley & Son sank some miles down the stream and delayed navigation for some hours. She was freighted with coal from the Maryland Company. She is now on her way down, having been raised in a few hours.

The steamer Star No. 4 is now lying in the basin ready to be loaded as soon as the paint upon it becomes dry. The steamer presents a neat appearance; the contrast in the colors – red, white

and brown – producing a pleasing effect. The trial trip will probably be made the first of next week.

ES, Fri., 6/1/77, p. 4. **GEORGETOWN**

Coal Trade – Report for the week ending today: Maryland Coal Company – receipts, 3,098 tons; shipments, 4,507 tons. New Central Coal Company – receipts, 6,367 tons; shipments, 6,367 tons. Borden Mining Company – receipts, 2,640 tons; shipments, 3,240 tons. Consolidation Coal Company – receipts, 3,800 tons; shipments, 3,800 tons.

Grain – Arrived by canal – boat Mollie C. Waters, with 1,800 bushels wheat, 700 bushels corn; boat Ellen Brooks, with 45 tons hay; J. N. Thomas, with 3,400 bushels corn and 80 barrels flour – all to J. G. & J. M. Waters. Boat Seneca, with 800 bushels corn, 25 barrels flour, to Hartley & Bro.; also 800 bushels wheat and 600 bushels corn, to H. M. Talbott; boat Loudoun, with 3,000 bushels corn, 200 bushels rye and 400 bushels wheat, to Hartley & Bro.

Sat., 6/2/77, p. 4. **Canal Trade.** – The following twenty-eight boats left here yesterday, carrying 3,215.15 tons of coal:

NEW CENTRAL			
Georgetown:	Thos. Lannon	Capt. Pridgeon	112.00
	L. L. Shives	Capt. Shives	114.14
	S. H. Davis	Capt. Dickerhoof	113.02
	Daniel Henry	Capt. O'Neal	116.00
	Dr. F. M. Davis	Capt. Davis	114.11
	Belle Resley	Capt. Teeters	118.19
	D. A. Miller	Capt. Dyer	117.10
	Bernedetta	Capt. Thomas	114.06
		Eight boats	921.02
AMERICAN			
Alexandria:	A. J. Clark	Capt. Hatch	115.14
	David Stewart	Capt. Brown	112.15
	J. J. Swift	Capt. Brown	116.00
	W. J. Boothe	Capt. Hatch	114.06
	Henry C. Flagg	Capt. Delaney	115.10
		Five boats	574.05
MARYLAND			
Georgetown:	C. J. Myers	Capt. Knott	110.14
	Henry Boyd	Capt. Brown	111.01
	J. C. Grove	Capt. Marmaduke	107.11
	Lillie & Annie	Capt. Sterling	107.07
		Four boats	436.13
BORDEN MINING			
Georgetown:	Alice	Capt. Reinhardt	112.18
	Charlie Hassett	Capt. Mosier	119.18
	R. B. Cropley	Capt. Farrow	123.17
	Theo. Dean	Capt. Wiland	120.02
		Four boats	476.15
CONSOLIDATION			
Georgetown:	Yonkers	Capt. Williams	113.12
	Mohawk	Capt. Baler	113.00

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	Dr. C. F. Russell	Capt. Jackson	114.02
		Three boats	340.14
	HAMPSHIRE & BALTIMORE		
Alexandria:	A. J. Mills	Capt. Fisher	115.06
	Katie & Addie	Capt. Wolf	119.15
	Benj. Miller	Capt. Crumbaugh	112.15
		Three boats	347.16
	BLAEN AVON		
Williamsport:	E. M. Stanhope	Capt. Thompson	118.09

CANAL COMMERCE

The Alexandria *Gazette* gives the following canal commerce for Friday [6/1]:

Arrived – Boats C. Clifton, A. J. Akin, [Dr.] M. M. Lewis and M. A. Myers to American Coal Co.; American Boy, Dr. J. P. Broderick to New Central Coal Co.; Bessie Gruber, J. Humbird and C. Segerson to J. P. Agnew & Co.

Departed – Boats S. Lloyd, J. H. Parrott, jr., V. H. Weir, A. Adams, H. Delafield, M. Kersey, C. Clifton, Fleming & Motter, V. L. Sprigg, W. Doerner, J. L. Read, J. W. Carder, J. H. Farrow, American Boy, A. J. Akin, M. A. Myers and Mrs. C. E. Charles.

ES, Sat. 6/2/77, p. 8. **GEORGETOWN Grain** – Boat Thomas Thrasher, with 1,500 bushels corn and 100 bales of hay, to H. M. Talbott.

Mon., 6/4/77, p. 1. **Canal Trade.** – The following thirty-three boats left here Sat., carrying 3,756.12 tons of coal:

	NEW CENTRAL		
Georgetown:	A. Zeigler	Capt. Dixon	116.18
	B. F. Price	Capt. McCoy	112.18
	Geo. Hutton	Capt. Doleman	110.13
	W. P. Wools	Capt. Little	109.00
	Elizabeth	Capt. Snyder	115.10
		Five boats	564.19
	MARYLAND		
Georgetown:	T. J. Boyer	Capt. McCoy	110.14
	James & Willie	Capt. Wilson	107.03
	Henry Loveridge	Capt. Hine	111.05
	Str. T. Venners	Capt. Fleming	101.15
	Francis Gannon	Capt. Jackson	111.00
	Thos. Sammon	Capt. Harrison	111.00
	Johnny & Frankie	Capt. Magaha	107.13
	Industry	Capt. McCaffery	107.08
		Eight boats	867.17
	AMERICAN		
Alexandria:	J. W. Burke	Capt. Renner	118.15
	R. S. Grant	Capt. Harris	115.15
	Richard Bender	Capt. Rose	118.08
	Wm. Walsh	Capt. Teach	110.08
	J. P. Moore	Capt. Nuse	113.08
	Chas. R. Hooff	Capt. Haines	113.05
		Six boats	
	CONSOLIDATION		

Georgetown:	B. C. Barroll	Capt. [Jackson]	
	Julia Tyler	Capt. [Hebb]	
	W. C. Ernest	Capt. [Bender]	
	Blue Bell	Capt. [Jackson]	
	G. Meredith	Capt. [Compton]	
		Five boats	
	BORDON MINING		
Georgetown:	W. L. Shaw	Capt. Kinsel	
	C. L. Brengle	Capt. Mosier	118.04
	J. H. Snyder	Capt. Mills	
	N. Williams	Capt. Zimmerman	113.12
		Four boats	476.02
	HAMPSHIRE & BALTIMORE		
Alexandria:	Nuttie & Billie	Capt. Sigler	
	Morning Sun	Capt. Little	
		Two boats	
	DESPARD		
Washington	J. H. Houck	Capt. Reed	
Georgetown:	Laura	Capt. Brubaker	
	Our Sister	Capt. Barger	
		Two boats	

CANAL COMMERCE

The Alexandria *Gazette* gives the following canal commerce for Saturday [6/2]:

Arrived – Boats D. Annan, C. Robb, A. Main, J. H. Platte and A. S. Winteringham, to American Coal Company.

Departed – Boats Dr. J. P. Broderick, M. M. Lewis, Dr. F. C. Doyle, D. Annan, Fannie & Estella, Chas. Robb and A. Main.

Tue., 6/5/77, p. 1. **Canal Trade.** – The following thirty-one boats left here yesterday, carrying 3,516.16 tons of coal:

	CONSOLIDATION		
Georgetown:	C. Slack	Capt. Lewis	113.03
	G. W. Knode	Capt. Boyer	116.02
	Jos. Light	Capt. Seaman	114.13
	Creole	Capt. Ingram	115.13
	J. N. Clary	Capt. Bowers	114.11
	Jimmy M., jr.	Capt. Bush	116.01
	A. Gruber	Capt. Woltz	112.11
		Seven boats	802.16
	AMERICAN		
Alexandria:	Maj. E. L. Moore	Capt. Albert	115.14
	Wm. C. Hunter	Capt. Butler	117.15
	M. D. Corse	Capt. Bear	116.12
	Edward Boyer	Capt. Fisher	115.12
	H. O. Claughton	“ “	119.13
	James Green	Capt. Martz	118.09
	Michael Snow	“ “	116.03
	W. J. B. Lloyd	Capt. Kirkpatrick	118.17
		Eight boats	932.15
	NEW CENTRAL		
Georgetown:	J. B. Turton	Capt. Brooks	110.18
	William Young	Capt. Reeves	118.08
	Emma	Capt. Paxton	116.04
	D. Murphy	Capt. Mertens	111.06
		Four boats	456.16
	BORDEN MINING		
Georgetown:	C. H. Knott	Capt. Frederick	114.16
	L. N. Lovell	Capt. Cowden	112.00

Canal Trade - 1877

	Sallie E. Hassett	Capt. Mouse	119.05
	R. B. Lynn	Capt. Myers	<u>117.06</u>
		Four boats	463.07
MARYLAND			
Georgetown:	H. B. Simons	Capt. Kirtley	107.14
	Ludlow Patton	Capt. Crampton	95.07
	H. G. Wagner	Capt. Davis	<u>99.06</u>
		Three boats	302.07
HAMPSHIRE & BALTIMORE			
Alexandria:	M. S. Fernsner	Capt. Fernsner	118.18
	E. Rinehart	Capt. Eichelberger	<u>113.09</u>
		Two boats	232.07
BLAEN AVON			
Williamsport:	C. B. Embrey	Capt. Buchanan	112.01
	J. A. Spielman	Capt. Miller	<u>112.08</u>
		Two boats	224.09
J. P. AGNEW & CO.			
Alexandria:	A. Greenless	Capt. Fox	111.19

CANAL COMMERCE

The Alexandria *Gazette* gives the following canal commerce for Monday [6/4]:

Arrived – Boats S. S. Lynn, L. Regan, C. W. Adams, M. A. West, G. H. Bradt, B. Bissell, Four Sisters No. 1, Four Sisters No. 2 and G. S. Couter to New Central Coal Company; G. L. Boothe, J. H. Stickney, R. H. Miller, D. A. Lowe and L. A. Long to American Coal Company.

Departed – Boats – J. H. Platte, A. S. Winteringham, S. S. Lynn, L. Regan, C. W. Adams, G. L. Boothe, M. A. West and J. H. Stickney.

The boiler for the new steam canal boat built at Mr. Young's yard arrived yesterday morning, and was put in yesterday. It is a fuel saving boiler, and saves one-third in fuel over ordinary boilers. We would suggest that the council send a committee to inspect the boiler previous to purchasing one for the water works. It was built at Fall River Iron Works, Massachusetts, and David Flynn is the builder and patentee.

During the past week 192 boats left this port carrying 21,864.05 tons of coal.

Wed., 6/6/77, p. 4. **TRIAL TRIP**

The trial of the new steamer Star No. 4 took place yesterday afternoon at half past one o'clock, and proved to be very satisfactory. The engine frame is solid and firm, and there was scarcely any perceptible shaking of the boat at all. The run was made to the three-mile stake and

back, the average speed being four miles an hour under the pressure of 55 pounds of steam.

ES, Wed., 6/6/77, p. 4. **New Officers of the Chesapeake and Ohio Canal.** – A meeting of stockholders of the Chesapeake and Ohio canal was held at Annapolis on Monday, and the following officers elected for the ensuing year: A. P. Gorman, president; directors, James G. Berret, of Washington city; M. Bannon, of Anne Arundel county; B. B. Crawford, of Montgomery county; H. D. Farnandis, of Harford county; Patrick Hammill, of Garrett county; and John Humbird, of Allegany county.

Thu., 6/7/77, p. 4. **Canal Trade.** – The following thirty-three boats left here yesterday, carrying 3,633.12 tons of coal:

CONSOLIDATION			
Georgetown:	J. B. Vamum	Capt. Moore	111.09
	M. Boyer	Capt. Boyer	111.15
	R. L. Morris	“ “	116.02
	J. R. Cruzen	Capt. Stride	111.14
	Willie & Johnnie	Capt. Morrison	115.13
	Consolidation	Capt. Shank	116.05
	Ernst & Holland	Capt. Penner	<u>117.08</u>
		Seven boats	800.06
AMERICAN			
Alexandria:	M. A. Myers	Capt. Martin	111.09
	Weyand Doerner	Capt. Goodwin	115.19
	Daniel Annan	Capt. Eichelberger	110.03
	John L. Read	Capt. Brendlinger	117.15
	A. J. Akin	Capt. Wilson	<u>118.09</u>
		Five boats	582.15
NEW CENTRAL			
Georgetown:	F. M. Offutt	Capt. Kaiser	115.11
	D. R. Long	Capt. Long	112.14
	American Boy	Capt. Stride	112.13
	Williamsport	Capt. Stickles	109.05
	A. Lincoln	Capt. Mertens	111.03
	Lizzie Regan	Capt. Rinehart	<u>101.17</u>
		Six boats	679.03
MARYLAND			
Georgetown:	G. B. Oswald	Capt. Myers	110.17
	Congress	Capt. Kirby	108.05
	M. A. Brady	Capt. Brady	110.00
	Dr. Eliason	Capt. Ward	107.11
	Dr. Wiley	Capt. Henry	<u>107.02</u>
		Five boats	543.15
BORDEN MINING			
Georgetown:	Harry Borden	Capt. Cowden	112.06
	Donna Tilghman	Capt. Shaw	114.10
	A. C. Greene	Capt. Joy	<u>114.02</u>
		Three boats	340.18
HAMPSHIRE & BALTIMORE			
Alexandria:	M. Fannon	Capt. Bissett	115.10
	S. Swain	Capt. Gower	111.19
	Little Eddy	Capt. Dixon	112.07
	Nora & Willie	Capt. Sorrell	<u>115.09</u>
		Four boats	458.05
DESPARD			
Washington:	W. T. Mertens	Capt. Merryman	117.10

INDIVIDUAL			
Georgetown:	Geo. Hughes	Capt. Callan	117.00
BRICK AND CLAY			
	Sallie J. Kelly	Capt. Kelly	61.09

CANAL COMMERCE

The Alexandria *Gazette* gives the following canal commerce for Monday [6/4]:

Arrived – Boats S. Henry, S. S. Howison, James Dayton, P. G. Uhler, J. R. Anderson and Theodore L. Betts to American Coal Company; P. A. Gorman and Lillie Lemen to Hampshire & Baltimore Coal Company.

Departed – Boats Rechabites, G. P. Lloyd, G. S. Couter, I. Wilson, B. Williamson, T. Patton, Bessie Gruber, S. Henry, J. Humbird, A. B. Bain, S. S. Howison and J. Dayton.

FOUND DROWNED

Yesterday morning about eleven o'clock, two boys named Wm. Cook and John Minke, while playing near Merten's boat-yard, noticed a fishing pole and line lying on the basin side, without any apparent owner. The attention of Robt. Couter and Henry Mentzer was called to the fact, and in drawing the line up the leg of a man appeared above the surface. Implements were immediately secured for raising the body, which was placed upon the bank, to await the coroner's inquest.

Squire Blocher was summoned and the following jury sworn: J. A. N. Clary, J. A. Cohill, J. F. Coulehan, John Smith, Thos. O'Connell, John Boward, J. H. Houck, Geo. Gesner, Geo. Long, R. M. Sprigg, C. D. Warfield and R. Catton. From the testimony given, it was found that the body was that of Wm. Carter, colored, commonly known as "Coalhouse," about fifty years of age, who had been subject to fits for some time past. The verdict declared that the deceased, while fishing, was attacked with a fit, and while under its effects fell into the basin and was drowned.

NEARLY DROWNED

Yesterday morning a colored man on board Capt. Turner's boat, lying in the basin, was playing with a small dog and it fell overboard. It kept swimming around the vessel making unsuccessful efforts to get up the side, until the man stripped and got overboard to pick the dog up. After grasping the dog, the man became exhausted, and

gave the alarm, when a youth named Alexander Neal sprang into the water and went to his relief. He reached the negro in time to assist him to shore and then returned and secured the dog. The youth is but 13 years of age, and showed great courage in his 55 unsuccessful efforts to save life.

One of the thirty-three boats that left this port yesterday was loaded with fire clay and brick.

The boatmen now talk of running until harvest-time, when they will forsake the tow-path for the golden grain fields.

Fri., 6/8/77, p. 4. **Canal Trade.** – The following twenty-nine boats left here yesterday, carrying 3,278.12 tons of coal:

AMERICAN			
Alexandria:	Charles Robb	Capt. Bowers	115.04
	J. H. Platte	" "	116.00
	Andrew Main	Capt. Wilson	112.06
	G. L. Boothe	Capt. Davis	116.10
	L. A. Long	Capt. Long	116.06
	R. H. Miller	Capt. Johnson	119.16
	A. S. Winteringham	Capt. Wright	112.13
		Seven boats	808.15
CONSOLIDATION			
Georgetown:	L. R. Fechtig	Capt. Shives	113.05
	M. M. Jane	Capt. Arthur	109.01
	J. W. Turner	Capt. Read	115.12
	J. A. Millholland	Capt. Repp	113.16
	C. P. Manning	Capt. Reed	114.05
	R. Shriver	Capt. Nuse	115.01
		Six boats	681.00
BORDEN MINING			
Georgetown:	Bertha M. Young	Capt. Miles	115.01
	Fall River	Capt. Miles	113.05
	Dr. O. M. Schindel	Capt. Myers	117.06
	Areturus	Capt. Hassett	102.11
		Four boats	448.03
MARYLAND			
Georgetown:	F. Bowers	Capt. Bowhey	107.16
	A. H. Bradt	Capt. Hill	110.15
	F. H. Irwin	Capt. McCue	107.07
	J. N. Cover	Capt. Starliper	106.17
	Star No. 4	Capt. Moore	94.18
		Five boats	527.13
NEW CENTRAL			
Georgetown:	Ben Bissell	Capt. McCann	113.05
	G. H. Bradt	Capt. Mertens	115.01
	M. A. West	Capt. Conrad	114.19
		Three boats	343.05
HAMPSHIRE & BALTIMORE			
Alexandria:	T. H. West	Capt. Reid	119.16
	V. L. Sprigg	Capt. Porter	117.12
		Two boats	237.08
BLAEN AVON			
Williamsport:	David Seibert	Capt. Hamilton	115.08
INDIVIDUAL			
Georgetown:	J. B. Winslow	Capt. Singer	117.00

CANAL COMMERCE

The Alexandria *Gazette* gives the following canal commerce for Wednesday [6/6]:

Arrived - Boats W. Gregory, J. W. Morris, M. Sanford, W. E. Bell, J. A. Alexander, Thos. H. Faile, and A. J. Clark to American Coal Company.

Departed - Boats C. Segerson, L. Lemen, J. R. Anderson, P. G. Uhler, T. L. Betts, W. Gregory, J. W. Morris, P. A. Gorman, M. Sanford, and W. E. Bell.

The canal company are setting their telegraph poles at this end of the line. Yesterday, Mr. Peter Kelly, in charge of this end and to the distance of 18 miles, completed the erection of the poles for the distance of three miles, and expects to put them up at the rate of one mile per day. The other sections will be completed by the time he is done, and soon we shall have a new telegraph line from Cumberland to Georgetown.

The newly-built steamer Star No. 4 left this port yesterday on her first trip down the canal, carrying 96 tons of coal. The average rate of speed made between here and the tunnel was three and a half miles an hour. When the machinery is in better order on account of use, the speed will be greater, and the boat will also carry a heavier load. The steamer is under the care of Capt. Berlin, assisted by four hands.

The following advertisement was placed on June 8 and ran daily until the sale on June 20, 1877:

Mortgagee's Sale.

UNDER AND BY VIRTUE OF A power contained in a deed of mortgage from J. S. Mattingly to Peter Quigley, bearing date July 26, 1875, the undersigned will sell at public sale on

WEDNESDAY, 20th day of JUNE, 1877,

at 10 o'clock a. m., in front of the auction rooms of William Wickard, in the city of Cumberland, the

CANAL BOAT R. L. GROSS.

Also, TWO MULES, 2 SETS HARNESS, 1 Stove and 3 Stools.

TERMS CASH.

PETER QUIGLEY,
Mortgagee.

June 8

ES, Fri. 6/8/77, p. 4. **GEORGETOWN**

The Coal Trade (Report for week ending today): New Central Coal Co. – receipts, 6,400 tons; shipments, 6,400 tons. Consolidation Coal Company – receipts, 3,400 tons; shipments, 3,325 tons. Maryland Coal Company – receipts, 3,010 tons; shipments, 3,229 tons. Borden Mining Company – receipts, 2,500 tons; shipments, 2,500 tons. Vessels are scarce and in demand.

The Grain Trade – Arrived by Canal – Boat, J. N. Thomas, with 3,550 bushels of corn; 46 barrels of flour. Boat Kirby & Hubert, with 325 bushels of wheat, 160 bushels rye, and 250 tons rye straw. [Transcriber Note: 250 tons of anything exceeds the capacity of canal boats.] Boat Beall, with 40 tons bales of hay, all to J. G. & J. M. Waters.

Sat., 6/9/77, p. 4. **Canal Trade.** – The following thirty-four boats left here yesterday, carrying 3,799.00 tons of coal:

CONSOLIDATION			
Georgetown:	Energy	Capt. Morrow	115.12
	M. S. O'Donnell	Capt. Piper	112.05
	J. McGraw	Capt. Shaw	115.05
	I. M. Boyer	Capt. Spong	114.07
	A. M. Grove	Capt. Grove	115.14
	A. F. Lantz	Capt. Swain	117.02
	Dr. A. A. Biggs	Capt. Brubaker	111.17
Williamsport:	Grason & Fannie	Capt. Taylor	109.12
	Right boats		911.14
NEW CENTRAL			
Georgetown:	Geo. Blackburn	Capt. Kimble	112.05
	Four Sisters	Capt. Dugan	108.17
	Geo. S. Couter	Capt. Nowell	112.07
	William R. Shaw	Capt. Coffman	113.07
	R. H. Gordon	Capt. Miller	109.08
	John Hammond	Capt. Brooks	114.08
	R. Fannon	Capt. Sorrell	119.05
	Ohio	Capt. Pierce	108.02
	Right boats		888.18
AMERICAN			
Alexandria:	J. H. Stickney	Capt. Malone	115.19
	John. Bradburn	Capt. Malone	116.05
	D. A. Lowe	Capt. Lynch	119.00
	Wm. Darrow	Capt. Dunn	112.13
	Rechabites	Capt. Malone	112.12
	Five boats		574.18
MARYLAND			
Georgetown:	Dr. Grimes	Capt. Hill	111.02
	J. E. Stanhope	Capt. Hetzer	107.05
	Willie & Annie	Capt. Knode	109.04
	Mollie	Capt. Hammond	107.15
	Hancock	Capt. Mitchell	94.06
	Five boats		529.19
BORDEN MINING			
Georgetown:	Exchange	Capt. Cowden	108.05
	Arthur Lovell	Capt. Gorman	104.02
	Capt. J. R. Masters	Capt. Gorman	111.17
	New Era	Capt. Cowden	100.06
	Onward	Capt. Donnelly	119.12
	Julia Borden	Capt. McCardell	111.12
	Six boats		658.14
HAMPSHIRE & BALTIMORE			

Canal Trade - 1877

Alexandria:	Theo. Embrey	Capt. Shupp	116.16
	BLAEN AVON		
Williamsport:	E. M. Stanhope	Capt. Thompson	116.08

CANAL COMMERCE

The Alexandria *Gazette* gives the following canal commerce for Thursday [6/7]:

Arrived – Boats W. J. Boothe, jr., H. C.

Flagg, J. J. Swift, D. Stewart, R. S. Grant, R. Bender, G. Sherman and J. W. Burke to American Coal Company; Round Top Cement to W. A. Smoot; B. Miller to Hampshire and Baltimore Coal Company; K. Brooks and P. J. Sowers to J. P. Agnew & Co.; Iowa and Lizzie & Phillie to New Central Coal Company.

Departed – Boats J. A. Alexander, T. H. Faile, A. J. Clark, J. Snively, W. J. Boothe, jr., H. C. Flagg, J. J. Swift, D. Stewart, R. S. Grant, Benj. Miller, Kate Brooks and R. Bender.

It is rumored that the boatmen of at least two companies will strike on Monday for one dollar per ton. The rate now paid to the several boatmen on the canal varies from sixty to ninety cents.

Fifteen car loads of heavy steel rails arrived here yesterday to be shipped by canal to Quantico, a small town on the Potomac about twenty-seven miles below Washington. About 980 tons more are expected to arrive. The rails are being shipped from Pittsburg by a firm in New York. The boats will be towed by tugs from Georgetown to Quantico.

The foundation of a new steamer, to be called Star No. 5, has been commenced at Weld & Sheridan's boat yard. Everything, including machinery, will be made here. The Star No. 4, now on her first trip down the canal, was the first steamer made in Cumberland in which the machinery and all was furnished by home manufacturers. It will take about six weeks to finish the steamer now in progress and as soon as it is completed, another to be called Star No. 6 is to be commenced at once.

Mon., 6/11/77, p. 4. **Canal Trade.** – The following thirty-eight boats left here Sat., carrying 4,298.12 tons of coal:

CONSOLIDATION			
Georgetown:	D. M. Read	Capt. Eichelberger	116.01
	C. W. Brengle	Capt. Seaman	111.09

	Anna Bruce	Capt. Darner	112.05
	Hawk	Capt. Benner	108.00
	W. L. Read	Capt. Bowers	115.00
	Capt. J. Sheridan	Capt. Creamer	118.00
Washington:	Dove	Capt. Mose	115.01
		Seven boats	798.19

MARYLAND

Georgetown:	A. Kuhn	Capt. Overcash	112.05
	R. T. Semmes	Capt. Westbrook	108.10
	T. W. Riley & Son	Capt. Keech	108.12
	Thos. O. Connell	Capt. Mills	109.05
	J. E. Hughes	Capt. O'Neal	109.16
	R. M. Sprigg	Capt. Shields	108.02
	D. A. Carl	Capt. Little	112.03
		Seven boats	768.13

NEW CENTRAL

Georgetown:	C. W. Adams	Capt. Coffman	110.03
	S. S. Lynn	Capt. Kroon	111.13
	F. A. Mertens	Capt. Manning	106.03
	Wm. Blackwell	Capt. O'Neil	111.00
	G. M. Stonebraker	Capt. Kroon	118.00
	E. Mulvaney	Capt. Cohill	112.00
		Six boats	672.09

AMERICAN

Alexandria:	Ben Williamson	Capt. Reynolds	116.14
	G. P. Lloyd	Capt. Emberson	113.18
	James Dayton	Capt. C. R. Shaw	113.01
	John Wilson	Capt. McCann	116.19
	Thomas Patton	Capt. Eaton	116.03
	Samuel Henry	Capt. Turner	112.14
		Six boats	691.09

BORDEN MINING

Georgetown:	Wm. Borden	Capt. Manning	117.10
	Henry Kraus	Capt. Cowden	114.08
	Hunter G.	“ “	
	Kate Prather	Capt. Fernsner	118.07
		Four boats	465.13

HAMPSHIRE & BALTIMORE COAL CO.

Alexandria:	E. L. Flury	Capt. Crampton	117.08
	Ida & Harry	Capt. Ekis	115.02
	J. W. Carder	Capt. Darkey	118.09
		Three boats	350.19

J. P. AGNEW & CO.

Georgetown:	John Humbird	Capt. Austin	113.11
	W. H. Boyd	Capt. Schopper	108.19
		Two boats	222.10

DESPARD

Washington:	P. Fleckenstein	Capt. Bowers	118.00
INDIVIDUAL			
	Warren Delano, jr.	Capt. Fernsner	95.00
	A. K. Syester	Capt. Kroon	115.00
		Two boats	210.00

CANAL COMMERCE

The Alexandria *Gazette* gives the following canal commerce for Friday [6/8]:

Arrived – Boats M. Mack to W. A. Smoot; G. P. DeWitt, Nuttie & Billie and Morning Sun to Hampshire & Baltimore Coal Co.; Elizabeth, Geo. Hutton and Lillie & May to New Central Coal Co.; A. Sherman to J. P. Agnew & Co.; Dr. G. E. Porter, C. R. Hooff and W. Walsh to American Coal Co.

Departed – Boats G. P. DeWitt, P. J. Sowers, A. Sherman, Round Top Cement, J. W.

Burke, Nuttie & Billie, Busy Bee, W. Smith, Iowa, A. S. Leman, Lizzie & Phillie, Morning Sun and Dr. G. Ellis Porter.

Tue., 6/12/77, p. 3. **Canal Trade.** – The following thirty-six boats left here yesterday, carrying 4,008.17 tons of coal:

CONSOLIDATION			
Georgetown:	A. B. Turner	Capt. Reynolds	111.13
	A. P. Gorman	Capt. Yingling	113.15
	J. B. Thomas	“ “	116.04
	W. Irving	“ “	116.11
	I. Crane	Capt. White	115.00
	J. M. Forbes	Capt. Moore	111.11
	C. H. Dalton	Capt. Little	111.11
	Laura S.	“ “	120.15
Williamsport:	Arthur Gruber	Capt. Woltz	113.01
	Nine boats		1,036.01
AMERICAN			
Alexandria:	Geo. Sherman	Capt. Russell	112.04
	Theo. L. Betts	Capt. McLucas	115.15
	J. R. Anderson	Capt. Snyder	116.01
	S. S. Howison	Capt. Swain	115.18
	J. W. Morris	Capt. Bowers	112.17
	M. Sanford	Capt. Everly	113.07
	Peter G. Uhler	Capt. Pearce	116.08
	Seven boats		802.10
NEW CENTRAL			
Georgetown:	M. E. Tice	Capt. Long	112.06
	S. H. Davis	Capt. Dickerhoof	115.14
	Dr. F. M. Davis	Capt. Davis	116.08
	Daniel Henry	Capt. O'Neal	111.12
	T. H. Paul	Capt. Sherman	91.04
	Sallie & Jennie	Capt. Grosh	114.00
	Six boats		664.03
MARYLAND			
Georgetown:	Annie	Capt. Little	107.15
	Johnny & Frankie	Capt. Magaha	107.16
	Thomas Sammon	Capt. Harrison	112.02
	M. Whitson	Capt. Myers	110.05
	Thomas Venners	Capt. Flemming	98.19
Five boats		536.17	
BORDEN MINING			
Georgetown:	Maryland	Capt. Cowden	110.15
	Invincible	“ “	121.10
	Pattie Dunlop	Capt. Snyder	120.02
	Three boats		358.07
BLAEN AVON			
Williamsport:	J. A. Spielman	Capt. Miller	112.05
	C. B. Embrey	Capt. Buchanan	113.07
	Two boats		225.12
J. P. AGNEW & CO.			
Alexandria:	Dr. F. C. Doyle	Capt. Worrell	114.03
	Osceola & Jake	Capt. Seaman	109.05
	Two boats		223.08
HAMPSHIRE & BALTIMORE COAL CO.			
Georgetown:	P. L. Lemen	Capt. O'Neal	120.08
INDIVIDUAL			
Four Locks:	Jacob H. Snyder	Capt. Miller	101.08

CANAL COMMERCE

The Alexandria *Gazette* gives the following canal commerce for Saturday [6/9]:

Arrived – Steamer Star No. 2 and boats Dr. F. H. Davis to Maryland Coal Company; Cherokee

Tribe, Katie & Addie and A. J. Mills to Hampshire & Baltimore Coal Company; Maj. E. L. Moore, Jno. P. Moore, James Green and M. Snow to American Coal Company; James Marmaduke to John P. Agnew & Co.

Departed – Boats Elizabeth, C. R. Hooff, Geo. Hutton, Wm. Walsh, Cherokee Tribe, Mary Mack, Lillie & May, Maj. E. L. Moore, J. P. Moore and steamer Star No. 2.

The shipment of coal by canal is gradually increasing. Previous to yesterday the largest shipment at any one time for this season was made on Wednesday the 6th instant, thirty-six boats leaving on that day carrying 4,045.06 tons. On Saturday the number of tons was still larger, thirty-eight boats leaving, and carrying 4,298.12 tons. Both of these shipments mentioned were made during the past week. It will also be noticed that the Consolidation coal company has been taking the lead for the past two days and that the shipment by the Hampshire & Baltimore Company have been renamed the Miller mine, which supplies coal for the canal, being thoroughly repaired.

While shippers anticipate no strike among the boatmen for an advance to \$1 on freights, they apprehend a scarcity of boats during the harvest season, for the reason that many boatmen can find employment for themselves and stock during harvest.

ES, Tue., 6/12/77, p. 4. **The Chesapeake and Ohio Canal – Trouble Among the Boatmen – A Strike Threatened** – It was widely rumored Saturday and yesterday that the boatmen carrying coal on the Chesapeake and Ohio canal proposed to demand \$1 per ton freight from and after today, and in the event of their demand not being acceded to, to strike. The rumor proved very difficult to trace, and two *News* reporters gathered but little after devoting several hours to the task and interviewing numerous canal men. The following, gleaned from their reports, is the more general version of the case; The boatmen have been for some weeks receiving from 60 to 70 cents per ton freight, and, they claim, losing money rapidly, being compelled to mortgage their teams, &c., and

will soon eat up all of their little capital, and have nothing to show for their labor. There appears to be no concerted strike contemplated, but it is said that a large number of boatmen will, if their request for \$1 per ton is not granted, tie up their boats at some point in Montgomery county, turn their stock loose to feed; and seek employment as hands in the harvest fields of Montgomery and Frederick counties and the region thereabout. Several of the coal agents have been notified by boatmen that they will stop work if the price of freights is not advanced to \$1 per ton, but as no meetings have been held, or committees or a head of the movement appointed, it is difficult to ascertain the extent of it. – *Cumberland News*, 11th.

Wed., 6/13/77, p. 4. **Canal Trade.** - The following thirty-four boats left here yesterday, carrying 3,306.16 tons of coal:

NEW CENTRAL			
Georgetown:	W. P. Wools	Capt. Little	109.01
	C. C. Kelly	Capt. Spong	108.01
	Johnny & Tommy	Capt. Dixon	116.10
	Four Sisters	Capt. Marmaduke	115.11
	F. F. Davis	Capt. Swain	112.03
	Geo. Hutton	Capt. Doleman	114.02
	Elizabeth	Capt. Snyder	111.09
	Fleming & Motter	Capt. Snyder	108.19
	Iowa	Capt. Mertens	111.13
	Ida J. Kreps	Capt. Smith	118.06
	Ten boats		1125.15
AMERICAN			
Alexandria:	W. E. Bell	Capt. Brendlinger	117.05
	Wm. Gregory	Capt. James	119.03
	J. A. Alexander	Capt. Penner	113.14
	Dr. G. E. Porter	Capt. Weaver	116.07
	A. Jackson Clark	Capt. Hatch	115.05
	Thos. H. Faile	Capt. Penner	116.00
	H. C. Flagg	Capt. Delaney	116.03
	W. J. Boothe, jr.	Capt. Wilson	115.16
	Right boats		929.13
CONSOLIDATION			
Georgetown:	A. E. McDonald	Capt. McDonald	117.06
	Allen Campbell	Capt. Eddy	115.01
	Wm. Hill	Capt. Swain	114.05
	L. H. Kuhn	Capt. Mattingly	116.09
	Four boats		463.01
BORDEN MINING			
Georgetown:	Borden & Lovell	Capt. Mouse	112.12
	Denton Jacques	Capt. Newkirk	116.18
	Susan Charles	Capt. Snyder	121.00
	Regulus	Capt. Hassett	104.05
	Four boats		454.15
HAMPSHIRE & BALTIMORE			
Alexandria:	Mrs. C. E. Charles	Capt. Little	117.12
	Elmer & Kate	" "	120.09
	A. B. Bain	Capt. Osborn	116.06
	Centennial	Capt. Darner	117.09
	Four boats		471.16
MARYLAND			
Georgetown:	Alice	Capt. Rinehart	108.18
	Chas. Hassett	Capt. Mosher	112.18

Alexandria:	J. P. AGNEW & CO.		Two boats	221.16
	G. H. Moore	Capt. Moore		113.05
	C. Segerson	Capt. Wallace		111.05
		Two boats		224.10

The following two advertisements were run daily from June 13th until the sale date.

Mortgagee's Sale.

UNDER AND BY VIRTUE OF A power contained in a deed of mortgage from R. D. Kerfoot to Frederick Mertens, bearing date Sept. 10, 1873, the undersigned will sell at public sale on

SATURDAY, the 23d DAY OF JUNE, 1877, at 10 o'clock a. m., in front of the auction rooms of William Wickard, in the city of Cumberland, the

CANAL BOAT J. R. RAY.

TERMS CASH.

June 13 FREDERICK MERTENS, Mortgagee.

Mortgagee's Sale.

UNDER AND BY VIRTUE OF A power contained in a deed of mortgage from David O'Neal to Peter Quigley, bearing date August 9, 1875, the undersigned will sell at public sale on

MONDAY, 25th DAY OF JUNE, 1877, at 10 o'clock a. m., in front of the auction rooms of William Wickard, in the city of Cumberland, the

CANAL BOAT MALCOLM SINCLAIR.

Also, PART OF RIG, ONE MULE, and THREE SETS OF HARNESS.

TERMS CASH.

June 13 PETER QUIGLEY, Mortgagee.

CANAL COMMERCE

The *Alexandria Gazette* gives the following canal commerce for Monday [6/11]:

Arrived - Boats P. Sinclair, to J. P. Agnew & Co.; W. C. Hunter, H. O. Claughton, E. Bayer, M. D. Corse, W. J. B. Lloyd, S. Lloyd and J. H. Parrott, jr., to American Coal Company; G. S.

Young, W. H. Lowe, M. S. Fernsner and M. Fannon, to Hampshire & Baltimore Company.
 Departed - Boats Katie & Addie, A. J. Mills, J. Green, M. Snow, F. H. Darby, M. S. Fernsner, W. H. Lowe, W. C. Hunter and Seneca.

"A Steam Canal-Boat with Improved Machinery.

William Young, boat-builder of this city, recently completed for W. T. Hassett & Brother, Clearspring, a new steam canal-boat, the *Regulus*, which is provided with a 20-horse power upright engine, manufactured by Barragh & Co., Beaver, Pennsylvania, and an upright tubular boiler of peculiar construction, the invention of Daniel Flynn, of Fall River, Massachusetts, and made at the Fall River iron-works. For this boiler several advantages are claimed, prominent among them its ample steam-space, safety from danger of explosion, ease and quickness with which steam is gotten up, all the heat is utilized, and last and greatest, that it consumes only about one-half the coal used by an ordinary boiler. The boiler was put into the boat yesterday, and will be tried in a short time. - *Cumb. News*."³

ES, Wed. 6/13/77, p. 4. **GEORGETOWN Repairing a Lock** – New lock gates are being put in the lock of the canal at Green street. A deal of coal boats both "in" and "out" of that end of the canal is consequent thereon.

Thu., 6/14/77, p. 4. **Canal Trade.** - The following thirty boats left here yesterday, carrying 3,384.01 tons of coal:

CONSOLIDATION			
Georgetown:	Five Brothers	Capt. Little	118.06
	G. W. Barnett	" "	116.03
	H. C. Hicks	Capt. Riley	113.04
	V. S. Brashears	Capt. Moore	114.09
	J. A. Graham	Capt. Brubaker	112.10
	Yonkers	Capt. Middleton	110.17
	Lillie & May	Capt. Sandbar	114.00
	E. Stake	Capt. Kimble	115.11
Williamsport:	Eight boats		914.17
AMERICAN			
Alexandria:	J. J. Swift	Capt. Brown	117.10
	David Stewart	Capt. Brown	113.16
	Wm. Smith	Capt. Masters	117.06
	R. S. Grant	Capt. Harris	113.17

	Richard Bender	Capt. Rose	117.16
	Wm. Walsh	Capt. Teach	119.17
		Six boats	700.02
	NEW CENTRAL		
Georgetown:	Nuttie & Billie	Capt. Sigler	114.15
	Alonzo Berry	Capt. Ardinger	110.07
	J. T. Dixon & Co.	Capt. Dixon	115.00
	A. Spier	Capt. Wolf	109.12
	Clara	Capt. Colbert	114.18
		Five boats	564.12
	MARYLAND		
Georgetown:	H. T. Weld	Capt. McAmeny	94.19
	Star No. 2	Capt. Elkins	95.04
	Star No. 3	Capt. Richards	98.11
	F. H. Darkey	Capt. Tice	112.09
	F. Gannon	Capt. Jackson	112.08
		Five boats	446.14
	BORDEN MINING		
Georgetown:	I. Wilson	Capt. Gatrell	120.19
	Little Nan	Capt. Snyder	114.07
	George T. Gatrell	Capt. Harper	118.14
		Three boats	334.00
	HAMPSHIRE & BALTIMORE		
Georgetown:	Geo. & James B.	Capt. Brashears	115.14
	J. P. AGNEW & CO.		
Alexandria:	B. Ensminger	Capt. Ensminger	116.05
	BLAEN AVON		
Alexandria:	J. H. Farrow	Capt. Ardinger	117.00

CANAL COMMERCE

The Alexandria *Gazette* gives the following canal commerce for Tuesday [6/12]:

Arrived - Boats American Flag, H. Delafield, M. Kersey, [Dr.] M. M. Lewis, C. Clifton, M. A. Myers, D. Annan, W. Doerner, J. L. Read, A. J. Akin, C. Robb, Andrew Main, J. H. Platte -and G. L. Boothe to American Coal Company; A. Greenless, jr., to J. P. Agnew & Co.
 Departed - Boats G. S. Young, H. O. Claughton, E. Bayer, M. D. Corse, M. Fannon, American Flag, S. Lloyd, W. H. Lowe, H. Delafield, J. H. Parrott, jr., Matthew Kersey and [Dr.] M. M. Lewis, for Cumberland.

Yesterday the carpenters employed on the canal were busy putting on the rider planks in the river dam, which were swept away by the ice last winter. As the river is now too low to sufficiently supply the canal with water, the carpenters will be employed today in raising the dam fourteen inches.

Mr. Tony Singer lost a very valuable mule this week from the effects of the colic. This is the season that animals should demand more attention than is generally shown them.

³ The Herald and Torch Light, Hagerstown, Md., Wed., 6/13/1877, p. 2.

The Chesapeake and Ohio Canal Company freighted two boat loads of steel rails bound for Quantico, Va.

Fri., 6/15/77, p. 4. **Canal Trade.** - The following twenty-six boats left here yesterday, carrying 2,069.06 tons of coal:

NEW CENTRAL			
Georgetown:	L. Lemen	Capt. Lindsay	113.00
	Wm. Foley	Capt. Singer	118.03
	L. L. Mouse	Capt. Shaw	114.09
	Three Brothers	Capt. Morrison	112.07
	J. J. Moore	Capt. Dixon	108.09
	Dr. R. J. Duckett	Capt. Price	111.09
	Six boats		677.17
MARYLAND			
Georgetown:	J. A. Ensminger	Capt. McCoy	112.05
	Industry	Capt. McCaffery	108.14
	J. C. Grove	Capt. Marmaduke	108.12
	C. J. Myers	Capt. Knott	108.11
	J. B. Slattery	Capt. Harrison	105.10
	Five boats		543.12
AMERICAN			
Alexandria:	C. R. Hooff	Capt. Haines	117.05
	Maj. E. L. Moore	Capt. Albert	116.06
	J. W. Burke	Capt. Renner	118.05
	James Green	Capt. Martz	118.07
	Four boats		470.03
CONSOLIDATION			
Georgetown:	W. Thomson	Capt. O'Brian	117.05
	Wm. Weber	Capt. Dixon	115.06
	Mohawk	Capt. Baler	112.13
	Three boats		345.04
BORDEN MINING			
Georgetown:	Wm. Staples	Capt. Cowden	119.01
	Martha	Capt. Cowden	118.03
	Henry Boley	Capt. Smith	118.17
	Three boats		356.01
BLAEN AVON			
Alexandria:	Martin Scally	Capt. Dunn	116.00
J. P. AGNEW & CO.			
Alexandria:	G. P. DeWitt	Capt. Montgomery	108.16
INDIVIDUAL			
Georgetown:	Lucinda	Capt. Rinehart	116.00
	P. A. Gorman	Capt. [McCabe]	116.04
	D. L. Taylor	Capt. Turner	115.10
	Three boats		347.14

CANAL COMMERCE

The Alexandria *Gazette* gives the following canal commerce for Wednesday [6/13]:

Arrived - Boats S. Swain, E. Rinehart, Alex. Adams, Nora & Willie, and Little Eddy, to Hampshire & Baltimore Co.; L. A. Long, A. S. Winteringham, R. H. Miller and Rechabites, to American Coal Co.

Departed - Boats C. Clifton, M. A. Myers, D. Annan, A. J. Akin, W. Doerner, J. L. Read, M. Sinclair, C. Robb, A. Main, A. Greenless, jr., J. H. Platte and E. Rinehart.

COAL FREIGHT REDUCTION

At a meeting of the board of directors of the Baltimore and Ohio Railroad Company at Cambridge Station, the tariff on coal from Cumberland and Piedmont was reduced twenty-five cents per ton of 2,000 pounds, which is equal to a reduction of twenty-eight cents per ton of 2,240 pounds, taking effect yesterday. The reduction was made in order to promote the consumption of the semi-bituminous coals upon the lines of the Baltimore and Ohio Railroad Company and to meet competition during the present general depression of business, and the rates fixed are to be net and without any rebates of any description.

The following table shows the rates per ton of 2,000 pounds heretofore charged, as well as those taking effect yesterday:

	Old	New
Cumberland to Baltimore city stations	\$1.87	\$1.62
Cumberland to Locust Point shipping wharves	1.62	1.37
Piedmont to Baltimore city stations	2.15	1.90
Piedmont to Locust Point shipping wharves	1.90	1.65

ES, Fri., 6/15/77, p. 1. **GEORGETOWN.**

Coal Trade – Report for week ending today: New Central Coal Co. – Receipts, 4,768 tons; shipments, 4,768 tons. Borden Mining Co. – Receipts, 2,300 tons; shipments, 1,700 tons. Maryland Coal Co. – Receipts, 3,545 tons; shipments, 3,545 tons. Consolidation Coal Co. – Receipts, 2,910 tons; shipments, 3,308 tons. **Grain by Canal** – Boat Wheeler & Barron, with 3,300 bushels of wheat to H. M. Talbott and 800 bushels wheat to Hartley & Bro.

Sat., 6/16/77, p. 4. **Canal Trade.** - The following thirty-four boats left here yesterday, carrying 3,350.04 tons of coal:

NEW CENTRAL			
Georgetown:	Dr. J. P. Broderick	Capt. Little	119.03
	Lizzie & Phillie	Capt. Gannon	114.06
	Martin O'Conner	Capt. Ensminger	111.15
	Mary Mack	Capt. Evoy	116.06
	B. L. Slack	Capt. Moriarty	113.01
	Diligent	" "	112.17
	Jacob Snively	Capt. Miller	113.04
	Katie & Addie	Capt. Wolf	118.01
	J. R. Purcell	Capt. Armstrong	116.18
	Nine boats		1035.11
CONSOLIDATION			
Georgetown:	G. W. Knode	Capt. Boyer	116.02
	Joel Charles	Capt. Hammond	103.18
	Ino	Capt. McCarty	114.04

Canal Trade - 1877

Williamsport:	Laura	Capt. Brubaker	114.13
	Bessie Gruber	Capt. Artz	114.13
	Grason & Fannie	Capt. Taylor	110.08
		Six boats	665.18
MARYLAND			
Georgetown:	J. Sammon	Capt. Johnson	110.07
	M. A. Brady	Capt. Brady	110.11
	Dr. Eliason	Capt. Ward	114.11
	Mattie	Capt. Seaman	111.16
	Congress	Capt. Kirby	114.02
	Ludlow Patton	Capt. Crampton	97.09
	G. B. Oswald	Capt. Myers	114.08
		Seven boats	745.18
AMERICAN			
Alexandria:	Samuel Lloyd	Capt. McMullen	117.19
	W. C. Hunter	Capt. Butler	116.15
	Michael Snow	Capt. Martz	114.13
	H. O. Claughton	Capt. Fisher	116.07
	Ed Boyer	" "	112.16
	W. J. B. Lloyd	Capt. Kirkpatrick	117.06
		Six boats	695.14
BORDEN MINING			
Georgetown:	Areturus	Capt. Turner	94.12
	Dr. O. M. Schindel	Capt. Myers	115.17
		Two boats	210.09
HAMPSHIRE & BALTIMORE			
Alexandria:	Mountain City	Capt. McCabe	111.14
BLAEN AVON			
Williamsport:	D. Siebert	Capt. Hamilton	117.18
DESPARD			
Williamsport:	J. H. Houck	Capt. Reed	117.00
INDIVIDUAL			
Georgetown:	Morning Sun	Capt. Little	116.15

ES, Sat. 6/16/77, p. 4. **GEORGETOWN Grain** – Boat Caledonia, with 3,300 bushels corn and 100 bushels wheat, to Hartley & Bro.

Mon., 6/18/77, p. 4. **Canal Trade.** - The following thirty-six boats left here Sat., carrying 4,605.13 tons of coal:

AMERICAN			
Alexandria:	M. Kersey	Capt. Barger	115.17
	Dr. M. M. Lewis	Capt. Eichelberger	116.00
	American Flag	Capt. McKnight	115.13
	J. H. Parrott	Capt. Colbert	119.05
	H. Delafield	Capt. Hetzer	114.15
	Chas Clifton	Capt. Weaver	115.00
	M. A. Myers	Capt. Martin	112.11
	D. Annan	Capt. Eichelberger	114.09
		Eight boats	923.10
NEW CENTRAL			
Georgetown:	V. H. Weir	Capt. Robinson	109.02
	W. M. Price	Capt. Grimminger	114.14
	T. J. Boyer	Capt. McCoy	114.17
	Emma	Capt. Paxton	113.14
	Jack Topper	Capt. Fink	107.04
	H. J. Kenah	Capt. Broderick	117.14
	M. Ruben	Capt. Numberger	117.09
		Seven boats	794.14
MARYLAND			
Georgetown:	Fannie & Estella	Capt. Chaplin	109.11
	Queen City	Capt. Edenhart	115.18
	Henry Boyd	Capt. Brown	114.06
	M. C. Waters	Capt. Kidweller	108.02
	Star No. 4	Capt. Moore	100.09
	Kate Brooks	Capt. Gannon	114.01

Georgetown:	Willie Snyder	Capt. Highbarger	111.18
		Seven boats	774.05
	BORDEN MINING		
Georgetown:	Henry Freeland	Capt. Cowden	116.15
	Arthur Lovell	Capt. Gorman	104.03
	Capt. J. R. Masters	" "	114.05
	Jacob H. Snyder	Capt. Mills	116.10
	Rudolph Herr	Capt. Spitznogle	111.07
		Five boats	563.00
CONSOLIDATION			
Georgetown:	Jos. Light	Capt. Seaman	115.16
	Okonoko	Capt. Byroads	116.11
	Tommy & Nellie	Capt. Little	116.02
	Belle Resley	Capt. Teeters	115.16
		Four boats	464.05
J. P. AGNEW & CO.			
Alexandria:	A. Greenless	Capt. Fox	113.17
	N. Williams	Capt. Zimmerman	113.00
		Two boats	226.17
BLAEN AVON			
Williamsport:	Dr. C. F. Russell	Capt. Jackson	116.17
DESPARD			
Washington:	A. J. Mills	Capt. Fisher	118.10
INDIVIDUAL			
Georgetown:	Cherokee Tribe		113.15

CANAL COMMERCE

The Alexandria *Gazette* gives the following canal commerce for Saturday [6/16]:

Arrived - Boats T. Embrey, J. W. Carder and T. H. West to Hampshire & Baltimore Coal Company; B. R. Summers to W. A. Smoot.

Departed - Boats A. Adams, Little Eddy, Nora & Willie and S. Swain.

The weather is growing warm and some of our boatmen should be preparing their boats for excursion trips up the river. Our citizens are longing for an opportunity to catch the river breeze on some boat, even though it were that of our old friend Capt. Weisbrod.

ES, Mon. 6/18/77, p. 4. **GEORGETOWN Strike of Boatmen** – The boatmen of coal on the Chesapeake and Ohio canal struck Saturday evening for \$1 per ton. They get at present from 55 cents to 90 cents. Those at this end of the line say they will not go to Cumberland until their price is agreed upon. This brings the coal trade to a standstill, for the present at least. The boatmen say if canal tolls were lower, they could boat at present prices, but cannot do so at the current toll rates.

Tue., 6/19/77, p. 4. **Canal Trade.** - The following thirty-eight boats left here yesterday, carrying 4,819.17 tons of coal:

MARYLAND			
Georgetown:	Henry Hebner	Capt. Wallace	113.19
	J. N. Cover	Capt. Crockett	113.10
	R. M. Sprigg	Capt. Shields	110.16
	Willie & Annie	Capt. Derr	114.19
	S. H. Taylor	Capt. Wegman	115.03
	Dr. Wiley	Capt. Henry	113.12
	F. Bowers	Capt. Bowhey	110.14
	Etta & Rena	Capt. Porter	111.16
	Henry Loveridge	Capt. Hine	115.13
	F. H. Irwin	Capt. McCue	113.15
	Mollie	Capt. Hammond	110.03
		Eleven boats	1244.00
NEW CENTRAL			
Georgetown:	A. Zeigler	Capt. Dixon	115.01
	J. R. Couter	Capt. Williams	113.05
	Loretto	Capt. Ardinger	108.07
	Dennis Murphy	Capt. Mertens	110.13
	City of Hamburg	Capt. Coffman	110.18
	L. B. Agnew	Capt. Hoadley	116.16
	A. Sherman	Capt. Sissely	109.18
	Friendship	Capt. Hall	111.13
		Eight boats	896.11
CONSOLIDATION			
Georgetown:	J. B. Varnum	Capt. Moore	112.06
	Robin	Capt. Sensel	110.15
	G. A. Pearre	" "	111.17
	D. A. Miller	Capt. Weller	111.15
Williamsport:	L. L. Shives	Capt. Shives	113.16
	A. Gruber	Capt. Woltz	115.10
		Six boats	678.19
	AMERICAN		
Alexandria:	A. Main	Capt. Wilson	115.10
	J. H. Platte	Capt. Bowers	119.16
	W. Doerner	Capt. Goodwin	116.03
	J. L. Read	Capt. Brendlinger	119.13
	A. J. Akin	Capt. Wilson	116.03
	Five boats	587.05	
BORDEN MINING			
Georgetown:	T. Dean	Capt. Wiland	110.05
	L. N. Lovell	Capt. Cowden	122.07
	New Era	Capt. McCardell	103.19
	Julia Borden	" "	114.03
	Four boats	450.14	
INDIVIDUAL			
Georgetown:	E. M. Stanhope	Capt. Thompson	112.08
	M. S. Fernsner	Capt. Fernsner	117.00
Washington:	S. H. Sherman	Capt. Pitzer	115.10
		Three boats	344.18
DESPARD			
Georgetown:	M. Fannon	Capt. Bissett	117.10

CANAL COMMERCE

The Alexandria *Gazette* gives the following canal commerce for Monday [6/18]:

Arrived - Boats F. A. Mertens, R. Fannon, D. R. Long and L. Regan to New Central Coal Co.; Ida & Harry and V. L. Sprigg to Hampshire & Baltimore Coal Co.; G. P. Lloyd, I. Wilson and T. Patton to American Coal Co.; A. Kuhn to American Coal Co.

Departed - Boats R. H. Miller, T. Embrey, B. R. Summers, J. W. Carder, J. Bradburn, F. A.

Mertens, T. H. West, Rechabites, J. H. Stickney, Ida & Harry, R. Fannon and D. A. Lowe.

PAY-DAY

Yesterday was pay-day at this end of the canal, and Paymaster Gambrill was kept busy during the afternoon. He left yesterday in the steamer *Maryland* for the purpose of paying off along the line.

THE STRIKE

We have heard nothing further in regard to the strike among the boatmen, though we have inquired among those who arrived here yesterday. The usual number of unladen boats came up yesterday, while the largest number for any one day this season left here. The impression among shippers is that no serious difficulty need be apprehended, that those boats which have been loading for a nominal price will probably tie up if work can be obtained along the line among the farmers; that those boats will not number fifty among the five hundred, and that those boats which are getting from 80 to 90 cents per ton will not strike. They believe there is no general understanding among the boatmen; consequently, that there will be no general strike.

The boat S. R. Bowers went out yesterday with a supply of hams which would indicate that the crew would not starve on the down trip at least.

The tow-path at the stop-lock has been repaired with a new flooring of heavy boards, laid on top the old flooring.

During the past week 209 boats left this port, with 23,495.17 tons of coal. This was the largest weekly shipment of coal by canal this season.

The shipments of coal yesterday by canal was the largest yet made on any one day this season, thirty-eight boats leaving with 4,319.17 tons of coal on board.

The erection of the telegraph line along the canal is somewhat impeded by the difficulty in obtaining poles. Those now being used for the purpose are of locust, white-oak and chestnut.

Wed., 6/20/77, p. 4. **Canal Trade.** - The following thirty-four boats left here yesterday, carrying 3,804.02 tons of coal:

Canal Trade - 1877

NEW CENTRAL			
Georgetown:	Bernedetta	Capt. Thomas	116.19
	Wm. Young	Capt. Reeves	117.09
	A. Lincoln	Capt. Mertens	108.07
	J. B. Turton	Capt. Brooks	109.19
	T. H. Paul	Capt. Sherman	95.19
	E. M. Bynon	Capt. Coffman	112.01
	F. A. Mertens	Capt. Manning	110.10
	T. Lannon	Capt. Pridgeon	118.19
	W & B Mills	Capt. Allison	114.12
	P. J. Sowers	Capt. Rockwell	117.00
	Capt. Marmaduke	Capt. Speaker	121.01
		Eleven boats	1237.16
CONSOLIDATION			
Georgetown:	Julia Tyler	Capt. Miller	115.08
	B. C. Barroll	" "	116.02
	G. Meredith	Capt. Compton	119.01
	C. Slack	Capt. Lewis	111.07
	J. N. Clary	Capt. Bowers	116.06
	A. Norrie	Capt. Carder	113.16
	M. S. O'Donnell	Capt. Piper	113.12
		Seven boats	805.12
AMERICAN			
Alexandria:	J. Bradburn	Capt. Malone	116.08
	Rechabites	" "	116.03
	L. A. Long	Capt. Long	115.03
	Chas. Robb	Capt. Bowers	117.13
	A. S. Winteringham	Capt. Wright	115.04
	R. H. Miller	Capt. Johnson	118.03
	G. L. Boothe	Capt. Davis	115.10
		Seven boats	814.02
MARYLAND			
Georgetown:	J. E. Hughes	Capt. O'Neal	111.00
	R. T. Semmes	Capt. Westbrook	111.04
	D. A. Carl	Capt. Little	111.11
	T. O'Connell	Capt. Mills	111.00
	Hancock	Capt. Mitchell	96.11
		Five boats	541.06
BLAEN AVON			
Williamsport:	J. A. Spielman	Capt. Miller	116.10
Alexandria:	W. E. Turner	Capt. Riley	112.12
		Two boats	229.02
BORDEN MINING			
Georgetown:	C. H. Knott	Capt. Frederick	116.17
INDIVIDUAL			
Alexandria:	Nora & Willie	Capt. Sorrell	119.07

CANAL COMMERCE

The Alexandria *Gazette* gives the following canal commerce for Monday [6/18]:

Arrived - Boats P. L. Lemen and E. L. Flury to Hampshire & Baltimore Coal Co.; Hubert & Kirby, limestone to E. Francis; J. Dayton and S. Henry to American Coal Co.

Departed - Boats D. A. Lowe, D. R. Long, V. L. Sprigg, W. Darrow, G. P. Lloyd, A. Kuhn, L. Regan, P. L. Lemen, E. L. Flury and Hubert & Kirby.

COAL TRADE

The shipments of coal the past week show a continued increase as compared with last year, and at the present rate we shall soon exceed those

of 1876. The canal has shipped 5,461 tons more than the same week last year; the State line road shows an increase of 747 tons, while the Baltimore road shows a decrease of 2,507 tons. The total shipments for the week were 37,508 tons; for the year 557,178 tons; a balance in favor of last year of 14,826 tons.

THE STRIKE

From the investigations of our reporter, we are led to conclude that the proposed strike on the canal will prove a *fiasco*. In the first place the promoters of it are those who have been carrying at enormously low rates, and of course are without the means to hold out; and if they should tie up and go to work with the farmers, they are numerically so small that their absence from the canal would not be missed. And if the other men, who are at least *living*, should strike, they are aware that the necessities of shippers are not such as to require just now immediate shipments, and the companies are able to wait longer than the boatmen can; and certainly 2,000 extra men and 1,200 mules are not needed in the harvest fields along the line of the canal.

Another evidence of the inefficiency of the proposed strike is that the arrivals of boats at this place have decreased but slightly, and that decrease is owing to the misplacement of a gate in one of the locks below. Not one of the companies shipping has been compelled to seek for boats, as the supply has been equal to the demand. The Washington *Star* says the boatmen inform the reporter that "if the tolls were lower, they could carry coal at the prices they now receive." We suppose that journal is impressed with the belief that boatmen pay the tolls! We place the *Star* and *Civilian* in the same category.

Thu., 6/21/77, p. 4. **Canal Trade.** - The following twenty-six boats left here yesterday, carrying 2,997.11 tons of coal:

NEW CENTRAL			
Georgetown:	John Leech	Capt. Walker	117.09
	Alex Adams	Capt. Sorrell	118.00
	A. Kratz & Co.	Capt. Brookman	117.19
	Richard Fannon	Capt. Sorrell	116.06
	Cumberland	Capt. Benner	113.11
	Baltimore	Capt. Benner	118.05
		Six boats	701.10
MARYLAND			
Georgetown:	H. B. Simonds	Capt. Kirtley	110.11

	Dr. Grimes	Capt. Hill	113.14
	A. H. Bradt	Capt. Hill	114.14
	A. Kuhn	Capt. Overcash	114.01
	C. A. Green	Capt. Snyder	111.13
	T. W. Riley & Son	Capt. Keech	111.08
		Six boats	676.01
CONSOLIDATION			
Georgetown:	A. B. Turner	Capt. Reynolds	117.00
	C. P. Manning	Capt. Reed	114.00
	W. C. Ernst	Capt. Bender	117.03
	Blue Bell	Capt. Bender	113.11
Williamsport:	Grason & Fannie	Capt. Taylor	110.03
		Five boats	574.17
AMERICAN			
Alexandria:	W. Darrow	Capt. Dunn	115.11
	D. A. Lowe	Capt. Lynch	119.06
	J. H. Stickney	Capt. Malone	115.12
	G. P. Lloyd	Capt. Emberson	115.12
		Four boats	466.01
BORDEN MINING			
Georgetown:	Sallie E. Hassett	Capt. Mouse	115.10
	C. L. Brengle	Capt. Doyle	114.10
		Two boats	230.00
DESPARD			
Washington:	A. L. Muller	Capt. Keech	118.00
INDIVIDUAL			
Alexandria:	A. K. Syester	Capt. [Kroon]	120.14
Williamsport:	C. B. Embrey	Capt. Buchanan	113.08

CANAL COMMERCE

The Alexandria *Gazette* gives the following canal commerce for Tuesday [6/19]:

Arrived - Boats J. Humbird, W. H. Boyd, G. H. Moore and Osceola & Jake to J. P. Agnew & Co.

Departed - Boats J. Humbird and G. H. Moore.

THE CANALMEN

Boatmen who passed up from Georgetown as late as Saturday evening say there was no indication of a strike nor any gathering of boats on the eight-mile level. The impression is that two or three of the most disaffected men will endeavor to induce the boatmen to stop, but that they are not strong enough to compel a strike. Those who are said to be foremost in the matter have been carrying for the Consolidation company. A letter was received here yesterday from Georgetown, dated June 18, and signed "By order of Boatmen," which reads as follows:

"Sir: Tell all the boys we are all on a strike down here and not going to come up till we get \$1.00 per ton. There are 90 chartered vessels coming here. Now do the best you can to get them to stop loading for we are determined not to come up. Captains of the vessels say now is our time. We have got a 40 acre field rented on the eight

mile level and are going to stay here till we get \$1."

There has so far been no scarcity of boats at Cumberland, nor have any of the captains shown any particular disaffection when taking on their cargoes. An inquiry among shippers yesterday leads us to believe that they apprehend but little difficulty, though there may be a scarcity of boats during the harvest, as many boatmen can make handsome wages for the next two or three weeks in the fields, especially those who are known to be good harvest hands. We conclude therefore, that if a strike is undertaken it will prove a failure, for the strength of the movement is not sufficient to force the 90 cents boatmen into it.

HOW TO EFFECT A STRIKE

A very large number of boatmen are indebted in considerable sums for their boats and the threat to strike has made some of the creditors uneasy as to the amounts due them. We understood that four attachments were made by one man against the stock company boats, and that one loaded boat was taken possession of by the man.

ES, Thu. 6/21/77, p. 4. **GEORGETOWN**

Arrivals – By canal – The boat Seneca arrived here yesterday, with 1,000 bushels of corn to H. M. Talbott, and 1,200 bushels of corn, 600 bushels feed, and 70 barrels of flour to Hartley & Bro.

Fri., 6/22/77, p. 4. **Canal Trade.** - The following twenty-four boats left here yesterday, carrying 2,631.18 tons of coal:

CONSOLIDATION			
Georgetown:	W. L. Read	Capt. Bowers	115.17
	M. C. Clay	Capt. Mertens	114.11
	M. M. Jane	Capt. Arthur	112.14
	J. A. Millholland	Capt. Repp	112.07
	J. R. Ray	Capt. Anderson	116.00
	Thos. Malloy	Capt. Knode	116.02
	Jimmy M., jr.	Capt. Bush	113.09
		Seven boats	801.00
NEW CENTRAL			
Georgetown:	T. Embrey	Capt. Singer	113.09
	Samuel Swain	Capt. Gower	114.05
	J. W. Carder	Capt. Darkey	116.00
	L. Regan	Capt. Rinehart	109.04
		Four bouts	452.18
BORDEN MINING			
Georgetown:	Wm. L. Shaw	Capt. Kinsel	114.10
	Harry Borden	Capt. Cowden	113.18
	F. J. Laing	Capt. Young	117.15
	John G. Lynn	Capt. Irwin	116.19
		Four boats	463.02

Canal Trade - 1877

MARYLAND			
Georgetown:	H. G. Wagner	Capt. Davis	97.09
	A. C. Greene	Capt. Joy	114.02
	Geo. S. Young	Capt. Shupp	117.13
	W. H. Lowe	" "	118.15
		Four boats	447.19
BLAEN AVON			
Williamsport:	D. Seibert	Capt. Hamilton	116.15
Alexandria:	J. B. Winslow	Capt. Singer	115.04
		Two boats	231.19
INDIVIDUAL			
Georgetown:	Robert Portner	Capt. McCann	120.00
	Phillie G.	" "	115.00
		Two boats	235.00
LUMBER TRADER			
	F. Mertens	Capt. Mertens	45,000 feet

THE STRIKE

Yesterday only twenty-four boats left this port, none of which belonged to the American coal company. At the Potomac wharf there were several loads of coal left over, but no boats could be secured to ship it. It is the same at the basin wharf. It is predicted that not more than two boats will leave here to-day. There has been a break in the Alexandria canal, and boats now go to Alexandria by way of the river.

