COMPILED OF
CANAL TRADE ARTICLES FROM

THE DAILY TIMES
a Cumberland, Md. newspaper,
and

THE HEARLD AND TORCH LIGHT
a Hagerstown, Md. newspaper,
and

THE BALTIMORE SUN
a Baltimore, Md. newspaper
and

THE CRITIC
THE EVENING STAR
two Washington, D. C. newspapers
and

ALEXANDRIA GAZETTE
an Alexandria, Va. newspaper

1881

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SEPTEMBER 2018
A. PREFACE

This compilation of newspaper articles about the C. & O. Canal is one of a series. The newspapers were found on-line, except the *Daily Times* which was found on micro-film at Frostburg State University Library, Frostburg, MD. The report does offer a glimpse of life on the Canal in the time period 1881.

Articles from the *Daily Times* are preceded by DT, those from the *Herald and Torch Light* are preceded by H&TL, those from *The Baltimore Sun* are preceded by Sun, those from *The Critic* are preceded by TC, those from *The Evening Star* are preceded by ES and those from the *Alexandria Gazette* are preceded by AG.

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

Readers will also note the occasional article reflecting Maryland politics, receivership and the canal; those not interested should just skip over the articles.

Readers not interested in the assassination of President James A. Garfield should just skip over the articles.

This is an edited report. After the transcription was complete, an EXCEL spread sheet of the canal trade entries was made to establish consistency in spellings of the canal boat names and boat captain’s names. Not all discrepancies were resolved. Readers looking for their ancestor’s boat should try alternate spellings.

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

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Transcribed September 2018
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Canal Trade 1881

ES, Mon. 1/3/81, p. 1. Cumberland Civilian says: Mr. J. T. Edwards, clerk in this city of the Chesapeake and Ohio Canal Company, has just finished making out his yearly reports and has forwarded them to the canal office. The total amount of shipments of coal by canal during the year ended December 31 was, as previously stated, 615,423.01 tons, which was carried in 5,464 boats. The total amount of revenues accruing at this port on freights and rents during the year was $342,721.52, which was about $120,000 more than the receipts of last year.

DT, Tue. 1/4/81, p. 2. NO RECEIVER TO BE APPOINTED – The parquets were very much disheartened yesterday when the news reached here that the United States Circuit Court had decided against the appointment of a receiver for the canal. Their mouths had watered for months over the prospective offices they were to fill, even though the canal should cease to be a waterway for commerce in a year or two. They knew that such must be the result in the event of a receiver being appointed; for it is very seldom a receiver does better that the original directors in any work, and in the event of a disaster, to which the canal is liable from freshets, we would be without our cheap channel to market, and as a consequence our coal would be almost shut out of market by increased freights by rail.

The efforts on the part of these parquets to obtain office was a most ignoble one. They threatened our coal interests; they threatened the business prosperity of Cumberland; they attempted to destroy our industry by which thousands of miners obtain their living; they defamed the character of Senator Gorman, who in replication brought before the court numbers of the richest, most honorable and most capable business men in the State to testify as to his character and ability, and probably no man in the United States ever received before a court such high encomiums from disinterested and interested parties. They did all this, and yet they failed.

These parquets have hounded President Gorman year after year; they have charged him with thievery, knavery and dishonesty; they have given the cue to Republican papers to attack him, but we are pleased to say that but few have been filthy enough to follow them. Take the whole caboodle of the parquets, from Bradley Johnson down, and there is not one who can show as bright an escutcheon as Hon. A. P. Gorman, and if they were to turn the world upside down they could not find a single man to give one of them the “character” that has been given Senator Gorman by such men as President Lloyd, of the American Coal Company, and a dozen other men equally good.

These parquets are like the New Zealand parrot or “Kea,” which selects its innocent victim, pounces upon its shoulders and sits there and tears away the flesh and gormandizes until it drops off from sheer exhaustion, the result of gluttony. They are lovers of sheep, and the shepherds have to keep a close watch upon them. So, these fellows have been watched so closely that they are starving for office. They selected the best dishes but they must now be content with carrion.

After first rejoicing that the interests of Cumberland and Allegany county have escaped destruction from these Kaus, we must next congratulate the canal management upon the vindication they have received at the hands of the United States Circuit Court. In these modern days when national courts are often used to seal a political verdict or manipulate law to advance the machinations of political leaders, it is a dangerous ordeal for honest
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men to pass through. With a chance to gain control of big institutions which might be wielded with great power to political advantage, we have no doubt the Republican leaders would have attempted to bring weighty arguments in favor of a receiver, but for the fact that the character of the president of the canal and the management were unimpeachable, and prominent men of both parties testified to the excellent conduct of the thoroughfare.

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One of the parquets said yesterday after hearing that the court refused to appoint a receiver, that he was not going to vote the Democratic ticket again. The joke came in there. He has not voted the ticket for five years.

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SENATOR GORMAN could not afford to resign the office of President of the Chesapeake and Ohio Canal Company while the suit was pending; but now that he has been so gloriously exonerated, he can retire with honor should he so select, but which the friends of the canal and his own friends would regret. Should he desire to retire, however, his place could not be filled by a better officer than Stephen Gambrill, esq.


This is an application for the appointment of a receiver to take possession of and operate the Chesapeake and Ohio canal. The complainant, an alien, is the holder of $150,000 of the preferred construction bonds issued by the canal company under the Maryland act of 1844, chapter 281. By this act the State of Maryland, which held five million dollars of the stock of the corporation, about five-eighths of the whole capital, and which had also loaned to the corporation about $5,000,000 on a first mortgage of all its property, including tolls and revenue, agreed to waive and post; one its first lien in favor of the bonds to be issued under the above mentioned act and authorizes the corporation to execute a first mortgage of its tolls and revenues to secure them. Accordingly, the corporation did execute such a mortgage, dated June 5, 1848, and issued about $1,700,000 of bonds thus secured. The mortgage conveyed to certain trustees the revenues and tolls of the canal to secure, after paying the repairs of the canal and the salaries of the officers, the payment of interest on the bonds as issued and a sinking fund for their ultimate redemption. By the terms of the mortgage, in case of failure of the conditions to fulfil its obligations to the holders of these bonds and subject to the conditions hereafter mentioned, the trustees were given the power and authority to collect the tolls and revenues of the canal, and after applying sufficient to put and keep the canal in good condition and repair, and to provide the requisite supply of water and to pay the salaries of the officers and agents of the corporation and its current expenses, they were to apply the remainder in satisfaction of the bonds and interest. It was further provided that the corporation should retain possession of the canal so long as it should comply with the agreements of the mortgage, and if it should fail to comply with these agreements from any cause, except a deficiency of revenue arising from a failure of business, without fault on its part – the defense to be made to appear by the trustees – then the trustees might demand and should receive possession, and should appropriate the tolls and revenue in the manner aforesaid.

The bill alleges and the proof shows that the last payment of interest on
complainant’s bonds, and on all bonds issued under this mortgage, was made in the month of December, 1876, when the coupon which had fallen due July 1, 1864, was paid, and no payment has since been made. This default, however, by the express terms of the mortgage, gives the complainant no ground to ask to have possession of the canal, either through the trustees or by the appointment of a receiver, unless he has made it appear that the default in the payment of interest has been caused by some misappropriation or mismanagement on the part of the corporation, and not by a failure of business without its fault, or else has shown to the court such corporate misconduct injurious to the bondholders as demonstrates the necessity of taking the property out of the hands of the corporation for the projection of their rights.

The complainant alleges, and has endeavored to show by testimony, that he is entitle to relief on both of these grounds. The first of the causes charged in the bill for the deficiency of revenue is that the present management under President Gorman, who was elected in 1872, has been so entirely political that the canal has been and now is used primarily and mainly in the interest of partisan political objects, without regard to the rights of its creditors, and that the president and those with him that control the management of the canal have during the last three years, under pretense of employing persons to perform service for the company, kept their political agents in the pay when not performing any service for the canal, and have employed large numbers of unnecessary and useless employees for the purpose of promoting their own political schemes. Undoubtedly the fact that the State of Maryland is the owner of a majority of the capital stock, and does through her board of public works appoint the president and directors, has always connected the management of the canal with the political charges in the State government. This has always been a subject of regret to those interested in the financial success of the work, and to the consequent lack of a fixed and stable policy in its management has been attributed the disappointment of the expectations of its projectors. The evil arising from the control of the State over the management of the canal have been the frequent theme of comment in the reports of its officers, and the ground of application to the legislature for relief. But this is not an evil which the courts can remedy. It existed at the time when complaint purchased his bonds, and has always been an element in the estimate of their value.

If, however, the complainant had produced proof to establish the abuses alleged in his bill to have grown out of this political connection, and had shown, as alleged, that the revenues of the corporation were being squandered in paying persons kept in its services for political reasons and not really necessary for its business, we should have no doubt of the duty of the court to interpose to prevent so gross an abuse of a trust. For, the corporation being insolvent to the extent that for years at a time its revenues have barley met its working expenses, it is manifest that the property is held by the corporation as trustees for its creditors, and by utmost good faith, economy and prudence are to be exercised in its management; so that if the allegations of paying useless employees had been proved, such an abuse of this trust would have been made apparent as would have required the intervention of the court as the only protection left to the bondholders against a faithless trustee of the property which is the only security. But we do not find this allegation established by the proof. The complainant has urged upon the attention of the court the falling off in the net income of the canal and the increase of expenditures in proportion to the receipts
since 1875, and charges that there are evidence of extravagance and mismanagement. The fact that the net income of the canal, which in the years 1871, ’72, ’73, ’74 and ’75 had been over $200,000 in each of those years, fell in 1876 to $67,144, and that in 1877, ’78 and ’79 the canal earned no net income at all, is a matter which, as trustee, the corporation was bound to explain and account for. The explanation given in its answer, and supported, as we think, by the proof, is that in those years the canal so suffered from hostile competition, compelling great reductions in tolls from the general depression of the business of the country, from the great flood in 1877, and from interruptions caused by strikes of the boatmen, that it was not possible to make the canal yield the revenue of the preceding years. Obliged, as it was, to contend with these obstacles to profitable business, some of which it is a matter of general notoriety did interfere with the prosperity of all great works of the country, the complainant has failed to satisfy us that any better results were possible, or that the deficiency of revenue is necessary to be attributed to the extravagance or mismanagement of the officers of the corporation.

Nor would it seem to so appear to the trustees of the mortgage to secure these bonds, nor the great majority of the bondholders themselves; for, although the bill has been a year on the files of the court, only one bondholder besides the complainant, and he holding but a small amount of bonds, has united in the suit. It is but a very small minority of bondholders who are asking for the relief prayed for in the bill and it does not appear that any others believe that the remedy now sought would be beneficial to their interests; and the trustees of the mortgage, who are in no way connected with or committed to the present management, and who are as individual owners of considerable amounts of the bonds, are here in court strenuously opposing the present application. This attitude of these trustees, having a large pecuniary interest, having also an important duty and obligation as trustees, and who are familiar with the affairs of the canal, and this apparent indifference to this application on the part of a great majority of the bondholders, is, we think, to be considered by the court in determining whether, under all the facts of the case, results more beneficial to the bondholders might reasonably be expected from the management of a receiver. It is also to be considered that if a receiver were appointed it would not be for any merely temporary purpose to keep the canal going pending litigation and looking to a sale or other termination of his duties, but it would be to operate the canal until from the net increase these bonds with fifteen years of accumulated interest should be paid off. For some forty years of its existence the canal earned nothing beyond its current expenses, and it was not until after 1868 that it made any payment of interest on these bonds. Many of the difficulties and disasters which in former years have stood in the way of the pecuniary success of the canal may at any time again occur, so that it is manifest that the court by its receiver, if it took possession of the canal, might have to manage this artificial waterway, in need of constant repairs, subject to freshets, strikes and the difficulties of competition, through a period of time which this century might not see the end of.

To lead the court to pass such a decree the case should be free of every question as to the mismanagement of the corporation and as to the absolute right of the complainant to have such relief, and there should be no doubt that the appointment of a receiver would be an effectual relief.
The complainant has shown and has pressed upon the attention of the court several considerable expenditures of the tolls and income which, it is alleged, are in violation of the terms of the mortgage, and are willful misappropriations of money which should have been applied to the payment of interest on the bonds.

These are the expenditures for (1) the outlet locks above Georgetown, (2) the leasing and purchasing of wharves at Cumberland, (3) the telephone, (4) and the payments to directors and their hotel bills.

With regard to the outlet locks above Georgetown and the wharf property at Cumberland the respondent corporation has produced a great deal of testimony to show the acquisition of these great terminal conveniences was absolutely necessary to enable the canal to maintain itself against competition which threatened its existence, and that the possession of them has put the canal in a position of independence from adverse control and of ability to economically manage its business and earn revenue such as it has not heretofore enjoyed, and from which the bondholders will reap immediate benefit. Without now considering these questions in all their bearings it is sufficient for the purposes of this motion to consider the standing of the complainant with regard to these expenditures. These acquisitions have not been undertaken secretly. They have been considered and discussed in the published reports made by the president and directors to the stockholders for some ten years past, and committees have been appointed who have reported on them. It may be fairly said that the complainant, through his representatives and agents at stockholders’ meetings and otherwise, has had full notice of the intention of the corporation to acquire these terminal facilities and of the reasons for so doing. He never raised his voice in protest before these acquisitions were consummated, and it does not seem to us that he can now be heard to say with any force that they were such a wrong upon his rights under the mortgage, and evince such a reckless disregard of them that the court should in consequence oust the corporation from possession and management.

The construction of the telephone along the line of the canal, the cost of which it is charged was an unlawful diversion of revenue, which should have been paid to the bondholders, was, it appears to us from the testimony, a reasonable expenditure for a very great convenience, tending directly to preserve the exitance of the canal by affording means of giving immediate notice of breaks and leaks which, if not quickly repaired, result in great damage and interruption of business.

The proof fully explains the dangerous delays and difficulties attending the former practice of sending notice of leaks by messengers to the nearest superintendent and the saving which is accomplished by the speedier method; and the proof also shows that with the use of the telephone a less number of superintendents is required, which results in a considerable saving of annual expense.

We come now to consider a misappropriation of income which the proof does fully sustain, and that is the payment from the earnings of the canal of extravagant hotel bills incurred by the president and directors, and charges by them to the corporation without warrant or authority. These bills, so far as ascertained and proved, amount for the four years from 1874 to 1878 to over $12,000. The items show that the charges are for the personal expenses and extravagant entertainment of these officers, and indicate certainly a disposition on their part to use their official position for their personal gratification, in disregard of the creditors they were appointed to protect; conduct in the managers of an insolvent
corporation well calculated to excite suspicion and distrust with regard to the fidelity of their general management of its concerns. The excuse offered that it had been for years the custom of the directors to extend such “hospitalities” at the expense of the canal is, of course, no defense of so unwarrantable an expenditure of creditors’ money, and is some proof of the averment made by the complainant that years of abuse have sanctioned methods of conducting the affairs of the canal which waste its revenue and deprive them of money which should be paid to them. But while it is true that these proved bills to tend to excite distrust, they do not actually prove anything but themselves, and are not in themselves sufficient to justify the costly machinery of a receivership.

The complainant further charges that the conduct of the president and directors in obtaining the passage by the Legislature of Maryland of the act of 1878, authorizing the corporation to issue $500,000 of repair bonds, was without actual necessity, and as it endangered the security of the complainant was a serious breach of trust committed by the corporation. The passage of this act was procured by representing to the Legislature the dismantled condition of the canal, caused by the extraordinary flood of 1877 and the impossibility of raising money on the repair bonds authorized by the act of 1844. Attorney who were the representatives and agents of the complainant acting in his behalf before the same Legislature, and in respect to the bonds he now sues upon, were also at that time attorneys of the corporation employed to assist in procuring the passage of the act of 1878. That any deceit was practiced upon them by officers of the corporation as to the real condition of the canal or its finances we have no reason to believe; and if with knowledge of all they now know the agents of the complainant were satisfied themselves and endeavored to convince others that the act of 1878 and the issuing of the bonds authorized by it was a wise, necessary and beneficial measure, surely the complainant’s present claim to be protected from the corporation because of its acceptance of that act is not argument which adds any strength to his case. Without a more particular statement of the reasons which have brought us to the conclusion it suffices to say that, after a full consideration of the able presentation of the whole case, we find most of the material averments of the bill unsupported by the testimony, and those which are proved are not, in our judgment, such as to justify the exercise of that judicial power which would put into the hands of an officer of the court for an indefinite time the management of a quasi-public work, attended with unusual risks and uncertainties.

We do, however, find that the complainant and those who hold bonds similar to his are in a position of great difficulty.

They have a first lien on the revenues of a canal which, it would appear, in years of reasonable business prosperity, when it has a fair share of business and meets with an extraordinary interruption from freshets or strikes, can earn sufficient revenue to pay them the interest on their bonds. This margin of surplus revenue over the working expenses, on which the ability to make those payments of interest depends, is so small that it is easily absorbed unless there is exercised the most careful management and economy.

In this management these bondholders have no voice whatever. The State, as the owner of a majority of the utterly valueless stock, appoints the managers, and unless the bondholders can sustain the burden of proof of showing that they are not paid because of
mismanagement, they have no remedy under their mortgage.

It seems to us that under these circumstances the bondholders should be afforded some convenient method of scrutinizing these expenditures, which so vitally affect them, and them alone, and we think that, without appointing a receiver, it would be within the power of this court to retain the bill for the purpose of having the corporation at stated intervals render an account of its receipts and disbursements for the information and protection of the bondholders.

The motion for a receiver is denied.

DT, Thu.1/6/81, p. 2.

THE CANAL RECEIVERSHIP – Now that the court has decided against the appointment of a receiver for the canal, and thus exonerated the canal board, the opposition reply that it is but a half exoneration, because the court holds a whip over the management by retaining the bill in its possession, and assert that the court itself thus “suspicions” the directors. This is not so. The canal management itself first proposed that the court should have supervision over the accounts of the canal, because it would save the company excessive costs in litigation. The court expenses alone have been $18,000, and the lawyer’s fees will amount to the same – in all $36,000 for the canal management to pay, simply because some personal enemies through spite desired to oust them from office. These parquets discovered after ransacking the whole State, that in seven years the president and board of directors had spent $12,000, where it should only have been $4,000 or $5,000; while they have in less than a year burdened the canal company with unnecessary legal expenses to the extent of $36,000.

To avoid this heavy expense the company, at the opening of the suit, offered to submit all its past and future actions to the supervision of the court, in order to hush the spiteful parquet cry of “ring!” “ring!” and to save the money of the stockholders. But it wasn’t money these ingrates wanted. They want to oust the management, because they shone in comparison with the parquets like stars of the first magnitude among the millions of specks in the firmament. Now that they have lost the case, they come and say they have just what they wanted – to have the court supervise the conduct of the canal. As the management also asked this, we suppose they are both satisfied, and each will ask the court to retain the bill. As the court has only been able to discover that the directors have spent $12,000 in seven years for food and drink, or $1,714 per annum, instead of wine and cake, they must hereafter take brown bread and beer, unless the court shall permit cheap wine and white bread. But of one thing they rest easy – the court holding authority will forever shut the mouths of the parquets and the management will be given a rest. As for us we would think it a joy to feed on bread and water with these envious vampires far away, then to live in king’s palaces with their feted breaths poisoning the atmosphere round and about us. The darkest hour is just before the dawn and sunlight follows; so, these impecunious parquets hovered around and tried to tarnish the fair fame of honorable men, but the sunlight soon broke forth and their escutcheons only reflected the more brightly the characters of the persecuted President and directors of the Chesapeake and Ohio Canal Company.

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Canal-Suit Costs, &c.

Counsel for the complainant Stewart in the canal case on Tuesday gave notice to counsel for the canal that they will submit an order to the court Friday for taxing costs of court to the canal company. The question of costs will therefore be brought before the court in that way. The court said in its
decision Monday that it “was within the power of the court to retain the bill for the purpose of having the corporation, at stated intervals, render an account of its receipts and disbursements for the information and protection of the bondholders.” Under this authority counsel for the bondholders will ask the court to pass an order to that effect, to which, it is understood, the canal company will have no objection. An annual report has always been made to the stockholders.

H&TL, Wed. 1/12/81, p.2. **Decision in the Canal Case.** – The decision reached by the United States Circuit Court in the canal case, was not unlooked for. It was the general opinion of the bar and the public at the close of the lengthy arguments on the prayer of the complainant asking for a receiver, that a case had not been made out. However well satisfied people may be that the canal is used as a political machine, yet the testimony failed to establish such gross mismanagement and flagrant abuse of trust as would justify a receiver, especially as no subsequent sale was contemplated. The opinion of the court, delivered by Judge Bond, is clear and satisfactory in its conclusions. The complainant is not entitled to a receiver unless he shows the default in the payment of interest is due to mismanagement. The explanation of the failure of the canal to earn any net income from 1871 to 1879 inclusive, given in the answer of the defendant, and sustained, says the court, by the proof, is, “that in those years the canal so suffered from hostile competition, compelling great reductions in tolls, from the general depression of the business of the country, from the great flood in 1877 and from interruptions caused by strikes of the boatmen, that it was not possible to make the canal yield the revenue of the preceding years.”

The court did not consider the expenditures for locks, wharves and telephone to be willful misappropriations. In regard to the extravagant hotel bills the court says:

“These bills, so far as ascertained and proved, amount for the six years from 1874 to 1878 to over $12,000. The items show that the charges are for personal expenses and extravagant entertainments of these officers, and indicate certainly a disposition on their part to use their official position for their personal gratification, in disregard of the creditors they were appointed to protect – conduct in the managers of an insolvent corporation well calculated to excite suspicion and distrust with regard to the fidelity of their general management of its concerns. The excuse offered – that it had for years been the custom of the directors to extend such “hospitalities” at the expense of the canal – is, of course, no defense of so unwarrantable an expenditure of creditors’ money, and is some proof of the averment made by the complainant that years of abuse have sanctioned methods of conducting the affairs of the canal which wastes its revenue and deprive them of money which should be paid to them. But while it is true that these proven bills do trend to excite distrust, they do not actually prove anything but themselves, and are not in themselves sufficient to justify the costly machinery of a receivership.

The fact that the complainants represented only a small amount of the bonds was also a strong point in favor of the defendants. But in view of the fact that the bondholders have no voice in the management of the company, the Court decided, without appointing a receiver, to retain the bill for the purpose of having the corporation, at stated intervals, render an account of its receipts and disbursements for
the information and protection of the bondholders.

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Ibid, p. 3. The additional lock which was to be built at Williamsport, on the line of the Chesapeake and Ohio Canal, this winter, will not be constructed. The cold weather closed the canal before the necessary material could be procured. The past year was a very prosperous one for the canal compared with the years since 1876. The revenue exceeded that of last year by about $125,000, while the amount of coal shipped is nearly 100,000 tons more. The earnings of the Basin wharf for the year were $15,356. The average tonnage of each boat carrying coal during the year was 112 12 tons [112 tons 12 cwt.].

Sun, Sat. 1/15/81, p. 4. Chesapeake and Ohio Canal – It is understood that counsel for Daniel K. Stewart, in the Chesapeake and Ohio Canal case, will next week make a further investigation of the books of the company, as they are entitled to do in the interest of any bondholder. What the ultimate object of this renewed investigation may be is not known. It was asserted that one of the measures which the canal board had intended to consider in their meeting Thursday at Barnum’s Hotel was to have been the issue and sale of more of the repair bonds of 1878, but the president of the canal company, on inquiry of him as to the existence of such an intention, said it was the first he had heard of it. For the repairs by the great freshet of 1877 about $80,000 of the half million bonds authorized by act of 1878 were hypothecated. The company is in debt $115,000 for these repairs, and it is stated that either more bonds would be hypothecated or that the debt would be paid out of the revenues of the canal. As the issue of repair bonds of 1878 is limited to half a million dollars, it seems to be the better policy not to exhaust but to husband this source of raising funds for future emergencies like the freshet of 1877, to which a work like the canal is liable at any time, and this seems to be the policy of the managers. The old repair-bonds were regarded in the light of bottomry bonds simply, of which the latest took priority of preceding issues. On such bonds in 1878 no money could be raised. An intimation was given by counsel for Stewart that the court would be applied to is any issue of repair bonds of 1878 was made. In view of the opinion filed by Judges Bond and Morris in the receivership case, in which this act of 1878 and the issue of bonds under it were unsuccessfully assailed, it is not easy to see how anything could be accomplished in this way. But if, in order to avoid any difficulty and to satisfy all sides, it is determined not to make an issue of bonds, the repairs and indebtedness for repairs will have to be paid out of the revenues of the canal, which will of course be to the disadvantage of the old repair bondholders, so far as it will have the effect of keeping them longer out of the possible payment of past due coupons.

An additional if not perhaps a principal motive for the investigation above spoke of, of the canal company’s accounts at the present juncture, it is suggested, may be found in the fact that the costs of the case recently tried in the United States Circuit Court, and which have just been taxed, are made payable by the court’s order out of the first money payable to the bondholders out of the net revenues of the canal. Just what is the state of those revenues, therefore, and what moneys may be available for the payment of costs is not an unnatural subject of interest to the complainant and his counsel, and this, it is intimated, may be the real purpose of the proposed overhauling of accounts at Annapolis.
**Inspection of Canal Books**—Gen. Bradley T. Johnson, on the part of the associate counsel for the complainant in the Chesapeake and Ohio Canal suit, in which a receiver was refused by the court, went to Annapolis yesterday to examine the books of the canal company at the office there. One of the objects of the search of the books at this time is to discover what canal revenues are applicable to the payment of the costs of the suit, about eight thousand dollars, which the court had declared the canal company liable for before the bondholders can be paid. The right to examine the books is also given by the court’s order, besides quarterly accounts being required to be made by the company to the court.

**Chesapeake and Ohio Canal**—Gen. Bradley T. Johnson, of counsel for complainant in the Chesapeake and Ohio Canal suit for a receiver, &c., which was refused by the United States Court, made an examination Monday at the canal office, Annapolis, of the books, papers, bill and reports, and had a frank interchange of view with President Gorman. The object of the examination was to ascertain the prospect for the payment of the costs of the suit and after that of the bondholders and their coupons. The conclusion arrived at was that the prospects of the canal for a good business and satisfactory earning of revenues are very good for the coming canal year.

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**Letter from Cumberland**—The shipments from the mines of the Cumberland coal region for the week ended January 15 were 26,177 tons, and for the year to that date 58,897 tons, a decrease of 19,394 tons as compared with the corresponding period of 1880. The coal was carried as follows: Baltimore and Ohio Railroad, week 22,772 tons, year 51,312 tons; decrease as compared with 1880 19,669 tons. Chesapeake and Ohio Canal, none; decrease as compared with 1880 2,584 tons. Pennsylvania railroad, week 3,405 tons; year 7,585 tons; increase over 1880 2,858 tons.

**HON. A. P. GORMAN**, president of the Chesapeake and Ohio canal, was present at the session of the House committee on commerce Tuesday when the subject of the Potomac river improvement was under consideration. Representative Hunton, chairman of the District of Columbia committee, made an argument in favor of the improvement, and an exceedingly interesting statement, covering the whole subject, was made by Maj. Twining, engineer commissioner of the District. The Chesapeake and Ohio canal claims riparian rights on the Georgetown front, and Mr. Gorman was present as its representative, although he did not make any remarks.

**A report has reached here that last week a servant attempted to poison Mr. Benj. Fawcett, of Colesville, Montgomery county, Md., his wife and six children, by mixing arsenic with the buckwheat flour used in making cakes for breakfast. None of the family have died, but all were made quite sick. Mr. Fawcett is an officer of the Chesapeake and Ohio Canal Company, who not long since was assaulted on the canal by highwaymen who sought to rob him of money he was carrying to pay employees of the canal company.**
owed by the canal company to Welsh & McKaig on the basin wharf property here. It is understood that the payment was to take up some of the mortgage notes given in payment of the debt and to liquidate interest on all of them from January 1, 1880 to January 1, 1881. The matter was not attended to sooner on account of the receivership case. There still remains an amount due on wharf property.

The latest feature in the railroad-crossing complication is the refusal by Judge Alvey to grant the Cumberland and Pennsylvania Railroad injunction to restrain the Pennsylvania Railroad in Maryland from using the track recently laid by the latter through the former’s station-house property at Hay street under condemnations recently confirmed by the court. The Cumberland and Pennsylvania people will appeal from the order refusing an injunction, and expect the Court of Appeals to take up the case at once. Counsel for the Cumberland and Pennsylvania Company claim that the bill asking for an injunction contains several new and valid points. The new railroad has not yet made an effort to cross the Baltimore and Ohio’s tracks, or even made a tender of the condemnation money.

DT, Wed. 2/2/81, p. 2. **The Cumberland Coal Trade** – Our coal trade for the year 1880 shows the largest output since the year 1875, and only equaled in the years 1871-75. The superior quality of the coal for steam-generating purposes is now so well known that no attempt is made by other producers to contend against it in that respect, and their only competition is in the low price at which they are enabled to sell, which is claimed to be an offset to quality.

When the Cumberland coal was placed in the Eastern market in 1842 there was but little competition, owing to the fact that few coal beds were opened and it was a new article presented to the public. From annual shipments of 1,708 tons in 1842, in 1850 our product reached 196,848 tons; in 1860, it reached 789,909 tons. About this period, other bituminous coals were put upon the market and entered into competition with ours, but the product continued to increase, and in 1870 we find the shipments amounting to 1,717,075 tons. The greatest competitor with the Cumberland coal now proved to be the Clearfield region, in which a five-foot vein of excellent coal was found, and by careful picking out of bone coal and cheap labor they succeeded in making rapid inroads upon our coal, until in 1879 it fell but two or three hundred thousand tons behind us, our shipments in that year being 1,730,709 tons, or but a few thousand tons large than in 1870. Last year, however, our trade picked up, it being an evident fact that when we can sell nearly as low as Clearfield, we can secure the bulk of the trade. Freights were nearly equalized between the two great railroads and Cumberland gained 405,499 tons over the previous year, her shipments amounting to 2,136,160 tons. Of the product last year, the Consolidation company put out about one fourth, its shipments reaching 568,244 – an increase of 84,552 tons. The other companies shipped as follows: New Central, 325,455 – increase, 18,195 tons; George’s Creek, 288,435 – increase, 106,503; Borden, 159,374 – increase, 1,784; American, 125,434 – increase, 26,507; Maryland, 114,003 – increase, 44,067; Franklin, 102,821 – increase, 538; Hampshire and Baltimore, 99,032 – decrease, 7,552; Potomac, 77,694 – increase, 1,739; Atlantic, 65,842 – decrease, 5,784; Blaen Avon, 45,020 – increase, 4,283; Swanton, 42,124 – increase 545. Besides these, Davis & Bro. shipped 54,843 tons, George’s Creek Mining Company, 50,538 tons, and Cumberland Coal and Iron Company, 22,940 tons. The shipments from other companies were small.
If the spring trade shall open without strikes there will be a heavy business this year, if we may judge from the indications. The George’s Creek and Cumberland railroad have an agreement with the canal company, by which they will be able to ship for many years by canal at a much lower rate then was charged last year; while if the freights from the mines to Cumberland are reduced to 1½ cents per ton per mile, the reduction in freight alone to tidewater will be 35 to 40 cents per ton. This will enable us to put our coal on market at a rate that will permit us to compete with Clearfield in price, and we see no reason why our lost trade should not be regained from that region.

All the industries which use coal are thriving, and the demand for that product must continue to increase, and if Cumberland coal can compete in price with other coal it must certainly virtually drive out all competition and control the trade.

H&TL, Wed. 2/2/81, p. 3. A Whole Family Poisoned – Several days ago a shocking attempt was made to poison the family of Mr. Benj. Fawcett, paymaster of the Chesapeake and Ohio Canal, who reside near Colesville, Montgomery county, Md. The poison (arsenic) was mixed in the buckwheat cakes cooked for breakfast and of which eight persons, including Mrs. Fawcett and the children who were at home partook. They were immediately seized with violent sickness, and Mrs. Fawcett was thrown into spasms. Fortunately, the overdose of arsenic was so great that it caused vomiting and thereby the lives of all the victims were saved, though Mrs. Fawcett is still very ill. Mr. Fawcett, was away from home at the time, and thus escaped this desperate assault upon the lives of the family. It will be remembered that some years ago he came very near being murdered on the line of the canal by a gang of ruffians seeking to get possession of the money in his custody for the payment of the canal employees. He was waylaid and shot at, but managed by a desperate effort to force his horse through the circle of masked assailants and to make his escape with the money in his charge. It is not easy to see what could be the motive for this wholesale attempt at poisoning, but there are circumstances leading to the suspicion that the colored cook was the guilty party. She professed to be ill with the others but the doctor examining her found her pulse regular and no indications of illness about her. There was some arsenic in the house, procured to kill rats in the green-house, and it is supposed she got possession of it, as no traces of the package can now be found. Still it is considered almost incredible that she should harbor the malice for this deed, as she has always been kindly treated by Mrs. Fawcett, who is a most amiable lady. The whole Fawcett family are, in fact, held in the highest esteem by everybody, hence the surprise that they should be selected as the victims of such demonic malice. The suspected servant had lately expressed some dissatisfaction with her position, and was to leave on the 1st of February, but she had shown no signs of ill-will against the family.

AG, Fri. 2/4/81, p. 2. Free Bridge Across the Potomac – The following is the text of the bill referred to in our Washington correspondence yesterday and the day before as having been introduced in the Senate by Mr. Whyte, of Maryland, relating to the aqueduct of the Alexandria Canal Company at Georgetown, in the District of Columbia, and to provide a free bridge across the Potomac river on the piers of said aqueduct: Whereas the Alexandria Canal Company received from the United States as a loan, at the times herein stated, the following amounts, to wit: May first, eighteen hundred and thirty-seven, fifty
thousand dollars; June twenty-first, eighteen hundred and thirty-seven, ten thousand dollars; August first, eighteen hundred and thirty-seven, twenty thousand dollars; September thirtieth, eighteen hundred and thirty-seven, twenty thousand dollars; November ninth, eighteen hundred and thirty-seven, twenty-five thousand dollars; December twenty-first, eighteen hundred and thirty-seven, twenty-five thousand dollars; March twenty-second, eighteen hundred and thirty-eight, twenty-two thousand dollars; June thirtieth, eighteen hundred and thirty-eight, eighteen thousand dollars; September thirtieth, eighteen hundred and thirty-eight, thirty-five thousand dollars; December thirty-first, eighteen hundred and thirty-eight, twenty-five thousand dollars; September thirtieth, eighteen hundred and thirty-nine, forty thousand dollars; March thirty-first, eighteen hundred and forty, ten thousand dollars, making in the aggregate three hundred thousand dollars, to secure the payment of which said loan the corporate authorities of the town of Alexandria were required, by “An act to provide for certain harbors, and so forth,” approved March third, eighteen hundred and thirty-seven, to transfer the stock held by them in the said canal company to the Secretary of the Treasury, in trust for the payment of said advances; and

Whereas the said authorities failed to transfer said stock, and the said canal company is indebted to the United States in the said sum of three hundred thousand dollars, with interest on the several sums from the dates when obtained; and

Whereas the said Alexandria canal and aqueduct, since the establishment of towing facilities on the Potomac River between Georgetown and Alexandria, and of the outlets from the Chesapeake and Ohio Canal into the Potomac River at and above Georgetown, has now the traffic of only one

coal company, and is a barrier to the navigation of said river, and hinders the further development of the port of Georgetown: Therefore, for the collection of said debt due by said canal company, and for the establishment and maintenance of a free bridge for the convenience of the citizens of the District of Columbia at Georgetown.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War, for and in behalf of the United States be, and he is hereby, fully authorized and required to open negotiations with the said Alexandria Canal Company for the purchase of the said canal and aqueduct, or the piers of said aqueduct, with such portion of the lands and rights of said canal company in Virginia or the District of Columbia as may be necessary for the approaches to a free iron bridge, to be constructed and maintained across the Potomac River on said piers; and the said company is hereby authorized to transfer and convey to the United States, by deed of conveyance, under its corporate seal, and signed by the president of said company all its right and title therein; Provided, That the amount loaned to said company, or a necessary part thereof, with interest thereon at six percent per annum from the date of its advance, shall be applied by said Secretary in making payment of the amount agreed on.

Sec. 2. That if the said Secretary shall be unable to make any agreement with said canal company for the purchase of said property as herein provided for, within the period of seven months from the date of the approval of this act, he is hereby authorized and required to present a petition to the supreme court of the District of Columbia, setting in general terms, reciting such facts as may be necessary, and praying that such proceedings may be had as will condemn or transfer the said property to the public use.
The said court hereby empowered to appoint commissioners, not less than three nor more than twelve in number, to appraise the value of said property proposed to be taken; and the court may adopt any rules and regulations necessary to obtain a just, fair and equitable assessment thereof. The indebtedness of said canal company to the United States shall be ascertained by the court, and shall be credited upon such proceedings; and no judgment or order shall be entered in favor of said company except for the amount of appraisement, should there be any, in excess of said indebtedness, with interest as aforesaid, the authorities of the District of Columbia being hereby required to pay or cause to be paid to the United States, for the use of said canal company, whatever amount may be assessed in favor of said company over and above the amount found to be due to the United States for moneys loaned as aforesaid, and interest; said amount to be collected and applied by the Secretary of War. In case of final judgment, the court shall order that immediate possession of the property shall be delivered to the said Secretary for and in behalf of the United States.

Sec. 3. That the costs occasioned by the inquiry and assessment shall be paid at the Treasury of the United States upon presentation of proper vouchers. The report of the first commissioners may be set aside for good cause shown, on application of either party, after the filing of said report, and other commissioners appointed, who shall proceed as directed by said court.

Des. 4. That the Secretary of War be, and he is hereby authorized and directed to cause to be constructed across the Potomac River, on the piers of said Alexandria Canal Aqueduct at Georgetown, according to plans to be approved by the Chief of Engineers of the United States Army, and under his supervision and direction, a substantial iron bridge, with suitable and necessary approaches at each end; and that the sum of one hundred thousand dollars, or so much thereof as may be necessary, be, and the same is hereby, appropriated, out of any money in the Treasury not otherwise appropriated, for the construction of said bridge and approaches, the same to be maintained as a free bridge for travel; which cost shall include the construction of a substantial iron bridge over the Chesapeake and Ohio Canal, and any and all other approaches to said iron bridge: And provide also, That a draw of sufficient width to permit the free passage of all classes of vessels navigating any part of the Potomac river shall be so constructed in said bridge: And provided also, That the sum which may be expended under this act shall be treated and regarded as a part of the general expenses of the District of Columbia; and the United States shall be credited with the amount which it may pay under this act for the erection of said bridge upon its fifty percent of the expenses of the District of Columbia, as provided in the act of June eleventh, eighteen hundred and seventy-eight entitled “an act providing a permanent form of government for the District of Columbia:” Provided further, That the Secretary of War shall, as soon as may be, advertise for plans and price for the construction of such bridge, such advertisement to be inserted in one or more daily newspapers published in Washington, District of Columbia; New York; Cleveland, Ohio; Detroit, Michigan; Philadelphia, Pennsylvania; and Chicago, Illinois, for the space of one week.

Sun, Sat. 2/5/81, p. 4. Affairs in Washington County – Hagerstown, Md., Feb. 4, 1881. On Thursday last Col. Jacob Snively died at his residence, at Hancock, in the 80th year of his age. In times past, he was prominent in Western Maryland politics, having been at one time Whig
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candidate for Congress from this district, and more recently president of the Chesapeake and Ohio Canal.

DT, Mon. 2/7/81, p. 3. **How They Will Reach the Canal.** – The civil engineer corps of the Pennsylvania Railroad in Maryland were engaged on Saturday in surveying a route to the shipping wharf on the canal basin. The proposed route continues from the present termination of the road at the viaduct through various properties and across Hanover, Polk, Bedford and Frederick streets, around the Baltimore and Ohio Railroad Company’s “round house,” through the rear of Butler’s factory lot to George street and with that street to the canal, crossing Baltimore and Harrison streets and the Williams road.

Sun, Tue. 2/8/81, p. 1. **End of a Damage Suit** – Cumberland, Md., Feb. 7. – In the Circuit Court here today the Allegany county commissioners obtained a verdict for $3,397 against the Chesapeake and Ohio Canal Company. The facts are that Josiah Eyler some time since obtained a verdict for $2,418 against the county commissioners for injuries received by being thrown from a horse by a broken plank in the bridge erected by the canal company across the county road near Patterson’s creek. The case of Eyler against the commissioners was tried several times, and the Court of Appeals decided that the commissioners had recourse against the canal company; hence the suit brought and the case terminated today with the above result. The amount awarded by the verdict is the sum of damages originally awarded Eyler with costs, fees, &c.

H&TL, Wed. 2/9/81, p. 3. **Canal Notes** – An active season is looked for along the Chesapeake and Ohio canal. – There are thirteen new boats being built at Cumberland.

The several suits brought by Walsh & McKaig vs. the Chesapeake and Ohio Canal Company, to recover the unpaid notes given for the purchase of the Walsh & McKaig wharf, at Cumberland, have all been settled and dismissed, the company paying all the overdue interest and notes, through J. J. Fenton, one of the company’s clerks.

Sun, Thu. 2/10/81, p. 3. **Cumberland Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ended Saturday, February 5, were 24,957 tons, and for the year to that date 124,245 tons, a decrease of 48,950 tons as compared with the corresponding period of 1880. The shipments to the Baltimore and Ohio railroad were, for the week 22,265 tons; for the year 107,416 tons, a decrease of 47,974 tons as compared with 1880. There were no shipments to the Chesapeake and Ohio canal for the week or year, a decrease of 2,584 tons as compared with last year. The shipments to the Pennsylvania railroad were, for the week 2,693 tons; for the year 16,829 tons, an increase of 1,589 tons as compared with last year.

DT, Sat. 2/12/81, p. 3. **Carried Away by the Ice** – The chutes of the Potomac wharf have been carried away by the ice. The flats below the wharf and the vicinage of Young’s boatyard are covered with debris of the breakup, consisting of mud and huge blocks of stranded ice. The roadway from Green street to Paca, in the rear of the water works, is obstructed by the ice so as to be altogether impassable by vehicles.

AG, Mon. 2/14/81, p. 2. **Break in the Chesapeake and Ohio Canal** – The force of water from the Potomac river broke in the bank of the Chesapeake and Ohio canal on the first level, four miles from Georgetown last night. The flood poured into the canal,
and for a while it looked as if extensive damage would be done. All the waste ways were opened and levels lowered, thus giving the water every opportunity to pass freely. Up to midnight, though the water was coming in very large quantity and with much rapidity, no damage was done. A party of man were instantly put to work to repair the canal break if possible.

DT, Wed. 2/16/81, p. 3. **Dead Body Found**—About eleven o’clock Monday morning two boys found at the canal lock on Rock Creek, Georgetown, the body of a white woman, 35 or 40 years of age, about 5 feet 4 inches high, brown hair, four teeth out in front, clothed in a large figured cashmere dress, black cacique, trimmed with black beaded fringe, and heavy laced shoes, nearly new. The body was carried to the Georgetown station house. It is thought that this is the remains of some resident along the line of the Chesapeake and Ohio Canal drowned during the flood and swept into the basin.

Repairs at Basin Wharf
Preparations for the opening of canal trade were begun at basin wharf the first of this week. A thorough examination of the wharf is being made, worn out timbers and rails are being removed, and the improvements and repairs the wharf has need of will be completed in time for an early opening of the canal, should the weather prove favorable.

Sun, Wed. 2/16/81, p. 4. **Letter from Cumberland**—The shipments from the mines of the Cumberland coal region for the week ended Saturday, February 12, were 19,696 tons, and for the year 1881 to that date 143,940 tons, a decrease of 54,506 tons as compared with 1880. The coal was carried as follows: Baltimore and Ohio railroad - week 16,301 tons; year 123,717 tons, decrease as compared with 1880, 53,711 tons. Chesapeake and Ohio canal – none; decrease as compared with 1880, 2,584 tons. Pennsylvania railroad - week 3,394 tons; year 20,233 tons; increase over 1880, 1,789 tons.

H&TL, Wed. 2/23/81, p. 3. The Chesapeake and Ohio Canal has a bright prospect the coming season; there are thirteen boats now in course of construction at Cumberland alone. But the boatmen say they will not start their boats until the rates for the season are fixed.

Sun, Wed. 2/23/81, p. 4. **Cumberland Coal Shipments**—The shipments from the mines of the Cumberland coal region for the week ended Saturday, Feb. 19, were 23,535 tons, and for the year to that date 170,475 tons, a decrease of 61,146 tons as compared with the corresponding period of last year. The coal was carried as follows: Baltimore and Ohio railroad - week 24,874 tons; year 148,591 tons, decrease as compared with 1880, 58,647 tons. Chesapeake and Ohio canal – none; decrease as compared with 1880, 2,584 tons. Pennsylvania railroad - week 1,661 tons; year 21,884 tons; increase over 1880, 85 tons.

Sun, Fri. 2/25/81, p. 4. The Chesapeake and Ohio canal board met here today, President Gorman presiding. The meeting was confined to routine business, adjusting accounts, etc. President Loveridge, of the Maryland Coal Company, was before the board in reference to the rate of toll to be charged on the new road running from the mines to the canal.

DT, Sat. 2/26/81, p. 3. **The Route to the Canal Basin**—Matters in regard to the crossing case between two railroads remain as stated in yesterday’s issue. The surveyors
have not completed their labors in regard to the several proposed routes to the basin from the present depot of the new railroad, consequently the route to be taken has not yet been decided upon.

Sat. 2/26/81, p. 2. Fifteen canal boats are in course of construction at Cumberland and a vigorous spring trade is expected.

It is understood that the entire damage done to the Chesapeake and Ohio Canal by the late freshet will not cost $2,000 to repair.¹

DT, Wed. 3/2/81, p. 3. **Date Fixed for Filling the Canal** – The water will be let on the Cumberland division of the canal on next Tuesday. As the division is about fifty-miles long, it will take six or seven days to fill all the levels the entire length, placing the thoroughfare in readiness by the 15th inst.

**Sun**, Thu. 3/3/81, p. 1. **Cumberland Coal Shipments** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, Feb. 26, were 39,063 tons, and for the year to that date 209,538 tons, a decrease of 50,042 tons as compared with the corresponding period of last year. The coal was carried as follows: Baltimore and Ohio railroad - week 38,305 tons; year 184,896 tons, decrease as compared with 1880, 44,325 tons. Chesapeake and Ohio canal – none; decrease as compared with 1880, 2,584 tons. Pennsylvania railroad - week 2,758 tons; year 24,642 tons; decrease as compared with 1880, 3,133 tons.

**Sun**, Tue. 3/8/81, p. 1. **Chesapeake and Ohio Canal and its Presidency** – It is learned from reliable authority that Hon. Arthur P. Gorman, United States Senator from Maryland, who is also president of the Chesapeake and Ohio Canal Company, will serve in the latter position only until his term expires, in June, and that he will decline to be a candidate for re-election at the meeting of the board of public works to be held in that month. It is stated that Mr. Gorman would have resigned the presidency of the canal long ago but for the trouble that existed, he not being willing to leave while Williamsport by next Monday and to Georgetown by about March 20. The object of turning on to Williamsport now is to supply dealers there with coal and also to move boats caught in the canal at the close of navigation last season. It is not thought general shipments of coal will begin before April 1.

DT, Thu. 3/10/81, p. 3. **Reopening of the Canal** – Next week the canal will be ready for shipment, when a small lot of coal will be dispatched on personal account to Williamsport. No schedule of freights or other directions have been received at this port.

The canal will be ready to ship before the companies are ready and very likely before the boatmen are willing. The latter hold meetings regularly at their lodge room in this city, and we are reliably informed that the companies will soon be notified that they will have to pay the boatmen $1.10 per ton for carrying. It is also whispered that the operators are not too well pleased with the demands being made upon them by the miners, and a lock-out is even hinted at by outsiders, though we have heard no coal men say so. It looks to us as if there is trouble ahead. We hope we are mistaken.

DT, Tue. 3/15/81, p. 3. **Chesapeake and Ohio Canal** – Cumberland, Md., March 7 - The work of turning water on the Cumberland Division of the Chesapeake and Ohio Canal was begun here today. It is expected the water will be turned on to

¹ *The Democratic Advocate*, Westminster, Md.
matters seemed to be under a cloud. Mr. Gorman has been induced to refuse a re-election in order that such action may be for the good of his friends and the party, who think that he should not hold two offices of such profit at the same time. It is asserted that Gov. Hamilton has never suggested any name to the board as president of the canal, and that at the meeting of the board in June he will have an opportunity to do so. Those mentioned as likely to be the successor of Mr. Gorman are Messrs. John Ritchie, of Frederick city; Outerbridge Horsey, of Frederick county, and E. W. Mealey, of Washington county. Although there is no law requiring the president to come from Western Maryland, yet on account of the great interests of the canal lying in that section the presumption is that the president will be taken from that part of the State; in fact, no names are mentioned in connection with the position from elsewhere. – Baltimore Sun.

Sun, Thu. 3/16/81, p. 1. **Letter from Cumberland** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, March 12, were 35,188 tons, and for the year to that date 272,905 tons, a decrease of 71,484 tons as compared with the corresponding period of last year. The coal was carried as follows: Baltimore and Ohio railroad - week 31,472 tons; year 240,671 tons, decrease as compared with 1880, 60,991 tons. Chesapeake and Ohio canal – none; decrease as compared with 1880, 2,584 tons. Pennsylvania Railroad - week 3,715 tons; year 24,632 tons; decrease as compared with 1880, 7,908 tons.

DT, Thu. 3/17/81, p. 3. **Commencement of Trade by Canal** – The shipping of coal by the Chesapeake and Ohio canal was commenced for this season on Saturday last by the Consolidation Coal Company sending individual or sold coal to parties at Williamsport. Interviews held with the canal officials and several coal agents lead us to believe that trade will not actively open before the first of April. Boats that lay on the line of the Second Division of the canal during the winter are on their way to Cumberland. The First Division of the canal is now being filled and will be in readiness by Monday. The following boats sent by the Consolidation Coal Company left this place for Williamsport on the days named: Saturday, March 12, P. L. Lemen, Capt. Wm. O’Neill, 113 10 tons; Monday, March 14, Clinton Knodle, Capt. Samuel Kelly, 117 19 tons; Tuesday, March 15, Dr. J. J. Broderick, Capt. Donnelly, 113 18 tons; F. M. Offutt, Capt. Anderson, 107 08 tons. No boats left yesterday.

Sun, Fri. 3/18/81, p. 1. **Col. James M. Schley** is warmly urged for the presidency of the Chesapeake and Ohio Canal. It is stated that Col. Schley “is a lawyer well known throughout Maryland; he is an unwavering democrat and one who has never mixed up in the cliques and wings of party, and should therefore be acceptable to all democrats.”

DT, Sat. 3/19/81, p. 3. **About Montgomery County** – (From Rockville Journal) – Work on the Chesapeake and Ohio Canal continues, and a number of extra hands and mechanics are being employed to push the work ahead. The knowing ones say that the canal will be in better condition than before, and that everything will be ready by the 29th instant.