Since writing the above the "Thomas Venners" and "Johnnie" have arrived, and we learn from the Captains that a great many boats are tied up on the eight-mile level near Georgetown, and that their boats were not allowed to pass until they had promised not to load for less than one dollar a ton. From this the strike seems actually begun, and the boatmen appear to be actually working in unison.

ES, Fri., 6/22/77, p. 4. **GEORGETOWN.**

Canal News – The Boatmen's Strike.

President Gorman yesterday issued an order both to this place and to Cumberland to give out no more way-bills until further orders, thus stopping boats from leaving either Cumberland or Georgetown. The reason given for this order is that it is for the purpose of preventing boatmen from congregating and urging each other on the strike. Some 25 or 30 boats have already gathered on the 8-mile level, and threaten to stop any boats that have loaded this week, i.e., since the strike was organized. President Gorman's order was, however, countermanded before the day closed. No effect of the strike is seen in this week's coal report. This is owing to the fact, we suppose, that

boats which arrived this week were loaded at Cumberland before the strike. About 20 or 30 schooners are in port waiting to be loaded, a much larger number than is usual.

Coal Trade – Report for the week ending today: Maryland Coal Company – Receipts, 3,912 tons; shipments, 4,317 tons. Borden Mining Company – Receipts, 3,550 tons; shipments, 3,550 tons. Consolidation Coal Company – Receipts, 3,100 tons; shipments, 3,100 tons. New Central Coal Company – Receipts, 6,400 tons; shipments, 6,000 tons.

Sat., 6/23/77, p. 4. **Canal Trade.** - The following eighteen boats left here yesterday, carrying 1,902.08 tons of coal:

CONSOLIDATION			
Georgetown:	Lark	Capt. French	113.02
	Willie & Johnnie	Capt. Morrison	118.10
	Creole	Capt. Ingram	112.18
	I. M. Boyer	Capt. Spong	116.07
Williamsport:	Bessie Gruber	Capt. Artz	116.00
	Arthur Gruber	Capt. Woltz	114.03
		Six boats	691.00
MARYLAND			
Georgetown:	C. E. Hassett	Capt. Mosier	115.06
	Alice	Capt. Reinhart	113.15
	Star No. 3	Capt. Richards	96.16
	H. T. Weld	Capt. McAmeny	89.19
	Thomas Venners	Capt. Flemming	96.14
		Five boats	512.10
BORDEN MINING			
Georgetown:	Alexander	Capt. Cowden	112.04
	F. L. Tilghman	" "	114.13
	Regulus	Capt. Turner	105.04
		Three boats	332.01
NEW CENTRAL			
Georgetown:	Ida & Harry	Capt. Ekis	113.12
	Four Sisters	Capt. Dugan	114.05
		Two boats	227.17
BLAEN AVON			
Alexandria:	R. Burke	Capt. Arrington	113.02
	B. R. Summers	" "	115.13
		Two boats	228.15

THE CANAL

All the boats which have arrived up have taken out loads of coal; even the one whose captain said he had been threatened if he freighted for less than \$1 per ton. Exaggerated stories are abroad about the strike. One assertion is that *forty thousand* acres of Government land above Georgetown is being "staked" off by boatmen. The eight mile level is away from any post office and information from that locality is hard to get. About the truth of the matter is the statement given us by an intelligent boatman just arrived up, to this

effect: That there are about 15 boats at eight mile level; that many boats are tied up by their owners who live along the line and are harvesting, and who will resume as soon as harvest is over; that there is no actual strike and no concerted movement; that boats will probably be scarce for a month; and that freights will be equalized.

The Washington *Star* of yesterday says, under the head of "Georgetown," President Gorman yesterday issued an order both to this place and to Cumberland to give out no more way bills until further orders, thus stopping boats from leaving either Cumberland or Georgetown. The reason given for this order is that it is for the purpose of preventing boatmen from congregating and urging each other on the strike. President Gorman's order was, however, countermanded before the day closed. No effect of the strike is seen in this week's coal report. About 20 or 30 schooners are in port waiting to be loaded, a much larger number than is usual.

The following is the coal trade at Georgetown for the week ending yesterday: Maryland Coal Company - receipts, 3,945 tons; shipments, 4,317 tons. Borden Mining Company - receipts, 3,550 tons; shipments, 3,550 tons. Consolidation Coal Company - receipts, 3,100 tons; shipments, 3,100 tons. New Central Coal Company - receipts, 6,400 tons; shipments, 6,000 tons.

The outlet lock above Georgetown is being rapidly repaired. The weak points will be strengthened and when completed no accident similar to the late one need be feared.

The Alexandria *Gazette* says that the repairs to the aqueduct will not be completed until Tuesday next, when the water will be turned on. Boats now reach Alexandria by way of the river lock and the employment of tugboats, which is very expensive.

ES, Sat., 6/23/77, p. 4. **LOCAL NEWS**

Charles Mortimore, a boatman on the Chesapeake and Ohio canal, paid \$5 into the treasury of the Police Court, Thursday, for profanity on the tow path, and the Alexandria *Gazette* mentioning the fact, suggests that "if the law is fully enforced, it will soon pay off the national debt."

Mon., 6/25/77, p. 4. **Canal Trade.** - The following fifteen boats left here Sat., carrying 1,688.19 tons of coal, are as follows:

BORDEN MINING			
Georgetown:	R. B. Lynn	Capt. Dick	118.06
	M. S. Haines	Capt. Zimmerman	116.16
	S. J. Kelly	Capt. Kelly	118.02
	Exchange	Capt. Cowden	105.00
	Dr. O. M. Schindel	Capt. Myers	116.10
	Areturus	Capt. Snyder	103.12
	Six boats		678.06
MARYLAND			
Georgetown:	M. Sinclair	Capt. Quigley	110.11
	Geo. Herring	Capt. Smith	114.10
	F. H. Darby	Capt. Tice	110.16
	Star No. 3	Capt. Elkins	95.18
	Four boats		431.15
NEW CENTRAL			
Georgetown:	Williamsport	Capt. Stickel	110.10
DESPARD			
Washington:	P. Fleckenstein	Capt. Bowers	118.10
INDIVIDUAL			
Washington:	Pattie Dunlop	Capt. Snyder	115.10
	Donna Tilghman	Capt. Shaw	115.10
	Two boats		231.00
BLAEN AVON			
Williamsport:	E. M. Stanhope	Capt. Thompson	118.18

THE CANAL STRIKE

Learning that one of the steamers had arrived yesterday, we sought the captain, with a view to elicit facts in regard to the boatmen on the eight mile level. He states that passed them at daybreak, and knowing that they would attempt to stop him; he had put on a full pressure of steam. But few of the boatmen were up, and two of these hailed him from the towpath to stop, that they wished to tell him something. The captain replied that he hadn't time, and would stop in Cumberland. By this time the other boatmen were up, and three shots were fired, more for the purpose of intimidating than any intention to kill. The captain, however, sped on and arrived in port yesterday evening. On Thursday a dispatch was sent to Georgetown prohibiting the issuing of way bills, but it was afterwards rescinded and the boats were allowed to leave that port, only to be stopped at the rendezvous, which is about four miles above Seneca, and twenty-two miles from Georgetown, at a place called Horse Bend Culvert, and also at "Rogue Harbor." On Friday there were about forty boats, but as some boats have been stopped since, the number has very likely increased to sixty, which throws about two hundred and fifty people out of employment.

With so large a number of boats lying in line, it would be impossible for mule boats to pass singly, if it is the intention of the strikers to compel obedience to their orders. Yet it is the duty of the company and the State to see that this highway is kept clear. We would like to see the boatmen successful in equalizing the freights, but we hope it will be done by persuasion and by proving to those unwilling to enter the combination that it is necessary to take such action; but when they undertake to patrol the tow path and compel no boating, the State must take the matter in hand, and then the boatmen will be worse off than before; for they will be conquered by force, and once broken up in that way there will be no power of cohesion among them afterwards. A scarcity of boats here will necessitate a rise in freights.

The Rockville *Sentinel* says: "A colored woman and child were found in the canal on the nine mile level on Sat., both dead. The woman was temporarily insane, and when she left home, she told her husband that she was going to see her father. It is supposed she threw herself into the canal from a projection in the marble quarry with the above results."

ES, Mon. 6/25/77, p. 1. **CANAL AFFAIRS**
The canal shipments from this port yesterday were very light, owing partly to a scarcity of boats and partly to causes already stated. Nearly all the boatmen arriving from tidewater yesterday state that they were warned by boatmen on the eight-mile level not to return with loaded boats unless they received \$1 per ton freight. The last arrival last evening reported that he saw eight or ten loaded boats tied up on the eight-mile level Wednesday, but did not stop to make inquiries as to why they were stopped there. (*Cumberland News*, 23rd)

Ibid, p. 6. **GEORGETOWN**

The Strike – The blockade has been raised at eight-mile level on account of supposed interference on the part of the Maryland authorities. The boats are now gathered at Harper's Ferry.

Grain Trade – By Canal – Boat Thomas Thrasher, with 1,700 bushels of corn to H. M.

Talbott; boat Loudoun, with 2,200 bushels of corn to Hartley & Bro.; also, 1,700 bushels corn, to H. M. Talbott.

Tue., 6/26/77, p. 4. **Canal Trade**. - Eleven boats left this port yesterday, three of which we were unable to obtain. The remaining eight, carrying 906.07 tons of coal, are as follows:

MARYLAND			
Georgetown:	John Sammon	Capt. Johnson	110.13
	Dr. Eliason	Capt. Ward	107.11
	J. A. Ensminger	Capt. McCoy	114.08
	J. E. Stanhope	Capt. Hetzer	110.12
	Congress	Capt. Kirby	112.19
	Five boats		556.03
AMERICAN			
Alexandria:	Thomas Patton	Capt. Eaton	115.06
	John Wilson	Capt. McCann	118.04
	Two boats		233.10
BLAEN AVON			
Williamsport:	J. A. Spielman	Capt. Miller	115.14

AFFAIRS ON THE CANAL

There have been but few arrivals at this port for the past two or three days, and the rumors brought up by people are as diverse as the antipodes. On Sunday one of the captains informed us that he had been hailed, but paid no attention to the call and kept on his way; while yesterday two boats of the American Company arrived, who say that not a word was spoken to them nor were they requested to tie up along the line, but nothing was apparent which indicated concerted action. From these reports we were led yesterday almost to believe that there was no movement on foot to enforce standard prices, and that those who had tied up were citizens living on the line of the canal, and who found a better price in harvesting than in freighting coal.

Later in the evening, however, we concluded that there was something in the fact of the "tying up" more than had been conveyed to us; for we received the following dispatch from J. J. Moore, esq., superintendent on the lower division:

Point of Rocks, June 25, 6 p.m.

To *Alleganian*: All the boats lying along the line on this division have left on their way to Cumberland or Georgetown. Mr. Gorman was here, and advised with the boatmen, and they concluded to go to work, when an appeal will be made to the coal companies to advance freights.

It will thus be seen that the boatmen actually meant their proceedings as a strike, but for

the presence of the president on the division they would doubtless have remained there until an adjustment could be reached.

When the boats shall arrive, and an appeal shall be made to the companies, we trust a liberal freight will be allowed. From conversations we have had with agents of a number of companies, they have all expressed a willingness to make the rates uniform, if all the companies will agree; but when one company ships at 20 cents per ton less than others, it gives an undue advantage that can only be overcome by a similar reduction on the part of other companies.

We hope that the trouble will soon be settled, and that from now on out no differences will exist between shippers and carriers.

The repairs on the aqueduct will probably not be completed before Thu., and there being a "wash" in Rock Creek, the boats destined for Alexandria are being detained at and above Georgetown.

The *Alexandria Gazette* of Saturday evening says: Two of the barges loaded with iron at Cumberland, as heretofore mentioned in the *Gazette*, and which were brought down the Chesapeake and Ohio Canal, were towed to Quantico today.

ES, Tue. 6/26/77, p. 2. **GEORGETOWN The Canal Strike** – Learning that one of the steamers had arrived yesterday, we sought the captain with the view to elicit facts in regard to the boatmen on the eight-mile level. He states that he passed them at daybreak, and knowing that they would attempt to stop him, he had put on full pressure of steam. But few of the boatmen were up, and two of these hailed him from the tow path to stop, that they wished to tell him something. The captain replied that he hadn't time, and would stop in Cumberland. By this time the other boatmen were up, and three shots were fired, more for the purpose of intimidating than with any intention to kill. The captain, however, sped on and arrived in port yesterday evening. On Friday, there were about forty boats stopped, but as some boats have been stopped since, the number has very likely increased to sixty, which throws about two hundred and fifty people out of employment.

With so large a number of boats lying in line, it would be impossible for mule boats to pass singly, if it is the intention of the strikers to compel obedience to their orders. Yet it is the duty of the company and the state to see that this highway be kept clear. We would like to see the boatmen successful in equalizing the freights, but we hope it will be done by persuasion and by proving to those unwilling to enter the combination that it is necessary to take such action; but when they undertake to patrol the tow path and compel submission, the state must take the matter in hand, and then the boatmen will be worse off than before; for they will be conquered by force, and once broken up in that way there will be no power of cohesion among them afterwards. A scarcity of boats here will necessitate a rise in freights. (*Cumberland Times*, 25th)

Wed., 6/27/77, p. 4. **Canal Trade.** - The following three boats left here Tue., June 26, carrying 354.04 tons of coal:

BORDEN MINING			
Georgetown:	Mabel	Capt. Turner	120.18
	Hunter G.	Capt. Cowden	<u>117.11</u>
	Two boats		238.09
AMERICAN			
Alexandria:	Geo. Sherman	Capt. Russell	115.15

THE CANAL

Matters on the canal remain without change, except that the boatmen who were tied up at Point of Rocks had moved up on the Berlin level. It seems from a letter which we received yesterday, that some understanding was reached between the president of the canal and the boatmen, which induced them, like Jo, "to push on." The following is the communication:

Point of Rocks, June 26, 1877.

Messrs. Editors: You will please publish the following notice: That at a called meeting of the boatmen held at this place, they appointed Hon. A. P. Gorman a committee to wait upon the presidents of the different coal companies to notify them that it was resolved to make them notice that if they do not agree to give them 90 cents freight on all coal shipped by canal, from the 10th of next month, all boatmen who are not then getting 90 cents would tie up their boats, as they cannot boat coal for less and keep their families and stock.

There were some three hundred boats along a space of two miles; tied up, four abreast, so that

other boats could not pass either up or down. At the suggestion of Mr. Gorman, they commenced moving; but we learned another meeting was called when on the Berlin level, and it was determined to rescind their agreement to ask for 90 cents, and make the freight \$1 per ton. They were then to move on up to the 14-mile level, where they proposed to again tie up until further developments. In the meantime, they had permitted all loaded boats to pass down the canal.

There are no boats lying idle in the basin here, which are prepared to carry coal.

The party who killed Rev. Mr. Friday and threw him into the canal are supposed to have been arrested. They are in jail on the alleged confession of one of the parties.

Thu., 6/28/77, p. 4. **Canal Trade.** - The following seven boats left here Wed., carrying 764.08 tons of coal:

BORDEN MINING			
Georgetown:	Bertha M. Young	Capt. Miles	115.06
	Fall River	Capt. Miles	114.13
	Kate Prather	Capt. Fernsner	118.01
	Three boats		348.00
MARYLAND			
Georgetown:	Star No. 1	Capt. Thomas	99.17
	Star No. 4	Capt. Moore	90.01
	Two boats		189.18
CONSOLIDATION			
Williamsport:	Grason & Fannie	Capt. Taylor	111.00
INDIVIDUAL			
Washington:	W. Borden	Capt. Manning	115.10

The loaded boats destined to Alexandria, and which have been detained at Georgetown, passed through Rock Creek on Tuesday afternoon to their destination.

ES, Thu., 6/28/77, p. 1. **Cumberland Coal Trade**
The shipments of coal from Cumberland for the week ended June 23 amounted to 36,434 tons 6 cwt., of which 17,151 tons 5 cwt. were by the Chesapeake and Ohio canal, 17,011 tons 16 cwt. by the Baltimore and Ohio railroad, and 2,288 tons 5 cwt. by the Pennsylvania road. The total shipments for the year are 651,432 tons 5 cwt.

Fri., 6/29/77, p. 3. **Canal Trade.** - The following six boats left here Thu., June 28, carrying 683.13 tons of coal:

MARYLAND			
Georgetown:	T. Sammon	Capt. Harrison	113.15
	M. A. Brady	Capt. Brady	110.14
	Two boats		224.09
BORDEN MINING			
Georgetown:	Susan Charles	Capt. Snyder	117.00
	Henry Kraus	Capt. Cowden	114.09
	Two boats		231.09
NEW CENTRAL			
Georgetown:	Elizabeth	Capt. Snyder	113.16
BLAEN AVON			
Williamsport:	C. B. Embrey	Capt. [Buchanan]	111.05

THE CANALMEN

Confirmatory to our report of Wed., the boatmen held a meeting after leaving Point of Rocks and determined to stand to their original demand of \$1 per ton for freight and to tie up at the 14-mile level, this side of Sharpsburg. Most of those who have been freighting at 75 cents per ton, as well as a few who received a better price, have signed an agreement to the above effect.

Several dispatches were received here yesterday from boatmen along the line, principally at Williamsport and Sharpsburg. One of the boatmen dispatches from the lower place to an agent here is as follows:

"June 28. - Blockade on 11-mile level, and all the light boats are tied up there."

Another dispatch is as follows:

"June 28. - It is impossible to get past the light-boats tied up on the 14-mile level. They blockade the way and say no boats shall pass up until their demands are complied with."

One of the boatmen who has been receiving 90 cents per ton, writes from Sharpsburg to a company here under date of 27th, as follows:

"I am at home with my boat, and owing to the blockade I cannot get any further. As soon as the way is open, I will be up. I have made an effort to get through but cannot."

From the above it will be seen that the advance boats have it in their power to stop navigation by drawing in line four abreast, and forming an inseparable barrier to any one passing along the canal without permission. How long they will be able to keep up the blockade depends upon their ability to sustain themselves and stock,

unless forces should be used to break up the blockade.

Some of the shippers here express a willingness to pay advanced rates capitalizing the freights, while others make the grounds that the competition with Eastern coal has left them so small a margin that it would be ruinous to pay \$1 per ton. Most of the presiding contracts have been filled, and the loss resulting from the present strike must fall principally upon the boatmen and the canal company.

THE \$500 REWARD

Yesterday Judge Pearre filed his decision in the matter of the claimants for the \$500 reward, which the canal company offered for the arrest and conviction of the party or parties who attacked Paymaster Fawcett. According to the decision Mr. Hammond, one of the claimants, should receive one third of the amount, and is probably entitled to one third more.

The matter was argued on Wednesday by Messrs. Hoffman, for Wm. I. Boyd; Wm. M. Price, for Jas. Hiteshew; Brace & Richmond for Mr. Hammond; and by J. A. McHenry for J. D. McEvoy, one of the claimants.

The canal company is constructing here the wood-work for a bridge across the canal on the county road at Patterson's creek. The masonry is already completed, and the bridge will be erected the latter part of next week. It takes the place of the one now there, which is in dangerous condition and in regard to which the county commissioners were sued last year.

ES, Fri., 6/29/77, p. 4. **GEORGETOWN.**

The Boatmen's Strike – As yet nothing is definitely settled in regard to the strike of the boatmen for increase of freight rates. The coal which arrived this week is the last that was loaded before the strike, so that next week the effects will be seen in the falling off of receipts of coal.

Coal Trade – *Report for Week Ending Today.* Consolidation Coal Company – Receipts, 3,023 tons; shipments, 3,023 tons. Maryland Coal Company – Receipts, 4,349 tons; shipments, 5,249 tons. New Central Coal Company – Receipts, 3,300 tons; shipments, 3,300 tons. Borden Mining

Company- Receipts, 2,185 tons; shipments, 3,000 tons.

Sat., 6/30/77, p. 4. **Canal Trade.** - The following four boats left here Fri., June 29, carrying 400.02 tons of coal:

CONSOLIDATION			
Georgetown:	C. W. Brengle	Capt. Boyer	113.15
BLAEN AVON			
Williamsport:	D. Seibert	Capt. Hamilton	116.07
INDIVIDUAL			
	R. H. Gordon	Capt. Miller	116.00
	Elbe	Capt. McDonald	114.00
		Two boats	230.00

THE STRIKERS

The boatmen are gradually working their way toward Cumberland, although they are scattered along the line from Dam No. 5 to Williamsport.

The "advance guard" comprises about thirty or forty boats, which are used for blocking purposes, and so close together, often moving three or four abreast. The remainder are scattered along the canal, wherever grazing for the stock is convenient. The front of the flotilla was for a day or two located at 14-mile level; on Thursday it moved as far as Sir John's Run, and at noon yesterday was at Dam No. 5, about 40 miles below here. Some two hundred boats are close on to the blockading squadron, after which they string out, with sometimes a mile between. However desirous these rear boats may be to push on, it is just as easy for them to move on dry land as to pass up the canal while the blockaders assume to direct the movement.

We understood yesterday that the names of a number of the leaders in the movement had been obtained, and that the President of the canal had been furnished by telegraph with a list, with a request that he proceed by law with the removal of the obstructions. What the result will be a few days will show.

Even though the boatmen should not be interfered with, they must keep moving up as their supplies become exhausted, and we may expect to find them next week within hailing distance of Cumberland.

At midnight last night, a gentlemen waived up from Sir John's Run, and brought us the

following letter, for which we cheerfully make room:

"Messrs Editors: We boatmen would ask you to please publish the following: We were charged in Friday's paper with blockading the canal on the 14-mile level, and not allowing any boats to pass; also, in Wednesday's paper, as asking for 90 cents per ton, which was incorrect. We never said less than \$1 per ton, and that is what we want yet.

"It is also stated that the front boats were doing the blockading by putting four boats abreast, and not allowing boats to pass. Now, to show you how boats run, when we left the Point of Rocks on Mon., the boatmen made a contract between themselves - as there were a great many who wanted to go home to plow their corn, to harvest, and to attend to other business - to move slowly up to 7-mile level, at Sir John's Run, to give them all a chance to get home. Meantime the captains of the loaded boats which were lying at Point of Rocks said they would go down, unload and not go up to Cumberland.

"When we left Point of Rocks there were upwards of 175 empty boats to move. They made a bargain not to pass one another all the way to Sir John's, when one stopped to feed for supper - as they were not all night and day boats; the rest of them stopped behind till they were done feeding.

"As they came to their homes, they dropped off till there were 21 boats when they arrived at Sir John's, where they will remain till somebody will give them \$1 per ton freights. The front boats are blamed with the blockade, but it is not so. They all say they have got enough of the present freights, and all say stop - except a few steamers, who want to go on the Cumberland. What for? To load for nothing, we guess.

Mr. Pat. Ganley's steamer, the Thos. Venners, want to go up to take Father Brennan's Pic-nic down the canal. All we have to say is, let Father Brennan's Picnickers walk as we have to do. We suspect he wants to go to Cumberland and load, as he has heretofore, on a promise - and very nearly swore to it - that he would not load, when he did."

The canal company is constructing here the wood-work for a bridge across the canal on the county road at Patterson's creek. - The masonry is already completed, and the bridge will be erected the latter part of next week. It takes the place of the one now there, which is in a dangerous condition, and in regard to which the county commissioners were sued last year.

Mon., 7/2/77, p. 3. **Canal Trade.** - The following two boats left here Sat., June 30, carrying 230.11 tons of coal, are as follows:

	CONSOLIDATION		
Williamsport:	A. Gruber	Capt. Woltz	113.09
	DESPARD		
Washington:	Wm. Moffitt	Capt. Welsh	117.02

The twelve year old son of Captain John A. Russell, a boatman on the canal, was drowned Friday afternoon about 3 o'clock, in the river near Sir John's Run. He was wading along the shore, abounding with flags and loose stones, and in stepping on one of the stones his foot slipped and he was precipitated into a deep hole and was drowned before assistance could be rendered. He was buried near the towpath on Saturday afternoon, where he will remain until winter, when the body will be taken to Hamburg, Pa.

ES, Mon. 7/2/77, p. 1. **THE CANAL**

BLOCKADE- All Boats Stopped Yesterday -

Many of the boatmen participating in the blockades at the eight-mile level and Point of Rocks, have tied up their boats at their homes, and the remainder, the owners of about fifty boats, have instituted a blockade at Maid's Lock, near Sir John's Run, about fifty miles east of this city. Yesterday morning a telegram was received here from the captain of a loaded boat on her way to tidewater, saying that he had stopped at Maid's Lock, and similar telegrams to different agents followed in rapid succession, saying that all boats, loaded and empty, going both ways, had been stopped by the strikers. The coal agents here at once notified President Gorman, of the canal, of the state of affairs, and expect that he will interfere in the matter today. (*Cumberland News*, 30th)

The Latest - A telegram from Cumberland, dated yesterday, says: A passage through the blockade was cleared today by the sheriff of Washington county. A few boats went through both ways. Some crews were threatened against going back to their boats at less than one dollar. The opinion among coal men is that the blockade is not yet entirely broken.

Tue., 7/3/77, p. 4. On Sunday afternoon the sheriff of Washington county and Superintendent Stanhope visited the boatmen at Sir John's Run, and requested them to make way for any boats that desired to pass, which was done, when eight or nine loaded boats passed and five steamboats passed up, with tow. The canal is now clear. About 90 boats were lying there, but none were disposed to move.

ES, Tue. 7/3/77, p. 1. **CANAL MATTERS** – *The Blockade* – Business on the canal is nearly at a stand-still, owing to the blockade near Sir John's Run. Only two boats, carrying 230 tons 11 cwt. of coal, were dispatched from this port Saturday. One was the A. Gruler, with 113 09 tons of coal for Williamsport, shipped by the Borden company, and the other the W. Moffatt, with 118 02 tons of gas coal for Washington, shipped by the Despard Coal company.

The blockade near Sir John's Run was maintained until yesterday afternoon, when Sheriff Mayberry, of Washington county, went to the scene and commanded the boatmen in the name of the law to clear the canal. After some remonstrance, they did so, and a few loaded boats, bound for Williamsport, and thirteen empty boats, bound for this port, passed through. The captains and crews of the departing boats were threatened, and the captains of the light boats warned not to load at less than \$1 per ton freight. Gentlemen from the scene of the blockade last evening, report that a passage was cleared as above stated, but that the blockade is by no means permanently broken, and say that it will this morning be found to be in the same condition that it was Saturday. (*Cumberland News of Monday*)

Wed., 7/4/77, p. 3. **CANAL TRADE.** – Yesterday two boats left this port, the exact tonnage of which we were unable to learn. As far as ascertained the tonnage boats and destination are as follows:

Williamsport:	George Oswald	Capt. Myers	113.00
	E. M. Stanhope	Capt. Thompson	109.02
		Two boats	222.02

THE STRIKE

There are many conflicting reports coming up from below, in regard to the boatmen's strike. That they are in earnest there can be no question.

From one party who traversed the line of the canal from Georgetown to Sir John's Run (or Maid's lock) we learn that boats are tied up here and there all along the way, and that there are about 60 boats at the lock. While no actual blockade is apparent, it is evident that boats desiring to come up must run a severe gauntlet before getting through.

Other represent the boatmen as very determined, and say that where single boats are tied up, the stern is generally swung across the canal, and that it is not safe for any captain to endeavor to force his way through. One party tells you that the boatmen are starving and the mules are shadows; that they eat the bark off of trees and chew their feed-boxes. Another will say, the boatmen are well-fed, and their teams browse on "pastures green" at the nominal price of \$1 per head per month.

Again, we hear there is not a boatman in the whole fleet who can command a \$5 note, while another will tell you that they are miraculously supplied with hundreds of dollars to continue the strike. Mules are found dead along the line, and boats have been deserted, with no knowledge of the whereabouts of the crews.

Whatever the condition down the canal, shippers and owners of boats and teams, and others holding claims against the captains, are certainly uneasy, and some have gone, and others are going down the canal to see how matters stand, and look out for their interests. The Maryland Company's agent has been down; the Consolidation Company's agent has been down; and the New Central's agent is now below.

The general impression is that before the week is out the boats will be reaching Cumberland; but at what price they will load remains to be decided. Those which have come up refuse to go down until the matter is adjusted, as they think it will not be safe to run the gauntlet to Georgetown.

The *Alexandria Gazette* of Monday says: "The effects of the strike are beginning to be very severely felt at this port. Coal laden boats from

above are arriving very slowly, and, on account of the reported blockade, it is feared that still fewer will arrive next week. The harbor is full of vessels awaiting cargoes, and more are arriving daily. The shipments have been good this week, however, but have been made from the stock which had accumulated on the docks here, which has fortunately been large."

ES, Thu., 7/5/77, p. 1. **A Condition of the Coal Trade** in the Allegany region is illustrated in the fact that shipments from Cumberland for the week ended last Saturday were over 26,000 tons by the Baltimore and Ohio railroad and 3,216 tons by the Chesapeake and Ohio canal.

Fri., 7/6/77, p. 4. EXCURSION DOWN THE CANAL.

It is well known that some of the most attractive scenery to be found hereabouts can be seen along the canal within a few miles of this city. From an advertisement elsewhere, it will be noted that Capt. Ganley proposes an excursion down the canal on next Sunday. This will prove a rare opportunity for all to enjoy a pleasant trip and afford the unusual chance for parents to give their children an enjoyment both taking and beautiful.

Sat., 7/7/77, p. 2. **THE CANAL TRADE.** On Tuesday next, the Board of Directors of the Chesapeake and Ohio canal will meet in this city, at which Hon. John Humbird will take his seat. Mr. H. has lived for more than a generation in our midst, is a citizen highly respected and esteemed all over the county, he is probably more familiar with the wants and needs of Allegany than any other member on the board. While he will look to the interests of the canal, he has a deep concern for the boatmen who make a scant subsistence in the carrying trade. We believe he can inform the board in regard to many manners of local moment which will greatly aid in reaching some conclusion which will tend to the advancement of the interests of all concerned.

The navigation of the canal is a matter which involves not only the company and the boatmen, but also builders and horse-traders. To properly outfit a boatman requires an expenditure

of from \$1,500 to \$1,800. Of course, but few boatmen can command the capital to make a purchase, and it has been customary for the builder to supply them with boats, and to recover their money by what is called "trippage," amounting from \$20 to \$30 on every load of coal carried to market. In addition to this, the horse dealer supplies the boatman with mules, and he also gets his trippage, amounting to from \$15 to \$20 per trip. Thus, it will be seen that for every load of 115 tons, at 90 cents per ton, the boatman receives \$103.50, from which he pays for his outfit from \$35 to \$50, leaving only a little over one-half to pay his incidental expenses. He can make two trips per month, leaving an income of about \$100 to pay his monthly expenses, such as boat-hands and stock. It may be said that he soon pays for his outfit and that all the freights will be his own. But when he has his boat and mules paid for, business *is no longer brisk with him*. There are other boatmen, who pay trippage, and the influence of their creditors is brought to bear to keep them in the "line" and those who own their own boat and mules *must get a load as best they can*. He finds it pays him best to be in debt, and often he sells his boat for a song, and takes another boat on "trippage."

Before the great reduction in anthracite coal and the successful competition of the Clearfield region, with high freights and tolls on the canal, no objection was made to the "trippage" charge, as all were well paid. But competition is now so close that some branch must suffer, if our coal is to be marketed. Already Messrs. Sheridan & Weld have virtually formed themselves into a transportation company, and while individuals were receiving but 75 cents a ton, this firm was getting 90 cents. Now, it seems to be a good move if all the boat builders would combine and form themselves into a transportation company, in conjunction with others, and fix the rates for the season, so that shippers might know exactly on what to base their contracts for the year. They could control the market; for if the demand be not great, they could lay up the surplus boats in ordinary and furlough the hands, and when trade is brisk call them out. When the board meets, there should be consultation between the coal

companies, the boat builders, the canal men and the directors. Some plan might be devised by which the navigation of the canal might be resumed; for while the boatmen are idle the miner also feels the loss of trade. Coal companies will seek no further contracts with the freights unsettled, and the railroad freights are too high to permit competition with the low prices now paid for Eastern coal. The trade is more depressed now than at any known period, and how to save the custom which has been years in building from going from us is the present desideration for our people to solve. The matter requires concert of action, and we hope a conclusion will be reached which will open the canal to renewed business if not present prosperity.

Ibid., p. 4. **The Boatmen's Strike.** - The blockade of boats belonging to the striking canal men has put a stop to all travel on the Chesapeake and Ohio Canal. There is a squadron of about forty boats used for blockading purposes, and so effectually do they choke up the canal that no boats pass. Saturday the flotilla was about thirty-five miles this side of Cumberland and moving slowly towards that point. There are about two hundred boats in the wake of the blockade waiting to pass up the canal. The boatmen still hold out for \$1 per ton freight. They claim that they are not intentionally blockading the canal, but are slowly moving along and disbanding, as many of them have to go home to look after the crops. It is understood that the president of the canal company will take legal action against the strikers if they continue to obstruct travel on the canal.

A special to the Baltimore *Sun* says: "The blockade of the Chesapeake and Ohio Canal assumed such proportions that on Saturday the sheriff of Washington County, State's Attorney and Mr. Lewis Stanhope started from Hagerstown for Hancock to break it up. It is stated that the string of canal boats extends at interval from Williamsport to within thirty or forty miles of Cumberland. The advance guard comprises thirty to forty canal boats. These constitute the so-called "blocking" squadron, and move abreast, preventing any boats from passing. About 200 boats are represented to be near the blockading squadron. The names of a number of the leaders in the movement have been obtained and forwarded to Mr. Gorman,

president of the canal, who has gone to the scene of the trouble. The scene of the blockade on Friday and Saturday last was between 14 mile level and Dam No. 4, forty miles below Cumberland. The blockade is to prevent boats from working for less than \$1 a ton for carrying coal. A letter received at Cumberland from a boatman on Friday night says: "When we left the Point of Rocks there were upwards of 175 empty boats to move. They made a bargain not to pass one another all the way to Sir John's. As they came to their homes, they dropped off till there were 21 boats when they arrived at Sir John's, where they will remain until somebody will give them \$1 per ton freights. The front boats are blamed with the blockade, but it is not so. They all say they have got enough of the present freights, and all say stop, except a few steamboats, who want to go on to Cumberland."

A passage through the blockade was cleared yesterday by the sheriff of Washington County. A few boats went through both ways. Some crews were threatened against going back to their boats at less than one dollar. The opinion among coal men is that the blockade is not yet entirely broken.

 A new boat house is being built by Mr. John Resley at the head of the stop-lock, near the dam. It will be of sufficient size to hold three or four good sized skiffs, and will be constructed in the most approved style. The building of the house has been contracted for by Mr. Tony Adams, a gentleman well-known by the carpenters and builders on the canal as a first-class workman, and we feel assured that under his skillful management the boat house will be most satisfactorily built.

 The Alexandria *Gazette* of Thursday evening says the water was let in the aqueduct on Tuesday night, and the following boats had arrived at Alexandria: J. Wilson and T. Patton to American Coal Company; Capt. Marmaduke and T. Embrey to New Central Coal Company; Capt. J. B. Winslow to Blaen Avon Coal Company.

ES, Sat. 7/7/77, p. 4. **THE BOATMEN'S STRIKE** – No boats were cleared at the canal collector's office yesterday, and nothing could be learned here as to "the situation." A great number of boats remain at Sir John's Run, and the boatmen

have leased a fifty-acre pasture for fifteen days, turned their mules into it, and announce their intention of holding out for that length of time, at least. Reliable boatmen who arrive here yesterday, state that there is no "blockade," strictly speaking; that there is a passage open between the boats, and that no resistance is made to boats passing either way. (*Cumberland News*, 6th)

Mon., 7/9/77, p. 4. CANAL COMMERCE. The *Alexandria Gazette* of Friday evening had the following:

Arrived - Boats T. Embrey, and L. Regan, to New Central Coal Co.; Capt. J. B. Winslow, to W. A. Smoot; P. A. Gorman and M. Miller, to Appleman's brickyard.

Departed - Boats J. Marmaduke, T. Embrey, L. Regan, Capt. J. B. Winslow, P. A. Gorman and B. Miller

THE STRIKE

So far, the boatmen have held well together, and but one instance has come to our knowledge, wherein they have made an attack on anyone. The boats are closing up somewhat, and a large number are accumulating at Maid's lock. They seem to have determined to remain there until the result of the meeting of the board here tomorrow is known.

We have received the following letter from "boatmen," which reached us yesterday by mail:

"Sir John's Run, July 7, 1877.

"Messrs Editors: The blockade here is daily growing stronger, and ample preparations have been made for the comfort of man and beast. Seventy acres of land have been secured, and mules have been turned therein. A large lot of provisions was received yesterday from Williamsport by the boat "A. Gruber," and was distributed to all those in need. Another boat arrived here today with a good supply of flour, meat, coffee, sugar, potatoes, etc. Boxes of provisions are arriving daily by rail.

"All things are moving on quietly and smoothly. There is a strong determination to remain in the present locality until freights are advanced to \$1 per ton, even if that requires from 30 to 60 days yet."

DOWN THE CANAL

The steamers Thomas Venners and Ludlow Patton took a goodly number of passengers down the canal yesterday, a distance of several miles. The charges were low and the trip was a very pleasant one.

The hull of the new steamer Star No. 5 is nearly finished, and will be ready during this week to receive the machinery, which will be soon completed. Six carpenters are engaged in building the boat, the wood work of which is to be done by contract. The boat will not be completed before the fifteenth proximo, when it is to be hoped there will be plenty of use for it.

Tue., 7/10/77, p. 4.

CANAL AFFAIRS AND STRIKE

The report gained general circulation yesterday that the strikers had driven a wedge between the companies and that one of them had commenced shipping at \$1 per ton to Alexandria. The rumor contained just enough truth to make it float, and nothing more. Upon investigation we found the rumor to have been based upon the fact that a gentleman in Alexandria, purchasing through the Blaen Avon Company, was in such urgent need of coal, that he had sent word to the agent of said company here to send him a load of coal even at \$1 a ton, he agreeing to pay the freight, and so accordingly the boat load under his instructions cleared port yesterday morning. There was one other boat, by the way, leaving here yesterday, but it was loaded with only lumber, part of which was assigned to the canal company.

Interviews with a number of coal agents here yesterday showed the situation to be still *in statu quo*, none of them thinking it profitable that any of the companies could pay quite \$1 a ton, and most of them holding any speedy solution of the present complications altogether unlikely. The difficulty is claimed to have grown out of the excessive number of boats on the canal for the present small business done, the over-supply creating a fall in prices as in all other branches of the business. However, on all sides there is a general hope among the agents that some equalization of freights will be reached, satisfactory alike to all parties.

We noted recently the circulation of a rumor that the Baltimore road had made a still further reduction in its freight charges. Upon inquiry yesterday of the agent of a company that ships very largely by that road, we learned that he had not been advised of any such reduction, and he thought it extremely likely he would have been had such been the fact.

The situation among the boatmen at Sir John's Run shows no change. You can hear any number of flying rumors about the state of affairs there, most of which are perhaps apocryphal. We hear of mysterious sources of aid, where supplies of provisions, etc., are sent to the strikers. But the fact seems to be that friends of the boatmen in Shepherdstown, Williamsport, Sharpsburg and other places have sent those supplies. The blockade is thorough though the channel is entirely open, and there are no threats, the strikers thus keeping on the sunny side of the law, albeit no boat has yet passed by them.

A specimen of the boatmen's method of procedure may be gleaned from the experience of the boat "A. Gruber," belonging to Steffy and Findley, of Williamsport. This firm are the dealers who supply the Western Maryland road with coal, and they desired very much to get a load of coal through from Cumberland; the "A. Gruber" was sent to the blockade carrying a lot of provisions for gratuitous distribution among the strikers. After these were distributed a meeting was held and the question was put, "Shall this boat be allowed to pass?" There were no votes yea or nay, and this ominous silence convinced the captain that it would not be wise to push his boat through.

The boatmen have hired for 15 days a large piece of pasturage containing 75 acres, for which they have planked down \$75, and until the expiration of this time it is possible the boatmen may not care to move their location.

ES, Tue., 7/10/77, p. 4. **The Canal Boatmen**
The Cumberland *Alleganian* of yesterday has advices that the boatmen of the Chesapeake and Ohio canal are holding well together in their strike, and that they have perpetrated but one act of violence as yet. The boats are closing up together at Maid's lock, and seemed determined to remain

there until some action is taken by the canal board. An ample supply of provisions has been sent them, and they have secured seventy acres of pasturage for their teams.

Ibid. p. 5. **THE CUMBERLAND COAL TROUBLES** – The Cumberland *Alleganian* says there is rumor that the Baltimore and Ohio railroad has made a further reduction in coal freights. The Chesapeake and Ohio canal board will meet at Cumberland today to consider the canal boatmen's strike, and the general features of the situation.

Wed., 7/11/77, p. 4.

PUBLIC EXPRESSIONS.

Sir John's Run, July 7, 1877.

Messrs Editors: We wish you to publish the following: "We understand that a gentleman by the name of Mr. John Reinhart left here a few days ago to go [to] his home in Cumberland, and when he arrived there the first thing he did was to go around to the agents of the different companies and tell them to keep cool, that the boatmen's mules are starving down here and also the men; that he gave them \$1 towards turning them into pasture. Me. R. tells what is not so. We asked him if he would turn his mules into pasture. He said he could not catch them if he would turn them out, but he would give them one dollar toward paying for the field, which he did. When he comes down here, we will give Mr. R. his dollar back, as we think he needs it as bad as we do, for he has been boating for low freights all the season.

We are fixed for a month or two. We have a field of timothy of 75 acres ready to cut, which we rented of the widow Seabalt for \$75 to turn our mules into. There are two springs in the field and a fence built out into the canal, so that they can get plenty of water.

There was also a donation of upwards of 600 pounds of bacon and three barrels of flour, three bushels of corn meal, twenty pounds of coffee, twelve sacks of sale (small), thirty-five cakes of soap to wash the dirt off, for which we are very thankful to our friends, boatmen and townspeople of Williamsport. We have provisions here now from the good old Sharpsburg, by the B. & O. R. R. Co., which we are just opening, weighing 900 pounds. There are nine barrels of flour on the canal coming up to us now. Talk about starving! We live like fighting cocks. They all tell us not to surrender unless we get \$1.00 per ton freight. They need not tell us that, for we are here, and

here we will stay till we get our freights. They tell us if we want any more supplies to let them know - we shall have ample provisions and plenty of each. What! Why should we go away from here to boat for anything less than a dollar? We don't want anything less, either. No compromise with us. We are living better here now than we were at 75 cents per ton, and working ourselves to death."

THE STRIKE

There seems to be no new features whatever in the strike. The boatmen still continue to receive supplies, which, despite all sorts of stories, are derived from storekeepers who have been advancing them or from friends of the boatmen at their homes. The present oversupply of boats is likely to be noticeably reduced if the strike continues much longer, for the obvious reason that the boats will become so dried up and leaky that most of them will find the way to the bottom of the canal when locomotion is once more resumed.

ES, Wed., 7/11/77, p. 1. **The Cumberland Coal Trade.** – There is no change in the aspect of the coal trade, excepting that there was a considerable revival of railroad shipments yesterday. It is rumored that one of our leading canal shipping coal companies has notified the canal authorities that unless they can have unrestricted facilities for canal shipments guaranteed at once, they will close with an offer from the railroad company to ship the balance of their season's coal by rail. The canal officials, however, say they have received no such notice.

There is no change to note in the canal situation. The board of directors of the canal meet in this city today, and though nothing can be learned of their intentions, the result of their deliberations is looked for with considerable interest. – (*Cumberland News*, July 10th.)

ES, Thu., 7/12/77, p. 1. **Chesapeake and Ohio Canal Directors.** – At the session of the canal board in Cumberland yesterday, John Humbird, the newly appointed director, qualified and took his seat. No action was taken in reference to the canal boatmen's strike and their blockade of the

canal, the matter not having been brought before the board. Negotiations are afoot, but not consummated, for the purchase by the canal company of Walsh & McKaig's basin wharf at Cumberland.

Ibid. p. 4. **GEORGETOWN**

Canal News – The water is off the canal today in consequence of repairing being done at the outlet lock. This in connection with the coal strike makes affairs on the canal very dull, the water will be turned on again Saturday.

Fri., 7/13/77, p. 4. **HOW ABOUT IT?**

We have heard it several times asserted that the captains of our steam canal boats, which have been carrying passengers up and down the river and down the canal from here laid themselves open to fine by the United States authorities for violating the statutes regulating steam vessels. Section 4426, Title 52, Chapter 1, says:

"The hull and boilers of every ferry-boat, canal-boat, yacht or other small craft of like character, propelled by steam, shall be inspected under the provisions of this Title. Such other provisions of law for the better security of life, as may be applicable to such vessels, shall, by the regulation of the board of supervising inspectors, also be required to be complied with, before a certificate of inspection shall be granted; and no such vessel shall be navigated without a licensed engineer and a licensed pilot."

The stature in question arose in the demand for a better protection of passengers' lives, and as a general thing has been strictly enforced, with severe penalties, the fine for each offense being \$100.

THE STRIKERS.

It has been positively asserted here today that the boat "Brenge" did not succeed in getting through the blockade at Sir John's Run the other night, and on the other hand just as confidently asserted that she is now in Williamsport, dispatches to that effect being received by the agent, who has so far seemed to have pushed his wedge in among the boatmen, through tact and skill. Of course, we do not mean to imply by this that he used other than recognized diplomatic methods.

Our report elsewhere shows that this agent did send out two more boats yesterday and load a third, which looks somewhat as if he expected to send them through.

If we understand the "true inwardness" of the boatmen's strike it was to secure a *permanent* freight rate for the boatmen to be paid alike by all the companies; we understand that the boatmen meant to have this *guaranteed* before they would go to work. It would, therefore, seem that they have now retired from such a position. There are several other boats this side of the blockade trying to get through, and their chance of running the gauntlet is very much improved. We consider the strike now practically at an end.

Fri. 7/13/77, p. 4.⁴ **Local Briefs.**

The Western Maryland railroad has been doing much business with Cumberland this season by means of its canal boats from Williamsport, averaging about 10,000 pounds of freight every week. The freight is carefully handled and promptly delivered.

ES, Fri., 7/13/77, p. 4. **GEORGETOWN**
The Strike of Coal Boatmen on the Chesapeake and Ohio canal still continues, with no prospect of a settlement, and the recent action of the canal board in refusing to adopt any measures for its suppression, has been the occasion of much unfavorable comment. They held that their duty is only to keep navigation open and unobstructed on the canal. Whether navigation is open and unobstructed, with a blockade at Sir John's Run, is a question. Certainly, boatmen, like any other class of business men, had a right to put their own price upon their labor, and not getting that, to refuse to work at all. That is their lockout; but when it comes to preventing others who wish to work from passing on the canal, then the aspect of affairs is a different one. It is reported that Capt. O'Neil, in attempting to pass through the blockade yesterday, was stabbed in several places.

Sat., 7/14/77, p. 4. **THE STRIKE.**

The strike is now virtually ended, at least such seems to be the opinion of the trade generally. The fourth of the boats destined for Williamsport under the recent diplomatic arrangement set forth in yesterday's paper, left port yesterday. This boat was the F. M. Offutt. One Mr. Boyer, a boatman, was canvassing town yesterday with a subscription paper to assist his striking brethren. We hear that some money was raised in this way.

It was reported on the streets yesterday that the Ludlow Patton passed through the blockade yesterday.

ES, Mon. 7/16/77, p. 1. **THE CANAL**

BLOCKADE – Yesterday, a coal-shipper at this city represented to President Gorman, of the canal, who spent a few hours here, that boats were being stopped at the blockade and requested him to inaugurate measures looking to the clearing of the channel. Mr. Gorman stated that that was the first time the matter had been stated to him in that form, and that he would look into it at once. Two boats, the F. M. Offutt, 116 08 tons, and the Johnny, 118 05 tons of coal, shipped by the Consolidation company for Williamsport, cleared from this port yesterday. (*Cumberland News*, 14th)

Ibid. p. 4. **GEORGETOWN**

Grain Trade – Boat Medley, with 2,500 bushels corn and 800 bushels wheat; boat Hattie & Bessie, with 3,30 bushels of corn; schooner Pert, with 1,300 bushels of wheat, all consigned to Hartley & Bro. Boat J. N. Thomas, with 1,400 bushels wheat, consigned to J. G. & J. M. Waters.

Tue., 7/17/77, p. 4.

LATEST FROM THE FRONT.

Several days ago, we noted the fact that a Blaen Avon boat cleared port destined for Alexandria, the manifest showing \$1 a ton to be the freight. The Blaen Avon company did not undertake to assume \$1 a ton as its regular rate to Alexandria, but the freight was to be paid by a private party to whom the coal was sent and who wanted it very badly. When the boat arrived at Sir

⁴ *Sun*, Baltimore, Md.

John's Run, the captain did not dare to attempt to pass.

Yesterday the agent of the Blaen Avon company telegraphed to the captain that \$1.05 a ton would be paid for the boat load to Alexandria. The captain dispatched back that he would be allowed to go through on such terms, and the news was received here last evening that he had gone through,

This makes it evident that the boatmen mean to establish \$1 and \$1.05 a ton to Georgetown and Alexandria as the permanent rates for the season.

----- **THE ANCHORED SQUADRON**

The only notable incident connected with the situation at Sir John's Run since our last issue has been the passing of three or four boats laden with Consolidation coal for Williamsport, these making up the batch agreed to be passed sometime since by the strikers on the assurance that 50 cents a ton, a rate proportionate to \$1 through, was being paid.

In this transaction it must not be presumed that the passage of these boats was a mere matter of personal friendship between the leading strikers and the agent, who managed the affair. We must presume, this position being utterly untenable, that any boats paying a proportionate rate through would be allowed to pass. The wonder, then, is why other boats, the Ludlow Patton and the Blaen Avon boat for instance, both of which are said to be manifested at the required rate, are not allowed to go on their way.

It is strange, in fact, if the boatmen really want the rates they demand, that they do not do all in their power to push through these two boats. It may be said that the Blaen Avon boat and Patton do not furnish a guarantee that their present rates will be permanent? But did the others give any such guarantee? If not, then their action is inapprehensible.

We are anxious that the boatmen should be paid a fair living rate, and one at a considerable advance upon the "cut" prices of the present season. Hoping this, we fear that a great portion of

the trade will be diverted for the season to the railroad, unless some arrangement is speedily made with shippers. We think some such plan as the following would meet the situation: The trade is fearfully depressed and old prices can never be paid again in any business, but let the boatmen select some price, the lowest possible that they can stand, and then allow all boats to pass that pay such rate. These prices should be transmitted to the companies and adhered to alike with all.

But when one company's boats are allowed to pass, and another's, though paying the same rate, are kept back, then shippers and the trade generally must feel puzzled to know what the boatmen really demand, and there is a hint thus given of partiality that is apt to stay sympathy.

Further, we fear the boatmen are opposing their own interests when they let the resumption of operations await upon the acceptance by all the companies of their demands. Some of them may not need coal just now, and may be utterly indifferent whether they ship by canal or not. Such will feel very independent. But there are others who would not go to work now. Why not make arrangements with them, and when the rest begin then make them fall into line at the same rate.

Wed., 7/18/77, p. 2. It is said that at the meeting of the President and Directors of the Chesapeake and Ohio Canal, held at Cumberland last week, nothing was done for the relief of boatmen, as seems to have been expected by some of the latter. The *Alleganian* says: "there are one of two things necessary to make times better for boatmen – either there must be fewer boats in the business, or else the trade must increase enough to give them all plenty to do." But why can't the Canal Board put down the tolls until times get better?⁵

ES, Wed., 7/18/77, p. 1. **The Coal Trade.** *No Change on the Canal.* – There is nothing new in the coal trade to report this morning, excepting that the Franklin Coal Company, which has not been working to any extent for several months, resumed mining yesterday. There is no change in the status of the boatman's strike,, and there are no

⁵ *The Herald and Torch Light*, Hagerstown, Md.

signs of a resumption of canal shipments. –
Cumberland News, July 17.

Ibid. p. 4. **GEORGETOWN**

Grain – Arrived – Boat Seneca, with 2,000 bushels wheat to Hartley & Bro.; 1,400 bushels wheat and 250 bushels corn to H. M. Talbott.

Thu., 7/19/77, p. 4. CANAL AFFAIRS.

It was the current opinion yesterday that the Baltimore and Ohio railroad strike would help the counterpart undertaking of the inland navigation at Sir John's Run, and would probably lead to some compromise between boatmen and shippers. This theory seems to be borne out by the undisputed fact that yesterday one of our most extensive boat owners and large private shippers interviewed a number of agents with reference to having all the companies submit a proposition to the boatmen offering 85 and 90 cents to Georgetown and Alexandria respectively; also to unite on a request to the canal company to reduce tolls 5 or 10 cents, the reduction to be given to the boatmen, thus making the rates to Georgetown and Alexandria, respectively, 90 and 95 cents, or 95 and \$1.00, according as the canal company may concede a reduction of 5 or 10 cents. The suggestions of the gentlemen were generally well received by the agents, and by tomorrow we may be able to chronicle a movement of this kind taking practical shape.

It is thought that some reduction may be made by the canal company if it is clearly guaranteed that the boatmen will get the benefit of it.

Fri., 7/20/77, p. 4. ANOTHER GONE.

One boat left this port yesterday bound for Washington, the captain receiving one dollar and five cents per ton. The boat was the "Johnson Brothers," Captain Quigley, carrying 113 07 tons of coal, and sent by the Consolidation Coal Company.

THIS AND THAT ABOUT THE STRIKE

The editor of the Hagerstown *News* visited Martinsburg on Wednesday. Among his observations are the following:

A number of idle men from the Chesapeake and Ohio Canal have put in their appearance and more are expected.

A squad of men from the canal went into the company's shops this morning and ordered the men to stop work. The railroad men declined to obey their orders, and after some parleying the canal men withdrew, granting privilege of working to those who wished to do so.

The presence of this youthful body of inexperienced militia does not appear to strike any particular amount of fear and intimidation to the hearts of the strikers, and we think the railroad officers recognize this fact, and fearing a collision that would result in no good to them do not attempt to move any freight.

ES, Thu., 7/19/77, p. 1. **SYMPATHIZING**

BOATMEN – As is well-known, the Chesapeake and Ohio canal runs for some distance parallel with the Baltimore and Ohio road, and the strikers on the canal form another body of dissatisfied men. They have been in the habit of riding free on the trains of the road, but yesterday, it is reported, a party of them attempted to get on at Sir John's Run to come up to Cumberland, and other points, when the conductor refused them permission. One of the canal strikers placed a pistol to the conductor's head, and the result of the persuasive argument was a free ride for the men.

ES, Fri., 7/20/77, p. 4. **GEORGETOWN**

Business on the Canal continues very slow on account of the strike, no coal at all having been received this week. The following from the "*Cumberland Alleganian*" explains the condition of affairs: "It was the current opinion yesterday that the Baltimore and Ohio railroad strike would help the counterpart undertaking of the inland navigators at Sir John's Run, and would probably lead to some compromise between boatmen and shippers. This theory seems to be borne out by the undisputed fact that yesterday one of the most extensive boat owners and large private shippers interviewed a number of agents with reference to having all the companies submit a proposition to the boatmen offering 85 and 90 cents to Georgetown and Alexandria respectively; also to

unite on a request to the canal company to reduce tolls 5 or 10 cents, the said reduction to be given to the boatmen, thus making the rates to Georgetown and Alexandria, respectively, 93 and 95 cents, or 95 cents and \$1.00, according as the canal company may concede a reduction of 5 or 10 cents. The suggestions of the gentleman were generally well received by the agents, and by tomorrow we may be able to chronicle a movement of this kind taking practical shape. It is thought that some reduction may be made by the canal company of it is clearly guaranteed that the boatmen will get the benefit of it."

Grain – Arrived – Boat Loudoun, with 300 bushels wheat, 1,000 bushels corn; Wheeler & Barron, with 1,500 bushels corn, 200 bushels wheat to Hartley & Bro. Boat Wheeler & Barron, with 2,000 bushels wheat; boat Garnett & Maus, with 600 bushels wheat, to H. M. Talbott.

Sat., 7/21/77, p. 1.

BOATMEN STIFFEN UP.

(Special to Daily Alleganian and Times)

Martinsburg, July 20, 12 p.m. - A gentleman just from Sir John's Run informs me that the boatmen are moving back towards Hancock, where they have rented a large field, the other field at Sir John's Run having been exhausted. The boatmen are more determined than ever.

The *R. L. Gross* is the name of the boat mentioned in this morning's paper, and was consigned to Johnson & Brothers of Cumberland, at \$1 freight. It was loaded with 113 07 tons of Consolidation coal. Our statement yesterday was incorrect.

p. 4. The canal boat *Ludlow Patton*, the only boat that has been able to pass the blockade on the Chesapeake and Ohio Canal, arrived at Georgetown, D. C., on Thu., with a hundred tons for District merchants. She reports having met with considerable opposition from the strikers, who stoned and did everything to intimidate her crew.

p. 4. BOATMEN'S STRIKE

From the letter which we publish below it will be seen that the boatmen mean to stand by their demands. At a meeting of them held at Sir John's Run on Thursday the following resolutions were adopted:

Resolved, That all of the coal companies, who ship coal, do give to each and every boatman a written guarantee for the entire season at the rate of \$1.00 per ton to Georgetown and \$1.05 per ton to Washington and Alexandria; otherwise, we do not load.

Resolved, That all companies who heretofore thrown boats out of the line, will reinstate said boats in the said line to which they formerly belonged, and if they cannot give them both night and day boating, at least to give them day boating which will be satisfactory.

Resolved. That no boats shall pass up or down the canal until such terms are complied with. By order of the

BOATMEN STRIKERS.

PUBLIC EXPRESSIONS.

Sir John's Run, July 26, 1877

Messrs. Editors: We understand from the *Alleganian* that an extensive boat owner and shipper held an interview with a number of coal agents with reference to having all the companies submit a proposition to the boatmen, offering 85 and 90 cents per ton to Georgetown and Alexandria, and also requested the canal company to reduce tolls 5 or 10 cents, the said reduction to go to the boatmen, making 90 and 95 or 95 and \$1.00, as the canal may reduce. Agents and gentlemen, we don't want any boat owner or shipper to make or submit any proposition to us about such freights as 95 and \$1.00; that is not what we asked for. We asked for a fair living rate of freight, and that is what we want - \$1.00 and \$1.05. We want nobody to intercede for us as regards _____ shipper. We authorized nobody to hold an interview with the agents for us. We know what we asked for in the first place, and everyone else knows, and we do not intend to vary one cent from it: and that is, we will tell you once more, \$1.00 and \$1.05, and no compromising. We don't want any offer except what you see passed at the meeting of the men.

Strikers

Mon., 7/23/77, p. 4. Messrs. Weld & Sheridan expect to send out three steamers today. It is said that they will be manifested to Georgetown at the rate demanded by boatmen.

ES, Mon. 7/23/77, p. 4. **GEORGETOWN The Canal Strike** – The canal authorities last night had the water in the canal drawn off from Harper's Ferry to the head of the 8-mile level. The reason for this is said to be to keep the boatmen where they now are – at Sir John's Run – and to prevent them from extending their operations further, or uniting at any other point with the railroad strikers.

Grain – Arrived, boat J. N. Thomas, with 3,700 bushels of wheat to J. G. & J. M. Waters.

Tue., 7/24/77, p. 4. NOT THE BOATMEN.

A great many small depredations have lately been committed in the neighborhood of Sir John's Run and places neighboring it, which have been imputed to the boatmen, should have been laid to the gathering of riff-raff in that vicinity. The reports also say that boatmen have committed violence upon the trains at Sir John's Run are also, for the most part incorrect. A well-informed and reliable boatman just from Sir John's Run, tells us that such stories are principally fabrications, that only one or two of the more lawless boatmen have taken any part in those demonstrations. He says that boatmen in no time in their past history, no matter what the aggravation, even if it be the aggravation of being heaved out, have they resorted to violence as a redress for their grievances.

PUBLIC EXPRESSIONS.

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How the Boatmen's Strike Originated, and Where Some of Them Are Now.

Messrs. Editors: - I desire the public made aware of the following facts through the columns of your paper, in order that justice may be done to all concerned in the present strike of the boatmen, and in order also to show that encouragement in the step they have taken was given by some of the

agents who are now sneering at their supposed destitution and longing for the hour when gaunt want will compel them to surrender to the insatiate demands of the corporations which control the shipments of coal. It can easily be established that Mr. Sinclair advised his boatmen to strike, encouraged them to refuse to load, at the reduced rates, and told some of them he had a dollar in his office for them when they needed it. Thus, was the strike inaugurated. Shortly afterwards he asked one of his boatmen to load, telling him the best freight he could pay was eighty cents. The boatmen refused. Mr. Sinclair then said the very best he could offer was eighty-five, and he did that upon his own responsibility. This was likewise refused.

A few days ago, Mr. Sinclair met another boatman and asked the same question, "Why do you not load?" The answer was, "I will when I get the freight." Then said the promoter of the strike, who some time before "had a dollar in his office" for the strikers, "you have no money, you have not got a cent, and you will be glad to carry coal for sixty cents before long, and you had better load now for what you can get." The boatman, whose ire was aroused, informed Mr. Sinclair that if ever he (Sinclair) asked him to boat for sixty cents he would slap his face." And so, the colloquy ended. There stands Mr. Sinclair bemoaning "his dollar" to aid the striking boatmen. It remains yet to be discovered. But one word more, and we will dismiss Mr. Sinclair and the subject together. There is a profound conviction among all boatmen that if Mr. Sinclair would give back what he has gotten off and through the boatmen, he would scarcely have a rag left to his back.

James A. Westbrook

ES, Tue., 7/24/77, p. 4. **GEORGETOWN**

Grain – Arrived – Boat Medley, with 1,600 bushel corn and 1,000 bushels wheat to Hartley & Bro. Also, 1,090 bushel wheat on Medley to H. M. Talbott.

Wed., 7/25/77, p. 2. **THE BOATMEN.**

There is developing day by day among the shippers here an increasing feeling of kindness toward the boatmen, and a strong disposition to do

what is possible toward giving them work at once and at fair rates.

p. 4. **IMPORTANT MOVES.**

A dispatch was received yesterday in this city stating that the Western Maryland railroad had made arrangements with the boatmen strikers to allow to pass the blockade the three freight boats of that company now lying below Hancock.

Hereafter they will run regularly between here and Williamsport. This will be good news to our merchants who may be unable on account of the blockade of freight or other routes to get goods they need.

We also hear that yesterday one of Wagner's steamers having a Blaen Avon boat in tow passed the blockade, coming this way. They were allowed to pass on condition that upon their return they would bring down provisions for the strikers.

Thu., 7/26/77, p. 4. **SIR JOHN'S RUN NOTES.** - Our reporter yesterday was enabled to collect a digest of Sir John's Run news for several days past from a quiet, reliable boatman who arrived on the 1:35 train from that vicinity.

On Monday night between twelve o'clock and daybreak the boat "A. C. Greene," Joseph Grey captain, and belonging to Mr. Phil Pitzer, of this city, was attempted to be fired. The captain of the boat, it is said, was not on it at the time. The incendiary, who is not believed to have been a boatman, was first discovered by a woman, the wife of one of the hands. He had closed all the shutters of the cabin and had set fire to the bed and matting. The woman, who was sitting at the prow of the boat, noticed the flare of matches in the cabin and alarmed her husband, who was asleep on the deck of the bow cabin. He at once hurried forward and fired two shots at the incendiary, who sprang from the boat and dashed up the hillside into the woods. It was impossible to ascertain his identity.

The fire did not spread far, owing to its timely discovery, but a considerable quantity of bedding was burned up, and the flames spread to the framework of the cabin, but were subdued before doing any great damage.

Four Williamsport boats, two of which belong to the well known firm of Embrey & Cushwa, and the other two to parties who have the contract for supplying the Western Maryland railroad with coal, are now lying on the east side of the blockade trying to get through, having agreed to pay the 50 cents a ton from Cumberland to Williamsport demanded by the boatmen. We are informed that the boatmen refused to allow these boats to pass the blockade unless the owners would make affidavit before a magistrate that they would pay the same rates throughout the entire season. Our informant says he believes they will furnish the affidavit insisted upon by the boatmen.

The steamboat "H. G. Wagner," towing the "Alpha" steamer that has been advertised for sale, arrived in town yesterday. The captain is Basil Atkinson. He was loading his steamer, the "Wagner," yesterday with a large supply of provisions, which he will take out today. The provisions are furnished principally by the canal supply stores here, which are running accounts with the boatmen and seem to be willing to trust the boatmen for goods to an almost unlimited extent.

The rumor floated through town yesterday that the canal authorities were drawing the water off the levels, leaving the boatmen undisputed possessors of *terra firma*, their crafts being allowed to be stranded high and dry. Our reporter at first thought if this were the fact it must have been brought about by some influence hostile to the strikers.

Investigation, however, ascertained the basis of the rumor, which proved to rest in the fact that several levels below Point of Rocks have been drawn off to permit certain repairs of locks, etc.

Our informant boldly contradicts all the stories set afloat concerning the depredations of the boatmen now tied up at the Run. He says there have been but two instances where boatmen have transgressed the bounds of propriety. One was where a drunken fellow, merely a mule driver, boarded an engine, but was so saturated with benzene that he was removed without any difficulty by the soldiery. The other was where a steersman and two negro boys, drivers, got on a train of hoppers and pulled the pins from the

"catches," allowing the bottom to drop out and throwing two hoppers and a gondola off the track.

This incident was so highly magnified by several reporters that troops were at once ordered to that point.

The boatmen, according to him, are abundantly supplied with provisions, and are determined to hold out to the last, though there is not the slightest disposition among them to destroy property or tolerate violence. They rely upon the pressure of a public opinion strong enough to secure for them their rights. The leaders of the strikers, he says, are quiet, law abiding men who will not sanction any overt acts of any kind.

They rely also upon the acknowledged scarcity of coal at Georgetown and Alexandria to help their cause.

The train that arrived here from the east at 1:35 yesterday was boarded at Sir John's Run by some nine tramps, who have a regular camp there. But three miles from there they were put off by the trainmen, and the train pushed on to Cumberland, arriving here without one man on board not paying his fare. The trainmen congratulated themselves upon this, feeling gratified that at least one vigorous step had been taken toward hedging off the free riders.

A boat went down to Hancock yesterday from Sir John's Run for provisions. The captain carried \$37.50 to invest in groceries, etc.

Yesterday afternoon the troops which have been stationed at Sir John's Run left there for Martinsburg.

The water on the Oldtown level was drawn off Tuesday to enable the workmen to repair one of the gates of the locks at the foot of the eight mile level. To illustrate how much reports may be exaggerated, it was rumored about town that the strikers had drawn off the water along the entire canal and that the basin would be filled up with dirt. This is indeed "Much ado about nothing."

Five boats from Williamsport were expected here last evening. They will carry coal at 50 cents a ton to Williamsport, an advance of ten cents a ton on old rates.

The "Lillie & Annie" arrived here last evening by canal from below. She was laden with corn consigned to R. D. Johnson & Co., of this city.

The boatmen have recently received \$140 from Hancock and \$50 from Alexandria to relieve them during their strike. One man alone gave \$40, and several others contributed largely to the amount.

We hear that Mr. William Hassett had an interview with President Gorman, in which the latter expressed his opinion that the Board of Directors would reduce the tolls provided the reduction would inure to the boatmen.

The new bridge built by the canal company to be placed across the canal at Patterson's Creek, was put in position on Tuesday. It is said to be the finest bridge between this place and Georgetown, and is no doubt worthy of the statement.

ES, Thu., 7/26/77, p. 1. **Cumberland Coal Trade**
The shipments of coal from Cumberland for the week ending July 21st were 10,917 tons 14 cwt., of which 6,541 tons 5 cwt., were by the Baltimore and Ohio railroad, 792 tons 9 cwt., by the Chesapeake and Ohio canal and 3,584 tons by the Pennsylvania road. The total shipments for the year aggregate 735,922 tons 13 cwt.

Fri., 7/27/77, p. 4. **CANAL NOTES.**

Yesterday morning some ten boats arrived here from Williamsport, seven belonging to the firm of Embrey & Cushwa, of Williamsport, and three to Steffey & Findley, of the same place. The former are the agents who have the contract for carrying Western Maryland merchandise, and the latter are the agents who supply the same road with coal. Three of Embrey & Cushwa's boats brought general merchandise, and one of them brought a load of corn from Williamsport for R. D. Johnson & Co., of this city. The other boats of the ten came up empty.

Four of these boats went out yesterday loaded with coal. Two of these boats, for Steffey & Findley, went out laden with Blaen Avon coal for the Western Maryland railroad, and were as follows: J. E. Spielman, 108.17; E. M. Stanhope, 112.05.

The other two of the four boats going out were laden with Consolidation coal for Embrey & Cushwa, of Williamsport. The freight paid is 50 cents a ton, for which a written guarantee has been given by the two firms that said rate will be permanent throughout the present season.

Since Williamsport is only 82 miles from this place, and therefore not one half the distance to Alexandria, fifty cents a ton is really giving more rate a ton than boatmen to Alexandria and Georgetown. This is considered a great concession to the boatmen, for both of these firms have an excellent standing in the trade and one of them alone, namely, Embrey & Cushwa, receive yearly between 40,000 and 50,000 tons of coal, not a small part of the general trade.

Yesterday the steamer H. G. Wagner left down with provisions for the strikers at Sir John's Run.

A boat load of wheat for R. D. Johnson & Co., is expected here today from Williamsport.

MOONLIGHT EXCURSION

A very enjoyable trip was taken last evening down the canal aboard the Thomas Venners, by a party of about fifty ladies and gentlemen. There was music and dancing aboard, and as each endeavored to make all the others enjoy the trip, a most delightful season of enjoyment was necessarily the consequence.

ES, Fri. 7/27/77, p. 1. **CHESAPEAKE AND OHIO CANAL** – *Conference with President Gorman* – Messrs. Robert Bridges, of Hancock; L. B. Pierce and P. Cowden, of Cumberland, and G. Little, of Clear Spring, had a conference at Hagerstown yesterday afternoon with President Gorman, of the Chesapeake and Ohio Canal Company, in reference to the difficulties on the canal. President Gorman, as he has heretofore done, tendered his services in adjusting matters between the coal companies and the boatmen in regard to freight, but showed the visiting gentlemen it was not in the power of the canal company to settle the matter. After a full interchange of views, Mr. Bridges and friends left without anything definite being accomplished to change the situation.

Ibid. p. 4. **GEORGETOWN**

Canal Notes – The water still remains off the canal above the eight-mile level. It is said it will be put on in a few days; the exact time is not known. Of course, there have been no receipts of coal this week. The boatmen's troubles still remain unadjusted. It is said that most of the boatmen have left their boats at Sir John's Run and departed to their homes, taking their stock with them.

Grain – Arrived by canal, boat Lizzie Ragan, with 1,300 bushels wheat to Hartley & Bro.; boat Seneca, with 1,500 bushels wheat to same; also, 1,000 bushels wheat to H. M. Talbott.

Sat., 7/28/77, p. 4. The previously mentioned towing of the canal boat "Alpha" to Cumberland for public sale happened.

Mortgagee's Sale

OF

STEAM CANAL BOAT.

BY VIRTUE OF THE POWER
vested in us by a deed of mortgage
from J. V. L. McKaig, dated July 24, 1875,
and recorded among the land records of
Alleghany county in Liber T L, No. 45,
folio 265, &c., we will offer at public sale,
in front of Wickard's auction room in
Cumberland, Md., at 10 o'clock, a. m., on

THURSDAY, THE 9th DAY OF
AUGUST, 1877,

That elegant fast canal steamer called
"THE ALPHIA,"
together with all the machinery, rigging,
&c., now on said boat.

Terms of sale—Cash.
WEYAND DOERNER,
RICHARD BENDER,
Mortgagees.
W. M. PRICE, Attorney. [Jy28-ts

SIR JOHN'S RUN NOTES.

Nothing especially new or important happened at Sir John's Run yesterday. An

informal meeting of the boatmen was held this morning, and it was decided that the same guarantees demanded of and given by the Williamsport shippers would be insisted upon with all other shippers. The steamer H. G. Wagner arrived during the night, and to provisions carried by her were distributed. The boatmen who had purchased them sharing with their companions.

The boat which had been sent down to Hancock for provisions returned with a good supply yesterday morning.

Some five or six boatmen, who have their homes here, arrived in town with their stock yesterday morning. They represent the strikers as still full of stick.

MOONLIGHT EXCURSION.

On next Tuesday night the Independent Social Club will give a moonlight excursion at Ridgely's Grove, up the Potomac. A fast steamer will make regular trips during the evening, departing first from Brengle's wharf at 7 o'clock. There will be the best of music and plenty of dancing. There will be good times, of course, as there always is at the picnics given by this club.

The Hagerstown *News* of yesterday says: - "President A. P. Gorman and Stephen Gambrell of the Chesapeake and Ohio Canal were in town yesterday and were the guests of Mr. L. G. Stanhope. During the day several delegations of canal men (who represented the strikers) held an interview, with what results we could not learn."

ES, Sat. 7/28/77, p. 4. **GEORGETOWN**

Canal Notes – The water is again on all along the line of the canal. Nothing is yet settled in regard to the boatman's strike as far as the companies here are concerned. Two firms in Williamsport, that of Embrey & Cushwa, who are the agents that have the contract for carrying Western Maryland merchandise, and that of Steffey & Findley, who supply coal to the same road, are getting coal from Cumberland this week. The freight paid is 50 cents a ton, for which a written guarantee is given that that price will be permanent throughout the season. Williamsport being 82 miles from Cumberland, not half the distance to Alexandria from that place, 50 cents a ton, is giving all that the boatmen to this place ask for. This is considered a

great concession to the boatmen, especially as these firms are large ones. There is a considerable number of schooners at this port waiting for coal, and all hands are getting very much demoralized.

Mon., 7/30/77, p. 4. **THE CANAL**

Eight boats left this port on Sat., five of which were bound for Williamsport, the rate per ton paid being fifty cents; the three Maryland boats are bound for Georgetown, the rate, we are informed, being ninety cents per ton. The captains will attempt to run the blockade if possible; if they are unsuccessful, they will have to lay over until matters are adjusted.

WILLIAMSPORT

The *Pilot* of Saturday contains the following:

"The boat John Salmons, Capt. Harrison, was stoned at this place on Tuesday night last, and fired at several times, by some unknown persons.

"On Tuesday the 24th the canal strikers went up to Hancock and demanded provisions or money. They appointed a committee to make their wants known to the merchants who responded handsomely, some giving up as much as \$50.

"Fears were entertained on Monday night last that the bridge spanning the river below this place upon which the Cumberland Valley Railroad crosses, would be fired, and a force of hands placed there to protect it, but it still stands.

"Mr. H. T. Singer had two mules shot on Tuesday night last. Who done this inhuman act is not known. And if it should become known, the perpetrators of such a deed should be severely dealt with. We sincerely trust that Mr. Singer may be able to detect the guilty party or parties."

Tue., 7/31/77, p. 4. **CANAL TRADE.**

Yesterday, July 30, 1877, three boats, all of them carrying Blaen Avon coal, left this port for Williamsport carrying 355.14 tons of coal. They were as follows:

James E. Hughes	Capt. O'Neal	116.16
Ida & Harry	Capt. Ekis	116.09
Ed. Stake	Capt. Kimble	122.09
Three boats		355.14

The canal-men at Sir John's Run have behaved themselves in an orderly manner up to the

present time, not having destroyed any property or pillaged upon the farmers in the neighborhood. Those who are now in town do not give credence to the story that boatmen were the incendiaries in the burning of vessels in that neighborhood.

The boatmen at Sir John's Run are exercised over the statement that the mules of Capt. Singer were shot by them. They inform us that they were shot by a farmer, into whose cornfield they had broken and damaged his corn.

One canal boat carrying general merchandise for the merchants of this city, arrived here yesterday. The goods were shipped to this point via the Western Maryland railroad.

ES, Tue. 7/31/77, p. 1. **CUMBERLAND (Md.) STRIKERS – A Canal Boat Burnt by Masked Men.** – On Saturday, three steam canal boats, belonging to Weld & Sheridan, left Cumberland, loaded by the Maryland Coal Company, for Georgetown, at 90 cents per ton freight, which is 10 cents less than demanded by the striking boatmen now blockading the canal at Sir John's Run. Sunday night, one boat, Star No. 3, was tied up fourteen miles from the blockade for the night. At 12 o'clock it was boarded by a party of twenty-five masked men, who ordered the crew off and set fire to the boat, part of which burned and the rest sunk. Deputy Sheriff Offutt, with a posse of fifteen, left Cumberland yesterday to protect the other two boats in the limits of the county said to be threatened. Several of the Cumberland miners struck yesterday for an increase of wages from fifty to sixty-five cents per ton. Others refused to work until they could see what the mass meeting at Lonaconing today will do. Still other miners were compelled to stop work by those who had struck. The whole region is in a feverish condition, and it looked last night as if a general strike would take place today.

Wed., 8/1/77, p. 1. **THE CANAL.** The burning of the steamer on the canal left a sour impression on the well disposed boatmen, and has virtually broken the blockade at Sir John's Run. When the news reached here on Monday of the destruction of Star No. 3, several boatmen expressed to us the belief that it was the action of

outsiders, and that if boatmen were engaged in it, they would go down and bring their boats home, whether consent was given or not.

Since writing the above, we learn that last night a number of boats have arrived here from below, with a determination to resume business at 90 cents a ton, and expecting the canal company to make up the \$1 by a reduction of tolls to 25 cents a ton.

A committee of boatmen, consisting of Messrs. Harrison, Reid, Boyer, Hooker, Donnelly and McCall, will meet Mr. Gorman and several of the coal companies today in Baltimore for a conference, which is expected to terminate in an agreement.

ES, Wed. 8/1/77, p. 4. **GEORGETOWN Grain Trade** – Arrived – Boat Hattie & Bessie, with 3,360 bushels of wheat; boat Caldonia, with 2,700 bushels of wheat, 500 bushels of corn, and 100 bushels of oats; boat Loudoun, with 2,250 bushels of wheat, 800 bushels corn, all consigned to Hartley & Bro.

Thu., 8/2/77, p. 4. One boat was loaded at the Potomac wharf yesterday with Maryland coal for Sharpsburg. It was the M. C. Waters, Capt. Snyder, and loaded with 103.16 tons.

ES, Thu., 8/2/77, p. 2. **FAILURE OF AN ATTEMPT TO COMPROMISE THE CANAL STRIKE.** – a CONFERENCE WAS HELD IN Baltimore yesterday between the president of the Chesapeake and Ohio canal and a number of the striking boatmen. The boatmen submitted a proposition asking for one dollar per ton to Georgetown and one dollar and five cents to Alexandria. They also wanted a guarantee that all the five hundred and sixty boats on the canal should be employed and loaded in regular order. Mr. Gorman, president, told them that it was impossible at present to make the concessions asked. The presidents of several coal companies were expected to be present, but they declined on account of the burning of a canal boat by the strikers a few nights since. They state they will hold no conference nor make any concessions to

boatmen until they cease acts of violence, and allow navigation to be unimpeded on the canal.

Fri., 8/3/77, p. 4.

SITUATION ON THE CANAL.

The blockade at Sir John's Run is still continued, and the boatmen seem as determined to remain as they were at first. Though the men and their families are faring well the stock is suffering from want of proper food, as there is scarcely a blade of grass or a cut of hay to be found for these animals in the neighborhood. The committee appointed to wait on the Canal Board of Directors having effected nothing on Wed., they arrived here yesterday for the purpose of consulting the boat builders relative to reducing the trippage fare, which amounts to some twenty-five or thirty dollars. The committee thinks a reduction of ten dollars should be secured, as the rates now given will not allow so much expenditure. A boat pulled by six mules and maintained by a full crew, is at an expense of nearly ten dollars a day, and the boatmen claim that ninety cents per ton will not see them safely through. The committee now in town are Messrs. Joseph Harrison, Thos. Donnelly, John Harper, W. H. Boyer and Capt. Cohill. They propose waiting upon the boat builders and coal agents today.

Yesterday the A B. Turner, Capt. Reynolds, carrying 113.10 tons of coal for Mayfield & Huston, left this port for Georgetown, the Captain receiving \$1 per ton.

By reference to advertisement, it will be seen that the committee of boatmen invite a consultation with the coal agents and builders. It is hoped a full meeting will be held.

Fri. 8/3/77, p. 3.⁶ **A Canal Boat Burned.**

A dispatch from Cumberland, dated July 30th, says on Saturday three steam canal boats, belonging to Auld & Sheridan, Cumberland, were loaded by the Maryland Coal Company for Georgetown at ninety cents per ton freight, which is ten cents less than is demanded by the striking batmen now blockading the canal at Sir John's Run. On Saturday night,

one boat, Star No. 3, was tied up four miles from the blockade for the night. At 12 o'clock, it was boarded by a party of twenty-five masked men, who ordered the crew off and set fire to the boat, part of which was burned and the rest sunk. Deputy Sheriff Offutt, with a posse of fifteen men, left here today to protect the other two boats, which are in the limits of this county, and said to be threatened. The Sheriff of Washington county has gone to the scene of disturbance, which is in that county.

ES, Fri., 8/3/77, p. 1. **The Cumberland Coal Trade** – The *Cumberland News* of Wednesday says: The product of the mines of the Cumberland coal region for the week ending July 23 was 3,920 tons; for the year to that date 739,842 tons, a decrease of 152,110 tons, as compared with a corresponding period of last year. The shipments to the Baltimore and Ohio railroad were, for the week 211 tons; for the year 417,832 tons, a decrease of 96,813 tons, as compared with 1876. The shipments to the Chesapeake and Ohio canal were, for the week 1,462 tons; for the year 217,253 tons, a decrease of 70,271 tons, as compared with 1876. The shipments to the Pennsylvania railroad were, for the week 2,213 tons; for the year 74,657 tons, an increase of 4,974 tons, as compared with 1876. Most of the business was done early in the week, but a few hundred tons were shipped daily by canal to Williamsport by the Consolidation and Blaen Avon companies.

Ibid. p. 4. **GEORGETOWN**

Canal Notes – The situation on the canal remains about the same, although the boatmen at Sir John's Run are beginning to et very uneasy, and anxious for a settlement. A few hour's conference was held yesterday between boatmen and canal directors. No shippers were present. The boatmen's request for a reduction of 3 cents in tolls was refused, and nothing resulted from the conference. It is rumored here today that a company of boat owners, accompanied by a few non-striking boatmen and the sheriff, have gone to Sir John's Run today to attempt to put their boats

⁶ *Montgomery County sentinel*, Rockville, Md.

through to Georgetown. Boat A. B. Turner arrived at Cumberland from the blockade yesterday, having made arrangements with a private party to boat for one dollar a ton during the season.

Grain – Arrived – Boat Seneca, with 1,100 bushels wheat to Hartley & Bro., and 1,000 bushels corn to H. M. Talbott.

ES, Sat. 8/4/77, p. 4. **CANAL BLOCKADE** – The blockade at Sir John's Run is still continued, and the boatmen seem determined to remain as they were at first. Though the man and their families are faring well, the stock is suffering from the want of proper food, as there is scarcely a blade of grass or a cut of hay to be found for these animals in the neighborhood. The committee appointed to wait on the canal board of directors having effected nothing on Wednesday, they arrived here yesterday for the purpose of consulting the boat-builders relative to reducing the trippage fare, which amounts to some twenty-five or thirty dollars. The committee thinks a reduction of ten dollars should be secured, as the rates now given will not allow so much expenditure. A boat pulled by six mules and manned by a full crew is at an expense of nearly ten dollars a day, and the boatmen claim that ninety cent per ton will not see them safely through. – (*Cumberland Alleghenian*, Aug. 3rd)

Sat., 8/4/77, p. 4. **THE BURNT BOAT.** The Star No. 3, which was burned at midnight on Sunday last, still lies where it sank at the time of the conflagration. The firm to whom the boat belonged have not yet fully determined as to what course will be pursued in regard to the case. They are now building at their yard a new steamer which will be ready to launch in a few days, when the boiler and remaining machinery will be put in position. The boat will be called the Star No. 5, but should the boat burned be beyond repairing the one under construction may take its place as Star No. 3.

Mon., 8/6/77, p. 4.

THE BOATMEN AND MINERS.

A number of boatmen are in town, and the boatmen's committee are still here. The answer of

operators at the conference on Friday had rather a desponding effect, and the report that the Governor intended to place troops along the line of the canal to protect any one desiring to pass up with his boat has created a slight stir here. Many of the boatmen think that none of the strikers will avail himself of the protection, while a number of persons not boatmen are convinced that such action will raise the blockade, many of the canal-men residing here being anxious to come home, even though their boats do not get freighted at \$1. They all assert, however, that they will not carry coal unless they get \$1 or its equivalent. The coal companies do not appear to show any anxiety in the matter. A number have stated the amount they are willing to pay, and it is reasonable to conclude that they express the views of the remainder.

The sheriff of Washington county and state's attorney for that county, were at the location of the blockade on Friday and Sat., and traversed several miles of the canal. All the boys received him cheerily, and he went away satisfied that there were no present indication of riot or disturbance. He found them quiet, orderly and sober.

Since writing the above we learn that at Hancock there was a vote taken on Saturday on 14 boats, as to whether they should come to Cumberland, and the result was as follows: To come up, 9; against, 2; blanks, 3. A similar vote will be taken today from Sir John's Run to below Hancock, and our informant thinks a large majority will vote to come to Cumberland. Mr. Willison, collector of the port here, leaves for Annapolis today, at the request of boatmen, to confer with Hon. A. P. Gorman in relation to tolls.

There is no change in the affairs in the mining region. [Transcriber's Note: the balance of this story has been omitted for brevity.]

ES, Mon., 8/6/77, p. 1. **GOV. CARROLL GOING TO RAISE THE CANAL BLOCKADE.** – All the obstructions to railroad traffic in Maryland being removed, Gov. Carroll now proposes to open the Chesapeake and Ohio canal, which has been blockaded by striking boatmen more than a month. The governor will use whatever force may be necessary to effect this object. The 5th Maryland regiment, which has

been under arms since the 20th of July, has been relieved from duty for the present, but the 7th regiment is now under marching orders, and it is supposed that it will proceed to Sir John's Run, the point at which the canal is blockaded, if any resistance is offered to the civil authorities.

Ibid, p. 2. The Chesapeake and Ohio canal, now blockaded for two months by striking boatmen, will be opened by the military if all other means prove insufficient to induce the strikers to return to work. A correspondent of the Baltimore *Sun* takes the view that the only apparent and effectual remedy for all the labor troubles in Western Maryland is to restore the product of its coal mines to the position it heretofore commanded in the markets. The restoration of the Cumberland coal trade is therefore the great question to be solved, and to place the coal beyond competition in the market will require concessions all around. The miners do not really complain of the rates paid but that they have no work a great portion of the year, and that consequently their average daily wages are very small.

Ibid. p. 4. **GEORGETOWN**
Grain Market Arrivals – Boats Hattie & Bessie, with 1,700 bushels of corn, 1,700 bushels of wheat. Boat Wheeler & Barron, with 1,200 bushels of corn, 400 bushels of wheat, to Hartley & Bro.; also, 800 bushels of wheat and 1,800 bushels of corn to H. M. Talbott. Boat Medley, with 1,500 bushels of corn and 1,200 bushels of wheat, to Hartley & Bro.; also, 213 bushels of wheat to J. G. & J. M. Waters.

Tue., 8/7/77, p. 4. The fire on the canal boat *A. C. Greene* came near proving very destructive, and but for the prompt action of boatmen, a large number of boats would have been burned. She laid in the very center of a fleet close together, and a breeze was blowing at the time. Had the flames gotten much headway more than half the fleet would have burned.

 There are 100 boats lying at Sir John's Run, within a space of three miles to the cement mill, while an equal number lie on the 14-mile level. A

number of the captains living below Hancock have taken their boats home, and it is thought that they will not resume navigation this season.

ES, Tue., 8/7/77, p. 1. **The Labor Strikes.**

There is almost a complete absence of news from the recent strike points, which is evidence that the troubles are about over, for the present, at least.

The president of the Chesapeake and Ohio Canal Company had a conference with Gov. Carroll, of Maryland, yesterday with reference to the canal blockade. It was considered that the services of the military were not yet needed, and that the *posse comitatus* would be sufficient to raise the embargo. Even were the canal clear, however, no business could be transacted so long as the present disputes continue in the mining districts.

On the Baltimore and Ohio railroad, trains are moving rapidly, and the capacity of the company is taxed to receive and transport the freight presented for shipment.

In the coal regions of Pennsylvania, the troops are still on duty. Trains are running, but the miners show little inclination for returning to work.

A slight speck of trouble was discernible at Port Johnson, N. J., yesterday, caused by the arrival of a number of Italians who had been sent from New York to supply the places of striking laborers at the docks. The authorities acted promptly, however, and last night everything was quiet.

Wed., 8/8/77, p. 4. **THE CANAL.**

We gave the statement of two parties in relation to the vote at Hancock – one giving 11 votes in favor of going the other asserting to the contrary. Our first informant, who's a credible witness, says he was there at the time of the vote, and that our statement of Monday was correct. He says, also, there was but one American company boat there when the vote was taken.

From inquires made yesterday, we glean the following" A letter was received from a gentleman from Williamsport, which says the boatmen there are very perverse and disaffected. They held a meeting on Mon., and were much

divided in opinion. Finally, a vote was reached as to whether they were in favor of going to work at 85 and 90 cents, and after considerable discussion and voting, the chairman decided the majority were in favor of going to work. The opposition, however, maintained that a majority had not so voted.

Another gentleman also said that his experience among the boatmen was, that of the boats lying at Maid's lock and for a mile down, (about 50 boats) a majority were opposed to going to work for less than \$1 per ton; while from there down to Williamsport they are almost a unit for going to work.

The six boats which undertook to come up to Cumberland on Monday were the property of the Messrs. Cowden, shippers for the Borden company. When the vote was taken as to whether they should come up, there were no "ayes," but on the negative vote, as one of them r"prese"ts it, "even the mules brayed 'no,' as clear and distinct as Balaam's ass."

Star No. 3, which was burned at Dam No. 6, lies at the locks, but does not interfere with navigation. It is said that surrounding circumstances lead to the belief that boatmen were not mixed up with the burning of the boat.

We were informed yesterday, though we do not give full credence to the story, that the boatmen had organized themselves into a secret association, by the name of the "Brotherhood of Boatmen," with Post No 1 located at Cumberland; No. 2 at "Sir John's Run; No. 3 at Hancock (general headquarters); No. 4 at Williamsport; No. 5 at the "Shades of Death" (Sharpsburg); and No. 6 at "Break Neck," near Harpers Ferry. It is said that all boats which the Grand Commanding Post are satisfied are getting \$1 per ton, will be permitted to pass to Georgetown, with a pass similar to following:

POST NO. 1.

Cumberland, ____ 1877.

This is to certify that canal boat _____, Captain _____ has complied with all the requirements of the Brotherhood of Boatmen, and this is to commend him to the careful attention of all the Posts along the line.

(Signed)

Commander Post No. 1

Boats coming up will be warned to get their passes before reaching "Break Neck" and the "Shades of Death."

The above is an outline of the rumor we heard, but as we said, we give little credence to the statement.

Thu., 8/9/77, p. 1. **TELEGRAPHIC**

TROOPS FOR SIR JOHN'S RUN.

(Special to the Alleganian and Times.)

Baltimore, August 8. — Troops have been ordered from here to Hancock and Sir John's Run, to see that no interference or obstruction is placed in the way of boatmen desiring to navigate the canal. They will be there tomorrow.

In connection with and bearing on the above, the Governor has issued the following:

PROCLAMATION

Whereas, it has been represented to me by the States Attorney of Washington County, that travel upon the Chesapeake and Ohio Canal, a public highway of this State, is impeded by riotous persons, who in open violation of the law have conspired to resist the passage of boats engaged in their legitimate business, and whereas valuable property belonging to the citizens of this State has been unlawfully burned and destroyed, and the civil authorities represent that it is impossible for them to arrest and bring to justice the offenders;

Therefore, I, John Lee Carroll, Governor of Maryland, do hereby issue this my proclamation, commanding all persons who are engaged in unlawfully obstructing legitimate travel upon the said canal, to disperse at once and I hereby call upon all law-abiding citizens to aid the authorities in the execution of the law, and in the arrest of persons who have been engaged in rioting and the destruction of property.

And I further give full notice and warning, that every means which the laws place in the hands of the Executive, shall be used, if necessary, to vindicate the authority of the State, and protect its citizens in their rights to use this Public Highway for purposes of travel and trade.

Given at the City of Baltimore, under my hand and the Great Seal of the State of Maryland, this eighth day of August, 1877.

(Signed)

John Lee Carroll

By order of the Governor:

R. C. Holliday, Secretary of State.

Ibid, p. 4. **CANAL AND COAL REGION**

The situation on the canal is unchanged so far as we can learn. A dispatch to the Governor was sent by Gen. Hancock in relation to troops on the canal, which was referred to Mr. Gorman, who stated that there was no need of troops while the civil authorities met with no resistance in the performance of their duties.

The following correspondence gives pretty fully the status of matters as now existing:

Williamsport, Md., Aug. 6, 1877. At a meeting called by the canal boatmen of Williamsport, Md., the undersigned captains resolved that they are willing and ready to resume boating on the following terms:

First, That the owners of boats to reduce trippage ten dollars on each trip the boat makes.

Second, Boats thrown out of lines to be restored to the lines to which they formerly belonged or all loaded in regular rotation.

Third, The canal company to remit the charge for way bills.

Fourth, The coal companies to pay as freight 85 cents to Georgetown and 90 cents to Alexandria.

Signed by - Peter T. F. Wolf, Wash. McMullen, Owen Ardinger, Wm. Kimel, Wm. Ermlinger, John O'Neal, Thomas Donnelly, Josiah Morrison, Thos. O'Neal, Reuben Hornsby, Phillip Artz, Charles Hotner, Wm. O'Neal, James Lindsay, W. Williams, H. Ardinger, Peter Ekis, Jas. Lintler, Otho Ardinger, Fred Smith.

The above was sent to Mr. Willison, requesting a reply and information, who responded as follows:

Cumberland, Aug. 8.

To Peter T. F. Wolf, Wash. McMullen, A. C. Ardinger and others.

Gentlemen: - Your favor of the 4th inst. enclosing resolution, etc., adopted at the boatmen's meeting that day, is received. I have just returned from Baltimore and Annapolis, where I had a lengthy interview with Mr. Gorman, president of the Chesapeake and Ohio Canal, and I regret that there can be no further reduction in tolls at this time on boats, as the concessions already made the different coal companies, with a view to the boatmen's interests, only leave the Canal Company about 25 cents per ton to Georgetown, which is barely sufficient to pay current expenses, and any further reduction in the income of lock tenders and laborers on the canal. No officers in the employ of the company are receiving pay for their services at present.

Since my return home, this morning, I have called on the different coal agents here, as you requested me to do, with the following result:

The American company will not pay over 90 cents a ton to Georgetown.

The Consolidation company will give 90 cents a ton to Georgetown, and a reduction of \$10 on trippages.

The New Central company will give 85 cents per ton to Georgetown. They do not own any boats.

Mr. Mertens will make a reduction of \$10 on trippage.

The Maryland Coal Company will give 85 cents per ton freight to Georgetown, and all other companies will do about the same. This is the very best I could do for you, and I am satisfied that it is all the companies can pay at the price that the coal is selling at the eastern markets. My opinion is that the companies will give more freight as the price of coal adjusts in the East, and I hope the boatmen will take the price offered until we can bridge over these hard times, which _____ loads alike.

If there is anything I can do for you in any way don't hesitate to call on me. _____, if there is any change taken _____ and oblige. Very truly,

A. Willison

DANGEROUSLY HURT.

Yesterday afternoon an affray occurred at a house near the Potomac wharf between William Thompson and a man named Jackson, both colored, in which Thompson was severely cut in the head by the latter and beaten with a club by another negro. Thompson says he went to the house prior to leaving the city to bid good-bye to one Emma Jackson, who had been his mistress last year; that she gave the knife to her brother to cut him; that he was attacked and would have been killed but for the interference of white men. A warrant was gotten out and officer Troxell arrested the woman last night and committed her to the station-house, with Thompson as witness. The man Jackson is said to have taken the train for Hancock, where his boat lies.

SHOT HIMSELF

The report that a man had shot himself at Peacock's restaurant yesterday attracted a considerable crowd in that neighborhood. Officer Snore soon reached the spot, and learned that a boatman named William Jackson, whose home is

at Berkeley Springs, had accidentally discharged a small revolver, the ball of which had penetrated his leg above the knee and lodged behind the kneecap. Dr. Wilson was called in, but the wounded man was suffering so greatly that he refused to have the wound probed. The wound is of a very serious character, and may make him a cripple. Officer Snore was very attentive to the wounded man.

DANGEROUSLY HURT.

As Edward Pippin, an employee at Young's boat yard, was riding a mule, it became frightened at some object, throwing the rider to the ground, and seriously injuring him. He was taken up in an unconscious state, and Dr. Lunenburg was sent for. On returning to consciousness, it was found that he had sustained injuries in his back, which threatened serious results. He was conveyed to his house.

The employees on the canal have been engaged the last few days in repairing the piers of the tow path bridge across Wills Creek, as they were considerably weakened by the ice last spring.

Yesterday two boats bound for Williamsport left here loaded with 227 04 tons of coal. They were the Grason & Fannie, Capt. Taylor, 111 05 tons; A. Gruber, Capt. Van Woltz, 115 19 tons, [Consolidation Coal Co.].

ES, Thu. 8/9/77, p. 4. **GEORGETOWN Grain Arrivals** – Boat J. N. Thomas, with 3,300 bushels of wheat to J. J. & J. M. Waters. Boat Thomas Thrasher, with 1,400 bushels wheat to H. M. Talbott.

Fri., 8/10/1877. p. 4. **THE CANAL.** The announcement in this paper yesterday that troops would be at Sir John's Run today caused a ripple in canal circles as well as a general interest in the result. One of the regiments from Baltimore and four companies of regulars, two from Keyser, one from Martinsburg, and one from here, under command of Capt. Rogers, were landed at Hancock yesterday, and took up positions along the canal to Sir John's Run.

Mayor Mayberry then proceeded to the head of the blockade and placed under arrest nine men, ostensibly on the charge of arson in burning

the steamer Star No. 3, but the boatmen say with a view to remove what they term the "ringleaders." A telegram received by an agent in town stated the parties arrested to be John Cahill, Lafayette Eichelberger, N. P. Long, Simon Weston, Robert Reid, George Little, Harvey Davis, Beverly Brooks and Joseph Birch. They were taken to Hagerstown in charge of the sheriff and posse, accompanied by military.'

We received yesterday the following letter from a boatman, which gives the views of the canal-men at that locality:

Sharpsburg, Aug. 6, 1877.

Messrs. Editors: We ask of you to publish the following for our benefit: There are 147 boats lying at Sharpsburg and Mercerville, and 16 at Shepherdstown, making in all 163 boats, who notify the boatmen lying at Sir John's Run, Cumberland and other points, and also the coal companies and the canal company, that we don't want any meetings held or any boats to come down here less than \$1 and \$1.05 freight per ton.

Authorized by B. S.

Daniel Spong

The Hagerstown *News* of yesterday says a meeting of boatmen was held at Williamsport on Wednesday afternoon and a vote taken upon the question of resumption. There are thirty boats there, but the number of captains present at the meeting was not stated by our correspondent, who telegraphed late last evening that the vote was "unanimous for eighty-five and ninety cents, with a reduction in trippage."

From Sir John's Run by train last night, we learn that everything is quiet, and that no boats were coming along. The arrest of the boatmen had no effect in raising the blockade.

One boat, the Dr. Wiley, left yesterday for Georgetown, loaded with 111 09 tons of Maryland coal.

ES, Fri., 8/10/77, p. 1. **Raising the Canal Blockade** – It required only a display of armed force at Hancock and Sir John's Run yesterday to dissolve the blockade of the Chesapeake and Ohio canal, which a temporizing policy had suffered to exist for nearly two and a half months to the detriment of trade and many public and private interests. As a sheriff's posse one hundred and twenty-five United States soldiers appeared on the

scene at half-past five a.m., and before eleven o'clock a number of men, who are engaged with burning a canal steamer, were in the custody of the sheriff of Washington county, and word was telegraphed to the governor at Baltimore that the canal was open. The state troops, which left Baltimore at 6 a.m., yesterday reached the scene of operations at half-past twelve o'clock, and occupied Hancock, the boatmen's headquarters. No collision, opposition or blood shed occurred.

Ibid, p. 4. **GEORGETOWN**

Grain – Arrived – Boat Hattie & Bessie, with 1,700 bushels wheat and 1,700 bushels corn to Hartley & Bro.

Sat., 8/11/77, p. 4. **THE RAISING OF THE BLOCKADE.** - The visit of the sheriff of Washington county with his posse to the scene of the blockade on Thu., and the permitting of the boats whose captains were desirous of returning home, to leave, seem to have effectually opened the blockade, as yesterday many boats left Sir John's Run, all of them with their bows toward Cumberland. From this it appears that all of the captains who live in Cumberland are particularly desirous of returning home as quickly as possible. A traveler from Sir John's Run, yesterday stated that all along the canal to within a few miles of this port a continuous line of boats could be seen moving with their bows turned to this city.

Within the past forty-eight hours boats have been arriving in port, but whether they will leave immediately or not depends upon the action of the boatmen. It is still doubtful if they will boat for less than one dollar per ton. As a regular list of the arrival of boats and the time of their arrival is not kept by all the companies, it is not possible to get the names of each and every boat that arrives, but as far as we can learn, they are as follows: Borden Mining Company - L. Lovell, Invincible, Exchange, H. Kraus, H. Borden, Hunter G., F. J. Laing, Chas. Knott and Wm. Staples; Star No. 1 and Star No. 4 for Messrs. Weld and Sheridan, and the C. W. Brengle. The boats of other companies

are expected to arrive today, but shipments of coal will not be made before Mon., and probably not then, as matters are too uncertain to draw correct conclusions.

We yesterday received a letter from boatmen at Sharpsburg, giving the proceedings of a meeting held there, but as the blockade has been raised at Sir John's Run, it loses its importance as a matter for publication.

The impression among shippers here is that as soon as the boatmen arrive an accommodation will be affected which will be satisfactory to all parties, in view of the present stagnation in the coal trade.

Hon. A. P. Gorman and Superintendent Stanhope were at Sir John's Run yesterday afternoon.

Sat. 8/11/77, p. 3. ⁷ **The Canal** – Troops were landed at Hancock Thu., and took up position along the canal to Sir John's Run.

Says the *Alleganian*, Mayor Mayberry then proceeded to the head of the blockade and placed under arrest nine men, ostensibly on the charge of arson in burning the steamer Star No. 3, but the boatmen say with a view to remove what they term the "ringleaders." The parties are stated to be John Cahill, Lafayette Eichelberger, N. P. Long, Simon Weston, Robert Reid, George Little, Harvey Davis, Beverly Brooks and Joseph Birch. They were taken to Hagerstown in charge of the sheriff and posse, accompanied by military.

Everything is reported quiet, and no boats are coming along. The arrest of the boatmen had no effect in raising the blockade.

Sat. 8/11/77, p. 1. ⁸ **CHESAPEAKE AND OHIO CANAL** – Baltimore, Md., August 10. – The situation at Hancock on the Chesapeake and Ohio Canal, has suffered considerable alteration since yesterday, and instead of striking boatmen holding the place in blockade, the United States troops and the Maryland militia are present to protect the property of the Canal Company, and to see that the

⁷ *Frostburg Mining Journal*, Frostburg, Md., newspaper, Sat., 8/11/1877, p. 3.

⁸ *Cincinnati Commercial Tribune*, Cincinnati, Ohio.

boatmen who wished to use the canal are allowed to pass the point of obstruction.

The presence of the troops is a novelty to these hard-fisted toilers, who gaze on them with amazement, and are overawed by the majesty of the law which the military represents.

A passenger who arrived in Baltimore today on the Western express states that when he passed Hancock, at break of day, the stillness of death hung over the place. The town, which is very picturesque from the opposite side of the river, and very unpicturesque when you are standing within the boundaries, was wrapped in the mist which rises from the Potomac River and the canal. But one canal boat could be seen, and that one, drawn by two mules, was slowly moving in the direction of Round-Top Cement Station, about two miles west of Hancock.

Colonel H. P. Douglass, who represents Governor Carroll at Hancock, will remain with the troops at Sir John's Run and at Hancock until the presence of the military shall no longer be deemed necessary.

ES, Sat., 8/11/77, p. 1. **Chesapeake and Ohio Canal Troubles – STRIKING BOATMEN STICK.** – Correspondence of the Baltimore *Sun* from Sir John's Run, yesterday, says: A general movement of the empty canal boats lying between this point and Hancock, six miles east, was commenced about daybreak this morning, and up to 3 p. m. about fifty boats have gone west from here. The boats remaining evince no disposition to move, nor can they be compelled to do so unless it is shown that they impede navigation. There were about one hundred and fifty boats in all on this level, which had not moved a rudder since the strike began in June. The moving boats are all bound westward towards Cumberland, but the boatmen say most positively that they are merely going to locate at points along the line where better pasture can be had for their stock. Your correspondent spent several hours among the boatmen this morning, and learned from them that they have not weakened the slightest, and they say they will not move a pound of freight until their demands for one dollar a ton freight are granted. There is no apparent disposition to interfere with

the movement of boats, at least where troops are stationed, and the canal is now considered perfectly free to navigation.

A VOTE AGAINST WORK

The boatmen took a vote here last night and unanimously resolved not to go to work. It is understood that the boats which have gone westward are locating at Orleans, ten miles west from Sir John's Run. When the boatmen read in *The Sun* a few days ago that Mr. Gorman assured Governor Carroll that the difficulty could be settled without the aid of troops, they cheered Mr. Gorman till they were hoarse.

TROOPS ON THE MOVE

A later dispatch from Sir John's Run says: "Company A, of the 7th regiment, M. N. G., Capt. Wright, left for Paw Paw at six o'clock this afternoon, and arriving there crossed the Potomac to the Maryland side and went into camp. Threats, it is stated, had been made to sink a canal boat to obstruct navigation at that point. Company E of the same regiment have been ordered to Shepherdstown, one of the centers of the canal men, to prevent any interruption to navigation there. Company E will proceed in the morning. Other companies will be distributed along the line. It is expected that tents for the state troops will arrive from Baltimore at noon Saturday, and Company G, numbering 75 men, commanded by Capt. Matthew Clark, with others now under his command in camp at Baltimore, aggregating 90 men or more, are expected on the same train.

SITUATION AT THE COAL MINES

At the Baltimore offices of the Cumberland coal companies, the situation at the mines was reported in status quo. Letters from the agents who are in the coal region, written on Thursday night, stated that only the five mines heretofore reported are in operation. The companies owning the other fifteen mines refuse to pay the price demanded by the strikers, viz., 55 cents a ton, and the miners had not at that time, as a body, signified a disposition to want to go to work at the old figures, 50 cents.

Mon., 8/13/77, p. 4. **THE CANAL**

The news from the canal is meager beyond that already given. A gathering of boats occurred about the tunnel on Sat., but afterwards they

moved along up the canal, and some eight or ten arrived at this port yesterday.

There are now about twenty boats here, but whether they will load at prices now named by the companies will be a matter for consideration today.

Some trouble took place at a lock at Orleans on Sat., which resulted in the arrest of Mr. Van Lear Sprigg, a lock keeper at the lock, who was brought to this city on Saturday night by Sheriff Bauer.

Should any obstruction be placed in the way of navigation beyond Hancock, it is the purpose of the Sheriff to make arrests of all parties engaged in them, and he will be supported by the military, who are stationed at convenient points.

On Saturday two boats bound for Williamsport left here loaded with 222 05 tons of coal as follows: Blaen Avon - E. M. Stanhope, Capt. Thompson, 108 17 tons; Consolidation - L. G. Stanhope, Capt. Nave, 113 08 tons.

Sun, Mon. 8/13/77, p. 1. **The Situation on the Chesapeake and Ohio Canal** – Sir John's Run, W. Va., Aug. 12, 1877. – The large number of light boats which were blockaded between here and Hancock continued thinning out westward very rapidly yesterday, so that towards evening only twenty boats could be counted on that level. Several of the blockade squadron have reached Cumberland, where the owners live. The majority of the fleet, however, are strung out in single file and made fast to the berm side of the canal at various points between here and the Paw Paw tunnel, twenty-six miles west. No general movement has taken place at any point east of Hancock, the boats in that direction being centered at Mercerville, Sharpsburg, Shepherdstown, Williamsport and other points where the owners live.

Upon the service of copies of the Governor's proclamations calling on them to disperse, the boatmen generally began to comply immediately by thinning out into single file at points where navigation was impeded. Thirty boats remain at Hancock, the home of the owners, and not more than a dozen are located at Sir John's Run. Four boats owned by Wm. A. Coffman, John Coffman, Louis Robinson and Thomas Hall, went

up from Hancock to Cumberland yesterday, on one of which your correspondent took passage to ascertain the actual condition of the channel. A striking fact was the number of sick children. Canal life, whether under the scorching rays of summer sun or the chilling atmosphere of autumn, is at almost all seasons dangerous to the health of children, who are cooped in the narrow cabins or confined above to the shade of a few square yards of canvas. The same monotonous interrogatory was heard everywhere along the line, "How're your children today?" There are not many children in a boatman's family, as a rule, and the majority of boatmen are unmarried. When the canal closes for the winter months, the boatmen rent houses for their families at towns along the line of the canal, where they live unemployed until the resumption of coal shipping in the spring.

John McCann, captain of a boat, who lives on the canal a few miles below here, had his leg amputated yesterday at the thigh on account of scrofulous rheumatism resulting from exposure.

The four boats mentioned above had been detained by the embargo at Hancock, and are going to Cumberland by direction of the owner, John T. Dixon, to load for James Shaw, agent of the Blaen Avon mine, at prices, it is said, of \$1 to Georgetown and \$1.05 to Alexandria, the full demands of the strikers. There will be but little coal to ship by canal until the miners generally resume work. Two boats left Cumberland Sat., one with coal and another with clay, but at what freight was not ascertained. It is thought, where contracts exist, for prices less than the boatmen's demands that the boats will be loaded and started as soon as feelings of security and protection are restored. The captain of one of the four boats that went up yesterday said he thought too much of his head to attempt to carry freight at less than \$1 and \$1.05. The boatmen are suspicious, however, that some boats are carrying for less.

The strikers apparently hold out with unweakening firmness, but it is believed by many that when the mines resume operation and a start is once made on the canal that the boatmen will readily take to the tow-path. The ring leaders, now in Hagerstown jail, say that the miners are in combination with the boatmen and will not go to

work until the matter of freight is settled between the boatmen and shippers; that as soon as that is done the miners will go to work for fifty cents.

Quiet continues at every point of the canal heard from. The distribution of the military continues unchanged. At this point, the headquarters of the federal and State troops, not more than a dozen of boats remain to war against. The Quartermaster's stores and camp equipage for the Seventh Maryland Regiment have arrived here from Baltimore under a guard of soldiers. Capt. Frank Markow, of company E, Seventh Maryland, and Charles E. Grogan, captain of ordnance, were not mentioned in the list officers heretofore published.

It was found that it was not necessary to order Capt. Matthew Clark to join the regiment on the canal, and he will remain in the camp in Baltimore "captain commanding the post." The stay of the Seventh Regiment in Western Maryland will depend entirely on circumstances, though the situation here does not seem to be such as will require their services much longer.

Another mine has gone to work at 55 cents, the Blaen Avon, to fill a small order. The miners of the Maryland and New Central Companies have discussed the question of resuming work at 50 cents without definite results.

Col. H. Kyd Douglas, the Governor's representative here, spent the Sunday at his residence in Hagerstown, and will return Monday morning.

ES, Mon., 8/13/77, p. 1. **The Canal Strikers THEY DISPERSE, BUT THEY WON'T GO TO WORK.** – The large number of light boats which were blockaded between Sir Joh's Run and Hancock, continued thinning out westward very rapidly Saturday, so that towards evening only twenty boats could be counted on level. Several of the blockade squadron have reached Cumberland, where the owners live. The majority of the fleet, however, are strung out in single file and made fast to the berm side of the canal at various points between Sir John's Run and the Paw Paw tunnel, twenty-six miles west. No general movement has taken place at any point east of Hancock, the boats in that direction being centered at Mercerville,

Sharpsburg, Shepherdstown, Williamsport and other points where the owners live. Upon the service of copies of the governor's proclamation calling on them to disperse, the boatmen generally began to comply immediately by thinning out into single file at points where navigation was impeded. Thirty boats remain at Hancock the home of the owners, and not more than a dozen are located at Sir John's Run. The strikers apparently hold out with unweakening firmness, but it is believed by many that when the mines resume operation and a start is once made on the canal, that the boatmen will readily take to the tow path. The ringleaders, now in Hagerstown jail, say that the miners are in combination with the boatmen and will not go to work until the matter of freight is settled between the boatmen and shippers; that as soon as that is done, the miners will go to work for fifty cents. Quiet continues at every point of the canal heard from. The distribution of the military continues unchanged.

A CANAL STOREKEEPER ARRESTED

Van Lear Sprigg, country storekeeper at the canal tunnel near Cumberland, was arrested Saturday by Captain Wright, Company A, Seventh Maryland Regiment, stationed there, on the charge of obstructing the canal and detaining a boat at the lock, and delivered to the sheriff, and is now in jail here. The defendant claims entire innocence. A writ of habeas corpus will be sued out. Spriggs says that he will sue the sheriff for illegal detention.

RELEASE OF CANAL STRIKERS

On Saturday morning the examination of the prisoners confined in jail at Hagerstown on the charge of burning the steamer *Star*, No. 3, near dam No. 6, was to have taken place, but the witness for the state was absent and the examination deferred. Mr. William H. Boyer waived a hearing and entered into a recognizance in the sum of \$1,000 for his appearance on November 13th at the circuit court. Louis E. McComas, esq., counsel for Robert Reed, one of the accused, asked for the discharge of his client, claiming that he had sufficient evidence to show that Reed had not been near the scene. After evidence, the state promptly ordered the release of Mr. Reed, and he left with his wife for home. It is

very probable that all the prisoners will be released on bail the early part of the week.

Ibid, p. 4. **GEORGETOWN**

Grain – Arrived – Boat Medley, with 1,750 bushels wheat and 1,000 bushels corn; boat Caledonia, with 2,000 bushels wheat and 1,200 bushels corn to Hartley & Bro. Boat H. C. Boyer, with 3,300 bushels wheat and 800 bushels corn, to M. C. Waters; 10 bales hay to J. G. & J. M. Waters. Boat Medley, with 1,700 bushels corn and 150 bushels wheat to H. M. Talbott.

Tue., 8/14/77, p. 4. **THE CANAL**

On the canal everything appears quiet; two boats are continually arriving, but none leaving. The boatmen still refuse to load for less than the rate demanded, and the companies will not concede to the demands. Four boats left yesterday, one for Williamsport, loaded with Blaen Avon coal, and three for Georgetown, belonging to Mr. W. Cowden, and loaded with Borden coal. At what rates the latter are shipping we are unable to learn; though we were informed last night that a movement was on foot which would prove *satisfactory all round*.

The principal corners about town for the past two days have been occupied by squads of boatmen, discussing the question of the day. In our wanderings we learned that one of the Captains had a mule shot on the tow-path by some unseen miscreant, whether it was done for personal enmity or because he was en route for Cumberland, we cannot say.

THE CASE OF MR. SPRIGG.

Yesterday morning R. Chew Jones, Esq., as attorney for Mr. Van Lear Sprigg, appeared in court before His Honor Judge Pearre, for the purpose of securing a habeas corpus, on the ground that the arrest was illegal and without warrant or authority, claiming that the gentleman was illegally confined. His Honor, upon hearing the argument, granted a habeas corpus, whereupon Mr. Sprigg was taken before the proper authorities, and there being no charges preferred the prisoner was released. Through some misunderstanding the case came up before the arrival of the State's evidence, which was to have been given by the

soldiers concerned in the arrest. At 1:30 p.m., Capt. Wright, Lieut. Eichelberger, and a private of the 7th Maryland National Guards arrived as witnesses in the case but came too late. They returned east in the evening. Mr. Sprigg is at present stopping with his brother, who resides on Harrison Street.'

T. Chew Jones, Esq., attorney for Mr. Sprigg, has initiated suit against Capt. G. G. Wright, the officer who made the arrest, and served the summons on him yesterday. The suit is for false imprisonment, and will be for \$20,000 damages.

ES, Tue. 8/14/77, p. 4. **GEORGETOWN**

Grain Trade Arrivals – Boat Wheeler & Barron, with 3,500 bushels of wheat to Hartley & Bro. Boat Loudoun, with 3,300 bushels of wheat to Hartley & Bro., and 600 bushels corn to Wm. Talbott. Boat Thrasher, with 1,000 bushels corn and 200 bushels of wheat, and 300 on Wheeler & Barron to H. M. Talbott.

ES, Wed., 8/15/77, p. 4. **Lease of Land to the Outlet Lock Company** – Yesterday a lease was entered for record between the Potomac Lock and Dock Company of Montgomery county, Md., and H. H. Dodge, of Georgetown, the state of Maryland and the Chesapeake and Ohio Canal Company. The party of the first part, for \$15,000 annually, payable quarterly, leases to the party of the second part, for twenty-five years, all the ground lying between the canal and the Potomac river, extending southeasterly from the farm of James C. Berry and others for 2,511 feet to a tall sycamore and stone bearing a cross mark. This takes in the outlet lock to the canal at that point.

Thu., 8/16/77, p. 4. **ON THE CANAL.**

An informal meeting of several members of the canal directory was held in Baltimore on Tue., in conjunction with operators and shippers on the canal. An effort was made to induce shippers to make a further advance on the boatmen's freights, provided a further reduction should be made in tolls; but the conclusion reached was that no such arrangement could be made to work successfully.

An effort was then made to effect an agreement by which one or more parties should supply boats to the companies at the rates which had been considered - that is to say, 85 and 90 cents, with a reduction in trippage; the canal company to make concessions and supply agents with boats through these parties and collect the tolls and freights at the collector's office; thus securing the boatmen uniform rates equivalent to \$1 per ton. We do not say that the above is the exact status of the proposition, but it certainly covers the point. The effort will be made to carry out this arrangement, and the indications now are that there will be plenty of boats to supply the demand, on terms alike satisfactory to all parties involved. We expect soon to see the canal in active operation.

THE ARSON CASE

A hearing was had before Squire Oliver, in Hagerstown, on Mon., in the case of Charles Burch, Henry Davis and John Cahill, charged with burning the steamer "Star." The Hagerstown *News* of yesterday, gives the testimony, as follows:

"Capt. Joseph Richards was the first one sworn. He testified that he had a crew of four men, consisting of himself, John Baker, Andrew Garrett and John Lager. He said he reached the lock, which was situated about 4 miles from the blockade, at 4 o'clock on Sunday morning, and tied up fearing to go further. The crew got everything cleaned up, and he lay down about 9 o'clock, and got up again about 11 o'clock, went to bed twenty minutes later; he slept in the bow cabin; was called by Andrew Garrett; asked what was wanted; he was told that he should come up and see for himself; came on deck and saw a gang of men on the berm; asked them what they wanted; told me to pack my little bandanna and get off the boat in three minutes, which I did; got off the bow; a guard stood at the store door, and I had to pass over the lower gate; saw three men who told us to go up the tow-path; went up about a hundred yards and stopped; four or five men followed, and we moved on; stopped again and saw the boat on fire; could not identify any one; the men who fired the boat got on as soon as we got off, and there were ten or twelve in line; he was about twenty feet from the spokesman, who had some kind of covering on his face; did not take a very good look as he was in a hurry; saw a few guns in the hands of the men; knew they were guns by the clicking of the locks.

"Andrew Garrett was then sworn and testified that he was second steersman, slept on the deck under the awing at the stern, was awakened by a party who ordered him to leave inside of ten minutes, and he packed his duds, then he woke the captain. At this juncture Charles Burch was asked to stand up, and Garrett said he was the man who ordered him off, knew him by his shape and his voice, face was disguised with a handkerchief, met him in Alexandria after the war, was not intimate with him, knew him by reputation. Saw him at the strike, but had no conversation with him except to bid him the time. could not recognize any of the clothes of Burch, not even the color of the mask on his face, was about 6 feet from him but recognized the voice, did not call him by name, thought it would not have been safe for him to do so, did not recognize any other of the accused, saw about twenty men on the bank. When asked by Mr. Snyder who he first communicated his suspicions to, he refused to answer, and said that enough questions had been asked.

PAY STOPPED

The Alexandria *Press* says: "Owners of most of the vessels now here awaiting cargoes of Cumberland coal, have notified the commanders that they must stop the wages of their crews while idle, and only retain those who are willing to stay for their board. A consequence is that many are without means and cannot get away, thus compelled to remain with their vessels for their board."

The Hagerstown *Torch* of yesterday, in speaking of the canal troubles in that vicinity, says: "We regret to perceive that there is a disposition to find fault with the civil authorities of our county, when they did not make the arrests without the presence or aid of the military. We have no doubt that Sheriff Mayberry knew what he could do and saw what he could not do. He was familiar with the temper of the people with whom he had to deal, as well as those from whose midst he would have to summon a *posse comitatus* in the absence of the military, and we are persuaded he has acted in this as he has done in other official matters, with sound discretion and judgment. He has had some rough experiences since he has been Sheriff, but he has proven himself equal to them.

On the canal all things are quiet, but few boats arriving and none leaving. The steamers that

left here loaded are detained near Dam No. 6, because of a leakage, upon the repair of which workmen are now engaged. It is thought that the boats will be able to leave by the middle of next week. Many light boats are tied up near the tow-path in different places along the canal near where the captains of the boats live.

LUMBER CONTRACT.

An agreement has been entered into by the Baltimore and Ohio company and Mr. F. Mertens for 13,000 feet of lumber, to be used in building one hundred cars for the transportation of oil. We have been informed that the cars are to be built at the machine shops in this city, giving employment to thirty extra men.

ES, Thu., 8/16/77, p. 1. **The Canal Strikers All Out of Jail.** The last two of the nine canal strikers who were arrested on the line of the Chesapeake and Ohio canal last Thursday and committed to the Hagerstown jail, were discharged yesterday.

Resumption of Work in the Cumberland Coal Mines – The New Central Coal Company, one of the heaviest shippers in the Cumberland, Md., region, resumed work yesterday at 55 cents, the rate demanded by the strikers. Another company will resume today at the same rate.

Cumberland Coal Trade. – The shipments of coal from Cumberland for the week ended August 11 amounted to 19,700 tons 6 cwt., of which 18,849 tons 15 cwt. were by the Baltimore and Ohio railroad, and 850 tons 11 cwt. by the Chesapeake and Ohio canal. The shipments by the railroad indicate a decrease for the year of 94,293 tons as compared with the corresponding period of last year, and a decrease of 99,487 tons by the canal.

Ibid. p. 4. **GEORGETOWN**

Grain – Arrived – Boat Caledonia, with 2,500 bushels wheat and 700 bushels corn; boat Seneca, with 107 barrels flour, 250 bushels wheat and 250 bushels oats to Hartley & Bro. Also 800 bushels wheat and 300 bushels corn to H. M. Talbott.

Fri., 8/17/77, p. 4. The State troops stationed along the canal will be removed this week, and relieved from active duty.

It is thought the steamer Star No. 3, recently burned, will be abandoned after removing the machinery. It was badly burned.

The boats of Mr. Cowden which left here last week were delayed several days at Dam No. 6, on account of low water, have proceeded on their way down, with no incident happening worthy of note.

The steam pump on the canal located about ten miles below this place, is now undergoing repairs, and as soon as completed will be used in supplying the second division with water until the leak in Dam No. 6 is repaired.

Two boats left this port for Alexandria, loaded with Blaen Avon coal and in charge of Capt. Arrington. They were the Richard Burke, 118 tons and the P. J. Sowers, 108 tons.

Three boats were loaded yesterday, two of which, consigned to A. Smoot, Alexandria, left for their destination. The other was loaded at the Consolidation wharf with 115.16 tons of Gaston gas-coal from West Virginia, and will leave for Washington today.

SAD DEATH BY DROWNING

Since the raising of the blockade a large number of boats have arrived here, among which was the "Charles Knott," in command of Capt. Joseph Fredericks, a citizen of this city. While lying at the Potomac wharf yesterday afternoon, a little son of Mr. Fredericks, about 8 years of age, was reaching over the side of the vessel with a bucket in his hand to get some water, when he lost his balance and fell in. No one saw him when he fell in, nor did he make any noise; but his mother, who was in another part of the boat, happened to look down in the water and saw him rise and sink. She screamed and became frantic, and every effort was made to save the youth, but before succor came, he was drowned. He was a kind and affectionate son, respectful to everybody, and beloved by all. The parents have the earnest sympathies of many acquaintances and friends.

ES, Fri., 8/17/77, p. 5. **GEORGETOWN**

Grain – Arrived by canal – Boat Hattie & Bessie, with 1,700 bushels wheat and 1,700 bushels corn; boat William Rider, with 3,000 bushels corn and 200 bushels wheat, to Hartley & Bro.

Sat., 8/18/77, p. 4. Three boats left Cumberland yesterday. They were the Sallie J. Kelly, Capt. Kelly; A. B. Turner, Capt. Reynolds; and Berkabile, Capt. Wegman.

Yesterday work in the lower boat yard of F. Mertens was resumed. Seventeen of the employees are now engaged in repairing boats.

One of the employees of the canal company, Mr. S. A. Pitt, a gentleman well-known to the citizens of Cumberland, received a severe injury yesterday while using a 5½ inch adze. The adze glanced from the log he was cutting, and inflicted a deep flesh wound between the ankle and the knee. Medical aid was immediately given, and the sufferer is steadily improving.

ES, Sat., 8/18/77, p. 4. **GEORGETOWN Canal Notes** – Business upon the canal still continues very dull; indeed, nothing is being done except that a few grain boats occasionally arrive. The water all along the line is very low in consequence of leaks, one especially at Lock No. 6. Some coal boats that loaded at Cumberland last week, are stopped by mud this time, and not by the strikers.

Mon., 8/20/77, p. 4. **THE CANAL.**

On the canal several of the companies are preparing to ship. On Saturday the Consolidation started one boat, and this morning will load five more. The Maryland company also commences shipping today, and will send three or four boats out.

Mr. Gorman is expected here today for the purpose of consultation with all parties interested in shipping by canal. As we understand it, the canal company will propose to the companies to deliver their coal in Georgetown for \$1.15 per ton, which will include tolls, freight and wharfage. Under the old workings the boatmen received 75 cents, the canal company 35 cents for tolls and 5 cents for wharfage - in all \$1.15. Under the proposed arrangement, the price to the companies

will be the same, but the canal company will submit to the reduction and give it to the boatmen, who will receive 90 and 95 cents, according to destination.

By this arrangement the canal company comes in as the protector of one coal company against another in the way of undercutting freights, and at the same time protects the boatmen, so that they are placed in line and each boat on the line takes its turn in loading. The company not being the owner of the boats, it cannot be considered in any manner with imposition on the boatmen. The boats being in any way slightly delay "trippage" payments, but it will make that matter the day of adjustment. As the boatmen can become again independent, if this arrangement does not work to their interest, they can at the next season bow out of it.

As we look upon the matter it seems to be one which the boatmen should not hesitate to accept; for the reason that if boating were begun at \$1 per ton, and the combination of the boatmen were once broken, it would not be long until the freight would be un____, and their condition would be as bad as formerly. By the proposed regulations every boatman would have knowledge of the exact amount his fellow craftsman was getting, and they become virtually a company themselves, which parties to direct their rements without any cost to them but officers' salaries.

With the above proposition from the Canal Company, we think every condition has been made which can be called for from the President, and all parties concerned should accept such a proposition without hesitation.

Tue., 8/21/77, p. 4 **THE RAGING CANAL**

Yesterday was the busiest day on the canal we have had since the great strike was begun. Twenty-five boats left this port, and we notice the captains left with cheerful countenances and buoyant spirits. The largest shipment was the Consolidation company. The total shipments were 2,790.04 tons; the Consolidation sending 1,013.11; American, 567.10; Borden, 663.08; Maryland, 321.02; Blaen Avon, 115.15; and 107.18 to individual shippers.

ES, Tue. 8/21/77, p. 4. **GEORGETOWN Grain** – Arrived – Boat Ellen Brooks, with 2,000 bushels wheat and 2,000 bushels corn to J. G. & J. M. Waters.

Wed., 8/22/77, p. 4. **THE CANAL TRADE** - The following thirty four boats left here Tue., August 21st, carrying 3,820.18 tons of coal:

CONSOLIDATION			
Georgetown:	D. M. Read	Capt Eichelberger	112.04
	J. B. Thomas	Capt. Yingling	118.02
	W. Irving	Capt. Yingling	113.04
Washington:	C. P. Manning	Capt. Read	113.16
	A. P. Gorman	Capt. Yingling	109.04
	Maryland	Capt. Clendening	112.13
Williamsport:	Bessie Gruber	Capt. Artz	115.03
	B. L. Slack	Capt. Ziegler	115.06
	J. Leetch	Capt. Walker	113.05
			<hr/>
			Nine boats 1,022.17
AMERICAN			
Alexandria:	J. W. Morris	Capt. Bowers	115.10
	W. Gregory	Capt. James	114.15
	W. J. Boothe, jr.	Capt. Wilson	113.01
	A. J. Clark	Capt. Hatch	112.06
	Dr. G. E. Porter	Capt. Weaver	116.18
	T. H. Faile	Capt. Penner	115.13
	J. J. Swift	Capt. Brown	115.11
	J. Dayton	Capt. Brown	112.06
			<hr/>
			Eight boats 916.00
MARYLAND			
Georgetown:	Geo. Herring	Capt. Smith	110.13
	Thos. O'Connell	Capt. Mills	110.13
	C. E. Hassett	Capt. Mosier	113.07
	Star No. 4	Capt. Moore	96.10
	F. H. Darby	Capt. Tice	110.07
	Dr. Grimes	Capt. Hill	114.09
	Dr. Wiley	Capt. Henry	110.14
			<hr/>
			Seven boats 766.13
BORDEN MINING			
Georgetown:	Alexander	Capt. Cowden	111.14
	D. Jacques	Capt. Newkirk	113.09
	W. Borden	Capt. Manning	114.13
	F. L. Tilghman	Capt. Cowden	112.08
	W. Delano, jr.	Capt. Fernsner	115.07
	Arthur Lovell	Capt. Gorman	101.03
	Capt. J. R. Masters	Capt. Gorman	110.00
			<hr/>
			Seven boats 778.14
BLAEN AVON			
Williamsport:	W. E. Turner	Capt. Riley	112.05
	G. Hughes	Capt. Callan	115.15
	Lillie & May	Capt. Sandbar	108.13
			Three boats 336.14

ON THE CANAL

The return of the boatmen makes things lively near the basin and around the canal bridge. The singing of familiar songs and the occasional blowing of the horn almost makes things appear as they were wont to seem.

THE CANAL BOARD.

Meeting Yesterday - Result of Conference - What the Board Agrees to Do - Tolls Down to

20 Cents per Ton - The Boatman must Have 90 and 95 Cents.

The effort on the part of the canal company to open up the canal on terms to suit all parties culminated yesterday in the passing of an order which will, we believe, meet with general approval.

The purpose of Mr. Gorman has been to do all in his power, in consonance with the duty he owes to the State and the stockholders, to make some terms by which all could live. He endeavored to get the boatmen to form themselves into a transportation company, with the canal company as their agent. This was agreeable to them and to some of the shippers; but others had made contracts with parties for the carrying of coal during the season, and they could not break them; while the American company owned its own boats, and was itself to some extent a transportation company, and it became evident that the proposed arrangement could not be consummated.

The Board of Directors met at the Queen City hotel at 10 o'clock yesterday, with President Gorman and the following directors present: Messrs. P. Hamill, J. Humbird, M. Bannon, H. Fernandez and Dr. Crawford; secretary, B. Fawcett and chief clerk S. Gambrell.

The meeting was a private one, but the result is given in the following resolutions adopted by the Board:

Resolved, That the President be and he is hereby authorized and directed to give notice that for the remainder of this season the tolls and wharfage on coal from Cumberland to Georgetown shall be reduced to twenty-five cents a ton.

Resolved, That this reduction is made on the condition that the rates of freight to boatmen be made at the uniform price per ton of ninety cents to Georgetown, and ninety-five cents to Alexandria, and that on the event of a violation of this understanding the President is authorized to re-establish the present rate of toll.

It will thus be seen that while the tolls are reduced to a minimum, giving a margin for shippers to pay the boatmen living wages, it also guarantees that the boatmen shall be paid a uniform price for carrying, at the rate of 90 and 95

cents. Should these rates be cut down the President is empowered to increase the tolls.

After the meeting of the board, Hons. M. Bannon, P. Hamill, Attorney Millholland of Baltimore, Wm. R. Hutton (engineer) and A. Willison (collector) visited the Walsh & McKaig wharf, having maps and plats, with a view of perfecting the lines and completing the purchase of the wharf by the canal company.

ES, Wed. 8/22/77, p. 4. **GEORGETOWN**
Grain Boat Hattie & Bessie, with 2,500 bushels of wheat to Hartley & Bro.; boat Medley, with 460 bushels of wheat and 2,600 bushels corn to Hartley & Bro.; also 500 bushels of wheat to H. M. Talbott.