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**The Crossing Case Decided**

Last evening Mr. James A. Millholland, general manager of the Short Line road, received a telegram from Annapolis stating that the Court of Appeals had announced its decision yesterday,
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affirming the order of the court here, which refused to grant an injunction restraining the Short Line road from the use of the approaches to the Hay street crossing. The decision, it is alleged, removes the last obstacle to the crossing of the Baltimore and Ohio tracks at Hay street.

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**The First Steamer**

The first steamer to leave this port this season with coal was one of Weld & Sheridan’s, carrying a load to Williamsport. This steamer returned here last night, being the first vessel down and back this season.

*Sun, Mon. 3/21/81, p. 4.* **Letter from Cumberland** – During the week ended Saturday there were 3,041 loaded coal cars hauled over the Cumberland and Pennsylvania Railroad.

So far there have been no shipments of coal by canal this season except to the local trade at Williamsport. It is reliably reported that notwithstanding the reduction of coal freights by the Baltimore and Ohio Railroad, the Chesapeake and Ohio Canal Company will not reduce their tolls this season, but will leave them the same as last year. The toll last year to Georgetown was 51 cents, with 4 cents wharfage.

There is no change in the aspect of the difficulty between the Baltimore and Ohio and Pennsylvania in Maryland Railroads in regard to the viaduct case. The Baltimore and Ohio Company still have a train of camp cars on the temporary track in front of the point where the new road proposes to make the crossing over the Baltimore and Ohio Road, and both sides have guards at the scene. It was expected that the decision of the Court of Appeals, affirming the order of the court here refusing an injunction to prevent the new road from putting in or using the crossing, would be followed by an effort on the part of the Pennsylvania Company to affect a crossing, but nothing of the kind has yet been attempted.

*ES, Mon. 3/21/81, p. 4.* **West Washington, nee Georgetown** – **THE CANAL** – Water was drawn off this level of the canal Saturday night and will probably remain off for repairs for about ten days, when it is hoped navigation will be opened all along the line.

*DT, Tue. 3/22/81, p. 3.* **Business on the Canal** – The canal has so far been filled only to Harper’s Ferry, though the water has now been turned on all the lower levels, and the canal is expected to be in complete order for navigation in a day or two.

Yesterday one boat left this port loaded with coal; being the Lucinda, Capt. John Rhinehart. A boat load of corn also arrived up from below yesterday afternoon.

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**The Williamsport Pilot** says:

“Several of our boatmen have already drawn stakes and pulled for Cumberland. They will load for this port, and with coal for Messrs. Victor Cushwa and Steffey & Findlay. There are a number yet remaining, who will not leave until the rate of freight between Cumberland and Alexandria has been definitely fixed.”

*H&TL, Wed. 3/23/81, p. 2.* **Green Spring Furnace Letter – The Chesapeake and Ohio Canal** – Messrs. Editors: - Since my last letter to you but little of interest has transpired with us, save the opening of navigation on the canal. The water was put in that thoroughfare about the close of the first week of this month and already boats are pushing both ways though the loaded boats are such as were caught in the cold snap of last November and frozen in. By the time this will be printed boats will be loaded for Williamsport, but it is thought that through shipments will not be begun before
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the 1st of April. The opening of navigation is always indicative of a revival of business of all kinds. Owing to the demand for many kinds of produce that are consumed by this carrying trade, for instance hay, that brings sixteen dollars per ton in your market, is bringing twenty dollars per ton on the canal; and so, with many other kinds of farm products.

NR, Wed. 3/23/81, p. 4. Interfering in a Railroad Fight – THE COMMISSIONERS yesterday sent the following letter to Hon. John W. Garrett, president of the Baltimore and Ohio Railroad Company: The Commissioners take the liberty of inviting your attention to the following considerations, namely: The George’s Creek and Cumberland Railroad Company have, they understand, completed their road from the coal mines in the county of Allegany, Maryland, to the city of Cumberland, in said State, but are denied access across your track to the Chesapeake and Ohio Canal for the purpose of shipping coal by the canal to tidewater at Georgetown, D. C. The Commissioners do not deem it necessary to remind you of the great value of this connection to the interests of the canal and the coal trade in the District of Columbia, and trust that no rivalries of railroad interests will be permitted to obstruct the consummation of this important project.

DT, Thu. 3/24/81, p. 3. Canal Trade Since Monday – The following boats have left this port since last Saturday, leaving on the days named: Monday, March 12, Consolidation Coal Company, W. Weber, Capt. Rowland, 115 19 tons, bound for Georgetown; Tuesday, March 22, Borden Mining Company, Denton Jacques, 111 17 tons; Charlie Hassett, 109 15 tons, and Dr. O. M. Schindell, 108 17 tons; all three bound for Georgetown in the name of Capt. Hassett; Wednesday, March 23, Consolidation Coal Company, Alonzo A. Berry, Capt. Ardinger, 121 17 tons, Mathew Kersey, Capt. Fisher, 118 05 tons; both boats for Williamsport. Borden Mining Company, B. M. Young, Capt. Hassett, 109 08 tons; bound for Georgetown.

DT, Fri. 3/25/81, p. 3. Canal Trade
The following boats, 6 in number, carry 698 00 tons of coal, left this port yesterday, Thursday, March 24, 1881:
Consolidation Coal Company
Williamsport:
Ida & Harry Capt. Wolf 112 00
Savannah Capt. O’Neal 124 16
R. A. Farmer Capt. Ardinger 117 10
Three boats 354 06
Borden Mining Company
Georgetown:
W. T. Hassett Capt. Hassett 117 00
Jacob H. Snyder Capt. Hassett 110 00
Two boats 227 00
Individual
Georgetown
Cigarette Capt. Donnelly 116 14

DT, Sat. 3/26/81, p. 3. Canal Trade
The following boats, 5 in number, carry 557 15 tons of coal, left this port yesterday, Thursday, March 25, 1881:
Consolidation Coal Company
Williamsport:
Ida J. Kreps Capt. Smith 116 00
Willie & Frankie Capt. Morrison 121 17
Jack & Bessie Capt. Schaffer 114 18
Three boats 352 15
Borden Mining Company
Georgetown:
James Clark Capt. Griffith 118 07
Antares Capt. Griffith 86 13
Two boats 205 00

A Ripple in the Crossing Case
Considerable of a crowd was attracted to the Hay street crossing yesterday by a stir there on the part of the Baltimore
and Ohio railroad. The old condemned passenger cars were removed and others substituted for them to make more comfortable quarters for the guards. The work of removing the obstructions and hauling off the old cars caused no little trouble and occupied a good deal of time. The spectators thought the Baltimore and Ohio authorities were abandoning their position and all difficulties were to be amicably settled, until the workmen were discovered putting the blockade of wood and stone in again.

Mr. Loveridge yesterday demanded the removal of a Baltimore and Ohio telegraph pole, the wires of which are said to extend over the land of the Short Line near the little brick-house at the scene of the proposed crossing.

DT, Mon. 3/28/81, p. 2. The Chesapeake and Ohio Canal – The canal is probably of more importance to Cumberland and the coal interests of Allegany county than either of the railroads, and our people should do everything to encourage its continuance. That it will be under the control of the party that may be in power in the State is of course to be conceded. All State works in every part of the country are so directed. But for that very reason it behooves the party in power to see that the State’s interest does not suffer, and also as in our case to protect others whose interests are bound up with those of the State. A misuse of so great a work as the Chesapeake and Ohio canal would destroy the party that should prove so unfaithful to the trusts imposed in them, and the people would soon make a change for the better.

Since the Democratic party came into power in this State our public works have received the careful consideration of its leaders and of the financial acumen of business and moneyed men. All State interests have been protected and the canal has been put into more complete repair than was ever known. Gradually improvements were put on it and repairs made, and especially since Mr. Gorman’s administration has the management been of the first order. Wherever the banks were weak they were strengthened; where damage was probable from rising creeks and rivulets, prevention was applied; where rotten gates threatened a bursting lock, new ones were put in; where waste-weirs were defective they were improved, and today the canal is in most excellent condition. In former years no captain left here with a hope of reaching Georgetown with his freight without a delay from some accident on the canal, because they were of more than frequent occurrence. Now, the contrary is the case. He is surprised and angered if he is delayed and expects the canal employees along the line to render him assistance if an accident happens to his boat.

The Democratic party has no need to hide in shame when the conduct of this great thoroughfare is pointed at, but rather, it can point with pride to the results of the past ten years.

 Probably the greatest blow to the financial interests of the State and of the bondholders will be the resignation of Senator Gorman as President of the canal, should he finally determine upon that course. We know it is considered undemocratic for one man to hold two lucrative political positions; but Mr. Gorman is more the fiduciary agent of the bondholders and stockholders than a political office-holder, and we do not think the rule applies in his case. We believe if the bondholders should desire him to remain in the position of president, he should consider their wishes and comply with their request, and under the circumstances every Democrat would cheerfully acquiesce.

We have no knowledge and no information as to Senator Gorman’s
pursposes further than what we observe in the newspapers. If he should decline to serve longer than next June, it will require strong effort to resist the power brought to bear for the appointment of a mere politician. The President should be a party man, but he should be a man also who would look after the financial interests of State and bondholders. This is what bondholders fear. They care but little for the politics of a man. His abilities as an official and his fitness to look after their financial interests is what most concerns them, and the question with these men is. – Will we get as capable a man if he resigns? Will we get a business man?

These are all matters to be considered between now and 1st next June, and the people of Allegheny and of Cumberland only hope that whatever the result in the management of the canal may be, that this great waterway will be kept up to its present proficiency, regardless of politics or individual preferences.

Sun, Mon. 3/28/81, p. 4. A prominent coal shipper, who returned to Cumberland from the East, stated that he had an interview in Washington with Senator Gorman, president of the Chesapeake and Ohio Canal, in which Mr. Gorman said positively that the toll son the canal would remain the same this season as last; that is, fifty-one cents toll and four cents wharfage, making fifty-five cents in all. The object of the shipper’s visit to Senator Gorman was to ascertain whether there was any chance of having the tolls reduced, but no hope of any reduction was held out.

DT, Tue. 3/29/81, p. 3. Shipments by Canal – Only two boats left this port yesterday, both destined for Georgetown and forwarded by the Borden Coal Company, viz: G. Berkebile (Capt. Griffith,) with 117 18 tons, and the Dr. Schenck (Capt. Hassett,) with 114 18 tons.

ES, Tue. 3/29/81, p. 4. West Washington, nee Georgetown – THE GRAIN TRADE – Arrivals by canal: Boat Medley with 4,000 bushels of wheat; boat Farmer’s Friend with 2,000 bushels wheat and 2,000 bushels corn; boat Seneca with 2,500 bushels wheat and 50 barrels flour; boat E. L. Whiting with 3,800 bushels wheat; boat Lycoix with 3,020 bushels wheat; boat M. C. W. Boyer with 4,100 bushels wheat.

DT, Wed. 3/30/81, p. 3. The Canal Open Throughout – The Washington Star of Monday says: “Water was let in the Georgetown level of the canal Saturday night, and navigation is now open all along the line. There is, however, a new gate being put in at Lock No. 14, 4 miles above Little Falls, which will be completed today, and boats are expected this evening. The few empty boats which were here, are enroute for points above for their freight, and business will be fairly resumed upon the canal almost immediately.”

DT, Thu. 3/31/81, p. 3. Canal Trade

The following boats, 5 in number, carrying 564 04 tons of coal, left this port yesterday, Wednesday, March 30, 1881:

Borden Mining Company

Georgetown:
Lizzie K. Capt. Teeters 113 04
Wm. E. Turner Capt. Teeters 108 11
New Boat Capt. Hassett 118 03
Hancock:
Round Top Capt. Athey 112 07
Four boats 452 05

Consolidation Coal Company

Williamport:
L Capt. McCardell 117 00

Sun, Thu. 3/31/81, p. 1. Cumberland Coal Trade - The shipment from the mines of the Cumberland coal region for the week ended Saturday, March 26, were 39,805 tons, and
for the year 354,391 tons. The coal was
carried as follows: Baltimore and Ohio
railroad, 32,976 tons for the week and
309,058 tons for the year; Chesapeake and
Ohio canal, 2,477 tons for the week and
3,674 tons for the year; Pennsylvania State
Line Road, 4,350 tons for the week and
41,658 tons for the year.

DT, Sat. 4/2/81, p. 3. Canal Trade
The following boats, 4 in number,
carrying 455 02 tons of coal, left this port
yesterday, Friday, April 1, 1881:

Borden Mining Company
Georgetown:
Walter Beall Capt. Griffith 115 02
Consolidation Coal Company
Williamsport:
P. L. Lemen Capt. Kimble 120 12
D. Seibert Capt. Preston 110 19
Two boats 231 11

Individual
Williamsport:
Steffey & Findley Capt Rodeniser 108 09

DT, Mon. 4/4/81, p. 3. His Foot Cut Off
On Saturday morning Daniel McCoy, a
boatman from Hancock, who has been in
this city for several days past, desiring to
return home, attempted to board a freight
train near the steel works when he slipped
and fell. His right hand was badly lacerated
but not sufficiently injure to require
amputation. His left foot was run over by a
car wheel and crushed. The Odd Fellows
and Knights of Pythias, of which orders he
is a member, ministered to his necessities.
Mr. McCoy had just received a postal card
saying some members of his family had
been taken seriously ill, and as the express
train had gone, he boarded the freight as the
only means of reaching his home promptly.

DT, Tue. 4/5/81, p. 3. Canal Trade

The following boats, 6 in number,
carrying 690 10 tons of coal, left this port
yesterday, Monday, April 4, 1881:

Borden Mining Company
Georgetown:
Susan Charles Capt. Hassett 113 18
Harry & Ralph Capt. Griffith 116 10
Rainbow Capt. Griffith 116 14
Baltimore Capt. Griffith 116 18
M. S. Haines Capt. Hassett 114 10
Five boats 578 10

Individual
Georgetown
Invincible Capt. Young 112 00

DT, Wed. 4/6/81, p. 3. The Strike Ended
Shipment of Coal – The strike among the
miners of the Consolidation coal company
which was commenced on Friday ended on
Monday evening, this miner returning to
their work yesterday morning without
gaining the points desired. The miners
having resumed work the shipment of coal
by canal by this company will very probably
be commenced today.

Canal Trade
The following boats, 7 in number,
carrying 785 05 tons of coal, left this port
yesterday, Tuesday, April 5, 1881:

Borden Mining Company
Georgetown:
P. J. Sowers Capt. Griffith 114 13
Arthur Lovell Capt. Griffith 101 02
Kate Prather Capt. Hassett 116 06
M. S. Fernsner Capt. Hassett 119 03
Four boats 451 08

J. P. Agnew & Co.
Georgetown:
H. Hanekamp Capt. Ganley 118 17
Theo M. Smith Capt. Smith 115 15
Two boats 234 12

Individual
Shepherdstown
G. W. Knodel Capt. Knodel 99 05
H&TL, Wed. 4/6/81, p. 3.  A petition is in circulation along the river district, asking the Hon. A. P. Gorman, president of the canal, to use his influence in securing an observance of the Sabbath by the boatmen “in making it compulsory for them to tie up their boats at 12 o’clock on Saturday night and remain so until 12 o’clock Sunday night.”

Sun, Wed. 4/6/81, p. 4.  Letter from Cumberland – The shipments from the mines of the Cumberland coal region for the week ended Saturday, April 2, were 38,129 tons and for the year to that date 392,521 tons, an increase of 28,585 tons as compared with the corresponding period of last year. The coal was carried as follows: Baltimore and Ohio Railroad – week 29,380 tons; year 338,439 tons; increase over 1880, 20,271 tons. Chesapeake and Ohio Canal – week 3,720 tons; year, 7,395 tons; increase over 1880, 3,518 tons. Pennsylvania Railroad – week 5,029 tons; year, 46,688 tons; increase over 1880, 4,775 tons.

DT, Thu. 4/7/81, p. 3.  Canal Trade
The following boats, 9 in number, carrying 1,015 13 tons of coal, left this port yesterday, Wednesday, April 6, 1881:
Borden Mining Company
Georgetown:
Sycorax Capt. Hassett 115 14
Theo Dean Capt. Hassett 114 03
Denton Jacques Capt. Hassett 110 13
Dr. O. M. Schindell Capt. Hassett 113 00
Sallie E. Hassett Capt. Hassett 111 06
Cowton & Tilghman Capt. Hassett 117 02
Six boats 681 18

J. P. Agnew & Co.
Alexandria:
B. L. Slack Capt Cartwright 111 19
Susquehanna Capt. Dick 114 00
Queen City Capt. Mertens 107 16
Three boats 333 15

DT, Fri. 4/8/81, p. 3.  Paying Off on the Canal – Stephen Gambrill, esq., paymaster
and superintendent of the canal, arrived here yesterday and paid the employees the money due them up to January 1st. The steamer Maryland will leave here early this morning on the down trip, and all the employees along the line will be paid up to this year. It is hoped on next pay-day the company will square accounts with all its employees.

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Canal Trade
The following boats, 8 in number, carrying 908 19 tons of coal, left this port yesterday, Thursday, April 7, 1881:

Borden Mining Company
Georgetown:
W. T. Hassett Capt. Hassett 109 13
Jacob H. Snyder Capt. Hassett 113 11
G. F. Smith Capt. Hassett 114 12
Charlie Hassett Capt. Hassett 113 07
Mollie E. Otto Capt. Griffith 119 04
Five boats 570 07

J. P. Agnew & Co.
Alexandria:
M. A. West Capt. Mertens 108 19
Daniel Webster Capt. Martz 118 15
Two boats 227 14

Shepherdstown
Wm. H. Couter Capt. Armstrong 110 18

DT, Sat. 4/9/81, p. 3.  Canal Trade
The following boats, 8 in number, carrying 910 06 tons of coal, left this port yesterday, Friday, April 8, 1881:

Borden Mining Company
Georgetown:
G. Berkebile Capt. Griffith 115 07
Antares Capt. Griffith 95 00
James Clarke Capt. Griffith 123 15
B. M. Young Capt. Hassett 115 02
Dr. A. Shank Capt. Hassett 118 00
Five boats 567 04

J. P. Agnew & Co.
Alexandria:
R. J. Mitchell, Jr. Capt Crambagh 110 15
E. T. Woody Capt Crambough 114 11
## Canal Trade - 1881

<table>
<thead>
<tr>
<th>Two boats</th>
<th>Individual</th>
<th>225 06</th>
</tr>
</thead>
<tbody>
<tr>
<td>Georgetown:</td>
<td>Rising Sun</td>
<td>Capt. McQuade</td>
</tr>
</tbody>
</table>

DT, Mon. 4/11/81, p. 3. **Canal Trade**
The following boats, 9 in number, carrying 1,166 03 tons of coal, left this port yesterday, Saturday, April 9, 1881:
- Consolidation Coal

<table>
<thead>
<tr>
<th>Georgetown:</th>
<th>Lewis P. Hieston</th>
<th>Capt. Brubaker</th>
<th>113 16</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>H. A. Clark</td>
<td>Capt. Carter</td>
<td>127 09</td>
</tr>
<tr>
<td></td>
<td>Jos M. Wheatley</td>
<td>Capt. Seaman</td>
<td>122 19</td>
</tr>
<tr>
<td></td>
<td>Jos Z. Williber</td>
<td>Capt. Zeigler</td>
<td>121 11</td>
</tr>
<tr>
<td>Williamsport:</td>
<td>Grason &amp; Fannie</td>
<td>Capt. Rinehart</td>
<td>109 07</td>
</tr>
<tr>
<td></td>
<td>D</td>
<td>Capt. Weller</td>
<td>115 13</td>
</tr>
</tbody>
</table>

Six boats
- Borden Mining Company

<table>
<thead>
<tr>
<th>Georgetown:</th>
<th>Echo</th>
<th>Capt. Griffith</th>
<th>113 06</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Cigarette</td>
<td>Capt. Tilghman</td>
<td>117 11</td>
</tr>
<tr>
<td></td>
<td>Mabel</td>
<td>Capt. Hassett</td>
<td>117 07</td>
</tr>
</tbody>
</table>

Three boats
- 348 04

DT, Tue. 4/12/81, p. 3. **Canal Trade**
The following boats, 16 in number, carrying 1,850 10 tons of coal, left this port yesterday, Monday, April 11, 1881:
- Consolidation Coal

<table>
<thead>
<tr>
<th>Georgetown:</th>
<th>E. K. Johnson</th>
<th>Capt. Walker</th>
<th>119 19</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>W. I. Smoot</td>
<td>Capt. Little</td>
<td>120 18</td>
</tr>
<tr>
<td></td>
<td>W. I. Stevenson</td>
<td>Capt. Byroads</td>
<td>117 09</td>
</tr>
<tr>
<td>Williamsport:</td>
<td>Mary Anderson</td>
<td>Capt. Woltz</td>
<td>117 12</td>
</tr>
<tr>
<td></td>
<td>Jack &amp; Bessie</td>
<td>Capt. Shaffer</td>
<td>117 01</td>
</tr>
<tr>
<td>Washington:</td>
<td>Z. Williams</td>
<td>Capt. Mose</td>
<td>122 07</td>
</tr>
<tr>
<td>Alexandria:</td>
<td>Geo. S. French</td>
<td>Capt. Wolf</td>
<td>117 04</td>
</tr>
</tbody>
</table>

Seven boats
- Borden Mining Company

| Georgetown: | New Boat | Capt. Hassett | 118 00 |

<table>
<thead>
<tr>
<th>Areturus</th>
<th>Capt. Hassett</th>
<th>96 11</th>
</tr>
</thead>
<tbody>
<tr>
<td>Little Nan</td>
<td>Capt. Hassett</td>
<td>115 11</td>
</tr>
<tr>
<td>Onward</td>
<td>Capt. Griffith</td>
<td>109 01</td>
</tr>
<tr>
<td>Exchange</td>
<td>Capt. Griffith</td>
<td>114 13</td>
</tr>
</tbody>
</table>

Five boats
- George’s Creek Coal Company

<table>
<thead>
<tr>
<th>Alexandria:</th>
<th>R. Fannon</th>
<th>Capt. Alexander</th>
<th>115 07</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Ed. Conley</td>
<td>Capt. Gannon</td>
<td>113 13</td>
</tr>
<tr>
<td>Lewis Peacock</td>
<td>Capt. Kady</td>
<td>116 00</td>
<td></td>
</tr>
</tbody>
</table>

Four boats
- 350 00

| Georgetown: | Sally J. Kelly | Capt. Young | 114 07 |

ES, Tue. 4/12/81, p. 4. **West Washington, née Georgetown** – GRAIN ARRIVALS –
Boat Ellen Brookes with 1,650 bushels wheat, 1,000 bushels corn, 94 barrels flour and 10 tons hay.

DT, Wed. 4/13/81, p. 3. **Canal Trade**
The following boats, 10 in number, carrying 1,160 19 tons of coal, left this port yesterday, Tuesday, April 12, 1881:
- Consolidation Coal

<table>
<thead>
<tr>
<th>Georgetown:</th>
<th>Walter Thompson</th>
<th>Capt. Martz</th>
<th>118 12</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>A. Campbell</td>
<td>Capt. Eddy</td>
<td>116 00</td>
</tr>
<tr>
<td></td>
<td>M. B. Mayfield</td>
<td>Capt. Carder</td>
<td>121 18</td>
</tr>
<tr>
<td></td>
<td>A. P. Mayfield</td>
<td>Capt. Benner</td>
<td>120 13</td>
</tr>
<tr>
<td></td>
<td>C. D. Warfield</td>
<td>Capt. Kerns</td>
<td>117 12</td>
</tr>
<tr>
<td></td>
<td>Consolidation</td>
<td>Capt. Barger</td>
<td>112 17</td>
</tr>
<tr>
<td>Williamsport:</td>
<td>Katie &amp; Jimmy</td>
<td>Capt. Woltz</td>
<td>115 04</td>
</tr>
<tr>
<td></td>
<td>C. B. Embrey</td>
<td>Capt. Newcomer</td>
<td>114 01</td>
</tr>
</tbody>
</table>

Eight boats
- 937 02

<table>
<thead>
<tr>
<th>Borden Mining Company</th>
<th>Fall River</th>
<th>Capt. Hassett</th>
<th>110 09</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Harry Borden</td>
<td>Capt. Griffith</td>
<td>113 08</td>
</tr>
</tbody>
</table>

Two boats
- 223 16

DT, Thu. 4/14/81, p. 3. **Coal Trade by Canal** – Only two boats left this city yesterday, both destined for Georgetown.
The Consolidation Company sent out the S. W. Guemara, Capt. Dyer, with 121.11 tons of coal, and the Borden sent the Willie D., Capt. Hassett, with 115.08 tons.

Sun, Wed. 4/13/81, p. 4. **Cumberland Coal Shipments** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, April 9, were 39,832 tons, and for the year to that date 432,353 tons, an increase of 15,160 tons over the corresponding period of 1880. The coal was carried as follows: Baltimore and Ohio railroad, week 30,178 tons; year 368,617 tons, increase over 1880, 10,501 tons. Chesapeake and Ohio canal, week 5,594 tons, year 12,989 tons increase over 1880, 4,246 tons. Pennsylvania Railroad, week 4,050 tons; year 50,748 tons; increase over 1880, 414 tons.

DT, Fri. 4/15/81, p. 2. **Canal Trade**

The following boats, 23 in number, carrying 2,613.06 tons of coal, left this port yesterday, Thursday, April 18, 1881:

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Consolidation Coal Company Georgetown:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>G. Meredith</td>
<td>Capt. Compton</td>
<td>115.10</td>
</tr>
<tr>
<td>R. H. Jones</td>
<td>Capt. Westbrook</td>
<td>121.11</td>
</tr>
<tr>
<td>F. Mintdrop</td>
<td>Capt. Anderson</td>
<td>114.10</td>
</tr>
<tr>
<td>Julia Tyler</td>
<td>Capt. Nuse</td>
<td>112.03</td>
</tr>
<tr>
<td>J. B. Thomas</td>
<td>Capt. Yingling</td>
<td>112.12</td>
</tr>
<tr>
<td>Wm. Weber</td>
<td>Capt. Rowland</td>
<td>115.14</td>
</tr>
<tr>
<td>B. R. Mayfield</td>
<td>Capt. Piper</td>
<td>116.10</td>
</tr>
<tr>
<td>Williamsport:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>M. A. Shupp</td>
<td>Capt. Shupp</td>
<td>114.00</td>
</tr>
<tr>
<td>D. Seibert</td>
<td>Capt. Preston</td>
<td>113.19</td>
</tr>
<tr>
<td>Nine boats</td>
<td></td>
<td>1,037.09</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Borden Mining Company Georgetown:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>W. H. M. Masters</td>
<td>Capt. Hassett</td>
<td>113.16</td>
</tr>
<tr>
<td>Henry Boley</td>
<td>Capt. Hassett</td>
<td>112.06</td>
</tr>
<tr>
<td>Abram Kuhn</td>
<td>Capt. Hassett</td>
<td>112.16</td>
</tr>
<tr>
<td>Invincible</td>
<td>Capt. Griffith</td>
<td>117.03</td>
</tr>
<tr>
<td>Hunter</td>
<td>Capt. Griffith</td>
<td>113.18</td>
</tr>
<tr>
<td>Walter Beall</td>
<td>Capt. Griffith</td>
<td>110.18</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Harry &amp; Ralph</td>
<td>Capt. Griffith</td>
<td>110.16</td>
</tr>
<tr>
<td>Isaac Wilson</td>
<td>Capt. Griffith</td>
<td>115.11</td>
</tr>
<tr>
<td>Eight boats</td>
<td></td>
<td>909.04</td>
</tr>
</tbody>
</table>

J. P. Agnew & Co.

Georgetown:

- Hunter Lee       | Capt. Chaney | 112.06 |
- W. M. Price      | Capt. Griminger | 111.13 |
- Lucinda          | Capt. Reid | 111.00 |
- D. Boothe        | Capt. Mertens | 106.14 |
- H. Loveridge     | Capt. Hine | 112.14 |

Five boats 554.07

George’s Creek Coal Company

Alexandria:

- Ida J. Reid      | Capt. Reid | 111.06 |

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>DT, Sat. 4/16/81, p. 3. <strong>Canal Trade</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The following boats, 29 in number, carrying 3,334.11 tons of coal, left this port yesterday, Friday, April 15, 1881:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Consolidation Coal Company Georgetown:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>J. J. Moore</td>
<td>Capt. Boyer</td>
<td>113.00</td>
</tr>
<tr>
<td>Elbe River</td>
<td>Capt. Swain</td>
<td>120.15</td>
</tr>
<tr>
<td>D</td>
<td>Capt. Weller</td>
<td>112.01</td>
</tr>
<tr>
<td>Missouri</td>
<td>Capt. Riley</td>
<td>116.17</td>
</tr>
<tr>
<td>V. L. Sprigg</td>
<td>Capt. Chambers</td>
<td>110.03</td>
</tr>
<tr>
<td>C. W. Brengle</td>
<td>Capt. McAtee</td>
<td>110.10</td>
</tr>
<tr>
<td>Willie &amp; Frankie</td>
<td>Capt. Repp</td>
<td>120.10</td>
</tr>
<tr>
<td>G. C. Goodrich</td>
<td>Capt. Little</td>
<td>110.17</td>
</tr>
<tr>
<td>Five Brothers</td>
<td>Capt. Little</td>
<td>113.01</td>
</tr>
<tr>
<td>Geo. A. Pearre</td>
<td>Capt. Shives</td>
<td>113.10</td>
</tr>
<tr>
<td>W. C. Ernst</td>
<td>Capt. Benner</td>
<td>113.15</td>
</tr>
<tr>
<td>Ernst &amp; Holland</td>
<td>Capt. Miller</td>
<td>118.03</td>
</tr>
<tr>
<td>John Miller</td>
<td>Capt. Brown</td>
<td>119.08</td>
</tr>
<tr>
<td>Williamsport:</td>
<td></td>
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<tr>
<td>Grason &amp; Fannie</td>
<td>Capt. Rinehart</td>
<td>111.09</td>
</tr>
<tr>
<td>G. M. Cover</td>
<td>Capt. Miller</td>
<td>103.14</td>
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<tr>
<td>Twelve boats</td>
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<td>1,707.13</td>
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<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
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<tbody>
<tr>
<td>Borden Mining Company Georgetown:</td>
<td></td>
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</tr>
<tr>
<td>Kate Prather</td>
<td>Capt. Hassett</td>
<td>118.00</td>
</tr>
<tr>
<td>Sycorax</td>
<td>Capt. Hassett</td>
<td>121.02</td>
</tr>
<tr>
<td>M. S. Fernsner</td>
<td>Capt. Hassett</td>
<td>119.18</td>
</tr>
<tr>
<td>Susan Charles</td>
<td>Capt. Hassett</td>
<td>112.00</td>
</tr>
<tr>
<td>Warren Delano, Jr.</td>
<td>Capt. Hassett</td>
<td>116.00</td>
</tr>
<tr>
<td>Cowton &amp; Tilghman</td>
<td>Capt. Hassett</td>
<td>118.17</td>
</tr>
</tbody>
</table>
Unexpected  Capt. Hassett  118 14
M. S. Haines  Capt. Hassett  113 07
Maggie B.  Capt. Griffith  114 08
E. R. Ladew  Capt. Griffith  119 17
C. Knodle  Capt. Snyder  113 11

Eleven boats  1,285 14

J. P. Agnew & Co.


THE COAL TRADE – Only two boats left Cumberland Wednesday, both for Georgetown; one for Consolidation Company and the other for Borden Company, carrying 236 19 tons of coal.

Sun, Sat. 4/16/81, p. 4. It is understood that Mr. C. V. Hammond, of Cumberland, for the past eight years in the Chesapeake and Ohio Canal service, most of the time as inspector, but at one time as division superintendent, will shortly leave the service of the company, and it is rumored he will enter that of the Baltimore and Ohio Railroad Company.

ES, Sat. 4/16/81, p. 8.  West Washington, nee Georgetown – GRAIN – Arrived by canal, boat M. C. W. Boyer with 4,100 bushels of wheat.

THE COAL TRADE – Twenty-three boats left Cumberland Thursday with 2,613 06 tons of coal as follows: For Georgetown, Consolidation company 1,037 09 tons; Borden Company, 909 04 tons; J. P. Agnew & Co., 554 07 tons. For Alexandria, George’s Creek Company, 111 06 tons.

DT, Mon. 4/18/81, p. 3. Canal Trade

The following boats, 19 in number, carrying 2,170 04 tons of coal, left this port yesterday, Saturday, April 16, 1881:

Consolidation Coal Company

Georgetown:

C. F. Moyer  Capt. Read  118 02
Lizzie K.  Capt. Teeters  116 09
Willie & Johnnie  Capt. Morrison  118 04
Lillie & May  Capt. Grove  114 19
V. S. Brashears  Capt. Moore  114 07
Three Sisters  Capt. Little  115 19
Thames River  Capt Rossworm  124 05
Geo. L. Shupp  Capt. Spong  116 11
Maj. Anderson  Capt. Woltz  120 04
Jack & Bessie  Capt. Shaffer  115 06

Ten boats  1,174 06

Borden Mining Company

Georgetown:

New Era  Capt. Griffith  99 02
Arthur Lovell  Capt. Griffith  97 04
Alexander  Capt. Griffith  115 11
Jacob Snyder  Capt. Hassett  113 04
Wm. T. Hassett  Capt. Hassett  113 12
Dr. O M Schindell  Capt. Hassett  113 06
Denton Jacques  Capt. Hassett  116 13

Seven boats  768 12

J. P. Agnew & Co.

Georgetown:

T. M. Smith  Capt. Smith  112 06
Individual

Georgetown:

P. J. Sowers  Capt. Price  115 00

ES, Mon. 4/18/81, p. 4. West Washington, nee Georgetown – THE GRAIN TRADE – Arrived by canal, boat Mollie C. Waters with 2,700 bushels wheat; boat Ruby with 4,000 bushels wheat.

THE COAL TRADE – Twenty-nine boats left Cumberland Friday with 3,334 11 tons coal, as follows, for Georgetown:

Consolidation Company 1,707 13 tons;
Canal Trade - 1881

Borden Company 1,285 14 tons; J. P. Agnew & Co. 111 11 tons; individual 117 05 tons; for Alexandria – George’s Creek 112 08 tons.

DT, Tue. 4/19/81, p. 3. Canal Trade
The following boats, 15 in number, carrying 1,731 08 tons of coal, left this port yesterday, Monday, April 18, 1881:

Consolidation Coal Company
Georgetown:
A. E. McDonald Capt. Marmaduke 118 17
A. B. Turner Capt. Bender 114 19
G. S. Young Capt. Sellers 124 01
M. C. Clay Capt. Murphy 114 09
H. A. Clark Capt. Quigley 120 11
Amazon River Capt. Ardinger 120 18

Sixteen boats 1,172 09

Borden Mining Company
Georgetown:
Rainbow Capt. Griffith 115 00
Henry Freeland Capt. Griffith 109 10
James Clark Capt. Griffith 122 09
Antares Capt. Griffith 96 10
Four boats 443 09

George’s Creek Coal Company
Alex Kratz Capt. Brookman 115 10

DT, Wed. 4/20/81, p. 3. Canal Trade
The following boats, 15 in number, carrying 1,721 03 tons of coal, left this port yesterday, Tuesday, April 19, 1881:

Consolidation Coal Company
Georgetown:
Dr. Russell Capt. Dawson 113 09
A. F. Lantz Capt. Swain 111 01
Dr. A. A. Biggs Capt. Brubaker 109 16
J. Z. Williams Capt. Zeigler 120 05
E. K. Johnson Capt. Walker 122 06
New Boat Capt. Marmaduke 121 18
L. P. Hutson Capt. Brubaker 123 18
A. P. Winship Capt. Litch 112 04
J. M. Wheatley Capt. Seaman 119 02
Nine boats 1,053 19

Borden Mining Company
Georgetown:
G. F. Smith Capt. Hassett 115 08
Theo. Dean Capt. Hassett 115 02
Areturus Capt. Hassett 94 16
Echo Capt. Griffith 111 00
Five boats 436 05

J. P. Agnew & Co.
Georgetown:
R. J. Mead Capt. Griffith 110 10
Individual
Williamsport:
Diligent Capt. Donnelly 129 08

H&TL, Wed. 4/20/81, p. 4. It is rumored that C. V. Hammond, one of the inspectors of the Chesapeake and Ohio Canal, is about to resign.

Sun, Wed. 4/20/81, p. 4. Cumberland Coal Shipments - The shipments from the mines of the Cumberland coal region for the week ended Saturday, April 16, were 42,062 tons, and for the year to that date 474,415 tons, a decrease of 2,764 tons as compared with the corresponding period of last year. The coal was carried as follows: Baltimore and Ohio Railroad - week 29,321 tons; year 397,938 tons, decrease as compared with 1880, 778 tons. Chesapeake and Ohio canal - week
11,728 tons; year 24,717 tons; increase over 1880, 3,226 tons. Pennsylvania Railroad - week 1,012 tons; year 51,760 tons; decrease as compared with 1880, 5,212 tons.

The only companies now shipping by canal to any extent are the Consolidation and Borden, while a few individual boats are going out. The rate of freight paid is not generally known, but it is understood to be not over 90 cents, and in some instances is thought to be as low as 80 cents. Collector Willison thinks the indications point to a prosperous season on the canal.

DT, Thu. 4/21/81, p. 3. **Canal Trade**

The following boats, 15 in number, carrying 1,743 10 tons of coal, left this port Wednesday, April 20, 1881:

**Borden Mining Company**

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<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
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<tr>
<td>Charlie Hassett</td>
<td>Capt. Hassett</td>
<td>111 14</td>
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<tr>
<td>Little Nan</td>
<td>Capt. Hassett</td>
<td>115 03</td>
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<tr>
<td>Mabel</td>
<td>Capt. Hassett</td>
<td>117 05</td>
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<tr>
<td>J. A. Garfield</td>
<td>Capt. Griffith</td>
<td>119 10</td>
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<tr>
<td>Wm. Blackwell</td>
<td>Capt. Griffith</td>
<td>118 11</td>
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<tr>
<td>G. Berkebile</td>
<td>Capt. Griffith</td>
<td>112 19</td>
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Six boats: 698 01

**Consolidation Coal Company**

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<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
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<tr>
<td>John R. Cruzon</td>
<td>Capt. Strider</td>
<td>115 10</td>
</tr>
<tr>
<td>B. C. Barroll</td>
<td>Capt. Jackson</td>
<td>122 02</td>
</tr>
<tr>
<td>Jimmy M., Jr.</td>
<td>Capt. Bush</td>
<td>117 06</td>
</tr>
<tr>
<td>W. J. Stephenson</td>
<td>Capt. Byroad</td>
<td>117 04</td>
</tr>
<tr>
<td>W. J. Smoot</td>
<td>Capt. Myers</td>
<td>118 12</td>
</tr>
<tr>
<td>Williamsport: D. Seibert</td>
<td>Capt. Preston</td>
<td>112 15</td>
</tr>
<tr>
<td>Four Sisters</td>
<td>Capt. Reader</td>
<td>110 10</td>
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</table>

Seven boats: 814 19

J. P. Agnew & Co.

**Georgetown:**

**Baltimore**

Sun, Fri. 4/22/81, p. 4. **Letter from Washington** – The commissioners of the District have determined to leave no means untried to procure the connection of the Cumberland and George’s Creek Railway with the Chesapeake and Ohio Canal. They have, as already reported in this letter, written urgently to President Garrett, of the Baltimore and Ohio Railroad, and to the board of public works of Maryland, in support of the connection, and on tomorrow they will attend the meeting of the board of public works of Maryland at Cumberland for the same purpose. The Baltimore and Ohio...
Railway property intervenes between the George’s Creek Railroad and the canal, and the commissioners hope to procure such assistance from the Maryland board of public works as will secure the consent of the managers of the Baltimore and Ohio Railroad to the connection, which is considered to be a matter of considerable importance to the coal trade of the District of Columbia.

DT, Sat. 4/23/81, p. 2. **Board of Public Works** – The Board of Public Works, consisting of Governor Hamilton, Comptroller Keating and Treasurer Compton, arrived here yesterday morning in the 6:25 train, for the purpose of inspecting the crossing at the viaduct, over which there has been so much contention. It was not the purpose of the board to hold a meeting here for final action, but simply to personally inspect the locality and have the engineers of the several companies present to explain anything that might seem to them necessary for a fuller understanding of the case. To men who neither practical nor theoretical engineers, it is a difficult matter to comprehend fully the maps and explanations at a point far away from the designated locality, and a personal inspection of the Board of Public Works has enabled the members to more fully comprehend the situation and the more understandingly discuss the difficult questions that may come before them.

Though many of our citizens thought the board came here to make a final decision, such a result was farthest from our thoughts. The Board is the arbiter of the case, and there are many points that will arise for settlement. As arbiters they are expected to act with discretion, and we shall not be surprised if it requires days to reach a result. While our people are anxious to have the matter settled, there are probably few outside of Allegany county who take much interest in the matter; and what seems to us an interminable length of time may to them seem expeditious.

Hon. A. P. Gorman, president of the canal company, with several canal officials, were present yesterday, looking after the canal interests, but as the Board left here without action, their services were called in.

Ibid, p. 3. **Canal Trade**
The following boats, 10 in number, carrying 1,153 01 tons of coal, left this port Friday, April 22, 1881:

**Consolidation Coal Company**

<table>
<thead>
<tr>
<th>Boat</th>
<th>Captain</th>
<th>Tonnage</th>
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<tbody>
<tr>
<td>Lillie</td>
<td>Capt. Drenner</td>
<td>116 12</td>
</tr>
<tr>
<td>Nannie &amp; Willie</td>
<td>Capt. Knode</td>
<td>112 08</td>
</tr>
<tr>
<td>A. M. Grove</td>
<td>Capt. Grove</td>
<td>112 13</td>
</tr>
<tr>
<td>Bernard Coulehan</td>
<td>Capt. McCoy</td>
<td>105 15</td>
</tr>
<tr>
<td>Williamsport</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jack &amp; Bessie</td>
<td>Capt. Shaffer</td>
<td>119 19</td>
</tr>
<tr>
<td>Five boats</td>
<td></td>
<td>584 08</td>
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**Borden Mining Company**

<table>
<thead>
<tr>
<th>Boat</th>
<th>Captain</th>
<th>Tonnage</th>
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</thead>
<tbody>
<tr>
<td>W. H. M. Masters</td>
<td>Capt. Hassett</td>
<td>110 10</td>
</tr>
<tr>
<td>Abram Kuhn</td>
<td>Capt. Hassett</td>
<td>112 13</td>
</tr>
<tr>
<td>Harry &amp; Ralph</td>
<td>Capt. Griffith</td>
<td>118 03</td>
</tr>
<tr>
<td>Walter Beall</td>
<td>Capt. Griffith</td>
<td>114 15</td>
</tr>
<tr>
<td>Four boats</td>
<td></td>
<td>456 03</td>
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**J. P. Agnew & Co.**

<table>
<thead>
<tr>
<th>Boat</th>
<th>Captain</th>
<th>Tonnage</th>
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<tr>
<td>Edward Cohill</td>
<td>Capt. Gannon</td>
<td>112 07</td>
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Sun, Sat. 4/23/81, p. 1. **Railroad Controversy in Cumberland** –
Cumberland, Md., April 21. – Unusual interest was aroused today in Cumberland by a visit from Gov. Hamilton, Comptroller Keating and Treasurer Compton, constituting the Maryland board of public works, in relation to the George’s Creek and Pennsylvania Railroad crossing of the main tracks of the Baltimore and Ohio Company, and connecting with a side track to reach the canal basin with coal and other freights. In addition to the Maryland board of public
works, having official cognizance of the matter, Messrs. Dent, Twining and Morgan, of the board of commissioners of the District of Columbia, who are interested for the coal trade of Georgetown, and Senator A. P. Gorman, president of the Chesapeake and Ohio Canal, who is interested for the traffic of the work of which he is the head, and a numerous body of civil engineers, railroad officers, representatives of the coal companies and various other persons having direct or indirect interest in the issue, were likewise on hand, while the townsfolk, miners, railroad and canal hands, &c., came forth in considerable numbers. Among others invited to be present was Mr. J. M. Hood, president of the Western Maryland Railroad, who has on hand a crossing case for his line at Chambersburg, Pa., which is resisted by Pennsylvania Railroad influenced. A delegation of miners, purporting to represent 3,000 men, presented a petition containing 1,780 names, asking immediate solution of the crossing problem in order to afford them immediate employment. A similar petition from canal boatmen was handed in, and nothing seemed to have been left undone which could add weight or urgency to the request of Mr. Henry Loveridge, president of the new railroad, made two weeks ago at Annapolis, invoking the intervention of the board under the act of 1878.

The board of public works addressed itself actively to investigating the nature of the demand made by the George’s Creek Company, and the alleged dangerous and obstructive nature of the same according to the Baltimore and Ohio Company. The board went over all the grounds in dispute. They found at the crossing, which is celebrated in local history, a railroad dead-lock and tracks of both roads occupied by rolling stock. Although many idle men, curious simply to see and hear all that was going on, clogged the steps of the gentlemen making the investigation, every disposition was manifested to facilitate the different and delicate public duty imposed upon the umpires. Messrs. Wm. M. Bolling, of the road department, Baltimore and Ohio, and Mr. Millholland, general manager of the George’s Creek Company, were selected to give necessary information as desired by members of the board. Mr. Frick, of counsel for the Baltimore and Ohio Railroad, also rendered efficient service.

So far as there were expressions by representatives of the Baltimore and Ohio Company, no disposition was manifested to keep the George’s Creek Company from reaching the canal basin; but it seemed to be clearly shown that there would be constant danger of collision on the main tracks of the Baltimore and Ohio road if crossing near Hanover street and connection 350 feet further on was allowed, as demanded. It was admitted that coal trains are usually 750 to 780 feet long, so that if the crossing and connecting points were only 350 feet apart, the ends of any connecting trains would lie athwart both main tracks of the Baltimore and Ohio road. Mr. Johnston, civil engineer of the Baltimore and Ohio, suggested some contingencies in which he thought it would be impossible to escape collision, particularly in night running. He further said that the situation would be so complicated and dangerous that no trunk line could afford to allow it for any price.

When asked how the object of the George’s Creek Company to reach the canal basin with its coal could be attained, Mr. Bolling, of the Baltimore and Ohio Road engineering corps, escorted the board to what is known as the viaduct, a stone bridge over a narrow stream in the mountain pass entrance of Cumberland, and only a few steps from the proposed crossing. Here the engineer showed that the new road could cross under grade of the Baltimore and Ohio, with 16 feet headway, thus avoiding
the main danger of a grade crossing at a difficult curve over two tracks. Several coal trains of the Baltimore and Ohio passed while the investigation was being made, and afforded a practical illustration of the operations of everyday traffic and the difficulties of the situation. After under-grade crossing, it was stated, the new road would pass on to the point of connecting with the track to the canal over property already partly owned by the George’s Creek interest. It would be necessary to tear down a few small houses now standing in the way, but no valuable property would be encountered, and there would be infringements on none of the streets of the city. Even with a junction formed in this way it would be necessary to pass on to destination over three-quarters of a mile of Baltimore and Ohio track. It was admitted by the George’s Creek representative that crossing at grade would necessitate two watchmen and a signal station, as required by law. The cost for station repairs and watchmen would be $1,200 to $1,500 a year, which capitalized would make $25,000 the cost of making the under-grade connection.

When the field operations were concluded the board retired to one of the parlors of the Queen City Hotel. Mr. Wm. M. Bolling and Mr. Arthur Johnson, of the Baltimore and Ohio road department, and Mr. Millholland were sent for. Senator Gorman, who was in Cumberland more particularly on regular canal business, was also summoned. Mr. Twining was called for information as to Georgetown coal trade interests. Finally, the board asked the presence of Mr. John K. Cowen, counsel of the Baltimore and Ohio Company, of whom the inquiry was made whether his corporation would assent to the construction of the George’s Creek Road under the tracks of the Baltimore and Ohio Road near Hay street, and connection with the switch track of the Baltimore and Ohio near Frederick street, provided the board of public works would designate the latter point as the proper place of connection and require the approach to it be by an under-grade crossing?

Mr. Cowen said the Baltimore and Ohio Company would not make any objection to the crossing under its tracks at the point named, but would elevate its track two feet to assist the Pennsylvania and George’s Creek Companies in making the crossing, and that it would permit a connection at Frederick street to the canal. The estimate for the under-crossing was $25,000.

The board expressed its conviction as to the feasibility and desirability of constructing the new line with an under-crossing, instead of a grade-crossing, which latter is hazardous. At the hour of departure of the train for Baltimore, 5 P.M., the board had not fully reached all its conclusions, but consideration of the matter was prolonged until the Governor left at the Hagerstown Junction for his home. It is understood, however, that the Baltimore and Ohio Company was sustained in its dissent from the proposed point of grade crossing – Hanover street – as both dangerous and obstructive. Some difficulties seem to clog the steps remaining to be taken, but it is learned Mr. Cowen will reduce his proposition to writing, to be laid before the board of public works on Thursday next in Annapolis, to which time and place it adjourned. The board will then make known its determination to the companies interested.

Mr. Loveridge invited a large party to make an excursion from Cumberland to Lonaconing over his road.

District Commissioners returned from their trip to Cumberland last night, and were in attendance at their office, on 4½ street, this morning. They report that they had a very pleasant trip, and looked over the situation of the proposed crossing of the George’s Creek railroad, and were present at the meeting of the board of public works. The whole situation was discussed at the meeting, and Engineer Commissioner Twining was given an audience to present his views. Later in the day the board of public works held a conference at the hotel, and another on board the train on the return trip home. Governor Hamilton left the train at Weverton for his home at Hagerstown, and a decision was postponed until Thursday next, and will probably be made known at Annapolis on that day.

HISTORY OF THE CONTROVERSY

The question under consideration at Cumberland, Md., yesterday was whether bituminous coal from the Maryland mines for this District is to be allowed to be carried across the Baltimore and Ohio railroad track to the Chesapeake and Ohio canal, for shipment to this place. Some time ago the Baltimore and Ohio railroad purchased the Cumberland and Pennsylvania and Connellsville and Pittsburg railroads, the former running out of Cumberland, Md., to the large coal fields, known as the “Cumberland coal region,” and which had, up to that time, supplied through the shipping trade of Georgetown, Alexandria and Baltimore, soft coal for the north and east. At the same time the Baltimore and Ohio railroad absorbed a majority of the stock of the Consolidation coal company, which corporation owned about three-eighths of the entire Cumberland region. The Baltimore and Ohio railroad thus secured a monopoly of carrying coal, and the other companies were placed in a dependent position. It was then determined to open up the coal fields in the George’s Creek region, and being the coal into Cumberland by an independent road. A company known as the George’s Creek and Cumberland railroad was formed, a charter obtained and the construction of the line, which is about twenty miles in length, was commenced. This was two years ago. Since that time the Baltimore and Ohio railroad company has been fighting its rival, and almost every inch of the George’s Creek road has been marked by a contest. The road, however, was completed to Cumberland, and the ties and rails brought into the city. Here the trouble culminated. It became necessary to cross the main stem to the west of the Baltimore and Ohio railroad. The latter corporation refused to allow its rival to cross its tracks, and the matter was brought into court. At the January term of the court, the case was decided in favor of the George’s Creek company, and the exact point of connection was left to the public works of Maryland as arbitrators.