Thu., 8/23/77, p. 3. **Canal Trade.** - The following twenty-seven boats left here Wed., August 22nd, carrying 2,991.16 tons of coal:

CONSOLIDATION			
Georgetown:	A. Campbell	Capt. Eddy	110.14
	D. A. Miller	Capt. Weller	113.15
	Joseph Light	Capt. Seaman	112.18
	G. W. Barnett	Capt. Little	110.01
	George A. Pearre	Capt. Sensel	111.12
Washington:	F. L. Moore	Capt. Moore	95.18
Williamsport:	Loretto	Capt. Ardinger	109.06
		Seven boats	764.02
AMERICAN			
Alexandria:	R. Bender	Capt. Rose	115.16
	Theo. L. Betts	Capt. McLucas	114.09
	William Smith	Capt. Masters	115.08
	William Walsh	Capt. Teach	115.15
	J. P. Moore	Capt. Nuse	116.07
		Five boats	577.15
NEW CENTRAL			
Georgetown:	William R. Shaw	Capt. Dixon	111.17
	W. M. Price	Capt. Grimmingier	111.08
	Four Sisters	Capt. Dugan	108.03
	R. Fannon	Capt. Sorrell	110.04
	R. H. Gordon	Capt. Miller	104.18
		Five boats	546.10
BORDEN MINING			
Georgetown:	Harry Borden	Capt. Cowden	111.12
	Sallie E. Hassett	Capt. Mouse	109.17
	Hunter G.	Capt. Cowden	111.13
	J. G. Lynn	Capt. Irwin	112.00
	Henry Kruse	Capt. Cowden	112.05
	Exchange	Capt. Cowden	106.16
		Six boats	664.03
MARYLAND			
Georgetown:	Henry Loveridge	Capt. Hine	112.15
	Star No. 2	Capt. Elkins	95.18
		Two boats	208.13
BLAEN AVON			
Williamsport:	C. B. Embrey	[Capt. Buchanan]	114.16

THE MARINER RETURNED

Capt. Johnny Weisbrod, the popular captain of the fast running steamer Skedaddler, has returned, after an absence of one year. He has visited some of our most important cities and explored some country that will prove to be very valuable to our great republic. He reports everything along his route to be in an excellent condition, and was astonished to find things as represented to him by our citizens. His health has improved wonderfully along with his appetite.

This packet now lies at anchor out from the locks with a cargo on board which he has brought from some of the remote islands along the route he took. Among the curiosities he has on board is a Remora. This fish is noted for a peculiarity it has in stopping vessels at sea by attaching itself to them. If we are judges of small matters, we would call this a shad, taken from the waters of our noble stream, the Potomac, or some place near Kettle Bottom landing. Any of our citizens wishing a treat will do well to call on Johnny tomorrow, as he will put on exhibition his curiosities.

We welcome again with pleasure our old friend Capt. Weisbrod among us, as he is a jolly, good fellow, and always endeavors to please the public with something that may afford them some pleasure; and we are also pleased to note the success he has met with since he left us.

ARRESTED.

On Tuesday night Messrs. Garrett and Burch met in a saloon on Baltimore Street. Garrett is the party who testified in Hagerstown to knowing Burch's voice in the burning of the Star No. 3. High words passed between the two, and Garrett struck Burch. Officer Troxell was at hand, and arrested the parties before any serious result. Garrett was yesterday fined \$1 and costs, and Burch was released.

There is no lack of boats at this point, and the shippers are fully supplied with all demands. The movement of coal from the mines was slow yesterday, or there would have been a greater number of boats. All the vessels below seem to be coming up.

We observed a loaded canal boat yesterday in sinking condition at the outlet to the basin wharf. After hard work, she was set afloat and went on her way.

Fri., 8/24/77, p. 3. **Canal Trade.** - The following thirty-seven boats left here Thu., August 23rd, carrying 4,168.06 tons of coal:

MARYLAND			
Georgetown:	[James N. Cover]	Capt. Starliper	107.09
	Thomas Sammon	Capt. Harrison	113.11
	Annie	Capt. Little	109.04
	F. Bowers	Capt. Bowhey	110.01
	D. A. Carl	Capt. Little	119.05
	T. W. Riley & Son	Capt. Keech	109.16
	L. B. Agnew	Capt. Hoadley	113.00
	H. G. Wagner	Capt. Atkinson	99.02
	Ludlow Patton	Capt. Crampton	99.11
	Nine boats		965.19
AMERICAN			
Alexandria:	H. O. Claughton	Capt. Fisher	115.03
	E. Bayer	" "	113.17
	Michael Snow	Capt. Martz	116.08
	C. R. Hooff	Capt. Haines	112.11
	Maj. E. L. Moore	Capt. Albert	115.14
	M. D. Corse	Capt. Bear	115.15
	James Green	Capt. Martz	115.09
	Seven boats		804.12
CONSOLIDATION			
Georgetown:	A. Norrie	Capt. Carter	109.07
	L. L. Shives	Capt. Shives	113.08
	J. W. Turner	Capt. Read	111.03
	Mrs. C. E. Charles	Capt. Miller	112.06
	Elmer & Kate	" "	114.17
Williamsport:	Williamsport	Capt. Stickel	109.03
	Six boats		670.08
BORDEN MINING			
Georgetown:	Julia Borden	Capt. McCardell	113.11
	New Era	" "	105.13
	Borden & Lovell	Capt. Mouse	114.05
	C. H. Knott	Capt. Frederick	112.00
	Pattie Dunlop	Capt. Snyder	114.19
	Rudolph Herr	Capt. Spitznogle	111.01
	Six boats		671.09
NEW CENTRAL			
Georgetown:	T. H. Paul	Capt. Sherman	91.00
	V. H. Weir	Capt. Robinson	108.01
	F. Mertens	Capt. Manning	110.06
	Friendship	Capt. Hall	109.02
	Four boats		418.08
BLAEN AVON			
Alexandria:	Elbe	Capt. McDonald	117.02
Williamsport:	E. M. Stanhope	Capt. Thompson	107.19
	W. A. Foley	Capt. Singer	118.04
	Three boats		343.05
J. P. AGNEW & CO.			
Alexandria:	Lucinda	Capt. Rinehart	115.09
	Bernedetta	Capt. Thomas	113.03
	Two boats		228.12

The first two boats that have made a round trip to Georgetown since the strike, arrived yesterday. They were the Julia Borden and the New Era.

The Alexandria "Gazette" says: Loaded boats are expected to arrive here by Friday next, and the vessels which have been lying at this port

awaiting cargoes are beginning to clean up and put things in order for business.

There is some dissatisfaction in reference to the rates per ton received on the canal, there being strong suspicions that some of the captains are shipping for seventy cents per ton. As the amount each captain receives is often kept to himself, the truth of the rumor cannot really be ascertained.

ES, Fri., 8/24/77, p. 4. **GEORGETOWN Canal Notes** – It seems as if at last business is about to revive on the canal. During the present week, the different companies here have been receiving some little coal, and a good number of boats are enroute from Cumberland. Whether or not the companies will accept the recent proposition of the canal board, viz: for the coal companies to pay 90 cents freight upon their reduction in tolls, is not known, some dissatisfaction being expressed at the canal board presuming to legislate for the coal companies. The proposition seems a fair one to all parties.

Sat., 8/25/77, p. 3. **Canal Trade.** - The following thirty-one boats left here Fri., August 24th, carrying 3,478.19 tons of coal:

AMERICAN			
Alexandria:	H. Delafield	Capt. Hetzer	112.18
	J. H. Parrott	Capt. Colbert	116.04
	Samuel Lloyd	Capt. McMullen	115.15
	Matthew Kersey	Capt. Barger	117.02
	Dr. M. M. Lewis	Capt. Eichelberger	115.06
	W. J. B. Lloyd	Capt. Kirkpatrick	115.02
	American Flag	Capt. McKnight	115.02
	J. W. Burke	Capt. Renner	115.16
	Eight boats		923.05
BORDEN MINING			
Georgetown:	W. L. Shaw	Capt. Doyle	109.19
	Donna Tilghman	Capt. Turner	108.15
	Wm. Staples	Capt. Cowden	116.17
	Emerald	Capt. Cowden	117.08
	F. J. Laing	Capt. Young	117.16
	Theodore Dean	Capt. Wiland	114.00
	S. H. Sherman	Capt. Pitzer	113.04
	G. F. Smith	Capt. Kinsel	119.00
	Eight boats		917.19
CONSOLIDATION			
Georgetown:	Laura	Capt. Brubaker	112.09
	G. W. Knode	Capt. Boyer	108.11
	Diligent	Capt. Moriarty	118.09
	Grason & Fannie	Capt. Taylor	106.17
	Four boats		440.05
MARYLAND			
Georgetown:	Industry	Capt. McCaffery	107.08
	Hancock	Capt. Mitchell	96.14
	H. T. Weld	Capt. Fakey	92.12

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	F. H. Irwin	Capt. McCue	110.12
		Four boats	407.06
	NEW CENTRAL		
Georgetown:	F. M. Offutt	Capt. Kaiser	111.11
	W. P. Woos	Capt. Little	113.02
	Johnny & Tommy	Capt. Dixon	112.12
		Three boats	337.05
	BLAEN AVON		
Williamsport:	J. A. Spielman	Capt. Miller	111.02
	Katie & Addie	Capt. Wolf	118.11
		Two boats	229.13
	J. P. AGNEW & CO.		
Alexandria:	Mountain City	Capt. Ault	109.01
	INDIVIDUAL		
Georgetown:	Nuttie & Billie	Capt. Sigler	108.04

Mon., 8/27/77, p. 3. **Canal Trade.** - The following forty-three boats left here Sat., August 25th, carrying 4,853.14 tons of coal:

	CONSOLIDATION		
Georgetown:	M. C. Clay	Capt. Murphy	108.07
	Dove	Capt. Mose	113.10
	Ino	Capt. McCarty	111.08
	J. R. Ray	Capt. Anderson	113.11
	G. Meredith	Capt. Compton	114.14
	Carrie V.	Capt. Reid	125.06
	Dr. A. A. Biggs	Capt. Brubaker	107.07
	Robin	Capt. Compton	112.04
Williamsport:	Ida J. Kreps	Capt. Smith	115.14
	Ida & Harry	Capt. Ekis	112.17
	A. Gruber	Capt. Van Woltz	113.07
	E. Stake	Capt. Kimble	115.18
		Twelve boats	1364.13
	MARYLAND		
Georgetown:	J. Sammon	Capt. Johnson	111.08
	J. E. Stanhope	Capt. Hetzer	110.07
	J. E. Hughes	Capt. O'Neal	109.07
	R. T. Semmes	Capt. Westbrook	106.11
	A. Kuhn	Capt. Overcash	110.05
	Dr. Eliason	Capt. Ward	108.02
	A. Kratz & Co.	Capt. Brookman	115.00
		Seven boats	772.15
	NEW CENTRAL		
Georgetown:	Dr. J. P. Broderick	Capt. Little	100.09
	E. Mulvaney	Capt. Cahill	116.19
	Geo. H. Bradt	Capt. Mertens	112.13
	A. Lincoln	" "	105.17
	D. Murphy	" "	110.06
	D. R. Long	Capt. Long	109.05
	John Hammond	Capt. Brooks	110.18
		Seven boats	776.07
	BORDEN MINING		
Georgetown:	B. M. Young	Capt. Miles	111.14
	Fall River	" "	110.16
	R. B. Cropley	Capt. Farrow	111.12
	Kate Prather	Capt. Fernsner	117.06
	Maggie B.	Capt. Cowden	116.14
	Martha	" "	113.10
	Henry Boley	Capt. Smith	114.06
		Seven boats	795.14
	AMERICAN		
Alexandria:	M. A. Myers	Capt. Martin	113.01
	L. A. Long	Capt. Long	114.11
	C. Clifton	Capt. Weaver	111.19
	W. C. Hunter	Capt. Spitznogle	115.10
	A. J. Akin	Capt. Wilson	116.06
	J. L. Read	Capt. Brendlinger	115.10
		Six boats	687.17
	BLAEN AVON		

Williamsport:	D. Seibert	Capt. Hamilton	111.17
Alexandria	A. Spier	Capt. Wolf	115.16
		Two boats	227.13
	J. P. AGNEW & CO.		
Alexandria:	Laura S	Capt. Little	115.14
	W. Moffat	Capt. Davis	112.01
		Two boats	237.15

The largest shipment of coal by canal made at any one time this season, was made on Saturday last, forty three boats leaving, loaded with 4,853.14 tons.

The boat C. B. Embrey arrived yesterday, with a cargo of slate shipped from Williamsport, where it arrived via the Western Maryland railroad.

Tue., 8/28/77, p. 3. **Canal Trade.** - The following thirty-six boats left here Mon., August 27th, carrying 3,127.06 tons of coal:

	CONSOLIDATION		
Georgetown:	J. A. Millholland	Capt. Repp	114.07
	J. M. Forbes	Capt. Moore	112.02
	C. Slack	Capt. Lewis	110.05
	A. B. Turner	Capt. Reynolds	113.18
	C. H. Dalton	Capt. Little	109.19
	Five Brothers	Capt. Little	118.12
	Ernst & Holland	Capt. Penner	116.15
	Lillie Lemen	Capt. Lindsey	112.08
Williamsport:	Jacob Snively	Capt. Shupp	111.09
		Nine boats	1014.16
	MARYLAND		
Georgetown:	Star No. 4	Capt. Moore	98.17
	Congress	Capt. Kirby	112.10
	Willie & Annie	Capt. Knode	106.15
	Star No. 1	Capt. Thomas	91.09
	M. A. Brady	Capt. Brady	111.02
	Col. J. C. Lynn	Capt. Reid	112.02
		Six boats	632.15
	AMERICAN		
Alexandria:	W. Darrow	Capt. Dunn	112.01
	Weyand Doerner	Capt. Goodwin	115.13
	Andrew Main	Capt. Bowers	111.15
	J. R. Anderson	Capt. Snyder	111.12
	C. Robb	Capt. Bowers	116.03
		Five boats	567.04
	BORDEN MINING		
Georgetown:	Little Nan	Capt. Snyder	115.18
	Susan Charles	Capt. Snyder	110.17
	Geo. T. Gatrell	Capt. Harper	116.12
	Invincible	Capt. Cowden	118.07
	I. Wilson	Capt. Harper	117.06
		Five boats	578.15
	NEW CENTRAL		
Georgetown:	Ohio	Capt. Pierce	110.03
	J. Topper	Capt. Fink	109.15
	J. B. Turton	Capt. Brooks	109.00
	W. A. Blackwell	Capt. O'Neal	114.01
		Four boats	
	BLAEN AVON		
Alexandria:	Nora & Willie	Capt. Sorrell	115.15
	Fleming & Motter	Capt. Snyder	111.02
Williamsport:	C. B. Embrey	Capt. Buchanan	111.08
	E. M. Stanhope	Capt. Thompson	114.03
		Four boats	452.08

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J. P. AGNEW & CO.			
Alexandria:	C. Segerson	Capt. Wallace	111.02
	P. A. Gorman	Capt. McCabe	111.14
		Two boats	222.16
INDIVIDUAL			
Washington:	S. H. Taylor	Capt. Rossworm	113.10

The first boats to arrive at Alexandria since the strike reached there on Saturday last, from the American Coal Co.

The slate for roofing the new factory of K. H. Butler, Esq., arrived up by canal and Western Maryland railroad yesterday. The slate is of excellent quality and size.

It is said two boats left here yesterday under an old contract to carry at 70 cents.

ES, Tue. 8/28/77, p. 4. **GEORGETOWN Grain** – Boat Caledonia, with 2,000 bushels corn and 1,100 bushels wheat to Hartley & Bro.

Wed., 8/29/77, p. 3. **Canal Trade.** - The following thirty-six boats left here Tue., August 28th, carrying 3,960.01 tons of coal:

CONSOLIDATION			
Georgetown:	V. S. Brashears	Capt. Moore	110.00
	I. M. Boyer	Capt. Spong	111.15
	Jimmy M., jr.	Capt. Bush	112.07
	J. Tyler	Capt. Hebb	113.07
	W. C. Ernst	Capt. Bender	116.06
	B. C. Barroll	Capt. Jackson	116.12
Williamsport:	L. G. Stanhope	Capt. Nave	110.05
Washington:	Bessie Gruber	Capt. Artz	116.12
		Eight boats	907.11
NEW CENTRAL			
Georgetown:	City of Hamburg	Capt. Coffman	114.01
	J. R. Couter	Capt. Williams	111.15
	Iowa	Capt. Mertens	110.18
	Emma	Capt. Paxton	112.19
	S. H. Davis	Capt. Dickerhoof	110.10
	Lizzie & Phillie	Capt. Gannon	110.12
	D. Henry	Capt. O'Neal	109.11
	G. S. Couter	Capt. Nowell	115.13
		Eight boats	895.19
BORDEN MINING			
Georgetown:	R. B. Lynn	Capt. Dick	112.01
	M. S. Haines	Capt. Zimmerman	112.13
	Areturus	Capt. Snyder	102.04
	L. N. Lovell	Capt. Cowden	118.17
	S. J. Kelly	Capt. Kelly	112.16
	Jacob H. Snyder	Capt. Jackson	114.04
	Mabel	Capt. Turner	112.00
		Seven boats	779.15
AMERICAN			
Alexandria:	D. Annan	Capt. Eichelberger	114.18
	J. H. Platte	Capt. Bowers	115.13
	R. S. Grant	Capt. Harris	111.17
	S. S. Howison	Capt. Swain	116.04
		Four boats	458.12

MARYLAND			
Georgetown:	Star No. 2	Capt. Elkins	92.04
	F. H. Darby	Capt. Tice	110.04
	Alice	Capt. Rinehart	109.11
	C. E. Hassett	Capt. Moore	112.10
		Four boats	424.09
BLAEN AVON			
Alexandria:	R. Burke	Capt. Reed	111.18
	Four Sisters	Capt. Crow	117.18
		Two boats	229.06
J. P. AGNEW & CO.			
Alexandria:	E. L. Flury	Capt. Crampton	112.00
INDIVIDUAL			
Two & 4 Locks	Lillie & Annie	[Capt. Sterling]	51.17
Shepherdstown:	Ben Bissell	Capt. McCann	114.12
		Two boats	166.09

CANAL COMMERCE.

Boats are now arriving in considerable numbers at Alexandria, and the *Gazette* of Monday gives the following as the arrivals and departures on Saturday [8/27]:

Arrived - Boats M. Sanford, B.

Williamson, S. Henry, W. E. Bell, J. A. Alexander, T. H. Faile, Dr. G. E. Porter, J. W. Morris, W. J. Boothe, jr., and A. J. Clark, to American Coal Co.; M. O'Conner, to Maryland Coal Co.

Departed - Boats M. Sanford, B.

Williamson, S. Henry, W. E. Bell, J. A. Alexander, T. H. Faile, Dr. G. E. Porter, J. W. Morris, W. J. Boothe, jr. and A. J. Clark.

STRIKE ON A COAL WHARF.

The Alexandria *Gazette* of yesterday says that "on Saturday morning a small strike was organized at the American coal wharf, but by the promptness of the agent, Mr. J. H. Parrott, jr., it was speedily quelled, and the men went to work as usual. This morning, however, when the bell rang for the men to go to work, only a few of them prepared to do so, while the others refused to work, demanding fifty cents per boat, instead of forty cents, as formerly. Several negro roughs from Devil's Row and Fishtown appeared on the scene and together with the strikers, threatened those who wanted to work with vengeance dire if they did so. A detachment of police under Captain Webster soon arrived on the ground and excluded all except the operatives from the yard. It was determined by Mr. Parrott, in view of the number of vessels waiting to load, and the long time they had been detained by the boatmen's strike, to make a compromise; and the men were promised forty-five cents per boat, provided that was the ruling rate elsewhere. The most of the men were put to work, several of the more objectionable ones being discharged. The trimmers subsequently struck, and no further trouble is apprehended. Should

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any violence be attempted it will meet with prompt punishment."

ES, Wed. 8/29/77, p. 4. **GEORGETOWN Grain** – Boat Wheeler & Barron, with 2,200 bushels of wheat and 1,500 bushels of corn, to Hartley & Bro. Boat Boyer, with 2,500 bushels corn, 1,500 bushels wheat and 50 bales of hay, to J. G. & J. M. Waters.

Thu., 8/30/77, p. 3. **Canal Trade.** - The following forty boats left here Wed., August 29th, carrying 4,436.98 tons of coal:

CONSOLIDATION			
Georgetown:	M. Boyer	Capt. Boyer	111.00
	J. N. Clary	Capt. Bowers	109.14
	W. L. Read	" "	110.04
	Dr. C. F. Russell	[Capt. Jackson]	113.04
	Wm. Weber	Capt. Dixon	114.18
	W. Thompson	Capt. O'Brian	110.00
	A. F. Lantz	Capt. Swain	114.00
	W. M. Hill	" "	110.12
	Mohawk	Capt. Baler	107.16
	H. J. Kenah	Capt. Broderick	108.16
	Willie & Johnnie	Capt. Morrison	112.14
	Yonkers	Capt. Middleton	106.14
	T. Malloy	Capt. Knode	112.02
Washington:	G. Blackburn	Capt. Kimble	111.19
Williamsport:	Grason & Fannie	Capt. Taylor	107.06
		Fifteen boats	1680.17
BORDEN MINING			
Georgetown:	Henry Freeland	Capt. Cowden	112.06
	C. A. Greene	" "	112.17
	Onward	Capt. Halper	114.06
	D. L. Taylor	Capt. Turner	114.11
	Regulus	Capt. Mills	95.02
	Warren Delano, jr.	Capt. Fernsner	115.07
	Henry Boyd	Capt. Brown	113.13
		Seven boats	778.00
MARYLAND			
Georgetown:	Mollie	Capt. Hammond	110.12
	Dr. Wiley	Capt. Henry	110.10
	Johnny & Frankie	[Capt. Gatrell]	105.10
	J. B. Slatery	Capt. Harrison	101.16
	G. B. Oswald	Capt. Moore	110.19
		Five boats	540.07
NEW CENTRAL			
Georgetown	Geo. Hutton	Capt. Doleman	110.00
	Elizabeth	Capt. Snyder	109.15
	C. W. Adams	Capt. Coffman	110.00
	L. Regan	Capt. Rinehart	110.00
		Four boats	439.15
AMERICAN			
Alexandria:	G. L. Boothe	Capt. Davis	112.18
	R. H. Miller	Capt. Johnson	116.06
	H. C. Flagg	Capt. Delaney	111.15
	J. Bradburn	Capt. Malone	112.10
	Rechabites	" "	115.12
		Five boats	509.01
BLAEN AVON			
Williamsport:	J. A. Spielman	Capt. Miller	108.00
	J. B. Winslow	Capt. McKelvey	111.19
		Two boats	219.16
J. P. AGNEW & CO.			
Alexandria:	P. J. Bowers	Capt. Rockwell	117.02

J. Humbird	Capt. Austin	113.02
	Two boats	230.04

CANAL COMMERCE.

The Alexandria *Gazette* gives the following canal commerce for Monday [8/27]:

Arrived - Boats W. Smith, R. Bender, J. Green, J. J. Swift, J. Dayton, W. Gregory and Chas. R. Hooff, to American Coal Company; Lucinda, to J. P. Agnew & Co.; G. Hughes and Lillie & May, to Blaen Avon Coal Company.

Departed - Boats W. Smith, Lucinda, R. Bender, J. Green, J. J. Swift, J. Dayton, Geo. Hughes and Lillie & May.

END OF A STRIKE.

The Alexandria *Gazette* of Monday evening says: "In order to facilitate shipments of coal, the American Coal Company has agreed to pay its laborers an advance of fifty cents per boat, provided that was the ruling price in Georgetown. It was ascertained yesterday evening that the men in Georgetown were working at the old prices without complaint. Accordingly, when the hour for commencing work arrived this morning, Mr. J. H. Parrott, jr., the agent of the American Company, called his men together and told them that they would be paid only the old rate of forty cents per boat, and that if they refused to work at that rate, the vessels here would be sent to Georgetown to be loaded. The laborers, finding the agent firm in his determination, went to work at once."

ES, Thu., 8/30/77, p. 1. **Cumberland Coal Trade,** The shipments of coal from Cumberland for the week ended August 25, amounted to 60,065 tons 2 cwt., of which 33,628 tons 17 cwt. were by the Baltimore and Ohio railroad, 21,261 tons by the Chesapeake and Ohio canal, and 5,176 tons 5 cwt. by the Pennsylvania road. These shipments, as compared with those of last year, indicate a decrease of 95,320 tons on the Baltimore and Ohio road, and 112,208 tons by the canal, but the output from the Cumberland region during the week was greatly larger than that of any week this year, and about equal to the average weekly business of past years.

Ibid. p. 4. **GEORGETOWN**

Grain Trade – Boat Hattie & Bessie, with 3,400 bushels of wheat to Hartley & Bro. Boat Seneca, with 2,000 bushels wheat and 250 bbls. flour to Hartley & Bro.

Fri., 8/31/77, p. 3. **Canal Trade.** - The following forty-four boats left this port Thu., August 30th, carrying 4,700 tons of coal:

CONSOLIDATION			
Georgetown:	Okonoko	Capt. Byroads	113.03
	J. A. Graham	Capt. Brubaker	112.01
	John Leech	Capt. Walker	109.12
	A. E. McDonald	Capt. McDonald	109.02
	Capt. J. Sheridan	Capt. Creamer	108.15
	M. Fannon	Capt. Bissett	108.11
	John R. Cruzen	Capt. Stride	111.19
	A. M. Grove	Capt. Grove	109.13
	W. H. Lowe	Capt. Shupp	112.00
Williamsport:	A. Gruber	Capt. Woltz	108.14
Washington:	F. L. Moore	Capt. Brown	92.04
Harpers Ferry	M. A. West	Capt. Conrad	107.04
		Twelve boats	1301.18
NEW CENTRAL			
Georgetown:	Johnnie	Capt. Kean	107.17
	W. Young	Capt. Reeves	107.02
	Four Sisters	Capt. Dugan	107.11
	P. L. Lemen	Capt. O'Neal	109.09
	M. Ruben	Capt. Numberger	104.17
	Dr. F. M. Davis	Capt. Davis	105.04
	A. H. Bradt	Capt. Hill	105.16
	Morning Sun	Capt. Little	106.09
	Shipley & Bush	Capt. Coffman	111.15
		Nine boats	968.08
BORDEN MINING			
Georgetown:	Malcolm Sinclair	Capt. Cowden	112.00
	Arthur Lovell	" "	102.02
	Capt. J. R. Masters	" "	111.12
	F. L. Tilghman	" "	108.05
	Alexander	" "	110.09
	Queen City	" "	113.15
	Dr. O. M. Schindel	Capt. Myers	112.10
Washington:	Fannie & Estella	Capt. Chaplin	108.10
		Eight boats	879.03
AMERICAN			
Alexandria:	Samuel Henry	Capt. Turner	108.18
	J. H. Stickney	Capt. Malone	104.15
	John Wilson	Capt. McCann	107.04
	D. A. Lowe	Capt. Lynch	109.04
	Thomas Patton	Capt. Eaton	109.04
	Ben Williamson	Capt. Reynolds	109.07
		Six boats	648.12
MARYLAND			
Georgetown:	Thomas O. Connell	Capt. Mills	109.02
	George Herring	Capt. Smith	110.07
	H. T. Weld	Capt. Fakey	85.10
		Three boats	304.19
BLAEN AVON			
Alexandria:	Mary Mack	Capt. Evoy	105.02
	B. R. Summers	Capt. Warner	108.08
Williamsport:	David Seibert	Capt. Hamilton	108.10
		Three boats	322.00
J. P. AGNEW & CO.			
Alexandria:	P. Sinclair	Capt. Ingram	113.02
	Kate Brooks	Capt. Donnelly	105.01
		Two boats	218.03
INDIVIDUAL			
Weverton:	R. Portner	Capt. Cummings	117.01

THE CANAL.

The largest shipments made over the canal this season was that of yesterday, when 41 boats left carrying 4,760 tons.

The boat J. P. Sowers ran aground on Wednesday evening at the outlet from the Basin wharf and blocked up the way for several hours, or until she could be relieved of some of her load.

A Consolidation Company's boat sank at the two mile stake yesterday, but fortunately it was raised without drawing the water off the level, which would seriously affect traffic at the present low stage of water.

There are now no boats leaving here at the price of 70 cents per ton. Those who were thrown out of line for refusing to carry at that price are being helped by their fellow boatmen, so far as necessary, though some of them have freighted at the advanced rates. If the present demand is continued for boats, there will soon be a scarcity, and companies will be glad to get boats at 90 cents. The long continued strike on the canal had almost ruined many boats, which lay for weeks with their sides exposed to a midsummer sun and even after being packed in their seams, are almost constantly kept pumping, and more have left in a sinking condition in the past week than there ever before known. Besides, the stock has disappeared from the canal, and but few boats have a full complement of mules, and the captains are unable to replace them. We think boats will be in demand at 90 cents before another week.

The water in the canal suddenly fell over six inches on Wednesday night on this division. It is thought to have been drawn off somewhere below for some purpose not yet ascertained. If we do not have rain very soon, there will not be sufficient water to feed the canal, and boats will not be able to carry 100 tons.

Sat., 9/1/77, p. 1. **The Canal Trade.** - The following forty-two boats left this port Fri., August 31, carrying 4,532.18 tons of coal:

CONSOLIDATION			
Georgetown:	D. M. Read	Capt. Eichelberger	111.13
	R. L. Gross	Capt. Quigley	106.19
	J. C. McGraw	Capt. Mertens	108.10
	Osceolo & Jake	Capt. Seaman	112.18
	James & Willie	Capt. Wilson	104.09
	C. P. Manning	Capt. Read	109.19
	J. B. Varnum	Capt. Moore	108.19
	A. L. Miller	Capt. Keech	110.17

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	I. Crane	Capt. White	107.00
	E. Rinehart	Capt. Eichelberger	107.19
	Tommy & Nellie	Capt. Little	107.07
	C. C. Kelly	Capt. Spong	111.04
	Uno	Capt. Peck	102.03
	J. T. Dixon	Capt. Dixon	109.12
		Fourteen boats	1,519.09
	NEW CENTRAL		
Georgetown:	L. L. Mouse	Capt. Mouse	106.18
	J. R. Purcell	Capt. Armstrong	102.07
	F. F. Davis	Capt. Swain	106.00
	J. H. Houck	Capt. Read	107.10
	M. E. Tice	Capt. Long	111.03
	Alonzo Berry	Capt. Ardinger	106.00
	J. H. Farrow	Capt. Ardinger	106.19
	Thos. H. Paul	Capt. Sherman	98.12
	R. Fannon	Capt. Sorrell	106.18
	T. J. Boyer	Capt. Kroon	110.17
	S. S. Lynn	Capt. Kroon	106.05
		Eleven boats	1,151.09
	AMERICAN		
Alexandria:	Dr. G. E. Porter	Capt. Weaver	108.12
	Peter G. Uhler	Capt. Delaney	109.01
	David Stewart	Capt. Singer	108.09
	G. P. Lloyd	Capt. Emberson	112.15
	M. Sanford	Capt. Everly	104.18
	J. A. Alexander	Capt. Penner	103.10
	W. E. Bell	Capt. Brendlinger	109.08
	Thos. H. Faile	Capt. Penner	108.04
	J. W. Morris	Capt. Bowers	109.04
		Nine boats	974.01
	BORDEN MINING		
Georgetown:	Etta & Rena	Capt. Cowden	106.10
	Hunter G	Capt. Cowden	112.10
	J. W. Carder	Capt. Cowden	109.18
	J. C. Grove	Capt. Hassett	106.14
	W. Borden	Capt. Manning	109.17
		Five boats	545.09
	BLAEN AVON		
Williamsport:	Wm. Foley	Capt. Singer	111.07
	C. B. Embrey	Capt. Buchanan	110.16
		Two boats	222.03
	J. P. AGNEW & CO.		
Alexandria:	A. Greenless	Capt. Fox	107.07

ES, Sat., 9/1/77, p. 4. **The Coal Trade** – The coal companies have all been receiving and shipping some coal this week. The receipts would have been large had it not been for a sunken boat above the Georgetown level. Many schooners are laying at the different docks waiting to be loaded. Exactly what arrangements have been made in regard to freight rates cannot at yet be ascertained.

Mon., 9/3/77, p. 1. **Canal Trade.** - The following fifty-one boats left here Sat., September 1, carrying 5,889.13 tons of coal:

	CONSOLIDATION		
Georgetown:	M. E. Waters	Capt. Bender	112.03
	A. P. Gorman	Capt. Yingling	112.01
	L. R. Fechtig	Capt. Shives	105.15
	Geo. A. Pearre	Capt. Sensel	109.18
	W. Snyder	Capt. Highbarger	112.18
	R. Shriver	Capt. Nuse	110.13
	G. W. Barnett	Capt. Little	113.07

	Energy	Capt. Morrow	107.05
	Consolidation	Capt. Shank	108.05
	M. M. Jane	Capt. Arthur	104.08
Washington	M. S. O'Donnell	Capt. Piper	110.00
	B. Resley	Capt. Teeters	108.05
Williamsport:	C. W. Brengle	Capt. Berger	113.15
		Thirteen boats	1,428.13
	BORDEN MINING		
Georgetown:	Sallie E. Hassett	Capt. Mouse	111.10
	A. E. McQuade	Capt. Young	109.08
	B. Ensminger	Capt. Cowden	111.03
	R. J. West	Capt. Cowden	111.17
	Harry Borden	Capt. Cowden	108.05
	Julia Borden	Capt. Cowden	106.15
	Henry Kraus	Capt. Cowden	110.11
	Borden & Lovell	Capt. Mouse	108.12
	W. & B. Mills	Capt. Hassett	107.09
	Denton Jacques	Capt. Newkirk	111.13
	J. G. Lynn	Capt. Irwin	110.13
		Eleven boats	1,208.01
	AMERICAN		
Alexandria:	C. R. Hooff	Capt. Haines	109.05
	J. J. Swift	Capt. Brown	108.10
	James Dayton	Capt. Brown	106.01
	Wm. Gregory	Capt. James	110.01
	Wm. Smith	Capt. Masters	109.12
	James Green	Capt. Martz	112.00
	Richard Bender	Capt. Rose	108.16
	A. J. Clark	Capt. Hatch	109.04
	W. J. Boothe, jr.	Capt. Wilson	109.01
		Nine boats	982.10
	MARYLAND		
Georgetown:	Busy Bee	Capt. Dolan	110.05
	D. A. Carl	Capt. Little	108.07
	J. N. Cover	Capt. Potts	103.08
	F. Bowers	Capt. Bowhey	109.13
	M. Scally	Capt. Dunn	109.19
	Lucinda	Capt. Reinhart	113.18
		Six boats	655.10
	NEW CENTRAL		
Georgetown:	V. H. Weir	Capt. Dixon	102.16
	B. F. Price	Capt. McCoy	105.15
	R. H. Gordon	Capt. Miller	106.13
	F. A. Mertens	Capt. Manning	107.03
	W. M. Price	Capt. Griminger	108.17
		Five boats	529.10
	J. P. AGNEW & CO.		
Alexandria:	James. Marmaduke	Capt. Paterson	109.04
	N. Williams	Capt. Zimmerman	106.19
	Six Brothers	Capt. Zimmerman	106.18
	B. Miller	Capt. Crumbaugh3	106.18
		Four boats	420.16
	BLAEN AVON		
Alexandria:	W. Mertens	Capt. Merryman	106.16
	INDIVIDUAL		
Knoxville:	M. C. Merryman	Capt. Merryman	105.00
Williamsport:	E. M. Stanhope	Capt. Thompson	116.14
		Two boats	216.14

p. 4. **CANAL COMMERCE.** The Alexandria *Gazette* gives the following canal commerce for Friday [8/31]:

Arrived - Boats J. W. Burke, M. A. Myers, W. J. B. Lloyd, American Flag and J. L. Read, to American Coal Company.

Departed - Boats T. L. Betts, Nuttie & Billie, E. Bayer, H. O. Claughton, J. P. Moore,

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Katie & Addie, [Maj.] E. L. Moore, J. H. Parrott, jr., M. D. Corse, W. E. Turner, Round Top Cement, S. Lloyd, J. W. Burke, W. J. B. Lloyd, American Flag, M. A. Myers and J. L. Read.

ES, Mon., 9/3/77, p. 2. **The Chesapeake and Ohio Canal** – Forty-two boats cleared at the canal collector's office at Cumberland on Friday. Owing to the low stage of water, they were lightly laden, and with the help of more water put in the prism all got away. Those loaded on Thursday were lightened somewhat and got over the bars. The Cumberland *Civilian* of the 1st says: "Trade on the canal yesterday was unusually heavy, fifty boats having left this port loaded with coal, being the largest number that has cleared in any one day during the season. The business of the entire week makes a good showing, and is as follows: Monday, 3,127 03 tons; Tuesday, 3,900 01 tons; Wednesday, 4,433 03 tons; Thursday, 4,760 tons; Friday, 4,532 18 tons; and Saturday, 5,459 01 tons. Total, 26,297 06 tons. This makes a total of 293,127 05 tons shipped by canal for the season up to last night, a decrease of 66,846 tons 13 cwt. from the amount shipped up to the same period last year."

Tue., 9/4/77, p. 1. **Canal Trade.** - The following thirty-six boats left here Mon., September 3rd, carrying 3,878.08 tons of coal:

NEW CENTRAL			
Georgetown:	Loretto	Capt. Ardinger	107.11
	F. M. Offutt	Capt. Kaiser	106.11
	Dr. J P Broderick	Capt. Little	107.01
	Friendship	Capt. Hall	106.00
	American Boy	Capt. Schopper	103.10
	William R. Shaw	Capt. Dixon	107.01
	Williamsport	Capt. Stickles	103.17
	W. P. Wools	Capt. Little	106.06
	Thomas Lannon	Capt. Pridgeon	107.01
		Nine boats	956.18
CONSOLIDATION			
Georgetown:	W. Irving	Capt. Yingling	108.17
	Dove	Capt. Mose	109.02
	Lillie & May	Capt. Sandbar	109.06
	Lark	Capt. French	103.03
	J. R. Ray	Capt. Anderson	110.18
	J. R. Cruzen	Capt. Stride	103.17
Williamsport:	Grason & Fannie	Capt. Taylor	107.09
	Jacob Snively	Capt. Shupp	109.18
		Eight boats	862.10
AMERICAN			
Alexandria:	Wm. Walsh	Capt. Teach	109.03
	T. L. Betts	Capt. McLucas	107.12
	J. P. Moore	Capt. Nuse	108.15
	[Maj.] E. L. Moore	Capt. Albert	109.00
	M. Snow	Capt. Martz	112.02

	M. D. Corse	Capt. Bear	108.12
		Six boats	655.04
BORDEN MINING			
Georgetown:	Henry Boley	Capt. Smith	107.08
	Pattie Dunlop	Capt. Snyder	108.03
	Donna Tilghman	Capt. Turner	113.01
	New Era	Capt. Cowden	98.08
	Robert B. Cropley	Capt. Farrow	118.13
	Rudolph Herr	Capt. Spitznogle	110.17
	Exchange	Capt. Cowden	108.19
		Seven boats	755.00
BLAEN AVON			
Alexandria:	Clara	Capt. Eddy	114.10
Williamsport:	J. A. Spielman	Capt. Miller	108.02
		Two boats	222.12
J. P. AGNEW & CO.			
Alexandria:	G. P. DeWitt	Capt. Montgomery	106.03
	Adam Sherman	Capt. Sissely	105.02
		Two boats	211.05
MARYLAND			
Georgetown:	P. Fleckenstein	Capt. Bowers	106.17
	Cumberland	Capt. Benner	108.02
		Two boats	214.19

p. 4. CANAL COMMERCE.

The Alexandria *Gazette* gives the following canal commerce for Saturday [9/1]:

Arrived - Boats M. Kersey, L. A. Long, H. Delafield, Dr. M. M. Lewis and Wm. Darrow to American Coal Co.; D. R. Long, A. Lincoln and D. Murphy to New Central Coal Co.; Nora & Willie and Elbe to Blaen Avon Coal Co.; Laura S. to J. P. Agnew & Co.

Departed - Boats M. Kersey, L. A. Long, D. R. Long, H. Delafield and Dr. M. M. Lewis.

Wed., 9/5/77, p. 1. **THE CANAL TRADE.** The following forty-seven boats left this port Tue., September 4, carrying 5,097.15 tons of coal:

CONSOLIDATION			
Georgetown:	J. B. Thomas	Capt. Yingling	112.10
	J. W. Turner	Capt. Read	109.19
	A. Norrie	Capt. Penner	110.14
	Creole	Capt. Ingram	111.00
	B. L. Slack	Capt. Ziegler	108.08
	Mattie	Capt. Seaman	107.04
	A. K. Syester	Capt. Hammond	109.13
	Blue Bell	Capt. Riley	109.17
	G. W. Knode	Capt. Boyer	109.03
	C. A. Greene	Capt. Dixon	106.08
Williamsport:	A. Gruber	Capt. Woltz	108.05
	Ida & Harry	Capt. Ekis	108.11
Washington	L. B. Agnew	Capt. Hoadley	108.10
		Thirteen boats	1,419.02
NEW CENTRAL			
Georgetown:	Johnny & Tommy	Capt. Dixon	106.16
	G. H. Bradt	Capt. Mertens	106.00
	Sallie & Jennie	Capt. Grosh	106.05
	A. Zeigler	Capt. Dixon	106.05
	J. W. Daily	Capt. Penner	109.07
	L. H. Kuhn	Capt. Kroon	109.08
	John Hammond	Capt. Brooks	109.02
	Samuel Swain	Capt. Gower	105.06

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	Phillie G.	Capt. McCann	113.14
		Nine boats	972.03
	AMERICAN		
Alexandria:	W. J. B. Lloyd	Capt. Kirkpatrick	111.15
	H. O. Claughton	Capt. Fisher	112.10
	Edward Boyer	Capt. Fisher	105.18
	J. H. Parrott, jr.	Capt. McMullen	113.06
	Samuel Lloyd	Capt. McMullen	112.14
	M. Kersey	Capt. Boyer	111.19
	American Flag	Capt. McKnight	112.19
	M. A. Myers	Capt. Mertens	110.13
	J. W. Burke	Capt. Renner	112.05
		Nine boats	1,003.10
	MARYLAND		
Georgetown:	T. W. Riley & Son	Capt. Keech	106.14
	Thos Sammon	Capt. Kinner	109.01
	Dr. Grimes	Capt. Hill	109.11
	Annie	Capt. Little	107.00
	Star No. 1	Capt. Thomas	96.05
	Dr. Eliason	Capt. Ward	103.06
	F. H. Irwin	Capt. McCue	106.06
	Ludlow Patton	Capt. Crampton	91.16
		Eight boats	829.19
	BORDEN MINING		
Georgetown:	Thos. Dean	Capt. Wiland	112.02
	B. M. Young	Capt. Miles	108.03
	Fall River	Capt. Miles	109.16
	W. Staples	Capt. Cowden	107.06
	G. F. Smith	Capt. Kinsel	114.02
	C. H. Knott	Capt. Frederick	108.11
		Six boats	660.00
	J. P. AGNEW & CO.		
Alexandria:	Ida J. Kreps	Capt. Smith	106.06
	BLAEN AVON		
Alexandria:	L. W. Poffenberger	Capt. Hawley	107.15

p. 4. The canal boat A. L. Miller has sunk in the level at South Branch just a boat's length from the lock, and is quite an obstruction to travel. The water on the level is very low and should it be drawn off; a week's delay may be expected. The water is so low now that loaded boats can scarcely pass.

Thu., 9/6/77, p. 1. **Canal Trade.** - The following forty-six boats left Wed., September 5, carrying 4,962.12 tons of coal:

	CONSOLIDATION		
Georgetown:	M. C. Clay	Capt. Murphy	110.15
	D. A. Miller	Capt. Weller	110.04
	Carrie V.	Capt. Reid	117.18
	M. O'Conner	Capt. Ensminger	106.11
	Hawk	Capt. Benner	108.01
	Diligent	Capt. Moriarty	108.07
	George & James	Capt. Brashears	107.16
	A. J. Mills	Capt. Fisher	108.13
	A. B. Turner	Capt. Reynolds	112.12
	V. L. Sprigg	Capt. Porter	108.05
		Ten boats	1,098.18
	BORDEN MINING		
Georgetown:	Invincible	Capt. Cowden	111.11
	Maggie B.	Capt. Cowden	108.17
	Sally J. Kelly	Capt. Kelly	110.10
	Susan Charles	Capt. Snyder	109.08
	Little Nan	Capt. Snyder	112.17

	Kate Prather	Capt. Fernsner	114.02
	Emerald	Capt. Cowden	111.12
	Martha	Capt. Cowden	106.08
		Eight boats	885.07
	NEW CENTRAL		
Georgetown:	G. H. Moore	Capt. Moore	109.06
	A. Lincoln	Capt. Mertens	108.10
	D. Murphy	Capt. Mertens	103.07
	G. M. Stonebraker	Capt. Kroon	110.08
	E. M. Bynon	Capt. Eddy	106.13
	Nuttie & Billie	Capt. Sigler	109.09
	Baltimore	Capt. Penner	109.04
	J. J. Moore	Capt. Dixon	110.00
	Thomas Venners	Capt. Ganley	94.08
		Nine boats	958.19
	MARYLAND		
Georgetown:	Willie & Annie	Capt. Derr	106.05
	M. A. Brady	Capt. Brady	107.17
	Congress	Capt. Kirby	109.02
	E. J. Arrington	Capt. Arrington	105.04
	A. Kuhn	Capt. Overcash	106.08
	John Sammon	Capt. Johnson	105.07
	Star No. 2	Capt. Elkins	89.01
	H. G. Wagner	Capt. Cramer	91.13
		Eight boats	820.12
	AMERICAN		
Alexandria:	J. L. Read	Capt. Brendlinger	112.15
	H. Delafield	Capt. [Hetzer]	108.01
	L. A. Long	Capt. Long	111.15
	W. Darrow	Capt. Dunn	109.11
	Dr. M. M. Lewis	Capt. Eichelberger	112.17
		Five boats	
	BLAEN AVON		
Alexandria:	Katie & Addie	Capt. Wolf	109.13
	George Hughes	Capt. Callan	110.17
Williamsport:	D. Seibert	Capt. Hamilton	107.12
		Three boats	313.01
	J. P. AGNEW & CO.		
Alexandria:	Dr. F. C. Doyle	Capt. Warren	109.09
	INDIVIDUAL		
Georgetown:	G. Berkebile	Capt. Rossworm	112.00
	J. E. Hughes	Capt. O'Neal	106.10
		Two boats	218.10

CANAL COMMERCE.

The Alexandria *Gazette* gives the following canal commerce for Tuesday [9/4]:

Arrived - Boats R. Burke to W. A. Smoot; R. H. Miller to American Coal Company.

Departed - Boats Robin, J. H. Platte, Elbe, A. P. Gorman, S. S. Howison, R. S. Grant, D. Annan, W. Moffett, Fleming & Motter, A. S. Winteringham, R. Burke and R. H. Miller.

ES, Thu., 9/6/77, p. 2. **Cumberland Coal Trade.** The shipments of coal from Cumberland for the week ended Sept. 1 amounted to 54,098 tons 1 cwt., of which 27,287 tons 11 cwt., were by the Chesapeake and Ohio canal; 21,022 tons 9 cwt. by the Baltimore and Ohio railroad, and 5,786 tons 1 cwt by the Pennsylvania railroad. The shipments by the Baltimore and Ohio railroad indicate a

decrease of 94,300 tons as compared with the shipments of 1876, and a decrease of 106,146 tons by canal for the corresponding period.

Ibid, p. 4. **GEORGETOWN**

Grain Trade – Arrived by canal yesterday – Boat Irene Knott, with 1,550 bushels wheat consigned to J. G. & J. M. Waters. Boat Hattie & Bessie, with 3,300 bushels corn; boat Caledonia, with 2,200 bushels wheat and 500 bushels corn; boat Medley, with 2,500 bushels wheat, 600 bushels corn, 300 bushels rye, 100 bushels rye, all consigned to Hartley & Bro.; also 500 bushels corn on Medley to H. M. Talbott.

Fri., 9/7/77, p. 1. **Canal Trade.** - The following thirty-six boats left Thu., Sept. 6, carrying 3,857.06 tons of coal:

CONSOLIDATION			
Georgetown:	Elmer & Kate	Capt. Miller	109.11
	Mrs. C. E. Charles	Capt. Miller	111.00
	A. M. Grove	Capt. Grove	109.02
	Joseph Light	Capt. Seaman	112.02
	Carrie & Margie	Capt. Darner	100.06
	R. M. Sprigg	Capt. Donnegan	105.02
	H. Hebner	Capt. Shaner	108.15
	L. L. Shives	Capt. Shives	109.16
	H. C. Hicks	Capt. Riley	109.08
	A. Campbell	Capt. Eddy	107.12
Williamsport:	L. G. Stanhope	Capt. Nave	108.09
	Eleven boats		1,190.18
BORDEN MINING			
Georgetown:	Regulus	Capt. Mills	97.07
	S. H. Sherman	Capt. Cowden	111.09
	L. N. Lovell	" "	110.01
	Nora & Willie	" "	111.00
	Isaac Wilson	Capt. Gatrell	107.14
	George T. Gatrell	Capt. Harper	107.19
	John T. James	Capt. Hassett	109.03
	Seven boats		754.13
MARYLAND			
Georgetown:	H. T. Weld	Capt. Fakey	86.01
	Hancock	Capt. Mitchell	90.08
	Three Brothers	Capt. Morrison	106.11
	C. E. Hassett	Capt. Moore	108.02
	Alice	Capt. Rinehart	109.16
	Industry	Capt. McCaffery	102.01
	Mollie	Capt. Hammond	106.11
	F. H. Darby	Capt. Tice	107.19
	Eight boats		817.09
NEW CENTRAL			
Georgetown:	D. R. Long	Capt. Long	110.12
	Ohio	Capt. Pierce	107.09
	Alex. Adams	Capt. Sorrell	110.18
	Elizabeth	Capt. Snyder	106.09
	Four boats		435.08
AMERICAN			
Alexandria:	Andrew Main	Capt. Bowers	110.05
	Chas. Robb	Capt. Bowers	113.05
	Two boats		223.10
J. P. AGNEW & CO.			
Alexandria:	Cherokee Tribe	Capt. Sissely	110.04

	H. B. Simonds	Capt. Kirtley	108.08
		Two Boats	218.12
BLAEN AVON			
Williamsport:	C. B. Embrey	Capt. Buchanan	109.10
Alexandria:	W. E. Turner	Capt. Riley	107.06
		Two boats	216.16

CANAL COMMERCE

The Alexandria *Gazette* gives the following canal commerce for Thursday [9/6]:

Arrived - Boats Mountain City, J. Humbird and Kate Brooks to J. P. Agnew & Co.; Four Sisters and B. R. Summers to Blaen Avon Coal Co.; G. L. Boothe, G. P. Lloyd and S. Henry to American Coal Co.

Departed - Boat Mountain City

ES, Fri. 9/7/77, p. 4. **GEORGETOWN**

The Coal Trade has again fairly opened and business begins to look somewhat brisk along the canal. From such information as could be obtained, there is not much doubt that the coal companies have accepted the proposition of the canal board, and are paying 90 cents freight. Nothing definite, however, could be elicited. The following are the receipts and shipments during the week ending today: New Central Coal Co., receipts, 6,000 tons, shipments, 6,000 tons; Consolidated Coal Co., receipts, 5,239 tons, shipments, 5,187 tons; Borden Mining Co., receipts, 3,900 tons, shipments, 3,500 tons.

The Grain Trade – Arrived by canal – Boat Ellen Brooks, with 3,500 bushels wheat to J. G. & J. M. Waters, and 150 barrels flour to Hartley & Bro.; boat Seneca, with 360 bushels wheat, 400 bushels corn, 100 barrels flour to Hartley & Bro.; also 150 bushels wheat to J. G. & J. M. Waters, and 300 bushels corn to H. M. Talbott.

Sat., 9/8/77, p. 3. **Canal Trade.** - The following forty-three boats left Fri., September 7, carrying 4,743.15 tons of coal:

CONSOLIDATION			
Georgetown:	Ernst & Holland	Capt. Penner	108.08
	C. Slack	Capt. Lewis	110.16
	Five Brothers	Capt. Mertens	113.16
	C. H. Dalton	Capt. Mertens	110.05
	B. C. Barroll	Capt. Jackson	108.11
	Maryland	Capt. Clendening	105.19
	W. C. Ernst	Capt. Bender	109.11
	Julia Tyler	Capt. Hebb	111.07
	Ino	Capt. McCarty	112.11
	Jimmy M., jr.	Capt. Bush	110.18
Washington:	Edward Stake	Capt. Kimble	113.08

Canal Trade - 1877

Williamsport:	Grason & Fannie	Capt. Taylor	106.08
		Twelve boats	1,322.19
BORDEN MINING			
Georgetown:	J. A. Ensminger	Capt. Hassett	114.09
	M. S. Haines	Capt. Zimmerman	109.12
	Benedetta	Capt. Cowden	111.09
	Capt. J. R. Masters	Capt. Cowden	110.04
	Henry Freeland	Capt. Cowden	111.00
	Jacob H. Snyder	Capt. Jackson	110.14
	Areturus	Capt. Snyder	97.13
	R. B. Lynn	Capt. Dick	114.10
	Warren Delano, jr.	Capt. Fernsner	108.09
		Nine boats	988.00
NEW CENTRAL			
Georgetown:	Col. J. C. Lynn	Capt. Reid	111.14
	Iowa	Capt. Keedy	108.00
	Emma	Capt. Paxton	112.12
	A. B. Bain	Capt. Osborn	110.04
	J. Topper	Capt. Fink	106.18
	G. S. Couter	Capt. Nowell	111.04
	J. R. Couter	Capt. Williams	111.17
		Seven boats	773.04
AMERICAN			
Alexandria:	James R. Anderson	Capt. Snyder	112.10
	W. Doerner	Capt. Goodwin	110.12
	J. H. Platte	Capt. Bowers	112.06
	C. Clifton	Capt. Weaver	112.15
	R. S. Grant	Capt. Harris	112.15
	S. S. Howison	Capt. Swain	116.02
	Geo. Sherman	Capt. Lindsey	111.05
		Seven boats	788.05
MARYLAND			
Georgetown:	H. Loveridge	Capt. Hine	111.00
	W. Moffett	Capt. Davis	107.07
	L. Lemen	Capt. Orein	107.02
	Dr. Wiley	Capt. Henry	107.03
	Little Eddy	Capt. Ward	108.11
		Five boats	542.03
BLAEN AVON			
Williamsport:	J. B. Winslow	Capt. Singer	112.08
	E. M. Stanhope	Capt. Thompson	111.12
	J. A. Spielman	Capt. Miller	105.04
		Three boats	329.04

CANAL COMMERCE.

The Alexandria *Gazette* gives the following canal commerce for Thursday [9/6]:

Arrived - Boats G. L. Boothe, G. P. Lloyd, B. Williamson, J. A. Alexander, S. Henry, M. Sanford and T. Patton to American Coal Company; F. Bowers to W. A. Smoot; Kate Brooks to J. P. Agnew & Co.

Departed - Boats G. L. Boothe, G. P. Lloyd, S. Henry, B. Williamson, M. Sanford, K. Brooks and J. Humbird.

Mon., 9/10/77, p. 3. **Canal Trade.** - The following thirty-four boats left Sat., September 8, carrying 3,759.14 tons of coal:

NEW CENTRAL			
Georgetown:	J. B. Turton	Capt. Brooks	107.07
	Mayfield & Hieston	Capt. Red	114.02
	T. H. West	" "	106.17

	Shipley & Bush	Capt. Coffman	110.15
	Geo. Hutton	Capt. Doleman	111.17
	Samuel H. Davis	Capt. Dickerhoof	112.05
	Johnny	Capt. Kean	111.00
	Four Sisters	Capt. Dugan	111.04
	Laura Siler	Capt. Little	115.03
	W. B. Blackwell	Capt. O'Neal	113.16
		Ten boats	1,134.06
CONSOLIDATION			
Georgetown:	W. Thompson	Capt. O'Brian	114.08
	W. L. Read	Capt. Bowers	111.01
	J. M. Forbes	Capt. Moore	113.06
	Laura	Capt. Brubaker	112.02
	Geo. S. Young	Capt. Shupp	111.11
	W. H. Lowe	" "	114.06
Washington:	P. A. Gorman	Capt. McCabe	114.14
		Seven boats	791.02
MARYLAND			
Georgetown:	F. Gannon	Capt. Penner	110.09
	J. E. Stanhope	Capt. Hetzer	106.08
	T. O'Connell	Capt. Mills	107.02
	F. L. Moore	Capt. Brown	97.09
	Star No. 4	Capt. Moore	96.04
	R. T. Semmes	Capt. Westbrook	107.06
		Six boats	625.08
BORDEN MINING			
Georgetown:	G. B. Oswald	Capt. Cowden	110.10
	Arthur Lovell	" "	98.12
	F. J. Laing	Capt. Young	109.08
	Dr. O M Schindel	Capt. Myers	112.18
	Sallie H. Taylor	Capt. Hassett	111.19
		Five boats	546.07
AMERICAN			
Alexandria:	R. H. Miller	Capt. Johnson	112.07
	W. C. Hunter	Capt. Spitznogle	111.09
	A. J. Akin	Capt. Wilson	113.03
	D. Annan	Capt. Eichelberger	114.02
	A S Winteringham	Capt. Eichelberger	109.11
		Five boats	560.12
BLAEN AVON			
Alexandria:	Fleming & Motter	Capt. Snyder	114.19

CANAL COMMERCE.

The Alexandria *Gazette* has the following canal commerce for Saturday [9/8]:

Arrived - Boats D. Stewart, T. H. Faile, J. H. Stickney, J. W. Morris, Rechabites, Dr. G. E. Porter, R. Bender, W. Smith, I. Wilson and W. E. Bell, to American Coal Company; C. Segerson, A. Greenless, jr., P. J. Sowers and E. L. Fleming, to J. P. Agnew & Co.; A. Spier, to Blaen Avon Coal Company.

Departed - Boats T. Patton, S. Henry, M. Sanford, B. Williamson, J. A. Alexander, D. Stewart, T. H. Faile, and J. H. Stickney.

THE STEAM PUMP.

More than twenty years ago the canal company constructed a pump - we believe at Town Creek - which never served any great benefit; in fact, it was almost a total failure. Still the canal

company greatly felt the need of water at certain seasons of the year, and finally constructed a powerful pump at the Blue Spring, which pours a very heavy volume of water, probably filling an orifice as large as a hogshead and where there is also a very large "eddy" in the river, capable of holding many million gallons of water. This work was erected at a cost of some \$30,000, and was deemed by enemies of the canal as a useless outlay of money, and so charged. The pump is located a thousand yards above the junction of Patterson's creek with the Potomac. There are two large locomotive boilers of 60 horse power each; a double engine after a New York model, and a centrifugal pump which elevates the water to the height of 22 feet, and pours a continuous stream of 2,000 gallons per minute into the canal - equal to about one paddle in a lock. The pump was erected in 1874. In 1875 it was not in use, as the summer was wet. In 1876 it was in use about one week, but it was not actually necessary at that time.

It was in the present season that the pump became of great service and saved thousands of dollars to the company. A heavy head of water has been usually kept on here, by placing 14-inch boards on the breast of the dam and giving a head of two feet of water, which usually supplies the canal in dry season, as the river basin extends three miles up and is 1,000 yards wide, while the creek wing is half a mile long and 200 yards wide. August was an excessively dry month, and when near its close the water was observed to be falling in the basin two or three inches per day and the supply to the canal could not continue if dependence on the basin here. Consequently, the pump was put to work about the last of August, and for ten days was kept running day and night, and every twenty-four hours throwing 12,000,000 gallons into the canal to supply the lack of water at this city.

But for this extra supply the canal would have been compelled to cease operations in the midst of the season, when sending out forty-odd boats per day, and await a good rain to raise the river sufficient to supply the canal with water. Certainly, two weeks of suspension would have resulted had it not been for the pump, and the loss

to the canal would have been from \$15,000 to \$20,000.

The works were stopped on Sat., and will be resumed again today, unless the recent rain shall have caused sufficient rise in the river to make a flow over the breast of the dam; in which event of course, there will be no necessity for resuming.

The works are in charge of Mr. John Shipley, who resides in a house adjoining, and the machinery is kept constantly oiled and greased, so that at any moment steam can be gotten up and the waste of forty miles of the canal can be supplied with water from this pump alone.

Tue., 9/11/77, p. 4. **Canal Trade.** - The following forty-five boats left Mon., September 8, carrying 5,031.16 tons of coal:

NEW CENTRAL				
Georgetown:	V. H. Weir	Capt. Dixon	111.03	
	F. A. Mertens	Capt. Manning	110.04	
	W. M. Price	Capt. Griminger	110.06	
	Dr. F. M. Davis	Capt. Middleton	109.12	
	City of Hamburg	Capt. Coffman	110.08	
	T. H. Paul	Capt. Sherman	94.05	
	D. Henry	Capt. O'Neal	110.04	
	M. A. Myers	Capt. Martin	107.04	
	Lizzie & Phillie	Capt. Gannon	110.07	
	R. Fannon	Capt. Small	113.18	
			Nine boats	1,084.11
CONSOLIDATION				
Georgetown:	Dr. A. A. Biggs	Capt. Brubaker	111.17	
	A. F. Lantz	Capt. Swain	112.08	
	J. N. Clary	Capt. Bowers	109.15	
	Capt. J. Sheridan	Capt. Creamer	114.02	
	C. P. Manning	Capt. Reed	115.04	
	Wm. Weber	Capt. Dixon	111.13	
	A. Gruber	Capt. Woltz	112.10	
	Williamsport:	Jacob Snively	Capt. Shupp	104.14
			Eight boats	892.09
BORDEN MINING				
Georgetown:	Onward	Capt. Cowden	117.12	
	Dr. O. M. Schindel	Capt. Hassett	115.09	
	Hunter G.	Capt. Cowden	114.11	
	Alexander	" "	111.05	
	F. L. Tilghman	" "	113.13	
	Wm. Borden	" "	110.19	
	Mabel	Capt. Turner	113.08	
			Seven boats	796.18
AMERICAN				
Alexandria:	T. Patton	Capt. Eaton	115.13	
	D. Steward	Capt. Singer	113.12	
	M. Sanford	Capt. Everly	112.12	
	G. P. Lloyd	Capt. Emberson	112.06	
	G. L. Boothe	Capt. Davis	115.18	
	B. Williamson	Capt. Reynolds	116.09	
	S. Henry	Capt. Turner	111.17	
	J. A. Alexander	Capt. Penner	113.09	
	J. H. Stickney	Capt. Malone	112.06	
	T. H. Faile	Capt. Penner	115.18	
			Ten boats	1,139.16
MARYLAND				

Canal Trade - 1877

Georgetown:	H. Boyd	Capt. Brown	113.01
	C. W. Brengle	Capt. Berger	111.16
	Geo. Herring	Capt. Smith	108.13
	A. H. Bradt	Capt. Hill	111.06
	J. N. Cover	Capt. Starliper	111.11
	V. S. Brashears	Capt. Moore	113.02
	Six boats		669.09
BLAEN AVON			
Williamsport:	Wm. Foley	[Capt. Singer]	115.09
	C. B. Embrey	[Capt. Buchanan]	114.08
	D. Seibert	[Capt. Hamilton]	116.06
	Three boats		346.03
UNION MINING			
Georgetown:	A. E. McQuade	Capt. Young	102.10

CANAL COMMERCE

The Alexandria *Gazette* gives the following canal commerce for Saturday [9/8]:

Arrived - Boats Six Brothers, to J. P.

Agnew & Co.; Mary Mack to W. A. Smoot; John Bradburn and H. C. Flagg to American Coal Co.

Departed - Boats Rechabites, Four Sisters,

J. W. Morris, Dr. G. E. Porter, E. L. Flury, R. Bender, W. Smith, J. Humbird, P. J. Sowers, I. Wilson, W. E. Bell and B. R. Summers.

Wed., 9/12/77, p. 4. **Canal Trade.** - The following thirty-seven boats left Tue., Sept. 11, carrying 4,114.12 tons of coal:

NEW CENTRAL			
Georgetown:	Alex Kratz	Capt. Brookman	113.17
	R. Burke	Capt. Reed	108.11
	M. E. Tice	Capt. Long	115.00
	Kate Brooks	Capt. Donnelly	113.18
	Lucinda	Capt. Rinehart	114.18
	Dr J P Broderick	Capt. Little	110.19
	R. H. Gordon	Capt. Miller	112.03
	Lizzie Regan	Capt. Rinehart	108.00
	Johnny & Frankie	Capt. Magaha	107.17
	B. F. Price	Capt. McCoy	108.10
	Ten boats		1,113.13
MARYLAND			
Georgetown:	Okonoko	Capt. Byroads	113.12
	Mary Mertens	Capt. Faulkwell	110.05
	J. H. Houck	Capt. Mertens	110.06
	Lillie & Annie	Capt. Sterling	106.14
	Fannie & Estella	Capt. Chaplin	107.00
	D. A. Carl	Capt. Little	110.08
	Star No. 5	Capt. Richards	99.11
	Star No. 1	Capt. Thomas	96.04
	Eight boats		864.00
AMERICAN			
Alexandria:	John Wilson	Capt. McCann	116.19
	W. E. Bell	Capt. Brendlinger	117.08
	Wm. Smith	Capt. Masters	116.08
	J. W. Morris	Capt. Bowers	115.00
	Rechabites	Capt. Malone	113.00
	Richard Bender	Capt. Rose	117.08
	Six boats		695.18
BORDEN MINING			
Georgetown:	Borden & Lovell	Capt. Hassett	116.01
	Harry Borden	Capt. Cowden	110.10
	New Era	Capt. Cowden	102.02
	Henry Kraus	Capt. Cowden	110.09

Georgetown:	Julia Borden	Capt. Cowden	112.03
	Pattie Dunlop	Capt. [Snyder]	
	Six boats		661.02
CONSOLIDATION			
Georgetown:	J. A. Millholland	Capt. Repp	114.08
	J. A. Graham	Capt. Brubaker	115.15
	Williamsport:	Bessie Gruber	111.15
	Three boats		341.13
HAMPSHIRE & BALTIMORE			
Alexandria:	M. S. Fernsner	Capt. Fernsner	114.00
BLAEN AVON			
Alexandria:	A. P. Gorman	Capt. Yingling	114.15
INDIVIDUAL			
Georgetown:	J. Humbird	Capt. Austin	108.00
	Harper's Ferry	M. Fannon	111.11
	Two boats		219.11

The new steamer Star No. 5, recently built and owned by Messrs. Weld and Sheridan, left here yesterday on its first trip down the canal, carrying 99.11 tons of coal for the Maryland Coal Company.