The Baltimore and Ohio railroad then erected a strong barricade at right angles to the connecting road, which has its ties and rails laid on either side of the B. & O. tracks and only waits the final decision of the arbitrators to connect the separate rails. So close are these rails together – a double track and a siding only dividing them – that they can be joined in a few hours. Close up against the barricade is a coal train, which was loaded at the George’s Creek mines, and only awaits the connection to be switched on to the Baltimore and Ohio track and thence direct to the canal basin, where it can be unloaded into the canal boats.

Of course, if the right to cross or switch upon the Baltimore and Ohio track is lost, no coal can reach here by the Chesapeake and Ohio canal. The coal trade to Georgetown has in some years reached as high as 900,000 tons per annum, and unless the crossing is made the thousands of
laborers now employed in and about the coal wharves and along the canal would be thrown out of employment. Eighteen hundred miners, nearly the same number of boatmen, have petitioned the board of arbitration to grant the application of the George’s Creek coal company.  

**NO CONCLUSION YET ARRIVED AT**

Nearly two hours were spent by the board, the lawyers and the engineers yesterday in surveying the proposed crossing, in considering the feasibility of connecting by a switch, of tunneling under the Baltimore and Ohio track and of other schemes to accomplish the object sought. The whole party then adjourned to Queen City hotel, where a conference was held, with closed doors, between the board and two representatives from each of the contending roads.

**VIEWS OF MAJOR TWINING**

Major Twining was first called and his views solicited as those of a disinterested expert. He stated that he had fully surveyed the situation, and believed the crossing was not dangerous, and that no good reason could be urged against the application of the George’s Creek company. It was a perfectly feasible undertaking. He presented at length the important District interests which were involved, and was unequivocal in his answers to the objections raised by the engineers of the Baltimore and Ohio railroad. After spending some time in executive session, the board of arbitration adjourned without rendering the expected decision, which it is expected will be announced in a day or two.

**DT, Mon. 4/25/81, p. 3. Canal Trade**

The following boats, 13 in number, carrying 1,599 16 tons of coal, left this port Saturday, April 28, 1881:

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<tr>
<th>Borden Mining Company</th>
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<tr>
<td>Georgetown:</td>
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<tr>
<td>consolidation coal company</td>
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<tr>
<td>A. P. Gorman Capt. Mullen</td>
<td>115 17</td>
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**Sun, Mon. 4/25/81, p. 5. Arbitrament of the Cumberland Rail Road Crossing Case**

– In deciding against enforcing the crossing of the Baltimore and Ohio Railroad, which had been arbitrarily selected by the George’s creek and Pennsylvania Railroad to enable them to reach the Chesapeake and Ohio canal wharves and basin in Cumberland, the board of public works has done everything in the premises it was strictly called upon to perform. But in order to aid the development of a large section of the coal fields of Maryland and to benefit the Chesapeake and Ohio canal, in which the State has so large an interest, it was considered advisable to take a step further and indicate what the board would be willing to recommend to insure the rights of all parties to the controversy. It seems to be the proper conclusion which the board has reached, not to be willing to take the responsibility of authorizing a grade crossing at a curve, as proposed in this case,
in a narrow pass, amidst complicated and hazardous surroundings; but an under-grade crossing is entirely practicable at comparatively small cost in proportion to the benefit received, it is not unfair to insist on this course of procedure and connection with a switch-track in a safe locality to enable the cars of the new company to reach a shipping point. While on the one hand the railroad company already in possession must have consideration for its rights, and proper guarantees that its business will not be needlessly obstructed or public safety on its tracks jeopardized, the new company seeking an outlet to tidewater has rights guaranteed by law and contracts which the board of public works seems entirely willing to fully recognize and amply protect.

DT, Tue. 4/26/81, p. 3. **Canal Trade**

The following boats, 10 in number, carrying 1,122 15 tons of coal, left this port Monday, April 25, 1881:

**Consolidation Coal Company**
Georgetown:
- M. C. Merryman Capt. Grove 112 16
- B. R. Mayfield Capt. Piper 113 13
- C. B. Embrey Capt Newcomer 111 04
Three boats 337 13

**Borden Mining Company**
Georgetown:
- Warren Delano Capt. Hassett 112 12
- Unexpected Capt. Hassett 118 12
- Isaac Wilson Capt. Griffith 114 09
- Arthur Lovell Capt. Griffith 98 16
Four boats 444 09

**J. P. Agnew & Co.**

**At the Great Falls**
The Great Falls correspondent of the Rockville Sentinel sends that paper the following items:

Ice at the Great Falls is about ten feet thick.

A boat, loaded with coal, sunk in the canal, near Williamsport.

A colored hand, Geo. Taylor, on the boat Hunter No. 3, was kicked by a mule near Georgetown on Tuesday, and very seriously hurt. Dr. Carraher, who attended him, says he has but slight hopes of his recovery.

DT, Wed. 4/27/81, p. 3. **Canal Trade**
The following boats, 8 in number, carrying 901 16 tons of coal, left this port Tuesday, April 26, 1881:

**Borden Mining Company**
Georgetown:
- M. S. Fernser Capt. Hassett 116 06
- M. S. Haines Capt. Hassett 111 17
- Susan Charles Capt. Hassett 113 07
- Harry Borden Capt. Griffith 114 16
- New Era Capt. Griffith 99 19
Five boats 556 05

**Consolidation Coal Company**
Georgetown:
- Z. Williams Capt. Moore 117 04
Two boats 229 05

**George’s Creek Coal Company**
Georgetown:
- Lucinda Capt. Gowen 116 06

H&TL, Wed. 4/27/81, p. 2. **Our Williamsport Letter** – The Canal is as yet doing but little business. Our boatmen are mostly idle, but few having any boating to do. They appear to be waiting the result of the action taken by the Board of Public Works, in the dispute about the crossing of the Baltimore and Ohio Railroad.

Sun, Wed. 4/27/81, p. 4. **Letter from Cumberland** - The shipments from the
mines of the Cumberland coal region for the week ended Saturday, April 23, were 42,576 tons, and for the year to that date 516,991 tons, a decrease of 19,553 tons as compared with last year. The coal was carried as follows: Baltimore and Ohio railroad, week 32,142 tons; year 430,080 tons, decrease as compared with 1880, 186 tons. Chesapeake and Ohio canal, week 9,516 tons, year 34,233 tons decrease as compared with 1880, 8,137 tons. Pennsylvania Railroad, week 918 tons; year 52,678 tons; decrease as compared with 1880, 11,229 tons.


DT, Thu. 4/28/81, p. 3. Canal Trade
The following boats, 9 in number, carrying 1,052 09 tons of coal, left this port Wednesday, April 27, 1881:
Consolidation Coal Company
Georgetown:
C. D. Warfield Capt. Kerns 117 02
Allan Campbell Capt. Eddy 117 06
L. W. Guinand Capt. Weller 119 13
Alexandria:
Geo. S. French Capt. Wolf 112 10
Four boats 466 11
Borden Mining Company
Georgetown:
Cowton & Tilghman Capt. Hassett 118 12
Sycorax Capt. Hassett 116 12
Kate Prather Capt. Hassett 117 06
Three boats 359 10
George’s Creek Coal Company
Georgetown:
F. H. Darby Capt. Tice 130 00

W. H. Couter Capt. Armstrong 113 08
Two boats 233 08

ES, Thu. 4/28/81 p. 4. West Washington, nee Georgetown – GRAIN ARRIVED – Boat Ruby with 3,800 bushels wheat. THE COAL TRADE – Eight boats left Cumberland Tuesday with 901 16 tons of coal for Georgetown: Borden Co., 556 05 tons; Consolidation Co., 229 05 tons; George’s Creek, 116 06 tons. The total shipments for the week were 41,377 05 tons, a decrease of 17,103 11 tons compared with the same period last year. Of this amount 30,943 06 tons were shipped by the Baltimore and Ohio railroad; 918 01 tons by the Pennsylvania State Line; and 9,515 18 tons by the Chesapeake and Ohio canal. The total shipments for the year are 490,687 13 tons, a decrease of 42,773 tons compared with the same period last year. Of this sum 403,776 10 tons were shipped by the Baltimore and Ohio railroad; 52,678 01 tons by the Pennsylvania State Line; and 34,233 02 tons by the Chesapeake and Ohio canal.

DT, Fri. 4/29/81, p. 3. Canal Trade
The following boats, 13 in number, carrying 1,482 15 tons of coal, left this port Thursday, April 28, 1881:
Consolidation Coal Company
Georgetown:
Julia Tyler Capt. Nuse 123 14
G. Meredith Capt. Compton 119 19
W. Thompson Capt. Martz 115 10
Consolidation Capt. Barger 115 17
M. Kersey Capt. Lowell 119 01
M. B. Mayfield Capt. Carder 117 14
Six boats 711 15
Borden Mining Company
Georgetown:
Denton Jacques Capt. Hassett 112 18
Regulus Capt. Hassett 97 12
Areturus Capt. Hassett 96 14
E. R. Ladew Capt. Griffith 121 07
Alexander Capt. Griffith 114 02
Sun, Fri. 4/29/81, p. 4. Letter from Annapolis – The board of public works was in secret session nearly all day considering the controversy between the George’s Creek and Pennsylvania Railroad Companies and the Baltimore and Ohio Company relative to the crossing and connection dispute at Cumberland. Senator Arthur P. Gorman appeared before the board in behalf of the Chesapeake and Ohio canal, which would be greatly benefited by the George’s Creek road as an important feeder of the canal. Hon. Patrick Hamill also was before the board in the interest of the canal. On the part of the Baltimore and Ohio Railroad, the proposition which Mr. John K. Cowen had made verbally was submitted in writing, in compliance with the request of the board. This proposition is in substance that the new roads give up their claim to cross at grade for the purpose of making connection with the Baltimore and Ohio tracks on the east side of Wills creek; that the crossing shall be under grade near Hay street; that a track be built by the George’s Creek Road to the east side of Polk street; that the Baltimore and Ohio Road would meet the suggestion of the board of public works by building, at its own cost, a part of the proposed connecting track. It is not known whether the board came to a conclusion or not. At all events the decision, if reached, was not given out for publication, as Governor Hamilton, Comptroller Keating and Treasurer Compton all declined to speak on the question. It was understood, however, that on some of the main points the board has been decided for a week, but there are contingencies not yet determined.

It is believed also that the question is complicated with other issues.

DT, Sat. 4/30/81, p. 3. Canal Trade
The following boats, 19 in number, carrying 2,181 07 tons of coal, left this port Friday, April 29, 1881:

Borden Mining Company

Consolidation Coal Company

New Central

George’s Creek Coal Company

Washington:
Maggie B. Capt. Beachler 116 14

DT, Mon. 5/2/81, p. 3. Canal Trade
The following boats, 20 in number, carrying 2,326 09 tons of coal, left this port Saturday, April 30, 1881:
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<tbody>
<tr>
<td><strong>Consolidation Coal Company</strong></td>
<td>Geo. A. Pearre Capt. Shives 116 12</td>
<td>M. Anderson Capt. Waltz 118 15</td>
<td>George’s Creek Coal Company</td>
<td>E. T. Woody Capt Crumbaugh 115 02</td>
<td>Geo B. Oswald Capt. Moore 112 10</td>
<td>Cloud Capt Zimmerman 115 19</td>
</tr>
<tr>
<td>R. H. Jones Capt. Westbrook 118 17</td>
<td>Capt. Bissett 113 18</td>
<td>Ida J. Kreps Capt. Smith 119 18</td>
<td>Mississippi Capt. Reid 117 08</td>
<td>Two boats 224 12</td>
<td>Two boats 223 04</td>
<td>Canal Trade</td>
</tr>
<tr>
<td>Capt. H. Krone Capt. Crone 111 04</td>
<td>Capt. Whitney Capt. Chayes 119 17</td>
<td>Seventy boats 822 07</td>
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<tr>
<td>Geo. L. Shupp Capt. Spong 123 05</td>
<td>New Boat Capt. Bowers 112 13</td>
<td>New Central:</td>
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<tr>
<td>Ellen Capt. Swain 121 18</td>
<td>Potomac Capt. Barger 120 18</td>
<td>Four boats 693 16</td>
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<td>Canal Trade</td>
</tr>
<tr>
<td>Jos. Z. Williams Capt. Zigler 125 01</td>
<td>Missouri Capt. Riley 115 15</td>
<td>Georgetown:</td>
<td>Mabel Capt. Hassett 117 06</td>
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<tr>
<td>Williamstown:</td>
<td>Mississippi Capt. Reid 117 08</td>
<td>Borden Mining Company</td>
<td>Cigarette Capt. Donnelly 116 11</td>
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<tr>
<td>M. Anderson Capt. Waltz 118 15</td>
<td>Six boats 822 07</td>
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<td>Four boats 473 02</td>
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<td>Canal Trade</td>
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<td>Jack &amp; Bessie Capt. Shaffer 114 11</td>
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<td>The following boats, 19 in number,</td>
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<td>carrying 2,222 16 tons of coal, left this port</td>
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<td>Tuesday, May 3, 1881:</td>
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<td>Consolidation Coal Company</td>
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<td>Georgetown:</td>
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<td>H. C. Hicks Capt. Miller 118 13</td>
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<td>B. C. Barroll Capt. Jackson 119 15</td>
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<td>Willie &amp; Johnnie Capt. Morrison 116 04</td>
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<td>Dr. C. T. Russell Capt. Dawson 114 19</td>
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<td>H. A. Clark Capt. Quigley 122 00</td>
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<td>Z. Williams Capt. Mose 118 12</td>
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<td>E. K. Johnson Capt. Walker 121 11</td>
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<td>A. B. Winship Capt. Hebb 117 04</td>
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<td>A. F. Lantz Capt. Swain 115 00</td>
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Borden Mining Company

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<tr>
<th>Boat Name</th>
<th>Captain</th>
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<tr>
<td>Borden &amp; Lovell</td>
<td>Capt. Hassett</td>
<td>112 00</td>
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<tr>
<td>Little Nan</td>
<td>Capt. Hassett</td>
<td>114 19</td>
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<td>Dr. O. M. Schindel</td>
<td>Capt. Hassett</td>
<td>111 11</td>
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<tr>
<td>Gen. Garfield</td>
<td>Capt. Griffith</td>
<td>120 04</td>
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<tr>
<td>Harry &amp; Ralph</td>
<td>Capt. Griffith</td>
<td>115 10</td>
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Five boats

New Boat

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<th>Captain</th>
<th>Tons</th>
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<tr>
<td>New Boat</td>
<td>Capt. Marmaduke</td>
<td>121 00</td>
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Borden Mining Company

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<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
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<td>Charlie Hassett</td>
<td>Capt. Hassett</td>
<td>114 02</td>
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<tr>
<td>B. M. Young</td>
<td>Capt. Hassett</td>
<td>117 13</td>
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<tr>
<td>Fall River</td>
<td>Capt. Hassett</td>
<td>113 11</td>
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<tr>
<td>Onward</td>
<td>Capt. Griffith</td>
<td>118 03</td>
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<td>Exchange</td>
<td>Capt. Griffith</td>
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<td>New Boat</td>
<td>Capt. Marmaduke</td>
<td>121 00</td>
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H&TL, Wed. 5/4/81, p. 3. The C. & O. Canal – Although navigation upon the Chesapeake and Ohio Canal has been resumed the full length of the line, and there is a pressing demand for coal at the lower end, the boatmen, as a general thing, are doing but little business in the form of shipping of freight. This state of affairs has been occasioned by the disputed railroad crossing at Cumberland.

H&TL, Wed. 5/4/81, p. 3. Canal Trade

The following boats, 23 in number, carrying 2,789 14 tons of coal, left this port Wednesday, May 4, 1881:

Consolidation Coal Company

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<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
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<td>Willie &amp; Frankie</td>
<td>Capt. Repp</td>
<td>115 16</td>
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<tr>
<td>P. L. Burwell</td>
<td>Capt. Morrow</td>
<td>120 14</td>
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<tr>
<td>A. M. Grove</td>
<td>Capt. Grove</td>
<td>118 07</td>
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<tr>
<td>W J Stevenson</td>
<td>Capt. Byroads</td>
<td>119 03</td>
</tr>
<tr>
<td>G M Stonebraker</td>
<td>Capt. Krone</td>
<td>116 10</td>
</tr>
<tr>
<td>Amazon River</td>
<td>Capt. Ardinger</td>
<td>122 07</td>
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<tr>
<td>W. A. Smoot</td>
<td>Capt. Little</td>
<td>119 12</td>
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New Boat

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<td>New Boat</td>
<td>Capt. Marmaduke</td>
<td>121 00</td>
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Williamsport:

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<tr>
<td>C. B. Embrey</td>
<td>Capt. Newcomer</td>
<td>114 14</td>
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Nine boats

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Borden Mining Company

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<th>Boat Name</th>
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<td>Charlie Hassett</td>
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<td>Capt. Griffith</td>
<td>119 13</td>
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Five boats

George’s Creek Coal Company

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<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
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<tr>
<td>George’s Creek New Central</td>
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<td>583 12</td>
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<tr>
<th>Boat Name</th>
<th>Captain</th>
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<tr>
<td>George’s Creek Emma &amp; Julia</td>
<td>Capt. Crampton</td>
<td>110 07</td>
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<tr>
<td>C. W. Brengle</td>
<td>Capt. Crampton</td>
<td>113 11</td>
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<tr>
<td>Chas. T. Dixon</td>
<td>Capt. Crampton</td>
<td>115 01</td>
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Three boats

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<th>Boat Name</th>
<th>Captain</th>
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<td>Three boats</td>
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H&TL, Wed. 5/4/81, p. 3. Canal Trade

The following boats, 23 in number, carrying 2,789 14 tons of coal, left this port Wednesday, May 4, 1881:

Consolidation Coal Company

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<tr>
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<th>Captain</th>
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<tbody>
<tr>
<td>Willie &amp; Frankie</td>
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<td>W. A. Smoot</td>
<td>Capt. Little</td>
<td>119 12</td>
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New Boat

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<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
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<tbody>
<tr>
<td>New Boat</td>
<td>Capt. Marmaduke</td>
<td>121 00</td>
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Williamsport:

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<tr>
<th>Boat Name</th>
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<tbody>
<tr>
<td>C. B. Embrey</td>
<td>Capt. Newcomer</td>
<td>114 14</td>
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Nine boats

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<tr>
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<tbody>
<tr>
<td>Nine boats</td>
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<td>1,003 03</td>
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Borden Mining Company

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<tbody>
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<td>Charlie Hassett</td>
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<tr>
<td>B. M. Young</td>
<td>Capt. Hassett</td>
<td>117 13</td>
</tr>
<tr>
<td>Fall River</td>
<td>Capt. Hassett</td>
<td>113 11</td>
</tr>
<tr>
<td>Onward</td>
<td>Capt. Griffith</td>
<td>118 03</td>
</tr>
<tr>
<td>Exchange</td>
<td>Capt. Griffith</td>
<td>119 13</td>
</tr>
</tbody>
</table>

Five boats

George’s Creek Coal Company

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>George’s Creek Lewis Peacock</td>
<td>Capt. Kady</td>
<td>113 12</td>
</tr>
<tr>
<td>M. S. O’Donnell</td>
<td>Capt. Bowers</td>
<td>110 06</td>
</tr>
<tr>
<td>Lizzie K.</td>
<td>Capt. Teeters</td>
<td>114 13</td>
</tr>
<tr>
<td>Duncan Sinclair</td>
<td></td>
<td>120 13</td>
</tr>
</tbody>
</table>

Four boats

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Four boats</td>
<td></td>
<td>459 11</td>
</tr>
</tbody>
</table>

New Central

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Central</td>
<td></td>
<td>334 05</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Richard Fannon</td>
<td>Capt. Alexander</td>
<td>113 11</td>
</tr>
<tr>
<td>N. K. Phelps</td>
<td>Capt. Dixon</td>
<td>110 17</td>
</tr>
<tr>
<td>Col. J. P. Lynn</td>
<td>Capt. Reid</td>
<td>117 08</td>
</tr>
</tbody>
</table>

Three boats

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Three boats</td>
<td></td>
<td>343 16</td>
</tr>
</tbody>
</table>

Individual

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Washington</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alex Kratz</td>
<td>Capt. Brookman</td>
<td>109 12</td>
</tr>
<tr>
<td>Sally J. Kelly</td>
<td>Capt. Young</td>
<td>114 13</td>
</tr>
</tbody>
</table>

White’s Ferry:

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>G. T. Dunlop</td>
<td>Capt. Reid</td>
<td>110 00</td>
</tr>
</tbody>
</table>

Three boats

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Three boats</td>
<td></td>
<td>334 05</td>
</tr>
</tbody>
</table>

Sun, Thu. 5/5/81, p. 4. Cumberland Coal Shipments - The shipments from the mines of the Cumberland coal region for the week ended Saturday, April 30, were 34,816 tons, and for the year to that date 551,807 tons, a decrease of 44,946 tons as compared with the corresponding period of 1880. The coal was carried as follows: Baltimore and Ohio railroad - week 24,684 tons; year 454,763 tons, decrease as compared with 1880, 8,098 tons. Chesapeake and Ohio canal - week 9,532 tons, year 43,765 tons decrease as compared with 1880, 19,177 tons.
Pennsylvania Railroad - week 600 tons; year 53,278 tons; decrease as compared with 1880, 17,670 tons.

DT, Fri. 5/6/81, p. 3. Canal Trade

The following boats, 17 in number, carrying 1,933 17 tons of coal, left this port Thursday, May 5, 1881:

Consolidation Coal Company

Georgetown:
- Willie & Nannie Capt. Knode 117 01
- Lou & Glenn Capt. Eichelberger 117 15
- J. W. Steiner Capt. Ingram 118 03
- J. McGraw Capt. Shaw 111 14
- R. Portner Capt. Wilgus 121 00
- F. L. Moore Capt. Wilgus 104 07
- H. K. Shaner Capt. Kroon 112 16
- A. P. Mayfield Capt. Benner 118 00

Williamsport:
- M. A. Shupp Capt. Shupp 113 13

Nine boats 1,034 18

Borden Mining Company

Georgetown:
- Arthur Lovell Capt. Griffith 94 11
- Walter Beall Capt. Griffith 113 14
- Willie D. Capt. Hassett 118 13
- Sallie E. Hassett Capt. Hassett 116 01

Four boats 442 19

George’s Creek Coal Company

Georgetown:
- Minnie & Pinkie Capt. Beckwith 113 16
- Lillie & May Capt. Grove 113 19

Two boats 227 15

New Central

Georgetown:
- F. M. Offutt Capt. Edenhart 110 14

Individual

Georgetown:
- O Capt. Little 117 11

ES, Fri. 5/6/81, p. 4. West Washington, née Georgetown – The Canal Trade – Grain – Arrived boat M. C. W. Boyer with 2,800 bushels of wheat and 1,000 bushels of corn.

THE COAL TRADE – Twenty-four boats left Cumberland with 2,789 14 tons of coal, as follows: for Georgetown – Consolidation Co. 1,068 03 tons; Borden Co. 583 19 tons; George’s Creek Co. 459 11 tons; New Central Co. 343 16 tons; individual 334 05 tons.

DT, Sat. 5/7/81, p. 3. Canal Trade

The following boats, 24 in number, carrying 2,729 12 tons of coal, left this port Friday, May 6, 1881:

Consolidation Coal Company

Georgetown:
- Ernst & Holland Capt. Miller 119 02
- J. J. Moyer Capt. Boyer 114 19
- Jimmy M., Jr. Capt. Rush 113 10
- D Capt. Weller 112 11
- C. Goodrich Capt. Little 117 02
- Five Brothers Capt. Little 113 09
- C. F. Mayer Capt. Read 119 07
- Geo. M. Ryan Capt. Kroon 117 07

Williamsport:
- Katie & Jimmy Capt. Woltz 121 01

Nine boats 1,050 15

Borden Mining Company

Georgetown:
- Dr. A. Shank Capt. Hassett 119 00
- Regulus Capt. Hassett 97 07
- Areturus Capt. Hassett 97 10
- R. B. Lynn Capt. Hassett 110 15
- Hunter G. Capt. Griffith 116 12

Five boats 517 04

New Central

Georgetown:
- J. T. Hager Capt. Leonard 110 08
- B. L. Slack Capt. Cartwright 116 06
- J. F. A. Remley Capt. Dixon 104 15
- Six Children Capt. Wolf 115 03

Four boats 446 12

George’s Creek Coal Company

Georgetown:
- Van Lear Sprigg Capt. Warrell 106 00
- F. W. Mintdrop Capt. Anderson 114 13

Two boats 220 13

Individual

THE COAL TRADE – Seventeen boats left Cumberland Thursday with 1,933 17 tons of coal for Georgetown as follows:
- Consolidation Co. 1,034 18 tons
- Borden Co. 442 19 tons
- George’s Creek Co. 227 15 tons
- New Central Co. 110 14 tons
- Individual 117 11 tons

DT, Mon. 5/9/81, p. 3. **Canal Trade**

The following boats, 20 in number, carrying 2,320 01 tons of coal, left this port Saturday, May 7, 1881:

<table>
<thead>
<tr>
<th>Georgetown:</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Wm. Mertens</td>
<td>Capt. Merryman</td>
<td>118 01</td>
</tr>
<tr>
<td>George Hughes</td>
<td>Capt. Callen</td>
<td>117 11</td>
</tr>
<tr>
<td>Martin Scally</td>
<td>Capt. Dunn</td>
<td>113 16</td>
</tr>
<tr>
<td>Altair (Firebrick)</td>
<td>Capt. Mercer</td>
<td>115 00</td>
</tr>
<tr>
<td>Four boats</td>
<td></td>
<td>464 08</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Georgetown:</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>P. J. Sowers</td>
<td>Capt. Griffith</td>
<td>117 04</td>
</tr>
<tr>
<td>Three boats</td>
<td></td>
<td>355 10</td>
</tr>
</tbody>
</table>

**New Central**

<table>
<thead>
<tr>
<th>Georgetown:</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Susquehanna</td>
<td>Capt. Dick</td>
<td>120 02</td>
</tr>
<tr>
<td>T. M. Smith</td>
<td>Capt. Smith</td>
<td>114 12</td>
</tr>
<tr>
<td>Lucinda</td>
<td>Capt. Gower</td>
<td>115 00</td>
</tr>
<tr>
<td>Three boats</td>
<td></td>
<td>349 14</td>
</tr>
</tbody>
</table>

**Washington**

<table>
<thead>
<tr>
<th>Georgetown:</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>L. Lovell</td>
<td>Capt. Sensel</td>
<td>116 13</td>
</tr>
</tbody>
</table>

**Round Top**

<table>
<thead>
<tr>
<th>Georgetown:</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Bessie G.</td>
<td>Capt. Artz</td>
<td>118 07</td>
</tr>
<tr>
<td>Two boats</td>
<td></td>
<td>235 00</td>
</tr>
</tbody>
</table>

DT, Tue. 5/10/81, p. 3. **Canal Trade**

The following boats, 22 in number, carrying 2,501 08 tons of coal, left this port Monday, May 9, 1881:

**Consolidation Coal Company**

<table>
<thead>
<tr>
<th>Georgetown:</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>B. J. Coulehan</td>
<td>Capt. McCoy</td>
<td>109 17</td>
</tr>
<tr>
<td>C</td>
<td>Capt. McCormick</td>
<td>121 05</td>
</tr>
<tr>
<td>G. Meredith</td>
<td>Capt. Compton</td>
<td>112 04</td>
</tr>
<tr>
<td>A. Campbell</td>
<td>Capt. Eddy</td>
<td>119 08</td>
</tr>
<tr>
<td>R. Shriver</td>
<td>Capt. Nuse</td>
<td>113 18</td>
</tr>
<tr>
<td>Julia Tyler</td>
<td>Capt. Nuse</td>
<td>117 00</td>
</tr>
<tr>
<td>Laura B. Agnew</td>
<td>Capt. Hoadley</td>
<td>114 00</td>
</tr>
<tr>
<td>G. S. Young</td>
<td>Capt. Sellers</td>
<td>113 13</td>
</tr>
<tr>
<td>B. R. Mayfield</td>
<td>Capt. Piper</td>
<td>120 08</td>
</tr>
<tr>
<td>J. M. Dove</td>
<td>Capt. Benner</td>
<td>124 13</td>
</tr>
</tbody>
</table>

**Williamsport**

<table>
<thead>
<tr>
<th>Georgetown:</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Seneca</td>
<td>Capt. Taylor</td>
<td>70 07</td>
</tr>
<tr>
<td>Eleven boats</td>
<td></td>
<td>1,237 17</td>
</tr>
</tbody>
</table>

**New Central**

<table>
<thead>
<tr>
<th>Georgetown:</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>H. Hanekamp</td>
<td>Capt. Connell</td>
<td>118 01</td>
</tr>
</tbody>
</table>

**Borden Mining Company**

<table>
<thead>
<tr>
<th>Georgetown:</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Abram Kuhn</td>
<td>Capt. Hassett</td>
<td>115 06</td>
</tr>
<tr>
<td>Henry Boley</td>
<td>Capt. Hassett</td>
<td>122 19</td>
</tr>
<tr>
<td>Susan Charles</td>
<td>Capt. Hassett</td>
<td>117 11</td>
</tr>
<tr>
<td>Isaac Wilson</td>
<td>Capt. Griffith</td>
<td>119 10</td>
</tr>
<tr>
<td>Harry Borden</td>
<td>Capt. Griffith</td>
<td>114 14</td>
</tr>
</tbody>
</table>
Canal Trade - 1881

Five boats  
George’s Creek Company  
George’s Creek Company  
Maryland Capt. Clendening 106 04  
M. C. Clay Capt. Swain 110 01  
F. H. Darby Capt. Tice 112 08  
Three boats 334 13  
Blaen Avon Company  
F. Williams Capt. McCormick 111 19  

The following boats, 26 in number, carrying 2,878 15 tons of coal, left this port Tuesday, May 10, 1881:  
Consolidation Coal Company  
Consolidation Coal Company  
W. Thompson Capt. Martz 117 13  
J. A. Miller Capt. Brown 119 09  
L. P. Hutson Capt. Brubaker 118 09  
W. Weber Capt. Powlan 114 16  
W. H. Lowe Capt. Carter 111 00  
Consolation Capt. Barger 120 01  
Geo. A. Pearre Capt. Shives 113 09  
R. H. Jones Capt. Westbrook 117 10  
M. B. Mayfield Capt. Carder 114 12  
Ida & Harry Capt. Smith 115 19  
Shepherdstown:  
M. E. Walters Capt. Snyder 102 19  
Williamsport:  
D. Seibert Capt. Preston 109 19  
Alexandria:  
M. Kersey Capt. Lowell 124 08  
G. S. French Capt. Wolf 113 03  
Fourteen boats 1,612 07  
Borden Mining Company  
Borden Mining Company  
New Era Capt. Griffith 102 04  
Jas. Clark Capt. Griffith 127 15  
Cigarette Capt. Donnelly 123 14  
M. S. Haines Capt. Hassett 117 01  
Four boats 469 14  
George’s Creek Coal Company  
George’s Creek Coal Company  
P. L. Lemen Capt. Kimble 118 02  
Lilly Capt. Drenner 110 09  

C. W. Porter Capt. Swain 113 11  
Three boats  
New Central  
Georgetown:  
Missouri Capt. Riley 116 06  
M. Ruben Capt. Reader 115 03  
Two boats 231 09  
Blaen Avon Company  
C. C. Kelly Capt. Spong 111 00  
Individual  
Georgetown:  
Rising Sun Capt. McQuade 112 02  
Lumber  
Georgetown:  
P. Hein & Co. 21,000 ft  

Sun, Wed. 5/11/81, p. 4. Cumberland Coal Trade - The shipments from the mines of the Cumberland coal region for the week ended Saturday, May 7, were 43,624 tons, and for the year to that date 595,431 tons, a decrease of 47,885 tons as compared with the corresponding period of 1880. The coal was carried as follows: Baltimore and Ohio railroad, week 26,042 tons; year 480,806 tons, decrease as compared with last year, 5,589 tons. Chesapeake and Ohio canal, week 14,185 tons, year 57,950 tons decrease as compared with last year, 8,999 tons. Pennsylvania Railroad, week 3,397 tons; year 56,675 tons; decrease as compared with last year, 23,296 tons.

The track of the Pennsylvania Railroad in Maryland, from its point of connection with George’s Creek and Cumberland Road, near Cumberland, to the State line, will shortly be re-laid with heavy steel rails. The distance is about four miles. It is stated the change from iron to steel is made in anticipation of heavy coal tonnage.
Canal Trade - 1881

Cumberland Monday with 2,501 08 tons of coal as follows: for Georgetown, Consolidation Company 1,237 17 tons; New Central Company 232 17 tons; Borden Company 590 02 tons; George’s Creek Company 216 05 tons; individual 112 08 tons; Blaen Avon Company 111 19 tons.

DT, Thu. 5/12/81, p. 3. Canal Trade

The following boats, 23 in number, carrying 2,660 11 tons of coal, left this port Wednesday, May 11, 1881:

Consolidation Coal Company
Georgetown:
L. H. Kuhn Capt. Krone 117 11
B. C. Barroll Capt. Jackson 118 19
V. S. Brashears Capt. Moore 113 03
J. B. Thomas Capt. Atwell 119 05
J. M. Wheatley Capt. Seaman 114 10
A. F. Lantz Capt. Swain 114 11
A. B. Turner Capt. Bender 119 10
Elbe River Capt. Swain 119 03
Geo. L. Shupp Capt. Spong 116 01
Williamsport:
M. Anderson Capt. Waltz 118 15

Ten boats 1,171 08

Borden Mining Company
Georgetown:
Kate Prather Capt. Hassett 118 09
M. S. Fernsner Capt. Hassett 115 14
W. Delano, Jr. Capt. Hassett 114 02
Sycorax Capt. Griffith 120 07
Aretrurus Capt. Griffith 95 10
Alexander Capt. Griffith 115 15

Six boats 680 17

New Central
Georgetown:
N Capt. Wilson 117 07
Delaware Capt. Dickerhoof 120 11
R. J. Mitchell Capt. Grim 116 03

Three boats 354 00

George’s Creek Coal Company
Georgetown:
F. A. Mertens Capt. Long 115 13
A. H. Agnew Capt. Myers 110 02

Two boats 225 15

Individual
Georgetown:
W. H. Couter Capt. Armstrong 115 11
Ida & Harry Capt. Wolf 113 00
Two boats 228 11

DT, Fri. 5/13/81, p. 3. Canal Trade

The following boats, 27 in number, carrying 3,198 04 tons of coal, left this port Thursday, May 12, 1881:

Consolidation Coal Company
Georgetown:
Dr. C F Russell Capt. Dawson 116 12
E K Johnson Capt. Johnson 122 07
Thames River Capt. Rossworm 121 16
M. A. Shupp Capt. Shupp 116 14
H. C. Hicks Capt. Miller 119 14
H. A. Clark Capt. Quigley 124 17
J Z Williams Capt. Zeigler 125 04
Z. Williams Capt. Mose 118 06
A. P. Gorman Capt. Muller 115 00
Dr. J. Broderick Capt. Donnelly 113 19
R. A. Farmer Capt. Arding 120 13
Eleven boats 1,315 02

Borden Mining Company
Georgetown:
Theo Capt. Hassett 116 03
Cowton & Tilghman Capt. Hassett 120 00
G. F. Smith Capt. Hassett 115 16
Echo Capt. Griffith 116 03
E. R. Ladew Capt. Griffith 119 09
Five boats 587 11

New Central
Georgetown:
Allegheny Capt. Kroon 123 13
Mississippi Capt. Reid 115 17
New Boat Capt. Bowers 116 02
Potomac Capt. Barger 124 18
Juniata’ Capt. Cumming 122 00
Five boats 602 10

Individual
Georgetown:
A Capt. Manning 116 10
R. J. West Capt. Grady 108 06
W. Blackwell Capt. Stull 117 04
Three boats 342 00
ES, Fri. 5/13/81, p. 4. **West Washington, nee Georgetown** – GRAIN ARRIVALS – Boat Farmer’s Friend with 800 bushels wheat and 3,000 bushels corn. Boat Medley with cargo of wheat.

**Canal Trade**
The following boats, 26 in number, carrying 3,004 07 tons of coal, left this port Friday, May 13, 1881:

<table>
<thead>
<tr>
<th>Company</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Consolidation Coal Company</td>
<td>Willie &amp; Johnnie, Capt. Morrison</td>
<td>119 08</td>
</tr>
<tr>
<td></td>
<td>A. B. Winship, Capt. Hebb</td>
<td>120 11</td>
</tr>
<tr>
<td></td>
<td>Willie &amp; Frankie, Capt. Repp</td>
<td>111 13</td>
</tr>
<tr>
<td></td>
<td>G M Stonebraker, Capt. Krone</td>
<td>117 09</td>
</tr>
<tr>
<td></td>
<td>H. Boyd, Capt. Gristie</td>
<td>111 00</td>
</tr>
<tr>
<td></td>
<td>L. C. Burwell, Capt. Creamer</td>
<td>117 10</td>
</tr>
<tr>
<td></td>
<td>Hunter Lee, Capt. Chaney</td>
<td>111 06</td>
</tr>
<tr>
<td></td>
<td>W. A. Smoot, Capt. Little</td>
<td>115 00</td>
</tr>
<tr>
<td></td>
<td>A. P. Mayfield, Capt. Benner</td>
<td>119 17</td>
</tr>
<tr>
<td></td>
<td>H. Loveridge, Capt. Hine</td>
<td>115 05</td>
</tr>
<tr>
<td>Williamsport:</td>
<td>H, Capt. Shupp</td>
<td>119 08</td>
</tr>
<tr>
<td>Eleven boats</td>
<td></td>
<td>1,278 07</td>
</tr>
</tbody>
</table>

**Borden Mining Company**

<table>
<thead>
<tr>
<th>Company</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mabel</td>
<td>Capt. Hasset</td>
<td>120 12</td>
</tr>
<tr>
<td>Borden &amp; Lovell</td>
<td>Capt. Hasset</td>
<td>115 12</td>
</tr>
<tr>
<td>Rainbow</td>
<td>Capt. Griffith</td>
<td>121 01</td>
</tr>
<tr>
<td>C. Knod</td>
<td>Capt. Snyder</td>
<td>116 06</td>
</tr>
<tr>
<td>Four boats</td>
<td></td>
<td>473 11</td>
</tr>
</tbody>
</table>

**New Central**

<table>
<thead>
<tr>
<th>Company</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Samuel</td>
<td>Capt. O’Neal</td>
<td>118 03</td>
</tr>
<tr>
<td>H. S. Dixon</td>
<td>Capt. Brooks</td>
<td>110 11</td>
</tr>
<tr>
<td>Helen V.</td>
<td>Capt. Eddy</td>
<td>114 12</td>
</tr>
<tr>
<td>Sarah B.</td>
<td>Capt. Adison</td>
<td>113 18</td>
</tr>
</tbody>
</table>

DT, Sat. 5/14/81, p. 3. **Canal Trade**
The following boats, 27 in number, carrying 3,193 04 tons of coal as follows: for Georgetown, Consolidation Co. 1,315 02 tons; Borden Co. 587 11 tons; New Central Co. 602 10 tons; George’s Creek Co. 235 03 tons; individual 342 tons; Blaen Avon Co. 110 18 tons.

**Canal Trade**
The following boats, 28 in number, carrying 3,235 13 tons of coal, left this port Saturday, May 14, 1881:

<table>
<thead>
<tr>
<th>Company</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Consolidation Coal Company</td>
<td>Nannie &amp; Willie, Capt. Knod</td>
<td>117 02</td>
</tr>
<tr>
<td></td>
<td>P. L. Burwell, Capt. Morrow</td>
<td>117 05</td>
</tr>
<tr>
<td></td>
<td>Laura</td>
<td>113 00</td>
</tr>
<tr>
<td></td>
<td>A. M. Grove, Capt. Grove</td>
<td>115 11</td>
</tr>
<tr>
<td></td>
<td>M J Berkebile, Capt. Long</td>
<td>120 11</td>
</tr>
<tr>
<td></td>
<td>Invincible, Capt. Long</td>
<td>126 12</td>
</tr>
<tr>
<td></td>
<td>D. Linkins, Capt Marmaduke</td>
<td>114 15</td>
</tr>
<tr>
<td></td>
<td>Amazon River, Capt. Ardinger</td>
<td>121 01</td>
</tr>
<tr>
<td></td>
<td>W. H. Murlow, Capt. Rinehart</td>
<td>114 07</td>
</tr>
<tr>
<td></td>
<td>W. C. Ernst, Capt. Bender</td>
<td>118 04</td>
</tr>
<tr>
<td>Williamsport:</td>
<td>Katie &amp; Jimmy, Capt. Woltz</td>
<td>112 16</td>
</tr>
<tr>
<td>Jack &amp; Bessie</td>
<td>Capt. Shaffer</td>
<td>113 16</td>
</tr>
</tbody>
</table>
Canal Trade - 1881

Twelve boats 1,405 00

New Central

Georgetown:
J. R. Couter Capt. Williams 112 17
Emily H. Capt. Hammond 116 02
A. Berry Capt. Arding 118 14
Bernadette Capt. Bancord 111 05
Daniel Henry Capt. O’Neal 111 00
R. Fann Capt. Alexander 115 02
Osseola & Jake Capt. Davis 116 04
Seven boats 801 04

Borden Mining Company

Georgetown:
Little Nan Capt. Hassett 115 02
Chas. Hassett Capt. Hassett 122 05
Regulus Capt. Hassett 99 02
Highlander Capt. Hassett 129 14
Four boats 466 03

Blaen Avon Company

Georgetown:
Wm. P. Wools Capt. Little 111 06
L W Poffenberger Capt. Stickly 116 00
Two boats 227 06

George’s Creek Coal Company

Georgetown:
D. R. Long Capt. Evans 109 09
Washington:
Baltimore Capt. Young 112 11
N. K. Phelps Capt. Young 114 00
Two boats 226 11

H&TL, 5/16/81, p. 2. Letter from Williamsport. – Our boatmen are still idle and no prospects for early employment. If navigation does not soon commence, we fear our canal will be a financial failure, not worth fighting over by bond holders or any other parties.

ES, Mon. 5/16/81, p. 4. For Great Falls and Cabin John Bridge – The Steamer Belle May will leave Congress and 31st St., Canal Bridge for the above points, Tuesdays, Thursdays, Saturdays and

Sundays, at 8 a.m. Fare, round trip, 75¢.
For charter Mondays and Wednesdays.

DT, Tue. 5/17/81, p. 3. Canal Trade
The following boats, 19 in number, carrying 2,137 15 tons of coal, left this port Monday, May 16, 1881:

Georgetown:
Daniel Webster Capt. Martz 115 17
F. Gannon Capt. Atwell 110 07
Little Eddie Capt. Atwell 114 07
A. H. Bradt Capt. Hill 110 03
A. J. Mills Capt. Clark 111 06
Edward Cohill Capt. Gannon 115 19
Harlow Bros. Capt. Malone 114 15
Seven boats 792 14

Consolidation Coal Company

Georgetown:
Bessie G. Capt. Artz 108 13
Geo. M. Ryan Capt. Kroon 114 18
H. K. Shaner Capt. Kroon 115 14
Williamsport
Grason & Fannie Capt. Rinehart 113 12
Four boats 452 17

Borden Mining Company

Georgetown:
Denton Jacques Capt. Hassett 119 00
Areturus Capt. Hassett 99 00
Harry & Ralph Capt. Griffith 117 13
Three boats 335 13

George’s Creek Coal Company

Georgetown:
Lizzie K. Capt. Teeters 110 09
M S O’Donnell Capt. Bowers 113 18
Emma & Julia Capt. Crampton 111 18
Three boats 336 05

Blaen Avon Company

Georgetown:
M. Merryman Capt. Piper 107 09
Individual

Georgetown:
Chas. F. Dixon Capt. Dixon 112 17

ES, Tue. 5/17/81, p. 4. West Washington, née Georgetown – FIRE AT THE
AQUEDUCT BRIDGE – About 2:30 o’clock yesterday afternoon the Aqueduct bridge was discovered to be on fire at the third pier from this side. The fire is supposed to have been communicated by sparks from a passing boat. It was extinguished by bridge hands cutting a hole in the trunk of the bridge above the fire and letting down the water, but not until the bottom chord was nearly burned in two. It will cost about $500 to repair the damages; no insurance.

THE CANAL TRADE – Grain – Arrived boat Loudoun with cargo grain.

THE COAL TRADE – Twenty-eight boats left Cumberland Saturday with 3,235 13 tons of coal as follows: Consolidation Co. 1,405 00 tons; New Central Co. 801 04 tons; Borden Co. 466 03 tons; Blaen Avon Co. 227 06 tons; George’s Creek Co. 109 09 tons; individual 226 11; all for Georgetown.

DT, Wed. 5/18/81, p. 3. Canal Trade

The following boats, 20 in number, carrying 2,325 18 tons of coal, left this port Tuesday, May 17, 1881:

New Central
H. Hanekamp Capt. Connell 115 02
Susquehanna Capt. Dick 120 18
Carrie V. Capt. Martz 110 12
Col. J. C. Lynn Capt. Reid 117 07
Jas. T. Hager Capt. Leonard 117 10
Missouri Capt. Kelly 115 09
Six boats 701 18

Consolidation Coal Company
D Capt. Weller 118 08
L. W. Guinand Capt. Weller 118 12
W J Stevenson Capt. Brubaker 119 13
B R Mayfield Capt. Piper 118 06

Shepherdstown:
G. W. Knod Capt. Widmeyer 110 13

Georgetown:
J. M. McGraw Capt. Shaw 112 06

Sun, Wed. 5/18/81, p. 4. Cumberland Coal Trade - The shipments from the mines of the Cumberland coal region for the week ended Saturday, May 14, were 42,294 tons, and for the year to that date 637,725 tons, a decrease of 57,902 tons as compared with the corresponding period of 1880. The coal was carried as follows: Baltimore and Ohio railroad, week 22,227 tons; year 503,033 tons, decrease as compared with last year, 7,289 tons. Chesapeake and Ohio canal, week 17,030 tons; year 74,980 tons decrease as compared with last year, 21,078 tons. Pennsylvania Railroad, week 3,037 tons; year 59,712 tons; decrease as compared with last year, 29,474 tons.

ES, Wed. 5/18/81, p. 4. West Washington, see Georgetown – THE COAL TRADE – Nineteen boats left Cumberland Monday with 2,137 15 tons of coal as follows: New Central Co. 792 14 tons; Consolidation Co. 452 17 tons; Borden Co. 335 13 tons; George’s Creek Co. 336 05 tons; Blaen Avon Co. 107 05 tons; individual 112 17 tons; all for Georgetown.
Canal Trade - 1881

DT, Thu. 5/19/81, p. 3.

**Canal Trade**

The following boats, 33 in number, carrying 3,752 06 tons of coal, left this port

**Wednesday, May 18, 1881:**

**Consolidation Coal Company**

Georgetown:

R. Shriver Capt. Nuse 117 01
A. Campbell Capt. Eddy 114 18
Consolidation Capt. Barger 117 06
C D Warfield Capt. Kerns 121 16
Julia Tyler Capt. Nuse 118 05
J. M. Dove Capt. Benner 116 15
T. O’Connell Capt. Mills 111 00
F Capt. O’Neal 112 16
Laura B Agnew Capt. Hoadley 117 12
John J. Moore Capt. Hoadley 113 05
Shepherdstown:

C. W. Osbourn Capt. Osbourn 111 16

**Berlin:**

E. Whitney Capt. Watts 111 00

Twelve boats 1,383 10

**George’s Creek Coal Company**

Georgetown:

J. J. Swift Capt. Little 111 00
G C Goodrich Capt. Little 113 05
Geo B Oswald Capt. Moore 116 07
Robert Portner Capt. Wilgus 112 15
F. L. Moore Capt. Wilgus 95 13

Five boats 549 00

**Borden Mining Company**

Georgetown:

Sallie E. Hassett Capt. Hassett 117 04
B. M. Young Capt. Hassett 113 19
Fall River Capt. Hassett 111 18
Onward Capt. Griffith 117 01

Four boats 460 02

**Hampshire and Baltimore Company**

Georgetown:

Five Brothers Capt. Little 111 09
M. A. West Capt. Conrad 103 01

Two boats 214 10

Blaen Avon Company

Georgetown:

W. M. Mertens Capt. Merryman 112 02

Individual

Georgetown:

S. M. Reitzell Capt. Rodenizer 110 00

White’s Ferry

Geo T. Dunlop Capt. White 107 08

Two boats 217 08

DT, Fri. 5/20/81, p. 3.

**Canal Trade**

The following boats, 28 in number, carrying 3,222 16 tons of coal, left this port

**Thursday, May 19, 1881:**

**Consolidation Coal Company**

Georgetown:

John Wilson Capt. McCann 122 14
D. Annan C. Eichelberger 118 10
G. Meredith Capt. Compton 116 11
M. A. Myers C. Stonebraker 111 00
R. H. Jones C. Westbrook 120 04
Mathew Kersey Capt. Lowell 120 19
Dr. G. L. Porter Capt. Tall 111 00
J. H. Platte Capt. Bowers 117 10
Thomas M Faile Capt. Penner 112 10
Williamsport:

M. J. Anderson Capt. Woltz 115 19
J. A. Spielman Capt. Miller 100 11

Eleven boats 1,273 08

**New Central**

Georgetown:

J. J. Swift Capt. Brown 116 04
New Boat C. Zimmerman 116 04
Alex Kratz Capt. Brokman 120 06
S. J. Kelly Capt. Myers 118 02
Jimmy M. Capt. Kean 115 17
Jas M Schley Capt. Kean 115 10
Diligent Capt. Cramer 113 00

Seven boats 815 03

**Borden Mining Company**

Georgetown:
<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Willie D.</td>
<td>Capt. Hassett</td>
<td>116 11</td>
</tr>
<tr>
<td>Dr. A. Shank</td>
<td>Capt. Hassett</td>
<td>118 08</td>
</tr>
<tr>
<td>R. B. Lynn</td>
<td>Capt. Hassett</td>
<td>114 17</td>
</tr>
<tr>
<td>Arthur Lovell</td>
<td>Capt. Griffith</td>
<td>103 09</td>
</tr>
<tr>
<td>Four boats</td>
<td></td>
<td>453 05</td>
</tr>
</tbody>
</table>

George’s Creek Coal Company

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lillie &amp; May</td>
<td>Capt. Grove</td>
<td>114 16</td>
</tr>
<tr>
<td>Ernst &amp; Holland</td>
<td>Capt. Miller</td>
<td>113 10</td>
</tr>
<tr>
<td>Two boats</td>
<td></td>
<td>228 06</td>
</tr>
</tbody>
</table>

Georgetown:

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dr. A. A. Biggs</td>
<td>Capt. Grosh</td>
<td>113 04</td>
</tr>
<tr>
<td>Wm. L. Read</td>
<td>Capt. Bissett</td>
<td>110 17</td>
</tr>
<tr>
<td>Two boats</td>
<td></td>
<td>224 01</td>
</tr>
</tbody>
</table>

Blaen Avon Company

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Katie &amp; Addie</td>
<td>Capt. Peck</td>
<td>112 14</td>
</tr>
<tr>
<td>Clara Miller</td>
<td>Capt. Colbert</td>
<td>116 19</td>
</tr>
<tr>
<td>Two boats</td>
<td></td>
<td>229 13</td>
</tr>
</tbody>
</table>

Sat. 5/21/81, p. 2. The board of public works of Maryland has arrived at a basis for the solution of the Cumberland Railroad crossing connection, which has been submitted for the acceptance of the George’s Creek Road, one of the parties to the controversy. The determination comprehends a temporary crossing at grade, in order to give the Chesapeake and Ohio Canal the advantage of immediate connection by a new line with the coal measures [sic. mines] of Maryland, and provides for permanent connection under

grade, the expense of which will be borne by the new road and the Baltimore and Ohio Company. The scheme involves a waiver of rights on the part of the George’s Creek accorded to it by the courts, and protects the travel and traffic of the Baltimore and Ohio from liability to danger and interruption, while it insures to the canal the connection of an important feeder.

DT, Sat. 5/21/81, p. 3. Canal Trade

The following boats, 21 in number, carrying 2,422 16 tons of coal, left this port Friday, May 20, 1881:

New Central

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Delaware</td>
<td>C. Dickerhoof</td>
<td>118 16</td>
</tr>
<tr>
<td>Mattie</td>
<td>Capt. Seaman</td>
<td>112 06</td>
</tr>
<tr>
<td>G. S. Couter</td>
<td>C. Zimmerman</td>
<td>109 02</td>
</tr>
<tr>
<td>New Era</td>
<td>Capt. Hammond</td>
<td>100 12</td>
</tr>
<tr>
<td>Cloud</td>
<td>C. Zimmerman</td>
<td>112 19</td>
</tr>
<tr>
<td>Andrew Main</td>
<td>Capt. Matters</td>
<td>114 10</td>
</tr>
<tr>
<td>M. Ruben</td>
<td>Capt. Reeder</td>
<td>119 01</td>
</tr>
<tr>
<td>Seven boats</td>
<td></td>
<td>787 06</td>
</tr>
</tbody>
</table>

Consolidation Coal Company

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>W. Thompson</td>
<td>Capt. Wertz</td>
<td>114 12</td>
</tr>
<tr>
<td>Dr. Wiley</td>
<td>Capt. Moore</td>
<td>115 03</td>
</tr>
<tr>
<td>Geo. A. Pearre</td>
<td>Capt. Shives</td>
<td>114 08</td>
</tr>
<tr>
<td>M. B. Mayfield</td>
<td>Capt. Carder</td>
<td>121 09</td>
</tr>
<tr>
<td>L. P. Hutson</td>
<td>Capt. Brubaker</td>
<td>122 04</td>
</tr>
<tr>
<td>John Miller</td>
<td>Capt. Brown</td>
<td>118 08</td>
</tr>
<tr>
<td>Six boats</td>
<td></td>
<td>706 03</td>
</tr>
</tbody>
</table>

Borden Mining Company

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Harry Borden</td>
<td>Capt. Griffith</td>
<td>116 12</td>
</tr>
<tr>
<td>Walter Beall</td>
<td>Capt. Griffith</td>
<td>119 02</td>
</tr>
<tr>
<td>Henry Freeland</td>
<td>Capt. Griffith</td>
<td>115 06</td>
</tr>
<tr>
<td>M. S. Haines</td>
<td>Capt. Hassett</td>
<td>117 03</td>
</tr>
<tr>
<td>Unexpected</td>
<td>Capt. Hassett</td>
<td>118 10</td>
</tr>
<tr>
<td>Five boats</td>
<td></td>
<td>586 13</td>
</tr>
</tbody>
</table>

George’s Creek Coal Company

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>B. L. Slack</td>
<td>Capt. Moriarty</td>
<td>115 11</td>
</tr>
<tr>
<td>John W. Carder</td>
<td>Capt. Darkey</td>
<td>110 19</td>
</tr>
<tr>
<td>Two boats</td>
<td></td>
<td>226 10</td>
</tr>
</tbody>
</table>
Canal Trade - 1881

Blaen Avon Company
Georgetown:
Eliz. Snyder  Capt. Snyder  116 04

ES, Sat. 5/21/81, p. 8. **West Washington, née Georgetown** – THE COAL TRADE – Twenty-eight boats left Cumberland Thursday with 3,222 16 tons of coal as follows: all for Georgetown – Consolidation Co. 1,273 08 tons; New Central Co. 815 03 tons; Borden Co. 453 05 tons; George’s Creek Co. 228 06 [tons]; Hampshire & Baltimore Co. 224 01 tons; Blaen Avon Co. 229 13 tons.

DT, Mon. 5/23/81, p. 3. **Canal Trade**
The following boats, 33 in number, carrying 3,837 08 tons of coal, left this port Saturday, May 21, 1881:
Consolidation Coal Company
Georgetown:
A. E. McDonald  C. Marmaduke  114 19
A. F. Lantz  Capt. Swain  118 14
J. B. Thomas  Capt. Atwell  117 12
B. C. Barroll, Jr.  Capt. Jackson  119 17
William Wilen  Capt. Rowland  114 13
Van S Brashears  Capt. Moore  114 16
L. H. Kuhn  Capt. Krone  114 10
Ida J. Kreps  Capt. Smith  118 00
Z. Williams  Capt. Mose  120 03
Jos. M. Wheatley  Capt. Seaman  123 10
Elbe River  Capt. Swain  119 15
Alexandria:
G. S. French  Capt. Wolf  110 05
Twelve boats  1,406 19

New Central
Georgetown:
New Boat  Capt. Bowers  119 06
Potomac  Capt. Leander  113 09
R. J. Mitchell  Capt. Grain  112 01
Allegheny  Capt. Kroon  121 08
C. K. Porter  Capt. Swain  117 13
Hunter G.  Capt. Brookman  119 17
Mississippi  Capt. Reid  117 19
Seven boats  821 13

George’s Creek Coal Company
Georgetown:
Sallie H. Taylor  Capt. Reid  114 07
Chas. F. Myer  Capt. Reid  117 07
P. L. Leman  Capt. Kimble  117 06
J. R. Cruzen  Capt. Stride  111 06
Four boats  461 06

Borden Mining Company
Georgetown:
Warren Delano  Capt. Hassett  116 14
Altair  Capt. Hassett  116 12
W H M Masters  Capt. Hassett  118 07
Three boats  351 13

Blaen Avon Company
Georgetown:
Allen B. Spear  Capt. Kirby  112 18
Fred Williams  C. McCormick  111 02
Two boats  224 00

Hampshire and Baltimore Company
Georgetown:
Minnie & Pinkie  Capt. Beckwith  111 15
Lillie  Capt. Drenner  111 01
Two boats  222 16

Individual

Georgetown:
Cigarette  Capt. Donnelly  121 01
Altoona  Capt. Pierce  113 00
C. D. Warfield  Capt. Otto  115 00
Three boats  349 01

DT, Tue. 5/24/81, p. 3. **Canal Trade**
The following boats, 25 in number, carrying 2,918 06 tons of coal, left this port Monday, May 23, 1881:
Consolidation Coal Company
Georgetown:
Geo. S. Young  Capt. Sellers  117 15
Thames River  Capt. Stride  120 17
E. K. Johnson  Capt. Walker  120 12
H. A. Clark  Capt. Quigley  120 00
A. P. Mayfield  Capt. Benner  121 19
G. L. Sheriff  Capt. Spong  122 18
W. W. Lowe  Capt. Couter  117 00
M. A. Shupp  Capt. Shupp  114 11
Eight boats  1,955 12

New Central
Georgetown:
Canal Trade - 1881

L. Lovell Capt. Sensel 113 12
D. Sinclair Capt. Zimmerman 117 09
Helen V. Capt. Eddy 117 09
Juniata Capt. Cumming 121 10
Rising Sun Capt. McQuade 114 14
Five boats 584 14

Borden Mining Company

Georgetown:
Susan Charles Capt. Hassett 115 09
Henry Bowley Capt. Hassett 115 05
Isaac Wilson Capt. Griffith 116 08
Three boats 347 02

George’s Creek Coal Company

Georgetown:
F. A. Mertens Capt. Long 117 10
F. H. Darby Capt. Tice 114 12
Cumberland Capt. Pierce 115 16
Three boats 347 18

Hampshire and Baltimore Company

Alexandria:
M. C. Clay Capt. Murphey 111 10
V. L. Sprigg Capt. Chambers 106 00
D. Booth Capt. Read 110 15
Three boats 328 05

Blaen Avon Company

Georgetown:
C. J. Meyers Capt. Rutley 115 16
M. Scalley Capt. Dunn 115 19
Two boats 231 15

Individual

Georgetown:
W. Blackwell Capt. Stull 118 00

ES, Tue. 5/24/81, p. 4. West Washington, née Georgetown – THE CANAL TRADE – Grain – Arrived boat Seneca with 2,000 bushels wheat and 1,500 bushels corn; boat Loudoun with 2,000 bushels wheat and 2,000 bushels corn. Coal – Thirty-three boats left Cumberland Saturday with 3,837 08 tons of coal for Georgetown as follows: Consolidation Co. 1,406 19 tons; New Central Co. 821 13 tons; George’s Creek Co. 461 06 tons; Borden Co. 351 13 tons; Blaen Avon Co. 224 tons; Hampshire & Baltimore Co. 222 16 [tons]; individual 349 01 [tons].

DT, Wed. 5/25/81, p. 3. Canal Trade
The following boats, 22 in number, carrying 2,533 04 tons of coal, left this port Tuesday, May 24, 1881:

Consolidation Coal Company

Georgetown:
C C. McCormick 119 04
Willie & Johnnie Capt. Morrison 118 00
B. J. Coulehan Capt. McCoy 114 17
Dr. C F Russell Capt. Dawson 115 14
Geo. Bogus Capt. Powell 122 17
H. C. Hicks Capt. Miller 119 10
Six boats 710 02

New Central

Georgetown:
E. T. Woody Capt. Crumbaugh 112 01
W. H. Couter Capt. Armstrong 116 10
Lucinda Capt. Grover 115 10
Wm. P. Wools Capt. Little 110 18
Willie Snyder Capt. Moore 113 13
Abram Kuhn Capt. Jackson 108 18
H. S. Dixon Capt. Brooks 113 03
H Capt. Shupp 112 14
Eight boats 903 07

Borden Mining Company

Georgetown:
Areturus Capt. Griffith 96 10
J. C. Clark Capt. Griffith 127 12
Kate Prather Capt. Hassett 123 06
M. S. Fernsner Capt. Hassett 119 00
Four boats 466 08

Blaen Avon Company

Georgetown:
Katie & Jimmy Capt. Woltz 115 00
C. C. Kelly Capt. Spong 116 12
Two boats 231 12

Hampshire and Baltimore Company

Alexandria:
Martha Capt. Moore 111 07
George’s Creek Coal Company

Georgetown:
A. H. Aagnew Capt. Myers 110 08
Sun, Wed. 5/25/81, p. 2. **Chesapeake and Ohio Canal** – The president and directors of the Chesapeake and Ohio Canal yesterday submitted a proposal to the stockholders and bondholders of the company to lengthen the locks of the canal from Cumberland to Georgetown, in order to pass simultaneously a team of two boats instead of single boats, as at present, and thus double the transportation facilities of the work, while at the same time diminishing the rates of tonnage. The proposal was accomplished by the suggestion to raise the necessary funds for the improvement by the issue of repair bonds, authorized by the act of 1878. After a lengthy conference, in which the mode of raising money was objected to be certain of the bondholders, the subject was referred to a special committee, who are to report at the annual meeting of the stockholders, at Annapolis, on the 6th of next June.

ES, Wed. 5/25/81, p. 4. **West Washington, nee Georgetown** – THE COAL TRADE – Twenty-five boats left Cumberland Monday with 2,913 06 tons of coal as follows: for Georgetown – Consolidation Co. 1,955 12 tons; New Central Co. 584 14 tons; Borden Co. 347 02 tons; George’s Creek Co. 347 18 tons; Blaen Avon Co. 231 15 tons; individual 118 tons. For Alexandria – Hampshire & Baltimore Co. 328 05 tons.

Proposed Improvement of The C. & O. Canal

A special meeting of the stock and bondholders of the Chesapeake and Ohio canal company and others interested in the Cumberland coal trade was held at the Arlington Hotel yesterday to consider certain recommendations submitted by the president and directors of that company looking to the improvement of canal navigation. The canal company was represented by Hon. A. P. Gorman, president; Hon. Hy. D. Farnandis, Hon. Patrick Hamill and Col. James G. Berrett, directors; the bondholders by Mr. W. W. Corcoran, Gen. Bradley T. Johnson, Charles C. Glover and E. Francis Riggs & Co., Joseph Bryan, Gen. Corse, Messrs. Berry, Garden, McDonald, Baldwin, Matthews, Cutts, A. Bowie Davis, A. Ross Ray, Hy. T. Wild, Bernard Carter, Dr. Wallace and others, and the coal interests by Hy. Loveridge, president Maryland coal company, and G. P. Lloyd, president American coal company. President Gorman, of the canal company, after calling the meeting to order and stating briefly why the call had been issued, nominated Mr. Corcoran, of Washington, the oldest bondholder, for chairman. Mr. Corcoran declined the honor, and Mr. A. Bowie Davis, of the trustees of the bondholders, was then called to the chair. Mr. John M. Phelan, of the canal company, acting as secretary.

President Gorman then submitted a report, which is addressed to the stockholders and holders of construction bonds under the act of 1844, and is a voluminous document. It states that having been entrusted with the management of the work since 1872, and given great attention to its general condition, and having become familiar with the details of its management, &c., the board deemed it a duty to submit this special communication, so that those present might have the opportunity to consider the suggestions and be prepared to take action at the annual meeting, to be held on the first Monday in June. If unpalatable facts are presented, it will be because their desires are to render the stockholders a service, and because their convictions are so strong that if the canal were their individual property, they would make the improvements suggested even more promptly than they can hope to do under existing circumstances.
The report recites the history of the canal and of the successive steps by which its rivals, and mainly the Baltimore and Ohio Railroad have increased their carrying capacity and decreased the charges of transportation, and urges the necessity of making improvements upon the canal to meet that railroad competition. The report says in this connection that the canal must be placed in such a condition that, with but a slight increase of the power now required to move 120 tons, they may be able to move 240 tons with no more, or but slightly increased cost for labor. Other canals in this country have had the same problem to solve, and they have solved it in different ways.

The best way to do this is to lengthen the locks 100 feet, so that two boats may be passed through together, being coupled and directed at all times in their movements by a patented device which makes a single displacement necessary, the two boats carrying 240 tons, and both being propelled by a power which only exceed by one-sixth that which is required to propel a single boat carrying not more than 120 tons, and manned by the same crew required for a single boat.

To lengthen all the locks between Cumberland and Georgetown, seventy in number, by making the composite locks, and having the timber creosoted, together with improved appliances for opening and closing the gates, so as to save the labor of one man at each lock, would cost about $7,000 per lock - $490,000; but by lengthening thirty-three locks, at a cost of $231,000, we can use double boats, coupled, on 163 miles of the 184 miles of canal, and the locks remaining unimproved can be left in groups. At such points it will be necessary for the company to maintain animal power to pass the boats through the single locks.

Canals Not Obsolete

There is a theory that canals are obsolete and unprofitable. This is true of all canals which have not been enlarged sufficiently to keep pace with the improvements made on other lines of transportation. It is not true as to those canals which have been improved by proper enlargement.

In 1860 the whole output of this Cumberland region was only . . 788,807 tons
In 1880 it was . . . . . . . . . . 2,136,160 tons
In 1890, if the increase is in the same ration, it will be . . . . . . . . . . . . . 17,254,988 tons
As large as this increase would seem to be, it must be remembered that the anthracite coal fields, which produced in 1870 within a fraction of . . . . . . . . . . . . . . . 8,000,000 tons
Produced in 1880 over . . . . . 23,000,000 tons

In addition to this, if the Clearfield, Blossburg and other semi-bituminous coal fields continue to increase in production at the same rate for the next twenty years that they have for the past ten, then they will in 1900 be completely worked out, while the Cumberland and Piedmont region will last a hundred years longer.

If our statements are correct, and we do not think they can be controverted, it follows that by the expenditure of $49,000 you can move a ton of coal over your work for fifty cents; that the canal company can receive for its tolls and wharfage fifty cents per ton; that its tonnage today is 600,000 tons; but if this reduction in cost can be made its tonnage would, at the lowest estimate, be a million tons, which would be a gain of two hundred thousand ($200,000) dollars per annum; that by expending two hundred and thirty-one thousand ($231,000) dollars to enlarge thirty-three (33) locks, the cost of tolls and transportation could be reduced to one dollar and twenty-five ($1.25) cents, which would enable the canal to meet present competition by other lines of transportation. But if you fail to make these improvements, and the contemplated
reduction in charges is made by the competing railroad lines, then it is more than probably that your tolls and wharfage must be reduced in 1882 from fifty-five (55) cents to thirty-one (31) cents, which would be a loss of one hundred and forty-four thousand ($144,000) dollars per annum on present tonnage of six hundred thousand (600,000) tons.

**How the Improvements can be paid for.**

If these facts shall determine you to direct that the improvements be made, the question arises how can they be paid for? In our judgment there is but one way, and that is by the sale of the repair bonds authorized to be issued by the Maryland act of 1878, in favor of which bonds the state of Maryland has, to the extent of five hundred thousand ($500,000) dollars, waived her liens on the corpus of the work.

The actual cost of the repairs occasioned by the freshet of 1877 (to repair which these bonds were issued) was $238,000, and we do not understand that there is any objection to our raising the necessary means by the sale of these bonds, and the application of the proceeds, together with the net revenue of the present year, to the proposed improvements. We know that the sale of these bonds has been objected to by some of the preferred bondholders because of the lien which is created upon the corpus of the work. Whatever force there may be in that suggestion, we submit, can be to some extent obviated if the holders of the bonds of 1844 will subscribe for the 1878 bonds, which we now suggest be sold. There is no other way by which a sufficient sum can be raised, unless it be that the bondholders can be induced to advance the amount upon which ordinary repair bonds, or upon toll certificates to be redeemed gradually.

**Discussion and Action.**

Gen. Bradley T. Johnson spoke against the proposition to issue $500,000 in repair bonds for lengthening locks and repairs of the canal, as they had been authorized for another purpose, and urges that the company should go to the legislature and secure authority to issue new bonds. Messrs. Henry Thompson Wells, Brown and Cheney, of Baltimore, and others, advocated the proposition.

Mr. Carter offered the following:  
*Resolved*, That the president and directors of the Chesapeake and Ohio Canal company may take the measures indicated in the communication made by the president of the company this 24th day of May, 1881, in reference to the lengthening of the locks of the canal, and that the bonds authorized by the act of 1878, chapter 53, be used for raising the funds requisite for this purpose.

Gen. Johnson then offered as a substitute the following: - “The undersigned, holders of the preferred bonds of the Chesapeake and Ohio canal company, recommend that the company procure from the next general assembly of Maryland power to create a first mortgage on the tolls, revenues, franchises and property of the company, prior to all existing mortgages, to secure an issue of $500,000 in bonds of the company, to be a first lien thereon, and to be applied to retire outstanding repair bonds under the act of 1878, and to lengthen the locks on the canal and also to issue bonds which shall be secured by a second lien on the same, which shall be sufficient in amount to retire all the outstanding preferred bonds under the act of 1844 and the overdue interest on the same; provided, that nothing in said act or mortgage shall impair the power of the company reserved under the act of 1844 to keep the canal in repair and to pledge the revenues for that purpose.”

These two resolutions were fully discussed, and, upon motion of Gen. Johnson, were referred, as follows:  
*Resolved*, That the propositions of Messrs. Carter and Johnson be referred to a
committee of bondholders, with instructions that they submit them to all the holders of the Chesapeake and Ohio preferred bonds accessible, with the request that they signify their assent or dissent to either or both of them, stating the number of bonds held or represented by each bondholder so expressing his opinion, and that they report to this meeting, which shall be adjourned to meet at the general meeting of the stockholders of the Chesapeake and Ohio Canal company, in June next, together with such modifications as said committee may deem advisable.

A committee, consisting of gen. Bradley T. Johnson, Jos. Bryan, of Virginia; Bernard Carter, of Baltimore; Geo. Hawkins Williams, of Baltimore, and John W. Burke, of Alexandria, Va., was appointed under the resolution.

**The Crossing at Cumberland.**

In that portion of the discussion bearing upon the probability of a large increase in the business of the canal, President Loveridge, of the George’s Creek railroad, was heard in regard to the proposed connection at Cumberland and the making of his road a feeder to the canal. His remarks were very favorably received, and it is understood that the George’s Creek company will refuse the conditions under which a crossing was provided for by the recent decision of the board of public works, in which event it is anticipated that a crossing will be permitted to the George’s Creek company under more advantageous conditions. Should this be refused, however, the canal company will enter into legal proceedings, in connection with the George’s Creek company, to enforce their rights under the contracts of 1851 and 1878, entered into between the state of Maryland, the Chesapeake and Ohio canal company and the Baltimore and Ohio railroad.

Amusements, Excursions, &c.

The steamer *Belle May* will give a select private excursion to the Great falls on Decoration Day.

DT, Thu. 5/26/81, p. 3. Canal Trade

The following boats, 17 in number, carrying 1,976 13 tons of coal, left this port Wednesday, May 25, 1881:

New Central

Georgetown:

R. Fannon Capt. Alexander 119 15
J Capt. Little 116 13
Thos. Venners Capt. Brashears 97 12
Belle Humbird Capt. Thompson 116 09
Four boats 450 09

George’s Creek Coal Company

Georgetown:

Four Sisters Capt. Harris 114 03
D. L. Taylor Capt. Paxton 117 16
Thos. Tebman Capt. McKelvey 113 09
Three boats 344 08

Consolidation Coal Company

Georgetown:

A. B. Winship Capt. Hebb 114 12
W. A. Smith Capt. Little 121 14
Two boats 236 06

Borden Mining Company

Georgetown:

Sycorax Capt. Hassett 122 12
E. R. Ladew Capt. Griffith 118 15
Two boats 241 07

Blaen Avon Company

Georgetown:

Geo. Hughes Capt. Callen 116 04
Wm. Foley C. Montgomery 111 19
Clara & Prudy Capt. Harrison 122 03
Three boats 350 06

Hampshire and Baltimore Company

Georgetown:

Arkansas Trav. Capt. Prudy 118 07

Individual

Georgetown:

O Capt. Little 116 00
Echo Capt. Young 120 10
Two boats 236 10
ES, Thu. 5/26/81, p. 4. **West Washington, nee Georgetown** – **THE CANAL TRADE** – Grain – Arrived boat Medley with 3,300 bushels of wheat; boat M. C. W. Boyer with 3,900 bushels of wheat. Coal – Twenty-two boats left Cumberland Tuesday with 2,533 04 tons of coal. Consolidation Co. 710 02 tons; New Central Co. 903 07 tons; Borden Co. 466 08 tons; Blaen Avon Co. 231 12 tons; George’s Creek Co. 110 08 tons. For Alexandria, Hampshire & Baltimore Co. 111 07 tons. The coal trade for the week ending Saturday, May 21, 1881; Shipments 45,434 15 tons, a decrease of 8,818 05 tons compared with the same period last year. Of this amount 24,917 13 tons were shipped by the Baltimore & Ohio railroad; 3,760 06 tons by the Pennsylvania State Line; and 16,756 16 tons by the Chesapeake & Ohio canal.

Ibid, p. 8. **Ho! For the Great Falls!**
**on Decoration Day**, Steamer Belle May. There will be a Select, Private Excursion, and we advise all who contemplate going to get up private parties and purchase their tickets at once, as they are limited to 100. grand Scenery; good bass fishing. No liquors. Tickets, $1. Apply to Metzerott’s, Brad. Adam’s, Nourse’s Drug Store and Cropley’s Georgetown.

Leave Congress (31st) St. and canal at 7:30 a.m.; returning 8 p.m.

DT, Fri. 5/27/81, p. 3. **Canal Trade**
The following boats, 17 in number, carrying 1,934 08 tons of coal, left this port Thursday, May 26, 1881:

<table>
<thead>
<tr>
<th>Borden Mining Company</th>
<th>Six boats</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alexander Capt. Griffith</td>
<td>112 15</td>
</tr>
<tr>
<td>G. F. Smith Capt. Hassett</td>
<td>112 14</td>
</tr>
<tr>
<td>Aretrurus Capt. Hassett</td>
<td>98 09</td>
</tr>
<tr>
<td>Regulus Capt. Hassett</td>
<td>98 05</td>
</tr>
<tr>
<td>Cowton &amp; Tilghman Capt. Hassett</td>
<td>122 07</td>
</tr>
<tr>
<td>Theo. Dean Capt. Hassett</td>
<td>114 13</td>
</tr>
<tr>
<td>New Central</td>
<td>659 03</td>
</tr>
<tr>
<td>Georgetown:</td>
<td></td>
</tr>
<tr>
<td>Dan. Webster Capt. Martz</td>
<td>112 17</td>
</tr>
<tr>
<td>Carrie V. Capt. Martz</td>
<td>118 05</td>
</tr>
<tr>
<td>Savannah Capt. O’Neal</td>
<td>120 19</td>
</tr>
<tr>
<td>Daniel Henry Capt. O’Neal</td>
<td>112 11</td>
</tr>
<tr>
<td>Four boats</td>
<td>466 12</td>
</tr>
<tr>
<td>Hampshire and Baltimore Company</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>A. P. Gorman Capt. Mullen</td>
<td>112 14</td>
</tr>
<tr>
<td>Sallie &amp; Jennie Capt. Fore</td>
<td>111 05</td>
</tr>
<tr>
<td>Two boats</td>
<td>223 19</td>
</tr>
<tr>
<td>Consoliation Coal Company</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>Willie &amp; Frankie Capt. Repp</td>
<td>119 19</td>
</tr>
<tr>
<td>C. B. Embrey C. Newcomer</td>
<td>113 11</td>
</tr>
<tr>
<td>Two boats</td>
<td>233 10</td>
</tr>
<tr>
<td>George’s Creek Coal Company</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>G M Stonebraker Capt. Krone</td>
<td>116 15</td>
</tr>
<tr>
<td>Joe. Zigler Capt. Baler</td>
<td>117 00</td>
</tr>
<tr>
<td>Two boats</td>
<td>233 15</td>
</tr>
<tr>
<td>Blaen Avon Company</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>C W Brengle Capt. McAtee</td>
<td>117 09</td>
</tr>
</tbody>
</table>

Sun, Fri. 5/27/81, p. 6. **General Bradley T. Johnson and the Canal** – Messrs. A. S. Bell & Co.: Please let me amend and correct the reports in this morning’s papers of the proceedings at the meeting of the Chesapeake and Ohio Canal Company authorities and the preferred bondholders. The omissions from the report of what did happen there may mislead the public and the bondholders. Mr. Gorman proposed that the bondholders should consent that the company should use the repair bonds of 1878 for the purpose of improving the canal. Mr. Bernard Carter offered the resolution that the bondholders present do hereby consent to such appropriation of said bonds. I offered as a substitute for Mr. Carter’s proposition the resolution that the bondholders request the Canal Company to
procure authority from the Legislature of Maryland to issue $500,000 of first mortgage bonds to be applied to pay repair bonds and lengthen the locks, and a sufficient amount of second mortgage bonds to take up and fund the preferred bonds and accrued interest. I offered on the part of my friends to take the whole of such $500,000 bonds at par as soon as issued. My substitute was adopted instead of Mr. Carter’s resolution. This fact is not mentioned in any of the reports. Mr. Allen Bowie Davis then laid before the bondholders a printed memorial signed by himself and Mr. Smith, and approved by Mr. G. H. Williams, which paper set forth at length the great injury to the canal and the bondholders have suffered from political management of the canal and the constant changes of administration, and then begged Mr. Gorman to withdraw his resignation and consent to continue as president. I remarked that it was a non sequitur to prove, first, that political management had injured the canal, and then ask to have the principal managing politician of the State continued as president of the corporation. The paper was signed by Mr. Carter, who holds some bonds; by Mr. Weld, president of a coal company, and I think another gentleman. Mr. Corcoran declined to sign, as I was informed, saying he preferred to think about it. The rest walked off without signing. These facts are also not mentioned in any of the reports. I ask your permission to supply these unfortunate omissions.

BRADLEY T. JOHNSON

ES, Fri. 5/27/81, p. 4. West Washington, nee Georgetown – THE CANAL TRADE – Grain – Arrived boat Mollie C. Waters with 2,500 bushels of wheat. Coal – Seventeen boats left Cumberland Wednesday with 1,976 13 tons of coal as follows: for Georgetown – Consolidation Co. 236 06 tons; New Central Co. 450 09 tons; George’s Creek Co. 344 08 tons; Borden Co. 241 07 tons; Blaen Avon Co. 350 06 tons; Hampshire & Balt. Co. 118 07 tons; individual 236 10 tons.

ES, Sat. 5/28/81, p. 8. West Washington, nee Georgetown – THE CANAL TRADE – Grain – Boat Caledonia with 2,100 bushels of corn and 1,000 bushels wheat; boat Samuel Jarboe with 3,400 bushels wheat and 450 bushels corn. Coal – Seventeen boats left Cumberland Thursday with 1,934 08 tons of coal as follows: for Georgetown, Borden Co. 659 03 tons; New Central Co. 466 12 tons; Hampshire & Balt. Co. 223 19 tons; Consolidation Co. 233 10 tons; George’s Creek Co. 233 15 tons; Blaen Avon Co. 117 09 tons.

DT, Mon. 5/30/81, p. 2. The Future of the Canal – President Gorman has been a friend of the canal from the day of his appointment to the present time; and what is more, those who have the deepest financial interest in the canal are his staunchest friends. Where money is at stake there lies the strongest earthly tie. Money separates friends and the most of men will sacrifice the latter before they will the former. If the moneyed interests of the State and stockholders and bondholders had not been best conserved by Mr. Gorman, he would have been removed long ago from the presidency. It was not the abuse of his power or the use of the canal that made him Senator; but it was his ability as a manager that lifted him above many of his fellows and made him a leader in his party.

There probably never was a man in Maryland so maligned and yet so clearly vindicated as Senator Gorman. The most respectable people of the State endorse and esteem him, while only the disappointed office seekers continue to vilify him. In the past Allegany county has done him more injustice than all the State outside combined,
yet we predict the time will soon come when she will prove his staunchest friend.

No unprejudiced man who has been familiar with the conditions of the canal for the past twenty years will assert that it is not in better condition now than it was ever known. Rotten and broken lock gates have been repaired, low waste-weirs have been raised, the tow path has been rip-rapped in weak places, until now there are seldom delays from breaks or leakages in the canal, and boatmen can make double the trips in a year that they formerly made, if provided with speedy loading and unloading at the terminals.

There have been many drawbacks thrown in the way of the canal since President Gorman took charge of it; he had to maintain it while boatmen were on long strikes; he had the employees to pay while the miners were on strike for months and the canal was idle; he had instead to rebuild many miles of tow path bed when the freshet of 1877 swept over it and hid the canal in the bed of the Potomac. Small bondholders feared the loss of their investments and were pressing for the payment of coupons, until finally they instituted suit and tried to get control of the canal. Still the heavy bondholders and the State knew that ultimately the bonds would be paid and the canal would bring a good revenue, if Mr. Gorman were continued in position. Fortunately, he is still president and the canal is still a feeder to Cumberland.

Senator Gorman has been between two fires, in his defense of the canal. While his strong letter to the Governor in favor of a speedy connection of the George’s Creek road with the canal has opened up an opportunity for opposition to him by the Baltimore and Ohio Railroad Company, the very parties whom he has been favoring have openly stated that he was not earnestly advocating their cause. At the conference at Washington between those interested in the canal, he proposed doubling the locks and urged the necessity of a speedy connection with the canal by the Short Line road, and still they questioned his sincerity. His next movement will be to compel a connection by the Baltimore and Ohio road, or make them pay damages for each day’s delay in doing so. This will bring about the desired end before another week, in our opinion. It will not be done because he desires to oppose the Baltimore and Ohio or that he is partial to the Short Line. As president of the canal, when he finds all compromise at an end, he will, in his pride of duty, enforce the law, however unpleasant it may be.

President Gorman sees a bright future for the canal, if his plans are not interfered with. With a new feeder to the canal direct; with the Elk Garden road as another in the near future; with cheap rates secured by law over the Baltimore road to the canal; with double locks in the canal to reduce the cost of transportation, the time will soon come when the President of the canal will not have to beg railroad companies to evade ruinous competition and thus save the canal from death; but the great corporations will then be the ones to ask that freight rates be maintained at paying figures to all.

Now, we desire to ask the people of Allegany if Mr. Gorman does not deserve our commendation. Can they really point to a single act in his management of the canal that has not proved beneficial to us? In his advocacy of the system of double locks is not the whole expense to come from the State, and ultimately from canal receipts, without imposing any burdens on us? Is there a county or city or hamlet in the State that will be benefitted the one-hundredth part in comparison with us? The moment doubling of locks shall be determined upon, every boatyard will be crowded with hands, the canal will demand double the boats now used, a million tons of coal will be shipped
to Georgetown, and business will indeed boom.

There is another thing to consider. When it is a determined fact that our canal will be beyond the line of competition, and that it will be a perpetual institution, it will not be two years before the Maryland coal will cross from the Potomac to the Severn river, and it is needless to say what a benefit that will be to Cumberland. But of this we shall say more in the future.

We know that President Gorman has the canal at heart, and he expects to see in the near future all the above improvements consummated. We believe it can only be done under his management. We know that nine-tenths of the bondholders have urgently requested him to continue in the capacity of President. We know the Board of Public Works appreciate his services, and we believe they will unanimously re-elect him next month. In that event, the greatest blessing will be to Allegany county, and our people ought at all times to esteem Mr. Gorman above other public men, and repent in sackcloth and ashes over the wrongs they have done him in the past.

We predict that all our trouble will soon be over. The Short Line road will get to the canal in a few days; Mr. Gorman will be re-elected president of the canal; coal will be shipped largely this season and the doubling of the locks will begin this year, and Cumberland will set her ears back for a big smile.

Ibid, p. 3. Canal Trade

The following boats, 16 in number, carrying 1,842 13 tons of coal, left this port Saturday, May 28, 1881:

<table>
<thead>
<tr>
<th>Borden Mining Company</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Harry &amp; Ralph</td>
<td>Capt. Griffith 116 15</td>
</tr>
<tr>
<td>Rainbow</td>
<td>Capt. Griffith 115 10</td>
</tr>
<tr>
<td>Borden &amp; Lovell</td>
<td>Capt. Hassett 117 07</td>
</tr>
<tr>
<td>Charlie Hassett</td>
<td>Capt. Hassett 115 00</td>
</tr>
</tbody>
</table>

Four boats 463 12

George’s Creek Coal Company

<table>
<thead>
<tr>
<th>Georgetown:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>R. J. West</td>
<td>Capt. Hudson 110 02</td>
</tr>
<tr>
<td>J. W. Steiner</td>
<td>Capt. Ingram 112 07</td>
</tr>
<tr>
<td>Harlow Bros.</td>
<td>Capt. Malone 116 06</td>
</tr>
<tr>
<td>Three boats</td>
<td>368 15</td>
</tr>
</tbody>
</table>

Consolidation Coal Company

<table>
<thead>
<tr>
<th>Georgetown:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Daniel Linkins</td>
<td>C. Marmaduke 122 18</td>
</tr>
<tr>
<td>W. C. Ernst</td>
<td>Capt. Bender 116 19</td>
</tr>
<tr>
<td>Williamsport:</td>
<td></td>
</tr>
<tr>
<td>M J Anderson</td>
<td>Capt. Woltz 116 15</td>
</tr>
<tr>
<td>M. A. Shupp</td>
<td>Capt. Shupp 118 19</td>
</tr>
<tr>
<td>Four boats</td>
<td>475 11</td>
</tr>
</tbody>
</table>

New Central

<table>
<thead>
<tr>
<th>Georgetown:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Sarah B.</td>
<td>Capt. Allison 110 16</td>
</tr>
<tr>
<td>Bernadette</td>
<td>Capt. Bancord 113 07</td>
</tr>
<tr>
<td>Two boats</td>
<td>224 03</td>
</tr>
</tbody>
</table>

Individual

<table>
<thead>
<tr>
<th>Georgetown:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>M</td>
<td>Capt. Willison 117 09</td>
</tr>
<tr>
<td>N. Williams</td>
<td>Capt. Benner 112 17</td>
</tr>
<tr>
<td>C. W. Osbourn</td>
<td>Capt. Osbourn 110 06</td>
</tr>
<tr>
<td>Three boats</td>
<td>340 12</td>
</tr>
</tbody>
</table>

DT, Tue. 5/31/81, p. 3. Canal Trade

The following boats, 25 in number, carrying 2,872 03 tons of coal, left this port Monday, May 30, 1881:

<table>
<thead>
<tr>
<th>New Central</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Col. J. C. Lynn</td>
<td>Capt. Reid 115 06</td>
</tr>
<tr>
<td>Edward Cohill</td>
<td>Capt. Gannon 119 01</td>
</tr>
<tr>
<td>T. M. Smith</td>
<td>Capt. Smith 111 11</td>
</tr>
<tr>
<td>J. T. Hager</td>
<td>Capt. Leonard 112 18</td>
</tr>
<tr>
<td>D. R. Long</td>
<td>Capt. Evans 111 05</td>
</tr>
<tr>
<td>A. H. Bradt</td>
<td>Capt. Hill 111 17</td>
</tr>
<tr>
<td>Missouri</td>
<td>Capt. Ardinger 116 18</td>
</tr>
<tr>
<td>J. R. Couter</td>
<td>Capt. Williams 112 03</td>
</tr>
<tr>
<td>Eight boats</td>
<td>910 19</td>
</tr>
</tbody>
</table>

Consolidation Coal Company

<table>
<thead>
<tr>
<th>Georgetown:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Amazon River</td>
<td>Capt. Bender 122 00</td>
</tr>
<tr>
<td>W J Stevenson</td>
<td>Capt. Brubaker 119 01</td>
</tr>
</tbody>
</table>
ES, Tue. 5/31/81, p. 4. **West Washington, nee Georgetown** – THE COAL TRADE –
Twenty-one boats left Cumberland Friday with 2,413 16 tons of coal, as follows: New Central Co. 799 05 tons; Hampshire & Balt. Co. 562 19 tons; Consolidation Co. 359 01 tons; Bordon Co. 225 tons; individuals 231 tons.

GRAIN – Arrivals by canal – Boat Farmer’s Friend with wheat and corn; boat H. M. Talbott with 1,100 bushels corn; boat Medley with cargo corn.

DT, Wed. 6/1/81, p. 3. **Canal Trade**

The following boats, 29 in number, carrying 3,324 11 tons of coal, left this port Tuesday, May 31, 1881:

**Consolidation Coal Company**

Georgetown:
- C D Warfield Capt. Kerns 118 19
- D Capt. Weller 110 05
- Ida J. Kreps Capt. Smith 116 02
- B R Mayfield Capt. Piper 121 08
- L W Guinand Capt. Weller 121 00

**Williamsport**
- D Seibert Capt. Preston 112 16
- Six boats 700 10

**New Central**

Georgetown:
- W. M. Price C. Grimminger 117 00
- Dr J P Broderick Capt. Donnelly 117 19
- Osceola & Jake Capt. Davis 112 17
- Alonzo Berry Capt. Ardinger 115 05
- L Peacock Capt. Keady 109 01
- Five boats 576 05

**Borden Mining Company**

Georgetown:
- B M Young Capt. Hassett 114 04
- Fall River Capt. Hassett 112 13
- W T Hassett Capt. Hassett 117 00
- Dr O M Schindell Capt. Hassett 115 15
- Jacob H Snyder Capt. Hassett 116 13
- Five boats 576 05

**George’s Creek Coal Company**

Georgetown:
- Onward Capt. Zigler 117 10
- Thomas Connell Capt. Mills 114 01
- Arthur Lovell Capt. Jackson 103 18
- Ida J. Reid Capt. Reid 110 13
- Five Brothers Capt. Little 115 00
- Ida & Harry Capt. Elias 110 19
- Six boats 672 03

**Blaen Avon Company**

Georgetown:
- L W Poffenberger Capt. Stickets 117 02
- Clara Miller Capt. Colbert 112 17
- Lou & Glenn C Eichelberger 117 03
- Three boats 347 02

**Hampshire & Baltimore Company**

Georgetown:
Cumberland Coal Movements - The shipments from the mines of the Cumberland coal region for the week ended Saturday, May 28, were 44,490 tons, and for the year to that date 728,947 tons, a decrease of 73,272 tons as compared with 1880. The coal was carried as follows:

Baltimore and Ohio railroad, week 24,225 tons; year 553,302 tons, decrease as compared with last year, 7,930 tons.
Chesapeake and Ohio canal, week 13,820 tons; year 105,743 tons decrease as compared with last year, 37,095 tons.
Pennsylvania Railroad, week 6,403 tons; year 69,875 tons; decrease as compared with last year, 28,269 tons.

Shipments by New George’s Creek and Cumberland Railroad are first reported this week. Coal was brought from the mines as follows:

Cumberland and Pennsylvania Railroad, week 41,417 tons; year 695,067 tons.
Baltimore and Ohio Railroad, week 17 tons; year 28,971 tons. George’s Creek and Cumberland Railroad, week 2,805 tons; year 3,004 tons.

ES, Wed. 6/1/81, p. 4. West Washington, nee Georgetown – THE COAL TRADE – Twenty-five boats left Cumberland Monday with 2,872 03 tons of coal, as follows: New Central Co. 910 19 tons; Consolidation Co. 826 01 tons; Borden Co. 460 01 tons; George’s Creek 222 11 tons; Hampshire & Balt. Co. 221 03 tons; Blaen Avon Co. 113 08 tons; individual 118 tons.

DT, Thu. 6/2/81, p. 3. Canal Trade

The following boats, 20 in number, carrying 2,311 10 tons of coal, left this port Wednesday, June 1, 1881:

Consolidation Coal Company

Georgetown:
Julia Tyler Capt. Nuse 116 16
J Maury Dove Capt. Benner 117 10
A P Mayfield Capt. Benner 124 17
John Miller Capt. Brown 116 19

Williamsport:
J A Speelman Capt. Miller 116 02
Maj. J. Anderson Capt. Waltz 118 15
Six boats 710 19

New Central

Georgetown:
F M Offutt Capt. Edenhart 111 18
J. F. A. Remley Capt. Dixon 115 07
Jas M Schley Capt. Kean 115 07
Johnnie M Capt. Kean 112 07
Four boats 454 19

Borden Mining Company

Georgetown:
Willie D Capt. Hassett 115 04
Unexpected Capt. Hassett 119 10
Sallie E Hassett Capt. Hassett 112 10
Harry Borden Capt. Griffith 113 13
Four boats 460 17

Hampshire & Baltimore Company

Georgetown:
J W Turner Capt. Price 111 16
L C Burwell Capt. Zeller 114 13
Two boats 226 09

Blaen Avon Company

Georgetown:
T F McCardell C. McCormick 117 05

Individual

Georgetown:
Cigarette Capt. Donnelly 109 15
Henry Loveridge Capt. Hine 116 11
Q Capt. Pittman 115 15
Three boats 342 01

Sun, Thu. 6/2/81, p. 3. BY THOMAS DOWLING – EXECUTOR’S SALE OF VALUABLE FOUNDRY PROPERTY IN GEORGETOWN, D. C., AT AUCTION.
On TUESDAY, June 7, 1881, at 6 o’clock p.m., I will sell, on the premises, that valuable Iron Foundry and Machine Shops known as the COLUMBIA FOUNDRY, corner Washington street and Chesapeake and Ohio Canal, Georgetown, D. C., 158 feet on Washington street, 130 feet on canal, with all the improvements, commodious Machine Shop, Model Room and Foundry, Lathes, Tools, Models for Mill Machinery, large Engine and Boiler, &c., &c., on the premises. Facilities for coaling and transporting the heavy equipment perfect. Free of encumbrance.

Terms easy and made known at sale.
THOMAS DOWNING, Auctioneer.

ES, Thu. 6/2/81, p. 1. The Belle May will make an Excursion to the GREAT FALLS, TUESDAY, June 7th, starting from Congress street bridge, at 8 o’clock a.m. Fare, round-trip, 50¢. Tickets can be had at Mrs. Palmer’s, 235 Pa. Ave. S.E., and at the boat.

THE STEAMER BELLE MAY will run to Great Falls, leaving Congress street bridge at 8 o’clock a.m. Round trip, 75¢. Every Saturday and Sunday during the summer.

Can be chartered balance of the time at reasonable rates. J. PASSENO, 73 Water street, Georgetown, D. C.

Ibid, p. 4. **West Washington, née Georgetown** – THE CANAL TRADE – Grain arrived – Boat E. Lyons, Whiting with 4,000 bushels wheat. Coal – Twenty-nine boats left Cumberland Tuesday with 3,324 11 tons of coal as follows: for Georgetown – Consolidation Company 700 10 tons; New Central Company 572 02 tons; Borden Company 576 05 tons; Hampshire and Baltimore Company 223 09 tons; George’s Creek Company 672 03 tons; Blaen Avon Company 347 02 tons; individual 233 00 tons.

DT, Fri. 6/3/81, p. 3. **Canal Trade**

The following boats, 13 in number, carrying 1,566 17 tons of coal, left this port Thursday, June 2, 1881:

<table>
<thead>
<tr>
<th>Borden Mining Company</th>
</tr>
</thead>
<tbody>
<tr>
<td>Georgetown:</td>
</tr>
<tr>
<td>Altair: Capt. Hassett</td>
</tr>
<tr>
<td>Dr. A Shank: Capt. Hassett</td>
</tr>
<tr>
<td>M. S. Haines: Capt. Hassett</td>
</tr>
<tr>
<td>New Era: Capt. Griffith</td>
</tr>
<tr>
<td>Gen. Garfield: Capt. Griffith</td>
</tr>
<tr>
<td>Five boats</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>New Central</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hampshire &amp; Baltimore Company</td>
</tr>
<tr>
<td>Georgetown:</td>
</tr>
<tr>
<td>M C Merryman: Capt. Penner</td>
</tr>
<tr>
<td>Laura: Capt. Bartlett</td>
</tr>
<tr>
<td>Two boats</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>George’s Creek Coal Company</th>
</tr>
</thead>
<tbody>
<tr>
<td>Georgetown:</td>
</tr>
<tr>
<td>Walter Beall: Capt. Manning</td>
</tr>
<tr>
<td>G C Goodrich: Capt. Little</td>
</tr>
<tr>
<td>Two boats</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Consolidation Coal Company</th>
</tr>
</thead>
<tbody>
<tr>
<td>Williamsport:</td>
</tr>
<tr>
<td>Jack &amp; Bessie: Capt. Shaffer</td>
</tr>
<tr>
<td>Blaen Avon Company</td>
</tr>
<tr>
<td>Elizabeth Snyder: Capt. Snyder</td>
</tr>
</tbody>
</table>

ES, Fri. 6/3/81, p. 4. **West Washington, née Georgetown** – THE COAL TRADE – Twenty boats left Cumberland Wednesday with 2,311 10 tons of coal as follows: for Georgetown – Consolidation Co. 710 19 tons; New Central Co. 454 19 tons; Borden Co. 460 17 tons; Hampshire and Balt. Co. 226 09 tons; Blaen Avon Co. 117 05 tons; individual 342 01 tons.

DT, Sat. 6/4/81, p. 3. **Canal Trade**
The following boats, 19 in number, carrying 2,168 03 tons of coal, left this port Friday, June 3, 1881:

**George’s Creek Coal Company**

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>George’s Creek Coal Company</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Robert Portner Capt. Wilgus</td>
<td>118 00</td>
<td></td>
</tr>
<tr>
<td>F. L. Moore Capt. Wilgus</td>
<td>100 14</td>
<td></td>
</tr>
<tr>
<td>John W. Carder Capt. Fields</td>
<td>113 05</td>
<td></td>
</tr>
<tr>
<td>R. J. Mitchell Capt. Grim</td>
<td>114 19</td>
<td></td>
</tr>
<tr>
<td>Kirby &amp; Herbert Capt. Morgan</td>
<td>109 09</td>
<td></td>
</tr>
<tr>
<td>Phillie G. Capt. McCann</td>
<td>117 01</td>
<td></td>
</tr>
<tr>
<td>Six boats</td>
<td>673 08</td>
<td></td>
</tr>
</tbody>
</table>

**Consolidation Coal Company**

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Consolidation Capt. Artz</td>
<td>114 03</td>
<td></td>
</tr>
<tr>
<td>Willie &amp; Johnnie Capt. Morrison</td>
<td>118 00</td>
<td></td>
</tr>
<tr>
<td>W. H. Lowe Capt. Carter</td>
<td>119 03</td>
<td></td>
</tr>
<tr>
<td>Four boats</td>
<td>469 06</td>
<td></td>
</tr>
</tbody>
</table>

**Borden Mining Company**

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Henry Boley Capt. Hassett</td>
<td>113 02</td>
<td></td>
</tr>
<tr>
<td>R. B. Lynn Capt. Hassett</td>
<td>116 01</td>
<td></td>
</tr>
<tr>
<td>W. H. M Masters Capt. Hassett</td>
<td>117 00</td>
<td></td>
</tr>
<tr>
<td>Three boats</td>
<td>346 03</td>
<td></td>
</tr>
</tbody>
</table>

**Blaen Avon Company**

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Martin Scally Capt. Dunn</td>
<td>114 14</td>
<td></td>
</tr>
<tr>
<td>Fred Williams Capt. Anderson</td>
<td>117 18</td>
<td></td>
</tr>
<tr>
<td>Katie &amp; Addie Capt. Peck</td>
<td>113 04</td>
<td></td>
</tr>
<tr>
<td>Three boats</td>
<td>345 16</td>
<td></td>
</tr>
</tbody>
</table>

**Hampshire & Baltimore Company**

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Emma &amp; Julia Capt. Crampton</td>
<td>108 09</td>
<td></td>
</tr>
<tr>
<td>F. W. Mintdrop Capt. Anderson</td>
<td>114 15</td>
<td></td>
</tr>
<tr>
<td>Wm. L. Read Capt. Bissett</td>
<td>110 06</td>
<td></td>
</tr>
<tr>
<td>Three boats</td>
<td>333 10</td>
<td></td>
</tr>
</tbody>
</table>

DT, Mon. 6/6/81, p. 3. **Canal Trade**

The following boats, 22 in number, carrying 2,488 09 tons of coal, left this port Saturday, June 4, 1881:

**Borden Mining Company**

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>M. S. Fernsner Capt. Hassett</td>
<td>110 14</td>
<td></td>
</tr>
<tr>
<td>Susan Charles Capt. Hassett</td>
<td>112 00</td>
<td></td>
</tr>
</tbody>
</table>

**George’s Creek Coal Company**

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Warren Delano Capt. Hassett</td>
<td>116 17</td>
<td></td>
</tr>
<tr>
<td>Kate Prather Capt. Hassett</td>
<td>114 19</td>
<td></td>
</tr>
<tr>
<td>Echo Capt. Griffith</td>
<td>116 04</td>
<td></td>
</tr>
<tr>
<td>Hunter G. Capt. Griffith</td>
<td>118 04</td>
<td></td>
</tr>
<tr>
<td>Six boats</td>
<td>697 08</td>
<td></td>
</tr>
</tbody>
</table>

**Consolidation Coal Company**

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minnie &amp; Pinkie Capt. Beckwith</td>
<td>113 03</td>
<td></td>
</tr>
<tr>
<td>B. L. Slack Capt. Cartwright</td>
<td>114 08</td>
<td></td>
</tr>
<tr>
<td>Laura S. Capt. Little</td>
<td>117 11</td>
<td></td>
</tr>
<tr>
<td>E T Woody Capt. Crumbaugh</td>
<td>114 15</td>
<td></td>
</tr>
<tr>
<td>Four boats</td>
<td>459 17</td>
<td></td>
</tr>
</tbody>
</table>

**Hampshire & Baltimore Company**

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Three Sisters Capt. Little</td>
<td>107 18</td>
<td></td>
</tr>
<tr>
<td>Allen B. Spear Capt. Kirby</td>
<td>109 08</td>
<td></td>
</tr>
<tr>
<td>Mississippi Capt. Read</td>
<td>115 19</td>
<td></td>
</tr>
<tr>
<td>Three boats</td>
<td>333 05</td>
<td></td>
</tr>
</tbody>
</table>

**New Central**

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lucy &amp; Willie Capt. Ingram</td>
<td>111 04</td>
<td></td>
</tr>
<tr>
<td>Lucinda Capt. Grover</td>
<td>116 14</td>
<td></td>
</tr>
<tr>
<td>Two boats</td>
<td>227 18</td>
<td></td>
</tr>
</tbody>
</table>

**Individual**

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>C. C. Kelly Capt. Sprigg</td>
<td>112 06</td>
<td></td>
</tr>
<tr>
<td>C. F. Dixon Capt. Dixon</td>
<td>110 00</td>
<td></td>
</tr>
<tr>
<td>Alex Kratz Capt. Bookman</td>
<td>117 17</td>
<td></td>
</tr>
<tr>
<td>Highlander Capt. Young</td>
<td>125 00</td>
<td></td>
</tr>
<tr>
<td>Three boats</td>
<td>352 17</td>
<td></td>
</tr>
</tbody>
</table>

ES, Mon. 6/6/81, p. 4. **West Washington, nee Georgetown** – THE CANAL TRADE – Grain – Arrived boat M. C. W. Boyer with 3,000 bushels wheat and 1,000 bushels corn. Coal – Twenty-two boats left Cumberland
Saturday with 2,488 09 tons of coal for this port as follows: Borden Co. 697 08 tons; George’s Creek Co. 459 17 tons; Consolidation Co. 334 11 tons; Hampshire and Balt. Co. 333 05 tons; New Central Co. 227 18 tons; Blaen Avon Co. 112 06 tons; individual 352 17 tons.