ES, Wed. 9/12/77, p. 4. **GEORGETOWN**

Grain Arrivals – Boat Hattie & Bessie, with 3,400 bushels of wheat, consigned to Hartley & Bro.

Thu., 9/13/77, p. 1. **Canal Trade.** - The following thirty boats left Wed., Sept. 12, carrying 3,305.00 tons of coal:

NEW CENTRAL			
Georgetown:	W. Young	Capt. Reeves	114.05
	R. J. West	Capt. Grady	110.04
	Friendship	Capt. Hall	111.12
	Geo. Blackburn	Capt. Kimble	113.16
	W. P. Woods	Capt. Mertens	110.14
	William R. Shaw	Capt. Dixon	114.16
	B. R. Summers	Capt. Taylor	113.07
	Ben Bissell	Capt. McCann	110.11
	F. M. Offutt	Capt. Kaiser	114.04
	Nine boats		1,013.09
MARYLAND			
Georgetown:	R. I. Morris	Capt. Mose	115.01
	Annie	Capt. Little	112.10
	M. Boyer	Capt. Boyer	112.04
	W. & B. Mills	Capt. Mouse	106.18
	Busy Bee	Capt. Dolan	110.17
	W. M. Hill	Capt. Swain	111.13
	G. W. Barnett	Capt. Little	106.06
	Alpha	Capt. Hite	100.04
	Eight boats		874.13
BORDEN MINING			
Georgetown:	John G. Lynn	Capt. Irwin	112.19
	Sallie E. Hassett	Capt. Hassett	116.08
	Regulus	" "	100.05
	D. L. Taylor	" "	115.03
	Four boats		444.15
AMERICAN			
Alexandria:	John Bradburn	Capt. Malone	116.09
	Dr. G. E. Porter	Capt. Weaver	113.09
	Two boats		229.18
BLAEN AVON			
Williamsport:	E. M. Stanhope	Capt. Thompson	113.02

Canal Trade - 1877

Alexandria:	*Caledonia	Capt. Crowe	84.15
		Two boats	197.17
	HAMPSHIRE & BALTIMORE		
Alexandria:	Morning Sun	Capt. Dulabon	112.00
	P. L. Lemen	Capt. O'Neal	113.02
		Two boats	225.02
	CONSOLIDATION		
Williamsport:	Grason & Fannie	Capt. Taylor	108.06
	J. P. AGNEW & CO.		
Alexandria:	N. Williams	Capt. Zimmerman	108.04
	INDIVIDUAL		
	Wheeler & Barron		102.15

* Twelve hundred feet of lumber for Harper's Ferry.

Yesterday afternoon the steamer *Alpha*, now owned by Richard Bender, Esq., left port laden with Maryland coal.

Preliminary to her starting out, the *Alpha* made a trial trip, which was eminently satisfactory in every respect, good time being made and all the machinery working well. The craft has gone through an entire remodeling and renovation.

There was quite a lively set-to yesterday afternoon, on the Consolidation wharf, between two parties named Henry Davis and Samuel Keesucker, both boatmen, we hear. Both combatants were pretty well used up at the close of the fracas.

With fall rains supplying plenty of water for the canal, we may expect brisk shipments the remainder of the season.

Fri., 9/14/77, p. 4. **Canal Trade.** - The following twenty-eight boats left Thu., Sept. 13, carrying 3,070.10 tons of coal:

MARYLAND			
Georgetown:	Queen City	Capt. Edenhart	113.09
	Star No. 4	Capt. Moore	93.07
	A. M. Grove	Capt. Grove	110.19
	H. T. Weld	Capt. Fakey	90.07
	Willie & Annie	Capt. Knode	110.13
	Star No. 2	Capt. Elkins	96.14
	M. A. Brady	Capt. Brady	109.09
	Dr. Eliason	Capt. Ward	108.18
	F. H. Irwin	Capt. McCue	111.14
		Nine boats	945.10
NEW CENTRAL			
Georgetown:	P. J. Sowers	Capt. Rockwell	111.13
	Thomas Hassett	Capt. Callahan	109.18
	C. W. Adams	Capt. Coffman	115.02
	American Boy	Capt. Schopper	110.12
	Sprigg S. Lynn	Capt. Kroon	111.13
	W. Elbe	Capt. McDonald	111.10
	I. Crane	Capt. White	111.17
		Seven boats	782.05

BORDEN MINING			
Georgetown:	Henry Boley	Capt. Hassett	114.09
	Donna Tilghman	Capt. Turner	114.01
	Rudolph Herr	Capt. Hassett	109.10
		Three boats	338.00
BLAEN AVON			
Alexandria:	C. C. Kelly	Capt. Spong	112.05
	Four Sisters	Capt. Kroon	113.16
Williamsport:	J. A. Spielman	Capt. Miller	108.12
		Three boats	334.13
CONSOLIDATION			
Georgetown:	G. Meredith	Capt. Compton	114.11
	Robin	Capt. Compton	110.16
		Two boats	225.07
AMERICAN			
Alexandria:	James Green	Capt. Martz	112.05
	Henry C. Flagg	Capt. Delaney	113.05
		Two boats	225.10
HAMPSHIRE & BALTIMORE			
Alexandria:	J. W. Carder	Capt. Darkey	113.12
	Ida & Harry	Capt. Ekis	112.13
		Two boats	226.05

CANAL COMMERCE.

The arrivals and departures of boats at Alexandria on Wednesday [9/12] were as follows:

Arrived - Boats S. Lloyd, M. Kersey, J. W. Burke, and M. A. Myers to American Coal Company; H. B. Simons and P. Sinclair to J. P. Agnew & Co.

Departed - Boats Wm. Walsh, J. P. Moore, M. Snow, M. D. Corse, H. O. Claughton, E. Boyer, W. Mertens and W. J. B. Lloyd.

Sat., 9/15/77, p. 4. **Canal Trade.** - The following forty-five boats left here Fri., Sept. 14, carrying 4,917.13 tons of coal:

NEW CENTRAL			
Georgetown:	F. F. Davis	Capt. Swain	111.12
	Mary Mark	Capt. Evoy	113.04
	Johnny & Tommy	Capt. Dixon	113.00
	G. H. Bradt	Capt. Mertens	110.13
	M. M. Jane	Capt. Arthur	105.05
	M. E. Waters	Capt. Bender	107.00
	M. A. West	Capt. Conrad	113.12
	Sallie & Jennie	Capt. Grosh	108.17
	J. McGraw	Capt. Shaw	109.06
	Nuttie & Billie	Capt. Sigler	110.17
	G. M. Stonebraker	Capt. Kroon	112.11
		Eleven boats	1,215.17
CONSOLIDATION			
Georgetown:	D. M. Read	Capt. Eichelberger	115.02
	A. E. McDonald	Capt. Marmaduke	115.01
	Geo. A. Pearre	Capt. Sensel	113.10
	I. M. Boyer	Capt. Spong	112.15
	J. C. Grove	Capt. Marmaduke	108.16
Williamsport:	L. G. Stanhope	Capt. Nave	113.19
	Jacob Snively	Capt. Shupp	112.06
Washington:	M. S. O'Donnell	Capt. Piper	111.17
		Eight boats	904.06
MARYLAND			
Georgetown:	R. T. Semmes	Capt. Westbrook	111.01
	Thomas Sammon	Capt. Kinner	114.05
	John Sammon	Capt. Johnson	110.13

Canal Trade - 1877

	Mollie	Capt. Hammond	110.05
	Hancock	Capt. Mitchell	97.08
	R. L. Gross	Capt. Quigley	110.08
	Belle Resley	Capt. Teeters	109.16
	Abraham Kuhn	Capt. Overcash	111.10
	F. H. Darby	Capt. Tice	111.02
	Nine boats		986.03
	AMERICAN		
Alexandria:	D. A. Lowe	Capt. Lynch	115.16
	W. J. Boothe, jr.	Capt. Wilson	114.00
	P. G. Uhler	Capt. Delaney	113.17
	A. J. Clark	Capt. Hatch	113.18
	W. Gregory	Capt. James	117.12
	Five boats		575.03
	BORDEN MINING		
Georgetown:	Areturus	Capt. Hassett	103.09
	T. Dean	" "	115.13
	Exchange	Capt. Cowden	105.08
	Three boats		324.10
	HAMPSHIRE & BALTIMORE		
Alexandria:	E. Rinehart	Capt. Eichelberger	115.13
	Mountain City	Capt. Fox	111.12
	L. L. Mouse	Capt. Mouse	113.02
	Three boats		340.07
	BLAEN AVON		
Alexandria:	Robert Shriver	Capt. Nuse	114.01
	M. Scally	Capt. Dunn	114.11
Williamsport:	C. B. Embrey	Capt. Buchanan	111.10
	Three boats		340.02
	J. P. AGNEW & CO.		
Alexandria:	A. Greenless	Capt. Fox	114.01
	UNION MINING		
Georgetown:	Chas. A. Greene	Capt. Snyder	101.02
	INDIVIDUAL		
Georgetown:	L. H. Kuhn	Capt. Kroon	117.00

CANAL COMMERCE.

The arrivals and departures of boats at Alexandria on Wednesday [9/12] were as follows:

Arrived - G. P. DeWitt to J. P. Agnew & Co.; J. L. Read and H. Delafield to American Coal Company.

Departed - H. B. Simons, P. Sinclair, American Flag, J. H. Parrott, jr., G. P. DeWitt and S. Lloyd.

BASIN WHARF.

Yesterday Mr. Wm. R. Hutton, engineer of the Chesapeake and Ohio Canal Company, finished surveying the wharves and basins now belonging to the company. We learn that it is the intention of the company to cut a short canal between the basin and the canal, nearby where the mill race is, thus connecting the two bodies. This will obviate the necessity of light boats passing beneath the Consolidation wharf and also of turning around, the boats coming up the canal and entering the basin by means of the new channel,

which, we are informed, will be constructed during the coming winter.

CANAL AND COAL.

The Washington *Star* of yesterday gives the state of the trade at Georgetown for the week up to yesterday as follows: New Central Coal Company - Receipts, 4,940 tons; shipments, 4,540 tons. Borden Mining Company - Receipts 4,180 tons, shipment 3,740 tons. Consolidation Coal Company - Receipts 6,140 tons; shipments 5,022 tons. Business brisk, vessels scarce and in demand.

ES, Sat. 9/15/77, p. 4. **GEORGETOWN**

Grain Trade – Arrivals – Boat Medley, with 950 bushels wheat and 275 bushels corn, to Hartley & Bro.; also 500 bushels wheat to H. M. Talbott. Boat Boyer, with 1,100 bushels wheat and 2,100 bushels corn, to J. G. & J. M. Waters.

Mon., 9/17/77, p. 4. **Canal Trade.** - The following forty-seven boats left here Sat., Sept. 15, carrying 5,163.11 tons of coal:

	AMERICAN		
Alexandria:	James Dayton	Capt. Brown	113.14
	John J. Swift	Capt. Brown	115.03
	Michael Snow	Capt. Martz	115.19
	M. D. Corse	Capt. Bear	116.17
		Capt. Allan	115.15
	Wm. Walsh	Capt. Teach	117.19
	Chas. R. Hooff	Capt. Haines	116.02
	John P. Moore	Capt. Nuse	117.11
	Theo. L. Betts	Capt. McLucas	115.10
	Nine boats		1,044.10
	CONSOLIDATION		
Georgetown:	Dr. C. F. Russell	Capt. Jackson	114.18
	Tommy & Nellie	Capt. Little	115.05
	Willie & Johnnie	Capt. Morrison	118.08
	John Leech	Capt. Walker	116.14
	Energy	Capt. Morrow	113.13
	Thos. Malloy	Capt. Knode	112.10
	H. J. Kenah	Capt. Broderick	113.18
Williamsport:	Arthur Gruber	Capt. Woltz	115.02
	Eight boats		920.08
	MARYLAND		
Georgetown:	Alice	Capt. Rinehart	110.03
	Chas. Hassett	Capt. Moore	110.00
	M. Sinclair	Capt. McCormick	106.07
	J. E. Hughes	Capt. O'Neal	110.12
	F. Bowers	Capt. Bowhey	111.15
	Six Brothers	Capt. Zimmerman	105.17
	Congress	Capt. Kirby	110.14
	Ludlow Patton	Capt. Crampton	97.04
	Eight boats		863.01
	NEW CENTRAL		
Georgetown:	E. Mulvaney	Capt. Cahill	110.08
	D. R. Long	Capt. Long	110.04
	Dennis Murphy	Capt. Mertens	109.09
	A. Lincoln	Capt. Mertens	104.18

Canal Trade - 1877

	J. R. Purcell	Capt. Armstrong	112.10
	J. R. Cruzen	Capt. Stride	112.17
	Elizabeth	Capt. Snyder	<u>111.02</u>
		Seven boats	771.08
BORDEN MINING			
Georgetown:	C. H. Knott	Capt. Cowden	110.17
	Capt. J R Masters	Capt. Cowden	116.15
	Wm. Staples	Capt. Cowden	113.05
	G. F. Smith	Capt. Hassett	<u>115.07</u>
		Four boats	456.04
BLAEN AVON			
Alexandria:	Lillie & May	Capt. Sandbar	97.00
Williamsport:	J. B. Winslow	Capt. McKelvey	118.00
	D. Seibert	Capt. Hamilton	<u>115.02</u>
		Three boats	330.02
HAMPSHIRE & BALTIMORE			
Alexandria:	Benj. Miller	Capt. Crumbaugh	111.00
	Dr. R. J. Duckett	Capt. Price	111.14
	Theo. Embrey	Capt. Smith	<u>112.16</u>
		Three boats	335.10
UNION MINING			
Georgetown:	Etta & Rena	Capt. Porter	98.13
J. P. AGNEW & CO.			
Alexandria:	E. L. Flury	Capt. Crampton	110.19
INDIVIDUAL			
Georgetown:	A. K. Syester	Capt. McCoy	110.00
	T. J. Boyer	Capt. Hammond	113.00
Alexandria:	G. W. McCardell	[Capt. Artz]	<u>108.09</u>
		Three boats	331.09

DROWNED.

We made mention last week of the death by drowning in the canal of a man named Payne. A jury was summoned, and the evidence elicited was that C. W. Payne was crossing the canal bridge above Falling Water, about seven miles below Williamsport, when he either fell or was thrown off into the canal and drowned. The Williamsport *Pilot* says: "The jury returned a verdict that C. W. Payne came to his death by accidental drowning on the night of the 7th of September. The deceased had upon his person a set of gold shirt studs, two dollars and eighty-one cents in money, a pair of gold sleeve buttons and a memoranda book, containing accounts, checks and a letter from Winchester, Va., supposed to be from his sister. He was buried in the cemetery at this place on Saturday evening. He was aged about 30 years."

Tue., 9/18/77, p. 3. **Canal Trade.** - The following forty-six boats left here Mon., Sept. 17, carrying 5,182.11 tons of coal:

CONSOLIDATION			
Georgetown:	J. B. Thomas	Capt. Yingling	118.01
	W. Irving	Capt. Yingling	107.04
	Ora G.	Capt. Drener	112.06
	J. R. Ray	Capt. Anderson	115.18
	Dove	Capt. Mose	111.07
	A. B. Turner	Capt. Reynolds	111.11
	J. W. Turner	Capt. Read	112.15

Williamsport:	Grason & Fannie	Capt. Taylor	109.06
Washington:	Bertha [Ensminger]	Capt. Ensminger	<u>107.17</u>
		Nine boats	1,009.05
NEW CENTRAL			
Georgetown:	Jack Topper	Capt. Fink	104.10
	Emma	Capt. Paxton	113.15
	Four Sisters	Capt. Dugan	110.03
	Ohio	Capt. Pierce	109.19
	A. Spier	Capt. Wolf	109.18
	G. S. Couter	Capt. Nowell	110.07
	J. R. Couter	Capt. Williams	111.18
	Col. J. C. Lynn	Capt. Reid	<u>110.15</u>
		Eight boats	881.05
MARYLAND			
Georgetown:	Dr. Wiley	Capt. Henry	109.13
	P. Fleckenstein	Capt. Bowers	110.15
	F. L. Moore	Capt. Brown	95.19
	H. G. Wagner	Capt. Creamer	97.01
	Thos Venners	Capt. Fleming	99.15
	Dr. Grimes	Capt. Hill	113.10
	E. J. Arrington	Capt. Arrington	113.13
	H. B. Simons	Capt. Kirtley	<u>111.07</u>
		Eight boats	851.13
AMERICAN			
Alexandria:	J. W. Burke	Capt. Renner	117.01
	M. Kersey	Capt. Barger	114.16
	W. J. B. Lloyd	Capt. Kirkpatrick	116.00
	H. O. Claughton	Capt. Fisher	116.01
	E. Bayer	Capt. Fisher	115.04
	J. H. Parrott, jr.	Capt. Colbert	115.19
	American Flag	Capt. McKnight	116.05
	Samuel Lloyd	Capt. McMullen	<u>116.00</u>
		Eight boats	927.15
BORDEN MINING			
Georgetown:	George T. Gatrell	Capt. Cowden	116.09
	I. Wilson	Capt. Cowden	115.14
	Arthur Lovell	Capt. Cowden	102.05
	Little Nan	Capt. Cowden	112.03
	Fall River	Capt. Hassett	114.03
	B. M. Young	Capt. Hassett	<u>114.19</u>
		Six boats	675.13
HAMPSHIRE & BALTIMORE			
Alexandria:	Carrie V.	Capt. Reid	114.14
	E. M. Bynon	Capt. Dixon	<u>109.06</u>
		Two boats	224.00
BLAEN AVON			
Alexandria:	W. Mertens	Capt. Merryman	107.10
J. P. AGNEW & CO.			
Alexandria:	Willie Snyder	Capt. Highbarger	117.00
INDIVIDUAL			
Georgetown:	J. T. Dixon & Co.	Capt. Heck	115.00
	L. B. Agnew	Capt. Hoadley	115.00
	W. L. Shaw	Capt. Kinsel	<u>108.10</u>
		Three boats	338.10

CANAL COMMERCE.

The arrivals and departures of boats at Alexandria on Saturday [9/15] were as follows:

Arrived - Boats Charles Robb, C. Clifton, J. H. Platte, W. Doerner, R. S. Grant, J. R. Anderson and S. S. Howison to American Coal Company; Carrie V. to W. A. Smoot; Cherokee Tribe to J. P. Agnew & Co.; G. Hughes to Blaen Avon Coal Company.

Canal Trade - 1877

Departed - Boats Hubert & Kirby, W. E. Turner, L. A. Long, A. Main, Wm. Darrow, Dr. M. M. Lewis, Dr. F. C. Doyle, Charles Robb and Carrie V.

Wed., 9/19/77, p. 3. **Canal Trade.** - The following forty-five boats left here Tue., Sept. 18, carrying 5,076.11 tons of coal:

CONSOLIDATION			
Georgetown:	D. A. Miller	Capt. Weller	114.01
	Adam Norrie	Capt. Carder	110.11
	Lark	Capt. French	113.04
	J. B. Varnum	Capt. Moore	111.14
	Jimmy M., jr.	Capt. Bush	116.03
	C. H. Dalton	Capt. Mertens	111.15
	W. C. Ernst	Capt. Bender	117.13
Washington:	Ed. Stake	Capt. Kimble	117.02
Williamsport:	B. C. Barroll	Capt. Jackson	113.17
	Mohawk	Capt. Baler	100.06
	Ten boats		1126.00
AMERICAN			
Alexandria:	L. A. Long	Capt. Long	115.19
	John L. Read	Capt. Brendlinger	116.01
	M. A. Myers	Capt. Martin	113.10
	Henry Delafield	Capt. Hetzer	112.15
	Andrew Main	Capt. Bowers	116.00
	Dr. M. M. Lewis	Capt. Eichelberger	115.13
	Charles Robb	Capt. Bowers	112.18
	W. Darrow	Capt. Dunn	112.06
	Eight boats		915.01
NEW CENTRAL			
Georgetown:	Johnny	Capt. Kean	114.06
	A. Zeigler	Capt. Dixon	112.17
	Geo. Hutton	Capt. Doleman	107.05
	Geo. W. Knode	Capt. Boyer	110.04
	S. H. Davis	Capt. Dickerhoof	112.00
	M. Ruben	Capt. Cummings	112.18
	M. C. Merryman	Capt. Merryman	112.16
	Seven boats		782.10
BORDEN MINING			
Georgetown:	Sallie J. Kelly	Capt. Cowden	121.04
	Warren Delano, jr.	Capt. Hassett	115.19
	R. B. Lynn	Capt. Hassett	117.04
	J. A. Ensminger	Capt. Doyle	117.07
	Martha	Capt. Cowden	118.18
	Kate Prather	Capt. Hassett	118.18
	Six boats		707.08
MARYLAND			
Georgetown:	W. E. Turner	Capt. Riley	110.14
	F. Gannon	Capt. Penner	114.15
	T. W. Riley & Son	Capt. Keech	111.03
	R. M. Sprigg	Capt. Donnegan	108.03
	Star No. 1	Capt. Thomas	95.16
	Star No. 5	Capt. Richards	97.08
	Six boats		637.13
HAMPSHIRE & BALTIMORE			
Alexandria:	Nora & Willie	Capt. Sorrell	114.17
	Mrs. C. E. Charles	Capt. Miller	113.09
	Elmer & Kate	Capt. Miller	113.15
	Three boats		342.01
BLAEN AVON			
Alexandria:	Katie & Addie	Capt. Wolf	113.00
Williamsport:	J. A. Spielman	Capt. Miller	108.05

		Two boats	221.05
	J. P. AGNEW & CO.		
Alexandria:	Ida J. Kreps	Capt. Smith	114.18
	C. Segerson	Capt. Wallace	113.16
		Two boats	228.14
	INDIVIDUAL		
Georgetown:	Phillie G.	Capt. McCann	115.10

"Suits for Damages

A Correspondent of the Baltimore *Sun* says: - On Tuesday last Col. H. Kyd Douglas, as counsel for Messrs. Weld & Sheridan, of Cumberland, the owners of the canal steamer 'Star No. 3,' which was burned during the recent troubles on the Chesapeake and Ohio Canal, entered two suits in the Circuit Court for this county. One is against the Aetna Insurance Company for \$3,000, the amount of the insurance there was on the steamer, and the other is against the county for damages for its destruction."⁹

Thu., 9/20/77, p. 3. **Canal Trade.** - The following thirty-four boats left here Wed., Sept. 19, carrying 3,866.05 tons of coal:

CONSOLIDATION			
Georgetown:	James Marmaduke	Capt. Seaman	116.07
	L. R. Fechtig	Capt. Kane	103.03
	Ernst & Holland	Capt. Penner	111.16
	Uno	Capt. Peck	110.06
	C. W. Brengle	Capt. Berger	114.10
	Julia Tyler	Capt. Hebb	116.02
	Ino	Capt. McCarty	115.03
Williamsport:	Jacob Snively	Capt. Shupp	106.06
	Eight boats		900.02
MARYLAND			
Georgetown:	Clara & Prudy	Capt. Harrison	114.06
	G. Berkebile	Capt. Rossworm	114.12
	Thos. O. Connell	Capt. Mills	100.14
	Three Brothers	Capt. Kenney	109.11
	Geo. Herring	Capt. Smith	110.14
	Five Brothers	Capt. Mertens	114.02
	Cumberland	Capt. Benner	111.01
	J. N. Cover	Capt. Starlipper	113.01
	W. Moffett	Capt. Davis	114.13
	S. H. Sherman	Capt. Pitzer	113.03
	Nannie Grove	Capt. Boyd	113.18
	Eleven boats		1238.18
NEW CENTRAL			
Georgetown:	Shipley & Bush	Capt. Coffman	115.14
	J. E. Coulehan	Capt. Patterson	110.19
	Alonzo Berry	Capt. Ardingier	111.10
	J. H. Farrow	" "	111.19
	Four boats		153.02
BORDEN MINING			
Georgetown:	Susan Charles	Capt. Hassett	115.06
	Jacob H. Snyder	" "	118.08
	F. J. Laing	Capt. Cowden	120.03
	Three boats		358.17
AMERICAN			

⁹ *The Herald and Torch Light*, Hagerstown, Md., newspaper, Wed., 9/19/1877, p. 2.

Canal Trade - 1877

Alexandria:	Charles Clifton	Capt. Weaver	112.11
	J. H. Platte	Capt. Bowers	114.17
	Weyand Doerner	Capt. Goodwin	117.04
		Three boats	341.12
HAMPSHIRE & BALTIMORE			
Alexandria:	Samuel Swain	Capt. Gower	113.07
	Alex. Adams	Capt. Sorrell	118.08
		Two boats	231.15
J. P. AGNEW & CO.			
Alexandria:	Peter Sinclair	Capt. Scott	112.14
INDIVIDUAL			
Georgetown:	Diligent	Capt. Moriarty	116.00
	C. B. Embrey	[Capt. Buchanan]	115.05
		Two boats	231.05

CANAL COMMERCE.

The arrivals and departures of boats at Alexandria on Monday [9/17] were as follows:

Arrivals - Boats M. S. Fernsner and Morning Sun, to Hampshire & Baltimore Coal Co.; W. Ride, to W. A. Smoot; Fleming & Motter and L. W. Poffenberger, to Blaen Avon Coal Co.; J. Humbird and N. Williams, to J. P. Agnew & Co.; Geo. Sherman, D. Annan, A. S. Winteringham, R. H. Miller, W. C. Hunter, A. J. Akin, G. P. Lloyd, M. Sanford, G. L. Boothe and S. Henry to American Coal Co.

Departed - Boats W. Ride, S. S. Howison, J. R. Anderson, R. S. Grant, George G. Hughes, Cherokee Tribe, W. Doerner, J. H. Platte, C. Clifton, Geo. Sherman, D. Annan, and A. S. Winteringham.

Also, the following for Tuesday [9/18]:

Arrived - Boats A. P. Gorman to Blaen Avon Coal Co.; B. Williamson, J. A. Alexander, Thos. Patton and D. Stewart to American Coal Co.

Departed - Boats R. H. Miller, G. P. Lloyd, A. J. Akin, M. S. Fernsner, W. C. Hunter, N. Williams, Fleming & Motter, Morning Sun, L. W. Poffenberger, M. Sanford, G. L. Boothe, S. Henry and A. P. Gorman.

ES, Thu., 9/20/77, p. 4. **GEORGETOWN.**

Grain Trade – Arrived – Boat Wheeler & Barron, with 2,000 bushels wheat; boat Seneca, with 600 bushels wheat and 800 bushels corn to Hartley & Bro.; also 800 bushels wheat to H. M. Talbott; boat Ellen Brooks, with 3,700 bushels wheat to J. G. & J. M. Waters.

Coal Trade – Forty-five boats, carrying 5,076.11 tons of coal cleared from Cumberland Tuesday.

Fri., 9/21/77, p. 1. **Canal Trade.** - The following forty-five boats left here Thu., Sept. 20, carrying 5,000.00 tons of coal:

CONSOLIDATION			
Georgetown:	Laura	Capt. Brubaker	
	Consolidation	Capt. Shank	
	C. Slack	Capt. Lewis	
	J. M. Forbes	Capt. Moore	
	A. L. Miller	Capt. Keech	
Williamsport:	W. Thompson	Capt. O'Brian	
	L. G. Stanhope	Capt. Nave	113.13
		Seven boats	

NEW CENTRAL			
Georgetown:	Iowa	Capt. Mertens	
	T. H. Paul	Capt. Sherman	
	Williamsport	Capt. Stickel	
	Dr. F. C. Doyle	Capt. Worrell	115.12
	M. O'Conner	Capt. Ensminger	
	Loretto	Capt. Ardinger	
	Baltimore	Capt. Penner	113.01
	G. B. Oswald	Capt. Myers	
	Dr. F. M. Davis	Capt. Davis	113.17
	Laura S.	Capt. Little	116.08
Ten boats			

MARYLAND			
Georgetown:	A. E. McQuade	Capt. Allison	
	S. W. Sewell	Capt. Cowden	
	J. H. Houck	Capt. Murphy	111.06
	Little Eddy	Capt. Mertens	
	G. H. Moore	Capt. Moore	110.07
	Emerald	Capt. Long	111.02
	James & Willie	Capt. Wilson	
	Fannie & Estella	Capt. Chaplin	
		Eight boats	153.02

AMERICAN			
Alexandria:	S. S. Howison	Capt. Swain	115.04
	R. S. Grant	Capt. Harris	113.18
	J. R. Anderson	Capt. Snyder	115.08
	G. P. Lloyd	Capt. Emberson	115.06
	D. Annan	Capt. Eichelberger	115.15
	Geo. Sherman	Capt. L[indsey]	
	A S Winteringham	Capt. Eichelberger	113.07
		Seven boats	358.17

BORDEN MINING			
Georgetown:	Maggie B.	Capt. Cowden	114.17
	Henry Freeland	" "	114.13
	Invincible	" "	118.10
	M. L. Haines	Capt. Hassett	110.00
	Regulus	" "	90.19
	Dr. O. M. Schindel	" "	112.05
		Six boats	671.09

HAMPSHIRE & BALTIMORE			
Alexandria:	G. P. DeWitt	Capt. Montgomery	108.15
	A. B. Bain	Capt. Osborn	112.18
		Two boats	221.13

BLAEN AVON			
Williamsport:	D. Seibert	Capt. Hamilton	
	E. M. Stanhope	[Capt. Thompson]	
		Two boats	

INDIVIDUAL			
Georgetown:	Lucinda	Capt. Rinehart	114.00
	R. Portner	Capt. Barger	116.00
		Two boats	230.00

J. P. AGNEW & CO.			
Alexandria:	N. Williams	[Capt. Zimmerman]	111.14

CANAL COMMERCE.

The following are the arrivals and departures of boats at Alexandria on Wednesday [9/19]:

Arrived - Boats J. H. Stickney, T. H. Faile, R. Bender, Rechabites, J. W. Morris, W. Smith and W. E. Bell, to American Coal Company; J. W. Carder to Hampshire & Baltimore Coal Company; C. C. Kelly to Blaen Avon Coal Company.

Departed - Boats L. Lemen, J. A. Alexander, T. Patton, B. Williamson, J. Humbird, D. Stewart, J. H. Stickney, T. H. Faile and R. Bender.

Unfortunate Casualty.

On last Wednesday morning the canal boat *Jacob Snively*, left this port having as part of her crew a negro man named Robert Lake. Arriving about ten miles down the canal, she came in collision with the boat *Three Brothers*, which was tied up and feeding. The latter boat was manned by John Kenney, captain; D. O'Neal, mate; and a tow-boy, whose name we did not learn. Owing to the collision, a quarrel arose between the negro, who was steering the *Snively*, and O'Neal, in which it is said the tow-boy took part. Threats of shooting were made on both sides, and as the negro Lake was entering the cabin, as if to get a gun, two stones were thrown, one each by O'Neal and the tow-boy, and one of which struck Lake on the temple, knocking him into the cabin. The boat *Snively* proceeded on its way, and when near Oldtown the negro breathed his last.

Following this boat was the "Three Brothers" of which Mr. J. Kenney is captain. On reaching Oldtown, Mr. Kenney, more familiarly known as Buck Kenney, learning that it was extensively rumored that he threw [the] stone, immediately tied up his boat and returned to this city to vindicate himself. In conversation with him he informed us that when the murder occurred, he was on board his boat; that he did not see the negro; has not the slightest idea who threw the stone; and was greatly surprised to learn that he was accused. As stated above he immediately returned to Cumberland. No legal proceedings have as yet been taken in regard to the case.

ES, Fri., 9/21/77, p. 4. **GEORGETOWN.**

Coal Trade – Report for the week ending today: Maryland Coal Company – Receipts, 5,900 tons; shipments, 4,900 tons. New Central Coal Company – Receipts, 4,500 tons; shipments, 3,500 tons. Consolidation Coal Company – Receipts, 4,475 tons; shipments, 4,264 tons. Borden Mining Company – Receipts, 4,000 tons; shipments, 2,400 tons.

Sat., 9/22/77, p. 1. **Canal Trade.** – The following forty-one boats left here Fri., Sept. 21 carrying 4,579.17 tons of coal:

CONSOLIDATION			
Georgetown:	W. Foley	Capt. Sisler	114.10
	V. S. Brashears	Capt. Moore	114.10
	W. L. Read	Capt. Bowers	112.11
	J. N. Clary	“ “	118.16
	G. W. Barnett	Capt. Little	112.14
	Dr. A. A. Biggs	Capt. Brubaker	110.17
Washington:	Mattie	Capt. Seaman	117.07
	P. A. Gorman	Capt. McCann	110.07
Williamsport:	A. Gruber	Capt. Woltz	115.04
			<hr/> 1031.16
MARYLAND			
Georgetown:	A. H. Bradt	Capt. Hill	112.13
	Lillie & Annie	Capt. Sterling	110.08
	M. A. Brady	Capt. Brady	113.12
	Mollie	Capt. Hammond	110.04
	Star No. 4	Capt. Moore	99.12
	Star No. 2	Capt. Elkins	96.14
	John T. James	Capt. Weller	108.07
	W. Borden	Capt. Cowden	112.05
	W. & B. Mills	Capt. Mouse	109.07
			<hr/> 968.16
NEW CENTRAL			
Georgetown:	Viola H. Weir	Capt. Roberson	109.01
	W. M. Price	Capt. Grimminger	110.07
	M. S. Fernsner	Capt. Fernsner	112.11
	Adam Sherman	Capt. Sissely	108.16
	J. J. Moore	Capt. Dixon	111.19
	Kirby & Hubert	Capt. Morgan	104.11
	Henry Boyd	Capt. Brown	113.18
			<hr/> 770.12
AMERICAN			
Alexandria:	R. H. Miller	Capt. Johnson	115.01
	A. J. Akin	Capt. Wilson	117.01
	M. Sanford	Capt. Everly	112.19
	G. L. Boothe	Capt. Davis	113.17
	J. A. Alexander	Capt. Penner	115.08
	Thos. Patton	Capt. Eaton	110.04
		<hr/> 688.04	
BORDEN MINING			
Georgetown:	Mabel	Capt. Hassett	118.11
	Areturus	“ “	106.09
	New Era	Capt. Cowden	107.09
	Alexander	“ “	114.13
		<hr/> 447.02	
BLAEN AVON			
Alexandria:	A. P. Gorman	Capt. Atwell	114.17
	Geo. Hughes	Capt. Callan	114.09
			<hr/> 229.06
HAMPSHIRE & BALTIMORE			
Alexandria:	T. H. West	Capt. Reid	114.08
	A. C. Greene	Capt. Price	113.02
			<hr/> 233.10

Canal Trade - 1877

	J. P. AGNEW & CO.		
Alexandria:	Richard Burke	Capt. Reed	112.15
	INDIVIDUAL		
Georgetown:	E. M. Stanhope	Capt. Thompson	108.10

CANAL COMMERCE.

The arrivals and departures of boats at Alexandria on Thursday [9/20] were as follows:

Arrived – Boats Martin Scally, to Blaen Avon Coal Co.; Benj. Miller to Hampshire & Baltimore Coal Co.; J. Wilson, Dr. G. E. Porter, J. Bradburn, James Green, H. C. Flagg and P. G. Uhler to American Coal Co.

Departed – Boats R. Bender, J. W. Carder, J. W. Morris, W. Smith, Ida & Harry, J. W. Carder, and W. E. Bell.

Yesterday morning Treasurer Fawcett and Paymaster Gambrill left for Baltimore on the 8 o'clock train, having arrived the previous evening on the company's yacht "Maryland," and paid off the employees in this city.

ES, Sat., 9/22/77, p. 1. **Fatal Affray on the Chesapeake and Ohio Canal.** – Last Wednesday an affray occurred on the Chesapeake and Ohio canal, which resulted in the killing of a colored man named Robert Lake. It is stated that two canal boats collided, causing a war of words between the crews, followed by a volley of stones, one of the stones striking Lake on the head, inflicting an injury from which he died in a few hours.

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

Grain Trade – Boat Hattie & Bessie, with 3,400 bushels wheat to Hartley & Bro.

Mon., 9/24/77, p. 4. **Canal Trade.** – The following forty-three boats left here Sat., Sept. 22, carrying 4,745.04 tons of coal:

	NEW CENTRAL		
Georgetown:	L. H. Kuhn	Capt. Kroon	116.02
	P. L. Lemen	Capt. O'Neal	111.15
	Bernedetta	Capt. Pittman	112.17
	[Kate Brooks]	Capt. Donnelly	116.14
	F. A. Mertens	Capt. Manning	113.00
	J. W. Daily	Capt. Penner	113.15
	Dr. J P Broderick	Capt. Little	110.09
	R. Fannon	Capt. Sorrell	114.00
	E. B. Hartley	Capt. Mertens	53.03
		Nine boats	961.19
	CONSOLIDATION		
Georgetown:	Wm. Weber	Capt. Dixon	111.12
	Hawk	Capt. Benner	106.07

	W. M. Hill	Capt. Swain	109.11
	B. L. Slack	Capt. Ziegler	115.05
	B. C. Barroll	Capt. Jackson	115.07
	Blue Bell	Capt. Riley	113.08
	L. L. Shives	Capt. Shives	112.01
Williamsport:	Grason & Fannie	Capt. Taylor	109.01
Washington:	Bessie Gruber	Capt. Artz	113.12
		Nine boats	1005.04

	MARYLAND		
Georgetown:	J. E. Stanhope	Capt. Hetzer	109.09
	Willie & Annie	Capt. Knode	110.11
	H. T. Weld	Capt. Fakey	95.15
	D. A. Carl	Capt. Little	108.16
	Johnny & Frankie	Capt. Magaha	105.12
	Hunter G.	Capt. Cowden	106.08
	Ludlow Patton	Capt. Crampton	92.12
		Seven boats	729.03

	AMERICAN		
Alexandria:	J. H. Stickney	Capt. Malone	112.00
	J. W. Morris	Capt. Bowers	113.03
	Ben Williamson	Capt. Reynolds	113.18
	David Stewart	Capt. Singer	112.02
	[Samuel Henry]	Capt. Turner	112.06
	Richard Benner	Capt. Rose	113.15
	Thos. H. Faile	Capt. Penner	115.17
		Seven boats	795.01

	BORDEN MINING		
Georgetown:	Denton Jacques	Capt. Hassett	117.04
	Borden & Lovell	" "	114.05
	F. L. Tilghman	Capt. Cowden	113.13
	Henry Kraus	" "	114.08
		Four boats	459.10

	HAMPSHIRE & BALTIMORE		
Alexandria:	Morning Sun	Capt. Dulabon	110.17
	M. Fannon	Capt. Bissett	111.17
	A. J. Mills	Capt. Fisher	115.08
		Three boats	337.17

	BLAEN AVON		
Alexandria:	Fleming & Motter	Capt. Snyder	114.16
Williamsport:	J. B. Winslow	Capt. McKelvey	114.18
		Two boats	229.14

	INDIVIDUAL		
Georgetown:	M. C. Boyer	Capt. Knode	112.09
	J. Humbird	Capt. Austin	114.07
		Two boats	226.16

CANAL COMMERCE.

The following are the arrivals and departures of boats at Alexandria on Friday [9/21]:

Arrived – Boats Dr. R. J. Duckett to Hampshire & Baltimore Coal Co.; W. J. Boothe, jr., D. A. Lowe, J. J. Swift, A. J. Clark and W. Gregory, to American Coal Co.; Four Sisters and Lillie & May, to Blaen Avon Coal Co.

Departed – Boats C. C. Kelly, D. A. Lowe, Dr. G. E. Porter, J. Wilson, J. Bradburn, B. Miller, James Green, Dr. R. J. Duckett, H. C. Flagg and P. G. Uhler.

Tue., 9/25/77, p. 3. **Canal Trade.** – The following forty-seven boats left here Mon., Sept. 24, carrying 5,303.18 tons of coal:

CONSOLIDATION

Canal Trade - 1877

Georgetown:	H. C. Hicks	Capt. Riley	114.19
	M. C. Clay	Capt. Murphy	116.03
	Joseph Light	Capt. Seaman	114.18
	C. P. Manning	Capt. Reed	114.04
	D. M. Read	Capt. Eichelberger	111.02
	M. S. O'Donnell	Capt. Piper	112.16
	T. J. Boyer	Capt. Hammond	117.00
	J. A. Millholland	Capt. Repp	110.06
	Jacob Snively	Capt. Wise	108.11
		Nine boats	1020.02
MARYLAND			
Georgetown:	R. T. Semmes	Capt. Westbrook	108.00
	John Sammon	Capt. Johnson	109.00
	Thos. Sammon	Capt. Kinner	113.01
	F. H. Darby	Capt. Tice	109.15
	Dr. Eliason	Capt. Ward	108.19
	H. Loveridge	Capt. Hine	115.09
	F. H. Irwin	Capt. McCue	113.00
	Annie	Capt. Little	106.02
	A. Kuhn	Capt. Overcash	110.00
		Nine boats	993.19
AMERICAN			
Alexandria:	Dr. G. E. Porter	Capt. Weaver	116.03
	W. E. Bell	Capt. Brendlinger	115.11
	Rechabites	Capt. Malone	112.00
	Wm. Smith	Capt. Masters	115.13
	John Wilson	Capt. McCann	116.02
	John Bradburn	Capt. Malone	116.12
	W. C. Hunter	Capt. Spitznogle	115.14
		Seven boats	807.15
NEW CENTRAL			
Georgetown:	P. J. Sowers	Capt. Rockwell	111.12
	Daniel Henry	Capt. O'Neal	115.14
	R. H. Gordon	Capt. Miller	112.06
	B. F. Price	Capt. McCoy	107.17
		Capt. Dixon	114.14
	W. P. Woos	Capt. Mertens	110.11
	Harry Borden	Capt. Dickerhoof	113.05
		Seven boats	785.19
BORDEN MINING			
Georgetown:	Onward	Capt. Cowden	120.01
	Julia Borden	" "	113.05
	Capt. J R Masters	" "	115.18
	Arthur Lovell	Capt. Cowden	104.10
	R. B. Copley	Capt. Hassett	115.10
		Five boats	569.04
HAMPSHIRE & BALTIMORE			
Alexandria:	J. W. Carder	Capt. Darkey	112.13
	V. L. Sprigg	Capt. Porter	111.11
		Two boats	227.01
J. P. AGNEW & CO.			
Alexandria:	R. L. Gross	Capt. Brengle	110.12
	Queen City	Capt. Edenhart	117.01
	B. R. Summers	Capt. Hooker	114.02
		Three boats	311.18
BLAEN AVON			
Alexandria:	J. A. Spielman	Capt. Miller	109.12
	M. E. Tice	Capt. Long	115.05
		Two boats	224.17
INDIVIDUAL			
Georgetown:	R. J. West	Capt. Grady	110.00
	Dr. R. J. Duckett	Capt. Price	110.00
	Lizzie & Phillie	Capt. Gannon	113.00
		Three boats	333.00

CANAL COMMERCE.

The following are the arrivals and departures of boats at Alexandria on Saturday [9/22]:

Arrived – Boats R. Shriver to Blaen Avon Coal Company; L. L. Mouse and Carrie V. to Hampshire & Baltimore Coal Company; C. R. Hooff, Wm. Walsh, J. P. Moore, [Maj.] E. L. Moore, M. D. Corse, James Dayton to American Coal Company; F. Bowers to W. A. Smoot.

Departed – Boats W. J. Boothe, jr., Four Sisters, John J. Swift, M. Scally, L. L. Mouse, A. J. Clark, Wm. Gregory, Lily & May, C. R. Hooff, Wm. Walsh, Willie Snyder, F. Bowers and J. P. Moore.

Wed., 9/26/77, p. 2. **Canal Trade.** – The following thirty-seven boats left here Tue., Sept. 25, carrying 4,128.06 tons of coal:

CONSOLIDATION			
Georgetown:	J. A. Graham	Capt. Brubaker	96.13
	A. M. Grove	Capt. Grove	115.18
	Okonoko	Capt. Byroads	117.16
	A. Campbell	Capt. Eddy	115.12
	Maryland	Capt. Clendening	107.07
	Creole	Capt. Ingram	111.12
Washington:	Belle Resley	Capt. Teeters	116.01
Williamsport:	L. G. Stanhope	Capt. Nave	108.19
		Right boats	889.18
NEW CENTRAL			
Georgetown:	F. M. Offutt	Capt. Kaiser	110.04
	Theodore Dean	Capt. Wiland	114.00
	John B. Turton	Capt. Brooks	106.10
	Friendship	Capt. Hall	109.06
	John Hammond	Capt. Brooks	112.00
	Benj. Miller	Capt. Crumbaugh	113.03
	R. I. Morris	Capt. Boyer	117.11
	Minerva Boyer	Capt. Boyer	113.12
		Eight boats	896.06
MARYLAND			
Georgetown:	Alpha	Capt. Hite	100.07
	J. G. Lynn	Capt. Irwin	107.17
	C. E. Hassett	Capt. Mose	114.05
	Busy Bee	Capt. Dolan	109.07
	Congress	Capt. Kirby	106.04
	Sallie E. Hassett	Capt. Mouse	109.02
	H. Boley	Capt. Smith	113.16
	Thos. Venners	Capt. Ganley	96.04
		Eight boats	857.02
BORDEN MINING			
Georgetown:	Pattie Dunlap	Capt. Hassett	116.07
	Donna Tilghman	Capt. Hassett	114.02
	Rudolph Herr	Capt. Spitznogle	113.09
		Three boats	343.18
AMERICAN			
Alexandria:	James Green	Capt. Martz	116.08
	P. G. Uhler	Capt. Delaney	115.04
	Henry C. Flagg	Capt. Delaney	116.14
		Three boats	348.06
HAMPSHIRE & BALTIMORE			
Alexandria:	E. Rinehart	Capt. Eichelberger	113.15
	George & James B.	Capt. Brashears	114.09
	Ida & Harry	[Capt. Ekis]	113.12

Canal Trade - 1877

		Three boats	341.16
		BLAEN AVON	
Alexandria:	Clara	Capt. Colbert	117.15
	D. Seibert	Capt. Hamilton	107.05
		Two boats	225.00
		INDIVIDUAL	
Georgetown:	A. Kratz	Capt. Brookman	116.00
Williamsport:	C. B. Embrey	Capt. Buchanan	110.00
		Two boats	226.00

The steam pump at Patterson's creek will be put in operation today, as the river is too low to sufficiently supply the canal with water.

Thu., 9/27/77, p. 1. **Canal Trade.** – The following thirty-one boats left here Wed., Sept. 22, carrying 3,449.14 tons of coal:

		CONSOLIDATION	
Georgetown:	Dove	Capt. Mose	116.11
	I. Crane	Capt. White	112.17
	G. Meredith	Capt. Compton	113.04
	Robin	“ “	111.06
	[Capt.] J. Sheridan	Capt. Cramer	116.04
	A. F. Lantz	Capt. Swain	118.12
	J. McGraw	Capt. Mertens	113.15
Williamsport:	A. Gruber	Capt. Van Woltz	112.17
		Eight boats	915.06
		NEW CENTRAL	
Georgetown:	S. S. Lynn	Capt. Kroon	111.16
	G. H. Bradt	Capt. Mertens	112.13
	Mary Mack	Capt. Evoy	109.08
	H. Hebner	Capt. Shaner	114.01
	Willie Snyder	Capt. Highbarger	113.12
	Mayfield & Hieston	Capt. Reid	110.19
	Sallie & Jennie	Capt. Grosh	109.00
		Seven boats	781.00
		AMERICAN	
Alexandria:	W. Gregory	Capt. James	114.19
	D. A. Lowe	Capt. Lynch	116.04
	A. J. Clark	Capt. Hatch	116.00
	W. Walsh	Capt. Teach	116.06
	W. J. Boothe, jr.	Capt. Hatch	111.15
		Five boats	575.04
		BORDEN MINING	
Georgetown:	Exchange	Capt. Cowden	108.08
	Wm. Staples	“ “	117.04
	C. H. Knott	“ “	114.08
		Three boats	339.15
		MARYLAND	
Georgetown:	Hancock	Capt. Mitchell	96.02
	Alice	Capt. Rinehart	110.04
	Dr. Wiley	Capt. Henry	109.05
		Three boats	325.11
		BLAEN AVON	
Alexandria:	C. C. Kelly	Capt. Spong	111.15
	J. B. Winslow	[Capt. McKelvy]	109.17
		Two boats	222.12
		HAMPSHIRE & BALTIMORE	
Alexandria:	M. Sinclair	Capt. McCormick	109.18
		J. P. AGNEW & CO.	
Alexandria:	Six Brothers	Capt. Zimmerman	111.19
		INDIVIDUAL	
Georgetown:	G. M. Stonebraker	Capt. Kroon	115.00

CANAL COMMERCE.

The following are the arrivals and departures of boats at Alexandria on Wednesday [9/26]:

Arrived – Boats Ida J. Kreps, to J. P. Agnew & Co.; G. W. McCardell, to Edwin Herbert; Nora & Willie, to Hampshire & Baltimore Coal Co.; J. H. Parrott, jr., S. Lloyd, M. Kersey, J. W. Burke, M. A. Myers, J. L. Reed and L. A. Long, to American Coal Co.

Departures – Boats E. L. Flury, W. J. B. Lloyd, E. Bayer, E. M. Bynon, American Flag, Mrs. C. E. Charles, Elmer & Kate, J. H. Parrott, jr., Samuel Lloyd and T. Embrey.

ES, Thu. 9/27/77, p. 4. **GEORGETOWN**

Grain Trade – Boat J. N. Thomas, with 1,650 bushels wheat and 1,550 bushels corn; boat Golden Rule, with 700 bushels wheat to J. G. & J. M. Waters; Kity Ann, with 1,800 bushels wheat to Hartley & Bro.

Fri., 9/28/77, p. 3. **Canal Trade.** – The following twenty-three boats left here Thu., Sept. 27, carrying 2,509.11 tons of coal:

		CONSOLIDATION	
Georgetown:	T. Malloy	Capt. Knode	112.05
	M. E. Waters	Capt. Bender	112.13
	W. Irving	Capt. Yingling	112.14
	Geo. A. Pearre	Capt. Sensel	112.15
	John R. Ray	Capt. Anderson	112.01
	A. E. McDonald	Capt. Marmaduke	113.13
	J. C. Grove	Capt. Marmaduke	112.00
	Energy	Capt. Morrow	
Williamsport:	Grason & Fannie	Capt. Taylor	104.15
		Nine boats	1001.15
		AMERICAN	
Alexandria:	M. D. Corse	Capt. Bear	116.04
	John J. Swift	Capt. Brown	116.12
	James Dayton	Capt. Brown	111.07
	J. P. Moore	Capt. Nuse	115.13
	Maj. E. L. Moore	Capt. Albert	117.06
	C. R. Hooff	Capt. Haines	116.09
		Six boats	693.11
		NEW CENTRAL	
Georgetown:	Lizzie Regan	Capt. Smith	113.07
	Johnny & Tommy	Capt. Dixon	113.13
	Thomas Lannon	Capt. Pridgeon	112.16
	Ben Bissell	Capt. McCann	109.13
		Four boats	449.09
		MARYLAND	
Georgetown:	J. E. Hughes	Capt. O'Neal	113.13
		J. P. AGNEW & CO.	
Alexandria:	Osceola & Jake	Capt. Crew	114.08
		BLAEN AVON	
Alexandria:	Mary Mertens	Capt. Faulkwell	117.15
		INDIVIDUAL	
Georgetown:	City of Hamburg	Capt. Coffman	109.00

ES, Fri., 9/28/77, p. 5. **GEORGETOWN**

Grain – Arrived – Boat Caledonia, with 2,700 bushels wheat and 350 [bushels] corn; also,, boat Hattie & Bessie, with 3,400 bushels wheat to Hartley & Bro.; boat Thrasher, with 200 bushels wheat and 200 bales hay to H. M. Talbott.

Sat., 9/29/77, p. 4. **Canal Trade.** – The following fifteen boats left here Fri., Sept. 28, carrying 1,653.16 tons of coal:

CONSOLIDATION			
Georgetown:	W. H. Lowe	Capt. Shupp	114.08
	Lillie & May	Capt. Sandbar	109.18
	I. M. Boyer	Capt. Spong	115.00
	Tommy & Nellie	Capt. Williams	115.13
	Willie & Johnnie	Capt. Morrison	115.14
Williamsport:	Jacob Snively	Capt. Wise	108.03
	Six boats		678.11
NEW CENTRAL			
Georgetown:	T. H. Paul	Capt. Sherman	95.14
	T. Hassett	Capt. Callan	108.17
	Two boats		204.11
HAMPSHIRE & BORDEN			
Alexandria:	Carrie V.	Capt. Reid	116.19
	Lucy Lee Mouse	Capt. Mouse	113.16
	Two boats		230.15
BLAEN AVON			
Alexandria:	M. Scally	Capt. Dunn	102.18
	L. W. Poffenberger	Capt. Hawley	114.16
	Two boats		217.14
BORDEN MINING			
Georgetown:	Little Nan	Capt. Cowden	114.12
MARYLAND			
Georgetown:	Star No. 1	Capt. Thomas	95.13
INDIVIDUAL			
Georgetown:	Sallie H. Taylor	Capt. Rossworm	112.00

THE BOATS.

The scarcity of boats at the present time may be attributed to three accidents that have occurred on the canal during the past week, the first of which was the sinking of the boat Dennis Murphy while passing through the seventh lock, about eighteen miles above Georgetown. The boat being in the lock, it was with great difficulty removed, and in removing it the boat was almost torn to pieces.

The next was the partial sinking of the steamer Star No. 2 at the foot of the Log Wall level. The accident occurred early in the morning, which that day was unusually foggy. The steersman miscalculated the distance and swerved his boat to the berm side, which at this point is full of jutting rocks.

The boat struck one of the rocks, whereupon the captain perceiving the danger he was in put on all steam and rushed forward to

within a few yards of the lock and stopped. The reason for so doing was that where the accident occurred the canal is fully 70 feet deep, while the place where the boat stopped is scarcely more than the depth of the boat.

The third accident was the sinking of a lumber boat belonging to Messrs. P. Hein & Co. It sank at the foot of the nine-mile level, the first level on the west end of the canal.

The boat sank on Thursday morning but caused little delay in navigation. All obstructions have now been removed and the light boats are now expected to arrive in great numbers.

Mon., 10/1/77, p. 3. **Canal Trade.** – The following forty-eight boats left here Sat., Sept. 29, carrying 5,317.03 tons of coal:

CONSOLIDATION			
Georgetown:	C. H. Dalton	Capt. Mertens	112.05
	Five Brothers	“ “	113.08
	A. B. Turner	Capt. Reynolds	114.03
	W. E. Turner	Capt. Riley	113.02
	J. B. Thomas	Capt. Yingling	116.03
	J. R. Cruzen	Capt. Stride	111.01
	Ora G.	Capt. Drener	113.19
	J. W. Turner	Capt. Read	108.12
	R. Shriver	Capt. Nuse	113.13
	D. A. Miller	Capt. Weller	112.02
	W. C. Ernst	“ “	113.10
	Jimmy M., jr.	Capt. Bush	111.05
	L. G. Stanhope	Capt. Nave	114.04
Williamsport:	Thirteen boats		1467.09
NEW CENTRAL			
Georgetown:	G. S. Couter	Capt. Nowell	112.14
	Warren Delano, jr.	Capt. Fernsner	113.13
	Fonrose Bowers	Capt. Bowhey	109.12
	F. F. Davis	Capt. Swain	110.12
	W. Young	Capt. Reeves	112.07
	D. R. Long	Capt. Long	110.03
	Elizabeth	Capt. Snyder	112.00
	Ohio	Capt. Pierce	108.01
	J. R. Purcell	Capt. Armstrong	109.16
	Nine boats		999.18
AMERICAN			
Alexandria:	John L. Read	Capt. Brendlinger	115.19
	H. O. Claughton	Capt. Fisher	115.02
	M. Snow	Capt. Martz	116.19
	Edward Bayer	Capt. Fisher	115.11
	John W. Burke	Capt. Renner	114.19
	Mathew Kersey	Capt. Barger	116.06
	Theo. L. Betts	Capt. McLucas	115.18
	Seven boats		830.14
MARYLAND			
Georgetown:	Star No. 2	Capt. Richards	99.17
	Thos. O. Connell	Capt. Mills	107.17
	Francis Gannon	Capt. Penner	112.09
	Star No. 4	Capt. Moore	96.08
	D. L. Taylor	Capt. Turner	113.01
Alexandria:	R. M. Sprigg	Capt. Shields	108.03
	P. Fleckenstein	Capt. Bowers	108.03
	Seven boats		718.01
BORDEN MINING			
Georgetown:	J. A. Ensminger	Capt. Doyle	120.11

Canal Trade - 1877

	I. Wilson	Capt. Cowden	117.18
	Geo. T. Gatrell	Capt. Cowden	115.06
	Jacob H. Snyder	Capt. Hassett	114.09
	Regulus	" "	99.04
		Five boats	567.08
	HAMPSHIRE & BALTIMORE		
Alexandria:	Mrs. C. E. Charles	Capt. Nutter	113.18
	E. M. Bynon	Capt. Eddy	112.13
		Two boats	226.11
	BLAEN AVON		
Williamsport:	J. A. Spielman	Capt. Miller	107.05
	C. B. Embrey	Capt. Buchanan	110.07
		Two boats	217.12
	INDIVIDUAL		
Georgetown:	Four Sisters	Capt. Dugan	109.00
	L. B. Agnew	Capt. Hoadley	117.00
	W. J. B. Lloyd	Capt. Kirkpatrick	113.10
		Three boats	339.10

CANAL COMMERCE.

The following are the arrivals and departures of boats at Alexandria on Thursday [9/27]:

Arrived – Boats P. Sinclair, N. Williams, and C. Segerson, to J. P. Agnew & Co.; A. B. Bain, T. H. West and S. Swain to Hampshire & Baltimore Coal Company; Mollie to Maryland Coal Company; W. Darrow, Charles Clifton and J. H. Platte, to American Coal Company.

Departed – Boats A. Main, Mountain City, A. Greenless, jr., H. Delafield, Dr. M. M. Lewis, Ida J. Kreps, A. Adams, C. Robb, P. Sinclair, Wm. Darrow, C. Clifton, J. H. Platte and C. W. Adams (seventy tons plaster for Williamsport, Md.).

Also, the following for Friday [9/28]:

Arrived – Boats W. Doerner, J. R. Anderson, R. S. Grant, S. S. Howison, G. P. Lloyd, D. Annan and Geo. Sherman, to American Coal Company; A. P. Gorman and G. Hughes, to Blaen Avon Coal Company; G. Berkebile, to Maryland Coal Company; Shipley & Bush, to W. A. Smoot for plaster; R. Burke, to J. P. Agnew & Co.; J. Humbird, to Sinclair & Agnew; M. Fannon, Morning Sun and A. C. Greene, to Hampshire & Baltimore Coal Company.

Departed – Boats A. B. Bain, M. Poffenberger, S. Swain, G. Berkebile, W. Doerner, J. R. Anderson, R. S. Grant and S. S. Howison, for Cumberland, and Shipley & Bush, fifty-five tons of plaster for Williamsport, Md.

The set of harness, worth \$150, recently stolen from Merwin McKaig, Esq., has been found

at Grafton, at which place it was sold to a gentleman by a negro for \$10.

We are informed that Mr. Henry T. Sheridan is supervisor of cargoes on Mr. Sheridan's steamers, and is nominally captain of the steamer Star No. 2.

ES, Mon. 10/1/77, p. 4. **GEORGETOWN Grain** – Boat Loudoun, with 700 bushels wheat, 400 bushels corn, 100 bushels rye, to H. M. Talbott; also, 1,250 bushels wheat and 1,000 bushels corn to Hartley & Bro.

Tue., 10/2/77, p. 3. **Canal Trade.** - The following thirty-six boats left here Mon., October 2, carrying 3,987.16 tons of coal:

CONSOLIDATION			
Georgetown:	Adam Norrie	Capt. Carter	112.08
	Ernst & Holland	Capt. Penner	108.19
	[C. W.] Brengle	Capt. Berger	115.02
	[J. M.] Forbes	Capt. Moore	109.08
	[J.] Tyler	Capt. Miller	107.15
	[W.] Thompson	Capt. O'Brian	119.07
	[A.] Gruber	Capt. Woltz	111.08
	Laura	Capt. Brubaker	108.11
	E. Stake	Capt. Kimble	114.08
		Nine boats	998.02
AMERICAN			
Alexandria:	[J. H.] Parrott	Capt. Colbert	112.01
	W. Darrow	Capt. Dunn	109.01
	[Samuel] Lloyd	Capt. McMullen	115.04
	[Henry] Delafield	Capt. Hetzer	109.03
	[M. A.] Myers	Capt. Martin	109.12
	[Dr. M. M.] Lewis	Capt. Eichelberger	112.01
	[L. A.] Long	Capt. Long	112.08
	[Andrew] Main	Capt. Bowers	109.10
		Eight boats	889.02
MARYLAND			
Georgetown:	T. W. Riley & Son	Capt. Keech	105.17
	[James N.] Cover	Capt. Potts	110.17
	Star No. 2	Capt. Elkins	92.02
	Dr. Grimes	Capt. Hill	112.06
	[George] Herring	Capt. Smith	109.08
	[M. A.] Brady	Capt. Brady	106.04
		Six boats	636.14
NEW CENTRAL			
Alexandria:	[A. H.] Bradt	Capt. Hill	58.17
	Johnny	Capt. Kean	114.12
	American Flag	Capt. McKnight	113.12
	A. Lincoln	Capt. Mertens	106.18
		Four boats	394.01
BORDEN MINING			
Georgetown:	[Dr. O. M.] Schindel	Capt. Hassett	110.08
	[S. J.] Kelly	Capt. Borden	113.15
	[Julia] Borden	Capt. Cowden	114.01
	Arthur Lovell	Capt. Cowden	114.02
		Four boats	447.06
J. P. AGNEW & CO.			
Alexandria:	[Malcolm] Sinclair	Capt. Moran	114.01
	Ida J. Kreps	Capt. Smith	111.18

E. L. Flury	Capt. Compton	111.16
	Three boats	337.15
BLAEN AVON		
Alexandria: [Wm.] Foley	Capt. Sissely	110.12
[E. M.] Stanhope	[Capt. Thompson]	114.02
	Two boats	224.15

CANAL COMMERCE.

The following are the arrivals and departures of boats at Alexandria on Saturday [9/29]:

Arrived - Boats Fleming & Motter to Blaen Avon Coal Co.; G. W. P. DeWitt to Hampshire & Baltimore Coal Co.; B. R. Summers to J. P. Agnew & Co.; Annie to W. A. Smoot, for salt and plaster; A. S. Winteringham, A. J. Akin, R. H. Miller and G. L. Boothe to American Coal Co.

Departed - Boats G. P. Lloyd, A. P. Gorman, N. Williams, G. Sherman, C. Segerson, R. H. Miller, A. J. Akin, J. Humbird and R. Burke for Cumberland; Katie & Addie (78 tons plaster) and G. Hughes (65 tons plaster) for Williamsport, Md.

The water in the canal is again low, and the river basin is 18 inches below the wood coping of the dam. The steam pump at Patterson's creek is kept going night and day, and is an invaluable aid to navigation. The company will not allow boats to load to their full capacity until we have a rise in the river.

The Alexandria "Gazette" of Saturday evening says: "A little boy named Reynolds, aged about 5 years, fell overboard from a canal boat at the basin, and remained in the water some time before the accident was discovered. He was found, strange to say, floating face upward. He was at first supposed to be dead, but by the use of active measures was resuscitated.

The tow-path for a mile down the canal has been raised and leveled, so that a pleasant drive may now be had down the canal.

ES, Tue., 10/2/77, p. 4. **GEORGETOWN Grain** – Arrived – Boat Seneca, with 350 bushels of wheat, 160 barrels of flour and 1,200 bushels mill feed to Hartley & Bro.

Wed., 10/3/77, p. 1. **Canal Trade.** - The following forty eight boats left here Tue., October 2, carrying 5,237.13 tons of coal:

MARYLAND			
Alexandria:	Thomas Venners	Capt. Fleming	92.11
	F. H. Irwin	Capt. McCue	108.00
	Johnny & Frankie	Capt. Magaha	105.04
	Dr. Eliason	Capt. Ward	106.16
	Mollie	Capt. Hammond	107.10
	H. T. Weld	Capt. Fahey	87.04
	E. J. Arrington	Capt. Arrington	107.18
	Willie & Annie	Capt. Derr	107.09
	H. B. Simons	Capt. Kirtley	107.00
	H. G. Wagner	Capt. Creamer	96.00
	Ten boats		1,025.12

CONSOLIDATION			
Georgetown:	Lark	Capt. French	110.06
	Dr. C. F. Russell	Capt. Seaman	109.13
	J. Marmaduke	Capt. Seaman	112.01
	C. Slack	Capt. Lewis	113.01
	J. M. Clay	Capt. Bowers	113.08
	W. S. Read	Capt. Bowers	112.19
	V. S. Brashears	Capt. Moore	110.08
	B. C. Barroll	Capt. Jackson	109.05
Washington:	John Leetch	Capt. Walker	112.13
	Nine boats		1,003.15

AMERICAN			
Alexandria:	James R. Anderson	Capt. Snyder	113.03
	G. P. Lloyd	Capt. Emberson	111.13
	R. S. Grant	Capt. Harris	110.00
	Charles Robb	Capt. Bowers	112.03
	W. Doerner	Capt. Goodwin	112.05
	Chas. Clifton	Capt. Weaver	111.15
	J. H. Platte	Capt. Bowers	111.07
	Seven boats		782.06

BORDEN MINING			
Georgetown:	New Era	Capt. Cowden	103.13
	Hunter G.	Capt. Cowden	115.04
	W. L. Shaw	Capt. Kinsel	114.12
	Areturus	Capt. Hassett	103.05
	Fall River	Capt. Hassett	107.13
	B. M. Young	Capt. Hassett	116.09
	R. B. Lynn	Capt. Hassett	114.04
	Seven boats		775.00

NEW CENTRAL			
Georgetown:	M. Ruben	Capt. Cummings	117.08
	S. H. Davis	Capt. Dickerhoof	111.08
	J. R. Couter	Capt. Williams	110.04
	Geo. Hutton	Capt. Doleman	106.15
	Emma	Capt. Paxton	110.09
	Five boats		556.04

HAMPSHIRE & BALTIMORE			
Alexandria:	Theo. Embrey	Capt. Numberger	110.13
	Nora & Willie	Capt. Sorrell	114.15
	Elmer & Kate	Capt. Miller	113.00
	Three boats		338.08

J. P. AGNEW & CO.			
Alexandria:	C. J. Myers	Capt. Bowers	109.00
	N. Williams	Capt. Zimmerman	111.18
	Two boats		220.18

BLAEN AVON			
Alexandria:	J. H. Houck	Capt. Read	96.10
Williamsport:	J. B. Winslow	Capt. McKelvy	107.00
	Two boats		203.10

INDIVIDUAL			
Georgetown:	J. T. Dixon & Co.	Capt. Dixon	110.00
Alexandria:	A. K. Syester	Capt. McCoy	110.00
	G. F. Smith	Capt. Kinsel	112.00
	Three boats		332.00

Canal Trade - 1877

The light boats on the canal began to arrive yesterday, and it is thought a large number will leave this port today loaded with coal from the several companies.