DT, Tue. 6/7/81, p. 3. Canal Trade

The following boats, 20 in number, carrying 2,331 01 tons of coal, left this port Monday, June 6, 1881:

<table>
<thead>
<tr>
<th>Consoliton Coal Company</th>
<th>B. C. Barroll, Jr</th>
<th>Capt. Jackson</th>
<th>120 03</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>G. A. Peare</td>
<td>Capt. Shives</td>
<td>113 16</td>
</tr>
<tr>
<td></td>
<td>L. H. Kuhn</td>
<td>Capt. Shane</td>
<td>118 03</td>
</tr>
<tr>
<td></td>
<td>V. S. Brashears</td>
<td>Capt. Moore</td>
<td>114 04</td>
</tr>
<tr>
<td>Elbe River</td>
<td>Capt. Swain</td>
<td></td>
<td>118 04</td>
</tr>
<tr>
<td></td>
<td>R. Shriver</td>
<td>Capt. Nuse</td>
<td>116 05</td>
</tr>
<tr>
<td></td>
<td>R. H. Jones</td>
<td>C. Westbrook</td>
<td>120 19</td>
</tr>
<tr>
<td></td>
<td>A. Campbell</td>
<td>Capt. Eddy</td>
<td>120 08</td>
</tr>
<tr>
<td>Williamsport</td>
<td>C. B. Embrey</td>
<td></td>
<td>117 02</td>
</tr>
<tr>
<td>Shepherdstown</td>
<td>Allen Brooks</td>
<td>Capt. Jackson</td>
<td>111 04</td>
</tr>
</tbody>
</table>

Ten boats 1,170 04

Borden Mining Company

| Sycorax                  | Capt. Hassett    | 123 14 |
| Antares                  | Capt. Griffith   | 89 03  |
| James Clark              | Capt. Griffith   | 131 08 |

Three boats 344 05

George’s Creek Coal Company

| Cumberland               | Capt. Pierce     | 117 04 |
| Delaware                 | Capt. Dickerhoof | 123 16 |

Two boats 241 00

Hampshire & Baltimore Company

| M. Ruben                 | Capt. Ruder      | 116 06 |
| Bernadette               | Capt. Bancord    | 112 02 |

Two boats 228 08

Blaen Avon Company

| Georgetown:              | S. M. Reitzel    | 118 10 |
|                         | C. Rodenizer     |       |

ES, Tue. 6/7/81, p. 1. Chesapeake and Ohio Canal – The annual meeting of the stockholders of the Chesapeake and Ohio canal company was held in Annapolis yesterday. There were present Gov. Wm. T. Hamilton, State Comptroller Thos. J. Keating and State Treasurer Barnes Compton, composing the board of public works of Maryland; Hon. Lloyd Lowndes, of Allegany county, representing the United States; Thos. P. Morgan, for the District of Columbia; John W. Burke, Alexandria, Va.; Gen. Bradley T. Johnson and Jos. Bryan, of Washington city, representing the holders of bonds issued in 1844; A. Bowie Davis, Col. J. G. Berret, of Washington; Bernard Carter, Hon. Patrick Hamill, of Allegany county, and others of the private stockholders.

Gov. Hamilton was called to the chair and Mr. Benj. C. Fawcett chosen secretary.

Senator A. P. Gorman, president of the company, read the annual report of the president and directors, showing that for the fiscal year ended December 31, 1889, the earnings of the canal from tolls and wharfage were $349,645.44; total accrued revenue, $372,616.07; expenditures for operating, &c., $227,277.11; showing net earned revenue of $145,338.96. Actual net revenue over all expenses, $85,531.20. Actual receipts, with balance of $12,938.67 in treasury January 1, 1880, $364,724.39. Balance in hand January 1, 1881, $42,831.38. Actual receipts in 1880, $351,785.72. Liabilities on account of indebtedness to repair damages by flood of 1877 were, on January 1, 1880, $196,432.46, and January 1, 1881, $161,
697.03. Of this amount $87,000 were repair bonds, issued under act of 1878. Of the cash on hand December 31, 1880, $16,500 of the amount in the Farmers and Merchants’ National Bank of Baltimore has been attached, and is therefore not available until a decision of the circuit is had. The case is pending in the United Stated circuit court for the district of Maryland.

Despite the delays caused by the strike of boatmen in the summer and ice in the winter the actual tonnage for the year was 615,423 tons, of which amount 577,305 was delivered at Georgetown and 38,118 was delivered at various points along the line of the canal. The tolls and wharfage charged on coal during the year were: Wharfage at Cumberland, 4 cents; tolls – Cumberland to Georgetown – 52 cents; total 55 cents; average to the boatmen, 90 cents; freight by the Baltimore and Ohio railroad – Cumberland to Locust point - $2.09. The canal was maintained in good condition during the year, the telephone being of the greatest use. By it we have secured not only great economy, but a more prompt dispatch of business.

THE GEORGE’S CREEK CROSSING

Special attention was called to the matter of the crossing of George’s Creek and Cumberland railroad, and immediate action urged; in addition to that feeder, the report mentioned the fact that another railroad is being constructed from a point on the B. & O. between Piedmont and Blooming, leading thence up the north branch of the Potomac to Elk Garden; that coal, iron, ore and lumber will be brought out of the Cumberland region by these roads, and largely increase the tonnage of the canal; and the directors were urged by the report to put the canal in condition to meet the future increased demands upon it, “the one imperative demand being a decrease in the cost of transportation.” The canal tonnage for this year up to May 31, was 113,717 07 tons, and the expenses to Georgetown 55 cents – same as last year. The report insists that the state of trade “compels further reduction in the cost of transportation from the Cumberland region.

After the reading of the report, a preamble and resolution were adopted reciting that application was made to the Baltimore and Ohio Railroad Company by the president and directors of the canal on July 20, 1880, and again on January 18, 1881, to permit a connection to be made by the Pennsylvania Railroad Company in Maryland with the tracks of the Baltimore and Ohio railroad leading from the canal company’s basin, between Hoy’s and Shriver’s mills, to a point at or near the junction of the Mount Savage (now known as the Cumberland and Pennsylvania Railroad Company) with the Baltimore and Ohio Railroad Company; that the application was made under the contract between the canal and Baltimore and Ohio railroad, but that the railroad has neglected or refused to comply with its contract; that the president and directors of the canal be directed to again demand from the railroad company compliance with its contract, and if the company neglect or refuse to comply, then to employ counsel and take action to enforce the rights of the canal company.

THE IMPROVEMENT QUESTION.

Hon. Lloyd Lowndes offered a preamble and resolution reciting the necessity of lengthening certain canal locks for purposes of inter-state transportation, in accordance with the recommendation in the annual report, and allowing the president and directors to dispose of repair bonds not to exceed $250,000 for that purpose. He offered this resolution in behalf of the stock held by the United States and the District of Columbia.

Gen. Bradley T. Johnson said this resolution affected the interest of the preferred bondholders, and be referred to his (Johnson’s) proposition, made at the recent
Washington meeting, to get the Maryland legislature to issue $500,000 of mortgage bonds and retire the outstanding repair bonds. Gen. Johnson presented a paper, signed by holders of $482,500 worth of bonds, endorsing his proposition and protesting against the use of the 1878 bonds for the purpose of lengthening locks, etc.

Mr. Bernard Carter submitted a paper, signed by a large number of the holders of the bonds of 184, consenting to the use of the bonds of 1878 as proposed by the president and directors. Among the signers are Messrs. W. W. Corcoran and Riggs & Co., of Washington, the whole amount represented being $441,000.

ISSUE OF REPAIR BONDS AUTHORIZED

After considerable discussion the members of the board of public works retired to consider the different propositions before them. On their return the vote of the state was cast in favor of Mr. Lowndes’ proposition to issue the repair bonds, and it was passed by a vote of 14,542 shares, no opposition being made. The meeting took no formal action on the papers of Gen. Johnson or Mr. Davis.

The next business being an election of officers. Hon. A. P. Gorman was renominated for president. Mr. Gorman said the stockholders had for eight years honored him with the election as president. It was known to many of them that at this time he had no desire to be further connected with the company, and he asked that some other person be elected in his place.

A memorial, numerously signed, asking that Mr. Gorman’s resignation be not accepted, because the signers “feel confident that his vigor and skill area bright promise of the canal’s future success, that would, to say the least, be greatly imperiled by any change of management at present,” was presented. In reply to the objection of Mr. Gorman that he is a United States Senator, the examples are cited of the first president, Charles Fenton Mercer, and of George C. Washington and Francis Thomas, all of whom were members of Congress.


DT, Wed. 6/8/81, p. 3. Canal Trade

The following boats, 24 in number, carrying 2,727 18 tons of coal, left this port Tuesday, June 7, 1881:

Consolidation Coal Company

Georgetown:

A. B. Turner Capt. Reily 112 10
Laura B. Agnew Capt. Hoadley 112 04
G. Meredith Capt. Crampton 112 19
A. F. Lantz Capt. Swain 112 13
J. M. Wheatley Capt. Seaman 117 01
W. Thompson Capt. Martz 115 13
Ernst & Holland Capt. Miller 115 02
Jimmy M., Jr. Capt. Bush 109 06
Z. Williams Capt. Mose 116 17
L. P. Hutson Capt. Brubaker 116 06

Ten boats 1,147 13

Hampshire & Baltimore Company

Georgetown:

Lillie & May Capt. Grove 111 01
M. W. Adams Capt. McCarty 113 04
Martha Capt. Moore 115 14

Three boats 339 19

Blaen Avon Company

Georgetown:

D. Bothe Capt. Read 111 01
Geo. Hughes Capt. Callen 115 16
C. W. Porter Capt. Swain 111 15

Three boats 338 12

George’s Creek Coal Company

Georgetown:

M. C. Clay Capt. Murphy 113 11
R. Fannon C. Alexander 125 05

Two boats 228 16
Sun, Wed. 6/8/81, p. 1. **Cumberland Coal Shipments** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, June 4, were 45,785 tons, and for the year to that date 774,732 tons, a decrease of 73,469 tons as compared with the corresponding period of 1880. The coal was carried to tidewater as follows:

**Baltimore and Ohio railroad** - week 23,507 tons; year 576,302 tons, decrease as compared with 1880, 5,643 tons.

**Chesapeake and Ohio canal** - week 13,434 tons; year 119,177 tons, decrease as compared with 1880, 45,361 tons.

**Pennsylvania Railroad** - week 8,776 tons; year 78,651 tons; decrease as compared with last year, 22,558 tons. The coal was brought from the mines as follows: Cumberland and Pennsylvania Railroad – week 38,010 tons, year 733,077 tons. Baltimore and Ohio Railroad – week 1,649 tons, year 30,620 tons. George’s Creek and Cumberland Railroad – week 5,985 tons, year 8,990 tons.

DT, Thu. 6/9/81, p. 3. **Canal Trade**

The following boats, 15 in number, carrying 1,861 01 tons of coal, left this port Wednesday, June 8, 1881:

**Consolidation Coal Company**

| Georgetown: | | | | |
|-------------|-------------|----------|
| B. R. Mayfield | Capt. Carder | 118 17 |
| Amazon River | Capt. Bender | 118 14 |
| J. B. Thomas | Capt. Atwell | 118 02 |

**Williamsport:**

| Georgetown: | | | | |
|-------------|-------------|----------|
| D. Seibert | Capt. Preston | 117 10 |

Four boats  473 03

**George’s Creek Coal Company**

| Georgetown: | | | | |
|-------------|-------------|----------|
| Helen V. | Capt. Eddy | 118 05 |
| New Boat | Capt. Zimmerman | 123 11 |
| Potomac | Capt. Barger | 119 03 |

Three boats  361 19

**Borden Mining Company**

| Georgetown: | | | | |
|-------------|-------------|----------|
| E. R. Ladew | Capt. Griffith | 123 16 |
| Dr. Wilson | Capt. Griffith | 117 17 |
| Arcturus | Capt. Hassett | 101 07 |

Three boats  343 00

**Hampshire & Baltimore Company**

| Georgetown: | | | | |
|-------------|-------------|----------|
| J. R. Cruzen | Capt. Smith | 109 05 |
| J. J. Moore | Capt. Boyer | 116 16 |
| A. P. Gorman | Capt. Mullin | 114 07 |

Three boats  340 08

**Blaen Avon Company**

| Georgetown: | | | | |
|-------------|-------------|----------|
| M S. O’Donnell | Capt. Bowers | 115 03 |

Individual

| Georgetown: | | | | |
|-------------|-------------|----------|
| M. C. Waters | Capt. Renner | 110 05 |

| Washington: | | | | |
|-------------|-------------|----------|
| Maggie B. | Capt. Beachler | 117 00 |

Two boats  227 05

P. Hein lumber for Tunnel  22K ft.

ES, Thu. 6/9/81, p. 4. **West Washington, née Georgetown** – THE COAL TRADE – Twenty-four boats left Cumberland Tuesday with 2,727 18 tons of coal as follows:

Consolidation Co. 1,147 13 tons; Hampshire & Balto. Co. 339 19 tons; Blaen Avon Co. 338 12 tons; George’s Creek Co. 228 16 tons; Borden Mining Co. 327 01 tons; individual 345 17 tons, all for this port.

DT, Fri. 6/10/81, p. 3. **Canal Trade**

The following boats, 17 in number, carrying 1,982 01 tons of coal, left this port Thursday, June 9, 1881:
Sat. 6/11/81, p. 2. On Monday last the annual meeting of the stockholders of the Chesapeake and Ohio Canal Company was held in Annapolis, at which the report of the President, Hon. A. P. Gorman, was read. Mr. Gorman asked that his resignation be accepted, as he no longer desired to be further connected with the Company. Mr. A. Bowie Davis presented a memorial begging that the resignation be not accepted. A ballot was had for officers, 14,547 shares of stock being voted, none being cast in the negative: President, Arthur P. Gorman; directors, Hon. Patrick Hamill, Colonel James G. Berrett, (of Washington city,) John Humbird, H. D. Fernandez, J. Bayard, H. Smith and Thomas P. Morgan. The re-election of Mr. Gorman is a deserved and well merited compliment to a faithful officer, and is an evidence of the integrity and good management of the work under his care and supervision.

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Ibid, p. 3. Canal Trade
Canal Trade

The following boats, 11 in number, carrying 1,275 18 tons of coal, left this port Friday, June 10, 1881:
Consolidation Coal Company
Georgetown:
E K Johnson Capt. Walker 120 09
Thames River Capt. Stride 121 03
Washington:
Jack & Bessie Capt. Shaffer 114 03
M A Shupp Capt. Shupp 114 17
Four boats 471 04
George’s Creek Coal Company
Georgetown:
Juniata Capt. Cumming 123 14
Geo B Oswald Capt. Moore 119 12
D. Sinclair Capt. Zimmerman 118 06
Three boats 361 12
Borden Mining Company
Georgetown:
Theo Dean Capt. Hassett 114 02
Harry & Ralph Capt. Griffith 117 17
Two boats 231 08
Hampshire & Baltimore Company
Georgetown:
F. H. Darby Capt. Tice 114 08
P. L. Lemen Capt. Kimble 119 00
Two boats 233 08
New Central
Georgetown:
E. Schull Capt. Gannon 112 17
Maryland Capt. Clendening 107 06
Two boats 220 03
Blaen Avon Company
Georgetown:
V. Lear Sprigg Capt. Chamber 107 18
Ark. Traveler Capt. Brady 119 05
Two boats 227 03
Individual
Georgetown:
Diligent Capt. Cramer 119 00
Cigarette Capt. Donnelly 117 12
Two boats 236 12

Grain – Arrived boat Jarboe with 2,700 bushels corn and 1,000 bushels wheat. Coal – Seventeen boats left Cumberland Thursday with 1,982 01 tons of coal for Georgetown as follows: Consolidation Company 471 04 tons; New Central Company 220 03 tons; Borden Company 231 08 tons; Hampshile and Baltimore Company 233 08 tons; George’s Creek Company 361 12 tons; Blaen Avon Company 227 03 tons; individual 236 12 tons.

DT, Mon. 6/13/81, p. 3. **Canal Trade**
The following boats, 19 in number, carrying 2,190 11 tons of coal, left this port Saturday, June 11, 1881:

Consolidation Coal Company
Georgetown:
G. L. Sheriff Capt. Sorrell 122 09
H. C. Hicks Capt. Miller 115 15
A. B. Winship Capt. Hebb 116 19
B. J. Coulehan Capt. McCoy 110 00
Wm. Weber Capt. Rowland 114 16
Dr C F Russell Capt. Dawson 111 05
Alexandria:
G. S. French Capt. Wolf 112 03
Williamsport:
J. A. Speilman Capt. Miller 118 19
Eight boats 922 06
Borden Mining Company
Georgetown:
Cowton & Tilghman Capt. Hassett 121 05
Arthur Lovell Capt. Griffith 103 00
Two boats 224 05
George’s Creek Coal Company
Georgetown:
Johnny & Frankie Capt. Magaha 112 04
Ida J. Reid Capt. Reid 111 05
Two boats 223 09
New Central
Georgetown:
M Capt. Wilson 110 01
Hampshire & Baltimore Company
Georgetown:
A. J. Mills Capt. Clark 115 02

Blaen Avon Company
Georgetown:
C. F. Mayer Capt. Reid 115 08
Individual
Georgetown:
Wm. Blackwell Capt. McQuade 116 00
S. J. Kelly Capt. Myers 119 00
Invincible Capt. Long 124 00
L. Lovell Capt. Sensel 121 00
Four boats 480 00

ES, Mon. 6/13/81, p. 4. **West Washington, née Georgetown** – THE COAL TRADE –
Eleven boats left Cumberland Friday with 1,275 18 tons of coal for Georgetown as follows: Consolidation Company 590 10 tons; Blaen Avon Company 110 15 tons; George’s Creek Company 115 11 tons; Hampshire and Baltimore Company 220 13 tons; individual 238 09 tons.

DT, Tue. 6/14/81, p. 2. **President of the Canal** – The Baltimore Gazette of Saturday, in an editorial complimenting Mr. Gorman on his unanimous re-election to the presidency of the canal, takes occasion to refer to the false charges so often made against him and so often exploded.

Speaking of the charge made by Mr. Keedy, of Washington county, that he was defeated for the Legislature in 1879 through Mr. Gorman’s influence with employees of the canal company, the Gazette says:

“Explicit and positive denial of this charge has long ago and repeatedly been made. But there is ample legal record of its utter falsity. Immediately after the election of 1879 a bill was filed in the United States Court by Stewart and others charging Mr. Gorman, as president of the canal company, with having used his employees for political purposes, and on that account, asking for a receiver. Mr. Keedy was employed as council to examine witnesses in Washington county to substantiate the charge. All this was the result of his efforts. Each and every
employee testified under oath that they never received from Mr. Gorman, or from any one else, instructions to vote against Keedy or any other candidate, and that the employees were never used by him for political purposes. It did transpire, however, that one or two of them voted against Keedy, not by Mr. Gorman’s wish, knowledge or consent, but because of personal and political differences between them and Keedy. So that the charge was not only not proved, but Mr. Keedy’s endeavors only resulted in proving it to be utterly without foundation.

Why Mr. Keedy should have renewed the charge at a recent meeting of the State Central Committee, in view of these facts, is merely a matter for him to settle with his own conscience. But the facts are as above stated, and of official record under oath – placed there, too, by Mr. Keedy’s own efforts to substantiate his allegation. Certainly, the ways of some politicians are of so mysterious a sort that “no fellow can find them out.”

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Ibid, p. 3. Canal Trade

The following boats, 20 in number, carrying 2,345 15 tons of coal, left this port Monday, June 13, 1881:

Consolidation Coal Company

Georgetown:
W. C. Ernst Capt. Bender 117 03
W. A. Smoot Capt. Little 119 16
W. H. Marlow Capt. Rinehart 124 03
J. Z. Williams Capt. Zeigler 121 04
Daniel Linkins C. Marmaduke 120 17
Williamsport:
Chas B Embrey Capt. Newcomer 116 02
Mary Anderson Capt. Woltz 119 00
Seven boats 838 05

Borden Mining Company

Georgetown:
G F Smith Capt. Hassett 114 16
Borden & Lovell Capt. Hassett 115 04
Altair Capt. Hassett 119 19

Mabel Capt. Hassett 123 04
Clinton Knodle Capt. Snyder 115 13
Five boats

George’s Creek Coal Company

Georgetown:
Savannah Capt. O’Neal 120 00
H S Dixon Capt. Brooks 112 17
Geo. T. Gatrell Capt. Harper 114 18
A H Agnew Capt. Myer 113 16
Four boats 461 11

Hampshire & Baltimore Company

Georgetown:
H. Hanekamp Capt. Ganley 119 02
Lizzie K. Capt. Brown 111 07
Two boats 230 09

Blaen Avon Company

Georgetown:
Thomas Tierman Capt. McKerry 111 08
Onward Capt. Zeigler 115 06
Two boats 226 14

ES, Tue. 6/14/81, p. 4. West Washington, née Georgetown – THE CANAL TRADE – Grain – Arrived boats Medley, Seneca and E. L. Whiting with 9,000 bushels of wheat and 1,000 bushels of corn.
Coal – Nineteen boats left Cumberland Saturday with 2,190 11 tons of coal for Georgetown as follows: Consolidation Company 922 06 tons; Borden Company 274 05 tons; George’s Creek Company 110 01 tons; Hampshire and Baltimore Company 115 08 tons; individual 480 tons.

DT, Wed. 6/15/81, p. 3. Canal Trade

The following boats, 20 in number, carrying 2,317 09 tons of coal, left this port Tuesday, June 14, 1881:

Consolidation Coal Company

Georgetown:
P L Burwell Capt. Morrow 114 19
Geo. S. Young Capt. Sellers 118 17
Nannie & Willie Capt. Knodle 113 17
A. M. Grove Capt. Grove 118 08
C Capt. McCormick 110 19
W J Stevenson Capt. Byroads 125 06

71
ES, Wed. 6/15/81, p. 4. West Washington, nee Georgetown – DROWNED – Hilleary Powell, a deaf-mute coal heaver, for many years employed at the Borden company’s coal wharf, was drowned in the river this morning at the Borden wharf by falling from a gang plank while wheeling coal from the wharf to a schooner. The deceased was a middle-aged colored man, commonly known by the name of “Dummy,” and lived with his mother at 2445 M street. His body had not been recovered at noon today.

THE COAL TRADE – Twenty boats left Cumberland Monday with 2,345 15 tons of coal as follows; for Georgetown, Consolidation Company 838 05 tons; Borden Company 588 16 tons; George’s Creek Company 461 11 tons; Hampshire and Baltimore Company 230 09 tons; Blaen Avon 226 14 tons.

DT, Thu. 6/16/81, p. 3. Canal Trade

The following boats, 25 in number, carrying 2,923 04 tons of coal, left this port Wednesday, June 15, 1881:

<table>
<thead>
<tr>
<th>Company</th>
<th>Captain</th>
<th>Tons</th>
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<tbody>
<tr>
<td>Borden Mining Company</td>
<td></td>
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<tr>
<td>Georgetown:</td>
<td></td>
<td></td>
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<tr>
<td>Little Nan</td>
<td>Capt. Hassett</td>
<td>110 16</td>
</tr>
<tr>
<td>Dr O M Schindell</td>
<td>Capt. Hassett</td>
<td>112 11</td>
</tr>
<tr>
<td>Charlie Hassett</td>
<td>Capt. Hassett</td>
<td>122 05</td>
</tr>
<tr>
<td>Denton Jacques</td>
<td>Capt. Hassett</td>
<td>113 15</td>
</tr>
<tr>
<td>Exchange</td>
<td>Capt. Griffith</td>
<td>116 12</td>
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<tr>
<td>Five boats</td>
<td></td>
<td>576 00</td>
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<tr>
<td>Hampshire &amp; Baltimore Company</td>
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<tr>
<td>Georgetown:</td>
<td></td>
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<tr>
<td>City of</td>
<td>Capt. Shaffer</td>
<td>114 01</td>
</tr>
<tr>
<td>Hamburg</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Six Children</td>
<td>Capt. Shupp</td>
<td>112 01</td>
</tr>
<tr>
<td>Two boats</td>
<td></td>
<td>226 02</td>
</tr>
<tr>
<td>New Central</td>
<td></td>
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<tr>
<td>Georgetown:</td>
<td></td>
<td></td>
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<tr>
<td>R. J. Mitchell</td>
<td>Capt. Green</td>
<td>113 00</td>
</tr>
<tr>
<td>George’s Creek Coal Company</td>
<td></td>
<td></td>
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<tr>
<td>Georgetown:</td>
<td></td>
<td></td>
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<tr>
<td>Neta K. Phelps</td>
<td>Capt. Sanbower</td>
<td>113 08</td>
</tr>
<tr>
<td>Individual</td>
<td></td>
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<tr>
<td>Georgetown:</td>
<td></td>
<td></td>
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<tr>
<td>Rainbow</td>
<td>Capt. Widmeyer</td>
<td>118 00</td>
</tr>
</tbody>
</table>

Five boats 571 05

George’s Creek Cola Company

<table>
<thead>
<tr>
<th>Company</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Borden Mining Company</td>
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<td></td>
</tr>
<tr>
<td>Georgetown:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jacob H. Snyder</td>
<td>Capt. Hassett</td>
<td>113 03</td>
</tr>
<tr>
<td>W. T. Hassett</td>
<td>Capt. Hassett</td>
<td>116 07</td>
</tr>
<tr>
<td>B. M. Young</td>
<td>Capt. Hassett</td>
<td>116 02</td>
</tr>
<tr>
<td>Fall River</td>
<td>Capt. Hassett</td>
<td>110 06</td>
</tr>
<tr>
<td>Sallie E Hassett</td>
<td>Capt. Hassett</td>
<td>115 07</td>
</tr>
</tbody>
</table>

Four boats 469 10

Hampshire & Baltimore Company

<table>
<thead>
<tr>
<th>Company</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Georgetown:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Emily H.</td>
<td>Capt. Hammond</td>
<td>119 02</td>
</tr>
<tr>
<td>D. L. Taylor</td>
<td>Capt. Payton</td>
<td>116 14</td>
</tr>
</tbody>
</table>

Two boats 235 16

New Central

Georgetown: Belle Humbird Capt. Sherman 113 19
The following boats, 22 in number, carrying 2,578 19 tons of coal, left this port Thursday, June 16, 1881:

**Consolidation Coal Company**

Georgetown:
- C D Warfield Capt. Kerns 121 17
- Julia Tyler Capt. Nuse 117 17
- L W Guinand Capt. Weller 115 07
- J. Maury Dove Capt. Bender 113 00
- Z. Williams Capt. Mose 113 05
- L. C. Burwell Capt. Zilus 117 11

Six boats 708 17

**Borden Mining Company**

Georgetown:
- Willie D. Capt. Hassett 115 14
- Dr. A. Shank Capt. Hassett 120 02
- Unexpected Capt. Hassett 117 08
- W H Hasters Capt. Hassett 117 09
- Alexander Capt. Griffith 119 15

Five Boats 590 04

**George’s Creek Coal Company**

Georgetown:
- O Capt. Little 117 14
- H. Loveridge Capt. --- 115 05
- Henry Boyd Capt. --- 121 15

Three boats 354 14

**New Central**

Georgetown:
- Lucinda Capt. Gaines 115 07
- Susquehanna Capt. Dick 120 01
- Harlow Bros Capt. Bissett 110 10

Three boats 345 18

**Hampshire & Baltimore Company**

Georgetown:
- Little Eddie Capt. Atwell 114 11
- Francis Gannon Capt. Atwell 112 07
- Chas. W Osburn Capt. Osburn 116 08

Three boats 343 06

**Individual**

Georgetown:
- Echo Capt. Crawl 116 00
- J A Garfield Capt. Otto 120 00

Two boats 236 00

ES, Thu. 6/16/81, p. 4. **West Washington, nee Georgetown** – THE BODY OF HILLEARY POWELL, the colored deaf mute who was drowned in the Potomac at the Borden wharf, as mentioned in yesterday’s Star, was recovered at 6:30 o’clock p.m. yesterday and taken to his home, No. 2445 M street northwest, and the coroner notified.

**THE CANAL TRADE – Grain – Arrived**

boat California with 2,700 bushels wheat and 400 bushels corn. Coal – 20 boats left Cumberland Wednesday with 2,317 09 tons of coal for Georgetown: - Consolidation Co. 1,170 01 tons; Borden Co. 576 00 tons; Hampshire & Baltimore Co. 226 02 tons; George’s Creek Co. 113 08 tons; individual 118 tons; New Central Co. 113 [tons].

**COAL SHIPMENTS - For week ending Saturday, June 11, were 40,686 tons, and for the year to that date 815,418 tons, a decrease of 79,520 tons as compared with the corresponding period of 1880. The shipments to the Baltimore and Ohio railroad were, for the week 16,667 tons; for the year 596,477 tons, a decrease of 8,737 tons, as compared with 1880. The shipments to the Chesapeake and Ohio canal were, for the week 11,430 tons; for the year 130,607 tons, a decrease of 53,627 tons, as compared with last year. The shipments to the Pennsylvania Railroad were, for the week 9,545 tons; for the year 88,196 tons; a decrease of 17,295 tons, as compared with last year.**

ES, Fri. 6/17/81, p. 3. **Canal Trade**
VESSELS – There is a great scarcity of vessels at this port, and there is a large quantity of coal upon the wharves and in the boats awaiting them. One reason for this is that freight prices have been raised, and the coal companies don’t want to pay the increased rates.

THE COAL TRADE – Twenty-five boats left Cumberland Wednesday with 2,923 04 tons of coal for Georgetown as follows: Consolidation Company 1,046 18 tons; Borden Company 571 05 tons; George’s Creek Company 469 10 tons; Hampshire and Baltimore Company 235 16 tons; New Central Company 113 19 tons; individual 485 16 tons.

AG, Fri. 6/17/81, p. 2. A Question of Title

The fact that the piers of the Georgetown aqueduct are the property of a Virginia canal company has just become known to most of the people of the District, who have been under the mistaken impression that they belonged either to the government of the United States or to the Chesapeake and Ohio Canal Company. The subject is now being investigated by R. T. Birchett and R. A. Bailey, clerks detailed by the Treasury Department of the United States for this purpose. The Chesapeake and Ohio Canal Company was designed to serve the commercial advantage of all the District cities, Georgetown was the terminus of the main line. The corporation of Washington in 1831 bought the pre-existing Washington canal and designed it to carry the boats from the Chesapeake and Ohio Canal through the city and over to the Eastern Branch. Alexandria was at first intended to be supplied by a canal diverging from the Chesapeake and Ohio Canal on the Virginia, near the Little Falls, the boats crossing the river there without an aqueduct; but it was finally determined to carry the canal across the river by an aqueduct at Georgetown, and in the summer of 1830 the Alexandria Canal Company was organized, and between November, 1831, and November 16, 1844, the town of Alexandria subscribed $500,000 toward the canal, which runs from the Chesapeake and Ohio Canal at Bridge street, Georgetown, to the Potomac river at Montgomery street, Alexandria, passing by aqueduct over the Potomac river and over Four Mile run. While the canal was being dug through Alexandria county the Potomac aqueduct, whose massive character has recently been described in this correspondence, was in progress of construction. Congress, while this work was in progress, directed the Secretary of the Treasury, by act approved March 3, 1837, upon the deposit with him of the stock held by the city of Alexandria in the Alexandria Canal Company, with proper arrangements and conveyances thereof from the corporation authorities of the city of Alexandria, to advance from time to time the sum of $300,000 in order to complete the canal.

The Common Council of Alexandria on the 15th of April, 1837, “ordered that the mayor, on behalf of the Common Council of Alexandria, to deposit in the hands of the Secretary of the Treasury of the United States the certificates of stock in the Alexandria Canal Company held by the Common Council, as required by the act of Congress of the 31st of March, 1837, containing the appropriation for the continuation of the Alexandria Canal.” This, however, did not suit the Treasury Department, which demanded another mode of transfer. There was considerable opposition to the kind of conveyance demanded by the subordinate officer of the treasury, and finally on the 4th of April, 1837, they made the following order as a compromise: “That the mayor, on behalf of the Common Council of Alexandria, do deposit in the hands of the Secretary of the Treasury * * * of stock, etc. * * * * * *, and
further, that the mayor be, and he is hereby, authorized and directed to execute and deliver all proper and competent its ramenias and conveyances in law to vcs: said stock in the Secretary of the Treasury of his successors in office for and in behalf of the United States, to be held in trust upon the same terms and conditions in all respects as the stocks held in the Chesapeake and Ohio Canal Company by the several cities of this District were required to be held in and by virtue of the act approved July 7, 1836, entitled ‘An act for the relief of several corporate citied of the District of Columbia.’” The matter and all papers connected with it was placed in charge of the committees representing the interests of Alexandria before the next Congress. There was a change in the administration. The new secretary did not demand the hypothecation of the stock, and advance the money without it, and the stock was part of that sold in 1847 to the State of Virginia at par, the corporation of Alexandria receiving some $272,000 therefor. – Wash. cor., Balt. Sun.

DT, Sat. 6/18/81, p. 3. Canal Trade

The following boats, 26 in number, carrying 2,964 17 tons of coal, left this port Friday, June 17, 1881:

Consolidation Coal Company
Georgetown:
Willie & Johnnie Capt. Morrison 120 12
Consolidation Capt. Boyer 116 00
V S Brashears Capt. Moore 114 15
Bessie G. Capt. Artz 116 15
L. P. Hutson Capt. Brubaker 119 04
Lou & Glenn C. Eichelberger 116 02
R. H. Jones Capt. Westbrook 118 11
L. H. Kuhn Capt. Kroon 113 14
Elbe River Capt. Swain 120 06
Allegheny Capt. Kroon 119 01
Williamsport:
David Seibert Capt. Preston 111 17
Eleven boats 1,285 19

Borden Mining Company
Georgetown:
Henry Boley Capt. Hassett 117 17
Regulus Capt. Hassett 94 07
Warren Delano Capt. Hassett 115 04
Susan Charles Capt. Hassett 112 12
M. S. Fernsner Capt. Hassett 119 18
Harry Borden Capt. Griffith 114 09
Six boats 676 07

George’s Creek Coal Company
Georgetown:
Wm M. Price C. Grimmminger 113 08
Thomas Veneer Capt. --- 101 13
A. H. Bradt Capt. Hill 115 05
Three boats 330 06

Hampshire & Baltimore Company
Georgetown:
Sallie & Jennie Capt. Bowers 110 14
James T Hager Capt. Leonard 109 03
Sarah B. Capt. Stalley 113 10
Three boats 333 06

Blaen Avon Company
Georgetown:
William Foley C. Montgomery 110 13
Wm M. Mertens Capt. Merryman 110 13
Two boats 221 06

Individual
Washington:
Baltimore Capt. Young 117 03

ES, Sat. 6/18/81, p. 8. West Washington,
nee Georgetown – THE CANAL TRADE – Grain – Arrived boat Ruby with 4,000 bushels wheat – sold to arrive.

Coal – 22 boats left Cumberland Thursday with 2,578 19 tons of coal for Georgetown: - Consolidation Co. 708 17 tons; Borden Co. 590 04 tons; George’s Creek Co. 354 14 tons; New Central Co. 345 18 tons; Hampshire & Baltimore Co. 343 06 tons; individual 236 tons.

DT, Mon. 6/20/81, p. 3. Canal Trade

The following boats, 24 in number, carrying 2,749 12 tons of coal, left this port Saturday, June 18, 1881:
Canal Trade - 1881

### Consolidation Coal Company

<table>
<thead>
<tr>
<th>Georgetown:</th>
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<tbody>
<tr>
<td>B. C. Barroll</td>
<td>Capt. Jackson</td>
<td>121 10</td>
</tr>
<tr>
<td>D</td>
<td>Capt. Weller</td>
<td>114 10</td>
</tr>
<tr>
<td>Robert Shriver</td>
<td>Capt. Nuse</td>
<td>117 05</td>
</tr>
<tr>
<td>Joseph Light</td>
<td>Capt. Conrad</td>
<td>115 00</td>
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<tr>
<td>Three Sisters</td>
<td>Capt. Little</td>
<td>116 19</td>
</tr>
<tr>
<td>Geo. M. Ryan</td>
<td>Capt. Kroon</td>
<td>114 00</td>
</tr>
<tr>
<td>W. H. Lowe</td>
<td>Capt. Carter</td>
<td>119 00</td>
</tr>
<tr>
<td>H. K. Shaner</td>
<td>Capt. Krone</td>
<td>117 10</td>
</tr>
<tr>
<td>Ida J. Kreps</td>
<td>Capt. Smith</td>
<td>115 15</td>
</tr>
<tr>
<td>J. M. Wheatley</td>
<td>Capt. Seaman</td>
<td>117 13</td>
</tr>
<tr>
<td>Williamsport:</td>
<td></td>
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</tr>
<tr>
<td>Jack &amp; Bessie</td>
<td>Capt. Shaffer</td>
<td>113 05</td>
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</table>

### Eleven boats 1,282 07

### Borden Mining Company

<table>
<thead>
<tr>
<th>Georgetown:</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Kate Prather</td>
<td>Capt. Hassett</td>
<td>119 18</td>
</tr>
<tr>
<td>Aretururs</td>
<td>Capt. Hassett</td>
<td>100 17</td>
</tr>
<tr>
<td>Sycorax</td>
<td>Capt. Hassett</td>
<td>121 11</td>
</tr>
<tr>
<td>R. B. Lynn</td>
<td>Capt. Hassett</td>
<td>118 14</td>
</tr>
<tr>
<td>New Era</td>
<td>Capt. Griffith</td>
<td>99 14</td>
</tr>
</tbody>
</table>

### Five boats 560 09

### Blaen Avon Company

<table>
<thead>
<tr>
<th>Georgetown:</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Martin Scalley</td>
<td>Capt. Dunn</td>
<td>110 15</td>
</tr>
<tr>
<td>Clara</td>
<td>Capt. Colbert</td>
<td>114 09</td>
</tr>
<tr>
<td>Eliz. Snyder</td>
<td>Capt. Snyder</td>
<td>109 17</td>
</tr>
<tr>
<td>L. Poffenberger</td>
<td>Capt. Stickles</td>
<td>114 10</td>
</tr>
</tbody>
</table>

### Four boats 449 11

### Hampshire & Baltimore Company

<table>
<thead>
<tr>
<th>Georgetown:</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>M. A. West</td>
<td>Capt. Conrad</td>
<td>110 08</td>
</tr>
<tr>
<td>D. R. Long</td>
<td>Capt. Evens</td>
<td>112 07</td>
</tr>
</tbody>
</table>

### Two boats 222 15

### New Central Coal Company

<table>
<thead>
<tr>
<th>Georgetown:</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Richard Fannon</td>
<td>Capt. Alexander</td>
<td>115 13</td>
</tr>
</tbody>
</table>

### Individual

<table>
<thead>
<tr>
<th>Georgetown:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Cigarette</td>
<td>Capt. Donnelly</td>
</tr>
</tbody>
</table>

DT, Tue. 6/21/81, p. 3. **Canal Trade**

The following boats, 19 in number, carrying 2,173 08 tons of coal, left this port Monday, June 20, 1881:

### Consolidation Coal Company

<table>
<thead>
<tr>
<th>Georgetown:</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>A P Mayfield</td>
<td>Capt. Benner</td>
<td>118 16</td>
</tr>
<tr>
<td>W. Tomson</td>
<td>Capt. Virtz</td>
<td>113 05</td>
</tr>
<tr>
<td>A. F. Lantz</td>
<td>Capt. Swain</td>
<td>112 18</td>
</tr>
<tr>
<td>Geo. A. Pearre</td>
<td>Capt. Shives</td>
<td>114 16</td>
</tr>
<tr>
<td>J. W. Steiner</td>
<td>Capt. Ingram</td>
<td>114 13</td>
</tr>
<tr>
<td>Ernst F Holland</td>
<td>Capt. Penner</td>
<td>113 03</td>
</tr>
</tbody>
</table>

### Williamsport:

- M A Shupp  Capt. Shupp  112 16
- J A Smeelman  Capt. Miller  116 17

### Alexandria:

- G S French  Capt. Wolf  112 11

### Nine boats 1,029 15

### Hampshire & Baltimore Company

<table>
<thead>
<tr>
<th>Georgetown:</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>A. A. Briggs</td>
<td>Capt. Grosh</td>
<td>109 08</td>
</tr>
<tr>
<td>Lewis Peacock</td>
<td>Capt. Keedy</td>
<td>115 17</td>
</tr>
<tr>
<td>F. W. Mintdrop</td>
<td>Capt. Anderson</td>
<td>115 01</td>
</tr>
</tbody>
</table>

### Three boats 340 06

### Blaen Avon Company

<table>
<thead>
<tr>
<th>Georgetown:</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>M. S. Haines</td>
<td>Capt. Hassett</td>
<td>112 14</td>
</tr>
<tr>
<td>A. Kuhn</td>
<td>Capt. Hassett</td>
<td>120 10</td>
</tr>
</tbody>
</table>

### Two boats 233 04

### New Central Coal Company

<table>
<thead>
<tr>
<th>Georgetown:</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Bernadette</td>
<td>Capt. Bancord</td>
<td>110 03</td>
</tr>
</tbody>
</table>

### George’s Creek Coal Company

<table>
<thead>
<tr>
<th>Georgetown:</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Cumberland</td>
<td>Capt. Pierce</td>
<td>114 01</td>
</tr>
</tbody>
</table>

### Individual

<table>
<thead>
<tr>
<th>Georgetown:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>J Marmaduke</td>
<td>Capt. Schopper</td>
</tr>
</tbody>
</table>

ES, Tue. 6/21/81, p. 4. **West Washington, nee Georgetown – THE COAL TRADE** – Twenty-four boats left Cumberland Saturday with 2,749 12 tons of coal for Georgetown, as follows: - Consolidation Co. 1,282 07 tons; Borden Co. 560 09 tons; Blaen Avon
Co. 449 11 tons; Hampshire & Baltimore Co. 222 15 tons; New Central Co. 115 13 tons; individual 118 17 tons.

DT, Wed. 6/22/81, p. 3. **Canal Trade**

The following boats, 17 in number, carrying 1,950 01 tons of coal, left this port Tuesday, June 21, 1881:

### Consolidation Coal Company

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jimmy M, jr.</td>
<td>Capt. Bush</td>
<td>118 05</td>
</tr>
<tr>
<td>A. B. Turner</td>
<td>Capt. Reily</td>
<td>116 03</td>
</tr>
<tr>
<td>J. B. Thomas</td>
<td>Capt. Atwell</td>
<td>115 18</td>
</tr>
<tr>
<td>E. K. Johnson</td>
<td>Capt. Walker</td>
<td>119 02</td>
</tr>
<tr>
<td>C. B. Embrey</td>
<td>Capt. Newcomer</td>
<td>111 19</td>
</tr>
<tr>
<td>Five boats</td>
<td></td>
<td>581 07</td>
</tr>
</tbody>
</table>

### Borden Mining Company

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>E. R. Ladew</td>
<td>Capt. Griffith</td>
<td>115 15</td>
</tr>
<tr>
<td>A. Lovell</td>
<td>Capt. Griffith</td>
<td>119 02</td>
</tr>
</tbody>
</table>

### Hampshire & Baltimore Company

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Four Brothers</td>
<td>Capt. Little</td>
<td>120 00</td>
</tr>
<tr>
<td>Amazon River</td>
<td>Capt. Bender</td>
<td>119 04</td>
</tr>
<tr>
<td>G. Meredith</td>
<td>Capt. Compton</td>
<td>116 17</td>
</tr>
<tr>
<td>Thames River</td>
<td>Capt. Stride</td>
<td>124 08</td>
</tr>
<tr>
<td>H. A. Clark</td>
<td>Capt. Quigley</td>
<td>119 19</td>
</tr>
<tr>
<td>Six boats</td>
<td></td>
<td>716 03</td>
</tr>
</tbody>
</table>

### Blaen Avon Company

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Missouri</td>
<td>Capt. Ardinger</td>
<td>121 18</td>
</tr>
<tr>
<td>E. Cahill</td>
<td>Capt. Gannon</td>
<td>116 00</td>
</tr>
<tr>
<td>A. Berry</td>
<td>Capt. Ardinger</td>
<td>121 14</td>
</tr>
<tr>
<td>Johnnie</td>
<td>Capt. Kean</td>
<td>117 12</td>
</tr>
<tr>
<td>J. M. Schley</td>
<td>Capt. Kean</td>
<td>123 01</td>
</tr>
<tr>
<td>Five boats</td>
<td></td>
<td>599 05</td>
</tr>
</tbody>
</table>

Sun, Wed. 6/22/81, p. 4. **Cumberland Coal Shipments** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, June 18, were 39,506 tons, and for the year to that date 854,924 tons, a decrease of 82,059 tons as compared with the corresponding period of 1880. The coal was carried to tidewater as follows:

- Baltimore and Ohio railroad - week 19,359 tons; year 615,836 tons, decrease as compared with last year 10,777 tons.
- Chesapeake and Ohio canal - week 14,517 tons; year 145,125 tons; decrease as compared with last year 56,010 tons.
- Pennsylvania Railroad - week 5,614 tons; year 93,810 tons; decrease as compared with last year, 15,424 tons. The coal was brought from the mines as follows: Cumberland and Pennsylvania Railroad – week 36,953 tons; year 805,224 tons. Baltimore and Ohio Railroad – week 1,286 tons; year 33,072 tons. George’s Creek and Cumberland Railroad – week 1,158 tons; year 14,459 tons.

DT, Thu. 6/23/81, p. 3. **Canal Trade**

The following boats, 22 in number, carrying 2,526 05 tons of coal, left this port Wednesday, June 22, 1881:

### Consolidation Coal Company

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>F. Williams</td>
<td>C. McCormick</td>
<td>110 06</td>
</tr>
<tr>
<td>Katie &amp; Addie</td>
<td>Capt. Peck</td>
<td>110 07</td>
</tr>
<tr>
<td>Two boats</td>
<td></td>
<td>220 13</td>
</tr>
</tbody>
</table>

### New Central Coal Company

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Missouri</td>
<td>Capt. Ardinger</td>
<td>121 18</td>
</tr>
<tr>
<td>E. Cahill</td>
<td>Capt. Gannon</td>
<td>116 00</td>
</tr>
<tr>
<td>A. Berry</td>
<td>Capt. Ardinger</td>
<td>121 14</td>
</tr>
<tr>
<td>Johnnie</td>
<td>Capt. Kean</td>
<td>117 12</td>
</tr>
<tr>
<td>J. M. Schley</td>
<td>Capt. Kean</td>
<td>123 01</td>
</tr>
<tr>
<td>Five boats</td>
<td></td>
<td>599 05</td>
</tr>
</tbody>
</table>

Borden Mining Company

<table>
<thead>
<tr>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>E. R. Ladew</td>
<td>119 02</td>
</tr>
<tr>
<td>A. Lovell</td>
<td>106 04</td>
</tr>
</tbody>
</table>
Fined for Whipping Boy

Yesterday afternoon Louis Hughes, of Washington county, a canal boat captain, was arraigned before Squire King and fined $10 and costs for cruelly whipping his driver, a lad named Maur’ce Everall, aged about fourteen years. The boat was lying at the Consolidation wharf, and Hughes had sent the boy on some errand across the railroad. The boy stopped to play marbles, and Hughes went after him and whipped him with, what one of the witnesses said, was a stick as heavy as a broom. Samuel Penn, the watchman at the railroad crossing there, saw the beating and called upon Hughes to stop. He paid no attention to this, when Penn went in search of Officer Martz, who arrested Hughes. The boy in this case was one of a large class of unfortunate children who are thrown upon the canal as drivers. When put upon the stand he could not tell his own story, and a more unfortunate, woe-begone creature never lived. A huge scar was on the side of his face where he had been kicked by a mule and thrown into the canal. He seemed to be completely terrorized by his master.

The Squire in pronouncing sentence in this case said that he had often heard before of the cruelty practiced upon boys by some of the boat captains on the canal. He hoped the present case would soon be known along the whole line of the canal, and that it would stand as a warning to all such.

DT, Fri. 6/24/81, p. 3.  Canal Trade

The following boats, 27 in number, carrying 3,163 02 tons of coal, left this port Thursday, June 24, 1881:

Consolidation Coal Company
Georgetown:
L. B. Agnew Capt. Hoadley 116 10
A. Campbell Capt. Eddy 116 04
M. B. Mayfield Capt. Carder 119 05
G. Bogus Capt. Powell 120 09
G. L. Shupp Capt. Sorrell 124 05
Dr. C. F. Russell Capt. Bowers 113 05
Wm. Weber Capt. Rowland 117 01
A. B. Winship Capt. Hebb 117 14
Williamsport:
D. Seibert Capt. Preston 117 11
Nine boats 1,064 04
New Central Coal Company
Georgetown:
Mississippi Capt. Read 122 05
Osceola & Jake Capt. Davis 120 00
Ida J. Reid Capt. Reid 113 03
C. W. Porter Capt. Swain 116 14
Dr. J P Broaderick Capt. Donnelly 113 13
Five boats 585 16
Blaen Avon Company
Georgetown:
Four Sisters Capt. Harris 113 17
Adam Sherman C. Poffenberger 109 12
C. C. Kelly Capt. Spong 109 13
M. S. O’Donnell Capt. Brown 113 16
Four boats 446 18
Borden Mining Company
Georgetown:
Highlander Capt. Griffith 123 02
Hampshire & Baltimore Company
ES, Fri. 6/24/81, p. 4. **West Washington, née Georgetown** – LEAK IN THE CANAL
- A leak in the 4-mile “log-wall level” of the canal, about eleven miles from this place, occurred yesterday, and has prevented the arrivals of boats today. The water was turned off last night, and repairs are being made today.

DT, Sat. 6/25/81, p. 3. **Canal Trade**
- The following boats, 20 in number, carrying 2,400 tons of coal, left this port Friday, June 24, 1881:

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. E McDonald</td>
<td>Capt Marmaduke</td>
<td>113 14</td>
</tr>
<tr>
<td>Z. Williams</td>
<td>Capt Mose</td>
<td>117 16</td>
</tr>
<tr>
<td>B. J. Coulehan</td>
<td>Capt McCoy</td>
<td>114 04</td>
</tr>
<tr>
<td>C. F. Mayer</td>
<td>Capt Reid</td>
<td>124 17</td>
</tr>
<tr>
<td>Jack &amp; Bessie</td>
<td>Capt Shaffer</td>
<td>118 10</td>
</tr>
<tr>
<td><strong>Five boats</strong></td>
<td></td>
<td>589 01</td>
</tr>
</tbody>
</table>

**New Central Coal Company**

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>E. T. Woody</td>
<td>C. Crumbaugh</td>
<td>113 12</td>
</tr>
<tr>
<td>G. S. Couter</td>
<td>C. Zimmerman</td>
<td>111 19</td>
</tr>
<tr>
<td>J. F. A. Remley</td>
<td>Capt Dixon</td>
<td>111 11</td>
</tr>
<tr>
<td>Daniel Henry</td>
<td>Capt O’Neal</td>
<td>118 15</td>
</tr>
<tr>
<td>F. M. Offutt</td>
<td>Capt Edenhart</td>
<td>112 11</td>
</tr>
<tr>
<td>Lucy &amp; Willie</td>
<td>Capt Ingram</td>
<td>112 06</td>
</tr>
</tbody>
</table>

RS, Sat. 6/25/81, p. 8. **West Washington, née Georgetown** – THE CANAL TRADE, which was interrupted a short while by the break in the log wall level of the canal, was resumed last night, the break having been repaired.

GRAIN – Arrived boat Samuel Jarboe with 3,500 bushels corn; boat Farmer’s Friend with load of corn.

COAL – Twenty-seven boats left Cumberland Thursday with 3,163 tons of coal for Georgetown as follows:

Consolidation Company 1,064 tons; Borden Company 123 tons; New Central Company 585 tons; Hampshire and Baltimore Company 114 tons; Blaen Avon Company 446 tons; individual 591 tons.

DT, Mon. 6/27/81, p. 3. **Canal Trade**
- The following boats, 24 in number, carrying 2,721 tons of coal, left this port Saturday, June 25, 1881:

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lillie &amp; May</td>
<td>Capt Grove</td>
<td>113 19</td>
</tr>
<tr>
<td>J. J. Moore</td>
<td>Capt Boyer</td>
<td>113 14</td>
</tr>
<tr>
<td><strong>Two boats</strong></td>
<td></td>
<td>227 13</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>G. W. Knode</td>
<td>Capt. Malone</td>
<td>114 18</td>
</tr>
<tr>
<td>Individual</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Meyersdale</td>
<td>Capt. Stull</td>
<td>119 00</td>
</tr>
<tr>
<td>S. M. Reitzell</td>
<td>Capt. Rodenizer</td>
<td>119 00</td>
</tr>
<tr>
<td>M. McClary</td>
<td>C. Zimmerman</td>
<td>120 00</td>
</tr>
<tr>
<td>S. J. Kelley</td>
<td>Capt. Myers</td>
<td>119 00</td>
</tr>
<tr>
<td>M. M. Jane</td>
<td>Capt. Morrison</td>
<td>114 03</td>
</tr>
<tr>
<td><strong>Five boats</strong></td>
<td></td>
<td>591 03</td>
</tr>
</tbody>
</table>

Six boats

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Borden Mining Company</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Little Nan</td>
<td>Capt. Hassett</td>
<td>114 00</td>
</tr>
<tr>
<td>Denton Jacques</td>
<td>Capt. Hassett</td>
<td>111 12</td>
</tr>
<tr>
<td>G. F. Smith</td>
<td>Capt. Hassett</td>
<td>115 06</td>
</tr>
<tr>
<td>Exchange</td>
<td>Capt. Griffith</td>
<td>115 04</td>
</tr>
<tr>
<td>C. Knode</td>
<td>Capt. Snyder</td>
<td>117 08</td>
</tr>
<tr>
<td><strong>Five boats</strong></td>
<td></td>
<td>573 10</td>
</tr>
</tbody>
</table>

Hampshire & Baltimore Company

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>J. W. Carder</td>
<td>Capt. Darkey</td>
<td>118 08</td>
</tr>
<tr>
<td>Ida &amp; Harry</td>
<td>Capt. Ekis</td>
<td>110 14</td>
</tr>
<tr>
<td><strong>Two boats</strong></td>
<td></td>
<td>220 02</td>
</tr>
</tbody>
</table>

Blaen Avon Company

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lillie &amp; May</td>
<td>Capt. Grove</td>
<td>113 19</td>
</tr>
<tr>
<td>J. J. Moore</td>
<td>Capt. Boyer</td>
<td>113 14</td>
</tr>
<tr>
<td><strong>Two boats</strong></td>
<td></td>
<td>227 13</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>G. Berkebile</td>
<td>Capt. Young</td>
<td>120 11</td>
</tr>
<tr>
<td>Altoona</td>
<td>Capt. Young</td>
<td>116 10</td>
</tr>
<tr>
<td><strong>Two boats</strong></td>
<td></td>
<td>237 01</td>
</tr>
</tbody>
</table>
ES, Mon. 6/27/81, p. 4. **West Washington, née Georgetown** – THE COAL TRADE – Twenty boats left Cumberland Friday with 2,400 02 tons of coal as follows: for Georgetown, Consolidation Co. 589 01 tons; New Central Co. 780 16 tons; Borden Co. 573 10 tons; Hampshire & Balto. Co. 220 02 tons; Blaen Avon Co. 227 13 tons.

DT, Tue. 6/28/81, p. 3. **Canal Trade**

The following boats, 19 in number, carrying 2,221 09 tons of coal, left this port Monday, June 27, 1881:

**Consolidation Coal Company**

- **Georgetown:**
  - W. C. Ernst, Capt. Bender 116 18
  - Daniel Linkins, Capt. Marmaduke 119 07
  - Jos Z Williams, Capt. Ziegler 124 14
  - Jacob McGraw, Capt. Shaw 111 15
  - L. P. Hutson, Capt. Brubaker 117 14
  - G M Stonebraker, Capt. Krone 115 07

**Borden Mining Company**

- **Georgetown:**
  - M. A. Shupp, Capt. Shupp 116 11
  - J A Spielman, Capt. Miller 114 15

**New Central Coal Company**

- **Georgetown:**
  - A. H. Agnew, Capt. Myers 115 15
  - Delaware, Capt. Dickerhoof 121 00
  - Susquehanna, Capt. Dick 116 18
  - Lucinda, Capt. Gower 113 07
  - Willie Snyder, Capt. Moore 116 18

- **Blaen Avon Company**

- **Georgetown:**
  - C W Brengle, Capt. McAtee 117 01

**Hampshire & Baltimore Company**

- **Georgetown:**
  - Van L Sprigg, Capt. Chambers 117 09

**George’s Creek Cola Company**

- **Georgetown:**
  - Wm. Foley, Capt. Montgomery 111 14

Sun, Wed. 6/29/81, p. 2. **Senator A. P. Gorman**, who is on a visit to Cumberland, Md., is quoted by the Times of that city as...
denying that he is a stockholder in the West Virginia Central and Pittsburg Railroad Company. He is interested in the road only so far as it is a prospective feeder to the Chesapeake and Ohio Canal.

DT, Wed. 6/29/81, p. 3. **Canal Trade**

The following boats, 23 in number, carrying 2,660 15 tons of coal, left this port Tuesday, June 28, 1881:

Consolidation Coal Company

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nannie &amp; Willie</td>
<td>Capt. Knode</td>
<td>115 07</td>
</tr>
<tr>
<td>P. L. Burwell</td>
<td>Capt. Morrow</td>
<td>118 01</td>
</tr>
<tr>
<td>John Miller</td>
<td>Capt. Brown</td>
<td>120 03</td>
</tr>
<tr>
<td>L. W. Grunand</td>
<td>Capt. Weller</td>
<td>121 03</td>
</tr>
<tr>
<td>J. Maury Dove</td>
<td>Capt. Benner</td>
<td>120 05</td>
</tr>
<tr>
<td>W G Stevenson</td>
<td>Capt. Brubaker</td>
<td>119 19</td>
</tr>
</tbody>
</table>

Eight Boats: 937 15

Borden Mining Company

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
</tr>
</thead>
<tbody>
<tr>
<td>C. B. Embrey</td>
<td>Capt. Newcomer</td>
</tr>
<tr>
<td>Katie &amp; Jimmy</td>
<td>Capt. Woltz</td>
</tr>
</tbody>
</table>

Six boats: 692 17

New Central Coal Company

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fall River</td>
<td>Capt. Hassett</td>
</tr>
<tr>
<td>Jacob H. Snyder</td>
<td>Capt. Hassett</td>
</tr>
<tr>
<td>Sallie E. Hassett</td>
<td>Capt. Hassett</td>
</tr>
<tr>
<td>Borden &amp; Lovell</td>
<td>Capt. Hassett</td>
</tr>
<tr>
<td>Willie D.</td>
<td>Capt. Hassett</td>
</tr>
<tr>
<td>Dr. A. Shank</td>
<td>Capt. Hassett</td>
</tr>
</tbody>
</table>

Six boats: 693 01

Blaen Avon Company

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
</tr>
</thead>
<tbody>
<tr>
<td>M. C. Clay</td>
<td>Capt. Murphy</td>
</tr>
<tr>
<td>Thomas Tiernan</td>
<td>Capt. McKelvey</td>
</tr>
</tbody>
</table>

Two boats: 226 00

Hampshire & Baltimore Company

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
</tr>
</thead>
<tbody>
<tr>
<td>B. L. Slack</td>
<td>Capt. Moriarity</td>
</tr>
<tr>
<td>M C Merryman</td>
<td>Capt. Penner</td>
</tr>
</tbody>
</table>

Two boats: 223 15

DT, Thu. 6/30/81, p. 3. **Canal Trade**

The following boats, 21 in number, carrying 2,444 00 tons of coal, left this port Wednesday, June 29, 1881:

Consolidation Coal Company

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
</tr>
</thead>
<tbody>
<tr>
<td>Julia Tyler</td>
<td>Capt. Nuse</td>
</tr>
<tr>
<td>C. D. Warfield</td>
<td>Capt. Kerns</td>
</tr>
<tr>
<td>R. H. Jones</td>
<td>Capt. Westbrook</td>
</tr>
<tr>
<td>Alice P. Mayfield</td>
<td>Capt. Benner</td>
</tr>
<tr>
<td>Willie &amp; Frankie</td>
<td>Capt. Repp</td>
</tr>
</tbody>
</table>

Williamsport:

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
</tr>
</thead>
<tbody>
<tr>
<td>D. Seibert</td>
<td>Capt. Preston</td>
</tr>
<tr>
<td>Grason &amp; Fannie</td>
<td>Capt. Rinehart</td>
</tr>
</tbody>
</table>

Alexandria:

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
</tr>
</thead>
<tbody>
<tr>
<td>Geo. S. French</td>
<td>Capt. Wolf</td>
</tr>
</tbody>
</table>

Eight Boats: 930 17

New Central Coal Company

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
</tr>
</thead>
<tbody>
<tr>
<td>Potomac</td>
<td>Capt. Barger</td>
</tr>
<tr>
<td>W. H. Couter</td>
<td>Capt. Armstrong</td>
</tr>
<tr>
<td>A. J. Mills</td>
<td>Capt. Clark</td>
</tr>
<tr>
<td>Henry Hanekamp</td>
<td>Capt. Connell</td>
</tr>
<tr>
<td>Col. J. C. Lynn</td>
<td>Capt. Reid</td>
</tr>
<tr>
<td>Maryland</td>
<td>Capt. Claudius</td>
</tr>
</tbody>
</table>

Six boats: 693 01

Borden Mining Company

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
</tr>
</thead>
<tbody>
<tr>
<td>Echo</td>
<td>Capt. Griffith</td>
</tr>
<tr>
<td>Harry &amp; Ralph</td>
<td>Capt. Griffith</td>
</tr>
</tbody>
</table>

Two boats: 239 18

Blaen Avon Company

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lizzie K.</td>
<td>Capt. Bowers</td>
</tr>
<tr>
<td>Clara Brady</td>
<td>Capt. Harrison</td>
</tr>
</tbody>
</table>

Two boats: 223 02

George’s Creek Coal Company

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
</tr>
</thead>
<tbody>
<tr>
<td>Laura S.</td>
<td>Capt. Little</td>
</tr>
</tbody>
</table>
ES, Thu. 6/30/81, p. 4. TO THE GREAT FALLS. On the FOURTH OF JULY, Steamer Belle May will leave Congress street bridge at 8 a.m. Round Trip 75¢. The above steamer can be chartered at reasonable rates. J. PASSENO, 3134 Water street, Georgetown.

DT, Sat. 7/2/81, p. 3. **Canal Trade**
The following boats, 39 in number, carrying 4,546 14 tons of coal, left this port Friday, July 1, 1881:

**Consolidation Coal Company**
- J. M. Wheatley Capt. Seaman 118 18
- H. K. Shaner Capt. Kroon 119 07
- L. C. Burwell Capt. Cramer 118 01
- Three Sisters Capt. Little 118 00
- Geo. M. Ryan Capt. Kroon 118 04
- Lou & Glenn Capt. Eichelberger 118 10
- Elbe River Capt. Swain 123 00
- B. C. Barroll Capt. Jackson 120 14
- Consolidation Capt. Barger 119 04
- Willie & Johnnie Capt. Morrison 120 00
- C Capt. McCormick 117 02
- V. S. Brashears Capt. Moore 113 09
- A. M. Grove Capt. Grove 119 09
- L. H. Kuhn Capt. Krone 116 15

**Borden Mining Company**
- Maj. Anderson Capt. Waltz 118 12
- Jack & Bessie Capt. Shaffer 115 12
- Sixteen boats 1,893 08

Sun, Sat. 7/3/81, p. 1. **ATTEMPTED MURDER OF THE PRESIDENT.**
Washington, July 2. – The change from the busy but to most men the trifling rivalries and intrigues of political life at the nation’s capital to the sharp, clear-cut occasion when a pistol-shot echoes through the world and brings all suddenly to a reality that all men can appreciate, to life and death, is a change not often made here. These few occasions are the very cameos of history, cut and set into the solid stone that makes imperishable history. The mad attempt upon the life of James A. Garfield, President of the United States...
States, by Charles Guiteau, at the depot of the Baltimore and Potomac Railroad yesterday, was such an occasion.

**THE TRAGIC NARRATIVE**

The story of the shooting, though dramatic enough in some details, can be told in a few words: It was announced several days since that the President would start this morning on the Eastern tour, to assist in several college commencements. He arrived at the B street entrance of the Baltimore and Potomac Road about 9:30 o’clock, the others in his party having arrived shortly before him. They consisted of Secretary and Mrs. Hunt, Secretary Windom and Mrs. Windom, Postmaster-General James and others, all of whom had taken seats in the cars. The President was accompanied by Secretary Blaine. They came in the same carriage, the President entering the depot in the lead. As he stepped out of his carriage, he asked police officer Kearney, the depot officer, if he had any time to spare. Mr. Kearney answered, “Yes, a few minutes.” The officer then turned his back, and in an instant the reports of two pistol shots, the one following close upon the other, were heard. Chas. Guiteau, the assassin, had been seen to enter the depot a few minutes before the President arrived, though his actions were not of a character to attract the attention of those who were in the depot. He stood in about the center of the hall leading from the B-street entrance or ladies’ room, and advanced towards the President as he entered. Without giving any notice whatever of his intention he fired, the ball from the first shot entering the right sleeve of the President’s coat, passing up the same and out at the shoulder. This ball did no injury, except scratch the flesh of the arm, though it was thought at first that it had entered the shoulder. The President at this juncture turned, when Guiteau fired the second time, the ball entering the back, lodging in the kidneys. This staggered the President and he fell to the floor. Mrs. White, the janitress of the ladies’ room of the depot, first ran to the President. Secretary Blaine was so shocked by the occurrence that he first ran after the assassin, and finding that he was in the custody of officer Kearney, returned to the side of the President, who was taken upstairs to the superintendent’s room, where in a few moments several surgeons were in attendance upon him. They expressed the gravest doubts the moment they saw what direction the ball had taken. The wound bled freely, though the hemorrhage was at no time very profuse. The President vomited slightly and fainted, but in a short time recovered consciousness and talked freely to those around him. In an hour it was thought better to remove him to the White House, which was done by means of the police ambulance, Drs. Bliss, Wales and Surgeon-General Barnes riding with him. Corbin sitting with the driver, and Col. Rockwell, the superintendent of public buildings and grounds standing on the rear step. Dr. Lincoln and a couple of the other physicians followed in the wagon of the chief of the fire department, which happened to be near the depot at the time.

It is wonderful how the news of the assassination got abroad, and in a few minutes after the shooting took place several hundred had gathered about the depot. Five minutes afterwards the number had quadrupled, and by the time the ambulance started to the White House several thousand had collected about the depot. A platoon of mounted police kept the larger part of the crowd from following, but as they reared the White House they found just as many congregated about the gates there. There was much excitement in the crowd, and many threats at lynching were heard, loud and violent curses being heaped upon the act of the assassin. Anticipating that there was a possibility of this excitement taking shape
in some form, the chief of police ordered Guiteau to be taken immediately to jail, which was done. From the moment of his arrest he displayed but little excitement, saying upon his arrival at police headquarters that he had nothing to say in regard to the matter, which he had fully explained in a number of letters which he handed to Lieut. Eckloff. They were tied up in a package, on the outside of which was a letter addressed to the public, as follows:

[Transcriber’s Note: For brevity, this article is abbreviated here; it goes on for columns.]

DT, Mon. 7/4/81, p. 3. Canal Trade

The following boats, 29 in number, carrying 3,330 17 tons of coal, left this port Saturday, July 2, 1881:

Consolidation Coal Company

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>L W Poffenberger</td>
<td>Capt. Stickles</td>
<td>117 01</td>
</tr>
<tr>
<td>John H Parrott</td>
<td>Capt. Fisher</td>
<td>123 01</td>
</tr>
<tr>
<td>J. W. Turner</td>
<td>Capt. Mertens</td>
<td>113 19</td>
</tr>
<tr>
<td>Bessie G.</td>
<td>Capt. Artz</td>
<td>118 13</td>
</tr>
<tr>
<td>Maggie McCleary</td>
<td>Capt. Dixon</td>
<td>120 14</td>
</tr>
<tr>
<td>Thos. O’Connell</td>
<td>Capt. Mills</td>
<td>112 14</td>
</tr>
<tr>
<td>Diligent</td>
<td>Capt. Cramer</td>
<td>120 07</td>
</tr>
<tr>
<td>Z. Williams</td>
<td>Capt. Mose</td>
<td>117 12</td>
</tr>
<tr>
<td>H. Loveridge</td>
<td>Capt. Hine</td>
<td>117 04</td>
</tr>
<tr>
<td>Thomas Venner</td>
<td>Capt. Hynes</td>
<td>101 17</td>
</tr>
</tbody>
</table>

Ten boats 1,163 02

New Central Coal Company

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Allegheny</td>
<td>Capt. Kroon</td>
<td>130 19</td>
</tr>
<tr>
<td>Missouri</td>
<td>Capt. Ardinger</td>
<td>116 08</td>
</tr>
<tr>
<td>Alonzo Berry</td>
<td>Capt. Ardinger</td>
<td>116 13</td>
</tr>
<tr>
<td>Little Eddie</td>
<td>Capt. Yingling</td>
<td>117 14</td>
</tr>
<tr>
<td>F. Gannon</td>
<td>Capt. Yingling</td>
<td>112 12</td>
</tr>
<tr>
<td>Hunter Lee</td>
<td>Capt. Dixon</td>
<td>112 04</td>
</tr>
</tbody>
</table>

Six boats 706 10

Borden Mining Company

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>James Clark</td>
<td>Capt. Griffith</td>
<td>123 01</td>
</tr>
<tr>
<td>Arthur Lovell</td>
<td>Capt. Griffith</td>
<td>101 02</td>
</tr>
<tr>
<td>Kate Prather</td>
<td>Capt. Hassett</td>
<td>117 00</td>
</tr>
<tr>
<td>M. S. Haines</td>
<td>Capt. Hassett</td>
<td>116 00</td>
</tr>
</tbody>
</table>

Five boats 575 03

Blaen Avon Company

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Katie &amp; Addie</td>
<td>Capt. Peck</td>
<td>111 12</td>
</tr>
<tr>
<td>Denton Booth</td>
<td>Capt. Read</td>
<td>112 01</td>
</tr>
<tr>
<td>Eliz. Snyder</td>
<td>Capt. Snyder</td>
<td>111 07</td>
</tr>
</tbody>
</table>

Three boats 335 00

George’s Creek Coal Company

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Harry Boyd</td>
<td>Capt. Rowen</td>
<td>124 05</td>
</tr>
<tr>
<td>W. M. Price</td>
<td>Capt. Grimminger</td>
<td>118 05</td>
</tr>
<tr>
<td>R. Fannon</td>
<td>Capt. Alexander</td>
<td>118 19</td>
</tr>
</tbody>
</table>

Three boats 361 09

Despard Coal Company

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maggie B.</td>
<td>Capt. Young</td>
<td>118 09</td>
</tr>
<tr>
<td>Baltimore</td>
<td>Capt. Young</td>
<td>121 04</td>
</tr>
</tbody>
</table>

Two boats 239 13

ES, Tue. 7/5/81, p. 8. Alexandria Affairs – The Alexandria Canal is doing some business, but not enough to render it very profitable to the Alexandria Canal & Bridge Co., which has leased the work for 99 years, at $1,000 per annum, from the Alexandria Canal Co. The lessees are in receipt of a sum almost equal to the amount of the lease from the unused wharves, leased long ago by northern companies, whose leases have not yet expired. It also holds an old canal bond, whose interest, it claims, more than offsets the annual rent, so that no payment for rent has been made for several years. The lessees are now, however, taxed by the city of Alexandria at one end of the work, and will be taxed next year by the District at the other end, upon the Aqueduct.

DT, Wed. 7/6/81, p. 3. Canal Trade

The following boats, 25 in number, carrying 2,807 15 tons of coal, left this port Tuesday, July 5, 1881:

Consolidation Coal Company

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>R. B. Lynn</td>
<td>Capt. Hassett</td>
<td>118 00</td>
</tr>
<tr>
<td>Five boats</td>
<td></td>
<td>575 03</td>
</tr>
</tbody>
</table>

George’s Creek Coal Company

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. F. Lantz</td>
<td>Capt. J. Swain</td>
<td>115 18</td>
</tr>
</tbody>
</table>
R. Shriver  Capt. A. Nuse  118 02  
Geo. A. Pearre  Capt. O. Shives  115 01  
J. B. Thomas  Capt. D. Yingling  113 10  
W. Thomson  Capt. W A Wertz  117 19  
E. K. Johnson  Capt. M Walker  122 19  
A. B. Turner  Capt. J. Reily  116 03  
H. A. Clark  Capt. P Quigley  120 11  
Ernst & Holland  Capt. A L Miller  116 18  
Thames River  Capt. R. Stride  118 07  
Williamsport:  
J A Spielman  Capt. B. Miller  113 16  
Eleven boats  1,289 04  

Borden Mining Company  

Georgetown:  
Regulus  Capt. Hassett  96 17  
Abram Kuhn  Capt. Hassett  116 18  
Theo. Dean  Capt. Hassett  115 00  
Wm T Hassett  Capt. Hassett  117 18  
Areturus  Capt. Hassett  94 02  
Walter Beall  Capt. Griffith  116 10  
Six boats  657 05  

New Central Coal Company  

Georgetown:  
E. Cahill  Capt. J. Gannon  113 05  
E. T. Woody  Capt. D. Crumbaugh  116 19  
A. B. Winship  Capt. J. Bowers  113 13  
Three boats  343 17  

George’s Creek Coal Company  

Georgetown:  
Cumberland  Capt. T B Pierce  117 08  

Blaen Avon Company  

Georgetown  
T F McCardell  Capt. J. McCormick  115 19  

Hampshire & Baltimore Company  

Georgetown:  
D. L. Taylor  Capt. H. Partin  116 02  
Individual  

Georgetown:  
L. Lovell  Capt. H. Sensel  119 00  
Cloud  Capt. J. Gearhart  119 00  
Two boats  238 00  

<table>
<thead>
<tr>
<th>Life on the Canal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mr. George H. Nock, who has been sent out by the Maryland Sunday School Union to organize Union Sunday schools at different places along the Chesapeake and Ohio Canal, gives an interesting account of his labors in a series of letters to the Baltimore Truth. He reports that Williamsport and Hancock are both dull just now in every branch of business, owing to the depressed condition of affairs on the canal. At Clearspring he met a gentleman by the name of Goseard who has been the father of 21 children, 19 of whom are still living. Speaking of the morality of the boatmen on the canal he says:</td>
</tr>
<tr>
<td>“I have often heard if immorality on the canal, but I have failed to find anymore among the boatmen than ordinarily in our towns and cities. I have traveled considerably up and down the canal, and have in every instance been treated with the utmost respect, and with one or two exceptions, have heard no swearing, and in no instance have heard the least vulgarity. Some of these boatmen have wives and children aboard. It is a nervous sight to see the little ones running about the deck, expecting every moment to see them fall overboard, while the parents look on with perfect indifference. Very few children have been drowned in the canal, but many have fallen overboard, and were speedily rescued by the boatmen. I love to talk to these boatmen; many of them have noble hearts, and they even try to appreciate your interest in their welfare. I don’t want to run on Sunday, and wish the law would stop it altogether, but if one boat stops the others pass, and the boat has to wait several days longer to be unloaded, for the first one enters is the first unloaded.”</td>
</tr>
<tr>
<td>These men and women do not hear the Gospel’s sound and the fact that these boats run on Sunday keeps business in motion during the Lord’s day all along the canal. I asked a boat at one of the locks if he attends Sunday school. “No, sir,” he replied, “I haven’t time, I have to stay in the store on Sunday.” On inquiry I found that</td>
</tr>
</tbody>
</table>
the stores are not only kept open on Sunday, but it is their business day, and considered by them the most profitable.

In conversation with a lady, the wife of one of the boatmen, I discovered that “The Saturday Night” is the standard canal literature, especially for the women. I presented her with a number of tracts which she said she would read, and conversed with her about the weighty matters of life. She listened, attentively, and talked freely. After a while she retired to the cabin, and I heard her singing in no discordant tone, “There is rest by the river.” Let us hope her thoughts have been turned to that home where the humblest of earth can have a mansion and feast forever upon the riches and light and glory of Divine love. There is rest. Would that the oppressed and weary masses of earth would seek that rest.”

H&TL, Wed. 7/6/81, p. 3. The Canal - We learn that active operations will be speedily commenced upon the lengthening of the locks of the Chesapeake and Ohio Canal. Thirty-six of the locks will be lengthened so as to admit two boats instead of one, thus allowing a steamer and convoy, or two mule boats to make the trip at nearly the expense of now running one boat. It is thought that four mules can pull two loaded boats with as much ease as three mules can pull a single boat, and the same crew that will operate one boat can just as easily operate two boats. The cost is estimated at $7,000 per lock. The whole of the repair bonds for this purpose have been sold and the work will be pushed forward rapidly.

DT, Thu. 7/7/81, p. 3. Canal Trade

The following boats, 18 in number, carrying 2,065 03 tons of coal, left this port Wednesday, July 5, 1881:

Consolidation Coal Company
Jimmy M. Jr. Capt. Bush 114 18

D Capt. Weller 116 19
G. S. Young Capt. Sellers 116 08
Amazon River Capt. Bender 122 05
W. C. Ernst Capt. Bender 116 05
Williamsport:
M. A. Shupp Capt. Shupp 115 16
C. B. Embrey Capt. Newcomer 112 00
Seven boats 814 11

Borden Mining Company

Georgetown:
Alexander Capt. Griffith 117 00
Antares Capt. Griffith 96 00
G. F. Smith Capt. Hassett 116 10
Little Nan Capt. Hassett 118 17
C. Knodle Capt. Snyder 117 08
Five boats 567 15

New Central Coal Company

Georgetown:
Mississippi Capt. Read 117 06
Blaen Avon Company

Georgetown:
Clara Capt. Colbert 111 12
F. Williams Capt. McCormick 115 02
Two boats 226 14

Individual

Georgetown:
R. J. West Capt. Hudson 108 00
Mattie Capt. Seaman 114 01
Meyersdale Capt. Stull 116 15
Three boats 338 16

DT, Fri. 7/8/81, p. 3. Canal Trade

The following boats, 16 in number, carrying 1,735 05 tons of coal, left this port Thursday, July 7, 1881:

Borden Mining Company

Georgetown:
Altair Capt. Hassett 118 00
Denton Jacques Capt. Hassett 110 17
Cowton & Tilghman Capt. Hassett 120 07
Highlander Capt. Griffith 124 06
Exchange Capt. Griffith 117 04
Five boats 590 14

Consolidation Coal Company

Georgetown:
G. Meredith Capt. Compton 116 01
<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>George Bogus</td>
<td>Capt. Powell</td>
<td>119 04</td>
</tr>
<tr>
<td>J. W. Steiner</td>
<td>Capt. Ingram</td>
<td>113 08</td>
</tr>
<tr>
<td>Geo. L. Schupp</td>
<td>Capt. Sorrell</td>
<td>120 19</td>
</tr>
<tr>
<td>Four boats</td>
<td></td>
<td>469 12</td>
</tr>
</tbody>
</table>

**New Central Coal Company**

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>F. H. Irwin</td>
<td>Capt. Hall</td>
<td>112 08</td>
</tr>
<tr>
<td>Phoebe &amp; Johnnie</td>
<td>Capt. Sherman</td>
<td>111 01</td>
</tr>
<tr>
<td>Sallie &amp; Jennie</td>
<td>Capt. Bowers</td>
<td>109 10</td>
</tr>
<tr>
<td>Geo. S. Couter</td>
<td>Capt. Zimmerman</td>
<td>108 17</td>
</tr>
<tr>
<td>Four boats</td>
<td></td>
<td>441 16</td>
</tr>
</tbody>
</table>

**Blaen Avon Company**

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Emily H.</td>
<td>Capt. Hammond</td>
<td>115 14</td>
</tr>
<tr>
<td>Individual</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Steffey &amp; Findley</td>
<td>Capt. Rodeniser</td>
<td>113 18</td>
</tr>
<tr>
<td>Robert Callahan</td>
<td>Capt. McQuade</td>
<td>112 08</td>
</tr>
<tr>
<td>Two boats</td>
<td></td>
<td>226 06</td>
</tr>
</tbody>
</table>

ES, Fri. 7/8/81, p. 4. **West Washington, nee Georgetown** – THE COAL TRADE –

Eighteen boats left Cumberland Wednesday with 2,065 03 tons of coal for Georgetown as follows: Consolidation Co. 814 11 tons; New Central Co. 117 06 tons; Borden Co. 567 15 tons; Blaen Avon Co. 226 14 tons; individual 338 16 [tons]. For the week ending July 2, 1881, total shipments 48,198 10 tons, an increase of 6,221 tons compared with the same period last year. The total shipments for the year are 915,264 05 tons, a decrease of 94,199 06 tons compared with the same period last year. Of this sum 630,616 04 tons were shipped by the Baltimore and Ohio; 111,042 13 tons by the Pennsylvania State Line, and 174,218 [tons] by the Chesapeake and Ohio canal.

DT, Sat. 7/9/81, p. 3. **Canal Trade**

The following boats, 9 in number, carrying 1,030 07 tons of coal, left this port Friday, July 8, 1881:

Borden Mining Company

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unexpected</td>
<td>Capt. Hassett</td>
<td>117 06</td>
</tr>
</tbody>
</table>

**Canal Trade - 1881**

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Henry Freeland</td>
<td>Capt. Griffith</td>
<td>118 03</td>
</tr>
<tr>
<td>E. R. Ladew</td>
<td>Capt. Griffith</td>
<td>120 19</td>
</tr>
<tr>
<td>Three boats</td>
<td></td>
<td>356 08</td>
</tr>
</tbody>
</table>

**Blaen Avon Company**

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>J. F. A. Remley</td>
<td>Capt. Dixon</td>
<td>111 14</td>
</tr>
<tr>
<td>D. R. Long</td>
<td>Capt. Evans</td>
<td>112 00</td>
</tr>
<tr>
<td>F. M. Offutt</td>
<td>Capt. Edenhart</td>
<td>112 12</td>
</tr>
<tr>
<td>Three boats</td>
<td></td>
<td>336 06</td>
</tr>
</tbody>
</table>

**New Central Coal Company**

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>R J Mitchell</td>
<td>Capt. Grimm</td>
<td>107 16</td>
</tr>
<tr>
<td>Daniel Henry</td>
<td>Capt. O’Neal</td>
<td>112 13</td>
</tr>
<tr>
<td>Two boats</td>
<td></td>
<td>220 09</td>
</tr>
</tbody>
</table>

**Despard Coal Company**

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Allen Brooks</td>
<td>Capt. Widemeyer</td>
<td>109 05</td>
</tr>
<tr>
<td>Alexandria:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>G. S. French</td>
<td>Capt. Wolf</td>
<td>116 06</td>
</tr>
<tr>
<td>Eight boats</td>
<td></td>
<td>941 15</td>
</tr>
</tbody>
</table>

**Canal Trade**

The following boats, 22 in number, carrying 2,507 tons of coal, left this port Saturday, July 9, 1881:

Consolidation Coal Company

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>L. P. Hutson</td>
<td>Capt. Brubaker</td>
<td>124 14</td>
</tr>
<tr>
<td>Five Brothers</td>
<td>Capt. Little</td>
<td>119 06</td>
</tr>
<tr>
<td>G. C. Goodrich</td>
<td>Capt. Little</td>
<td>119 16</td>
</tr>
<tr>
<td>W. H. Marlow</td>
<td>Capt. Rinehart</td>
<td>121 01</td>
</tr>
<tr>
<td>J. H. Farrow</td>
<td>Capt. Smith</td>
<td>114 14</td>
</tr>
<tr>
<td>W. H. Lowe</td>
<td>Capt. Carter</td>
<td>116 13</td>
</tr>
</tbody>
</table>

Shepherdstown

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Allen Brooks</td>
<td>Capt. Widemeyer</td>
<td>109 05</td>
</tr>
<tr>
<td>Alexandria:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>G. S. French</td>
<td>Capt. Wolf</td>
<td>116 06</td>
</tr>
<tr>
<td>Eight boats</td>
<td></td>
<td>941 15</td>
</tr>
</tbody>
</table>

**New Central Coal Company**

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ida J. Reid</td>
<td>Capt. Reid</td>
<td>110 09</td>
</tr>
<tr>
<td>Dr. J P Broderick</td>
<td>Capt. Donnelly</td>
<td>113 17</td>
</tr>
<tr>
<td>Col. J M Schley</td>
<td>Capt. Kean</td>
<td>117 14</td>
</tr>
<tr>
<td>Lucinda</td>
<td>Capt. Godwin</td>
<td>115 06</td>
</tr>
<tr>
<td>S. H. Taylor</td>
<td>Capt. Reid</td>
<td>111 11</td>
</tr>
<tr>
<td>Five boats</td>
<td></td>
<td>568 17</td>
</tr>
</tbody>
</table>

Borden Mining Company

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chas. Hassett</td>
<td>Capt. Hassett</td>
<td>114 04</td>
</tr>
</tbody>
</table>
Canal Trade - 1881

Cigarette  Capt. Hassett  121 18
Two boats  236 02

Blaen Avon Company
Georgetown:
Jas Light  Capt. Baler  111 14
C W Osbourn  Capt. Osbourn  112 05
Two boats  223 19

Despard Coal Company
Georgetown:
Sallie J Kelley  Capt. Young  124 17
Piedmont Coal Company
Sarah B.  Capt. Stelley  122 04
Individual

Georgetown:
Phillie G.  Capt. Brady  116 06
Helen V.  Capt. Eddy  116 00
G. Berkebile  Capt. Long  120 00
Three boats  352 06

AG, Mon. 7/11/81, p. 2. **The Georgetown Aqueduct** – The investigation of the relations of the government to the aqueduct at Georgetown have been but slightly intermitted. It was stated a short time since that when the United States, in 1837, gave the town of Alexandria $300,000, to be used in completing the aqueduct, an amount of Alexandria canal stock equal to this sum was directed to be delivered to the Secretary of the Treasury to be held in trust, “upon the same terms and conditions in all respects as the stocks held in the Chesapeake and Ohio Canal Company by the several cities of the District were required to be held by the act approved June 7, 1836, entitled ‘An act for the relief of the several corporate cities of the District of Columbia.’” Now, there is no act of this kind approved June 7, 1836. The act doubtless intended to be referred to, under the title above, was approved May 4, 1836, and was passed in the most troublesome period of the history of the District cities – time which foreshadowed the recent special assessment liens of the board of public works – when, to use the language of the time, ‘the District of Columbia was about to be sold to the Dutch.” In the latter part of the decade of 1820-30 the cities of the district subscribed a million and a half dollars to the Chesapeake and Ohio Canal, Washington taking $1,000,000 of stock and Alexandria and Georgetown each $250,000. To raise funds for this purpose, the three cities borrowed of certain bankers in Holland the $1,500,000, the United States agreeing to direct the three cities to each levy a tax, and, if the funds were not provided by the corporations and placed in the treasury of the United States ninety days before any day of payment under the contract which might be entered into, the President should appoint collectors to collect the tax. In case of the failure of the cities to pay, the Secretary of the Treasury was directed “to ascertain the deficiency according to the terms of the contracts, and order the money to be collected by the usual mode of assessment and sale of the property assessed.” When the first payment on the debt became due it was not met. The city of Washington was already struggling with loans contracted for the City Hall, lottery losses and Washington canal. The year 1845 opened a crisis in the affairs of the city. Says a report of that winter: “The money becoming due upon the contract must be paid in four or five months. It cannot be paid by the city. The government must, in compliance with its own pledge, enforce the collection by sales of property.”

The Senate committee to whom the subject was referred submitted to Congress in February “whether, under the relations which the government holds to the city, it is not wise and expedient to pass a law which shall afford at least a temporary relief from the ruin which is approaching.” Congress did more than this: it assumed the whole loan, principal and interest, not only of Washington, but of Alexandria and Georgetown also. The stock of the
Chesapeake and Ohio Canal thus purchased was directed to be surrendered *in trust* to the Secretary of the Treasury to be sold if necessary, and it was to this trust fund that the $300,000 of the Alexandria Canal stock was afterwards directed to be added on the same trust. It is this trust fund which is now being looked into. – *Wash. cor. Balt. Sun*. DT, Tue. 7/12/81, p. 1.

The above advertisement was found on the date above, frequency to be determined.

---

*Ibid*, p. 3. **Canal Trade**
The following boats, 21 in number, carrying 2,407 17 tons of coal, left this port Monday, July 11, 1881:

<table>
<thead>
<tr>
<th>CONSOLIDATION COAL COMPANY</th>
<th>Georgetown:</th>
</tr>
</thead>
<tbody>
<tr>
<td>W. Weber</td>
<td>Capt. Rowland</td>
</tr>
<tr>
<td>Dr. Russell</td>
<td>Capt. Bowers</td>
</tr>
<tr>
<td>A. Campbell</td>
<td>Capt. Eddy</td>
</tr>
<tr>
<td>A. B. Winship</td>
<td>Capt. Hebb</td>
</tr>
<tr>
<td>A. P. Mayfield</td>
<td>Capt. Benner</td>
</tr>
<tr>
<td>Z. Williams</td>
<td>Capt. Mose</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Williamsport:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>David Seibert</td>
<td>Capt. Preston</td>
</tr>
<tr>
<td>Grason &amp; Fannie</td>
<td>Capt. Rinehart</td>
</tr>
</tbody>
</table>

Eight boats 921 15

**Borden Mining Company**

<table>
<thead>
<tr>
<th>Georgetown:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Jacob H. Snyder</td>
<td>Capt. Hassett</td>
</tr>
<tr>
<td>Dr. O M Schindel</td>
<td>Capt. Hassett</td>
</tr>
<tr>
<td>Mabel</td>
<td>Capt. Hassett</td>
</tr>
<tr>
<td>Fall River</td>
<td>Capt. Hassett</td>
</tr>
<tr>
<td>Onward</td>
<td>Capt. Griffith</td>
</tr>
</tbody>
</table>

Five boats 574 17

**New Central Coal Company**

<table>
<thead>
<tr>
<th>Georgetown:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>A. M. Bradt</td>
<td>Capt. Hill</td>
</tr>
<tr>
<td>Johnnie Mertens</td>
<td>Capt. Kean</td>
</tr>
<tr>
<td>James T. Hager</td>
<td>Capt. Leonard</td>
</tr>
</tbody>
</table>

Three boats 337 13

George’s Creek Coal Company

<table>
<thead>
<tr>
<th>Georgetown:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>P. Sinclair</td>
<td>Capt. Eaton</td>
</tr>
</tbody>
</table>

Piedmont Coal Company

<table>
<thead>
<tr>
<th>Georgetown:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Lillie</td>
<td>Capt. Drenner</td>
</tr>
</tbody>
</table>

Blaen Avon Company

<table>
<thead>
<tr>
<th>Georgetown:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Wm. M. Mertens</td>
<td>Capt. Merryman</td>
</tr>
</tbody>
</table>

Individual

Round Top

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Round Top</td>
<td>Capt. Athey</td>
</tr>
<tr>
<td>D. Sinclair</td>
<td>C. Zimmerman</td>
</tr>
</tbody>
</table>

Two boats 230 05

DT, Wed. 7/13/81, p. 3. **Canal Trade**
The following boats, 26 in number, carrying 3,944 10 tons of coal, left this port Tuesday, July 12, 1881:

Consolidation Coal Company

<table>
<thead>
<tr>
<th>Georgetown:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>A. O. McDonald</td>
<td>Ca. Marmaduke</td>
</tr>
<tr>
<td>B. R. Mayfield</td>
<td>Capt. Piper</td>
</tr>
<tr>
<td>H. Roussell</td>
<td>Capt. McKnight</td>
</tr>
<tr>
<td>H. C. Hicks</td>
<td>Capt. Seaman</td>
</tr>
<tr>
<td>Wm. King</td>
<td>Capt. McCoy</td>
</tr>
<tr>
<td>C. F. Mayer</td>
<td>Capt. Read</td>
</tr>
<tr>
<td>M. B. Mayfield</td>
<td>Capt. Pennel</td>
</tr>
<tr>
<td>W. A. Smoot</td>
<td>Capt. Little</td>
</tr>
<tr>
<td>Jacob McGraw</td>
<td>Capt. Shaw</td>
</tr>
<tr>
<td>Daniel Linkins</td>
<td>Ca. Marmaduke</td>
</tr>
<tr>
<td>G M Stonebraker</td>
<td>Capt. Krone</td>
</tr>
</tbody>
</table>

Williamsport:

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Katie &amp; Jimmy</td>
<td>Capt. Woltz</td>
</tr>
</tbody>
</table>

Twelve boats 1,406 17

Borden Mining Company

<table>
<thead>
<tr>
<th>Georgetown:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>B. M. Young</td>
<td>Capt. Hassett</td>
</tr>
<tr>
<td>Dr. A. Shank</td>
<td>Capt. Hassett</td>
</tr>
<tr>
<td>Sallie E. Hassett</td>
<td>Capt. Hassett</td>
</tr>
<tr>
<td>W H M Masters</td>
<td>Capt. Hassett</td>
</tr>
<tr>
<td>Henry Boley</td>
<td>Capt. Hassett</td>
</tr>
<tr>
<td>New Era</td>
<td>Capt. Griffith</td>
</tr>
</tbody>
</table>

Six boats 685 10

New Central Coal Company
Canal Trade - 1881

Georgetown:
Susie & Willie Capt. Ingram 114 04
Osceola & Jake Capt. Davis 114 01
Susquehanna Capt. Dick 124 08
A. H. Agnew Capt. Myers 109 14
Four boats 462 07

George’s Creek Coal Company
Georgetown:
Capt. J. T. Dixon Capt. Dixon 115 00
M. C. Water Capt. Renner 109 08
Laura S. Capt. Little 117 03
Three boats 341 06

Blaen Avon Company
Georgetown:
George Hughes Capt. Callen 111 16
Col. John Myers Capt. Roof 115 18
Two boats 227 04

Piedmont Coal Company
Alexandria:
J. J. Moore Capt. Boyer 121 07

Sun, Wed. 7/13/81, p. 1. Cumberland Coal Trade - The shipments from the mines of the Cumberland coal region for the week ended Saturday, July 9, were 38,643 tons, and for 1881 to that date 989,399 tons, a decrease of 73,028 tons as compared with last year. The coal was carried to tidewater as follows: Baltimore and Ohio railroad - week 21,330 tons; year 687,438 tons, decrease as compared with last year 4,100 tons. Chesapeake and Ohio canal - week 8,056 tons; year 183,260 tons; decrease as compared with last year 70,152 tons. Pennsylvania Railroad - week 8,402 tons; year 118,445 tons; increase over last year, 968 tons. The coal was brought from the mines as follows: Cumberland and Pennsylvania Railroad - week 32,449 tons; year 924,403 tons. Baltimore and Ohio Railroad - week 472 tons; year 33,631 tons. George’s Creek and Cumberland Railroad - week 5,537 tons; year 28,848 tons.

ES, Wed. 7/13/81, p. 4. West Washington, nee Georgetown – CANAL OFFICIALS

COMING – The canal steamer Maryland left Cumberland yesterday morning on her way down the canal, having on board among others Comptroller Keating and the following canal officials: Superintendent Stanhope, Paymaster Gambrill, Treasurer Fawcett, G. W. Smith, chief engineer and S. D. Young, boss carpenter. The party was to have been joined at Paw Paw by President Gorman. Paymaster Gambrill will pay off the employees along the canal and Messrs. Smith and Young will examine the locks to ascertain which it will be advisable to lengthen.

DT, Thu. 7/14/81, p. 3. Canal Trade

The following boats, 26 in number, carrying 3,016 09 tons of coal, left this port Wednesday, July 13, 1881:

Consolidation Coal Company
Georgetown:
Nannie & Willie Capt. Knode 117 16
C. D. Warfield Capt. Kerns 117 19
Julia Tyler Capt. Nuse 118 10
Willie & Johnnie Capt. Morrison 119 18
V. S. Brashears Capt. Moore 111 15
L. W. Guinand Capt. Weller 117 13
G. M. Ryan Capt. Kroon 113 14
L. H. Kuhn Capt. Kroon 111 07
John Miller Capt. Brown 118 05
R. H. Jones Capt. Westbrook 121 17
Jos Z Williams Capt. Sigler 120 08
Williamsport:
Maj. Anderson Capt. Woltz 118 15
Twelve boats 1,407 17

New Central Coal Company
Georgetown:
Wm. Blackwell Capt. Hoadley 115 17
A. J. Mills Capt. Clark 110 17
H. Hanekamp Capt. Ganley 112 04
W. P. Wools Capt. Little 109 03
Delaware Capt. Dickerhoof 124 10
M. A. West Capt. Conrad 113 16
Col. J. C. Lynn Capt. Reid 114 04
Seven boats 800 17

Borden Mining Company
Canal Trade - 1881

Georgetown:
Warren Delano jr  Capt. Hassett  114 08
Pilot Boy        Capt. Hassett  118 19
Susan Charles    Capt. Hassett  114 00
Three boats      346 12

Blaen Avon Company

Georgetown:
A. P. Gorman    Capt. Mullin    111 18
F W Mintdrop    Capt. Anderson  116 00
Two boats       227 18

George’s Creek Coal Company
Georgetown:
F               Capt. O’Neal    113 19
Individual

Georgetown:
Samuel M. Reitzel Capt. Wiland  119 00

KEATING, Paymaster Gambrill and other canal officials on board, is expected to arrive here tomorrow evening. Mr. Keating and his brother officers are on a tour of inspection, while Mr. Gambrill comes down to pay off his men along the line of the canal.

ES, Thu. 7/14/81, p. 4. **West Washington, nee Georgetown** – THE COAL TRADE – The official report of the Cumberland coal trade for the week ending Saturday, July 9, 1881, states the total shipments for the week to be 37,986 11 tons, an increase of 5,967 17 tons compared with the same period last year. Of this amount 20,673 09 tons were shipped by the Baltimore and Ohio railroad; 2,919 19 tons by the Cumberland and Pennsylvania railroad to the State Line; 5,537 02 tons by the George’s Creek and Cumberland railroad to the State Line; and 8,856 tons by the Chesapeake and Ohio canal. The heaviest shippers for the week were the Consolidation Coal Company 10,751 15 tons; the New Central Coal Company 5,609 19 tons; George’s Creek Coal and Iron Company 4,655 15 tons. The total shipments for the year are 953,250 16 tons, a decrease of 88,331 09 tons compared with the same period last year. Of this sum 651,289 13 tons were shipped by the Baltimore and Ohio; 118,445 04 tons by the Pennsylvania State Line; and 183,074 01 by the Chesapeake and Ohio canal. The heaviest shippers for the year are the Consolidation Coal Company 332,979 12 tons; New Central Company 141,390 11 tons; and the George’s Creek Coal and Iron Company 129,236 06 tons.

DT. Fri. 7/15/81, p. 3. **Canal Trade**
The following boats, 31 in number, carrying 3,570 02 tons of coal, left this port Thursday, July 14, 1881:
Consolidation Coal Company
Georgetown:
The writer, who has no prejudices either for or against the present management of the Chesapeake and Ohio Canal Company, recently made a tour of inspection along the same, and was gratified to see the excellent condition in which the canal bed proper, the tow-path, locks, waste ways, flumes, dams, and in fact all the appurtenances of a first-class water transportation company are in. The tow-path was never in as good a condition as it is at the present time. The improved tow-path could not be excelled. A brief description of the same may be of interest to those who have not got “canal prejudice” on the brain.