ES, Wed., 10/3/77, p. 4. **GEORGETOWN Grain** – Arrived – Boat Irene Knott, with 300 bushels wheat to J. G. & J. M. Waters.

Thu., 10/4/77, p. 3. **Canal Trade.** - The following fifty-six boats left here Wed., October 3, carrying 6,157 tons of coal:

CONSOLIDATION			
Georgetown:	J. B. Varnum	Capt. Moore	103.18
	G. S. Young	Capt. Little	114.13
	A. P. Gorman	Capt. Yingling	105.15
	M. M. Jane	Capt. Arthur	106.07
	W. Hill	Capt. Swain	112.04
	H. J. Kenah	Capt. [Broderick]	107.17
	[Laura]	Capt. Brubaker	103.12
	Wm. Weber	Capt. Dixon	110.12
	G. W. Knode	Capt. Boyer	108.06
	G. W. Barnett	Capt. Little	115.01
	Blue Bell	Capt. Riley	110.03
	M. S. O'Donnell	Capt. Piper	109.15
	Mohawk	Capt. Baler	105.10
	D. M. Read	Capt. Eichelberger	110.05
Washington:	Etta & Rena	Capt. Porter	110.14
		Fifteen boats	1,640.15
MARYLAND			
Georgetown:	Kate Prather	Capt. Fernsner	110.09
	W. & B. Mills	Capt. Mouse	107.16
	A. E. McQuade	Capt. Allison	108.01
	Lillie & Annie	Capt. Sterling	107.08
	Fannie & Estella	Capt. Chaplin	104.09
	F. H. Darby	Capt. Tice	106.16
	S. H. Sherman	Capt. Pitzer	109.18
	Richard Burke	Capt. Reed	104.16
	Susan Charles	Capt. Snyder	108.02
		Nine boats	987.15
NEW CENTRAL			
Georgetown:	D. Murphy	Capt. Mertens	107.01
	Dr. F. M. Davis	Capt. Davis	109.16
	American Boy	Capt. Schopper	107.02
	G. Blackburn	Capt. Underdunk	107.02
	A. Zeigler	Capt. Dixon	109.15
	V. H. Weir	" "	108.13
	Dr. J. P. Broderick	Capt. Little	109.14
		Seven boats	759.06
BORDEN MINING			
Georgetown:	Mabel	Capt. Hassett	112.13
	Henry Freeland	Capt. [Cowden]	
	Invincible	" "	113.08
	F. J. Laing	" "	117.12
	Martha	" "	108.08
	Harry Borden	" "	111.01
	Maggie B.	" "	110.14
		Seven boats	784.04
AMERICAN			
Alexandria:	A. J. Akin	Capt. Wilson	112.14
	A S Winteringham	Capt. Eichelberger	109.11
	G. L. Boothe	Capt. Davis	111.04
	Robert H. Miller	Capt. Johnson	112.17
	Geo. Sherman	Capt. Lindsey	113.03

	Daniel Annan	Capt. Eichelberger	112.01
		Six boats	671.13
INDIVIDUAL			
Georgetown:	L. H. Kuhn	Capt. Kroon	114.00
	J. Humbird	Capt. Austin	110.00
	Laura S.	Capt. Little	114.00
	M. C. Merryman	Capt. Merryman	110.00
Hancock:	Lizzie & Phillie	Capt. Gannon	100.13
		Five boats	554.13
J. P. AGNEW & CO.			
Alexandria:	A. Greenless	Capt. Fox	114.09
	M. L. Haines	Capt. Zimmerman	109.19
	G. B. Oswald	Capt. Myers	111.12
	C. A. Greene	Capt. Snyder	111.05
		Four boats	447.05
HAMPSHIRE & BALTIMORE			
Alexandria:	A. B. Bain	Capt. Osborn	108.12
	M. S. Fernsner	Capt. Fernsner	115.14
		Two boats	224.06
BLAEN AVON			
Williamsport:	J. A. Spielman	Capt. Miller	107.03

CANAL COMMERCE.

The arrivals and departures of boats at Alexandria on Monday [10/1] were as follows:

Arrived - M. Sanford, J. A. Alexander, T. Patton, S. Henry, B. Williamson, R. Bender, D. Stewart, T. H. Faile, J. H. Stickney to American Company; Annie and T. Thresher to W. A. Smoot; M. E. Tice to Blaen Avon Company; J. W. Carder to Hampshire & Baltimore Company; Six Brothers, R. L. Gross and Queen City to J. P. Agnew & Co.

Departed - R. L. Gross, Annie, B. R. Summers, M. Sanford, J. A. Alexander, T. Patton, Six Brothers, T. E. Thresher, S. Henry, Fleming & Motter, G. L. Boothe, B. Williamson, Queen City, A. C. Greene, R. Bender, D. Stewart and M. Fannon.

THE SUNKEN STEAMER.

On Tuesday night the boat Lovell while passing the sunken steamer Star No. 3 at Dam No. 6, had its line caught in such a manner as to throw the team of mules into the canal. Such instances are not rare, and frequently the captains lose a valuable mule from the effects of such a drenching. The Star No. 3 still lies in the place where she was burned during the recent canal strike, for the reason of contention between insurance companies and the owners.

Canal Trade - 1877

Fri., 10/5/77, p. 1. **Canal Trade.** - The following forty-one boats left here Thu., October 4, carrying 4,400.12 tons of coal:

CONSOLIDATION			
Georgetown:	L. H. Fechtig	Capt. Kane	106.02
	J. N. Clary	Capt. Murphy	110.14
	T. J. Boyer	Capt. Hammond	111.11
	Ino	Capt. McCarty	112.04
	Henry Boyd	Capt. Brown	114.19
	Kate Brooks	Capt. Donnelly	111.14
	G. Berkebile	Capt. Rossworm	117.07
	Nannie Grove	Capt. Boyd	110.13
	Dove	Capt. Mose	115.15
	Katie & Addie	Capt. Wolf	111.05
	Grason & Fannie	Capt. Taylor	105.11
Williamsport:	L. G. Stanhope	Capt. Nave	105.08
Washington:	P. A. Gorman	Capt. McCabe	111.11
	Thirteen boats		1444.15
NEW CENTRAL			
Georgetown:	R. Fannon	Capt. Sorrell	112.02
	M. A. West	Capt. Conrad	111.07
	W. M. Price	Capt. Grimminger	112.07
	F. A. Mertens	Capt. Manning	111.06
	Jack Topper	Capt. Fink	107.09
	Iowa	Capt. Mertens	108.08
	E. Mulvaney	Capt. Cahill	111.11
	Wm. Mertens	Capt. Mathews	111.03
	W. P. Wools	Capt. Little	
	James & Willie	Capt. Wilson	109.10
	Shipley & Bush	Capt. Coffman	112.06
	Eleven boats		1215.15
MARYLAND			
Georgetown:	Wm. Moffett	Capt. Davis	106.15
	G. H. Moore	Capt. Moore	110.15
	A. Kuhn	Capt. Overcash	108.08
	R. T. Semmes	Capt. Westbrook	105.10
	Annie	Capt. Little	104.02
	Elbe	Capt. Mertens	111.06
	Cumberland	Capt. Benner	108.05
	Seven boats		754.13
BORDEN MINING			
Georgetown:	J. R. Masters	Capt. Cowden	112.05
	Arthur Lovell	" "	98.06
	Julia Borden	" "	112.18
	Borden & Lovell	Capt. Hassett	110.05
	Four boats		433.15
HAMPSHIRE & BALTIMORE			
Alexandria:	Alex Adams	Capt. Sorrell	110.14
	Little Eddy	Capt. Dixon	107.12
	Two boats		218.06
AMERICAN			
Alexandria:	S. S. Howison	Capt. Swain	112.07
	J. P. AGNEW & CO.		
Alexandria:	John T. James	Capt. Weller	111.17
INDIVIDUAL			
Georgetown:	Denton Jacques	Capt. Danner	105.00

CANAL COMMERCE.

The arrivals and departures of boats at Alexandria on Thursday [10/4] were as follows:

Arrived - Boats J. W. Morris, Wm. Smith, W. C. Hunter, Rechabites, W. E. Bell, J. Wilson, Dr. G. E. Porter, J. Bradburn, J. Green, P. G. Uhler and H. C. Flagg to American Coal Company; Ed Rinehart and Ida & Harry to Hampshire &

Baltimore Coal Company; C. C. Kelly to Blaen Avon Coal Company.

Departed - Boats T. H. Faile, J. H. Stickney, Morning Sun, Wm. Smith and W. C. Hunter.

Sat., 10/6/77, p. 3. **Canal Trade.** - The following forty-four boats left here Fri., October 5, carrying 4,918.11 tons of coal:

CONSOLIDATION			
Georgetown:	I. Crane	Capt. White	115.05
	Queen City	Capt. Edenhart	113.09
	Dr. R. J. Duckett	Capt. Price	108.01
	Four Sisters	Capt. Marmaduke	113.18
	Fleming & Motter	Capt. Snyder	111.11
	Hawk	Capt. Benner	109.17
	C. P. Manning	Capt. [Read]	111.05
	Consolidation	Capt. Shank	112.03
	J. A. Graham	Capt. Brubaker	113.17
	J. McGraw	Capt. Mertens	109.09
	R. L. Gross	Capt. Quigley	109.06
Williamsport:	Jacob Snively	Capt. Wise	110.09
Washington:	Bessie Gruber	Capt. Artz	115.10
	Thirteen boats		1467.09
MARYLAND			
Georgetown:	Onward	Capt. Cowden	111.12
	Congress	Capt. Kirby	110.04
	Pattie Dunlop	Capt. Snyder	109.13
	John Sammon	Capt. Johnson	110.13
	C. E. Hassett	Capt. Moore	111.10
	Alexander	Capt. Cowden	108.10
	F. L. Tilghman	Capt. Cowden	111.11
	A. Spier	Capt. Mertens	110.19
	Henry Kraus	Capt. Cowden	110.09
	F. L. Moore	Capt. Brown	96.16
	Ten boats		1094.17
NEW CENTRAL			
Georgetown:	R. H. Gordon	Capt. Miller	111.19
	G. M. Stonebraker	Capt. Kroon	117.15
	T. H. West	Capt. Reid	111.17
	William R. Shaw	Capt. Dixon	110.01
	Mountain City	Capt. Kerchival	111.05
	G. W. McCardell	Capt. Artz	110.05
	M. O'Conner	Capt. Ensminger	109.06
	Benj. Williamson	Capt. Reynolds	116.12
	Eight boats		899.00
BORDEN MINING			
Georgetown:	Sallie E. Hassett	Capt. Hassett	117.01
	Theo. Dean	" "	117.08
	R. B. Cropley	" "	113.13
	Three boats		318.02
AMERICAN			
Alexandria:	Jas. A. Alexander	Capt. Penner	113.00
	M. Sanford	Capt. Everly	113.05
	Thos. Patton	Capt. Eaton	113.12
	Three boats		339.17
HAMPSHIRE & BALTIMORE			
Alexandria:	Samuel Swain	Capt. Gower	108.11
	P. L. Lemen	Capt. O'Neal	110.18
	Two boats		219.09
J. P. AGNEW & CO.			
Alexandria:	Dr. F. C. Doyle	Capt. Warren	111.08
BLAEN AVON			
Williamsport:	E. M. Stanhope	Capt. Thompson	111.14
INDIVIDUAL			
Alexandria:	Bernedetta	Capt. Pittman	112.09
	R. Portner	Capt. Barger	117.00

R. J. West	Capt. Grady	114.00
	Three boats	343.04

GOTTEN OFF.

The Ludlow Patton has been gotten off where she ran aground and is on her way to this place. Richard Bender went down to assist in getting her out, and gives the following statement in regard to the accident. He says she was on her way up in a fog, and when in the Big Pool lost sight of the towpath. Expecting momentarily to get in sight again, the boat kept on, her engine going and the paddle turning, for nearly an hour, when no land being observed, the captain wondered why he was so long reaching the end of the pool. Just then the fog lifted, and the boat was found high aground in the swamp, with trees around her, and far away from the channel. She had been aground all the while, though the engine was going and the propeller turning.

Yesterday the steamer F. L. Moore was coming up the canal and on reaching the Big Pool observed the Ludlow Patton in trouble and came to her relief. Mr. Bender secured a number of shovels and made a channel-way for the boat to get back into deep water and the steamer Moore was then made fast to her by lines and soon the Ludlow Patton was in deep water and on her way up, with but slight damage to her hull and none to her inner works.

INFANT DROWNED.

On Wednesday night a woman engaged on a canal boat lying at the lower basin wharf discovered the body of a white male infant at the water edge on the island bank. The proper authorities were notified yesterday, and Squire Strong, acting as a coroner, impaneled a jury of inquest, and summoned two physicians and the woman who discovered the child to appear at the inquest to be held at 2 p.m. The following persons were sworn as jurors: Arthur McGirr, W. J. McGilligan, L. H. Young, Thomas Clark, J. A. N. Clary, George F. Mullen, John Lingo, Thomas Sammon, W. H. Gross, W. Dowden, Patrick Lillis and Charles D. Warfield.

The woman testified as to where the child had been found; that it was sewn up in a piece of

coarse cloth, in which was also placed at the head of the child a half of a brick, evidently for the purpose of sinking the body.

The physicians testified as to its having been born alive, and furthermore that it had been in the water some six or eight days. The jury in accordance with the testimony given rendered the following verdict: "The child came to its death by violence inflicted by some person to the jury unknown."

Mon., 10/8/77, p. 3. **Canal Trade.** - The following forty-four boats left here Sat., October 6, carrying 4,937.12 tons of coal:

CONSOLIDATION			
Georgetown:	J. A. Millholland	Capt. Repp	114.13
		Capt. Singer	114.00
	Robin	Capt. Compton	111.19
	A. L. Miller	Capt. Keech	114.05
	Uno	Capt. Peck	106.15
	Round Top	Capt. Athey	110.12
	John R. Ray	Capt. Anderson	110.01
	Joseph Light	Capt. Seaman	112.14
	Geo. A. Pearre	Capt. Sensel	112.06
	Washington:	Bertha Ensminger	109.19
		Geo. Hughes	112.18
		Eleven boats	1230.02
NEW CENTRAL			
Georgetown:	Williamsport:	Capt. Stickel	115.07
	Daniel Henry	Capt. O'Neal	116.12
	Loretto	Capt. Ardinger	108.15
	Samuel Henry	Capt. Turner	111.11
	F. M. Offutt	Capt. Kaiser	114.14
	T. H. Faile	Capt. Penner	117.11
	J. W. Morris	Capt. Bowers	116.05
	Friendship	Capt. Hall	110.00
	Mary Mack	Capt. Evoy	111.01
	J. B. Turton	Capt. Brooks	111.01
	J. Hammond	Capt. Brooks	111.07
		Eleven boats	1244.04
MARYLAND			
Georgetown:	Star No. 1	Capt. Thomas	91.02
	J. E. Stanhope	Capt. Hetzer	113.17
	Busy Bee	Capt. Dolan	112.02
	Rudolph Herr	Capt. Spitznogle	111.03
	Dr. Wiley	Capt. Henry	113.08
	Alice	Capt. Rinehart	113.05
	Emerald	Capt. Long	114.05
	Ludlow Patton	Capt. Crampton	101.01
		Eight boats	873.03
BORDEN MINING			
Georgetown:	John G. Lynn	Capt. Hassett	111.10
	Henry Boley	" "	118.09
	Donna Tilghman	Capt. Turner	114.06
	Exchange	Capt. Cowden	107.11
		Four boats	451.16
HAMPSHIRE & BALTIMORE			
Alexandria:	J. E. Coulehan	Capt. Patterson	110.13
	Benj. Miller	Capt. Crumbaugh	110.10
	Morning Sun	Capt. Dulabon	110.14
		Three boats	331.17
J. P. AGNEW & CO.			
Alexandria:	C. Segerson	Capt. Wallace	115.03
	B. R. Summers	Capt. Hooker	115.08

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		Two boats	230.11
	AMERICAN		
Alexandria:	J. H. Stickney	Capt. Malone	113.09
	INDIVIDUAL		
Georgetown:	P. J. Sowers	Capt. Rockwell	110.00
	S. S. Lynn	Capt. Kroon	110.00
	R. Bender	Capt. Rose	117.00
	D. Seibert	Capt. Hamilton	115.10
		Four boats	452.10

During the past week 204 boats carrying 22,873.10 tons of coal left this port for their various destinations on the canal.

There were several bars formed in the canal by the late storm; and a number of boats were delayed several hours.

The repairs at the outlet lock at Georgetown have been nearly completed, and it is expected that boats will pass through next week.

COLLISION ON THE CANAL.

The steamer Star No. 2, which recently came near sinking in Wide Water, by striking upon a rock, met with another disaster Saturday on the Oldtown level, by coming in collision with the boat Henry Kraus, stoving in her bow and otherwise injuring her so as to require being hauled up on the ways for a couple of days. The Kraus was uninjured.

Tue., 10/9/77, p. 1. **Canal Trade.** - The following twenty-nine boats left here Mon., October 8, carrying 3,180.18 tons of coal:

	NEW CENTRAL		
Georgetown:	W. E. Bell	Capt. Brendlinger	114.03
	Wm. Smith	Capt. Masters	115.12
	Sallie & Jennie	Capt. Grosh	115.00
	Johnny & Tommy	Capt. Dixon	115.13
	Geo. H. Bradt	Capt. Mertens	115.03
	Willie Snyder	Capt. Highbarger	115.00
	Thos. H. Paul	Capt. Sherman	98.02
	Adam Sherman	Capt. Sissely	114.10
	Elizabeth	Capt. Snyder	111.05
		Nine boats	1011.12
	CONSOLIDATION		
Georgetown:	G. Meredith	Capt. Compton	117.09
	A. M. Grove	Capt. Grove	113.02
	L. L. Shives	Capt. Shives	110.10
	W. Irving	Capt. Yingling	111.08
Washington:	Mattie	Capt. Seaman	113.17
	Belle Resley	Capt. Teeters	109.15
Williamsport:	A. Gruber	Capt. V. Woltz	113.16
		Seven boats	789.17
	MARYLAND		
Georgetown:	Star No. 5	Capt. Richards	96.00
	Clara & Prudy	Capt. Harrison	114.05

	Thos Sammon	" "	115.00
	R. M. Sprigg	Capt. Shields	110.17
	Henry Loveridge	Capt. Hine	114.09
	Star No. 4	Capt. Moore	96.09
	Hancock	Capt. Mitchell	92.18
		Seven boats	740.07
	BORDEN MINING		
Georgetown:	C. H. Knott	Capt. Cowden	113.02
	Wm. Staples	" "	111.19
		Two boats	225.01
	HAMPSHIRE & BALTIMORE		
Alexandria:	A. P. Gorman	Capt. Dixon	111.16
	INDIVIDUAL		
Williamsport:	J. A. Spielman	Capt. Miller	107.09
	C. B. Embrey	Capt. Buchanan	112.06
	Skedaddler	Capt. Weisbrod	82.10
		Three boats	302.05

CANAL COMMERCE.

The arrivals and departures of boats at Alexandria on Thursday [10/4] were as follows:

Arrived - Boats J. W. Morris, Wm. Smith, W. C. Hunter, Rechabites, W. E. Bell, J. Wilson, Dr. G. E. Porter, J. Bradburn, J. Green, P. G. Uhler and H. C. Flagg, to American Coal Company; Ed Rinehart and Ida & Harry, to Hampshire & Baltimore Coal Co.

ES, Tue. 10/9/77, p. 4. **GEORGETOWN**

The Canal – All obstacles having been removed and breaks repaired for the present on the canal, boats are again in transition.

Grain Trade – Arrived, schooner Kitty Ann, with 1,600 bushels wheat, and schooner Mary Ann, with 1,900 bushels wheat to Hartley & Bro.

Wed., 10/10/77, p. 1. **Canal Trade.** - The following thirty-five boats left here Tue., October 9, carrying 3,995.01 tons of coal:

	NEW CENTRAL		
Georgetown:	Rechabites	Capt. Malone	114.15
	M. Fannon	Capt. Bissett	115.08
	J. W. Daily	Capt. Penner	114.14
	J. H. Farrow	Capt. Ardinger	114.11
	D. R. Long	Capt. Long	112.10
	L. Regan	Capt. Smith	116.18
	Lizzie & Phillie	Capt. Gannon	111.09
	Ohio	Capt. Pierce	109.06
	W. Blackwell	Capt. O'Neal	113.03
	Ben Bissell	Capt. McCann	116.08
	Alonzo Berry	Capt. Ardinger	116.13
		Eleven boats	1255.10
	CONSOLIDATION		
Georgetown:	M. E. Waters	Capt. Bender	106.05
	Capt. J. Sheridan	Capt. Creamer	113.01
	Three Brothers	Capt. Bender	112.00
	Okonoko	Capt. Byroads	112.13
	J. C. Grove	Capt. Marmaduke	108.01
	R. I. Morris	Capt. Boyer	115.11
	M. Boyer	Capt. Boyer	112.03

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Williamsport:	Grason & Fannie	Capt. Taylor	108.15
		Eight boats	888.09
MARYLAND			
Georgetown:	F. Gannon	Capt. Penner	115.02
	James E. Hughes	Capt. O'Neal	112.10
	D. A. Carl	Capt. McCaffrey	110.12
	P. Fleckenstein	Capt. Bowers	111.17
	F. Bowers	Capt. Bowhey	111.06
		Five boats	561.07
BORDEN MINING			
Georgetown:	Sally J. Kelly	Capt. Kelly	120.03
	Jacob H. Snyder	Capt. Hassett	114.02
	Regulus	Capt. Hassett	95.14
	Little Nan	Capt. Cowden	113.08
	Geo. T. Gattrell	Capt. Cowden	117.14
	I. Wilson	Capt. Wilson	123.06
		Six boats	681.07
HAMPSHIRE & BALTIMORE			
Alexandria:	J. J. Moore	Capt. Dixon	107.17
	J. W. Carder	Capt. Darkey	110.14
		Two boats	218.11
BLAEN AVON			
Alexandria:	Mollie E. Tice	Capt. Long	114.18
INDIVIDUAL			
Williamsport:	J. B. Winslow	Capt. McKelvey	115.19
Georgetown:	Alex Kratz & Co.	Capt. Brookman	116.00
		Two boats	231.19

The Alexandria *Gazette* says: "Among the freights on the steamer *Express*, which arrived from Baltimore on Thu., was new machinery for the outlet lock of the Chesapeake and Ohio Canal above Georgetown, to replace that which gave way some time since and killed three men. It will be placed in position at once.

Thu., 10/11/77, p. 1. **Canal Trade.** - The following fourteen boats left here Wed., October 10, carrying 1,570 tons of coal:

CONSOLIDATION			
Georgetown:	J. B. Thomas	Capt. Yingling	116.14
	A. E. McDonald	Capt. Marmaduke	114.08
	J. W. Turner	Capt. Read	110.03
	A. F. Lantz	Capt. Swain	112.06
	John R. Cruzen	Capt. Stride	109.10
	Creole	Capt. Ingram	111.08
		Six boats	671.04
NEW CENTRAL			
Georgetown:	James Green	Capt. Martz	117.10
	Four Sisters	Capt. Dugan	111.03
	Dr. G. E. Porter	Capt. Weaver	115.04
	W. C. Hunter	Capt. Spitznogle	118.12
	John Bradburn	Capt. Malone	114.09
		Five boats	576.18
HAMPSHIRE & BALTIMORE			
Alexandria:	Ida & Harry	Capt. Embrey	110.16
	E. Rinehart	Capt. Eichelberger	110.15
		Two boats	221.01
MARYLAND			
Georgetown:	Star No. 1	Capt. Elkins	97.07

CANAL COMMERCE.

The arrivals and departures of boats at Alexandria on Tuesday [10/9] were as follows:

Arrived - Boats J. W. Morris, W. Smith, W. C. Hunter, Rechabites, W. E. Bell, I. Wilson, Dr. G. E. Porter, J. Bradburn, J. Green, P. G. Uhler, H. C. Flagg, W. Gregory, A. J. Clark, Wm. J. Boothe, jr., Wm. Walsh, C. R. Hooff, D. A. Lowe, J. J. Swift, J. Dayton, M. D. Corse, J. P. Moore, [Maj.] E. L. Moore, M. Snow, E. Bayer, J. W. Burke, M. Kersey and M. A. Myers, to American Coal Co.; C. C. Kelly, Col. J. C. Lynn, M. Scally, W. Foley and Clara, to Blaen Avon Coal Co.; Ed Rinehart, Ida & Harry, Nuttie & Billie, M. Sinclair, V. L. Sprigg, Carrie V., George & James B., Mrs. C. E. Charles, Elmer & Kate and L. L. Mouse, to Hampshire & Baltimore Coal Co.; Ida J. Kreps and N. Williams, to J. P. Agnew & Co.; Lucinda, Jimmy M. jr., W. C. Ernst, C. W. Brengle, I. M. Boyer, Laura, Energy, Willie & Johnnie, Tommy & Nellie, W. E. Turner, C. H. Dalton, Five Brothers, Ora G., Lillie & May, R. Shriver, J. Tyler, W. Thompson, Ernst & Holland, E. Stake, J. M. Forbes, W. L. Read, Clara and C. Slack, to Consolidation Coal Co.; W. J. B. Lloyd, Phillie G., L. B. Agnew and Diligent, to Sinclair & Agnew; steamer T. Venners and H. G. Wagner, Washington.

Departed - Boats Rechabites, W. E. Bell, G. P. DeWitt, M. E. Tice, J. W. Carder, A. J. Mills, John Wilson, V. L. Sprigg, Dr. G. E. Porter, Warren Delano, jr., Ed. Rinehart, M. Sinclair, Ida & Harry, Nuttie & Billie, J. Bradburn, J. Green, P. G. Uhler, H. C. Flagg, W. Gregory, L. L. Mouse, C. C. Kelly, Carrie V., Col. J. C. Lynn, G. S. Couter, George & James B., W. J. Booth, jr., M. Scally, Wm. Walsh, Clara, J. J. Swift, J. Dayton, D. A. Lowe, J. P. Moore, M. D. Corse, C. R. Hooff, Maj. E. L. Moore, M. Snow, E. Bayer, J. W. Burke and M. Kersey.

THE CANAL.

The sand-bars and washings on the canal, occasioned by the great storms of recent date, prevented boats reaching Georgetown and Alexandria, and consequently the demand for boats is very great here. A large number are now on their way up, and in a day or two the demand will be supplied.

ES, Thu. 10/11/77, p. 4. **GEORGETOWN Grain Trade** – Arrived by canal, boat J. N. Thomas, with 2,250 bushels wheat and 1,200 bushels corn, to J. G. & J. M. Waters. Boat E. V. White, with 200 bales of hay to H. M. Talbott.

Fri., 10/12/77, p. 4. **Canal Trade.** - The following twenty-four boats left here Thu., October 11, carrying 2,692.12 tons of coal:

CONSOLIDATION			
Georgetown:	J. B. Turton	Capt. Reynolds	117.05
	B. L. Slack	Capt. Moriarty	113.00
	D. A. Miller	Capt. Weller	113.10
	T. Malloy	Capt. Knode	115.10
	M. Sinclair	Capt. McCormick	114.17
	Jimmy M, jr.	Capt. Bush	111.06
Maryland		Capt. Clendening	107.01
	Jacob Snively	Capt. Wise	106.04
	Eight boats		808.16
NEW CENTAL			
Georgetown:	Peter G. Uhler	Capt. Malone	117.02
	Chas. W. Adams	Capt. Coffman	110.13
	Henry C. Flagg	Capt. Delaney	111.18
	John Wilson	Capt. Ferry	115.00
	Four boats		457.13
MARYLAND			
Georgetown:	H. T. Weld	Capt. Fakey	98.17
	Col. J. C. Lynn	Capt. Reid	113.17
	Thomas O. Connell	Capt. Mills	111.08
	Three boats		316.02
HAMPSHIRE & BALTIMORE			
Alexandria:	G. P. DeWitt	Capt. Montgomery	109.17
	Nuttie & Billie	Capt. Sigler	112.14
	Two boats		222.11
BORDEN MINING			
Georgetown:	Warren Delano, jr.	Capt. Hassett	115.12
BLAEN AVON			
Alexandria:	Christopher Kelly	Capt. Spong	111.12
INDIVIDUAL			
Georgetown:	Lucinda	Capt. Rinehart	114.00
	G. S. Couter	Capt. Nowell	114.00
	Thomas Hassett	Capt. Callan	110.00
	Carrie V.	Capt. Reid	117.00
	D. Seibert	Capt. Hamilton	115.10
	Five boats		570.10

CANAL COMMERCE.

The arrivals and departures of boats at Alexandria on Wednesday [10/10] were as follows:

Arrived - Boats Nora & Willie, E. M. Bynon, T. Embrey and M. S. Fernsner, to Hampshire & Baltimore Coal Co.; Osceola & Jake, P. Sinclair, A. Greenless and M. S. Haines, to J. P. Agnew & Co.; L. A. Long, S. Lloyd, W. Darrow, H. O. Claughton, T. L. Betts, J. Reid, H. Delafield and Dr. M. M. Lewis, to American Coal Company; Hubert & Kirby, limestone, to E. Francis; J.

Humbird, City of Hamburg and M. C. Merryman, to Sinclair & Agnew; J. Houck and M. Mertens, to Blaen Avon Coal Co.; A. B. Turner, to Mayfield & Hieston.

Departed - Boats M. A. Myers, W. Foley, Elmer & Kate, Ida J. Kreps, L. A. Long, N. Williams, S. Lloyd, Mrs. C. E. Charles, A. B. Turner, Hubert & Kirby, W. Darrow, H. O. Claughton and T. L. Betts.

The light boats on the canal began to arrive yesterday, and it is thought a large number will leave this port today loaded with coal from the several companies.

The late rains formed immense bars in Rock Creek, the point where boats pass out of the canal, and the steam dredge of the company is busy removing the accumulations. A way has been opened for boats to pass out, but it will take weeks to clear the creek of the bars.

Sat., 10/13/77, p. 4. **Canal Trade.** - The following twenty-eight boats left here Fri., October 12, carrying 3,175.15 tons of coal:

NEW CENTRAL			
Georgetown:	D. A. Lowe	Capt. Lynch	114.13
	W. Gregory	Capt. James	116.07
	J. R. Purcell	Capt. Armstrong	110.17
	W. J. Boothe, jr.	Capt. Wilson	111.14
	Wm. Walsh	Capt. Teach	116.16
	Mayfield & Hieston	Capt. Mertens	110.11
	M. Snow	Capt. Martz	114.08
	A. Lincoln	Capt. Mertens	105.13
	Eight boats		900.19
CONSOLIDATION			
Georgetown:	W. E. Turner	Capt. Riley	112.06
	W. C. Ernst	Capt. Bender	115.13
	Ora G.	Capt. Drener	111.05
Williamsport:	H. Hebner	Capt. Shaner	115.03
	A. Gruber	Capt. Woltz	114.02
	Five boats		568.09
MARYLAND			
Georgetown:	Willie & Annie	Capt. Derr	113.14
	M. A. Brady	Capt. Brady	115.12
	Geo. Herring	Capt. Smith	111.06
	W. Borden	Capt. Cowden	108.03
	Four boats		448.15
BORDEN MINING			
Georgetown:	J. A. Ensminger	Capt. Hassett	120.05
	Dr. O. M. Schindel	" "	120.13
	Areturus	" "	104.05
	Three boats		346.08
AMERICAN			
Alexandria:	W. J. B. Lloyd	Capt. Kirkpatrick	114.07
	James Dayton	Capt. Brown	113.16
	J. J. Swift	" "	116.00
	Three boats		344.03
HAMPSHIRE & BALTIMORE			

Canal Trade - 1877

Alexandria:	A. J. Mills	Capt. Fisher	113.14
	V. L. Sprigg	Capt. Porter	<u>113.12</u>
		Two boats	227.05
BLAEN AVON			
Alexandria:	M. Scally	Capt. Dunn	111.10
		INDIVIDUAL	
	S. H. Taylor	Capt. Rossworm	115.10
	Johnny	Capt. Kean	<u>113.00</u>
		Two boats	228.10

CANAL COMMERCE.

The following are the arrivals and departures of boats at Alexandria on Thursday [10/11]:

Arrived - Steamers H. G. Wagner and F. L. Moore, to H. G. Wagner, Washington, D.C.; boats G. B. Oswald, Laura, L. H. Kuhn, J. T. Dixon, R. J. West, A. K. Syester and P. J. Sowers, to Sinclair & Agnew; C. Robb, C. Clifton, Geo. Sherman, J. H. Platte, W. Doerner, A. Main, G. P. Lloyd, G. L. Boothe, to American Coal Company; Wm. Weber, D. Annan, Dr. A. A. Biggs, M. S. O'Donnell, P. A. Gorman, Fleming & Motter, Bessie Gruber, Etta & Rena and J. T. Reach, to Consolidation Coal Company; A. B. Bain, A. Adams and P. L. Lemen, to Hampshire & Baltimore Coal Company; L. W. Poffenberger, to Blaen Avon Coal Company; F. L. Tilghman to Maryland Coal Company; B. R. Summers to J. P. Agnew & Co.

Departed - Boats Osceola & Jake, M. S. Fernsner, J. L. Read, J. H. Parrott, jr., M. S. Haines, E. M. Bynon, A. B. Bain, H. Delafield, T. Emory, [Dr.] M. M. Lewis, J. Humbird, A. Main, Geo. Sherman, P. L. Lemen, P. Sinclair, C. Robb, F. L. Tilghman and Chas. Clifton.

The late rains formed immense bars in Rock Creek, the point where boats pass out of the canal, and the steam dredge of the company is busy removing the accumulations. A way has been opened for boats to pass out, but it will take a week to clear the creek of bars.

Mon., 10/15/77, p. 3. **Canal Trade.** - The following forty-three boats left here Sat., October 13, carrying 4,859.11 tons of coal:

NEW CENTRAL			
Georgetown:	Mathew Kersey	Capt. Barger	119.01
	S. H. Davis	Capt. Dickerhoof	113.05
	J. R. Couter	Capt. Williams	111.16
	F. F. Davis	Capt. Swain	111.10
	M. A. Myers	Capt. Manning	107.13
	M. D. Corse	Capt. Bear	115.08

	Geo. Hutton	Capt. Doleman	112.00
	Edward Bayer	Capt. Fisher	114.09
	C. R. Hooff	Capt. Haines	117.12
	Dr. F. M. Davis	Capt. Davis	<u>115.02</u>
		Ten boats	1127.16
	CONSOLIDATION		
Georgetown:	Tommy & Nellie	Capt. Little	119.00
	Johnny & Frankie	Capt. Beckworth	111.08
	Allen Campbell	Capt. Eddy	110.01
	Lillie & May	Capt. Sandbar	114.14
	Five Brothers	Capt. Mertens	116.11
	C. H. Dalton	" "	112.18
	C. W. Brengle	Capt. Berger	109.16
	W. Foley	Capt. Sissely	110.09
	Johnnie & Willie.	Capt. Mertens	115.06
	Williamsport:	Grason & Fannie	Capt. Taylor
			<u>100.11</u>
		Ten boats	1119.14
MARYLAND			
Georgetown:	Dr. Grimes	Capt. Hill	114.05
	Lillie & Annie	Capt. Sterling	104.13
	H. Borden	Capt. Cowden	110.17
	Alpha	Capt. Hite	104.05
	F. H. Darby	Capt. Tice	109.19
	Dr. Eliason	Capt. Ward	111.06
	J. N. Cover	Capt. Starliper	110.16
	F. H. Irwin	Capt. McCue	<u>112.13</u>
		Eight boats	878.14
AMERICAN			
Alexandria:	Maj. E. L. Moore	Capt. Albert	116.10
	A. J. Clark	Capt. Hatch	115.19
	J. P. Moore	Capt. Nuse	115.11
	J. W. Burke	Capt. Renner	<u>115.05</u>
		Four boats	463.05
	HAMPSHIRE & BALTIMORE		
Alexandria:	George & James B.	Capt. Brashears	113.12
	Lucy Lee Mouse	Capt. Mouse	113.16
	Elmer & Kate	Capt. Miller	<u>110.19</u>
		Three boats	338.07
	BORDEN MINING		
	L. N. Lovell	Capt. Cowden	118.09
Georgetown:	R. B. Lynn	Capt. Hassett	<u>117.14</u>
		Two boats	236.03
	J. P. AGNEW & CO.		
	Ida J. Kreps	Capt. Smith	110.15
	N. Williams	Capt. Zimmerman	<u>110.11</u>
		Two boats	281.06
BLAEN AVON			
Alexandria:	Clara	Capt. Colbert	114.12
INDIVIDUAL			
Georgetown:	Dr. J. P. Broderick	Capt. Little	114.00
	Mrs. C. E. Charles	Capt. Williams	114.05
	Williamsport:	J. A. Spielman	Capt. Miller
			<u>111.09</u>
		Three boats	339.14

ES, Mon., 10/15/77, p. 4. **GEORGETOWN**

Grain – Arrived – Boat Seneca, with 2,200 bushels wheat to H. M. Talbott, 250 bushels wheat and 100 bbls. flour to Hartley & Bro.; boat Kitty Ann, with 1,900 bushels wheat to Hartley & Bro.

Tue., 10/16/77, p. 3. **Canal Trade.** - The following forty-nine boats left here Mon., October 16, carrying 5,382.06 tons of coal:

CONSOLIDATION			
Georgetown:	B. C. Barroll	Capt. Jackson	115.01
	Wm. Weber	Capt. Dixon	111.06

Canal Trade - 1877

	Energy	Capt. Morrow	110.17
	Ernst & Holland	Capt. Penner	111.14
	J. M. Forbes	Capt. Moore	112.08
	Walter Thompson	Capt. O'Brian	116.02
	Julia Tyler	Capt. Miller	110.17
	J. N. Clary	Capt. Bowers	112.19
	W. L. Read	Capt. Bowhey	111.01
	Laura	Capt. Brubaker	113.15
Williamsport:	J. B. Winslow	Capt. McKelvey	113.14
	L. G. Stanhope	Capt. Nave	110.11
Washington:	Ed. Stake	Capt. Kimble	115.03
	Thirteen boats		1464.08
NEW CENTRAL			
Georgetown:	William Young	Capt. Reeves	115.00
	D. Murphy	Capt. Mertens	108.05
	R. Fannon	Capt. Sorrell	111.08
	F. Mertens	Capt. Manning	109.05
	W. P. Woolls	Capt. Mertens	112.00
	V. H. Weir	Capt. Dixon	112.09
	T. Lemen	" "	112.02
	W. M. Price	Capt. Griminger	113.05
	Eight boats		893.14
AMERICAN			
Alexandria:	John L. Read	Capt. Brendlinger	119.07
	Theo. L. Betts	Capt. McLucas	117.09
	L. A. Long	Capt. Long	116.11
	American Flag	Capt. McKnight	115.15
	H. O. Claughton	Capt. Fisher	115.15
	J. H. Parrott	Capt. Colbert	117.07
	Samuel Lloyd	Capt. McMullen	115.00
	Seven boats		817.04
BORDEN MINING			
Georgetown:	F. J. Laing	Capt. Cowden	120.00
	J. R. Masters	" "	112.19
	Arthur Lovell	" "	104.11
	M. L. Haines	Capt. Hassett	112.12
	Julia Borden	Capt. Cowden	113.12
	Kate Prather	Capt. Hassett	118.00
	Six boats		681.17
MARYLAND			
Georgetown:	Star No. 1	Capt. Thomas	96.12
	T. W. Riley & Son	Capt. Keech	115.12
	Ludlow Patton	Capt. Crampton	101.17
	Thomas Venners	Capt. Fleming	96.14
	Four boats		410.15
HAMPSHIRE & BALTIMORE			
Alexandria:	Theo. Embrey	Capt. Numberger	110.17
	E. M. Bynon	Capt. Eddy	109.01
	M. S. Fernsner	Capt. Fernsner	116.09
	Three boats		336.07
J. P. AGNEW & CO.			
Alexandria:	A. Greenless	Capt. Fox	110.10
	Peter Sinclair	Capt. Moran	115.19
	Two boats		226.09
BLAEN AVON			
Alexandria:	Fleming & Motter	Capt. Snyder	112.01
INDIVIDUAL			
Georgetown:	Shipley & Bush	Capt. Coffman	117.10
	John Humbird	Capt. B. Austin	110.00
Williamsport:	E. M. Stanhope	Capt. Thompson	110.11
	D. Seibert	Capt. Hamilton	101.07
	Four boats		439.08
FIRE CLAY BRICK			
	Maggie B.	Capt. Cowden	101.10

Wed., 10/17/77, p. 3. **Canal Trade.** - The following forty-three boats left here Tue., October 16, carrying 4,840.05 tons of coal:

CONSOLIDATION

Georgetown:	R. Shriver	Capt. Nuse	113.17
	M. S. O'Donnell	Capt. Piper	113.08
	W. M. Hill	Capt. Swain	108.03
	D. M. Read	Capt. Eichelberger	114.13
	G. W. Barnett	Capt. Little	112.06
	Dr. A. A. Biggs	Capt. Brubaker	108.16
	C. Slack	Capt. Lewis	111.02
	I. M. Boyer	Capt. Spong	113.17
Williamsport:	Jacob Snively	Capt. Wise	110.00
	Nine boats		1006.02

MARYLAND

Georgetown:	E. J. Arrington	Capt. Arrington	108.02
	Congress	Capt. Kirby	110.00
	Star No. 5	Capt. Richards	98.04
	Annie	Capt. Little	107.19
	R. T. Semmes	Capt. Westbrook	110.13
	C. E. Hassett	Capt. Moore	112.06
	Richard Burke	Capt. Reed	111.01
	A. Kuhn	Capt. Overcash	113.01
	Alice	Capt. Rinehart	114.11
	Nine boats		985.17

NEW CENTRAL

Georgetown:	A. H. Bradt	Capt. Hill	110.07
	Geo. Blackburn	Capt. Kimble	114.04
	M. C. Merryman	Capt. Merryman	112.01
	M. Ruben	Capt. Bartley	116.16
	Emma	Capt. Paxton	115.10
	Jack Topper	Capt. Fink	108.10
	William R. Shaw	Capt. Dixon	111.14
	Seven boats		786.16

AMERICAN

Alexandria:	John H. Platte	Capt. Bowers	117.05
	Andrew Main	" "	112.12
	Wm. Darrow	Capt. Dunn	112.08
	Charles Clifton	Capt. Weaver	115.16
	A S Winteringham	Capt. Eichelberger	112.11
	G. P. Lloyd	Capt. Emberson	116.02
	G. L. Boothe	Capt. Davis	115.16
	Seven boats		802.10

BORDEN MINING

Georgetown:	Invincible	Capt. Cowden	120.16
	Hunter G.	" "	116.15
	New Era	" "	106.18
	Susan	Capt. Chas. Hassett	116.13
	Pattie Dunlop	" "	111.00
	Five boats		571.01

HAMPSHIRE & BALTIMORE

Alexandria:	T. H. West	Capt. Reid	113.17
	A. B. Bain	Capt. Osborn	113.11
	Two boats		227.08

J. P. AGNEW & CO.

Alexandria:	B. R. Summers	Capt. Hooker	115.01
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BLAEN AVON

Alexandria:	L. H. Kuhn	Capt. Kroon	121.10
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INDIVIDUAL

Georgetown:	Diligent	Capt. Moriarty	114.00
	L. B. Agnew	Capt. Hoadley	110.00
	Two boats		224.00

Thu., 10/18/77, p. 3. **Canal Trade.** - The following forty-seven boats left here Wed., October 17, carrying 5,293.05 tons of coal:

CONSOLIDATION

Georgetown:	Capt. J. Marmaduke	Capt. Seaman	112.18
	Kate Brooks	Capt. Donnelly	114.08
	Dr. C. F. Russell	Capt. Seaman	114.18
	A. P. Gorman	Capt. Yingling	117.07
	T. J. Boyer	Capt. Hammond	117.02
	Adam Norrie	Capt. Carder	110.12

Canal Trade - 1877

	Van S. Brashears	Capt. Moore	113.16
	Dove	Capt. Mose	116.00
	M. C. Clay	Capt. Murphy	116.02
	Blue Bell	Capt. Riley	97.01
	C. A. Greene	Capt. Snyder	112.05
	A. Gruber	Capt. Van Woltz	114.00
	Twelve boats		1356.09
MARYLAND			
Georgetown:	R. M. Sprigg	Capt. Donnegan	110.07
	S. H. Sherman	Capt. Pitzer	114.03
	Star No. 4	Capt. Moore	104.01
	A. E. McQuade	Capt. Allison	110.05
	John Sammon	Capt. Johnson	113.13
	W. & B. Mills	Capt. Mouse	110.03
	F. L. Moore	Capt. Harper	85.15
	Phillie G.	Capt. McCann	114.04
	Eight boats		872.11
AMERICAN			
Alexandria:	Daniel Annan	Capt. Eichelberger	117.04
	Thos. Patton	Capt. Eaton	114.14
	Dr. M. M. Lewis	Capt. Eichelberger	115.13
	James R. Anderson	Capt. Snyder	112.11
	R. S. Grant	Capt. Harris	113.08
	Weyand Doerner	Capt. Goodwin	115.18
	J. W. Morris	Capt. Bowers	112.16
	Geo. Sherman	Capt. Lindsey	113.09
	Eight boats		915.13
NEW CENTRAL			
Georgetown:	R. H. Gordon	Capt. Miller	109.14
	Friendship	Capt. Hall	107.04
	Fannie & Estella	Capt. Chaplin	111.09
	G. H. Moore	Capt. Moore	114.09
	G. M. Stonebraker	Capt. Kroon	119.01
	F. M. Offutt	Capt. Kaiser	112.03
	A. Zeigler	Capt. Dixon	114.01
	Seven boats		788.10
BORDEN MINING			
Georgetown:	Rudolph Herr	Capt. Hassett	116.05
	Denton Jacques	" "	117.06
	F. L. Tilghman	Capt. Cowden	118.16
	Alexander	" "	114.05
	Henry Freeland	" "	115.16
	Five boats		577.18
HAMPSHIRE & BALTIMORE			
Alexandria:	Morning Sun	Capt. Dulabon	111.13
	P. L. Lemen	Capt. O'Neal	111.12
	Two boats		226.05
BLAEN AVON			
Alexandria:	W. Mertens	Capt. Merryman	112.16
	M. Mertens	Capt. Faulkwell	114.07
	Two boats		227.03
J. P. AGNEW & CO.			
Alexandria:	John T. James	Capt. Weller	107.05
INDIVIDUAL			
Georgetown:	Laura S.	Capt. Little	117.00
	C. B. Embrey	Capt. Buchanan	106.00
	Two boats		223.00

	Geo. S. Young	Capt. Miller	112.07
	Henry Boyd	Capt. Brown	114.04
Washington:	P. A. Gorman	Capt. McCabe	117.01
	Bessie Gruber	Capt. Artz	111.06
Williamsport:	Grason & Fannie	Capt. Taylor	108.13
	Twelve boats		1340.04
NEW CENTRAL			
Georgetown:	Johnny & Tommy	Capt. Dixon	115.08
	G. F. Smith	Capt. Kinsel	117.10
	G. H. Bradt	Capt. Mertens	111.09
	Daniel Henry	Capt. O'Neal	114.06
	G. B. Oswald	Capt. Myers	114.05
	Mary Mack	Capt. Evoy	111.02
	Iowa	Capt. Mertens	111.13
	W. L. Shaw	Capt. Kinsel	111.15
	Eight boats		907.08
MARYLAND			
Georgetown:	Sallie E. Hassett	Capt. Mouse	109.14
	Marsha	Capt. Cowden	109.18
	Onward	" "	116.10
	H. G. Wagner	Capt. Thomas	99.06
	Peter Fleckenstein	Capt. Bowers	112.00
	F. Bowers	Capt. Bowhey	110.11
	Star No. 2	Capt. Elkins	93.18
	Dr. Wiley	Capt. Turner	114.05
	Busy Bee	Capt. Dolan	113.09
	Nine boats		979.11
AMERICAN			
Alexandria:	A. J. Akin	Capt. Wilson	116.03
	Charles Robb	Capt. Bowers	115.11
	Ben Williamson	Capt. Reynolds	118.18
	Samuel Henry	Capt. Turner	112.02
	Henry Delafield	Capt. Hetzer	111.11
	Wm. Smith	Capt. Masters	116.06
	Thomas H. Faile	Capt. Penner	115.08
	Seven boats		805.19
BORDEN MINING			
Georgetown:	Henry Kraus	Capt. Cowden	116.05
	Jacob H. Snyder	" "	120.11
	Henry Boley	Capt. Hassett	117.06
	Three boats		354.02
HAMPSHIRE & BALTIMORE			
Alexandria:	Samuel Swain	Capt. Gower	113.11
	Benj. Miller	Capt. Crumbaugh	111.10
	Two boats		228.01
J. P. AGNEW & CO.			
Alexandria:	C. J. Myers	Capt. Bowers	112.03
	Osceola & Jake	Capt. Schopper	115.19
	Two boats		228.02
BLAEN AVON			
Alexandria:	Nora & Willie	Capt. Sorrell	112.01
INDIVIDUAL			
Georgetown:	R. J. West	Capt. D. Grady	110.00
Williamsport:	J. A. Spielman	Capt. Miller	110.01
	Two boats		220.01

CANAL COMMERCE.

The following are the arrivals and departures of boats at Alexandria on Wednesday [10/17]:

Arrived - Boats C. Segerson, to J. P. Agnew & Co.; M. Scally, to Blaen Avon Coal Co.; Kirby & Hubert, limestone, to E. Francis.

Departed - Boats M. Sanford, J. A. Alexander, J. H. Stickney, Dr. F. C. Doyle and C. C. Kelly.

Fri., 10/19/77, p. 3. **Canal Trade.** - The following forty-six boats left here Thu., October 18, carrying 5,175.12 tons of coal:

CONSOLIDATION			
Georgetown:	J. B. Varnum	Capt. Moore	110.03
	John Leetch	Capt. Walker	113.06
	J. H. Houck	Capt. Mertens	113.12
	A. K. Syester	Capt. Kroon	110.17
	Andrew Main	Capt. Mertens	109.08
	Mohawk	Capt. Baler	109.11
	R. L. Gross	Capt. Quigley	109.16

Canal Trade - 1877

The Alexandria *Gazette* says: "Lock No. 4, of the Chesapeake and Ohio Canal, situated in Georgetown, gave way yesterday morning. It will require two days to repair it, during which time no boats will be able to pass out by way of Rock Creek, and those for the outside wharves will have to come via the Alexandria canal, to this city, and thence by river to Georgetown." Since repaired.

The Montgomery *Advocate* of this week says, one day last week Mr. Wm. S. Harrison, who resides about a mile and a half from Seven Locks, found a nugget of gold upon his place, worth \$14.17. This is not the first time gold has been found upon this farm.

ES, Fri., 10/19/77, p. 4. **GEORGETOWN.**
Coal Trade – Report for week ending today: - Maryland Coal Company – Receipts, 3,374 tons; shipments, 3,503 tons. New Central Coal Company – Receipts, 4,200 tons; shipments, 4,684 tons. Borden Mining Company – Receipts, 1,500 tons; shipments, 1,500 tons.
Grain Arrivals – Boat Wheeler & Barron, with 3,000 bushels wheat and 400 bushels corn to Hartley & Bro. Also 600 bushels wheat to H. M. Talbott.

Sat., 10/20/77, p. 4. **Canal Trade.** - The following forty-two boats left here Fri., October 19, carrying 4,763.12 tons of coal:

NEW CENTRAL			
Georgetown:	M. E. Tice	Capt. Long	115.16
	R. Bender	Capt. Rose	118.19
	B. M. Young	Capt. Miles	108.14
	Fall River	" "	113.18
	James & Willie	Capt. Wilson	112.14
	Wm. Moffett	Capt. Davis	115.12
	Elbe	Capt. Mertens	111.17
	G. W. McCardell	Capt. Artz	113.02
	J. T. Dixon & Co.	Capt. Dixon	115.19
	City of Hamburg	Capt. Coffman	113.00
	Willie Snyder	Capt. Highbarger	116.02
		Eleven boats	1258.13
CONSOLIDATION			
Georgetown:	Nannie Grove	Capt. Boyd	117.11
	Lark	Capt. French	114.14
	G. W. Knode	Capt. Boyer	112.05
	J. A. Graham	Capt. Brubaker	112.11
	F. Gannon	Capt. Evans	114.02
	Queen City	Capt. Edenhart	114.12
	J. McGraw	Capt. Mertens	112.17
	I. Crane	Capt. White	111.01
Williamsport:	L. G. Stanhope	Capt. Nave	111.16
		Nine boats	1021.09

MARYLAND			
Georgetown:	Willie & Annie	Capt. Knode	109.10
	Mollie	Capt. Hammond	110.17
	Emerald	Capt. Long	110.16
	J. E. Hughes	Capt. O'Neal	113.05
	D. L. Taylor	Capt. Turner	116.17
	H. T. Weld	Capt. Fakey	92.14
	Thos. O. Connell	Capt. Mills	109.06
	M. A. Brady	Capt. Brady	111.00
		Eight boats	874.05
BORDEN MINING			
Georgetown:	Wm. Staples	Capt. Cowden	113.05
	Exchange	" "	109.18
	Theo. Dean	" Hassett	122.07
	R. B. Cropley	" "	116.00
	Regulus	" "	101.17
		Five boats	563.07
AMERICAN			
Alexandria:	R. H. Miller	Capt. Johnson	119.09
	James A. Alexander	Capt. Penner	116.05
	W. E. Bell	Capt. Brendlinger	116.11
		Three boats	352.05
HAMPSHIRE & BALTIMORE			
Alexandria:	M. O'Conner	Capt. Ensminger	113.10
	A. Adams	Capt. Sorrell	117.01
		Two boats	230.11
J. P. AGNEW & CO.			
Alexandria:	E. L. Flury	Capt. Crampton	111.08
BLAEN AVON			
Alexandria:	Katie & Addie	Capt. Wolf	118.09
INDIVIDUAL			
Williamsport:	J. E. Stanhope	Capt. Thompson	116.02
Georgetown:	P. J. Sowers	Capt. Rockwell	114.00
		Two boats	230.02

Mon., 10/22/77, p. 3. **Canal Trade.** - The following thirty-eight boats left here Sat., October 20, carrying 4,188.13 tons of coal:

NEW CENTRAL			
Georgetown:	Col. J. C. Lynn	[Capt. Reid]	114.00
	Lizzie & Phillie	Capt. Gannon	112.00
	Sallie & Jennie	Capt. Grosh	111.09
	Elizabeth	Capt. Snyder	115.10
	S. S. Lynn	Capt. Kroon	115.03
	T. H. Paul	Capt. Sherman	97.12
	D. R. Long	Capt. Long	111.01
	James Green	Capt. Martz	117.00
	Lizzie Regan	Capt. Smith	118.19
	Four Sisters	Capt. Dugan	112.00
		Ten boats	1124.17
MARYLAND			
Georgetown:	C. H. Knott	Capt. Cowden	113.01
	J. E. Stanhope	Capt. Hetzer	114.02
	Cumberland	Capt. Benner	114.12
	Baltimore	Capt. Henry	112.15
	Dr. Eliason	Capt. Ward	111.04
	Little Nan	Capt. Cowden	109.18
	F. H. Darby	Capt. Tice	111.18
	Geo. Herring	Capt. Smith	110.15
	Six Brothers	Capt. Zimmerman	113.19
		Ten boats	1015.07
CONSOLIDATION			
Georgetown:	Jacob Snively	Capt. Wise	106.03
	Borden & Lovell	Capt. Mouse	116.11
	J. A. Millholland	Capt. Repp	110.11
	Etta & Rena	Capt. Porter	110.01
	J. B. Winslow	Capt. McKelvy	113.11
Williamsport:	H. B. Simons	Capt. Orein	112.03
		Six boats	669.03

Canal Trade - 1877

BORDEN MINING			
Georgetown:	Dr. O. M. Schindel	Capt. Hassett	114.15
	Areturus	" "	103.04
	John G. Lynn	" "	118.11
	S. J. Kelly	Capt. Cowden	118.05
		Four boats	451.15
HAMPSHIRE & BALTIMORE			
Alexandria:	B. Bissell	[Capt. McCann]	114.03
	M. Fannon	[Capt. Bissett]	116.01
	J. E. Coulehan	Capt. Patterson	110.12
	Little Eddy	Capt. Dixon	111.01
		Four boats	451.17
AMERICAN			
Alexandria:	J. H. Stickney	Capt. Malone	112.01
	S. S. Howison	Capt. Swain	115.17
	M. Sanford	Capt. Everly	112.03
		Three boats	340.01
BLAEN AVON			
Alexandria:	D. Seibert	Capt. Hamilton	115.13
	L. W. Poffenberger	Capt. Hawley	117.00
		Two boats	232.13

CANAL COMMERCE.

The following are the arrivals and departures of boats at Alexandria on Friday [10/19]:

Arrived - Boats G. P. DeWitt to Hampshire & Baltimore Coal Co.; J. J. Swift, J. Dayton and J. W. Burke to American Co.

Departed - Boats N. Williams, W. J. B. Lloyd and J. W. Carder.

The Alexandria *Gazette* says: "There is again a great scarcity of vessels both at this port and at Georgetown. All the coal companies here have large stocks of coal on the docks, and more afloat on the canal. There are a large number of boats lying in Georgetown level of the canal, laden with from 5,000 to 6,000 tons of coal, which shippers are unable to unload, in consequence of the scarcity of vessels to transport it to Eastern ports, where it is intended to be shipped.

ES, Mon., 10/22/77, p. 4. **GEORGETOWN Grain** – Arrived – Boat J. N. Thomas, with 3,500 bushels wheat and 200 barrels flour to J. G. & J. M. Waters. Boat Garrett Morse with 800 bushels wheat to same, also 250 bushels wheat to H. M. Talbott.

Tue., 10/23/77, p. 4. **Canal Trade.** - The following forty-five boats left here Mon., October 22, carrying 5,031.14 tons of coal:

CONSOLIDATION			
Georgetown:	G. A. Pearce	Capt. Sensel	110.17

	W. H. Lowe	Capt. Shupp	117.10
	A. M. Grove	Capt. Grove	113.07
	H. J. Kenah	Capt. Broderick	113.03
	J. R. Ray	Capt. Anderson	115.18
	G. Meredith	Capt. Compton	113.04
	Robin	Capt. Compton	109.19
	W. Irving	Capt. Yingling	109.16
	J. R. Cruzen	Capt. Stride	114.11
	A. B. Turner	Capt. Reynolds	111.06
Washington:	Bertha E.	Capt. Ensminger	110.10
	Mattie	Capt. Seaman	111.08
	Belle Resley	Capt. Anderson	110.13
Williamsport:	A. Gruber	Capt. Woltz	108.01
		Fourteen boats	1567.13
NEW CENTRAL			
Georgetown:	J. Bradburn	[Capt. Malone]	115.06
	M. A. West	Capt. Conrad	112.17
	Ohio	Capt. Pierce	108.13
	J. B. Turton	Capt. Brooks	107.15
	J. Hammond	Capt. Brooks	111.13
	W. Blackwell	Capt. O'Neal	114.18
	G. S. Couter	Capt. Nowell	111.02
	Johnny	Capt. Kean	114.12
	E. Mulvaney	Capt. Cahill	111.01
	David Stewart	Capt. Singer	111.13
	Rechabites	Capt. Malone	111.18
	J. W. Daily	Capt. Penner	112.04
	T. Hassett	Capt. Callahan	115.06
		Thirteen boats	1462.01
MARYLAND			
Georgetown:	J. N. Clary		113.09
	F. Irwin	Capt. McCue	110.17
	H. Loveridge	Capt. Hine	115.01
	W. Borden	Capt. Cowden	113.03
	Lillie & Annie	Capt. Sterling	109.07
	D. A. Carl	Capt. McCaffrey	106.17
	Arthur Lovell	Capt. Cowden	110.03
	Star No. 1	Capt. Thomas	96.13
	H. Borden	Capt. Cowden	107.03
		Nine boats	982.13
BORDEN MINING			
Georgetown:	Donna Tilghman	Capt. Hassett	112.15
	Mabel	" "	118.13
	I. Wilson	Capt. Cowden	117.08
		Three boats	348.15
INDIVIDUAL			
	A. Katz & Co.	Capt. Brookman	117.00
	Four Sisters	Capt. Kroon	110.00
	Lucinda	Capt. Rinehart	114.00
	C. B. Embrey	[Capt. Buchanan]	111.09
		Four boats	452.09
BLAEN AVON			
Alexandria:	C. C. Kelly	Capt. Spong	111.08
HAMPSHIRE & BALTIMORE			
Alexandria:	Carrie V.	Capt. Reid	116.14

CANAL COMMERCE.

The following are the arrivals and departures of boats at Alexandria on Saturday [10/20]:

Arrived - Boats J. P. Moore, A. J. Clark and R. L. Moore to American Coal Company; L. L. Mouse, Nuttie & Billy, A. J. Mills and Elmer & Kate to Hampshire & Baltimore Coal Co.

Departed - Boats J. J. Swift, J. Dayton, J. W. Burke, M. Scally, Ida J. Kreps, E. Rinehart, A.

C. Greene, L. L. Mouse, J. P. Moore, A. J. Clark,
Maj. E. L. Moore and Ida & Harry.

CANAL NOTES.

There is a marked scarcity of stock this fall on the canal, and exists to such an extent as seriously to interfere with the rapid transit of boats. As instances of this, two loaded boats left one of the wharves here yesterday with two head of stock each; and a batch of boats came up from tidewater yesterday that had been just one week on one way or about twice the ordinary time consumed in making the trip.

The lock gate that was broken off at Fisher's lock, four miles this side of Georgetown, the other day has been replaced.

A new lock gate was put in yesterday at the Tunnel lock, and some repairs were made in the tunnel.

A party consisting of Paymaster Stephen Gambrill, Mr. Charles Stanley, of Prince George's County, Mrs. Gambrill, her mother, and several other ladies left here about 5 o'clock yesterday afternoon on board the steam packet *Maryland*, and will go down the canal as far as Williamsport and Hancock.

Mr. Benjamin F. Fawcett, secretary and treasurer of the canal company, was in town yesterday, and will probably leave today.

ES, Tue. 10/23/77, p. 4. **GEORGETOWN Grain Trade** – Arrived, boat Ellen Brooks, with 3,350 bushels wheat to J. G. & J. M. Waters; boat Medley, with 1,150 bushels wheat to Hartley & Bro.; also, 800 bushels wheat to H. M. Talbott.

Wed., 10/24/77, p. 4. **Canal Trade.** - The following twenty boats left here Tue., October 23, carrying 2,243.13 tons of coal:

CONSOLIDATION			
Georgetown:	M. Sinclair	[Capt. O'Neal]	118.13
	Hawk	Capt. Benner	108.13
	Uno	Capt. McCarty	111.11
	J. Light	Capt. Seaman	113.05
	M. M. Jane	Capt. Arthur	109.05
	Jimmy M. jr.	Capt. Bush	112.14
	W. C. Ernst	Capt. Bender	115.10
	D. A. Miller	Capt. Weller	118.00
		Eight boats	898.09
MARYLAND			
Georgetown:	Dr. Grimes	Capt. Hill	110.01
	R. B. Lynn	Capt. Dick	110.14

T. Sammon	Capt. Harrison	112.17
C. Purdy	" "	111.07
J. A. Ensminger	Capt. Doyle	111.17
	Five boats	550.07

BORDEN MINING			
Georgetown:	Warren Delano, jr.	Capt. Hassett	117.00
	Geo. T. Gatrell	Capt. Cowden	118.02
		Two boats	235.02

NEW CENTRAL			
Georgetown:	D. A. Lowe	Capt. Lynch	116.06
HAMPSHIRE & BALTIMORE			
Georgetown:	W. Boyd	Capt. Heminger	112.15
BLAEN AVON			
Alexandria:	G. Hughes	Capt. Callan	95.02
J. P. AGNEW & CO.			
Alexandria:	[Dr. F. C.] Doyle	Capt. Worrell	116.05
INDIVIDUAL			
Alexandria:	R. Portner	Capt. Hogan	120.00

The departure of boats yesterday was only 20, being thus reduced on account of the retardation at the tunnel.

Up to this date 4,452 boats have cleared this port.

ES, Wed., 10/24/77, p. 5. **GEORGETOWN Grain** – Arrived – Boat William Rider, with 2,100 bushels wheat and 1,100 bushels corn to Hartley & Bro.

Thu., 10/25/77, p. 1. **Canal Trade.** - The following fourteen boats left here Wed., October 24, carrying 1,557.09 tons of coal:

CONSOLIDATION			
Georgetown:	C. P. Manning	Capt. Read	113.07
	Uno	Capt. Peck	107.00
	L. L. Shives	Capt. Shives	113.16
Williamsport:	Grason & Fannie	Capt. Taylor	107.11
		Four boats	411.14

NEW CENTRAL			
Georgetown:	Dr. J. P. Broderick	Capt. Little	111.04
	B. F. Price	Capt. McCoy	113.10
	H. Flagg	Capt. Delaney	116.07
	Kirby & Herbert	Capt. Morgan	108.14
		Four boats	449.15

MARYLAND			
Georgetown:	Star No. 5	Capt. Richards	99.18
	G. Berkebile	Capt. Rossworm	110.06
		Two boats	210.04

HAMPSHIRE & BALTIMORE			
Georgetown:	Dr. R. J. Duckett	Capt. Price	118.14
	J. W. Carder	Capt. Darkey	113.12
		Two boats	227.06

J. P. AGNEW & CO.			
Alexandria:	N. Williams	Capt. Zimmerman	112.14
AMERICAN			
Alexandria:	W. Gregory	Capt. James	115.16

CANAL COMMERCE.

Canal Trade - 1877

The following are the arrivals and departures of boats at Alexandria on Tuesday [10/23]:

Arrived - Boats Fleming & Motter, L. H. Kuhn, Nora & Willie and Wm. Mertens, to Blaen Avon Coal Company; J. H. Parrott, jr., L. A. Long, C. Clifton, W. Darrow, and J. H. Platte, to American Coal Company; F. Bowers, to Maryland Coal Company; T. Embrey, to Hampshire & Baltimore Coal Company.

Departed - Boats J. J. Moore, L. H. Kuhn, B. R. Summers, Clara, S. Lloyd, A. Greenless, jr., J. Humbird, F. Bowers, and J. H. Parrott, jr.

The shipments by canal were light yesterday, only 14 boats leaving, with 1,557 tonnage. The detention at the tunnel was removed on Monday night, and boats commenced arriving yesterday in considerable numbers. We may expect full shipments today as boats were arriving last night.

The rip-rap work at the dam is now about completed.

ES, Thu. 10/25/77, p. 4. **GEORGETOWN Grain Trade** – *Large Arrivals* – Boat Hattie & Bessie, with 3,400 bushels wheat, schooner Kitty Ann, with 200 bushels wheat to Hartley & Bro. Boat Seneca, with 200 barrels flour, 140 bushels wheat, and 600 bushels corn to Hartley & Bro. Also, 1,100 bushels wheat to H. M. Talbott, and 108 bushels wheat to J. G. & J. M. Waters. Boat C. M. Boyer, with 4,200 bushels wheat and 2 tons hay to J. G. & J. M. Waters, boat Golden Rule, with 50 bushels wheat to J. G. & J. M. Waters. Steamer Express, with 30 bushels wheat to J. G. & J. M. Waters.

Fri., 10/26/77, p. 3. **Canal Trade.** - The following fifty-two boats left here Thu., Oct. 25, carrying 5,868.08 tons of coal:

CONSOLIDATION			
Georgetown:	J. W. Turner	Capt. Read	112.02
	Consolidation	Capt. Barger	113.13
	J. B. Thomas	Capt. Yingling	115.09
	C. W. Brengle	Capt. Brengle	110.11
	L. R. Fechtig	Capt. Kane	108.12
	Tommy & Nellie	Capt. Little	116.09
	C. H. Dalton	Capt. Mertens	111.03
	A. E. McDonald	Capt. Marmaduke	115.09

	J. C. Grove	Capt. Marmaduke	111.18
	B. L. Slack	Capt. Moriarty	114.16
	H. C. Hicks	Capt. Riley	114.11
Williamsport:	L. G. Stanhope	Capt. Nave	109.03
		Twelve boats	1,353.16
NEW CENTRAL			
Georgetown:	Williamsport	Capt. Stickel	109.13
	A. Lincoln	Capt. Mertens	107.19
	G. Hutton	Capt. Mertens	110.03
	M. Snow	Capt. Martz	116.03
	W. J. B. Lloyd	Capt. Embrey	114.08
	S. H. Davis	Capt. Dickerhoof	114.08
	L. L. Mouse	Capt. Mouse	115.03
	Loretto	Capt. Ardinger	111.06
	Dr. F. M. Davis	Capt. Middleton	114.03
	A. J. Clark	Capt. Hatch	115.08
		Ten boats	1,128.14
BORDEN MINING			
Georgetown:	F. J. Laing	Capt. Cowden	117.01
	M. L. Haines	Capt. Hassett	117.09
	Arthur Lovell	Capt. Cowden	101.03
	Capt. J. R. Masters	Capt. Cowden	115.00
	Invincible	Capt. Cowden	117.10
	Julia Borden	Capt. Cowden	115.16
		Six boats	683.19
AMERICAN			
Alexandria:	Wm. Walsh	Capt. Teach	116.01
	James Dayton	Capt. Brown	115.17
	J. J. Swift	Capt. Brown	114.01
	Wm. J. Boothe	Capt. Wilson	113.00
	M. A. Myers	Capt. Martin	113.04
	J. P. Moore	Capt. Nuse	115.05
		Six boats	687.08
MARYLAND			
Georgetown:	Chas. Hassett	Capt. Mosher	113.02
	Annie	Capt. Little	110.17
	R. T. Semmes	Capt. Westbrook	110.16
	Thos. Venners	Capt. Fleming	96.03
	A. Kuhn	Capt. Overcash	110.13
	Ludlow Patton	Capt. Crampton	97.00
		Six boats	638.11
HAMPSHIRE & BALTIMORE			
Alexandria:	E. Rinehart	Capt. Eichelberger	113.03
	Ida & Harry	Capt. Embrey	112.09
		Two boats	225.12
BLAEN AVON			
Alexandria:	Wm. Foley	Capt. Sisler	111.19
	W. E. Turner	Capt. Riley	115.12
		Two boats	227.11
J. P. AGNEW & CO.			
Alexandria:	Ida J. Kreps	Capt. Smith	115.12
	C. A. Greene	Capt. Snyder	115.00
		Two boats	230.12
INDIVIDUAL			
Georgetown:	P. G. Uhler	Capt. Malone	117.00
	Mrs. C. E. Charles	Capt. Miller	114.00
	J. W. Burke	Capt. Renner	117.00
	Elmer & Kate	Capt. Miller	114.00
Williamsport:	D. Seibert	Capt. Hamilton	114.14
	E. M. Stanhope	Capt. Thompson	115.11
		Six boats	692.05

CANAL COMMERCE.

The following are the arrivals and departures of boats at Alexandria on Wednesday [10/24]:

Arrived - Boats H. T. Weld, to the Maryland Coal Company; A. Main, G. P. Lloyd, A. S. Winteringham, G. L. Booth, to American Coal Company; Osceola & Jake to J. P. Agnew & Co.; E. M. Bynon, to Hampshire & Baltimore Coal Company.

Departed - Boats H. T. Weld, Fleming & Motter, L. A. Long, C. Clifton, W. Darrow, John James and J. Platte.

THE OUTLET LOCK.

The repairs to the machinery of the outlet lock on the canal above Georgetown, made necessary by the terrible accident and smash up in May last, are now nearly completed, and the lock will be ready for the passage of boats in about three weeks. Since the accident the repairs have been in charge of the officers of the canal company under the direction of Chief Engineer Hutton. The huge iron caisson was found to be but little injured, but with that exception all else is new. New counter balance cars have been built and all the tracks have been re-laid with steel rails, with a safety-ratchet between each to keep the car at a standstill in case of an accident. The beds for the heavy machinery have all been reset in solid machinery, and the machinery itself is mostly of wrought iron, and of such a character as to almost preclude the possibility of an accident in the future. A capacious workshop has been erected on the premises, which have been enclosed with a solid board fence. Altogether the repairs and improvements cost about \$15,000.

ES, Fri., 10/26/77, p. 4. **GEORGETOWN Coal Trade** – Report for week ending today: - Maryland Coal Company: receipts, 3,520 tons; shipments, 4,500 tons. New Central, 6,285 tons; received and shipped. Borden, 3,000 tons; received and shipped. Consolidation Coal Company: received, 7,646 tons; shipped 7,374 tons.

Sat., 10/27/77, p. 1. **Canal Trade.** - The following forty-one boats left here Fri., October 26, carrying 4,598.09 tons of coal:

CONSOLIDATION			
Georgetown:	Ora G.	Capt. Drener	113.15
	A. F. Lantz	Capt. Swain	114.08

	R. I. Morris	Capt. Boyer	115.15
	M. Boyer	Capt. Boyer	111.05
	T. Malloy	Capt. Grimes	114.19
	Five Brothers	Capt. Mertens	116.03
	W. Thompson	Capt. O'Brian	113.12
	Julia Tyler	Capt. Hebb	110.17
	Ernst & Holland	Capt. Penner	112.15
	A. L. Miller	Capt. Keech	115.07
Williamsport:	J. B. Winslow	Capt. McKelvey	113.00
	Jacob Snively	Capt. Wise	107.15
	Twelve boats		1359.12
NEW CENTRAL			
Georgetown:	Dr. G. E. Porter	Capt. Weaver	117.09
	F. F. Davis	Capt. Swain	114.01
	A. Sherman	Capt. Sissely	112.00
	Shipley & Bush	Capt. Coffman	114.00
	J. R. Couter	Capt. Williams	116.12
	R. Fannon	Capt. Sorrell	110.15
	American Boy	Capt. Ziegler	107.12
	M. Kersey	Capt. Barger	115.08
	W. P. Wools	Capt. Mertens	111.07
	Nine boats		1019.08
MARYLAND			
Georgetown:	Congress	Capt. Kirby	111.02
	Johnny & Frankie	Capt. Magaha	109.08
	Star No. 4	Capt. Moore	100.04
	Alice	Capt. Rinehart	113.06
	John Sammon	Capt. Johnson	111.16
	R. Burke	Capt. Reed	109.15
	Star No. 2	Capt. Elkins	93.08
	Hancock	Capt. Mitchell	105.04
	Eight boats		848.19
AMERICAN			
Alexandria:	Maj. E. L. Moore	Capt. Albert	115.00
	C. R. Hooff	Capt. Haines	115.12
	John L. Read	Capt. Brendlinger	119.04
	E. Bayer	Capt. Fisher	115.14
	Four boats		466.10
BORDEN MINING			
Georgetown:	New Era	Capt. Cowden	107.05
	Hunter G.	" "	117.09
	Kate Prather	Capt. Hassett	115.08
	Pattie Dunlop	" "	114.03
	Susan Charles	" "	113.04
	Five boats		579.09
HAMPSHIRE & BALTIMORE			
Alexandria:	Nuttie & Billie	Capt. Sigler	113.17
BLAEN AVON			
Alexandria:	Clara	Capt. Colbert	111.10
INDIVIDUAL			
Williamsport:	J. A. Spielman	Capt. Miller	106.04

CANAL COMMERCE.

The following are the arrivals and departures of boats at Alexandria on Thursday [10/25]:

Arrived - Boats Dr. M. M. Lewis, W. Doerner, and R. S. Grant to American Coal Co.; George & James B., to Hampshire & Baltimore Coal Co.

Departed - Boats Osceola & Jake, A. Main, Nora & Willie, G. P. Lloyd, A. S. Winteringham, A. J. Mills, and T. Embrey.

The Middletown "Register" says: "We understand that the body of the late Rev. J. M. Fri., who was found drowned in the canal near Harpers Ferry on the 1st day of last June, was exhumed at Jefferson on Monday last, under the supervision of E. Stake, Esq., State's attorney for Washington County. Dr. J. McPherson Scott, of Hagerstown made an examination of the body, and it is rumored that additional evidence was obtained which will tend to greatly strengthen the prosecution of Grove and his accessories, now under arrest, charged with his murder.

DROWNED.

Yesterday morning as the boat on which Mrs. McQuade was living was entering Maid's Lock about 53 miles below Cumberland, a small child of hers, about 7 years of age, fell overboard, and before she could be rescued had drowned. He was a son of Barney McQuade, well known in this community.

Mon., 10/29/77, p. 1. **Canal Trade.** - The following forty-eight boats left here Sat., October 27, carrying 5,388.06 tons of coal:

CONSOLIDATION			
Georgetown:	J. N. Clary	Capt. Bowers	109.09
	W. L. Read	" "	112.13
	J. M. Forbes	Capt. Moore	110.07
	Three Brothers	Capt. Bender	111.08
	Wm. Weber	Capt. Dixon	116.08
	Capt. J. Sheridan	Capt. Creamer	114.09
	B. C. Barroll	Capt. Jackson	117.09
	Energy	Capt. Morrow	111.14
	D. M. Read	Capt. Eichelberger	114.03
	Lillie & May	Capt. Mertens	113.06
Williamsport:	A. C. Greene	Capt. Woltz	111.14
		Eleven boats	1243.03
NEW CENTRAL			
Georgetown:	William R. Shaw	Capt. Dixon	111.14
	D. Murphy	Capt. Mertens	111.04
	V. H. Weir	Capt. Dixon	114.17
	W. M. Price	Capt. Griminger	112.02
	F. A. Mertens	Capt. Manning	107.10
	M. C. Merryman	Capt. Merryman	110.07
	A. H. Bradt	Capt. Hill	110.11
	L. H. Kuhn	Capt. Kroon	117.16
		Eight boats	896.01
MARYLAND			
Georgetown:	R. M. Sprigg	Capt. Shields	108.05
	W. & B. Mills	Capt. Mouse	106.17
	Mollie	Capt. Hammond	110.14
	H. T. Weld	Capt. Fakey	92.12
	F. Bowers	Capt. Bowhey	109.18
	S. H. Taylor	Capt. Rossworm	111.10
	E. J. Arrington	Capt. Arrington	110.15
	S. H. Sherman	Capt. Pitzer	113.14
	Eight boats	864.05	
AMERICAN			

Alexandria:	Samuel Lloyd	Capt. McMullen	117.02
	W. C. Hunter	Capt. Spitznogle	119.06
	M. D. Corse	Capt. Bear	116.06
	John Wilson	Capt. McCann	115.15
	American Flag	Capt. McKnight	117.07
	Chas. Clifton	Capt. Weaver	116.07
	L. A. Long	Capt. Long	115.07
		Seven boats	816.10
BORDEN MINING			
Georgetown:	Denton Jacques	Capt. Hassett	117.05
	F. L. Tilghman	Capt. Cowden	116.14
	Alexander	" "	114.19
		Three boats	348.18
HAMPSHIRE & BALTIMORE			
Alexandria:	Mountain City	Capt. Kerchival	19.16
	V. L. Sprigg	Capt. Porter	113.11
		Two Boats	223.07
		J. P. AGNEW & CO.	
Alexandria:	B. R. Summers	Capt. Hooker	112.16
	A. Greenless	Capt. Fox	112.04
		Two boats	225.00
BLAEN AVON			
Williamsport:	Martin Scally	Capt. Dunn	115.00
Alexandria:	Fleming & Motter	Capt. Snyder	115.12
		Two boats	230.12
INDIVIDUAL			
Georgetown:	Medley	Capt. Clarkson	104.00
	A. E. McQuade	[Capt. Allison]	111.14
	L. B. Agnew	Capt. Hoadley	117.00
	*Laura S.	Capt. Little	111.17
	J. B. Humbird	Capt. Austin	111.17
		Five boats	540.10

* Also, twenty tons of fire bricks.

CANAL COMMERCE.

The following are the arrivals and departures of boats at Alexandria on Saturday [10/27]:

Arrived - Boats J. R. Anderson, D. Annan, T. Patton, J. W. Morris, C. Robb, T. H. Faile, W. Smith and W. E. Bell to American Coal Company; M. S. Fernsner, A. B. Bain and T. H. West to Hampshire & Baltimore Coal Company; M. Mertens to Blaen Avon Coal Company.

Departed - Boats W. Mertens, G. L. Boothe, Dr. M. M. Lewis, W. Doerner, Katie & Addie, J. R. Anderson, R. S. Grant, P. Sinclair, D. Annan, Thos. Patton, George & James B., J. W. Morris and A. J. Akin.

On Saturday navigation on the canal was somewhat interrupted by the sinking on Friday night of the boat Wm. Foley, about forty miles from the city. The boat was loaded with Blaen Avon coal, and ran into a rock that had fallen into the canal.

Canal Trade - 1877

Tue., 10/30/77, p. 4. **Canal Trade.** - The following thirty-eight boats left here Mon., October 29, carrying 4,625.00 tons of coal:

NEW CENTRAL			
Georgetown:	G. Blackburn	Capt. Kimble	111.14
	Jack Topper	Capt. Fink	108.05
	G. P. Lloyd	Capt. Emberson	115.11
	Fannie & Estella	Capt. Chaplin	111.10
	Kate Brooks	Capt. Donnelly	111.15
	M. Reuben	Capt. Scrivener	114.12
	Ben Bissell	Capt. McCann	113.15
	C. W. Adams	Capt. Coffman	111.06
	J. H. Platte	Capt. Bowers	117.00
	Emma	Capt. Paxton	113.00
Ten boats			1131.08

CONSOLIDATION			
Georgetown:	G. W. Barnett	Capt. Little	108.16
	Dove	Capt. Mose	110.02
	T. J. Boyer	Capt. Hammond	116.01
	M. S. O'Donnell	Capt. Piper	112.08
	Laura	Capt. Brubaker	113.04
	Willie & Johnnie	Capt. Morrison	116.01
	W. M. Hill	Capt. Swain	110.07
	Ed Stake	Capt. Kimble	115.18
Washington:	A. Gruber	Capt. Woltz	115.11
Williamsport:	Nine boats		1018.08

MARYLAND			
Georgetown:	Henry Boyd	Capt. Smith	112.16
	Dr. Wiley	Capt. Turner	111.02
	Busy Bee	Capt. Dolan	112.19
	P. Fleckenstein	Capt. Bowers	107.12
	Willie & Annie	Capt. Derr	106.11
Washington:	F. L. Moore	Capt. Harper	96.02
Six boats			647.02

AMERICAN			
Alexandria:	Wm. Darrow	Capt. Dunn	114.06
	Andrew Main	Capt. Bowers	114.04
	J. H. Parrott	Capt. Colbert	116.19
	H. O. Claughton	Capt. Fisher	115.10
	Four boats		460.19

BORDEN MINING			
Georgetown:	Regulus	Capt. Hassett	95.12
	Jacob H. Snyder	" "	113.11
	Sallie E. Hassett	" "	115.17
	Maggie B.	Capt. Cowden	116.06
	Four boats		441.06

HAMPSHIRE & BALTIMORE			
Alexandria:	G. P. DeWitt	Capt. Montgomery	109.18
	J. H. Houck	Capt. Mertens	112.08
	Two Boats		222.06

BLAEN AVON			
Alexandria:	Nora & Willie	Capt. Sorrell	115.06
Williamsport:	E. M. Stanhope	Capt. Thompson	115.10
Two boats			230.16

INDIVIDUAL			
Georgetown:	R. J. West	Capt. D. Grady	114.00

CANAL COMMERCE.

The following are the arrivals and departures of boats at Alexandria on Saturday [10/27]:

Arrived - Boats Morning Sun, Benjamin Miller and P. L. Lemen, to Hampshire & Baltimore Coal Company; Bernedetta to Blaen Avon Coal Company; H. Delafield, Geo. Sherman,

S. Henry, and B. Williamson to American Coal Company.

Departed - Boats Mary Mack, M. S. Fernsner, C. Robb, T. H. Faile, A. B. Bain, W. Smith, M. Mertens, T. H. West, W. E. Bell and Morning Sun.

Canal employees of this place were engaged yesterday in shipping lock gates to Oldtown to replace a broken gate in the middle of the town named.

ES, Tue. 10/30/77, p. 4. **GEORGETOWN Grain Trade** – Arrived, boat Caledonia, with 2,600 bushels wheat and 600 bushels corn, to Hartley & Bro.

Wed., 10/31/77, p. 4. **Canal Trade.** - The following fifty boats left here Tue., October 30, carrying 5,570.19 tons of coal:

CONSOLIDATION			
Georgetown:	V. S. Brashears	Capt. Moore	114.06
	A. P. Gorman	Capt. Yingling	112.11
	M. Clay	Capt. Murphy	112.17
	Okonoko	Capt. Mertens	109.17
	I. M. Boyer	Capt. Spong	113.01
	C. Slack	Capt. Lewis	107.10
	Blue Bell	Capt. Riley	112.12
	Dr. A. A. Biggs	Capt. Brubaker	107.16
	Maryland	Capt. Clendenning	104.15
	Henry Boyd	Capt. Brown	112.01
Williamsport:	L. G. Stanhope	Capt. Nave	112.10
	Grason & Fannie	Capt. Taylor	106.14
	Twelve boats		1,326.08

NEW CENTRAL			
Georgetown:	F. M. Offutt	Capt. Kaiser	112.17
	Mayfield & Hieston	Capt. Mertens	114.01
	G. H. Bradt	Capt. Mertens	101.01
	William Foley	Capt. Sisler	115.11
	Johnny & Tommy	Capt. Dixon	112.18
	R. H. Gordon	Capt. Miller	112.19
	Iowa	Capt. Mertens	113.04
	Friendship	Capt. Hall	109.08
	T. H. Paul	Capt. Sherman	98.11
	Nine boats		1,002.09

MARYLAND			
Georgetown:	Six Brothers	Capt. Zimmerman	109.18
	Thos. O. Connell	Capt. Mills	110.03
	T. Riley & Son	Capt. McQuade	110.14
	James & Willie	Capt. Wilson	101.19
	M. A. Brady	Capt. Brady	114.09
	F. H. Darby	Capt. Tice	111.17
	Baltimore	Capt. Henry	113.11
	H. Kraus	Capt. Cowden	110.14
	W. Staples	Capt. Cowden	108.13
	Phillie G.	Capt. McCann	112.13
	H. G. Wagner	Capt. Thomas	99.03
	Eleven boats		1,203.14

BORDEN MINING			
Georgetown:	Dr. O. M. Schindel	Capt. Hassett	116.10
	Areturus	Capt. Hassett	102.04
	G. F. Smith	Capt. Hassett	117.01

Canal Trade - 1877

	W. L. Shaw	Capt. Hassett	114.07
	H. Freeland	Capt. Cowden	115.02
		Five boats	565.04
	AMERICAN		
Alexandria:	G. L. Booth	Capt. Davis	117.07
	A. S. Winteringham	Capt. Eichelberger	112.15
	Dr. M. M. Lewis	Capt. Eichelberger	117.07
	Richard Bender	Capt. Rose	115.15
		Four boats	463.04
	HAMPSHIRE & BALTIMORE		
Alexandria:	Theo Embrey	Capt. Rinehart	109.18
	E. M. Bynon	Capt. Eddy	112.11
	M. S. Fernsner	Capt. Fernsner	116.03
		Three boats	338.12
	BLAEN AVON		
Alexandria:	Katie & Addie	Capt. Wolf	114.09
	J. P. AGNEW & CO.		
Alexandria:	J. T. James	Capt. Weller	112.15
	INDIVIDUAL		
Georgetown:	G. M. Stonebraker	Capt. Kroon	117.06
	A. K. Syester	Capt. Kroon	114.00
Harpers Ferry	Mary Mack	Capt. Beacroft	115.05
Williamsport:	D. Seibert	Capt. Hamilton	97.19
		Four boats	444.04

ES, Wed., 10/31/77, p. 4. **GEORGETOWN Canal Notes** – Owing to a break in a lock a few miles above here, no boats are arriving today.

Thu., 11/1/77, p. 3. **Canal Trade.** - The following thirty-seven boats left here Wed., October 31, carrying 4,310.14 tons of coal:

	CONSOLIDATION		
Georgetown:	I. Crane	Capt. White	113.10
	J. B. Varnum	Capt. Moore	110.11
	Jas. Marmaduke	Capt. Boyer	117.08
	Dr. C. F. Russell	" "	105.19
	Adam Norrie	Capt. Carder	109.14
	R. Shriver	Capt. Nuse	112.19
	J. A. Graham	Capt. Brubaker	112.10
	J. McGraw	Capt. Mertens	107.08
	J. A. Millholland	Capt. Repp	112.08
Williamsport:	A. J. Akin	Capt. Hornsby	115.06
		Ten boats	1122.17
	MARYLAND		
Georgetown:	J. E. Hughes	Capt. O'Neal	119.17
	M. Fannon	Capt. Bissett	107.12
	R. B. Crolepy	Capt. Farrow	114.15
	Queen City	Capt. Edenhart	112.14
	Rudolph Herr	Capt. Spitznogle	110.11
	John G. Lynn	Capt. Irwin	113.08
		Six boats	670.16
	NEW CENTRAL		
Georgetown:	J. R. Purcell	Capt. Armstrong	110.11
	Thos. Lemen	Capt. Dixon	111.18
	Osceola & Jake	Capt. Schopper	112.13
	W. Mertens	Capt. Matthews	111.12
	G. H. Moore	Capt. Moore	115.05
		Five boats	561.09
	AMERICAN		
Alexandria:	Thomas Patton	Capt. Eaton	117.02
	Charles Robb	Capt. Bowers	117.11
	Weyand Doerner	Capt. Goodwin	116.17
	R. S. Grant	Capt. Harris	113.08
	D. Annan	Capt. Eichelberger	119.19
		Five boats	584.19
	BORDEN MINING		

Georgetown:	Sally J. Kelly	Capt. Cowden	121.15
	Exchange	" "	107.02
	Fall River	Capt. Hassett	113.04
	Bertha M. Young	" "	114.03
		Four boats	456.10
	HAMPSHIRE & BALTIMORE		
Alexandria:	A. J. Mills	Capt. Fisher	112.18
	A. B. Bain	Capt. Osborn	115.07
	Morning Sun	Capt. Dulabon	113.03
		Three boats	340.08
	J. P. AGNEW & CO.		
Alexandria:	Geo. B. Oswald	Capt. Myers	115.13
	INDIVIDUAL		
Georgetown:	James Green	Capt. Martz	117.00
	Col. J. C. Lynn	Capt. Reid	116.00
	Diligent	Capt. Moriarty	117.00
Williamsport:	C. B. Embrey	Capt. Buchanan	111.06
		Four boats	450.00

CANAL COMMERCE.

The following are the arrivals and departures of the boats at Alexandria on Thursday [11/1]:

Arrived - Boats L. A. Long, C. Clifton, John H. Parrott, jr., T. L. Betts, H. O. Claughton and W. Darrow, to American Coal Company; T. H. West, R. Miller and J. A. Alexander, to Hampshire & Baltimore Coal Company; G. B. Oswald and Lizzie & Phillie, to J. P. Agnew & Co.; D. R. Long, to New Central Coal Co.

Departed - Boats E. Bayer, G. P. DeWitt, Katie & Addie, C. R. Hooff, W. C. Hunter, M. D. Corse, American Flag, A. B. Bain, W. E. Turner, L. A. Long, C. Clifton, J. H. Parrott, jr. and D. R. Long.

ES, Thu., 11/1/77, p. 4. **District Government Affairs** – Messrs. King and Long, Contractors, have completed the construction of the foot-bridge over the Chesapeake and Ohio canal at Potomac street, Georgetown.

Fri., 11/2/77, p. 4. **Canal Trade.** - The following thirty-three boats left here Thu., November 1, carrying 3,713.14 tons of coal:

	CONSOLIDATION		
Georgetown:	Geo. A. Pearre	Capt. Sensel	110.05
	Mohawk	Capt. Baler	108.10
	Lark	Capt. French	108.00
	G. W. Knode	Capt. Boyer	112.09
	Allen Campbell	Capt. Eddy	110.09
	John J. Ray	Capt. Anderson	112.13
Williamsport:	J. B. Winslow	Capt. McKelvy	111.07
Washington:	P. A. Gorman	Capt. McCabe	114.09
		Nine boats	993.14
	MARYLAND		
Georgetown:	C. H. Knott	Capt. Cowden	110.15
	A. Berry	Capt. Cowden	114.16

Canal Trade - 1877

J. H. Farrow	Capt. Cowden	113.16
Geo. T. Gatrell	Capt. Cowden	114.12
I. Wilson	Capt. Cowden	115.09
R. L. Gross	Capt. Quigley	109.05
Star No. 5	Capt. Richards	99.14
Willie Snyder	Capt. Highbarger	113.00
Geo. Herring	Capt. Smith	110.16
	Nine boats	1002.03

AMERICAN

Alexandria:	W. E. Bell	Capt. Brendlinger	115.09
	Wm. Smith	Capt. Masters	117.10
	Thomas H. Faile	Capt. Penner	117.05
	James R. Anderson	Capt. Snyder	112.12
	H. Delafield	Capt. Hetzer	115.13
	J. W. Morris	Capt. Bowers	116.13
		Six boats	695.02

BORDEN MINING

Georgetown:	Martha	Capt. Cowden	118.07
	Onward	" "	116.09
	Warren Delano, jr.	Capt. Hassett	117.06
		Three boats	352.02

HAMPSHIRE & BALTIMORE

Alexandria:	T. H. West	Capt. Reid	112.16
	Benj. Miller	Capt. Crumbaugh	111.13
		Two boats	224.09

NEW CENTRAL

Georgetown:	M. E. Tice	Capt. Long	115.04
	J. P. AGNEW & CO.		

Alexandria:	Lizzie & Phillie	Capt. Gannon	108.16
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INDIVIDUAL

Georgetown:	W. Young	Capt. Reeves	114.00
Williamsport	J. A. Spielman	Capt. Miller	108.04
		Two boats	222.04

Sat., 11/3/77, p. 1. **Canal Trade.** - The following twenty-four boats left here Fri., November 2, carrying 2,704.13 tons of coal:

CONSOLIDATION

Georgetown:	G. S. Young	Capt. Miller	116.03
	W. H. Lowe	Capt. Shupp	120.10
	F. Gannon	Capt. Penner	111.09
	Nannie Grove	Capt. Boyd	117.01
	Etta & Rena	Capt. Porter	110.02
	H. Hebner	Capt. Shaner	115.01
	S. S. Lynn	Capt. Kroon	114.12
Williamsport:	S. Henry	Capt. Turner	108.11
		Eight boats	913.11

NEW CENTRAL

Georgetown:	A. Zeigler	Capt. Dixon	111.04
	D. R. Long	Capt. Long	111.18
	Four Sisters	Capt. Dugan	111.10
		Three boats	334.07

BORDEN MINING

Georgetown:	Borden & Lovell	Capt. Hassett	112.11
	Theodore Dean	Capt. Hassett	122.06
	Little Nan	Capt. Cowden	116.02
		Three boats	350.19

HAMPSHIRE & BALTIMORE

Alexandria:	J. J. Moore	Capt. Dixon	108.11
	Geo. & James B	Capt. Brashears	111.13
	P. L. Lemen	Capt. O'Neal	112.02
		Three boats	331.06

J. P. AGNEW & CO.

Alexandria:	R. B. Cropley	Capt. Sherman	107.18
	A. Spier	Capt. Wolf	110.17
	Belle	Capt. Sherman	109.14
		Three boats	328.09

MARYLAND

Georgetown:	H. B. Simonds	Capt. Orein	111.07
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Emerald	Capt. Cowden	107.14
	Two Boats	219.01

INDIVIDUAL

Georgetown:	Mary Mertens	Capt. Faulkwell	117.00
	J. T. Dixon & Co.	Capt. Dixon	110.00
		Two boats	227.00

CANAL COMMERCE.

The following are the arrivals and departures of boats at Alexandria on Thursday [11/1]:

Arrived - Dr. R. J. Duckett and Ida & Harry to Hampshire & Baltimore Coal Company; L. W. Poffenberger to Blaen Avon Coal Company.
Departed - Same boats for Cumberland.

ES, Sat., 11/3/77, p. 8. **GEORGETOWN**

Grain – Arrived – Boats Wheeler & Barron, with 2,600 bushels wheat and 600 bushels corn to Hartley & Bro.; boat Hattie & Bessie, with 3,400 bushels wheat to same; 400 bushels corn and 400 bushels wheat on Wheeler & Barron to H. M. Talbott.

Mon., 11/5/77, p. 1. **Canal Trade.** - The following twenty-six boats left here Sat., November 3, carrying 2,984.11 tons of coal:

CONSOLIDATION

Georgetown:	Jimmy M. jr.	Capt. Bush	110.19
	Belle Resley	Capt. Teeters	114.04
	J. R. Cruzen	Capt. Stride	111.01
	A. M. Grove	Capt. Grove	117.06
	C. C. Kelly	Capt. Spong	110.16
	D. A. Miller	Capt. Weller	115.04
	W. Irving	Capt. Yingling	111.10
Williamsport:	Grason & Fannie	Capt. Taylor	107.07
	A. Gruber	Capt. Woltz	113.08
	A. C. Greene	Capt. Woltz	112.11
		Ten boats	1124.01

MARYLAND

Georgetown:	Harry Borden	Capt. Cowden	114.03
	Dr. Eliason	Capt. Ward	109.14
	F. H. Irwin	Capt. McCue	110.06
	Ludlow Patton	Capt. Crampton	92.17
		Four boats	432.00

AMERICAN

Alexandria:	Geo. Sherman	Capt. Lindsey	112.10
	W. Gregory	Capt. James	116.19
	J. H. Stickney	Capt. Malone	114.03
	B. Williamson	Capt. Reynolds	116.08
		Four boats	460.17

BORDEN MINING

Georgetown:	L. N. Lovell	Capt. Cowden	120.00
	J. A. Enslinger	Capt. Hassett	120.17
		Two boats	240.17

HAMPSHIRE & BALTIMORE

Alexandria:	J. W. Carder	Capt. Darkey	111.11
	J. A. Alexander	Capt. Penner	113.00
		Two boats	224.11

NEW CENTRAL

Georgetown:	Elizabeth	Capt. Snyder	110.16
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Canal Trade - 1877

BLAEN AVON			
Alexandria:	Bernedetta	Capt. Pittman	111.04
INDIVIDUAL			
Georgetown:	Lucinda	Capt. Rinehart	114.02
Williamsport:	E. M. Stanhope	Capt. Buchanan	117.00
		Two boats	231.02

The canal boat "Belle of Shepherdstown" sunk at the lower end of Cumberland level on Sat., obstructing navigation. She was raised on Sunday and the water way is again clear.

Tue., 11/6/77, p. 1. **Canal Trade.** - The following thirty-six boats left here Mon., November 5, carrying 4,043.06 tons of coal:

CONSOLIDATION			
Georgetown:	C. W. Brengle	Capt. Brengle	109.08
	W. C. Ernst	Capt. Bender	116.12
	Tommy & Nellie	Capt. Little	112.07
	John Leetch	Capt. Walker	111.03
	J. B. Thomas	Capt. Yingling	117.08
	D. L. Taylor	Capt. Turner	116.03
	Elbe	Capt. Mertens	112.03
	M. Scally	Capt. Dunn	110.00
	A. B. Turner	Capt. Reynolds	115.01
Williamsport:	L. G. Stanhope	Capt. Nave	109.08
	Bessie Gruber	Capt. Artz	115.02
		Eleven boats	1214.15
NEW CENTRAL			
Georgetown:	L. Regan	Capt. Smith	114.00
	Dr. J. P. Broderick	Capt. Little	109.18
	G. S. Couter	Capt. Nowell	114.03
	Ohio	Capt. Pierce	104.05
	D. Henry	Capt. O'Neal	119.10
	Sallie & Jennie	Capt. Grosh	111.15
	W. Blackwell	Capt. O'Neal	114.01
	Alex. Adams	Capt. Sorrell	118.00
		Eight boats	905.12
MARYLAND			
Georgetown:	F. J. Laing	Capt. Cowden	112.04
	M. Sinclair	" "	111.12
	J. E. Stanhope	Capt. Hetzer	108.15
	Dr. Grimes	Capt. Hill	115.10
	Star No. 2	Capt. Elkins	96.03
	Star No. 1	Capt. Thomas	97.03
		Six boats	641.07
BORDEN MINING			
Alexandria:	R. B. Lynn	Capt. Hassett	114.09
	Arthur Lovell	Capt. Cowden	99.12
	W. Borden	" "	117.08
	Capt. J. R. Masters	" "	115.19
		Four boats	447.08
AMERICAN			
Alexandria:	S. S. Howison	Capt. Swain	117.06
	R. H. Miller	Capt. Johnson	116.00
	M. Sanford	Capt. Everly	111.10
		Three boats	344.16
HAMPSHIRE & BALTIMORE			
Alexandria:	Samuel Swain	Capt. Gower	113.10
J. P. AGNEW & CO.			
Alexandria:	N. Williams	Capt. Zimmerman	117.03
INDIVIDUAL			
Georgetown:	A. Kratz & Co.	Capt. Brookman	117.00
Williamsport:	C. B. Embrey	Capt. Buchanan	111.15
		Two boats	228.15

MORE SUNKEN BOATS.

On Wednesday last a canal boat, laden with coal was sunk four miles this side of Berlin. Thu., while the water was being drawn off the level two more boats were sunk. In consequence of the sinking of these boats there have been no arrivals of boats since Thursday. It is estimated by shippers, from manifests received, that there are at least one hundred boats lying between Cumberland and Berlin consigned to Georgetown and this city.

MALICIOUSLY SHOT.

On Sunday as two boats were coming up the canal some miles this side of Georgetown, one of them endeavored to pass the other, and after awhile succeeded. This so enraged the captain of the second boat that he got out his gun and fired at the driver of the team of No. 1, named Luther Wright, whose residence is on Maryland Avenue in this city. Unfortunately, the boy was looking back, and one of the shots struck him in the eye, knocking it out of his head. He arrived home yesterday and will prosecute the captain of the boat on his arrival here. The youth suffers severely from the wounded eye.

Wed., 11/7/77, p. 4. **Canal Trade.** - The following twenty-four boats left here Tue., November 6, carrying 2,706.14 tons of coal:

NEW CENTRAL			
Georgetown:	Thomas Hassett	Capt. Callahan	111.05
	W. H. Boyd	Capt. Magruder	112.18
	John Bradburn	Capt. Malone	118.19
	Geo. Hutton	Capt. Doleman	112.07
	D. A. Lowe	Capt. Lynch	115.01
	P. G. Uhler	Capt. Maloney	116.08
		Six boats	686.18
CONSOLIDATION			
Georgetown:	G. Meredith	Capt. Compton	117.16
	Robin	" "	109.09
	Geo. Hughes	Capt. Callan	113.08
	W. E. Turner	Capt. Patterson	109.18
	W. J. B. Lloyd	Capt. Embrey	114.16
		Five boats	565.07
MARYLAND			
Georgetown:	Lillie & Annie	Capt. Sterling	109.03
	James N. Cover	Capt. Starliper	111.18
	Star No. 4	Capt. Moore	102.14
	G. Berkebile	Capt. Rossworm	114.03
	Annie	Capt. Little	109.19
	Cumberland	Capt. Benner	113.15
		Six boats	661.12
HAMPSHIRE & BALTIMORE			
Alexandria:	M. O'Conner	Capt. Ensminger	113.07
	G. W. McCardell	Capt. Artz	109.15
		Two boats	223.02
BORDEN MINING			

Canal Trade - 1877

Georgetown:	M. S. Haines	Capt. Hassett	114.05
	J. P. AGNEW & CO.		
Alexandria:	Dr. F. C. Doyle	Capt. Warren	116.00
	INDIVIDUAL		
Georgetown:	M. Snow	Capt. Martz	114.00
	Johnnie	Capt. Kean	114.00
	D. Stewart	Capt. Singer	<u>115.10</u>
	Three boats		339.10

CANAL COMMERCE.

The following are the arrivals and departures of boats at Alexandria on Monday [11/5]:

Arrived - Boats J. Humbird, to City Gas Works; J. L. Reed, Wm. Walsh, J. P. Moore and [Maj.] E. L. Moore, to American Coal Co.; A. Greenless, jr., A. C. Greene and B. R. Summers, to J. P. Agnew & Co.; Nora & Willie, to Wm. A. Smoot; Fleming & Motter and Clara, to Blaen Avon Coal Co.; Nuttie & Billie, Ed Rinehart and V. L. Sprigg, to Hampshire & Baltimore Coal Co.; Annie E. McQuade, to T. J. Mahaffey & Co.

Departed - Boats J. J. Swift, J. Dayton, V. L. Sprigg, Nuttie & Billie and A. Greenless, jr.

The Alexandria *Gazette* of Monday evening says: "The boats which sunk in the canal near Berlin, last week, have all been raised and navigation resumed. Over one hundred boats arrived in the Georgetown level Sunday. The re-opening of navigation is a great relief to coal shippers.

ES, Wed. 11/7/77, p. 4. **GEORGETOWN Grain Trade** – Arrived – Boat Seneca, with 600 bushels of wheat, 1,000 bushels of mill feed, and 180 barrels of flour, to Hartley & Bro.

Thu., 11/8/77, p. 1. **Canal Trade.** - The following twenty-seven boats left here Wed., November 7, carrying 2,778.19 tons of coal:

CONSOLIDATION			
Georgetown:	Ino	Capt. McCarty	112.10
	W. Moffett	Capt. Welsh	114.10
	A. E. McDonald	Capt. Marmaduke	114.19
	Four Sisters	Capt. Marmaduke	111.10
	Five Brothers	Capt. Little	114.01
	C. H. Dalton	Capt. Miller	112.05
	H. J. Kenah	Capt. Broderick	116.15
	Hawk	Capt. Benner	106.12
	W. Thompson	Capt. O'Brian	114.04
Williamsport:	A. J. Akin	Capt. Hornsby	114.16
	Jacob Snively	Capt. Wise	<u>104.17</u>
	Eleven boats		1236.19

MARYLAND

Georgetown:	H. Loveridge	Capt. Hine	111.10
	C. E. Hassett	Capt. Moore	112.17
	D. A. Carl	Capt. McCaffery	109.07
	Congress	Capt. Kirby	112.06
	Alice	Capt. Rinehart	111.09
	Thomas Venners	Capt. Fleming	100.04
	Hancock	Capt. Mitchell	<u>96.03</u>
	Seven boats		753.16
	HAMPSHIRE & BALTIMORE		
Alexandria:	Ida & Harry	Capt. Embry	100.16
	Carrie V.	Capt. Reid	<u>116.11</u>
	Two boats		226.07
	BORDEN MINING		
Georgetown:	Julia Borden	Capt. Cowden	114.08
	New Era	Capt. Cowden	<u>107.02</u>
	Two boats		221.10
	NEW CENTRAL		
Georgetown:	R. Fannon	Capt. Sorrell	111.11
	AMERICAN		
Alexandria:	M. A. Myers	Capt. Martin	111.08
	INDIVIDUAL		
Williamsport:	J. A. Spielman	Capt. Miller	112.07
Georgetown:	Rechabites	Capt. Malone	114.00
	W. J. Boothe	Capt. N. Hatch	<u>114.00</u>
	Three boats		340.07

The scarcity of boats here for a few days past has been brought about by small detentions from boats sinking here and there. This has prevented uniformity of departures, and has clustered together the boats into shoals. Boats have been going to the bottom because necessary repairs have not been made owing to the unusual money stress among boatmen. Quite a number of boats have been weathering the present season that will have to be confined to the limbo of unseaworthy craft next year.

Fri., 11/9/77, p. 1. **Canal Trade.** - The following twenty-four boats left here Thu., November 8, carrying 2,726.08 tons of coal:

CONSOLIDATION			
Georgetown:	J. C. Grove	Capt. Marmaduke	112.14
	Jos. Light	Capt. Seaman	114.06
	M. M. Jane	Capt. Arthur	110.07
	Creole	Capt. Ingram	111.15
	J. W. Daily	Capt. Penner	115.13
Williamsport:	J. B. Winslow	Capt. McKelvy	113.06
Washington:	Mattie	Capt. Seaman	<u>116.11</u>
	Seven boats		794.12
	NEW CENTRAL		
Georgetown:	J. Hammond	Capt. Brooks	113.12
	J. B. Turton	Capt. Brooks	111.08
	S. H. Davis	Capt. Dickerhoof	111.00
	City of Hamburg	Capt. Coffman	112.17
	Dr. F. M. Davis	Capt. Middleton	108.16
	Mary Mack	Capt. Beacroft	<u>117.01</u>
	Six boats		674.14
	HAMPSHIRE & BALTIMORE		
Alexandria:	L. L. Mouse	Capt. Mouse	112.01
	Mrs. C. E. Charles	Capt. Miller	108.08
	Elmer & Kate	" "	112.11
	Little Eddy	Capt. Ward	<u>109.02</u>

		Four boats	443.02
	BORDEN MINING		
Georgetown:	Donna Tilghman	Capt. Hassett	111.09
	Mabel	" "	122.06
	Invincible	Capt. Cowden	118.09
		Three boats	352.04
	MARYLAND		
Georgetown:	Thos. Sammon	Capt. Harrison	111.01
	Clare & Prudy	" "	114.18
		Two boats	224.19
	INDIVIDUAL		
Georgetown:	M. Kersey	Capt. Barger	117.00
Round Top:	Round Top	Capt. Athey	118.17
		Two boats	235.17

[Transcriber's Note: The following report is included because it reveals coal freighting activity in Georgetown, vice Alexandria.]

GEORGETOWN RIVER FRONT.

Arrived - Borden Mining Company's wharf, schooner Belle Holladay, Burk, Dighton, Mass., to load coal.

Ray's wharf, schooners L. B. Copperwaithe, James, Philadelphia, to load coal. A. L. Lockwood, St. Johns, Boston, to load coal.

Gillmor, Meredith & Co.'s wharf, schooners John R. Hallady, Van Cleff, New York, to loads coal. Maria Pearson, Grant, Allan's Point, to load coal.

Cleared - Borden Mining Company's wharf, schooner Alice Bell, Gammons, Cohasset Narrows, with coal.

Agnew's wharf. schooner Levering, Corsey, New Bedford, with coal.

Gilmor, Meredith & Co.'s wharf, schooners Howard Williams, King, with coal, for Pobocen; John R. Freeland, Van Cleff, Hoboken with coal.

Arrived by canal, boat Seneca with 700 bushels of wheat to E. D. Hartly.

The Washington "Republican" of yesterday says: "There was a complete jam in the canal again yesterday, and the millers, in consequence of the same, were compelled to shut down about 9:30 o'clock and remain at a standstill until noon. There was also a blockade of boats on the Aqueduct Bridge, and it was several hours before it could be remedied and the boats, loaded with coal consigned to Alexandria shippers allowed to proceed on their way. Just above the aqueduct a boat was stretched across the canal, which caused a blockade above that structure; but the blockade

east of the bridge down to and east of the High Street Bridge was the worst, and the cause of compelling the mills to shut down. When the mills are compelled to shut down it entails upon the millers great loss and delay in shipping their orders to Eastern cities. It not only entails serious loss to the millers, but materially interferes with coal shippers in loading their vessels for Eastern ports.

ES, Fri., 11/9/77, p. 4. **GEORGETOWN.**

Rock Creek is very much swollen today in consequence of the recent rain. We have heard of no damage, however, either upon the canal or creek.

A Good many Coal Boats are now on this level, and there is consequently a good quantity of swearing.

Coal Trade – Report of week ending today: New Central Coal Company – Receipts, 5,300 tons; shipments, 5,700 tons. Maryland Coal Company – Receipts, 4,800 tons; shipments, 4,800 tons. Borden Mining Company – Receipts, 4,200 tons; shipments, 4,200 tons. Consolidation Coal Company – Receipts, 5,431 tons; shipments, 5,236 tons. Total receipts, 19,731 tons; total shipments, 19,336 tons.

Grain Trade – Arrival – Boat William Rider, with 3,200 bushels wheat and 150 bushels corn to Hartley & Bro.

Sat., 11/10/77, p. 1. **Canal Trade.** - The following twenty-nine boats left here Fri., November 9, carrying 3,226.13 tons of coal:

CONSOLIDATION			
Georgetown:	Wm. Weber	Capt. Dixon	113.06
	J. N. Clary	Capt. Bowers	109.14
	S. H. Sherman	Capt. Pitzer	116.03
	H. C. Flagg	Capt. Delaney	110.11
	Samuel Henry	Capt. Turner	111.05
	J. J. Swift	Capt. Brown	114.02
	James E Dayton	Capt. Brown	112.10
	Ora G	Capt. Drener	112.12
	W. L. Read	Capt. Bowers	116.10
	B. L. Slack	Capt. Moriarty	111.05
Williamsport:	A. C. Greene	Capt. Woltz	103.11
	Grason & Fannie	Capt. Taylor	108.18
		Twelve boats	1340.07
MARYLAND			
Georgetown:	M. A. Myers	Capt. Martin	106.11
	A. Kuhn	Capt. Overcash	112.12
	John Sammon	Capt. Johnson	109.17
	E. J. Arrington	Capt. Arrington	110.18
	Willie & Annie	Capt. Knode	110.04
	Mollie	Capt. Hammond	110.17
		Six boats	660.19

NEW CENTRAL			
	A. Lincoln	Capt. Mertens	101.14
	Dennis Murphy	" "	107.00
	W. M. Price	Capt. Grimminger	112.05
	William R. Shaw	Capt. Dixon	106.04
	F. Bowers	Capt. Bowhey	111.04
		Five boats	541.07
BORDEN MINING			
Georgetown:	Hunter G.	Capt. Cowden	114.00
HAMPSHIRE & BALTIMORE			
Alexandria:	Dr. R. J. Duckett	Capt. Price	112.07
	J. P. AGNEW & CO.		
Alexandria:	A. Greenless	Capt. Fox	111.05
INDIVIDUAL			
Williamsport:	E. M. Stanhope	Capt. Buchanan	114.03
	D. Seibert	Capt. Hamilton	115.05
Georgetown:	Shipley & Bush	Capt. Coffman	117.00
		Three boats	346.08

CANAL COMMERCE.

The following are the arrivals and departures of boats at Alexandria on Thursday [11/8]:

Arrived - Boats L. A. Long, C. Clifton, John H. Parrott, jr., T. L. Betts, H. O. Claughton and W. Darrow to American Coal Co.; T. H. West, R. H. Miller and J. A. Alexander to Hampshire & Baltimore Coal Co.; Bernadette to Blaen Avon Coal Co.; G. B. Oswald and Lizzie & Phillie to J. P. Agnew & Co.; D. R. Long to New Central Coal Col.

Departed - Boats Ed Bayer, G. P. DeWitt, Katie & Addie, C. R. Hooff, W. C. Hunter, M. D. Corse, American Flag, A. B. Bain, W. E. Turner, L. A. Long, C. Clifton, J. H. Parrott, jr. and D. R. Long.

There was another jam of the canal boats above the aqueduct bridge yesterday for several hours. One boat in crossing the aqueduct bridge was swung across the canal, and the jam began. There were about 200 boats in it, and they got into such positions as to render it impossible for them to be extricated until after some eight or ten boats, light, had assembled just east of the aqueduct bridge, which came near causing a jam at that point. After lying there several hours the boat that was across the canal moved on to Alexandria.

The jam above the bridge was broken up, some boats passed down, and the others proceeded on their way to Cumberland. - *National Republican*.

ES, Sat. 11/10/77, p. 4. **GEORGETOWN**

Grain Trade – Arrived by canal – Boat J. N. Thomas, with 1,000 bushels of wheat, 2,000 bushels of corn, and 75 barrels of flour, to J. G. & J. M. Waters. By river – Schooner Kitty Ann, with 1,900 bushels of wheat to Hartley & Bro.

Mon., 11/12/77, p. 4. **Canal Trade.** - The following thirty-seven boats left here Sat., November 10, carrying 4,157.14 tons of coal:

CONSOLIDATION			
Georgetown:	Fleming & Motter	Capt. Snyder	113.18
	D. M. Read	Capt. Eichelberger	116.17
	Ernst & Holland	Capt. Penner	113.19
	Dove	Capt. Mose	112.12
	J. M. Forbes	Capt. Moore	113.18
	B. C. Barroll	Capt. Jackson	118.08
	Energy	Capt. Morrow	110.17
	M. C. Merryman	Capt. Merryman	114.14
Williamsport:	A. Gruber	Capt. Woltz	113.05
	Maj. E. L. Moore	Capt. Albert	116.09
		Ten boats	1144.17
MARYLAND			
Georgetown:	Johnny & Frankie	Capt. Magaha	105.11
	A. E. Bradt	Capt. Hill	111.07
	Richard Burke	Capt. Reed	111.17
	M. A. Brady	Capt. Brady	112.04
	Dr. Wiley	Capt. Turner	112.19
	F. H. Darby	Capt. Tice	111.12
	Thomas O. Connell	Capt. Mills	110.19
	F. L. Moore	Capt. Harper	96.04
		Eight boats	872.13
BORDEN MINING			
Georgetown:	Dr O. M. Schindel	Capt. Hassett	115.05
	Regulus	" "	95.10
	Jacob H. Snyder	" "	116.19
	Susan Charles	" "	109.04
		Four boats	436.18
NEW CENTRAL			
Georgetown:	B. F. Price	Capt. McKay	113.06
	F. Mertens	Capt. Manning	110.07
	E. Mulvaney	Capt. Cahill	115.04
		Three boats	338.17
AMERICAN			
Alexandria:	[John L. Read]	Capt. Brendlinger	118.08
	[Wm. Walsh]	Capt. Teach	116.10
	[Robert Shriver]	Capt. Nuse	115.17
		Three boats	340.15
HAMPSHIRE & BALTIMORE			
	[Theo. Embrey]	Capt. Rinehart	109.13
	[A. Adams]	Capt. Sorrell	110.10
		Two boats	220.03
	[J. P. AGNEW & CO.]		112.05
			118.12
		Two boats	230.17
INDIVIDUAL			
Georgetown:	J. B. Humbird	Capt. Austin	108.00
	Laura S.	Capt. Little	117.00
	L. B. Agnew	Capt. Hoadley	117.00
	J. W. Burke	Capt. Renner	117.00
Williamsport	C. B. Embrey	Capt. Buchanan	112.19
		Five boats	571.19

CANAL COMMERCE.

Canal Trade - 1877

The following are the arrivals and departures of boats at Alexandria on Friday [11/9]:

Arrived - Boats J. W. Carder and A. J. Mills, to Hampshire & Baltimore Coal Co.; Kirby & Hubert, limestone to E. Francis; A. Main, A. S. Winteringham, G. L. Boothe, R. Bender, Dr. M. M. Lewis, W. Doerner, D. Annan and T. Patton, to American Coal Co.

Departed - Boats T. L. Betts, Morning Sun, G. B. Oswald, T. H. West, Lizzie & Phillie, H. O. Claughton, W. Darrow, A. Main, and B. Miller.

CANAL

A number of men employed in rebuilding the outlet lock on the Chesapeake and Ohio Canal were yesterday dismissed, the work being so near completion as to warrant a reduction in the forces there employed.

Tue., 11/13/77, p. 1. **Canal Trade.** - The following thirty-four boats left here Mon., Nov. 12, carrying 3,843.06 tons of coal:

CONSOLIDATION				
Georgetown:	Lillie & May	Capt. Mertens	110.18	
	Laura	Capt. Brubaker	110.06	
	A. P. Gorman	Capt. Yingling	116.13	
	Consolidation	Capt. Barger	118.05	
	T. J. Boyer	Capt. Hammond	119.04	
	C. Slack	Capt. Lewis	109.15	
	M. S. O'Donnell	Capt. Piper	111.07	
Williamsport:	Jacob Snively	Capt. Wise	106.17	
	L. G. Stanhope	Capt. Nave	110.10	
			<hr/>	
			Nine boats	1,013.15
NEW CENTRAL				
Georgetown:	P. Sinclair	Capt. Dixon	110.17	
	G. H. Bradt	Capt. Mertens	110.16	
	F. F. Davis	Capt. Swain	114.16	
	Johnny & Tommy	Capt. Dixon	110.15	
	M. Ruben	Capt. Scrivener	115.09	
	Kate Brooks	Capt. Donnelly	114.04	
	M. A. West	Capt. Conrad	111.01	
			<hr/>	
			Seven boats	787.18
BORDEN MINING				
Georgetown:	Areturus	Capt. Hassett	105.14	
	R. B. Copley	" "	116.04	
	Henry Boley	" "	118.00	
	Maggie B.	Capt. Cowden	113.09	
	Henry Kraus	" "	115.05	
		<hr/>		
			Five boats	568.12
MARYLAND				
Georgetown:	Geo. Herring	Capt. Smith	112.09	
	A. E. McQuade	Capt. Allison	112.13	
	P. Fleckenstein	Capt. Bowers	112.03	
Washington:	A. K. Syester	Capt. Kroon	113.15	
			<hr/>	
			Four boats	451.00
HAMPSHIRE& BALTIMORE				
Alexandria:	V. L. Sprigg	Capt. Porter	113.00	
	E. Rinehart	Capt. Eichelberger	117.07	
			<hr/>	
			Two boats	230.07
AMERICAN				

Alexandria:	A. J. Clark	Capt. Hatch	116.13
BLAEN AVON			
Alexandria:	Katie & Addie	Capt. Wolf	114.12
J. P. AGNEW & CO.			
Alexandria:	Geo. B. Oswald	Capt. Myers	116.00
INDIVIDUAL			
Georgetown:	R. Portner	Capt. Hogan	117.00
Harper's Ferry	M. Fannon	[Capt. Bissett]	109.14
Williamsport:	J. A. Spielman	[Capt. Miller]	109.08
	D. Stewart	[Capt. Brown]	108.12
Four boats			444.09

CANAL COMMERCE.

The following are the arrivals and departures of boats at Alexandria on Friday [11/9]:

Arrived, boats R. S. Grant, J. W. Morris and J. R. Anderson to American Coal Co.; M. E. Tice to New Central Coal Co.; N. Williams to J. P. Agnew & Co.

Departed - Boats G. L. Boothe, A. S. Winteringham, R. Bender, W. Doerner, Kirby & Hubert, Dr. M. M. Lewis, Bernedetta, D. Annan, T. Patton, J. A. Alexander and R. S. Grant.

ANOTHER DELAY OF BOATS.

Yesterday morning about 3 o'clock a landslide occurred on the canal at the Three Locks, one hundred yards east of the tunnel, breaking two flumes and two lock gates, and so damaging the canal as to delay the passage of boats for a considerable length of time. The tunnel is about thirty miles from this city. Nearly all the light boats on the canal are between the place of the accident and Georgetown, leaving about sixty boats this side of the tunnel.

Judging from the average number of boats that leave daily, those now in port can be loaded in two days. As it will take the remainder of the week to repair the damage, only the few boats that passed the tunnel previous to the accident will arrive in port before next Tuesday. This accident keeps not only the men at the wharves comparatively idle, but also those men who have been engaged in hauling coal from the mines to this city. The accident, however, is one that could not possibly have been avoided. No one can tell the effect produced by a heavy shower until sometime after its occurrence, and the earth gives way without any warning whatever. We may rest assured, however, that the evil will be remedied as speedily as possible.

ES, Tue., 11/13/77, p. 4. **GEORGETOWN**

Serious Accident on the Canal. – A heavy land slide occurred yesterday in the east approaches to the tunnel of the Chesapeake and Ohio canal, near Cumberland, Md., filling the prism and breaking the lock gates and flumes. The damage is heavy, and it will take over a week to repair it, by which time the canal may be closed by ice.

Sunken Boat – Canal boat “Five Brothers,” Capt. Little, lies sunk at seven locks, about twelve miles above town.

Wed., 11/14/77, p. 1. **Canal Trade.** - The following thirty-two boats left here Tue., November 13, carrying 3,520.14 tons of coal:

CONSOLIDATION			
Georgetown:	G. W. Barnett	Capt. Little	114.11
	J. Marmaduke	Capt. Boyd	121.19
	Dr. C. F. Russell	Capt. Mertens	112.15
	L. W. Poffenberger	Capt. Harvey	117.04
	Wm. Foley	Capt. Sisler	111.10
	W. E. Turner	Capt. Riley	114.03
	L. L. Shives	Capt. Shives	116.05
	I. M. Boyer	Capt. Spong	115.04
Williamsport:	A. J. Akin	Capt. Hornsby	118.10
	C. A. Greene	Capt. Snyder	113.07
	Bessie Gruber	Capt. Artz	116.07
Washington:	Ed Stake	Capt. Kimble	112.00
		Twelve boats	1387.17
MARYLAND			
Georgetown:	James E. Hughes	Capt. O'Neal	110.09
	Six Brothers	Capt. Zimmerman	113.08
	Busy Bee	Capt. Dolan	113.03
	H. T. Weld	Capt. Fakey	98.05
Washington:	G. M. Stonebraker	Capt. Kroon	114.16
	L. H. Kuhn	Capt. Kroon	116.17
		Six boats	661.05
AMERICAN			
Alexandria:	G. P. Lloyd	Capt. Emberson	112.15
	L. A. Long	Capt. Long	116.11
	Edward Bayer	Capt. Fisher	115.13
	M. D. Corse	Capt. Bear	116.19
		Four boats	462.18
NEW CENTRAL			
Georgetown:	Geo. Blackburn	Capt. Kimble	114.10
	D. R. Long	Capt. Long	112.02
	Lizzie & Phillie	Capt. Gannon	111.00
		Three boats	337.14
BORDEN MINING			
Georgetown:	Wm. Staples	Capt. Cowden	115.01
	Sallie E. Hassett	Capt. Hassett	116.00
		Two boats	231.01
HAMPSHIRE & BALTIMORE			
Alexandria:	E. M. Bynon	Capt. Dixon	111.13
BLAEN AVON			
Berlin:	J. H. Houck	Capt. Reed	110.03
INDIVIDUAL			
Georgetown:	R. J. West	Capt. Grady	114.00
	P. J. Sowers	Capt. Rockwell	114.00
		Two boats	228.00
FIRE BRICK			
Georgetown:	Pattie Dunlop	Capt. Snyder	110.10

CANAL COMMERCE.

The following are the arrivals and departures of boats at Alexandria on Monday [11/1]:

Arrived - Boats George & James B. and P. L. Lemen, to Hampshire & Baltimore Coal Company; C. Robb, H. Delafield and T. H. Faile, to American Coal Company; A. Spier, to J. P. Agnew & Company.

Departed - Boats J. W. Carder, J. W. Morris, M. E. Tice, A. J. Mills, N. Williams, George & James B., J. R. Anderson and C. Robb.

THE CANAL BREAK.

The recent heavy slide at the tunnel, which we reported yesterday, seems not to have been so serious as at first supposed. Collector Willison visited the locality of the break yesterday and gave a careful examination of the damage done. He says that the slide broke down the gates at the locks above the tunnel and poured the water in the seven mile level into the lower levels with such force as to sweep over the embankments and locks and wash out to the bottom the flumes at the two locks below the tunnel, and filling in here and there with debris. A large force of men are at work, under the superintendence of L. G. Stanhope, Esq., the general superintendent, whose well known energy and experience give confidence that the repairs will soon be completed. It is expected that empty boats will be able to pass on Fri., and loaded boats on Sat., at the farthest.

The boat Five Brothers, laden with coal for Consolidation Coal Company, sunk yesterday morning at the Seven Locks above Georgetown. This will delay navigation in the canal about twenty-four hours, but will cause no inconvenience to shippers as there are a large number of boats in port waiting discharge.

ES, Wed. 11/14/77, p. 4. **GEORGETOWN**

Grain – Arrivals – Boat Thomas Thrasher, with 2,000 bushels wheat, to H. M. Talbott; boat Hattie & Bessie, with 3,400 bushels wheat; boat Caledonia, with 1,400 bushels wheat and 1,400 bushels corn; boat Loudoun, with 3,500 bushels

wheat; schooner Kitty Ann, with 1,900 bushels wheat, all to Hartley & Bro. Boat J. N. Thomas, with 3,800 bushels wheat and 70 barrels flour, to J. G. & J. M. Waters.

Thu., 11/15/77, p. 1. **Canal Trade.** - The following twelve boats left here Wed., November 14, carrying 1,330.16 tons of coal:

MARYLAND			
Georgetown:	Star No. 5	Capt. Richards	99.00
	R. L. Gross	Capt. Quigley	110.12
	Star No. 1	Capt. Thomas	96.11
	Queen City	Capt. Edenhart	117.06
	Fannie & Estella	Capt. Chaplin	107.04
	Five boats		530.13
BORDEN MINING			
Georgetown:	F. L. Tilghman	Capt. Cowden	113.17
	Alexander	" "	115.17
	John G. Lynn	Capt. Hassett	116.12
	Three boats		346.06
HAMPSHIRE & BALTIMORE			
Alexandria:	A. B. Bain	Capt. Osborn	111.18
	M. S. Fernsner	Capt. Fernsner	115.02
	Two boats		227.00
J. P. AGNEW & CO.			
Alexandria:	C. J. Myers	Capt. Bower	112.17
INDIVIDUAL			
Georgetown:	Wm. Mertens	Capt. Matthew	114.00

CANAL COMMERCE.

The following are the arrivals and departures of boats at Alexandria on Tuesday [11/13]:

Arrived - Boats W. Smith, W. E. Bell, B. Williamson and G. Sherman to American Coal Company; Carrie V. to Hampshire & Baltimore Coal Company.

Departed - Boats T. H. Faile, H. Delafield, A. Spier, P. L. Lemen and Carrie V.

Fri., 11/16/77, p. 1. **Canal Trade.** - The following seven boats left here Thu., November 15, carrying 686.15 tons of coal:

BORDEN MINING			
Georgetown:	Kate Prather	Capt. Hassett	119.00
	Henry Freeland	Capt. Cowden	118.09
	Two boats		227.09
MARYLAND			
Georgetown:	Sallie J. Kelly	Capt. Kelly	118.09
	S. H. Taylor	Capt. Rossworm	108.12
	Two boats		227.01
HAMPSHIRE & BALTIMORE			
Alexandria:	Morning Sun	[Capt. Dubalon]	111.12
CONSOLIDATION			
Georgetown:	Col. J. C. Lynn	Capt. Reid	114.14
FIRE BRICK			
Georgetown:	G. F. Smith	Capt. Kinsel	117.14

CANAL COMMERCE.

The following are the arrivals and departures of boats at Alexandria on Tuesday [11/13]:

Arrived - Boats W. Gregory, M. Sandford, J. H. Stickney and M. A. Myers to American Coal Co.; Ida & Harry, Elmer & Kate, Mrs. C. E. Charles and L. L. Mouse to Hampshire & Baltimore Coal Co.; A. Greenless to J. P. Agnew & Co.

Departed - Boats W. Smith, W. E. Bell, G. Sherman, B. Williamson, W. Gregory, J. H. Stickney, M. Sanford, Ida & Harry and A. Greenless.

On Tuesday afternoon a little son of Robert Read, of this city, captain of the canal boat J. W. Turner, while playing on the towpath near Georgetown, fell in the canal and came very near being drowned. He was rescued by one of his playmates as he was sinking the third time.

ES, Fri., 11/16/77, p. 4. **GEORGETOWN Coal Trade** - Receipts and shipments for week ending today: Maryland coal company - Receipts, 3,530 tons; shipments, 3,530 tons. New Central company - Receipts, 5,700 tons; shipments, 5,700 tons. Borden Mining company - Receipts, 2,000 tons; shipments, 2,000 tons. Consolidation coal company - Receipts, 5,982 tons; shipments, 5,217 tons.

Sat., 11/17/77, p. 3. **Canal Trade.** - The following thirty-two boats left here Fri., November 16, carrying 3,500.16 tons of coal:

CONSOLIDATION			
Georgetown:	John A. Graham	Capt. Brubaker	108.18
	Henry Boyd	Capt. Brown	116.17
	M. C. Clay	Capt. Murphy	114.05
	R. I. Morris	Capt. Boyer	118.12
	M. Boyer	" "	113.01
	H. C. Hicks	Capt. Riley	111.08
	V. S. Brashears	Capt. Moore	113.06
	Julia Tyler	Capt. Miller	115.11
	Clara	Capt. Colbert	111.12
	Willie Snyder	Capt. Highbarger	117.16
	W. M. Hill	Capt. Swain	111.11
	Dr. A. A. Biggs	Capt. Brubaker	114.13
	Twelve boats		1367.10
NEW CENTRAL			
Georgetown:	Friendship	Capt. Hall	110.09
	Emma	Capt. Paxton	115.13
	Jack Topper	Capt. Fink	110.17
	Iowa	Capt. Mertens	111.16
	Osceola & Jake	Capt. Schopper	114.14
	T. H. Paul	Capt. Sherman	99.05

Canal Trade - 1877

	Four Sisters	Capt. Dugan	110.00
	Seven boats		772.11
	BORDEN MINING		
Georgetown:	Denton Jacques	Capt. Hassett	117.00
	Exchange	Capt. Cowden	106.10
	Arthur Lovell	Capt. Cowden	105.14
	J. R. Masters	" "	114.07
	Four boats		437.14
	AMERICAN		
Alexandria:	H. O. Claughton	Capt. Fisher	116.17
	C. R. Hooff	Capt. Haines	116.08
	W. C. Hunter	Capt. Spitznogle	117.02
	Three boats		350.07
	MARYLAND		
Georgetown:	F. H. Irwin	Capt. McCue	113.12
	James & Willie	Capt. Wilson	110.05
	Star No. 4	Capt. Moore	98.11
	Three boats		322.08
	HAMPSHIRE & BALTIMORE		
Alexandria:	Benj. Miller	Capt. Crumbaugh	111.14
	J. P. AGNEW & CO.		
Alexandria:	John T. James	Capt. Weller	111.08
	INDIVIDUAL		
Georgetown:	Lucinda	Capt. Rinehart	117.00

CANAL COMMERCE.