To those who are familiar with the old tow-path, it will be recollected that the banks of the tow-path next to the canal was built out of large rocks, thereby readily giving away to the swells of passing boats and to the work of the pernicious muskrat. Now the tow-path is constructed out of small stones, packed with clay, and at such an angle that the “swells” and suction from passing boats have no perceptible effect upon the row-path. Then by frequent inquiries of the boatmen we are informed that there is no just cause of complaint in regard to a sufficient depth of water to navigate successfully loaded boats. The increase lockage facilities which will be completed by the Spring of 1882, will be a benefit in every respect, not only to the canal company and shippers, but to the boatmen and will really make the canal company what it ought to and should be – a competing freight transportation company. Mr. Gorman, the president, ably assisted by the hearty cooperation of his subordinates, has systematized the working of this great internal State thoroughfare never dreamed of by its warmest friends and supporters. If
those who had been working for a receivership had at first made a thorough tour of inspection of this great water-way, they would have been ashamed of their stupidity and ignorance in ever having the thought to ask for or suggest the appointment of a receiver. The writer does not believe in an inspection of the canal in the same manner that grand juries inspect public buildings by due notice to the officers in charge, thereby enabling them to get up in a manner a grand dress parade, but on the contrary to take competent engineers and judges of such work, and inspect it in a thoroughly business-like manner, for we can assume the public that, as military men would say, “The canal and its management will in every sense of the word pass in a satisfactory and successful manner a thorough inspection,” as it is, in all its details, managed upon business principles.

TC, Fri. 7/15/81, p. 4. The Officers of the Chesapeake and Ohio Canal Company, who are on their way to Georgetown, are expected to arrive this afternoon. President Gorman will probably join them here.

AG, Fri. 7/15/81, p. 3. LOCAL BREVITIES
Superintendent Keating, Paymaster Gambrill and other canal officers are inspecting the Chesapeake and Ohio Canal.

DT, Sat. 7/16/81, p. 3. Canal Trade
The following boats, 23 in number, carrying 2,672 05 tons of coal, left this port Friday, July 15, 1881:

South Central Coal Company
Georgetown:
J. N. Cover Capt. Dixon 119 08
R. Fannon Capt. Alexander 113 07
N. K. Phelps Capt. Dixon 112 09
Potomac Capt. Barger 124 08
Allegheny Capt. Kroon 123 10
T. M. Smith Capt. Smith 115 02
Six Children Capt. Shupp 110 04

Monongahela Capt. Grosh 121 18
Bernadette Capt. Bancord 113 06
Ten boats 1,166 04

Consolidation Coal Company
Georgetown:
Bessie G. Capt. Artz 114 08
Consolidation Capt. Boyer 120 06
A. M. Grove Capt. Grove 114 11
A. B. Turner Capt. Reily 113 19
Willie & Frankie Capt. Repp 117 10
E. K. Johnson Capt. Walker 119 15
Six boats 699 19

Borden Mining Company
Georgetown:
Abram Kuhn Capt. Hassett 115 13
Wm. T Hassett Capt. Hassett 117 03
Theo. Dean Capt. Hassett 113 15
General Garfield Capt. Griffith 117 00
Isaac Wilson Capt. Griffith 119 07
Five boats 582 18

Blaen Avon Company
Georgetown:
Four Sisters Capt. Harris 111 11
L W Poffenberger Capt. Stickles 111 13
Two boats 223 04

ES, Sat. 7/16/81, p. 8. Inspecting the Canal – The Baltimore American of this morning says: Senator Gorman, President of the Chesapeake and Ohio Canal; Comptroller Keating, Dr. DeWitt Snowden, R. W. W. Bowie, J. F. Jarboe, of Prince George’s, Superintendent Gambrill and others, who made a trip of inspection over the Chesapeake and Ohio Canal, returned yesterday – Mr. Keating coming to Baltimore and Mr. Gorman proceeding to his country seat in Howard county. The party started from Cumberland Tuesday morning in the canal steamer, traveling daily until 9 o’clock in the evening, and resuming progress early next morning. The trip was made principally to secure measurements for the new canal locks ordered at the stockholders’ meeting last month. It is
proposed to begin work on them at once. When finished, it is expected that steam navigation will be introduced generally on the canal, increasing the revenues of the company considerably. Comptroller Keating, who made his first trip on the canal on this occasion, speaks in glowing terms of the magnitude of the work and the beauties of the surrounding country. He wants to see the canal extended to Baltimore. In answer to a question why Governor Hamilton was not on the trip, Mr. Keating replied that he would have been delighted to see the Governor on “the raging canal,” but he added “Governor Hamilton and I do not generally travel in the same boat.”

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West Washington, see Georgetown

THE ICE FACTORY – The mill property recently purchased from Mr. J. W. Metz, is being rapidly fitted up for the manufacture of ice, and the new building on the canal approaching completion. The company expects to be making ice before the summer is over. They propose sinking wells for the water for the ice-making. The undertaking is being looked forward to with interest, as to its financial outcome.

THE COAL TRADE – Thirty boats left Cumberland Thursday with 3,570 02 tons of coal for Georgetown as follows:
Consolidation company 1,276 06 tons;
Borden company 913 09 tons; New Central company 814 02 tons; Blaen Avon company 227 05 tons; George’s Creek company 100 18 tons; individual 238 02 tons.

DT, Mon. 7/18/81, p. 3. Canal Trade
The following boats, 24 in number, carrying 2,736 17 tons of coal, left this port Saturday, July 16, 1881:
Consolidation Coal Company
Georgetown:
C Capt. McCormick 117 02
A. F. Lantz Capt. Swain 113 17
Jas. B. Thomas Capt. Atwell 118 14

Walter Thompson Capt. Martz 112 15
Geo. A. Pearre Capt. Shives 111 13
W. C. Ernst Capt. Bender 113 18
Ernst & Holland Capt. Penner 120 13
H. A. Clark Capt. Quigley 120 17
Robert Shriver Capt. Nuse 114 04
J. A. Spielman Capt. Miller 112 14
G. L. Sheriff Capt. Lowell 118 14
Eleven boats 1,275 01

Borden Mining Company
Georgetown:
Harry Borden Capt. Griffith 116 12
Harry & Ralph Capt. Griffith 115 06
Echo Capt. Griffith 118 01
James Clarke Capt. Griffith 122 19
Antares Capt. Griffith 94 05
Areturus Capt. Hassett 98 16
Altair Capt. Hassett 115 11
Seven boats 781 10

Blaen Avon Company
Georgetown:
C. C. Kelly Capt. Spong 111 10

New Central Coal Company
Georgetown:
Savannah Capt. O’Neal 120 14

Individual
Washington:
Baltimore Capt. Young 115 17
White’s Ferry
Medley Capt. White 109 16
Loudoun Capt. White 110 08
Williamsport:
Martin Scally Capt. --- 112 01
Four boats 448 02

The Baltimore and Ohio Railroad

Company Will Put in the Crossing today
– Some Facts Relative Thereto.

A dispatch was received in this city last evening from Vice President Garrett, by the agent of the road at this place, directed to Mr. Henry Loveridge, stating that the Baltimore and Ohio Railroad Company would put in the crossing of the Pennsylvania railroad at the viaduct today. Shortly after, in accordance with
instructions, the special police force, that for weeks past have been on duty watching the Baltimore and Ohio tracks, and seeing that no attempt was made to put in the crossing, were discharged. The large engine, that had also been kept in readiness for the previous three nights should it have been needed, was sent back to the round-house. The employees of Kelly’s camp, who have been lodged at the viaduct for months past, were put to work on removing the huge stones thrown there as obstacles, and at this writing are still engaged in the work. This being done, the cars will be moved away, and at 6 o’clock this morning the employees of the Baltimore and Ohio Railroad Company will put the long-disputed crossing in.

We may congratulate ourselves as citizens that the affair is being thus amicably settled, as the crossing would be put in in such manner that there is no question but that blood would have been shed.

Yesterday afternoon, before the dispatch had been received, a prominent gentleman of Lonaconing informed us that if nothing were heard before morning from the Baltimore and Ohio authorities, that two trains of miners were coming down from Lonaconing to assist the sheriff in putting the crossing in, and that he himself, (the gentleman,) had engaged a band to accompany the miners. About midnight we were also informed officially by the management of the new road that the above was the intention of the company, and that they proposed to put the crossing in anyhow today, if the instructions as dispatched had not been received.

Last night about 75 miners came down over the new road from Lonaconing, leaving more in readiness to come if needed. Those who came stopped at the City Hotel.

The news of the dispatch being received was not generally known until about 11 o’clock after the churches had been let out and the people had wended their way home. Many persons, who as a rule generally know the news when first in circulation, were not apprised of the affair until 11 o’clock. Considering the local importance of the affair the matter was kept very quiet, and but comparatively few persons will know of the settlement until the papers this morning have been read.

TC, Mon. 7/18/81, p. 3. The Railroad Crossing Controversy at Cumberland

“The crossing of the Pennsylvania Railroad in Maryland over the Baltimore and Ohio Railroad at Hayes street, Cumberland, has not yet been effected. Mr. Loveridge, manager of the new road, publishes a lengthy statement giving recent correspondence between themselves and the Baltimore and Ohio authorities on the subject. Mr. Gorman, of the canal company, made a suggestion to Mr. John W. Garrett, as follows: ‘I suggest you give the new road connection with canal by use of switch on land of Consolidation Company, provided the new road will agree not to use the crossing at grade, and the rate to be that fixed by act of 1878, which, I think, is two and a-half cents.” Mr. John W. Garrett wrote to Mr. Loveridge that he had accepted the proposition by a dispatch to President Gorman. Mr. Loveridge says President Gorman had no authority from either of the new roads to make the suggestion of a connection about the crossing under the act of 1878. On the contrary, we understand that the canal company had directed proceedings to secure to the Pennsylvania Railroad in Maryland a connection with canal track under contract of 1851 at rate of one cent. Neither of the new roads can accept the proposition. Mr. Loveridge also writes to Mr. John W. Garrett as follows: “In our interview with you of June 23 we indicated that a proposition from you giving connection with track work above crossing under the canal contract of 1851 would be
accepted, and the crossing would not be used during its uninterrupted enjoyment. After conferences between you and Vice-President Robert Garrett, the latter informed us on June 29, as the conclusion of the subject, that we should proceed to complete our line from crossing place to the point of connection approved of by the board of public works at Polk street, and that upon its completion your company would put in the crossing and connection. Upon the faith which we could not withhold from this declaration, we paid for the necessary properties previously held under option, removed the buildings therefrom and prepared the ground for the track, which was expected to be completed last night, but will be today. Under the circumstances we expect your company to comply with the definite conclusion declared by Vice-President Garrett, and we cannot permit ourselves to doubt that your company will at once order the crossing and connection to be put in.”

Ibid, p. 4. Bloodshed Prevented
A dispatch has been received here from the superintendent of the George’s Creek Railroad, dated Cumberland, to the effect that the Baltimore & Ohio road had today given in to the judgment of the courts and allowed the crossing of the George’s Creek Railroad to the canal – across the Baltimore & Ohio road – to be commenced. This prevented bloodshed, as the George’s Creek road had 2,000 men in readiness to carry out the connection of their lines, and had the Baltimore & Ohio decided to prevent it, trouble was certain to ensue.

The construction of the George’s Creek road will be of great benefit to the District coal trade, as it will greatly enlarge the same. This company was chartered some time ago, Mr. Loveridge, of New York, as president, and was granted the right to cross the Baltimore & Ohio road on its way to the canal, but for some time has been prevented through legal technicalities from building the same. The Commissioners of the District and the Governor of Maryland visited Cumberland last fall to aid in behalf of the George’s Creek Company. The final action of the Baltimore & Ohio road is highly commendable, and the results will be greatly beneficial to Washington as well as Maryland.

Grain Arrivals
The boat Samuel Jarboe brought down to J. G. & J. M. Waters 3,000 bushels of wheat today.

ES, Mon. 7/18/81, p. 4. West Washington, nee Georgetown – THE CANAL TRADE – Grain – Arrived boat Samuel Jarboe with 3,000 bushels wheat; boat H. M. Talbott with 1,500 bushels wheat and 500 bushels corn.

THE COAL TRADE – Twenty-three boats left Cumberland Friday with 2,672 05 tons of coal for Georgetown as follows: - New Central company 1,166 04 tons; Consolidation company 699 19 tons; Borden company 582 18 tons; Blaen Avon company 223 04 tons.

DT, Tue. 7/19/81, p. 3. Canal Trade
The following boats, 29 in number, carrying 3,447 11 tons of coal, left this port Monday, July 18, 1881:

Consolidation Coal Company
Georgetown:
Grason & Fannie Capt. Rinehart 109 13
J. W. Steiner Capt. Ingram 114 09
G. Meredith Capt. Compton 110 18
Thames River Capt. Stride 120 13
Amazon River Capt. Bender 119 15
Geo. Bogus Capt. Powell 119 12
Jimmy M., Jr. Capt. Bush 113 04
L. C. Burwell Capt. Creamer 116 00
Laura Capt. Bentley 118 04
W. H. Marlow Capt. Rinehart 116 03
At the Crossing Yesterday

By 1 o’clock yesterday morning the force under Mr. Kelly, in charge of the bridge-builders camped at the viaduct, was busily at work removing the stones and ties that held their train in place and by sunrise everything was cleared away ready to begin work on the crossing.

At 7 o’clock the workmen of the Baltimore and Ohio Railroad Company began tearing up the siding, after which notice was given the switchmen to turn no more trains on the main track.

About thirty men then began to tear up the main track and put in the crossing, which had been furnished by the Short Line road, and by 12 o’clock the crossing was in, the track relaid, and engines Nos. 474 and 21 drew trains over the crossing, and everything was found to work magnificently.

After dinner the employees of the Short Line road went to work making connections, and by night the crossing was completed and trains could have passed over the Baltimore and Ohio track.

Today it is expected the connection will be made at Polk street, when the Short Line will be enabled to ship freight to the canal. They are now engaged in constructing a double track to Hanover street.

Incidents of the Day.

It had been arranged by the Short Line road to bring down a large number of miners from Lonaconing, accompanied by the Lonaconing band, for the purpose of acting as a posse comitatus for the sheriff, who was expected to enforce the order of the court yesterday, in the event of the failure of Mr. Garrett to put in the crossing. As Mr. Loveridge had been notified that the crossing would be placed, he determined not to bring the men from Lonaconing; but as they had fixed their minds upon coming and expected a pleasant trip, it was a difficult matter to restrain them from coming at all hazard; but they were finally prevailed on to give over their purpose. The band, however, with a number of friends, came down on the regular passenger train and passed a pleasant day among us.

During the entire day the crossing was the great attraction, and a stream of people were constantly going and returning, at times there being some five hundred people present.
At night the cannon was brought out and taken to the viaduct crossing, where, under command of Capt. Harry Millholland and Lieut. F. M. Gramlich, a number of rounds of ammunition were fired in honor of the event, while the thundering sound of the cannon was accompanied by fireworks set off under the same authority.

As the hours grew apace the people left, and by 10 o’clock silence reigned where all had been bustle and labor for the twenty-four hours preceding.

Let us now hope that the railroad war is over, and that miners, boatmen and business men will really be benefited by the connection with the canal.

TC, Tue. 7/19/81, p. 4. District

Government Notes – Major Morgan was absent from his office this afternoon attending a meeting of the board of directors of the Chesapeake & Ohio Canal at Baltimore.

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Grain Receipts
Hartley Bros. this morning received 1,500 bushels of corn and 800 bushels of wheat.

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Coal Trade Booming
The coal trade in Georgetown may fairly be said to be booming. Twenty-four boats, carrying 2,736 17 tons, are on their way to this port from Cumberland.

ES, Tue. 7/19/81, p. 4. West Washington, nee Georgetown – THE CANAL TRADE – Grain – Arrived boat Seneca with wheat and corn.

THE CANAL TRADE – Twenty-four boats left Cumberland Saturday with 2,736 17 tons of coal for Georgetown, as follows: - Consolidation company 1,275 01 tons; Borden company 781 10 [tons]; Blaen Avon company 111 10 tons; New Central company 120 14 tons; individual 448 02 tons.

Tue. 7/19/81, p. 4. The Cumberland Alleganian says President A. P. Gorman has made arrangements with P. Hein & Co. to furnish 2,000,000 feet of lumber and H. G. Davis & Co. 3,000,000 feet, to be used in the lengthening of the canal locks.2

DT, Wed. 7/20/81, p. 3. Canal Trade
The following boats, 20 in number, carrying 2,319 14 tons of coal, left this port Tuesday, July 19, 1881:

Consolidation Coal Company
Georgetown:
D Capt. Weller 117 01
T. O’Connell Capt. Weller 112 14
Lillie & May Capt. Grove 114 13
J. W. Turner Capt. Mertens 117 01
G. W. Knodr Capt. Malone 117 03
M. C. Clay Capt. Murphy 116 18
L. P. Huston Capt. Brubaker 116 01
Ida & Harry Capt. Wolf 112 04
M. S. O’Donnell Capt. Bowers 116 02
A. B. Winship Capt. Hebb 118 05
Ten boats 1,158 02

Borden Mining Company
Georgetown:
Highlander Capt. Griffith 122 19
Walter Beall Capt. Griffith 115 04
Cigarette Capt. Hassett 122 00
Denton Jacques Capt. Hassett 112 11
Unexpected Capt. Hassett 118 19
Five boats 591 13

New Central Coal Company
Georgetown:
F. Gannon Capt. Yingling 112 08
Little Eddie Capt. Yingling 114 02
H. S. Dixon Capt. Brooks 114 01
Three boats 340 11

Blaen Avon Company
Georgetown:
Thomas Tiernan Capt. McKelvey 112 18

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2 National Republican, Washington, D. C.
Individual
Georgetown:
C. W. Brengle    Capt. McAtee    116 10

H&TL, Wed. 7/20/81, p. 3. Five million feet of lumber will be used in lengthening the locks of the Chesapeake and Ohio Canal. President Gorman, of the Chesapeake and Ohio Canal, passed along the line last week on a tour of inspection.

ES, Wed. 7/20/81, p. 4. **Chesapeake and Ohio Canal** – The first meeting of the new board of directors of the Chesapeake and Ohio Canal Company was held yesterday at Barnum’s Hotel, in Baltimore. Major Morgan was present as the representative of the District. Mr. Benjamin C. Fawcett was re-elected secretary and treasurer, and Stephen Gambrill superintendent of the canal. Senator Gorman, president of the company, reported that the necessary preliminary arrangements for the lengthening of the locks had been made, and it was expected that 34 of the locks will be lengthened in time for the opening of navigation next season, when there is every reason to hope for an increased trade. Under instructions of the annual meeting of the stockholders, the repair bonds will be issued from time to time as the work progresses. Senator Gorman stated that the completion of a direct connection between the George’s Creek railway and the canal would, it was believed, result in advantage to the canal as well as to the railway company. The completion of the West Virginia railroad is anxiously awaited as an additional feeder of the canal.

**WHAT COMMISSIONER MORGAN SAYS**
Commissioner Morgan returned from the meeting of the directors of the Chesapeake and Ohio canal this morning. He says that the principal object of the meeting was to give instructions to the president of the canal company to conclude contracts for lumber and other materials, and to proceed to the enlargement of the canal locks from Cumberland southward, in order to facilitate the transportation of coal and reduce its cost to the lowest possible minimum. It is thought that by the enlargement of the locks and adding to the length of the boats in the shape of an annex, that freight can be reduced from $1 to 75 cents per ton. The plan is to lengthen each of the locks so as to admit boats 140 feet in length, which are now 110 feet. The timber, both oak and pine, has already been engaged, and the work will be commenced at once. Of course, so great a work will take two or three years to finish, but the coal transportation will not be interfered with in the least during its prosecution. The cost will reach to some $350,000. This canal was never more prosperous than at present.

Coal, twenty-nine boats left Cumberland Monday with 3,447 11 tons of coal as follows: for Georgetown – Consolidation Company 1,268 15 tons; New Central Company 1,036 08 tons; Borden Company 581 13 tons; Blaen Avon Company 223 15 tons; individual 237 tons.

DT, Thu. 7/21/81, p. 3. **Canal Trade**
The following boats, 25 in number, carrying 2,879 10 tons of coal, left this port Wednesday, July 20, 1881:

*Consolidation Coal Company*
Georgetown:
G. S. Young    Capt. Sellers    119 14
Wm. Weber    Capt. Rowland    114 14
A. P. Mayfield    Capt. Benner    122 18
J. H. Farrow    Capt. Smith    119 05
A. Campbell    Capt. Eddy    116 16
Dr. Russell    Capt. Bowers    115 18
Five Brothers    Capt. Little    117 15
G. C. Goodrich  Capt. Little        111 19
B. R. Mayfield  Capt. Piper         120 00
Mercerville:
Mollie Boyer    Capt. Knode         111 10
Williamsport:
Katie & Jimmy  Capt. Woltz         114 08
Eleven boats    1,284 17

Borden Mining Company

Georgetown:
Exchange        Capt. Griffith      115 01
E. R. Ladew      Capt. Griffith      115 08
Mabel            Capt. Hassett       119 07
Dr O M Schindell Capt. Hassett       116 04
Four boats       466 00

New Central Coal Company

Georgetown:
M. B. Winship    Capt. Bowers        114 06
Sallie & Jennie  Capt. Bowers        110 03
Helen V.         Capt. Eddy          114 16
J. M. Schley     Capt. Kean          115 16
Four boats       455 01

Blaen Avon Company

Georgetown:
D. Boothe        Capt. Read          106 09
E. Snyder        Capt. Snyder        107 12
Katie & Addie    Capt. Peck          115 17
T. F. McCardell  Capt. McCormick     112 13
Four boats       442 11

Individual

Georgetown:
M               Capt. Wilson          114 01
Meyersdale      Capt. Stull          117 00
Two boats       231 01

Monthly Meeting of the Canal Board

President Gorman’s Report.

The board of directors of the Chesapeake and Ohio Canal Company held their first meeting since the election of the new board at Barnum’s on Tuesday. “There were present Senator A. P. Gorman, president; Benjamin C. Fawcett, secretary; Col. James G. Berrett, H. D. Farnandis, Patrick Hamill and Maj. Morgan, the latter representing the District Commissioners on the board. The absentees were Messrs. Humbird and Bayard Smith. The president and directors present took the oath of office, as required under the law of Maryland, for the faithful discharge of their duties as members of the board. President Gorman announced that the first business was the election of officers. Mr. Benjamin Fawcett was re-elected secretary and treasurer, and Stephen Gambrill was re-elected superintendent of the canal. The salary of each was continued at $2,000 a year.

Senator Gorman, it will be remembered, was elected president at the stockholders’ meeting, which fixed his salary at $5,000 a year, and $1,000 for traveling expenses. The other officers of the canal hold their appointment under the president.

After the election of officers, Mr. Gorman submitted his monthly report, giving an account of the condition of the canal since the last meeting. He stated that he and other officers of the canal had made an inspection of the waterway last week, and had made the necessary preliminary arrangements for the lengthening of the locks, as authorized by the stockholders’ meeting last month. Arrangements have been made for the purchase, at reasonable terms, of timber, stone and other materials required for these improvements, which will be pushed forward at once. It is expected that thirty-four of the locks will be lengthened in time for the opening of the navigation next season, when there is every reason to hope for an increased trade and increasing revenues. Under instructions of the annual meeting of the stockholders the repair bonds will be issued from time to time, as the work progresses, and the proceeds applied to the payment for the improvements. The total amount of the bonds appropriated for the purpose is $500,000, but $450,000 will be sufficient to pay for the entire work, and of this sum about $250,000 will be expended this season. The canal authorities will dispose of
the bonds on the best terms they can secure for them.

Mr. Gorman devotes considerable space in the report of the troubles in Cumberland crossing case, and explained that since his report closed, the crossing has been peaceably affected, and that now the George’s Creek railway has a direct connection with the canal. The arrangement will, it is believed, result in advantage to the canal as well as to the railway company. The completion of the West Virginia railroad, of which Senator H. G. Davis is president, which will traverse the coal fields in West Virginia, and reach the canal by means of a connection with the Baltimore and Ohio railroad, is anxiously awaited, as an additional feeder to the canal. The road will be in working order in about two years. Under the order of the United States Circuit Court quarterly reports of the affairs of the company continue to be made. This involves additional work, and an additional clerk had to be appointed on that account.

The board transacted the usual routine business.

ES, Thu. 7/21/81, p. 4. West Washington, née Georgetown – THE COAL TRADE – For week ending Saturday last: Shipments – 50,617 tons, and for the year to that date 1,040,016 tons, a decrease of 65,081 tons as compared with the corresponding period of 1880. Shipments to the Baltimore & Ohio railroad for the week, 25,326 tons; for the year 712,764 tons, a decrease of 3,579 tons as compared with 1880. Shipments to the Chesapeake and Ohio canal for the week 17,923 tons; for the year 201,183 tons, a decrease of 66,410 tons as compared with last year. Shipments to the Pennsylvania railroad for the week, 7,341 tons; for the year 125,786 tons, an increase of 5,625 tons as compared with last year. The heaviest shipper last week was the Consolidation company 18,815 tons; the New Central second 7,869 tons, none of the others shipping over 5,000 tons. Twenty boats left Cumberland Tuesday with 2,319 14 tons of coal for this port.

DT, Fri. 7/22/81, p. 3. Canal Trade

The following boats, 23 in number, carrying 2,658 11 tons of coal, left this port Thursday, July 21, 1881:

Consolidation Coal Company

Georgetown:

G. S. French Capt. Wolf 112 04
W. A. Lowe Capt. Carter 118 03
W. King Capt. McCoy 116 12
C. F. Mayer Capt. Read 120 05
Z. Williams Capt. Mose 116 17
W. A. Smoot Capt. Little 117 06
H. Loveridge Capt. Hine 117 17
G. M. Stonebraker Capt. Krone 116 18

Williamsport:

Maj. Anderson Capt. Woltz 117 19
Nine boats 1,054 01

New Central Coal Company

Georgetown:

M. W. Adams Capt. Keady 114 06
Mississippi Capt. Reid 114 00
Susquehanna Capt. Dick 118 02
J. T. Hager Capt. Leonard 110 08
H. Hanekamp Capt. Gauley 118 11
A. J. Mills Capt. Clark 109 19
Six boats 685 06

Borden Mining Company

Georgetown:

L. N. Lovell Capt. Hassett 116 06
Dr. A. Shank Capt. Hassett 116 11
B. M. Young Capt. Hassett 118 03
Sallie E. Hassett Capt. Hassett 115 05
Alexander Capt. Griffith 113 13
Five boats 579 18

Blaen Avon Company

Georgetown:

V. L. Sprigg Capt. Chambers 107 19
Emma & Julia Capt. Crampton 108 17
Two boats 216 16

Despard Coal Company

Washington:
GEORGETOWN AFFAIRS – It may be of interest to our Georgetown readers to know that negotiations are being entered into by the officials of the Baltimore and Ohio Railroad Company and those of the George’s Creek and Cumberland Railroad Company, for the transportation of coal over the former’s track and in their cars. It is said that the first train of coal will pass over the Polk-street connection today.

West Washington, nee Georgetown – THE COAL TRADE – Twenty-five boats left Cumberland, Wednesday, with 2,879 10 tons of coal for Georgetown as follows: - Consolidation Company 1,284 17 tons; Borden Company 466 tons; New Central Company 455 01 tons; Blaen Avon Company 442 11 tons; individual 231 01 tons.

A Railroad Controversy Settled – The railway crossing controversy which has been going on between the Baltimore and Ohio and Pennsylvania railroad interests, at Cumberland, Maryland, has ended in the victory of the latter. For a year or more there has been a contest going on between the officers of the Baltimore and Ohio Railroad and of the George’s Creek and Cumberland Railroad as to the right of the George’s Creek Road to cross the tracks of the Baltimore and Ohio at Cumberland. The matter has been to the Court of Appeals and before the Board of Public Works, but in spite of decisions giving to the George’s Creek Road the right to make the crossing, the Baltimore and Ohio delayed matters, and, in fact, refused to allow the crossing to be made. Watchmen have for months been stationed at various points to prevent any attempt to secure the crossing by force, and an engine has been kept as a sentry to block the track at the disputed point. It had been supposed by the George’s Creek officers that everything had been satisfactorily settled by the last decision of the Board of Public Works, by which their road had been authorized to make the crossing, but the Baltimore and Ohio officers interposed a suggestion for a crossing at another point, and so the matter continued to drag along, with considerable bitter feeling on both sides. The George’s Creek Road had been completed to the Baltimore and Ohio tracks on both sides, and all that was lacking was the crossing. Last week considerable correspondence passed between Mr. Henry Loveridge, President of the George’s Creek Company, and President Garrett, and, as Mr. Loveridge was dissatisfied at the replies he received, he resolved to make the crossing on Monday, by force if necessary. He evidently expected that considerable force might be necessary, and word was sent to the miners of the George’s Creek Company, at Lonaconing and other points, to go to Cumberland. Vice President Garrett heard Sunday night of the preparations that were going on to carry the crossing by force, and in order to avoid the responsibility of being a party to such an affair, which would, in all probability, have been attended with loss of life, he telegraphed to Mr. Loveridge that the Baltimore and Ohio would construct the crossing over its own track for the use of the George’s Creek road. On Monday morning this was carried out, and trains of the George’s Creek road were running over the crossing by 9 o’clock. The order to the miners was countermanded Sunday night, but they went to Cumberland, nevertheless, several hundred strong, with a band of music, and the day which was feared might be see serious trouble was turned into a general festival. This fight has really been between the Baltimore and Ohio and the Pennsylvania Railroad authorities, and the Pennsylvania people have carried their
Canal Trade - 1881

point. Mr. Henry Loveridge, who is president of the George’s Creek and Cumberland Railroad, is Vice President of the Pennsylvania road in Maryland.

The settlement of this difficulty will furnish a large increase of freight to the Chesapeake and Ohio Canal.

DT, Sat. 7/23/81, p. 3. **Canal Trade**

The following boats, 25 in number, carrying 2,720 01 tons of coal, left this port Friday, July 22, 1881:

**Consolidation Coal Company**

Georgetown:

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>H. C. Hicks</td>
<td>Capt. Seaman</td>
<td>115 05</td>
</tr>
<tr>
<td>J. McGraw</td>
<td>Capt. Shaw</td>
<td>111 05</td>
</tr>
<tr>
<td>L. W. Guinand</td>
<td>Capt. Weller</td>
<td>121 01</td>
</tr>
<tr>
<td>H. Roussell</td>
<td>Capt. McKnight</td>
<td>118 11</td>
</tr>
<tr>
<td>R. H. Jones</td>
<td>Capt. Westbrook</td>
<td>119 17</td>
</tr>
<tr>
<td>F. H. Irwin</td>
<td>Capt. Hall</td>
<td>113 07</td>
</tr>
</tbody>
</table>

**Williamsport**

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>M. A. Shupp</td>
<td>Capt. Shupp</td>
<td>112 15</td>
</tr>
<tr>
<td>D. Seibert</td>
<td>Capt. Preston</td>
<td>113 17</td>
</tr>
</tbody>
</table>

Eight boats 925 18

**New Central Coal Company**

Georgetown:

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wm. P. Wools</td>
<td>Capt. Priglon</td>
<td>105 17</td>
</tr>
<tr>
<td>Johnnie</td>
<td>Capt. Kean</td>
<td>113 15</td>
</tr>
<tr>
<td>Col. J. C. Lynn</td>
<td>Capt. Reid</td>
<td>112 08</td>
</tr>
<tr>
<td>D. Sinclair</td>
<td>C. Zimmerman</td>
<td>111 11</td>
</tr>
<tr>
<td>R. J. Mitchel</td>
<td>Capt. Grimm</td>
<td>110 19</td>
</tr>
<tr>
<td>Daniel Henry</td>
<td>Capt. O’Neal</td>
<td>115 17</td>
</tr>
</tbody>
</table>

Six boats 670 06

**Borden Mining Company**

Georgetown:

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fall River</td>
<td>Capt. Hassett</td>
<td>111 18</td>
</tr>
<tr>
<td>Henry Boley</td>
<td>Capt. Hassett</td>
<td>111 14</td>
</tr>
<tr>
<td>W H M Masters</td>
<td>Capt. Hassett</td>
<td>113 14</td>
</tr>
<tr>
<td>Regulus</td>
<td>Capt. Hassett</td>
<td>95 04</td>
</tr>
<tr>
<td>Onward</td>
<td>Capt. Griffith</td>
<td>115 04</td>
</tr>
<tr>
<td>Hunter G.</td>
<td>Capt. Griffith</td>
<td>116 17</td>
</tr>
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</table>

Six boats 664 05

**American Coal Company**

Alexandria:

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Geo Sherman</td>
<td>Capt. Renner</td>
<td>115 00</td>
</tr>
</tbody>
</table>

Blaen Avon Company

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>J. J. Moore</td>
<td>Capt. Boyer</td>
<td>116 06</td>
</tr>
<tr>
<td>Minnie &amp; Pinkie</td>
<td>Capt. Beckwith</td>
<td>112 02</td>
</tr>
</tbody>
</table>

Two boats 228 08

**Individual**

Georgetown:

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Harlow Bros.</td>
<td>Capt. Brissett</td>
<td>116 03</td>
</tr>
<tr>
<td>Lumber</td>
<td>P. Hein &amp; Co.</td>
<td>2,800’</td>
</tr>
</tbody>
</table>

**The Eyler Case Before the Court of Appeals.**

The case of the Chesapeake and Ohio Canal Company vs. the commissioners of Allegany county has just been decided by the Court of Appeals. It involves the question as to the liability of the canal company to keep in repair a bridge erected by it when the canal was cut through a public road in that county. One Eyler had recovered $2,418, with $375 cost, against the county commissioners, the Court of Appeals having decided that they were liable to Eyler. The commissioners then sued the canal company to recover the damages paid to Eyler, with costs, counsel fees and interest. The Court of Appeals, Judge Ritchie delivering the opinion, says that it has been decided that the canal company was bound in law to connect again by suitable means any public road severed by it in constructing its canal. This principle has been frequently applied in the excavation of streets by railroads and other disturbances of highways. In a previous case this court decided that “the duty of keeping this bridge in repair is devolved on the canal company.” It is simply for additional security that the county commissioners are held primarily responsible for the safe condition of the bridges. As to the principle of pari delicto, it is well settled that as to the public, or third person, one of two parties may be held primarily responsible without diminishing the obligation of the other or impairing the right of action over against them.

When a municipal corporation is primarily bound to indemnify one who has
been injured in consequence of default in keeping the streets safe for passage of persona and property, the corporation has a clear remedy over against the body who has so used the street as to produce the injury. When there is no moral delinquency in the act in which two have participated, the relative delinquency of the parties may be inquired into and justice administered, although both parties were wrongdoers. In a case cited a city recovered the amount of a judgment paid by it for compensation to a person injured by falling down a cellarway unprotected by a railing as required by city ordinance, though the ordinance had been disregarded for twenty years. In this case the party injured, Eyler, could have sued the canal company had he so elected. The remedy against the commissioners is cumulative. And the commissioners, had they been informed of the bad condition of the bridge, could have required the canal company to repair it, and on its neglect the commissioners could have had it done, and made the canal company pay for the expenditures. As to the form of notice to be given a party when it is intended to call upon to defend the suit, of for indemnity, it is not material, so that the party is substantially informed and is afforded opportunity to make defense. The county commissioners are also entitled to recover for their counsel fees and costs from the canal company. The opinion is concurred in by Chief Judge Bartol and Judges Grason, Miller, Robinson, Alvey, Irving and Magruder.

Sun, Sat. 7/23/81, p. 1. **The First Coal Train Over the New Crossing** – Today the first coal carried to the Chesapeake and Ohio Canal over the George’s Creek and Cumberland Railroad was taken over the crossing and connection of the Baltimore and Ohio Road. The train of hoppers with coal of the American Company was taken by one of the new railroad’s engine to the point of connection, where a Baltimore and Ohio engine took the train to basin wharf. There the coal was loaded on canal boat George Sherman and shipped.

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CHESAPEAKE AND OHIO CANAL LOCKS
Lumber and stone to lengthen the locks of the Chesapeake and Ohio Canal in Maryland are being delivered for use when navigation closes. It is expected 33 locks will be lengthened during the winter. In the meantime, material is being forwarded to various convenient points along the line. Superintendents L. G. Stanhope and J. J. Moore and Chief Engineer Smith, of the canal, with a number of boss carpenters, are going over the work preliminary to the commencement of operations.

ES, Sat. 7/23/81, p. 4. **West Washington, nee Georgetown** – THE COAL TRADE – Twenty-five boats left Cumberland Wednesday with 2,879 10 tons of coal for Georgetown as follows: - Consolidation Company 1,284 17 tons; Borden Company 466 tons; New Central Company 455 01 tons; Blaen Avon Company 442 11 tons; individual 231 01 tons.

--------------------
Ibid, p. 12. **The COAL TRADE** – Twenty-three boats left Cumberland Thursday with 2,658 11 tons of coal for Georgetown as follows: - Consolidation Company 1,054 01 tons; New Central Company 685 06 tons; Borden Company 579 18 tons; Blaen Avon Company 216 16 tons; Despard Company 122 10 tons.

DT, Mon. 7/25/81, p. 3. **Canal Trade**
The following boats, 28 in number, carrying 3,220 14 tons of coal, left this port Saturday, July 23, 1881:
Consolidation Coal Company
Georgetown:
V. S. Brashears Capt. Moore 114 17
C. D. Warfield Capt. Kerns 118 11
<table>
<thead>
<tr>
<th>Township</th>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Georgetown</td>
<td>Abram Kuhn</td>
<td>Capt. Hassett</td>
<td>109 00</td>
</tr>
<tr>
<td></td>
<td>Wm. T. Hassett</td>
<td>Capt. Hassett</td>
<td>118 12</td>
</tr>
<tr>
<td></td>
<td>M. S. Haines</td>
<td>Capt. Hassett</td>
<td>111 01</td>
</tr>
<tr>
<td></td>
<td>Pilot Boy</td>
<td>Capt. Hassett</td>
<td>116 00</td>
</tr>
<tr>
<td></td>
<td>Warren Delano, jr.</td>
<td>Capt. Hassett</td>
<td>114 12</td>
</tr>
<tr>
<td></td>
<td>Areturus</td>
<td>Capt. Hassett</td>
<td>101 02</td>
</tr>
<tr>
<td></td>
<td>H. Freeland</td>
<td>Capt. Griffith</td>
<td>119 10</td>
</tr>
<tr>
<td></td>
<td>Seven boats</td>
<td></td>
<td>789 17</td>
</tr>
<tr>
<td></td>
<td>Eleven boats</td>
<td></td>
<td>1,291 02</td>
</tr>
<tr>
<td></td>
<td>Three boats</td>
<td></td>
<td>347 03</td>
</tr>
<tr>
<td></td>
<td>Three boats</td>
<td></td>
<td>341 04</td>
</tr>
<tr>
<td></td>
<td>Three boats</td>
<td></td>
<td>341 04</td>
</tr>
<tr>
<td></td>
<td>Three boats</td>
<td></td>
<td>341 04</td>
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<tr>
<td></td>
<td>Three boats</td>
<td></td>
<td>341 04</td>
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<tr>
<td></td>
<td>Three boats</td>
<td></td>
<td>341 04</td>
</tr>
<tr>
<td></td>
<td>Three boats</td>
<td></td>
<td>341 04</td>
</tr>
</tbody>
</table>

**Coal Trade – 1881**

Grain – Arrived boat G. T. Dunlop with

<table>
<thead>
<tr>
<th>Township</th>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alexandria</td>
<td>Andrew Main</td>
<td>Capt. Matters</td>
<td>112 00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Individual</td>
<td></td>
</tr>
<tr>
<td>Washington</td>
<td>Robt. Callahan</td>
<td>Capt. McQuaid</td>
<td>113 03</td>
</tr>
<tr>
<td></td>
<td>Despard Coal Company</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Georgetown</td>
<td>Altoona</td>
<td>Capt. Young</td>
<td>120 16</td>
</tr>
</tbody>
</table>


Monday, July 25, 1881:

Cumberland Friday with 2,720 01 tons of coal for Georgetown as follows:

Consolidation Co. 925 18 tons; New Central Co. 670 06 tons; Borden Co. 664 05 tons; American Co. 115 tons; Blaen Avon Co. 228 08 tons; individual 116 03 tons.

**Canal Trade**

The following boats, 29 in number, carrying 3,348 09 tons of coal, left this port Monday, July 25, 1881:

Consolidation Coal Company

<table>
<thead>
<tr>
<th>Township</th>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Georgetown</td>
<td>Lillie</td>
<td>Capt. Draner</td>
<td>114 06</td>
</tr>
<tr>
<td></td>
<td>J. H. Parrott, jr.</td>
<td>Capt. Shaley</td>
<td>119 08</td>
</tr>
<tr>
<td></td>
<td>Jos. M. Wheatley</td>
<td>Capt. Seaman</td>
<td>117 12</td>
</tr>
<tr>
<td></td>
<td>E. K. Johnson</td>
<td>Capt. Walker</td>
<td>118 04</td>
</tr>
<tr>
<td></td>
<td>Maggie McCleary</td>
<td>Capt. Dixon</td>
<td>117 06</td>
</tr>
<tr>
<td></td>
<td>D. Linkins</td>
<td>C. Marmaduke</td>
<td>121 18</td>
</tr>
<tr>
<td></td>
<td>Elbe River</td>
<td>Capt. Swain</td>
<td>117 12</td>
</tr>
<tr>
<td></td>
<td>H. A. Clarke</td>
<td>Capt. Quigley</td>
<td>119 09</td>
</tr>
<tr>
<td></td>
<td>Ed Cohill</td>
<td>Capt. Gannon</td>
<td>121 07</td>
</tr>
<tr>
<td></td>
<td>Lou &amp; Glen</td>
<td>C. Eichelberger</td>
<td>114 17</td>
</tr>
</tbody>
</table>

Williamsport:

Grason & Fannie Capt. Rinehart 109 03

New Central Coal Company

<table>
<thead>
<tr>
<th>Township</th>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Georgetown</td>
<td>Emily H.</td>
<td>Capt. Hammond</td>
<td>113 02</td>
</tr>
<tr>
<td>Osceola &amp; Jake</td>
<td>Capt. Davis</td>
<td>113 13</td>
<td></td>
</tr>
<tr>
<td>Sarah B.</td>
<td>Capt. Kimble</td>
<td>114 08</td>
<td></td>
</tr>
<tr>
<td>Allegheny</td>
<td>Capt. Krone</td>
<td>115 08</td>
<td></td>
</tr>
<tr>
<td>Wm. Blackwell</td>
<td>Capt. Hoadley</td>
<td>110 00</td>
<td></td>
</tr>
<tr>
<td>Delaware</td>
<td>C. Dickerhoof</td>
<td>120 07</td>
<td></td>
</tr>
<tr>
<td>J. F. A. Remley</td>
<td>Capt. Dixon</td>
<td>109 00</td>
<td></td>
</tr>
</tbody>
</table>

**Canal Trade**

The following boats, 29 in number, carrying 3,348 09 tons of coal, left this port Monday, July 25, 1881:

Consolidation Coal Company

<table>
<thead>
<tr>
<th>Township</th>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Georgetown</td>
<td>Lillie</td>
<td>Capt. Draner</td>
<td>114 06</td>
</tr>
<tr>
<td></td>
<td>J. H. Parrott, jr.</td>
<td>Capt. Shaley</td>
<td>119 08</td>
</tr>
<tr>
<td></td>
<td>Jos. M. Wheatley</td>
<td>Capt. Seaman</td>
<td>117 12</td>
</tr>
<tr>
<td></td>
<td>E. K. Johnson</td>
<td>Capt. Walker</td>
<td>118 04</td>
</tr>
<tr>
<td></td>
<td>Maggie McCleary</td>
<td>Capt. Dixon</td>
<td>117 06</td>
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<tr>
<td></td>
<td>D. Linkins</td>
<td>C. Marmaduke</td>
<td>121 18</td>
</tr>
<tr>
<td></td>
<td>Elbe River</td>
<td>Capt. Swain</td>
<td>117 12</td>
</tr>
<tr>
<td></td>
<td>H. A. Clarke</td>
<td>Capt. Quigley</td>
<td>119 09</td>
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<tr>
<td></td>
<td>Ed Cohill</td>
<td>Capt. Gannon</td>
<td>121 07</td>
</tr>
<tr>
<td></td>
<td>Lou &amp; Glen</td>
<td>C. Eichelberger</td>
<td>114 17</td>
</tr>
</tbody>
</table>

Williamsport:

Grason & Fannie Capt. Rinehart 109 03

New Central Coal Company

<table>
<thead>
<tr>
<th>Township</th>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Georgetown</td>
<td>Emily H.</td>
<td>Capt. Hammond</td>
<td>113 02</td>
</tr>
<tr>
<td>Osceola &amp; Jake</td>
<td>Capt. Davis</td>
<td>113 13</td>
<td></td>
</tr>
<tr>
<td>Sarah B.</td>
<td>Capt. Kimble</td>
<td>114 08</td>
<td></td>
</tr>
<tr>
<td>Allegheny</td>
<td>Capt. Krone</td>
<td>115 08</td>
<td></td>
</tr>
<tr>
<td>Wm. Blackwell</td>
<td>Capt. Hoadley</td>
<td>110 00</td>
<td></td>
</tr>
<tr>
<td>Delaware</td>
<td>C. Dickerhoof</td>
<td>120 07</td>
<td></td>
</tr>
<tr>
<td>J. F. A. Remley</td>
<td>Capt. Dixon</td>
<td>109 00</td>
<td></td>
</tr>
</tbody>
</table>
ES, Tue. 7/26/81, p. 4. **West Washington, nee Georgetown** – THE COAL TRADE – Twenty-eight boats left Cumberland Saturday with 3,220 14 tons of coal for Georgetown as follows: - Consolidation Company 1,396 11 tons; Borden Company 789 17 tons; New Central Company 347 03 tons; Blaen Avon Company 341 04 tons; individual 113 03 tons; Despard Company 120 16 tons. For Alexandria – American Company 112 [tons].

DT, Wed. 7/27/81, p. 3. **Canal Trade**

The following boats, 26 in number, carrying 2,978 13 tons of coal, left this port Tuesday, July 26, 1881:

Consolidation Coal Company

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
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<tbody>
<tr>
<td>J. B. Thomas</td>
<td>Capt. Yingling</td>
<td>119 02</td>
</tr>
<tr>
<td>Nannie &amp; Willie</td>
<td>Capt. Knode</td>
<td>119 13</td>
</tr>
<tr>
<td>A. E. McDonal</td>
<td>Capt. Marmaduke</td>
<td>112 17</td>
</tr>
<tr>
<td>Bessie G.</td>
<td>Capt. Artz</td>
<td>115 08</td>
</tr>
<tr>
<td>A. F. Lantz</td>
<td>Capt. Swain</td>
<td>114 11</td>
</tr>
<tr>
<td>W. C. Ernst</td>
<td>Capt. Bender</td>
<td>116 19</td>
</tr>
<tr>
<td>Consolidation</td>
<td>Capt. Barger</td>
<td>116 07</td>
</tr>
<tr>
<td>W. Thomson</td>
<td>Capt. Wertz</td>
<td>112 00</td>
</tr>
<tr>
<td>P. L. Burwell</td>
<td>Capt. Morrow</td>
<td>121 01</td>
</tr>
<tr>
<td>G. A. Pearre</td>
<td>Capt. Shives</td>
<td>112 14</td>
</tr>
<tr>
<td>A. B. Turner</td>
<td>Capt. Riley</td>
<td>116 08</td>
</tr>
<tr>
<td>G. L. Sheriff</td>
<td>Capt. Sorrell</td>
<td>118 17</td>
</tr>
</tbody>
</table>

W. J. Stephenson  Capt. Brubaker  116 13

Thirteen boats

Borden Mining Company

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sycorax</td>
<td>Capt. Hassett</td>
<td>113 17</td>
</tr>
<tr>
<td>M. S. Fernsner</td>
<td>Capt. Hassett</td>
<td>116 12</td>
</tr>
<tr>
<td>Borden &amp; Lovell</td>
<td>Capt. Hassett</td>
<td>109 14</td>
</tr>
<tr>
<td>Kate Prather</td>
<td>Capt. Hassett</td>
<td>114 15</td>
</tr>
<tr>
<td>Gen. Garfield</td>
<td>Capt. Griffith</td>
<td>119 00</td>
</tr>
<tr>
<td>Harry Borden</td>
<td>Capt. Griffith</td>
<td>116 06</td>
</tr>
</tbody>
</table>

Six boats

American Coal Company

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Richard Bender</td>
<td>Capt. Moore</td>
<td>109 15</td>
</tr>
<tr>
<td>Thomas Patton</td>
<td>Capt. Eaton</td>
<td>110 17</td>
</tr>
<tr>
<td>R. H. Miller</td>
<td>Capt. Eaton</td>
<td>110 05</td>
</tr>
</tbody>
</table>

Three boats

New Central Coal Company

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lucinda</td>
<td>Capt. Gowes</td>
<td>111 04</td>
</tr>
<tr>
<td>D. R. Long</td>
<td>Capt. Evans</td>
<td>109 14</td>
</tr>
</tbody>
</table>

Two boats

Blaen Avon Company

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wm. L. Read</td>
<td>Capt. Manning</td>
<td>122 09</td>
</tr>
<tr>
<td>A. B. Spear</td>
<td>Capt. Kirby</td>
<td>111 15</td>
</tr>
</tbody>
</table>

Two boats

H&TL Wed. 7/27/81, p. 3. **Meeting of the Canal Board** – The board of directors of the Chesapeake and Ohio Canal Company held the first meeting since the election of the new board at Barnum’s Hotel, Baltimore, on Tuesday of last week. There were present Senator A. P. Gorman, president; Benjamin C. Fawcett, secretary; Col. James G. Berrett, H. D. Fernandes, Patrick Hamill and Major Morgan, the latter representing the District Commissioners on the board. The absentees were Messrs. Humbird and Bayard Smith. The president and directors present took the oath of office, as required under the law of Maryland, for the faithful discharge of their duties as members of the board. President Gorman announced that the first business was the election of officers. Mr. Benjamin
C. Fawcett was re-elected secretary and treasurer, and Stephen Gambrill was re-elected superintendent of the canal. The salary of each was continued at $2,000 a year. Senator Gorman, it will be remembered, was elected president at the stockholder’s meeting, which fixed his salary at $5,000 a year and $1,000 for traveling expenses. The other officers of the canal hold their appointment under the president.

After the election of officers, Mr. Gorman submitted his monthly report, giving an account of the condition of the canal since the last meeting. He stated that he and other officers of the canal had made an inspection of the waterway last week, and had made the necessary preliminary arrangements for the lengthening of the locks, as authorized by the stockholder’s meeting last month. Arrangements have been made for the purchase at reasonable terms of timber, stone and other material required for those improvements, which will be pushed forward at once. It is expected that thirty-three of the locks will be lengthened in time for the opening of navigation next season, when there is every reason to hope for an increased trade and increasing revenues. Under instructions of the annual meeting of the stockholders, the repair bonds will be issued from time to time, as the work progresses, and the proceeds applied to the payment for the improvements. The total amount for the bonds appropriated for the purpose is $500,000, but $450,000 will be sufficient to pay for the entire work, and of this sum about $250,000 will be expended this season. The canal authorities will dispose of the bonds on best terms they can secure for them.