The following are the arrivals and departures of boats at Alexandria on Thursday [11/15]:

Arrived - Boats Dr. F. C. Doyle, Belle, R. B. Cropley and B. R. Summers, to J. P. Agnew & Co.; W. M. Price and Dr. F. M. Davis, to New Central Coal Company; M. O'Conner, Nuttie & Billie and S. Swain to Hampshire & Baltimore Coal Company; J. L. Read and R. H. Miller to American Coal Company; J. Humbird to Alexandria Gas Works.

Departed - Boats M. A. Myers, Elmer & Kate, Mrs. C. E. Charles, W. M. Price and Dr. F. M. Davis.

Mon., 11/19/77, p. 1. **Canal Trade.** - The following forty-six boats left here Sat., Nov. 17, carrying 5,193.10 tons of coal:

	CONSOLIDATION		
Georgetown:	Capt. J. Sheridan	Capt. Creamer	118.18
	J. B. Vamum	Capt. Moore	110.06
	J. R. Cruzen	Capt. Stride	110.02
	Willie & Johnnie	Capt. Morrison	115.12
	W. H. Lowe	Capt. Shupp	113.19
	Geo. A. Pearre	Capt. Sensel	111.17
	John R. Ray	Capt. Anderson	113.05
	J. McGraw	Capt. Mertens	113.08
	W. Irving	Capt. Yingling	107.05
	Three Brothers	Capt. Bender	113.00
	T. Malloy	Capt. Grimes	110.17
Alexandria:	J. B. Winslow	Capt. McKelvey	112.13
	Twelve boats		1,352.01
	AMERICAN		
Alexandria:	John Wilson	Capt. McCann	106.09
	J. H. Parrott	Capt. Colbert	116.12

	Jas. A. Alexander	Capt. Penner	114.14
	John H. Platte	Capt. Bowers	116.19
	Samuel Lloyd	Capt. McMullen	116.19
	Dr. G. E. Porter	Capt. Weaver	116.14
	American Flag	Capt. McKnight	119.15
	Chas. Clifton	Capt. Weaver	115.06
	Eight boats		933.19
	NEW CENTRAL		
Georgetown:	J. R. Couter	Capt. Williams	108.14
	J. W. Morris	Capt. Bowers	114.15
	Dr J P Broderick	Capt. Little	112.00
	F. M. Offutt	Capt. Kaiser	115.00
	G. L. Boothe	Capt. Davis	117.10
	R. H. Gordon	Capt. Miller	108.05
	J. R. Purcell	Capt. Armstrong	110.13
	Seven boats		786.17
	MARYLAND		
Georgetown:	Ludlow Patton	Capt. Crampton	100.11
	Lillie & Annie	Capt. Sterling	109.11
	T W Riley & Son	Capt. Keech	110.12
	Hancock	Capt. Mitchell	101.02
	Dr. Grimes	Capt. Hill	113.08
Washington:	S. S. Lynn	Capt. Kroon	109.19
	Baltimore	Capt. Henry	116.15
	Seven boats		761.18
	BORDEN MINING		
Georgetown:	Julia Borden	Capt. Cowden	114.08
	New Era	" "	103.00
	W. L. Shaw	Capt. Hassett	113.13
	Three boats		331.01
	HAMPSHIRE & BALTIMORE		
Alexandria:	G. P. DeWitt	Capt. Montgomery	110.16
	T. H. West	Capt. Reid	109.03
	Two boats		219.19
	BLAEN AVON		
Alexandria:	M. C. Tice	Capt. Long	115.07
	Bernadette	Capt. Pittman	111.18
	Two boats		227.05
	J. P. AGNEW & CO.		
Alexandria:	Nathan Williams	Capt. Zimmerman	116.07
	INDIVIDUAL		
Georgetown:	James Green	Capt. Martz	117.00
	Dr. M. M. Lewis	Capt. Eichelberger	117.00
Shepherdstown:	Ben Bissell	Capt. McCann	115.06
Williamsport:	E. M. Stanhope	Capt. Thompson	115.06
	Four boats		461.11

CANAL.

During the week ending Saturday 196 boats from Cumberland reported at the collector's office, with an average tonnage of 106 tons each, making a total of 21,566 tons of coal shipped to Georgetown.

A straggling horse, the property of one of the canal boatmen, fell off the top of the high bluff near the Consolidation wharf yesterday about noon, and strange to relate, sustained no injury.

ES, Mon. 11/19/77, p. 4. **GEORGETOWN Grain Trade** – Arrivals: Boat Medley, with 2,000 bushels wheat, 2,000 bushels corn, to Hartley & Bro., and 250 bushels wheat, to H. M. Talbott;

Canal Trade - 1877

boat Ellen Brooks, with 3,500 bushels wheat to J. G. & J. M. Waters.

Tue., 11/20/77, p. 4. **Canal Trade.** - The following forty-one boats left here Mon., Nov. 19, carrying 4,602.01 tons of coal:

CONSOLIDATION			
Georgetown:	R. Shriver	Capt. Nuse	112.03
	Jimmy M., Jr.	Capt. Bush	110.04
	Belle Resley	Capt. Teeters	113.08
	J. A. Millholland	Capt. Repp	114.04
	A. B. Turner	Capt. Reynolds	114.00
	I. Crane	Capt. White	111.04
	Adam Norrie	Capt. Carter	113.17
	C. P. Manning	Capt. Reed	118.00
	A. L. Miller	Capt. Keech	115.02
	J. B. Thomas	Capt. Yingling	112.16
Williamsport:	Grason & Fannie	Capt. Taylor	113.09
		Eleven boats	1247.11
MARYLAND			
Georgetown:	C. E. Hassett	Capt. Moore	113.10
	Annie	Capt. Little	110.19
	H. B. Simonds	Capt. Smith	110.18
	Dr. Eliason	Capt. Ward	112.04
	Phillie G.	Capt. McCann	114.18
	R. T. Semmes	Capt. Westbrook	109.10
	Thomas Venners	Capt. Fleming	102.10
		Seven boats	774.09
AMERICAN			
Alexandria:	Richard Bender	Capt. Rose	119.09
	A. S. Winteringham	Capt. Eichelberger	114.05
	T. L. Betts	Capt. McLucas	115.12
	Andrew Main	Capt. Bowers	116.09
	Charles Robb	" "	116.04
		Five boats	581.19
NEW CENTRAL			
Georgetown:	G. S. Couter	Capt. Nowell	111.16
	Ohio	Capt. Pierce	107.01
	Annie & Roy	Capt. Ziegler	108.06
	Thomas Lemen	Capt. Dixon	107.00
		Four boats	437.03
BORDEN MINING			
Georgetown:	C. H. Knott	Capt. Cowden	117.02
	Geo. T. Gatrell	" "	116.06
	Jacob H. Snyder	Capt. Hassett	115.14
	Bertha M. Young	" "	116.12
		Four boats	465.14
J. P. AGNEW & CO.			
Alexandria:	M. S. Haines	Capt. Zimmerman	117.13
	A. Greenless	Capt. Fox	111.08
	M. C. Waters	Capt. Jackson	110.18
		Three boats	339.17
HAMPSHIRE & BALTIMORE			
Alexandria:	Geo. & James B	Capt. Brashears	113.19
	Mountain City	Capt. Orein	105.18
		Two boats	219.17
INDIVIDUAL			
Georgetown:	Diligent	Capt. Moriarty	117.00
	Johnnie	Capt. Kean	114.00
Williamsport:	D. Seibert	Capt. Hamilton	111.17
	C. B. Embrey	Capt. Buchanan	112.00
Four Locks:	Seven Brothers	Capt. Hassett	80.10
		Five boats	585.12

Wed., 11/21/77, p. 4. **Canal Trade.** - The following forty-one boats left here Tue., November 20, carrying 4,631.09 tons of coal:

CONSOLIDATION			
Georgetown:	Tommy & Nellie	Capt. Little	115.16
	D. A. Miller	Capt. Weller	111.01
	J. W. Turner	Capt. Read	113.04
	G. S. Young	Capt. Miller	112.14
	Okonoko	Capt. Reynolds	112.11
	D. M. Read	Capt. Eichelberger	116.01
	C. H. Dalton	Capt. Miller	111.05
Williamsport:	A. Gruber	Capt. Woltz	113.06
Georgetown:	A. C. Greene	" "	114.00
	[Maj.] E. L. Moore	Capt. Albert	113.04
Washington:	P. A. Gorman	Capt. McCabe	116.05
		Eleven boats	1252.07
MARYLAND			
Georgetown:	Alice	Capt. Rinehart	112.18
	R. M. Sprigg	Capt. Donnegan	106.09
	F. Gannon	Capt. Penner	113.13
	M. Sinclair	Capt. McCormick	109.18
	G. Berkebille	Capt. Rossworm	112.17
	W. & B. Mills	Capt. Mouse	109.12
		Six boats	665.07
NEW CENTRAL			
Georgetown:	Elizabeth	Capt. Snyder	111.09
	C. Adams	Capt. Coffman	113.19
	L. Regan	Capt. Smith	118.13
	Geo. Hutton	Capt. Doleman	110.10
	R. Fannon	Capt. Sorrell	109.19
		Five boats	561.10
AMERICAN			
Alexandria:	Thomas Patton	Capt. Eaton	116.09
	D. Annan	Capt. Eichelberger	116.11
	J. R. Anderson	Capt. Snyder	112.15
	W. Darrow	Capt. Dunn	114.01
	Weyand Doerner	Capt. Goodwin	117.09
	R. S. Grant	Capt. Harris	113.05
		Six boats	690.10
BORDEN MINING			
Georgetown:	Rudolph Herr	Capt. Hassett	114.14
	Regulus	" "	101.08
	Harry Borden	Capt. Cowden	115.00
		Three boats	331.02
HAMPSHIRE & BALTIMORE			
Alexandria:	P. L. Lemen	Capt. O'Neal	114.12
	A. J. Mills	Capt. Reid	117.14
	Carrie V.	Capt. Reid	120.10
Williamsport:	Ida & Harry	Capt. Wolf	112.17
		Four boats	465.13
J. P. AGNEW & CO.			
Alexandria:	Bertha Ensminger	Capt. Ensminger	115.11
	B. R. Summers	Capt. Hooker	113.14
		Two boats	229.05
BLAEN AVON			
Alexandria:	C. C. Kelly	Capt. Spong	114.10
	Round Top Cement	Capt. Athey	84.05
		Two boats	198.15
INDIVIDUAL			
Georgetown:	A. Kratz & Co.	Capt. Brookman	117.00
	M. Snow	Capt. Martz	117.00
		Two boats	234.00

CANAL COMMERCE.

The following are the arrivals and departures of boats at Alexandria on Monday [11/19]:

Canal Trade - 1877

Arrived - Boats W. Walsh to the American Company; T. Embrey, Nora & Willie, Dr. R. J. Duckett and Little Eddy to Hampshire & Baltimore Company; H. Talbot and Kirby & Hubert, limestone to E. Francis.

Departed - M. O. Conner, S. Swain, J. Reed, G. McCardell, R. H. Miller, Nuttie & Billie, S. S. Howison, B. R. Summers, A. B. Cropley, J. Humbird, T. Embrey, W. Walsh, Nora & Willie, Dr. R. J. Duckett, H. Talbot, Kirby & Hubert and Little Eddy.

ES, Wed., 11/21/77, p. 4. **GEORGETOWN Canal Notes** – Boats commenced to arrive yesterday from Cumberland, the first since the recent landslide. President Gorman, of the Chesapeake and Ohio canal, accompanied by Directors Banning, Barret, Crawford, Hammel, Humbird and Fernandes, started on the packet *Maryland* this morning upon a tour of inspection along the line. They expect to reach Cumberland Saturday.

Grain – Arrived – Boat Seneca, with 2,000 bushels wheat to H. M. Talbott; Caledonia, with 250 bushels wheat, 200 [bushels] corn, 400 [bushels] mill feed and 200 bbls. flour; Hattie & Bessie, with 3,400 bushels wheat to Hartley & Bro.

Thu., 11/22/77, p. 1. **Canal Trade.** - The following forty-five boats left here Wed., Nov. 21, carrying 5,096.15 tons of coal:

CONSOLIDATION			
Georgetown:	A. M. Grove	Capt. Grove	115.09
	Wm. Weber	Capt. Dixon	114.10
	Maryland	Capt. Clendening	109.15
	W. J. B. Lloyd	Capt. Embrey	115.07
	W. C. Ernst	Capt. Bender	116.03
	Nannie Grove	Capt. Boyd	116.07
	L. R. Fechtig	Capt. Kane	111.15
	A. E. McDonald	Capt. Marmaduke	109.08
	C. W. Brengle	Capt. Brengle	108.01
	W. Thompson	Capt. O'Brian	115.08
	Five Brothers	Capt. Miller	111.16
Williamsport:	Geo. Sherman	Capt. Lindsey	111.10
	L. G. Stanhope	Capt. Nave	113.13
Washington:	Mattie	Capt. Seaman	114.19
		Fourteen boats	1,584.01
MARYLAND			
Georgetown:	G. H. Moore	Capt. Moore	114.06
	Mollie	Capt. Hammond	109.08
	M. A. Brady	Capt. Brady	110.19
	F. H. Darby	Capt. Tice	110.02
	Thomas O. Connell	Capt. Mills	110.06
	Henry Loveridge	Capt. Hine	115.13
	Hunter G.	Capt. Cowden	112.03

Washington:	Willie & Annie	Capt. Derr	110.04
		Eight boats	803.01
AMERICAN			
Alexandria:	W. Smith	Capt. Masters	117.19
	John Bradburn	Capt. Malone	115.06
	Thomas H. Faile	Capt. Penner	116.07
	W. E. Bell	Capt. Brendlinger	116.19
	H. Delafield	Capt. Hetzer	114.14
		Five boats	581.05
J. P. AGNEW & CO.			
Alexandria:	A. Spier	Capt. Wolf	115.06
	A. Sherman	Capt. Sissely	110.15
	Theo. Embrey	Capt. Rinehart	111.04
	Alonzo Berry	Capt. Ardinger	113.19
	Joseph H. Farrow	Capt. Ardinger	113.16
		Five boats	565.00
NEW CENTRAL			
Georgetown:	Mary Mack	Capt. Beacroft	113.05
	D. Henry	Capt. O'Neal	118.01
	W. Blackwell	Capt. O'Neal	115.13
	W. M. Price	Capt. Griminger	111.11
		Four boats	458.10
BORDEN MINING			
Georgetown:	Fall River	Capt. Hassett	111.02
	Warren Delano, jr.	Capt. Hassett	116.00
	F. J. Laing	Capt. Cowden	118.00
		Three boats	345.02
HAMPSHIRE & BALTIMORE			
Alexandria:	Mrs. C. E. Charles	Capt. Miller	109.04
	Elmer & Kate	Capt. Miller	109.19
		Two boats	219.03
BLAEN AVON			
Alexandria	George Hughes	Capt. Callan	115.01
INDIVIDUAL			
Georgetown:	J. Humbird	Capt. Austin	114.10
	F. Mertens	Capt. Manning	110.00
Williamsport:	J. A. Spielman	Capt. Miller	111.00
		Three boats	335.10

ES, Thu., 11/22/77, p. 4. **GEORGETOWN Grain** – Arrivals – Boat Wheeler & Barron, with 2,800 bushels wheat to Hartley & Bro., and 760 bushels wheat to H. M. Talbott; boat Loudoun, with 2,000 bushels wheat to Hartley & Bro., and 1,200 bushels wheat to H. M. Talbott, and boat E. V. White, with 2000 bushels wheat to H. M. Talbott.

Fri., 11/23/77, p. 1. **Canal Trade.** - The following thirty-eight boats left here Thu., November 22, carrying 4,281.06 tons of coal:

CONSOLIDATION			
Georgetown:	J. C. Grove	Capt. Marmaduke	116.10
	Dove	Capt. A. Mose	114.08
	W. L. Read	Capt. Bowers	108.18
	J. N. Clary	Capt. Bowers	112.08
	B. C. Barroll	Capt. Jackson	114.06
	Lark	Capt. French	114.10
	Mohawk	Capt. Baler	108.01
Williamsport:	Uno	Capt. Peck	108.15
	Loretto	Capt. Ardinger	110.02
	Jacob Snively	Capt. Wise	104.11
		Ten boats	1112.11
NEW CENTRAL			
Georgetown:	S. H. Davis	Capt. Dickerhoof	112.07

Canal Trade - 1877

	W. P. Wools	Capt. Mertens	110.16
	Dr. F. M. Davis	Capt. Middleton	113.05
	Williamsport	Capt. Stickel	110.10
	D. Murphy	Capt. Mertens	106.02
	Sallie & Jennie	Capt. Grosh	112.16
	Six boats		665.16
BORDEN MINING			
Georgetown:	Isaac Wilson	Capt. Cowden	110.11
	L. N. Lovell	Capt. Cowden	116.10
	Theo. Dean	Capt. Hassett	118.04
	Borden & Lovell	Capt. Hassett	118.04
	Four boats		463.09
HAMPSHIRE & BALTIMORE			
Alexandria:	A. Adams	Capt. Sorrell	114.19
	W. H. Boyd	Capt. Herring	113.11
	J. W. Carder	Capt. Darkey	110.13
	L. L. Mouse	Capt. Mouse	112.11
	Four boats		451.19
AMERICAN			
Alexandria:	Wm. Gregory	Capt. James	116.00
	M. Kersey	Capt. Barger	116.02
	M. A. Myers	Capt. Martin	113.03
	M. Sanford	Capt. Everly	112.12
	Ben. Williamson	Capt. Reynolds	116.02
	Five boats		573.19
MARYLAND			
Georgetown:	Congress	Capt. Kirby	111.02
	R. Burke	Capt. Reed	103.10
Washington:	W. Borden	Capt. Cowden	112.19
	Invincible	Capt. Cowden	119.11
	Four boats		447.02
J. P. AGNEW & CO.			
Alexandria:	Dr. F. C. Doyle	Capt. Worrell	111.11
	M. C. Merryman	Capt. Merryman	113.05
	Two boats		224.16
INDIVIDUAL			
Williamsport:	D. Stewart	Capt. Singer	115.17
	E. M. Stanhope	Capt. Thompson	111.17
Georgetown:	J. T. Dixon & Co.	Capt. Dixon	114.08
	Three boats		341.14

CANAL COMMERCE.

The following are the arrivals and departures of boats at Alexandria on Wednesday [11/21]:

Arrived - Boats J. Moore and L. A. Long to American Company; Katie & Addie to William Smoot; V. L. Sprigg, E. Rinehart, E. M. Bynon, M. S. Fernsner, Morning Sun and A. B. Bain to Hampshire & Baltimore Coal Company; G. Oswald and Ida J. Kreps to J. P. Agnew & Co.

Departed - Boats J. Moore, L. A. Long and Katie & Addie.

Sat., 11/24/77, p. 1. **Canal Trade.** - The following forty-four boats left here Fri., Nov. 23, carrying 4,958.16 tons of coal:

CONSOLIDATION			
Georgetown:	B. L. Slack	Capt. Moriarty	117.01
	J. M. Forbes	Capt. Moore	113.10
	G. W. Knobe	Capt. Boyer	111.03
	John Leetch	Capt. Walker	113.10
	A. Campbell	Capt. Eddy	108.15

	Etta & Rena	Capt. Porter	112.00
	A. F. Lantz	Capt. Swain	112.09
	G. Meredith	Capt. Compton	110.06
	Robin	Capt. Compton	111.10
Williamsport:	J. B. Winslow	Capt. McKelvy	111.16
	Bessie Gruber	Capt. Artz	115.09
	Grason & Fannie	Capt. Taylor	106.14
	Twelve boats		1,344.03
AMERICAN			
Alexandria:	D. A. Lowe	Capt. Lynch	116.00
	P. G. Uhler	Capt. Delaney	116.13
	Jno. L. Read	Capt. Brendlinger	115.11
	Samuel Henry	Capt. Turner	113.10
	J. H. Stickney	Capt. Malone	112.19
	H. C. Flagg	Capt. Delaney	116.16
	S. S. Howison	Capt. Swain	116.04
	Wm. Walsh	Capt. Teach	116.00
	Rechabites	Capt. Malone	115.13
	Nine boats		1,039.11
MARYLAND			
Georgetown:	J. N. Cover	Capt. Starliper	113.00
	Dr. Wiley	Capt. Moore	115.04
	Alpha	Capt. Atkinson	106.01
	F. Bowers	Capt. Bowhey	109.13
	J. E. Stanhope	Capt. Hetzer	113.00
	Johnny & Frankie	Capt. Megaha	105.12
	Cumberland	Capt. Benner	114.19
	Four Sisters	Capt. Kroon	110.10
	Eight boats		887.10
NEW CENTRAL			
Georgetown:	A. Zeigler	Capt. Dixon	111.09
	W. Young	Capt. Reeves	110.00
	Elbe	Capt. Mertens	114.10
	City of Hamburg	Capt. Coffman	107.03
	William R. Shaw	Capt. Dixon	112.11
	A. Lincoln	Capt. Mertens	103.05
	Thos. Hassett	Capt. Callahan	111.03
	Seven boats		770.01
BORDEN MINING			
Georgetown:	Little Nan	Capt. Cowden	116.14
	Dr. O M Schindel	Capt. Hassett	111.03
	J. A. Ensminger	Capt. Hassett	122.01
	Three boats		349.13
HAMPSHIRE & BALTIMORE			
Alexandria:	M. O'Conner	Capt. Ensminger	113.16
	Nuttie & Billie	Capt. Sigler	112.15
	G. W. McCardell	Capt. Artz	112.12
	Three boats		340.04
INDIVIDUAL			
Williamsport:	Mary Mertens	Capt. Faulkwell	114.12
	D. Seibert	Capt. Hamilton	112.08
	Two boats		227.00

CANAL COMMERCE.

The following are the arrivals and departures of boats at Alexandria on Thursday [11/22]:

Arrived - Boats Ed. Bayer and M. D. Corse, to American Coal Co.

Departed - Boats G. B. Oswald, Ed Bayer, M. D. Corse, V. L. Sprigg and Ida J. Kreps.

CANAL ITEMS.

The Alexandria "Gazette" of Thursday evening says: Captain Mouse, of the canal boat

Sally E. Hassett, caught the thumb of his left hand between a rope and what is known as the "dead rod," yesterday morning, at Georgetown, and had a portion of it cut off. Canal boats continue to arrive in large numbers. At the present time, there are about one hundred boats on the Georgetown level, laden with coal. A break in the canal at the Nine Mile Level, about thirty miles above Georgetown, is reported. The break is said to be large, and three or four days will be necessary for its repair.

THE BURNED STEAMER.

Hearing that the Star No. 3, owned by Messrs. Weld & Sheridan, which was burned last July by a band of masked men, had been towed to this city, one of our reporters visited the wharf of Messrs. Weld & Sheridan yesterday and made a thorough examination of the wreck. The boat is a perfect ruin from the truck to the keelson (!), and from stem to stern nothing but the bottom, which is a small item in the account, remains intact. The machinery is one mass of ruin and jumble, and in its present condition it is impossible to say what it is worth if anything more than junk. Our readers will possibly remember the published accounts of the destruction of this canal boat. It was one of a line of steamers, owned by the above named gentlemen and which started from Cumberland in July last laden with one hundred tons and eleven hundred weight of coal consigned to the Maryland Coal Company at Georgetown. She had proceeded as far upon her journey to Dam No. 6, where her further passage was obstructed by the blockade of boats belonging to the striking boatmen and other boats that had been detained by the strikers! On the night of the 19th of July past a number of masked men boarded the steamer and with threats of violence compelled the captain and crew to go ashore. As soon as they had been forced off, the boat was fired and burned to the water's edge and sunk. All efforts to ascertain and arrest the perpetrators of this outrage proved abortive.

During the recent delay in navigation owing to the slide in the canal, Mr. Sheridan determined to make an effort to raise the boat and see what could be retrieved from the wreck or cargo. Proceeding at once to Dam No. 6, he went vigorously to the accomplishing of his task, and

with the aid of fifteen or twenty hands succeeded in raising and floating the charcoal hull, after sixteen hours of hard labor running into the night. The coal was taken out in a damaged condition, with perhaps a loss in gross of about twenty percent, and taken on board the steamer Star No. 2 and conveyed to Georgetown. Returning, the Star No. 2 took the wreck in tow and brought her to this port on Thursday evening. Messrs. Weld & Sheridan intend putting her on the stocks today, in order to ascertain the value of the machinery. There is no economy in reconstructing her. Seventeen hundred amendments tacked on her would still leave her an old boat at the bottom. The owners are perfectly aware of this and would prefer building a new boat.

ES, Sat., 11/24/77, p. 4. **GEORGETOWN.**

Lock Repaired – The lock at nine-mile level has been repaired and boats are again passing.

Coal Trade – Report for week ending yesterday: Consolidation Coal Company – Receipts, 5,777 tons; shipments, 4,605 tons. Maryland Coal Company – Receipts, 3,086 tons; shipments, 3,700 tons. New Central Coal Company – Receipts, 3,700 tons; shipments, 3,500 tons. Borden Mining Company – Receipts, 2,500 tons; shipments, 2,500 tons.

Rock Creek is very much swollen this morning, being high above the banks. The river is also high, and some fears are expressed of a freshet.

Mon., 11/26/1877. p. 1.

Great Inundation.

DISTRICTS FLOODED

DESTRUCTION OF PROPERTY

A WOMAN DROWNED.

The Highest Water for Many Years - Wash in the Canal - Resumption of Trade in a Week - Scenes and Incidents.

The greatest flood that has perhaps ever visited this section and city culminated on Saturday evening about half-past five o'clock. The rain which had fallen through the entire day on

Fri., beginning at an early hour of the morning, continued without cessation through the night, and almost constantly on Sat., while west of the city the fall of water was far heavier. About daylight on Saturday the water began to show signs of the coming flood, having risen perceptibly, and displaying a strong current in Wills Creek. Its rise from that time was very rapid, and about half-past ten a.m., it began to was over the walls and into the back lots of the dwellings situated along its eastern banks, and several families prepared to move to safer quarters.

About this time an immense volume of water began to pour down the bed of the Potomac from the mountains above, and, backing up Wills Creek, caused the already swollen waters of that stream to flood Mechanic Street. On this street, the water flowed to the depth of nearly two feet, submerging cellars and entering into some of the lower rooms of some of the houses. From North Mechanic Street to Baltimore and from Baltimore south, including Liberty, Harrison, Canal and South Mechanic Streets, were vast water-ways, down which the yellow current washed with great force. . . .

The rush of water flowing southward submerged the boat-yard of Messrs. Weld & Sheridan, setting everything afloat in the shape of lumber, but doing no material damage, so far as we have been able to learn, further than that made by the deposit of mud and debris. The boat-yards of Messrs. Young, Doerner & Bender, R. & M. Coulehan and Frederick Mertens were all under water, varying in depth from two to five and a half feet, and all of them sustained more or less damage, the amount of which cannot be ascertained for several days. A quantity of lumber was carried off from Young's yard, and several tool chests belonging to workmen. A family, consisting of a woman and three children, were removed in a skiff from the canal boat "Ida & Willie" and conveyed to the Alms House. On the west side of Wills Creek, the flowing streets were partially inundated: Water, Green, Lee, Paca and Beall, the water varying in depth on these streets from twenty-two and a half inches to four and a half feet. . . .

The lock gates at the canal office were overflowed by six or seven inches of water. A terrible calamity was averted by the strenuous efforts of Messrs. Edward Mulvaney, Asahel Williams, George Hughes and others whose names we have been unable to gather. About one o'clock on Saturday afternoon a break occurred in the towpath, just below the salt house of Mr. Jacob Brengle, which was discovered in time to enable these gentlemen by dint of the greatest labor and at great personal risk to stop. Their efforts, which were unceasing from the time indicated until nightfall, saved the city from a most terrible inundation involving the loss of life and property to an extent that cannot be estimated. . . .

Perhaps as much material injury as has been sustained in this section is that to the Chesapeake and Ohio Canal. It was discovered yesterday morning that a break had occurred in the canal at Daugherty's wide water, the extent of which is estimated to be about seventy-five yards at top, and from ten to fifteen yards in width at bottom, which is down to the rock or bed of the river. Various opinions prevail as to whether the trade will be resumed this fall, while those who are familiar with the canal say that the damage can be repaired in a week or ten days. The break is the same that was recently repaired, which, if our memory serves us, only detained boats about two weeks. During the high water there were some incidents well worth noting. A family were taken from the canal boat "J. P. Smith" and sent to the almshouse. We understand that they were in very destitute circumstances. . . . Mr. Levi Rizer, who has been ill for some time, was forced to arise from bed and wade a considerable distance through the water in the vicinity of Weld & Sheridan's boat-yard. He was subsequently removed to Mr. Sommerlott's, on South Mechanic Street. The Potomac coal wharf was secured by running a number of loaded coal cars upon it, the same being distributed at intervals upon the track. The canal steamers had their fires banked ready to assist in saving the coal wharf in case of need. . .

On the line of the canal some boats are entertained for the safety of boats, crews and teams below. Between this point and Georgetown there must be between two and three hundred boats, and

they are considered by many to be in great jeopardy.

Captain Kelly, of the Borden line, came up the line of the canal from the tunnel on Saturday night and says he saw no break from the tunnel to Cumberland, save the wash at wide water already reported.

Linemen were sent out Sunday morning from Cumberland and Hagerstown to Hancock to repair the telegraph line, but up to the hour of going to press nothing has been heard from Hancock. It is thought that great damage is done to the canal at that point, from the fact that the telegraph lines are on the pike above the canal, and if they are washed away the flood must have swept the canal. . .

A citizen who witnessed the labors of those who at great risk to themselves averted a calamity which threatened our city by the leak in the towpath, near Mr. Brengle's warehouse, gives us the following list of names for public approval: Asa Willison, C. V. Hammond, Edward Mulvaney, George Hughes, --- Kinney, John Longabaugh and George Gross. There were others whose names are not given us who labored faithfully and well. [Transcriber's Note: This story had been edited to just those portions applicable to the canal.]

THE CANAL TRADE.

During the excitement of the flood on Saturday the interior arrangement of the collector's office was so changed on account of the anticipated rush of water that we were unable to get a correct list of the boats that left on the day named. We were, however, able to get a few which we give below, with an approximate tonnage:

CONSOLIDATION		
Georgetown:	Energy	110.12
	A. Z. Aikle	117.14
	A. C. Greene	108.06
HAMPSHIRE & BALTIMORE		
Alexandria:	J. A. Millholland	112.17
	Dr. R. J. Duckett	114.16
NEW CENTRAL		
Georgetown:	J. B. Turton	103.18
	J. Hammond	116.12
BLAEN AVON		
Williamsport:	Thos. Embrey	108.16

Tue., 11/27/77, p. 1.

THE GREAT FLOOD

Loss of Life and Property

Railroad and Canal Seriously Damaged

The Disasters Below - The Great Washes on Canal and Railroad - The Particulars.

The fearful swell of waters that culminated here on Saturday evening, inflicting a loss of property above us, has proven even more disastrous below. Since our issue of yesterday morning our whole energies have been bent upon an effort to secure all the information we could in relation to the inundation that was of a reliable character. . . .

The vast number of boats known to be on the line of the canal between this point and Georgetown, and their jeopardy, seemed to fill the minds of our people, to the exclusion of the destruction of other property, for the natural conclusion was that the families and crews on the boats were in imminent peril.

Our inquiries throughout the morning of yesterday were rewarded with but little that was not published in our issue of that date. The communication by rail east of us was broken by the damage to the Baltimore and Ohio Railroad, and telegraphic lines were destroyed in the same direction, hence our only means of obtaining anything respecting the flood was from parties whom we relied upon that had visited sections of the canal and railway below Cumberland.

We are indebted to Capt. George Smith for the following description of the condition of the canal from where his boat, the "George Herring," lays, at the 27-mile post, to this city. He left his boat in a good position, uninjured, and rode up to Cumberland on one of his mules. He says there was a break on the berm side at the 27-mile level, being a small wash. Half a mile further up the canal is another break of 75 feet in length to the bottom of the canal tow-path embankment, about 7 feet. Next break was between 25 and 26 mile post, about 50 feet long, and below the bottom of the canal; the bank is high there. Next break is at 24-mile post, said to be about two hundred yards long, below bottom of canal, and bank is about 25 feet

high. Next break is on Town Creek level, opposite Okonoko, about 50 feet long, and to the bottom of the canal; being at what is known as Darkey's Lock; embankment high. Here Capt. Thos. Brown's boat "John G. Swift" had two mules drowned. Mrs. Darkey also lost a horse, all her hogs, and 50 barrels of corn. Another break is reported above Town Creek Aqueduct; extent not known. Next break is below Goldsborough's Lock, head of Town Creek level; extent not known, though said to be large, opposite where South Branch debouches into the Potomac. The next on 2-mile level, at Yonkers Bend; extent not known - the bank being very high, and the break thought to be bad. The 8-mile level is all right. The 1-mile level is all right. The next break is three miles below Cumberland.

Below the tunnel, between the 31st and 32nd mile stakes, there is another heavy break on the four-mile level, the waste-weir at Steinbeck's being washed out and the lock filled with drift, and the surface being washed off.

Of the boats, there were eight or nine on the two-mile level, 40 miles from here, and there was ten feet of water on the towpath. Nothing has been heard of these boats or their occupants.

Between the 37 and 38 mile stakes were three boats, two of which being the steamer "Alpha" and the "Mohawk." Nothing has been heard of them since the freshet.

Two boats lay between the 35th and 36th mile posts, one being the "Nuttie & Billy." Nothing has been heard of them, and the water was very high at that point.

The "William R. Shaw" lay at the 35 mile stake; and five boats lay above Twigg's Lock, about a mile farther up, named "John T. Dixon," "Wm. Young," "Peter G. Uhler," "David A. Lowe" and "Jack E. Stanhope." These are all right.

Between the 33 and 34 mile stakes were two boats, the "J. E. Ensminger" and the other an American boat, in charge of Captain Swain.

At Riley's culvert lay tow boats. Since the freshet, one lies across the towpath, broken in two, and the whereabouts of the others are not known.

At the 31 mile stake lay two boats, the "Etta & Rena," with stern on the berm bank and head down in the canal, and the "City of Hamburg"

lies in the same way. The three mules belonging to the latter were drowned, the driver having left the mules and climbed a tree, where he stayed until the water fell. The driver of the "Etta & Rena" stayed by his mules until he was washed off by the drift. Two of the mules were saved - one by swimming down behind the lock house and the other by making across to the mountain.

At the 33-mile stake lived an old colored man known among boatmen as Uncle Dennis, who, with his family, were seen eating supper. Mr. Smith hallooed at him, and told him to get away as the river was raising rapidly. He did not think there was any danger, and within a half an hour the house went down the river, and it is thought that the whole family were drowned.

On the Devecmon farm, between the 34 and 35-mile stake, resided a family, and as the house washed away and nothing has been heard of them, it is believed they all were drowned.

Old "Aunt Rachel," a colored woman at the tunnel, lost everything on her place - grain, corn, etc. She saved a mule and one calf, which took to the mountain.

An old farmer at 25-mile stake lost everything on his farm in the shape of grain, not having a bushel of corn left to feed his stock.

There were three houses swept away from Station No. 12 on the railroad, this side of Sir John's Run, with some seven or eight houses at Paw Paw, cleaning the village from the tannery to the river, carrying away furniture, etc.

At Okonoko there were four or five houses washed down the river, with all their contents.

BELOW HANCOCK.

The towpath of the canal from Hancock to Harpers Ferry was very generally under water ranging from two to ten feet, and all boats between those points are supposed to be lost or in imminent peril.

All boats that left Cumberland on Thu., except three or four, are lying in safety at the Four Locks, fifteen miles below Hancock, or seventy five miles from Cumberland.

The "W. J. B. Lloyd" of the American line, Capt. Frank Kirkpatrick, (better known as Frank Taffel,) carrying Consolidation coal, was caught in Chaney's Lock, seven miles below Williamsport,

and was lost. A telegram from Capt. Kirkpatrick to his brother in this city, notifying him of the loss, states that the team was saved.

Several other boats are out in the fields just below the lock, and two boats are lying between the river and canal.

In and about this point a number of boats have been washed into the fields and upon the outer bank of the towpath between the canal and the river.

The boat "Nathan Williams," Capt. Zimmerman, loaded with coal consigned to J. P. Agnew & Co., sank at the wharf at Alexandria with three mules, which were drowned. The wife and child of Capt. Zimmerman, who were on board at the time, barely escaped with their lives. We are momentarily expecting news from below regarding other boats.

From this point, we are left in painful uncertainty as to the fate of boats, crews and teams, having been unable to learn from the closest inquiry and untiring search any connected account of the losses on the canal. The New Central Coal Company had about six hundred tons of coal washed from the wharf at Georgetown. The river at Georgetown was four feet higher than was ever known before. The damage to the Alexandria Canal is reported to be quite serious.

[Transcriber's Note: This story had been edited to just those portions applicable to the canal.]

Thu., 11/29/77, p. 1.

EFFECTS OF THE FLOOD

Damage to Telegraph

Loss of Capt. Little.

With a desire to keep our readers supplied with all the news relative to the recent disastrous flood, we devote all the space we can possibly spare to the publication of such matter as we deem reliable. . . .

Along the canal the following items were gathered: A break occurs in the canal at Hancock about fifty or sixty feet in length and about six feet in depth. Another break exists about a quarter of a

mile this side of Cherry Run on 14-mile run, 30 or 40 feet in length and 6 feet in depth.

The abutment of Dam No. 5 is slightly injured. Some seven or eight loaded boats are lying out on the berm on the 4-mile level, but our informant could not ascertain whether they were much damaged or not. Four light boats that are lying across Two Locks, Upper Locks, Little Slack Water, will have to be broken to pieces. Several boats whose names could not be remembered, are lying in a very bad condition in that vicinity. The tow-path on the 2-mile level is badly washed, but has no break. Three men, whose names are not given, are reported drowned at Cumberland Valley bridge, a few miles below Williamsport. Two dwelling houses passed the Four Locks on Sunday last in apparently good condition; nothing was known of their occupants.

The shed from Round Top Cement Mill washed off with several thousand empty barrels and a large lot of cooper stuff.

The water was three feet higher at Hancock than in 1852, according to the statements of old citizens. A skiff could easily have been propelled three to four hundred feet on the west side of Hancock covered bridge to Rhinehart's grocery.

Captain Charles Little, of the canal boat "Broderick," was washed off his boat and drowned on Sunday last, below Big Slackwater. His team, which was reported lost, was brought into Hancock Tuesday night. The Captain was a general favorite.

THE CANAL BELOW.

The latest news from Georgetown and along the lower levels of the canal give a much better showing than was stated in our issue of yesterday.

The canal boat "Lydia L. Shiles" was swept from her moorings and carried down the river. She was loaded with coal, and striking an abutment of Long Bridge she turned over and came out on the lower side of the bridge bottom upward. There were two mules aboard, and they were drowned.

There were five other boats which passed under Long Bridge in good condition, but no one was on board either of them, and they went on down the river. We could not learn their names.

The Borden Mining Company had about 200 tons of coal washed away at Georgetown. At Agnew's wharf about 300 tons were washed away. At Ray's wharf about 75 tons were lost. At Gillmor, Meredith & Co.'s wharf the loss is considerable in coal and the wharf is much damaged.

To prevent the overflow of Georgetown the berm bank was cut about 50 feet, and the wash increased it to 150 feet, and there are 65 boats imbedded in the mud.

A wash of 30 feet has been made in the log-wall level.

OTHER ITEMS.

Persons who have been over the line of canal to 37-mile post furnish us with the following items:

There are eleven breaks between 37-mile post and Cumberland.

The "Blue Bell" was lost down the river, at what point we could not ascertain.

The "Nuttie & Billy," owned by Messrs. Adams and Robb, is broken in twain. The "John T. Dixon" is badly twisted by the action of the flood.

Captains James Coffman and Thos. Brown each lost three mules.

[Transcriber's Note: This story had been edited to just those portions applicable to the canal.]

Sat., 12/1/77, p. 1.

RAVAGES OF THE FLOOD

Destruction of Boats

About Harpers Ferry

Incidents.

Mr. Ambrose Keyser, captain of the canal boat *F. M. Offutt*, gives us the following particulars concerning the injury by the flood in the vicinity of Harpers Ferry, which point he left on Wednesday night, arriving in this city about daylight Thursday morning by rail. The *Offutt*, says Mr. Keyser, struck a rock near the railroad bank at Sandy Hook which sunk her, while he was asleep in the cabin. His escape was timely as the water was rapidly filling the boat before he got off

with his team. The circumstances connected with the loss of Capt. K. are quite distressing. At the time he was awakened by the striking of his craft against the rock he was alone on his boat, subsequent developments showing him that his crew, two colored men, had broken open his trunk while he slept and stolen a new suit of clothing, with new underwear which had just been purchased with the savings and self denials of the entire summer. No better proof is wanting as to the perpetrators, for the clothing of the negro men was left on the bank where they had exchanged their old garments for the captain's new ones. Mr. Keyser says he had been up all night previous, and when he desired to be relieved by the two hands, they appeared very hard to rouse and he indulged them until fatigued out and completely exhausted for want of sleep. He turned in at length and fell asleep and was oblivious to everything until awakened by the shock of the foundered boat. Arising speedily, he found himself in the water and the boat rapidly settling. Getting on deck without delay he threw out a fall board from the boat to the railroad bank against which he had washed and rescued his team of mules, the colored men having decamped with the clothing of which they had plundered him. Mr. Keyser is a brother to Mr. Frederick Keyser, barber, doing business on North Mechanic Street, and is well known and respected in this city and on the line of the canal. He thinks the *F. M. Offutt* can be repaired at no great cost. We are further indebted to Mr. Keyser for the following items:

There is a big break at Stone Mill Lock, between the lock and waste weir. It is about thirty or forty yards long and is washed out to the bottom of the canal. The tow-path is washed entirely away from Bull Ring Lock, and the short level from Harpers Ferry to Bull Ring Lock is greatly damaged.

The tow-path bridge at Outlet Lock, Harpers Ferry, is washed away. The big towpath wall under Harpers Ferry bridge, or the principal part of it, is washed over in the canal. The surface is washed away from the lock on the tow-path side.

The company's house and collector's office, at the same point, have both had the underpinning

washed away. Both are wooden structures and are merely pivoted on a few stones of what constituted the foundation walls.

The canal boat *Robert H. Gordon*, Capt. Talbot Butts, laden with coal for New Central Company, washed up on the berm road and twisted over into the canal, where she sank. She was badly damaged. The water has since been drawn off and the cargo of coal has been purchased by Mr. McArthur, of Harpers Ferry.

Ascending from Harpers Ferry to the Guard Lock, the berm bank on the river side at that point is completely washed away nearly up to the upper waste-weir, making a washed embankment of at least one hundred yards. There are two small breaks on the four-mile level and two more on six-mile level.

The boat of Mr. Chris Kelly, with lumber destined for Georgetown, is lying on the coal wharf at Antietam. The lumber is safe, and Mr. Kelly homeward bound with his team.

The canal has received no damage from Weverton to Monocacy, a distance of about sixteen miles.

The boat *C. Slack*, empty, is at the Two Locks, above Harpers Ferry, broken in twain. The *Mohawk*, Capt. Conrad, is lying across the end of Gross' Lock at the foot of Brick House Level. The *John L. Read* ran into the *Mohawk*, and swinging across the tow-path broke in twain. A number of boats are lying in Dellinger's bottom, Big Slackwater, in a more or less damaged condition.

Mr. Keyser informs us that he was assured by Superintendent Stanhope that the work of repairing the canal would be commenced without unnecessary delay. Mr. K. reports the damage to property both from mud and water to be very great at Harpers Ferry.

ES, Sat. 12/1/77, p. 5. **GEORGETOWN**

The Canal and the Freshet – Reports from all sides go to show that the accounts hitherto given of the damage to the canal by the recent freshet have been greatly exaggerated. It is estimated by some that the entire damage done can be repaired at a cost of \$50,000. Dam No. 4 is washed away only on top. The "log wall" and this level suffered by far the most considerable damage. The loss of

canal boats was also small. The "Theodore Emery," lying at the Seneca feeder, loaded with coal, to J. P. Agnew & Co., was the only boat irreparably injured. All the coal was lost. The "Thomas Paul" is high and dry on the bank at the 8-mile level, but can be repaired at a small cost.

Mon., 12/3/77. The canal company have been making a close inspection of the damage to that waterway by the freshet. President Gorman has been moving along the line from Georgetown to Hancock, and is expected here in a day or two; the superintendents along the lower sections have examined every break, and are preparing to repair them. Superintendent Stanhope has been here and has examined his section carefully. While the breaks are serious, they are not ruinous, and the known energy of our canal officers will soon result in the pick and shovel sounding at every break. To an impoverished company, burdened with an old debt, it is surprising that the officers are not disheartened.

CHESAPEAKE AND OHIO CANAL.

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Tue., 12/4/77, p. 1.

LOSS AT WILLIAMSPORT.

From the Williamsport *Pilot* we take the following account of the recent disastrous flood:

The scene along the river and creek is one of destruction; for miles the fences have been swept away and lands covered with the fruitage of autumn but a week ago, are swept clean of every vestige, save of mud deposited by the flood.

Among our citizens the principal loss will fall upon the few. Embrey & Cushman lost 20 barrels of cement and about 50 tons of coal, with as much more coal damaged by the muddy water. Samuel F. Culbertson lost about 70,000 feet of lumber, blacksmith shop and tools. Nelson Harsh lost considerable of his household goods; his house was submerged nearly to the roof. The houses of Archibald Ensminger and William Bonshoff were considerable damaged, having been submerged to the eaves of the roof, and the kitchen of the latter swept away.

Below town the houses, household goods, stables, barn and fences of Messrs. John Snyder and Patrick Collins, were carried off by the flood. Mr. Collins is a poor hard-working man with a wife and seven children and the accumulations (save the land) of many years have been lost, and he is left on the approach of winter, without a house to shelter himself and family.

Five spans of the Cumberland Valley railroad bridge were swept from the piers and carried off by the flood, notwithstanding the company had taken the precaution to run seven heavy laden cars upon it.

The county bridge at this place was damaged considerably, the roof being torn off and the side walls injured by floating drift.

The canal has sustained no serious damage on this level, if we expect the loss of some little lumber and damage to boarding houses along the line of the canal.

The stable of Mr. John Sterling at the company boat above town was carried away.

Mr. Jackson, a short distance above town, lost his house and furniture, which were swept away by the flood.

The ferry wire at this place is down and the post on this side of the river washed out. It can be repaired with but little expense.

We are happy to be able to state that so far as is known, no lives were lost at or near this point. Rumors of numerous canal boats sunk, swept away and broken to pieces, continue to come in.

The loss to boatmen will be heavy. Mr. Snyder and Mr. Chris. Hetzer, of this place, are among the sufferers. This is particularly unfortunate, as our boatmen have had rather a hard

time of it during the season, and now when it is almost over, they have lost their boats, which in many cases represents their all.

Tue., 12/4/77, p. 4. The Washington "Union" of Monday says: "William Cowden, of Cumberland, who, with his brother, owns about sixteen boats on the canal, arrived here on Sat., having traveled from Cumberland to Harpers Ferry on the canal banks. He estimates the damage done by the late freshet to the canal between these points to be about \$75,000. F. L. Tilghman, superintendent of the Borden Company at Cumberland, who arrived on Sat., after having traveled the whole distance by canal, estimates the total damage at \$150,000.

Wed., 12/5/77, p. 2.

THE CANAL

A careful examination of the canal by President Gorman and his officers shows that while the canal is not so seriously damaged as was feared, yet it is heavy. Perhaps \$300,000 will be required to put in as good order as before the freshet. The President of the canal was at Dam No. 4 on Mon., and proposed to carry on his careful inspection of the work from there to Cumberland. We may therefore look for him here today or tomorrow.

The most expensive break was in Dam No. 4, where the center was washed out to the base for a distance of over a hundred feet, and it will take all winter to repair it. Until then the navigation of the canal cannot be resumed.

The great reduction in tolls and the suspension of trade on the canal for weeks during the past season were great drawbacks to that work. To enable our coal companies to compete with Eastern coals, and thus give employment to the miners and boatmen, the management were constrained to so reduce freights that the returns barely covered expenses - certainly not more than doing it when we consider the losses entailed by the strike. Consequently, the company are without funds and must go upon the market if they complete the repairs. This they intend to do and we believe the president of the canal can secure funds for the purpose. The breaks on the Georgetown level will be repaired today, and water

turned on from the lower dam. Work at other points is going on, and soon the breaks in this neighborhood will be crowded with workmen. Supt. Stanhope, who constructed Dam No. 4, is expected to superintend the repairs there, and will soon begin the construction of a coffer dam. So, though the damage to the canal has been terrible, under the energy of the officers it is expected that boats will leave this port loaded for Georgetown by April 1, 1878.

Mr. Delaney, a lock tender, who lives on the line of the canal in the vicinity of Sharpsburg, and who lost his house during the late flood, has sustained another loss by the conduct of some heartless thieves who robbed him of his furniture. A crime like that at such a time has a double dye.

Wed., 12/5/77, p. 4.

BODY RECOVERED.

The body of Capt. Charles Little, who was drowned off the canal boat *Dr. J. P. Broderick* while attempting to save his mules during the recent flood, was discovered by Mr. Delaney seven miles below the scene of the accident. The body was lying in a lot of drift brush, perfectly denuded of clothing, and had two wounds upon it, the cause of which are only conjecturable. The body was taken to Sharpsburg and from thence conveyed to his late residence in Hancock.

----- A DASTARD'S DEED.

Some fiend in human shape, on Sunday night last stole two mules belonging to the widow of Capt. Little, who was recently drowned in the flood on the Chesapeake and Ohio Canal. The gallows blooms for such a dog, and we hope he may be brought to repentance or punishment with a short jerk.

----- THE CANAL.

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Friday 12/7/77, p. 1.

CONDITION OF THE BOATS

All the Loaded Boats and where they Lie Their Condition The Number lost.

There has been much anxiety felt as to the safety of the boats upon the canal during the late freshet, and the public mind is still "at sea" as to their whereabouts. Through the favor of A. L. Miller, esq., of the Consolidation Coal Company, we give below a list of the whereabouts of all the loaded boats on the line of the canal from here to Georgetown at the time of the freshet - not including those at port. The whole number was 170. The following are the boats and all are in good condition, unless otherwise specified:

At Oldtown - Boats A. Sigler, Cumberland, Dr. Schindel, A. Sherman, H. Hebner, Fannie & Estella.

At Town Creek - G. Meredith (will have to be lightened up), William Walsh and Elbe.

On Tunnel Level - A. Campbell (will have to be lightened), Johnnie & Frankie, A. F. Lantz, George W. McCardell, Etta & Rena (one mile below and will have to be lightened), City of Hamburg.

Four-mile Level - Little Nan (in good condition). The following will have to be unloaded: Mary Mertens, J. A. Ensminger, D. A. Lowe, William Young, J. T. Dixon. The following are broken and will have to be unloaded: S. Houser, Samuel Henry, and J. E. Stanhope.

Three-mile Level - Nuttie & Billie, Mohawk, and T. L. Read are broken and will have to be unloaded. The Alpha will have to be lightened. The J. Hassett is in lock and may be safe. The William R. Shaw is broke and will have to be unloaded. The Dr. F. C. Doyle will have to be unloaded.

Two-mile Level - H. C. Flagg (will have to be lightened), John Leech, G. W. Knode, J. Stickney, Sallie & Jennie, Williamsport, Loretto.

Five-mile Level - Lark, J. N. Couter or Cover (washed out on towpath and broken).

Sidling Hill Level - Robin, F. Bowers, D. Seibert, and Bessie Gruber.

Dam No. 6 - B. L. Slack, Theodore Dean, M. O'Conner, L. L. Mouse, J. B. Winslow, Uno, S. H. Davis and J. M. Forbes.

Four-mile Level - A. Lincoln (broken).

Hancock - Alonzo Berry, J. H. Farrow, A. Spier, J. C. Grove, George Hughes, Borden & Lovell, B. Williamson, V. H. Weir, L. R. Fechtig, Adam Sherman and Grason & Fannie.

Millstone Point - W. Gregory, and H. Loveridge.

Cherry Run - M. A. Myers, Alex. Adams and G. H. Moore.

Four Locks - M. C. Merryman, W. Blackwell, William Smith, H. Sandford, G. Berkebile, Mat. Kersey, Dr. F. M. Davis, William Borden, Dennis Murphy, W. C. Ernest, Richard Burke, Mrs. E. J. Arrington, F. Mertens, Congress, L. W. Cowden, L. Lovell, W. L. Read, E. M.

Stanhope, W. H. Boyd, J. N. Clary, William Bell, American Boy (sitting up on White's coal yard, broken) and Maryland.

Williamsport - Carrie V., L. G. Stanhope, George Sherman, A. J. Mills, A. Gruber, and J. Snively.

Cheney's Lock - Wm. P. Wools (out on bank, broken), Shipley & Bush (broken), J. Bradburn (broken), W. J. B. Lloyd (upset in the lock), Invincible (out on the bottom, between tow-path and river).

Dellinger's Bottom - B. Ensminger (out on tow-path, broken), C. W. Adams, Okonoko, Little Nan grove, W. M. Price, Warren Delano, jr., Isaac Wilson, Thomas Lemen (lying across upper lock), T. J. Betts (lying out on Dellinger's bottom) and T. H. Fail.

Big Slack Water - Lizzie Regan (boat good, cargo will have to be transferred) and H. B. Simons (lost).

Grove's Landing - C. C. Kelly, R. S. Grant and Diligent.

Shepherdstown - A. Main, Charles Robb (sitting on the wharf at Wade's quarry, will have to be lightened), P. A. Gorman (safe), Daniel Henry and William Thompson.

Two Locks, above Harpers Ferry - Hunter G., John Wilson, J. R. Anderson, Five Brothers, J. Humbird, C. P. Manning, Dove and R. H. Gordon.

Berlin - Mountain City (will have to be unloaded), George S. Young, A. L. Miller, T. Patton, S. Annan, Mrs. C. E. Charles and F. J. Laing.

Monocacy - W. Darrow, Elmer & Kate, B. R. Somers, T. O'Connell, Mary Ann Brady, D. M. Read, Ida & Harry, C. W. Brengle and A. E. McDonald.

Nine-mile Level - Weyand Doerner (sitting out on tow-path).

Goose Creek - A. M. Grove, P. L. Lemen, B. F. Daly, Mary Mack and Mattie.

Seneca - George & James, Jimmy M. jr., W. C. Hunter, Dr. G. Porter, Clara, E. L. Flury, T. Embrey (lost cargo and all), Alex. Kratz (stern busted), Bertha M. Young and Fall River.

Seven Locks - Jacob Snyder, Regulus, Julia Tyler, Geo. P. DeWitt, M. Sinclair, W. Weber, Willie & Annie and Mollie.

Balance in Georgetown.

Fri., 12/7/77, p. 4. **CHARGED WITH BURNING A CANAL BOAT.**

John Cahill, alias "Dutch McCall," was arrested in Georgetown on Wednesday by Detective Hagan, charged with being one of the party of masked men who set fire to the canal steamer "Star No. 3" near Sir John's Run on the 19th of July last, during the boatmen's strike on the canal. Cahill was taken to Middle District Station, Baltimore, and was yesterday sent to Hagerstown for trial.

TO BE SUSPENDED.

As the canal will not be repaired and ready for shipping before April next, all the officers at this point, together with the lock-keepers, will be relieved from duty and pay stopped from the 15th instant. This will be a great saving to the company, and shows the officers of the canal company are determined to economize and bend all their energies and means to the repairing of the damages by the late freshet.

Sat., 12/8/77, p. 4. **THE CANAL**

The Washington "Star" of yesterday says: "It is expected that the Georgetown level of the canal will in a few days be ready to admit the passage of boats in finding better winter quarters than the freshet gave. Workmen are engaged at other points, but not much can be done until spring in the way of permanent repairs. The entire costs of the repairs are estimated at \$15,000. A part of the money needed will be asked of the State of Maryland. The coal sold for delivery at Georgetown is being sent to Baltimore.

FERRY BOAT CONTRACT.

The Shepherdstown "Register" says that the Maryland and Virginia Bridge Company has contracted with Mr. Fred Mertens, of Cumberland, for the building a ferry boat to ply across the river at that point (Shepherdstown) until the span of the bridge that was washed away in the late flood, is rebuilt. The bridge was destroyed during the war between the States, and rebuilt in 1871, and said to be one of the strongest in the State. Mr. Merten's ferry boat will be completed in about ten days.

ES, Sat., 12/8/77, p. 1. **Chesapeake and Ohio Canal** – The Cumberland *Times* says that the Chesapeake and Ohio canal will not be repaired and ready for shipping before April next, all the officers at Cumberland, together with the lock-keepers, will be relieved from duty and pay stopped from the 15th instant.

Tue., 12/11/77, p. 4. Numbers of the late employees of the canal are taking positions as bosses, laborers or clerks under the repair departments.

COAL TRADE

The Alexandria "Gazette" says that owing to the damage to the Chesapeake and Ohio Canal by the recent floods, there have been no receipts of coal at that port by the water line during the past week. The following shipments were made from the stock on hand during the week ending Saturday last: American Coal Company, 2,370 tons; J. P. Agnew & Co., 600 tons.

ES, Tue., 12/11/77, p. 2. **The Canal Steamer Case.** – A special to the Baltimore *American* from Hagerstown, December 10, says: The case of the State vs. Nelson S. Long, George E. Little, Lafayette Eichelberger and John Cahill, indicted for the burning of the steamer Star No. 3, on the Chesapeake and Ohio Canal, during the strike on that work, in July last, was called for trial this morning. Over 100 witnesses were summoned and in attendance, and the case progressed so far as the qualifying of one juror and the challenging of three others, when Mr. Stake, State's Attorney for this county, announced to the court his intention of entering a *nol. pros.*, as from a private examination of the witnesses for the state there was no possibility of sustaining the indictment.

Wed., 12/12/77, p. 4. The progress is slow in repairs on the Georgetown level, and one of the breaks is still a foot below the bed of the canal, while the other is only a little above the former. There are often difficulties to overcome that are unseen at first in the repairs of breaks, and much work is often necessary where unexpected. Such is the case in the Georgetown level. It is expected,

however, that the millers will be supplied with water this week.

Thu., 12/13/77.

MENDING BREAKS.

Information has been received through a reliable source as to the extent of damage to dam No. 4 by the recent flood. The contractor, Mr. Stanhope, states that about 150 feet of the dam has been washed away, while a portion of it extends to the bottom, and will necessitate the preparation of heavy stone for the masonry. A large force are now at work getting out the requisite amount of timber for "cribs," and will in all probability complete the work by the first of January next.

The canal from Cumberland to Williamsport will be fully repaired in ten days, barring the inclemency's of the weather.

Repairs on that portion of the canal from Williamsport to Georgetown are being pushed forward rapidly, and the president of the canal company has assured the different coal companies that he will have navigation opened throughout the entire length of the canal by the first of March next, without any doubt. - *Wash. Republican*.

REPAIRS ON THE CANAL.

A gentleman of this city who visited the break on this level says that Mr. A. Willison has a large force of men and some eighteen or twenty carts busily engaged in the repair of damage to that part of the canal. He says that the character of the work performed by Mr. Willison's force is of the most substantial kind. He has the most sanguine hope for the work if it is as well done and as energetically pushed in other localities,

Fri., 12/14/77, p. 1.

CANAL EMPLOYEES DISCHARGED

The Washington *Republican* of yesterday says: Yesterday morning Collector Blunt, of the Chesapeake and Ohio Canal Company at this end, received a notice from President Gorman relieving him and all employed under him from duty during the winter and until the spring trade opens. It has always been customary to suspend the minor employees during the winter season, but the collector and his assistant have heretofore been retained throughout the year. The company, in

consequence of the great expense of repairing the breaks in the canal caused by the recent freshet, finds it necessary to reduce expenses to the lowest possible figure.

P. 4. AT GEORGETOWN.

The Washington *Republican* of yesterday morning says: "Judge Sherman, of the Borden Mining Company, accompanied by Mr. J. H. Lee, visited the breaks along the line of the canal as far as Chain Bridge, and reported the break near the bridge as being almost entirely repaired and the one nearest Georgetown so far advanced as to render it almost certain that the water will be turned on Friday evening. If this be the case some of the mills will start up Saturday morning, while other will not resume operations until Monday morning.

Mon., 12/17/77, p. 4. The Alexandria "Gazette" says the canal boat which was sunk at J. P. Agnew & Co.'s wharf, during the recent flood was pumped out and raised at low tide this morning. The cargo was covered with mud to the depth of about fifteen inches, but after this was removed, the coal underneath was found to be in good condition.

ES, Mon. 12/17/77, p. 4. **GEORGETOWN Canal** – Capt. Sherman, Jos. Sprancey and President A. P. Gorman went up the canal to the break this morning, to investigate the condition of the newly-repaired tow path, which is said to be not strong enough to bear the pressure of a full head of water.

Grain Arrivals – Arrivals – Schooner Kitty Ann, with 1,800 bushels wheat, to Hartley & Bro.

Tue., 12/18/77, p. 4.

GEORGETOWN LEVEL

The Georgetown mills are now supplied with four feet of water, sufficient to run their mills. The Washington *Republican* of yesterday says: "By Thursday next the company proposes to put on a full head of water, and until the latter is done it will be impossible for the canal boats now lying several inches in the mud to be relieved of their cargoes. The full head of water would be turned on at once but for the fear on the part of the

company that the sudden influx of water would prove disastrous to the fresh earth used in repairing the break.

Wed., 12/19/77, p. 4. The *Star* of yesterday says: Messrs. Smith and Sothron, of the canal company, have received orders to go along the line from here to Cumberland "foot back," to give a thorough inspection of the canal. The time for this expedition is not limited. They will start this afternoon.

Fri. 12/21/77, p. 5.¹⁰ **GEORGETOWN PARAGRAPHS** – The canal boat E. V. White was condemned a few days since as being unfit to carry freight and was sold to a junk dealer named Dreyfuss for \$15, that being the assessed value of the hog iron used in her construction. Mr. Dreyfuss placed the boat in charge of a number of colored laborers yesterday, who were tearing the vessel to pieces for the fire-wood they could get out of her.

Fri. 12/21/77, p. 4.¹¹ **Repairs to the Aqueduct.** The Alexandria canal, aqueduct and bridge are to be thoroughly repaired during the winter. Sixty-five thousand feet of lumber have been contracted for, and are daily expected from Savannah. The flooring of the bridge will be re-laid entirely with oak, and the trunk of the aqueduct replanked inside, besides strengthening the bridge wherever it may be needed. A force of twenty-five men will be employed, and it will take three months to finish the repairs.

Mon., 12/24/77, p. 4.

LOOKING AFTER THE BOATS

During the week past Capt. J. B. Winslow, agent of the Hampshire & Baltimore Coal Company, went over the line of the Chesapeake and Ohio Canal and visited all the boats of his company. The Captain's object was to make arrangements for the wintering of the boats.

Tue., 12/25/77, p. 4. The canal company has 600 men employed in repairing the canal.

A small boy, named Smith, fell overboard from a canal steamer in the Alexandria harbor Saturday morning, but was saved from drowning by Mr. Lewis Perry, who went out to him in a boat.

Fri., 12/28/77, p. 4.

CUMBERLANDERS IN A RIOT

The Washington "Post" of yesterday has a dispatch dated Harpers Ferry, Dec. 26, which says: "Yesterday about noon a party of canal boatmen from the Maryland side of the Potomac, opposite this place, where their boats have been for sometime tied up, after filling themselves with poor whiskey crossed the river and commenced an indiscriminate assault on the town. They were driven out, but returned with reinforcements, numbering in all about fifteen roughs, headed by several of the leaders in the late canal strike. On their return, they were met by the town authorities and citizens, who succeeded after a desperate struggle in which Tom Sammon and Handsome Harry, noted Cumberland roughs, and Taylor Reed, were arrested. The affair lasted for about two hours. Sammon and Harry were both wounded the former severely, and will probably die. Great excitement prevailed during the evening, but the determined stand taken by the citizens prevented any other attempts by the boatmen or their friends.

Sat., 12/29/77. - The break upon Log-wall Level was completed on Saturday last, under the direction of Superintendent John T. Fletchall. Competent judges declare that the work has been well done. Much credit is due Mr. R. E. Rickets, boss of the division, for the able management of the force employed on the work.

Mon., 12/31/77. **THE CANAL.**

A business gentleman of this city has just returned from below, where he met Mr. Gorman and the canal officers at Harper's Ferry, who had just arrived there from a personal inspection of the canal from Georgetown to Harper's Ferry, driving all the way on the towpath. They found the work

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

¹¹ *Alexandria Gazette*, Alexandria, Va.

of repair to have been well done, and the canal may be said to be almost in navigable order from Point of Rocks to Georgetown.

New stone of immense size, dressed at Woodstock and transported to Sandy Hook on the railroad, will be conveyed thence to the several locks along the line where they will be required. A large amount of lumber has also been shipped to Sandy Hook, where preparations are making for replacing canal bridges and rebuilding of scows, destroyed by the flood.

The officers were well pleased with the progress of work, and assert that [the] canal will be in good condition for the shipment of coal at the usual time of opening in the spring.

The work on the Cumberland division is progressing rapidly, and the water is on the levels from here to Oldtown. The repair hands are as far down as a mile below Oldtown, and but little additional work will be required between Cumberland and that point.

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down as a mile below Oldtown, and but little additional work will be required between Cumberland and that point.

PROVED FATAL.

Thomas Sammon, who was shot and injured by a blow from a stone at Harpers Ferry on Christmas, was brought to this city on the 12:25 train yesterday a.m., and taken to the residence of his father on South Mechanic Street. He was in an unconscious condition upon his arrival and was found in that state by Dr. W. W. Wiley, who was summoned to his relief. He remained unconscious up to the hour of his death, which occurred about 2:40 p.m. yesterday. It was the opinion of the physician early in the morning that death would ensue from his injuries, as erysipelas had supervened, and though affecting either wound would most probably prove fatal. Sammon was in the prime and vigor of his life previous to the affair that has terminated his existence. He was probably thirty-two or three years of age and of heavy build indicating considerable physical strength.

INQUEST DECLINED.

Justice Boucher yesterday declined holding an inquest upon the body of Thomas Sammon, deceased, upon the ground of a want of jurisdiction. The Justice says that the injuries, both from the pistol shot in the arm and the skull wound from a stone were both inflicted in another city and State, and he thought that his only duty was to notify the proper authorities at Harpers Ferry of the circumstances of the death, and let them take the necessary steps in the matter.