The New Canal Locks – The Chesapeake and Ohio Canal Company has adopted a new patent lock-gate, with six paddles, the invention of Mr. S. D. Young. These gates will be used by the company in the lengthening of the locks, the work on which, however, is not likely to begin before the close of the present season’s navigation. There are thirty-three of these locks, which will be lengthened, and it is the purpose of the company to have them all completed by the re-opening of navigation next spring.

Sun, Wed. 7/27/81, p. 1. The Cumberland Coal Trade - The shipments from the mines of the Cumberland coal region for the week ended Saturday, July 23, were 47,315 tons, and for the year 1881 to that date 1,087,342 tons, a decrease of 57,523 tons as compared with last year. The coal was carried to tidewater as follows: Baltimore and Ohio railroad, for the week 22,399 tons; for the year 735,163 tons, decrease as compared with last year of 4,110 tons. Chesapeake and Ohio canal, for the week 16,079 tons; for the year 217,262 tons; a decrease as compared with last year of 62,884 tons. The coal was brought from the mines as follows: Cumberland and Pennsylvania Railroad, for the week 39,743 tons; for the year 1,008,290 tons. Baltimore and Ohio Railroad, for the week 1,137 tons; for the year 35,645 tons. George’s Creek and Cumberland Railroad, for the week 6,363 tons; for the year 40,688 tons.

ES, Wed, 7/27/81, p. 4. West Washington, nee Georgetown – THE COAL TRADE – Twenty-nine boats left Cumberland Monday with 3,348 09 tons of coal as follows, for Georgetown: Consolidation Co. 1,291 02 tons; New Central Co. 795 18 tons; Borden Co. 468 16 tons; Blaen Avon Co. 225 17 tons; George’s Creek Co. 114 02 tons; individual 116 tons. For Alexandria, American Co. 336 14 tons.

---------------------------------------------------

Alexandria Affairs
FROM GEORGE’S CREEK – The coal trade via the George’s Creek and Cumberland railroad connecting with the canal was begun here this morning by the arrival of the canal boat George Sherman, 110 tons, to the American Coal Company.

DT, Thu. 7/28/81, p. 3. **Canal Trade**

The following boats, 29 in number, carrying 3,323 16 tons of coal, left this port Wednesday, July 27, 1881:

<table>
<thead>
<tr>
<th>Company</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Conservation Coal Company</td>
<td>Gilmore Meredith</td>
<td>119 17</td>
</tr>
<tr>
<td>Georgetown:</td>
<td>A. M. Grove</td>
<td>116 14</td>
</tr>
<tr>
<td>Willie &amp; Frankie</td>
<td>Capt. Repp</td>
<td>114 06</td>
</tr>
<tr>
<td>R. Fannon</td>
<td>Capt. Alexander</td>
<td>116 14</td>
</tr>
<tr>
<td>J. W. Steiner</td>
<td>Capt. Ingram</td>
<td>111 05</td>
</tr>
<tr>
<td>George Bogus</td>
<td>Capt. Powell</td>
<td>119 04</td>
</tr>
<tr>
<td>Thames River</td>
<td>Capt. Stride</td>
<td>118 09</td>
</tr>
<tr>
<td>W. H. Marlow</td>
<td>Capt. Rinehart</td>
<td>115 12</td>
</tr>
<tr>
<td>Laura S.</td>
<td>Capt. Little</td>
<td>120 00</td>
</tr>
<tr>
<td>Ernst &amp; Holland</td>
<td>Capt. Miller</td>
<td>115 15</td>
</tr>
<tr>
<td>Amazon River</td>
<td>Capt. Benner</td>
<td>118 01</td>
</tr>
<tr>
<td>Williamsport:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Katie &amp; Jimmy</td>
<td>Capt. Waltz</td>
<td>113 05</td>
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<tr>
<td>Shepherdstown:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C. W. Osbourn</td>
<td>Capt. Osbourn</td>
<td>113 06</td>
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<tr>
<td>Thirteen boats</td>
<td></td>
<td>1,512 07</td>
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New Central Coal Company

<table>
<thead>
<tr>
<th>Company</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Georgetown:</td>
<td>Neta K. Phelps</td>
<td>109 12</td>
</tr>
<tr>
<td>Six Children</td>
<td>Capt McCardell</td>
<td>113 08</td>
</tr>
<tr>
<td>Theo M. Smith</td>
<td>Capt. Smith</td>
<td>110 16</td>
</tr>
<tr>
<td>A. H. Bradt</td>
<td>Capt. Hill</td>
<td>114 05</td>
</tr>
<tr>
<td>Four boats</td>
<td></td>
<td>448 01</td>
</tr>
</tbody>
</table>

Blaen Avon Company

<table>
<thead>
<tr>
<th>Company</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Georgetown:</td>
<td>Adam Sherman</td>
<td>111 18</td>
</tr>
<tr>
<td>Col John Meyers</td>
<td>Capt. Roof</td>
<td>111 10</td>
</tr>
<tr>
<td>L W Poffenberger</td>
<td>Capt. Stackles</td>
<td>112 05</td>
</tr>
<tr>
<td>F W Mintdrop</td>
<td>Capt. Anderson</td>
<td>116 12</td>
</tr>
<tr>
<td>Four boats</td>
<td></td>
<td>452 05</td>
</tr>
</tbody>
</table>

Borden Mining Company

<table>
<thead>
<tr>
<th>Company</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Georgetown:</td>
<td>Echo</td>
<td>115 12</td>
</tr>
</tbody>
</table>

TC, Thu. 7/28/81, p. 4. **A Horse Thief Caught** – John H. Simms, a colored man on crutches, was introduced to Judge Snell today on a charge of stealing a horse from the canal boat of Charles J. Schaeffer, in Georgetown. When Officers Howe and Smoot caught him on the Navy yard, he was making his way at quick time into Maryland. Johnny has already served a term in the penitentiary, and he was again committed to await the action of the grand jury.

<table>
<thead>
<tr>
<th>Company</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Georgetown:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Steffey &amp; Findley</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Individual</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Georgetown:</td>
<td>Juniata</td>
<td>117 04</td>
</tr>
</tbody>
</table>

ES, Thu. 7/28/81, p. 4. **West Washington, nee Georgetown** – THE COAL TRADE – The official report of the Cumberland coal trade for the week ending Saturday, July 23,1881, states the total shipments for the week by the Cumberland and Pennsylvania railroad to be 39,742 11 tons, and increase of 2,156 04 tons compared with the same
period last year, and 6,362 18 tons by the George’s Creek and Cumberland railroad. Of this amount 21,189 tons were shipped by the Baltimore and Ohio railroad; 2,680 03 tons by the Cumberland and Pennsylvania railroad to the State Line; 6,125 19 tons by the George’s Creek and Cumberland railroad to the State Line; 15,873 08 tons to the Chesapeake and Ohio canal by the Cumberland and Pennsylvania railroad; 205 09 by the George’s Creek and Cumberland railroad. 217,262 06 tons have been shipped during the year by canal. 26 boats left Cumberland Tuesday with 2,978 13 tons of coal for Georgetown, excepting 330 17 tons for Alexandria.

THE STEAM CANAL PACKET
EXCELSIOR WILL leave foot of Congress street, Georgetown, EVERY MORNING AT 8 O’CLOCK, for the Great Falls. Fare, 50¢, round trip.

DT, Fri. 7/29/81, p. 3. Canal Trade
The following boats, 35 in number, carrying 4,033 12 tons of coal, left this port Thursday, July 28, 1881:

Consolidation Coal Company
Georgetown:
J. R. Cruzen C. McCormick 111 11
Major Anderson Capt. Woltz 119 01
R. Shriver Capt. Nuse 117 05
Julia Tyler Capt. Nuse 118 12
A. P. Gorman Capt. Mullen 116 12
Mollie Boyer Capt. Knodle 116 13
J. Light Capt. Baler 115 09
M. C. Clay Capt. Murphy 114 17
L. C. Burwell Capt. Zellers 113 08
Clara & Prudy Capt. Harrison 112 02

Williamsport:
Jack & Bessie Capt. Shaffer 112 16

Eleven boats 1,268 06

Borden Mining Company
Georgetown:
Theo. Dean Capt. Hassett 116 17
R. B. Lynn Capt. Hassett 115 19

Little Nan Capt. Hassett 114 15
Charlie Hassett Capt. Hassett 113 11
Rainbow Capt. Griffith 119 01
James Clarke Capt. Griffith 129 07
Clinton Knodle Capt. Snyder 117 09

Seven boats 826 19

American Coal Company
Alexandria:
James Dayton Capt. Fink 110 09
William C. Hunter Capt. Spitznogle 111 09
H. O. Clauhton Capt. Fisher 113 03
J. H. Stickney Capt. Moore 107 15
Wm. J. Boothe Capt. Weaver 111 07

Five boats 554 03

New Central Coal Company
Georgetown:
Daniel Webster Capt. Martz 113 18
Carrie V. Capt. Martz 113 16
Lucy & Willie Capt. Ingram 109 17
M. A. West Capt. Conrad 110 02

Four boats 447 13

George’s Creek Coal Company
Georgetown:
Ida J. Reid Capt. Reid 115 17
Sallie H. Taylor Capt. Reid 113 10
Phillie G. Capt. Brady 121 01

Three boats 350 08

Blaen Avon Company
Georgetown:
Four Sisters Capt. Harris 115 10
Mollie C. Poffenberger 115 16
D. L. Taylor Capt. Parton 115 10

Three boats 346 16

Individual
Georgetown:
Highlander Capt. Young 120 00
Washington:
Sally J. Kelly Capt. Young 119 07

Two boats 239 07

TC, Fri. 7/29/81, p. 4. ALEXANDRIA AFFAIRS – Several boats loaded with coal arrived at the wharf of the American Coal Company from Cumberland yesterday. The company will be ready to load vessels for the Eastern ports by Monday next.
ES, Fri. 7/29/81, p. 4. The steam canal packet *Excelsior* will leave foot of Congress street, Georgetown, every morning at 8 o’clock for the Great Falls.

DT, Sat. 7/30/81, p. 3. **Canal Trade**

The following boats, 21 in number, carrying 2,411 11 tons of coal, left this port Friday, July 29, 1881:

**Consolidation Coal Company**

- W. Weber Capt. Rowland 114 16
- L. P. Huston Capt. Brubaker 117 01
- A. B. Winship Capt. Hebb 116 11
- B. R. Wayfield Capt. Piper 117 14
- Z. Williams Capt. Mose 106 07
- C. F. Mayer Capt. Reed 120 12
- Thos. O’Connell Capt. Mills 113 02
- Diligent Capt. Cramer 115 15
- Borden Mining Company
  - M. A. Shupp Capt. Shupp 117 04
- Berlin:
  - E. L. Whiting Capt. Darrow 112 08

**Georgetown:**

Eleven boats 1,278 01

**American Coal Company**

Four boats 434 16

ES, Sat. 7/30/81, p. 4. **West Washington, nee Georgetown** – THE CANAL TRADE – Grain arrivals boat Farmer’s Friend with 1,000 bushels wheat and 2,000 bushels corn; boat H. M. Talbott with 1,500 bushels wheat and 800 bushels corn; boat Medley with 3,400 bushels wheat and 500 bushels corn. Coal: thirty-five boats left Cumberland Thursday with 4,033 12 tons of coal as follows: for Georgetown – Consolidation Co. 1,268 06 tons; Borden Co. 826 19 tons; New Central Co. 447 13 tons; George’s Creek Co. 350 08 tons; individual 239 07 tons; Blaen Avon Co. 346 16 tons. For Alexandria, American Co. 554 03 tons.

TC, Sat. 7/30/81, p. 4. **Earnings of the Canal** – The quarterly report of the board of directors of the Chesapeake and Ohio Canal Company was yesterday filed with the clerk of the United States Circuit Court of Maryland, in accordance with the directions of the court given at the time of the trial of the case some months ago. It shows:

Expenditures for April $24,311.48; for May $29,438.66; for June $28,410.96, making $82,161.10. Total payments for the quarter $144,792.79; receipts $149,321.82; net earnings $4,529.03.

DT, Mon. 8/1/81, p. 2. **THE CANAL IMPROVEMENTS** – Arrangements have been perfected for the improvements on the canal this coming fall and winter, and it is the purpose of the company not to interfere in any manner with the shipment of coal. Contracts have been made with the Messrs. Davis, of Mineral county, for a large amount of logs, while Messrs. P. Hein & Co. will furnish the larger quantity from their immense tract of virgin timber in the lower end of the county, to reach which they will construct several miles of tram road from
the canal. For the lower locks, where less timber will be required, a contract has been made with a Virginia firm.

The purpose of the company, if we understand the matter aright, is to remove the lower gates and stone work and extend the walls a distance of 100 feet by constructing log sides; which, if properly made, will last for a long period of time.

For the coming fall and winter there will be about twenty-five locks lengthened, and by the coming month work will be begun on such parts as will not require a suspension of business on the canal. The logs will be delivered to the locks to be lengthened, the stones for the lower end of the extended locks, that hold the gates, will be quarried, and masons will be employed in cutting the stone. It is believed that by the opening of trade next spring, the locks will be completed, and the canal will become the cheapest outlet for our coal.

Ibid, p. 3. Canal Trade
The following boats, 30 in number, carrying 3,439 12 tons of coal, left this port Saturday, July 30, 1881:

Consolidation Coal Company
Georgetown:
Dr. Biggs Capt. Weller 112 02
P. L. Lemen Capt. Crampton 114 17
A. P. Mayfield Capt. Benner 119 00
W. A. Smoot Capt. Little 117 10
M. E. Waters Capt. Benner 111 09
G M Stonebraker Capt. Krone 112 05
L. W. Guinand Capt. Weller 117 18
Five Brothers Capt. Little 112 13
G. C. Goodrich Capt. Little 116 07
R. H. Jones Capt. Westbrook 118 13
Ten boats 1,152 14

Borden Mining Company
Georgetown:
G. F. Smith Capt. Hassett 115 07
Fall River Capt. Hassett 108 11
Dr. O M Schindell Capt. Hassett 118 06
Mabel Capt. Hassett 121 06

Walter Beall Capt. Griffith 115 00
New Era Capt. Griffith 101 15
Six boats 680 05

New Central Coal Company
Georgetown:
Savannah Capt. O’Neal 116 09
M. Ruben Capt. Reader 117 19
Monongahela Capt. Grosh 119 18
Three boats 354 06

Maryland Coal Company
Georgetown:
Eliz. Miller Capt. Rossworm 122 00
Mattie Capt. Seaman 116 14
Maryland Capt. Clendening 111 04
Three boats 349 18

Blaen Avon Company
Georgetown:
Katie & Addie Capt. Peck 112 00
Lizzie K. Capt. Bowers 112 00
Martin Seally Capt. Dunn 112 05
Three boats 336 05

American Coal Company
Alexandria:
James Green Capt. Bowers 113 02
American Flag Capt. Pearce 112 10
Wm. E. Bell Capt. Delaney 110 09
Three boats 336 01

George’s Creek Coal Company
Georgetown:
Geo. B. Oswald Capt. Blome 113 06
Individual
Washington:
G. Berkebile Capt. Young 116 17

TC, Mon. 8/1/81, p. 4. ALEXANDRIA AFFAIRS – The American Coal Company of this city are now loading a number of schooners with Cumberland coal for the Eastern ports as far as Eastport, Me.

DT, Tue. 8/2/81, p. 3. Canal Trade
The following boats, 33 in number, carrying 3,750 13 tons of coal, left this port Monday, August 1, 1881:

Consolidation Coal Company
Georgetown:
<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>H. Roussel</td>
<td>Capt. McKnight</td>
<td>117 09</td>
</tr>
<tr>
<td>Allen Campbell</td>
<td>Capt. Eddy</td>
<td>116 11</td>
</tr>
<tr>
<td>W. King</td>
<td>Capt. McCoy</td>
<td>121 14</td>
</tr>
<tr>
<td>Three Sisters</td>
<td>Capt. Little</td>
<td>109 18</td>
</tr>
<tr>
<td>V. S. Brashears</td>
<td>Capt. Moore</td>
<td>110 07</td>
</tr>
<tr>
<td>I. Miller</td>
<td>Capt. Brown</td>
<td>117 15</td>
</tr>
<tr>
<td>Willie &amp; Jonnie</td>
<td>Capt. Morrison</td>
<td>120 06</td>
</tr>
<tr>
<td>B. C. Barroll</td>
<td>Capt. Jackson</td>
<td>119 10</td>
</tr>
<tr>
<td>I. McGraw</td>
<td>Capt. Shaw</td>
<td>109 03</td>
</tr>
<tr>
<td>L. H. Kuhn</td>
<td>Capt. Kroon</td>
<td>116 02</td>
</tr>
<tr>
<td>H. C. Hicks</td>
<td>Capt. Seaman</td>
<td>116 15</td>
</tr>
<tr>
<td>Grason &amp; Fannie</td>
<td>Capt. Rinehart</td>
<td>110 02</td>
</tr>
<tr>
<td>G. S. French</td>
<td>Capt. Wolf</td>
<td>112 04</td>
</tr>
<tr>
<td>Borden Mining Company</td>
<td></td>
<td>1,498 00</td>
</tr>
<tr>
<td>Wm. Darrow</td>
<td>Capt. Bower</td>
<td>109 11</td>
</tr>
<tr>
<td>American Flag</td>
<td>Capt. Pearce</td>
<td>112 18</td>
</tr>
<tr>
<td>John Bradburn</td>
<td>Capt. Malone</td>
<td>111 01</td>
</tr>
<tr>
<td>J. P. Moore</td>
<td>Capt. Nuse</td>
<td>112 14</td>
</tr>
<tr>
<td>Dr. M. M. Lewis</td>
<td>Capt. Lynch</td>
<td>111 07</td>
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<tr>
<td>American Coal Company</td>
<td></td>
<td>557 11</td>
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<tr>
<td>Wm. M. Price</td>
<td>Capt. Grimming</td>
<td>110 00</td>
</tr>
<tr>
<td>G. S. Couter</td>
<td>Capt. Zimerly</td>
<td>110 11</td>
</tr>
<tr>
<td>New Central Coal Company</td>
<td></td>
<td>446 01</td>
</tr>
<tr>
<td>A. H. Agnew</td>
<td>Capt. Myers</td>
<td>111 14</td>
</tr>
<tr>
<td>R. A. Farmer</td>
<td>Capt. Ardinger</td>
<td>114 05</td>
</tr>
<tr>
<td>Wm. M. Price</td>
<td>Capt. Grimminger</td>
<td>110 00</td>
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<tr>
<td>G. S. Couter</td>
<td>Capt. Zimerly</td>
<td>110 11</td>
</tr>
<tr>
<td>Four boats</td>
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<td>446 01</td>
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<tr>
<td>Blaen Avon Company</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C. C. Kelly</td>
<td>Capt. Spong</td>
<td>112 01</td>
</tr>
<tr>
<td>D. Boothe</td>
<td>Capt. Read</td>
<td>112 07</td>
</tr>
<tr>
<td>E. Snyder</td>
<td>Capt. Jackson</td>
<td>112 05</td>
</tr>
<tr>
<td>Three boats</td>
<td></td>
<td>336 13</td>
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<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Georgetown:</td>
<td>Geo. T. Gatrell</td>
<td>116 16</td>
</tr>
<tr>
<td>Cumberland</td>
<td>Capt. Pierce</td>
<td>116 14</td>
</tr>
<tr>
<td>Two boats</td>
<td></td>
<td>233 10</td>
</tr>
<tr>
<td>Georgetown:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Meyersdale</td>
<td>Capt. Stull</td>
<td>117 00</td>
</tr>
</tbody>
</table>

ES, Tue. 8/2/81, p. 4. **West Washington, see Georgetown** – THE CANAL TRADE – Grain arrivals – boat Samuel Jarboe with 3,800 bushels wheat.

Coal – 30 boats with 3,439 12 tons of coal left Cumberland for this port Saturday.

During the month of July 612 boats with 70,475 tons of coal, left Cumberland by canal, an increase of 12,063 tons over July 1880. Last month was the heaviest month of the year. The revenue was $39,000, being about $7,000 greater than July of 1880.

During the week 169 boats, carrying 19,433 tons of coal, was shipped, the revenue to canal being $11,000. 2,707 tons have come to the canal via the George’s Creek and Cumberland railroad.

DT, Wed. 8/3/81, p. 3. **Canal Trade**

The following boats, 21 in number, carrying 2,267 00 tons of coal, left this port Tuesday, August 2, 1881:

Consolidation Coal Company

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>G. M. Ryan</td>
<td>Capt. Kroon</td>
<td>112 18</td>
</tr>
<tr>
<td>P. Sinclair</td>
<td>Capt. W. Stull</td>
<td>114 10</td>
</tr>
<tr>
<td>W. H. Lowe</td>
<td>Capt. H. Carter</td>
<td>115 08</td>
</tr>
<tr>
<td>H. Loveridge</td>
<td>Capt. E. Hine</td>
<td>113 14</td>
</tr>
<tr>
<td>Dr. Russell</td>
<td>Capt. S. Bowers</td>
<td>111 00</td>
</tr>
<tr>
<td>J. M. Dove</td>
<td>Capt. B. Benner</td>
<td>115 12</td>
</tr>
<tr>
<td>M. B. Mayfield</td>
<td>Capt. J. Pennel</td>
<td>115 10</td>
</tr>
</tbody>
</table>

Williamsport:

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Katie &amp; Jimmy</td>
<td>Capt. J. Woltz</td>
<td>115 11</td>
</tr>
</tbody>
</table>

Borden Mining Company

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pilot Boy</td>
<td>Capt. Hassett</td>
<td>116 15</td>
</tr>
<tr>
<td>Isaac Wilson</td>
<td>Capt. Griffith</td>
<td>117 00</td>
</tr>
</tbody>
</table>
TC, Wed. 8/3/81, p. 4. **GEORGETOWN AFFAIRS – The George’s Creek Road**

It may be of interest to our Georgetown readers to state that the George’s Creek road is doing considerable business in the way of shipping coal. Monday that road shipped 100 hopper loads of coal to the canal and fifty scows to the State line. Manager Millholland stated that shipments would be kept up by the Pennsylvania route for some time yet; his company had made certain alliances in the spring and those alliances would not be abandoned. He expected to send at least a hundred loads to the canal per day for the rest of the season, probably more. The road was already in prime condition, but the smallest details to complete its effectiveness would be carried out.

**Patent Lock-Gate**
The Chesapeake & Ohio Canal Company has adopted a new patent lock-gate, with six paddles, the invention of Mr. S. D. Young. These gates will be used by this company in the lengthening of the locks.

ES, Wed. 8/3/81, p. 4. **West Washington, née Georgetown – THE COAL TRADE** – Thirty-three boats left Cumberland with 3,750 13 tons of coal Monday as follows: for Georgetown – Consolidation Company 1,498 tons; Borden Company 561 09 tons; New Central Company 446 10 tons; Blaen Avon Company 236 13 tons; Maryland Company 233 10 tons; Individual 117 tons. For Alexandria – American Company 557 11 tons.

DT, Thu. 8/4/81, p. 3. **Canal Trade**
The following boats, 20 in number, carrying 2,306 04 tons of coal, left this port Wednesday, August 3, 1881:

**New Central Coal Company**

- **Georgetown:**
  - E. T. Woody (Capt. D. Crumbaugh) 118 05 tons
  - F. A. Mertens (Capt. N. Long) 115 16 tons
  - J. R. Couter (Capt. A. Williams) 110 13 tons

**Maryland Coal Company**

- **Georgetown:**
  - Johnnie & Frankie (Capt. Magaha) 115 05 tons
  - Star No. 4 (Capt. Garrett) 91 14 tons
  - Star No. 7 (Capt. Ripple) 96 00 tons

**Blaen Avon Company**

- **Georgetown:**
  - Ida & Harry (Capt. Ekis) 107 19 tons
  - Thos. Tiernan (Capt. McKelvey) 112 06 tons

**American Coal Company**

- **Alexandria:**
  - M. Kersey (Capt. McMullen) 111 15 tons
TC, Thu. 8/4/81, p. 4. **GEORGETOWN AFFAIRS** – Gen. Wells, formerly provost marshal Alexandria, and subsequently the military governor of Virginia, and now one of the lessees of the Alexandria canal, says there is a short, speedy and effective way by which the Government can obtain possession of the piers of the canal aqueduct at Georgetown and build thereon a permanent bridge, and that is for it to assume the ownership of what he says is its rightful majority of the stock of the Alexandria Canal Company, and thereby give itself the required title to those piers. He says the Canal Company is in the hands of people who do not hold a majority of its stock, and that therefore its refusal to let the lessees sell the piers and pocket the money is a thing the Government ought not to respect.

ES, Thu. 8/4/81, p. 4. **West Washington, née Georgetown** – THE GRAIN TRADE – Arrived by canal boat Farmer’s Friend with 2,500 bushels of wheat and 1,000 bushels corn.

THE COAL TRADE – Twenty-one boats left Cumberland Tuesday with 2,261 tons of coal as follows, for Georgetown:
- Consolidation Co. 912 08 tons
- Borden Co. 468 19 tons
- New Central Co. 344 14 tons
- Blaen Avon Co. 220 05 tons
- Maryland 302 19 tons

For Alexandria – American Co. 111 15 tons. The shipments from the Cumberland coal region for the week ending Saturday, July 30, were 51,280 tons, and for the year to that date 1,138,612 tons; a decrease of 48,770 tons as compared with the corresponding period of 1880. The shipments to the Baltimore and Ohio railroad were, for the week 23,553 tons; for the year 758,715 tons, a decrease of 5,851 tons as compared with 1880. The shipments to the Chesapeake and Ohio canal were, for the week 19,946 tons; for the year 236,441 tons, a decrease of 55,738 tons as compared with last year. The shipments to the Pennsylvania railroad were, for the week 7,493 tons; for the year 143,085 tons, an increase of 12,448 tons over last year.

DT, Fri. 8/5/81, p. 3. **Canal Trade**
The following boats, 22 in number, carrying 2,530 06 tons of coal, left this port Thursday, August 4, 1881:

Consolidation Coal Company

Georgetown:
Geo. L. Sheriff Capt. Sorrell 119 13
Ed. Cohill Capt. Gannon 116 08
A. B. Turner Capt. Riley 113 14
J. J. Moore Capt. Boyer 119 14
M S O’Donnell Capt. Bowers 116 08
Elbe River Capt. Swain 119 07

Seven boats 819 18

Borden Mining Company

Georgetown:
W H M Masters Capt. Hassett 115 14
A. Kuhn Capt. Hassett 113 11
H. Boley Capt. Hassett 112 17
Warren Delano Capt. Hassett 114 09
Susan Charles Capt. Hassett 112 11
H. Freeland Capt. Griffith 117 00

Six boats 686 02

New Central Coal Company

Georgetown:
F. Gannon Capt. Yingling 117 06
Little Eddie Capt. Yingling 114 14
H. Hanekamp Capt. Ganley 119 07
R. J. Mitchell Capt. Griffith 111 01

Four boats 462 08

American Coal Company

Alexandria:
J. A. Alexander Capt. Turner 112 18
A. J. Akin Capt. Hall 111 19
M. A. Myers Capt. Creamer 107 07

Three boats 331 17

Maryland Coal Company

Georgetown:
H Capt. Shupp 110 03
J Capt. Albert 119 18

Two boats 230 01

Coal – 20 boats left Cumberland Wednesday with 2,306 04 tons of coal as follows: for Georgetown – Consolidation Co. 927 08 tons; Borden Co. 464 15 tons; New Central Co. 229 19 tons; Maryland Co. 231 09 tons; Blaen Avon Co. 120 04 tons; Despard Co. 116 16 tons; individual 110 11 tons. For Alexandria – American Co. 105 02 tons.

DT, Sat. 8/6/81, p. 3. Canal Trade

The following boats, 31 in number, carrying 3,516 02 tons of coal, left this port Friday, August 5, 1881:

Consolidation Coal Company

Georgetown:
A. F. Lantz Capt. Swain 113 19
Bessie G. Capt. Artz 112 11
Geo. A. Pearre Capt. Shives 110 03
W. J. Stevenson Capt. Brubaker 119 15
W. H. Marlow Capt. Rinehart 113 11
Laura Capt. Bartlett 114 04
J. W. Turner Capt. Mertens 115 13
P. L. Burwell Capt. Morrow 115 05
W. Thompson Capt. Martz 113 16
W. C. Ernst Capt. Bender 118 09
Amazon River Capt. Bender 120 10

Williamsport:
C. B. Embrey Capt. Newcomer 111 01

Twelve boats 1,378 17

American Coal Company

Alexandria:
R. B. Lynn Capt. Hassett 114 05
J. H. Snyder Capt. Hassett 115 09
Harry Borden Capt. Griffith 116 11
A. Lovell Capt. Griffith 106 00
Harry & Ralph Capt. Griffith 118 00
Gen. Garfield Capt. Griffith 118 08

Six boats 688 13

Maryland Coal Company

Georgetown:
B. L. Slack Capt. Cartwright 114 08
Star No. 3 Capt. Ekis 96 02
Henry Boyd Capt. Shaffer 116 04
Star No. 6 Capt. Grimm 91 05

Washington:
F. H. Darby Capt. Tice 114 13
ES, Sat. 8/6/81, p. 5.  **West Washington, nee Georgetown** – THE CANAL TRADE –
Arrivals: Grain, boat Loudoun with 4,100 bushels wheat.  Coal: 21 boats left
Cumberland Thursday with 2,530 02 tons of coal as follows: for Georgetown,
Consolidation Co., 819 18 tons; Borden Co., 686 02 tons; New Central Co., 462 08 tons;
Maryland Co., 230 01 tons.  For Alexandria,
American Co., 331 17 tons.

DT, Mon. 8/8/81, p. 3.  **Canal Trade**
The following boats, 26 in number, carrying 3,030 02 tons of coal, left this port
Saturday, August 6, 1881:
Consolidation Coal Company
Georgetown:
Z. Williams  Capt. Mose  117 05
D. Sinclair  Capt. Zimmerman  121 03
M. A. Shupp  Capt. Shupp  113 12
Laura S.  Capt. Little  114 05
J. B. Thomas  Capt. Yingling  115 10
Nannie & Willie  Capt. Knode  115 08
W. T. Coulehan  Capt. Staley  119 03
Thames River  Capt. Stride  119 16
Ernst & Holland  Capt. Penner  118 10
G. S. Young  Capt. Sellers  118 00
Williamsport:
Maj. Anderson  Capt. Waltz  119 03
Hancock:
C. W. Brengle  Capt. Brengle  115 09
Six boats  649 01
Borden Mining Company
Georgetown:
John Wilson  Capt McCormick  112 11
Thos. H. Faile  Capt. Long  107 08
Wm. Walsh  Capt. Teach  116 08
J. W. Burke  Capt. James  111 10
Five boats  563 02
New Central Coal Company
Georgetown:
Helen V.  Capt. Eddy  117 16
Col. J. C. Lynn  Capt. Reid  118 13
Two boats  236 09
American Coal Company
Alexandria:
G. L. Boothe  Capt. Dunn  115 04
Wm. Smith  Capt. Masters  118 17
Geo. Sherman  Capt. Renner  113 15
Andrew Main  Capt. Masters  117 00
Four boats  464 16
Blaen Avon Company
Georgetown:
A. Berry  Capt. Ardinger  117 10
Missouri  Capt. Ardinger  122 16
Two boats  240 00
Despard Coal Company
Washington:
Altoona  Capt. Young  116 08

TC, Mon. 8/8/81, p. 4.  **ALEXANDRIA AFFAIRS** – The American Coal Company
received from Cumberland last week 14,000 tons of coal.  Five hundred tons left
Cumberland Saturday, consigned to this company.  Vessels are scarce and in
demand.

ES, Mon. 8/8/81, p. 4.  **West Washington, nee Georgetown** – THE COAL TRADE –
Thirty-one boats left Cumberland Friday with 3,516 02 tons of coal as follows: for
Georgetown – Consolidation Co. 1,378 17 tons; Maryland Co. 649 01 tons; New
Central Co. 236 09 tons.  For Alexandria
American Co. 688 13 tons; Borden Co. 563 02 tons.


Coal – Twenty-one boats with 3,030 02 tons of coal left Cumberland as follows: for Georgetown – Consolidation Co. 1,404 13 tons; Borden Co. 578 02 tons; American Co. 464 16 tons; New Central Co. 240 06 tons; Blaen Avon Co. 225 17 tons; Despard Co. 116 17 tons.

DT, Wed. 8/10/81, p. 3. Canal Trade
The following boats, 28 in number, carrying 3,116 01 tons of coal, left this port Tuesday, August 9, 1881:

Consolidation Coal Company
Georgetown:
W. P. Wool C. Winebrenner 112 06
Emma & Julia Capt. Miller 111 02
A. P. Gorman Capt. Mullen 110 08
W. Mertens Capt. Drenner 114 00
C. F. Mayer Capt. Reed 119 11
L. C. Burwell Capt. Zellers 112 08
B. J. Coulehan Capt. Carder 109 01
F. M. Offutt Capt. Edenhart 114 04
A. B. Winship Capt. Hebb 115 16
M. B. Winship Capt. Bowers 117 09
L. P. Huston Capt. Brubaker 112 13
Sallie & Jennie G. Capt. Yingling 114 03
M. C. Clay Capt. Murphy 116 10
Williamsport:
Jack & Bessie Capt. Shaffer 109 03
Fourteen boats 1,588 14
Borden Mining Company
Georgetown:
James Clarke Capt. Griffith 123 12
Antares Capt. Griffith 94 16
Sycorax Capt. Hassett 118 01
Cowton & Tilghman Capt. Hassett 119 13
Kate Prather Capt. Hassett 116 00
Five boats 572 02

Maryland Coal Company

Georgetown:
F Capt. Yingling 106 08
Star No. 1 Capt. Frisby 94 13
Star No. 5 Capt. Burhay 96 05
Star No. 8 Capt. Shupp 95 16
H. S. Dixon Capt. Dixon 110 17
Five boats 503 19

American Coal Company
Alexandria:
J. W. Morris Capt. Bowers 116 04
John L. Read Capt. Brendlinger 116 03
Two boats 232 07

New Central Coal Company
Georgetown:
Hunter Lee Capt. Eddy 101 19
Individual
Georgetown:
Alex Kratz Capt. Brookman 117 09

Sun, Wed. 8/10/81, p. 4. Cumberland Coal Trade - The shipments from the mines of the Cumberland coal region for the week ended Saturday, August 6, were 50,517 tons, and for the year to that date, 1,189,129 tons, a decrease of 35,058 tons as compared with the corresponding period of last year. The coal was carried to tidewater as follows:

Baltimore and Ohio Railroad - week 24,964 tons; year 783,679 tons, decrease as compared with last year 166 tons.

Chesapeake and Ohio Canal - week 16,874 tons; year 253,315 tons; decrease as compared with last year 49,758 tons.

Pennsylvania Railroad - week 8,631 tons; year 151,715 tons; increase over last year 14,447 tons. The coal was brought from the mines as follows: Cumberland and Pennsylvania Railroad - week 40,360 tons; year 1,091,131 tons. Baltimore and Ohio Railroad - week 1,340 tons; year 38,249 tons; George’s Creek and Cumberland Railroad – week 8,750 tons; year 56,865 tons.

ES, Wed, 8/10/81, p. 5. West Washington, nee Georgetown - THE GRAIN TRADE –
Canal Trade - 1881

Arrived – boats Farmer’s Friend and Samuel Jarboe with wheat and corn.
THE COAL TRADE – Twenty-nine boats left Cumberland Monday with 3,360 07 tons of coal as follows: - Consolidation Co. 1,739 07 tons; Borden Co. 692 18 tons; Maryland Co. 574 13 tons. For Alexandria – American Co. 356 09 tons.

DT, Thu. 8/11/81, p. 3. **Canal Trade**

The following boats, 28 in number, carrying 3,198 07 tons of coal, left this port Wednesday, August 10, 1881:

<table>
<thead>
<tr>
<th>Consolidation Coal Company</th>
<th>Georgetown:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wm. Weber</td>
<td>Capt. Rowland</td>
</tr>
<tr>
<td>R. Shriver</td>
<td>Capt. Nuse</td>
</tr>
<tr>
<td>Van L. Sprigg</td>
<td>Capt. Clark</td>
</tr>
<tr>
<td>A. J. Mills</td>
<td>Capt. Clark</td>
</tr>
<tr>
<td>W. A. Smoot</td>
<td>Capt. Little</td>
</tr>
<tr>
<td>Dr. J P Broderick</td>
<td>Capt. Donnelly</td>
</tr>
<tr>
<td>Sarah B.</td>
<td>Capt. Kimmell</td>
</tr>
<tr>
<td>L. W. Guinand</td>
<td>Capt. Weller</td>
</tr>
<tr>
<td>A. P. Mayfield</td>
<td>Capt. Benner</td>
</tr>
<tr>
<td>Lewis Peacock</td>
<td>Capt. Reagan</td>
</tr>
<tr>
<td>Daniel Henry</td>
<td>Capt. O’Neal</td>
</tr>
<tr>
<td>Delaware</td>
<td>Capt. Dickerhoof</td>
</tr>
<tr>
<td>Katie &amp; Jimmy</td>
<td>Capt. Woltz</td>
</tr>
<tr>
<td>Thirteen boats</td>
<td></td>
</tr>
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</table>

Borden Mining Company

<table>
<thead>
<tr>
<th>Georgetown:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Little Nan</td>
</tr>
<tr>
<td>Theo. Dean</td>
</tr>
<tr>
<td>Walter Beall</td>
</tr>
<tr>
<td>Exchange</td>
</tr>
<tr>
<td>Clinton Kn ode</td>
</tr>
<tr>
<td>Five boats</td>
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American Coal Company

<table>
<thead>
<tr>
<th>Alexandria:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Samuel Henry</td>
</tr>
<tr>
<td>J. H. Stick ney</td>
</tr>
<tr>
<td>Wm. J. Boothe</td>
</tr>
<tr>
<td>Richard Bender</td>
</tr>
<tr>
<td>Charles Clifton</td>
</tr>
<tr>
<td>Five boats</td>
</tr>
</tbody>
</table>

Maryland Coal Company

<table>
<thead>
<tr>
<th>Georgetown:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jas. H. F arrow</td>
</tr>
<tr>
<td>Star No. 2</td>
</tr>
<tr>
<td>Maggie McClary</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Washington:</th>
</tr>
</thead>
<tbody>
<tr>
<td>J. F. A. Remley</td>
</tr>
<tr>
<td>Four boats</td>
</tr>
</tbody>
</table>

Individual

<table>
<thead>
<tr>
<th>Georgetown:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cigarette</td>
</tr>
</tbody>
</table>

ES, Thu. 8/11/81, p. 4. **West Washington, nee Georgetown** – THE COAL TRADE – The shipments from the Cumberland coal region for the week ended Saturday, August 6, were 50,517 tons, and for the year to that date 1,189,129 tons, a decrease of 35,058 tons as compared with the corresponding period of 1880. The shipments to the: Baltimore and Ohio Railroad were, for the week 24,964 tons; for the year 783,679 tons, decrease of 166 as compared with 1880. The shipments to the Chesapeake and Ohio canal were, for the week 16,874 tons; for the year 253,315 tons; a decrease of 49,758 tons as compared with last year. The shipments to the Pennsylvania Railroad were, for the week 8,631 tons; for the year 151,715 tons; an increase of 14,447 tons over last year. 28 boats left Tuesday with 2,984 01 tons of coal for this port.

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**Alexandria Affairs**

COAL TRADE – The schooner Charles Baillis, of Bristol, R. I., arrived here this morning, and is taking on the first vessel-load of coal shipped here by the American Coal Company since the George’s Creek connection was made.

DT, Fri. 8/12/81, p. 3. **Canal Trade**

The following boats, 30 in number, carrying 3,401 03 tons of coal, left this port Thursday, August 11, 1881:

Consolidation Coal Company
**Canal Trade - 1881**

<table>
<thead>
<tr>
<th>Georgetown:</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>V. S. Brashears Capt. Moore</td>
<td>112 00</td>
<td></td>
</tr>
<tr>
<td>Wm. Blackwell Capt. Hoadley</td>
<td>112 07</td>
<td></td>
</tr>
<tr>
<td>W. L. Read Capt. Manning</td>
<td>112 13</td>
<td></td>
</tr>
<tr>
<td>Lillie Capt. Manning</td>
<td>111 10</td>
<td></td>
</tr>
<tr>
<td>R. H. Jones Capt. Westbrook</td>
<td>116 10</td>
<td></td>
</tr>
<tr>
<td>John Miller Capt. Brown</td>
<td>117 19</td>
<td></td>
</tr>
<tr>
<td>G M Stonebraker Capt. Krone</td>
<td>112 14</td>
<td></td>
</tr>
<tr>
<td>Theodore Smith Capt. Smith</td>
<td>115 14</td>
<td></td>
</tr>
<tr>
<td>Emily H. Capt. Hammond</td>
<td>115 17</td>
<td></td>
</tr>
<tr>
<td>Five Brothers Capt. Little</td>
<td>114 04</td>
<td></td>
</tr>
<tr>
<td>G. C. Goodrich Capt. Little</td>
<td>110 18</td>
<td></td>
</tr>
<tr>
<td>Martha Capt. Hoadley</td>
<td>111 14</td>
<td></td>
</tr>
<tr>
<td>Williamsport:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>J. A. Spielman Capt. Miller</td>
<td>112 10</td>
<td></td>
</tr>
<tr>
<td>Thirteen boats</td>
<td>1,471 10</td>
<td></td>
</tr>
</tbody>
</table>

**Maryland Coal Company**

| Georgetown:                      |                  |                  |
| Stoffey & Findley Capt. Rodeniser| 111 08           |                  |
| W. H. Couter Capt. Armstrong    | 113 11           |                  |
| Cloud Capt. Zimmerman           | 114 10           |                  |
| N Capt. Eichelberger            | 118 13           |                  |
| A. H. Bradt Capt. Hill          | 111 04           |                  |
| Washington:                     |                  |                  |
| Harlow Bros. Capt. Bissett      | 111 19           |                  |
| P Capt. Highbarger              | 116 03           |                  |
| Osceola & Jake Capt. Davis      | 111 10           |                  |
| Eight boats                     | 910 18           |                  |

**Borden Mining Company**

| Georgetown:                      |                  |                  |
| Areturus Capt. Hassett           | 95 04            |                  |
| Fall Rivers Capt. Hassett        | 111 14           |                  |
| Wm. T. Hassett Capt. Hassett     | 114 04           |                  |
| Charlie Hassett Capt. Hassett    | 115 03           |                  |
| Dr. O M Schindel Capt. Hassett  | 118 05           |                  |
| Five boats                       | 554 10           |                  |

**American Coal Company**

| Alexandria:                     |                  |                  |
| Michael Snow Capt. Schoppart    | 114 06           |                  |
| Edward Bayer Capt. Fisher       | 115 19           |                  |
| Two boats                       | 230 05           |                  |

**George's Creek Coal Company**

| Georgetown:                     |                  |                  |
| Bernadette Capt. Bancord        | 117 09           |                  |

**Washington:**

| Maggie B. Capt. Young           | 116 11           |                  |
| TC, Fri. 8/12/81, p. 4. GEORGETOWN AFFAIRS – Major King, the vigilant and watchful officer of the Society for the Prevention of Cruelty to Animals, arrested two parties in Georgetown yesterday for working sore-back and bony horses. Good for the Major! Now won’t he give his attention to the poor overworked canal mules. If he will take his stand somewhere near High street and the canal, he can see almost any day poor broken down mules, with bleeding and lacerated backs, drawing huge canal boats down the stream. It is needless to say that the Major will stop this nuisance at once. **Coal**

Twenty-eight boats with coal as follows left Cumberland Wednesday for Georgetown: Consolidation Company 1,497 tons; Borden Company 575 tons; Maryland Company 434 tons; for Alexandria – American Company 572 tons.

**ALEXANDRIA AFFAIRS**

Large quantities of coal from Cumberland arrive here each day, and principally consigned to the American Coal Company.

DT, Sat. 8/13/81, p. 3. **Canal Trade**

The following boats, 25 in number, carrying 2,813 03 tons of coal, left this port Friday, August 12, 1881: **Consolidation Coal Company**

| Georgetown:                     |                  |                  |
| Juniata Capt. Cumming           | 121 00           |                  |
| B. C. Barroll Capt. Jackson    | 116 06           |                  |
| Willie & Johnnie Capt. Morrison| 116 08           |                  |
| Dr. A. A. Biggs Capt. Weller    | 109 16           |                  |
| A. Campbell Capt. Eddy          | 113 19           |                  |
| Jimmy M. Capt. Bush            | 111 12           |                  |
| A. B. Spear Capt. Kirby        | 111 07           |                  |
| William King Capt. McCoy       | 114 00           |                  |
| L. H. Kuhn Capt. Krone         | 110 10           |                  |
| H. Roussell Capt. McKnight     | 116 09           |                  |
### Canal Trade - 1881

**Alexandria:**
- Geo. S. French (Capt. Wolf) 109 00
- Eleven boats 1,250 07
  - **Borden Mining Company**
- New Era (Capt. Griffith) 99 13
- G. Berkebile (Capt. Griffith) 113 01
- Onward (Capt. Griffith) 112 11
- Denton Jacques (Capt. Hassett) 111 00
- B. M. Young (Capt. Hassett) 114 13
- Five boats 550 18
  - **American Coal Company**
- William Darrow (Capt. Bowers) 110 14
- Ben Williamson (Capt. Reynolds) 112 06
- John H. Platte (Capt. Bowers) 112 06
- Three boats 335 06
  - **Maryland Coal Company**
- Elizabeth Miller (Capt. Smith) 112 08
- Tho. O’Connell (Capt. Mills) 107 12
- Mattie (Capt. Seaman) 117 04
- Three boats 337 04
  - **George’s Creek Coal Company**
- E. T. Woody (Capt. Crumbaugh) 114 07
  - **Blaen Avon Company**
- George Hughes (Capt. Callen) 113 01
  - **Individual**
- N. K. Phelps (Capt. Dixon) 112 00

**Georgetown:**
- TC, Sat. 8/13/81, p. 4. **GEORGETOWN AFFAIRS** – The steam packet “Maryland,” having on board Paymaster Gambrill, Civil Engineer Smith, Assistant Collector Jarboe at Georgetown, Mr. E. P. Mercer and Joseph Isaacs arrived at Cumberland Thursday. The boat started several days since from the lower end of the canal. The employees along the line were paid as the boat advanced on its trip. The party determined what locks should be doubled when the improvements are made this fall. The payroll this trip amounted to $18,000.

**Kicked by a Mule**

About 4 o’clock yesterday afternoon Frank Turner, a young colored man, while driving on the tow-path, above Georgetown, was badly kicked by a mule in the face and breast. He was removed in an unconscious condition to his home, on Q, between Eleventh and Twelfth streets northwest, and Dr. B. M. Beall was called in to render the necessary surgical assistance.

ES, Sat. 8/13/81, p. 4. **West Washington, nee Georgetown** – KICKED BY A MULE – Yesterday evening about 3:30 o’clock a colored man named Frank Turner, aged twenty-four years, a canal boatman, while driving a team of mules on the towpath above the Aqueduct bridge was kicked in the face by one of the animals. His face was terribly mashed, the nose being broken and a sever cut received over the right eye. Dr. Suter attended him, after which he was taken to his home on I street, between 11th and 12th. His condition today is very serious.

**THE GRAIN TRADE** – Arrivals – boat Caledonia with 1,800 bushels wheat.

**THE COAL TRADE** – Thirty boats with 3,401 03 tons of coal left Cumberland Thursday as follows: for Georgetown – Consolidation Co. 1,471 10 tons; Maryland Co. 910 18 tons; Borden Co. 554 10 tons; George’s Creek Co. 117 09 tons; individual 116 11 tons. For Alexandria – American Co. 230 05 tons.

DT, Mon. 8/15/81, p. 3. **Canal Trade**

The following boats, 28 in number, carrying 3,068 16 tons of coal, left this port Saturday, August 13, 1881:

- **Consolidation Coal Company**
  - John R. Cruzen (Capt. McCormick) 102 16
  - Jacob McGraw (Capt. Shaw) 106 19
  - Henry Clark (Capt. Quigley) 115 18
  - Jos M Wheatley (Capt. Seamen) 112 14
### Williamsport:
- C. B. Embrey Capt. Newcomer 106 17
- G. W. Knod Capt. Widmeyer 108 08
- Six boats 658 12

### Shepherdstown:
- Capt. Newcomer 106 17
- G. W. Knod Capt. Widmeyer 108 08
- Six boats 658 12

### Maryland Coal Company
- Georgetown:
  - Cumberland Capt. Pierce 111 03
  - Star No. 4 Capt. Garrett 94 18
  - Johnnie & Frankie Capt. Magaha 109 01
  - Geo. T. Gatrell Capt. Harmer 112 10
- Washington:
  - Carrie V. Capt. Martz 113 02
  - Daniel Webster Capt. Martz 111 18
  - Six boats 651 12

### American Coal Company
- Alexandria:
  - James Green Capt. Bowers 113 10
  - John Bradburn Capt. Malone 112 08
  - M. Sanford Capt. Myers 109 12
  - David A. Lowe Capt. Fisher 114 13
  - Dr. G. E. Porter Capt. Tall 113 16
  - John H. Parrott Capt. Lynch 114 11
  - H. O. Claughton Capt. Fisher 105 01
  - Seven boats 783 11

### Borden Mining Company
- Georgetown:
  - Sallie Hassett Capt. Hassett 112 00
  - Mabel Capt. Hassett 112 17
  - Willie D. Capt. Hassett 110 12
  - Unexpected Capt. Hassett 111 12
  - Dr. A. Shank Capt. Hassett 111 07
  - Five boats 558 08

### George’s Creek Coal Company
- Georgetown:
  - Lucinda Capt. Gowers 109 19
  - F. L. Moore Capt. Wilgus 90 00
  - Two boats 199 19

### Blaen Avon Company
- Georgetown:
  - Minnie & Pinkie Capt. Beckwith 108 13
  - Clara Capt. Colbert 108 01
  - Two Boats 216 14

**ES, Mon. 8/15/81, p. 4. West Washington, nee Georgetown – THE GRAIN TRADE –**

Arrived – boat Loudoun with 4,000 bushels wheat.

DT, Tue. 8/16/81, p. 3. **Canal Trade**

The following boats, 22 in number, carrying 2,402 16 tons of coal, left this port Monday, August 15, 1881:

**Consolidation Coal Company**

- Georgetown:
  - M. B. Mayfield Capt. Powell 114 18
  - C. D. Warfield Capt. Yingling 111 16
  - J. Z. Williams Capt. Zeigler 112 18
  - W. H. Marlow Capt. Rinehart 114 09
  - Z. Williams Capt. Mose 117 07
  - J. M. Dove Capt. Benner 114 01
  - G. M. Ryan Capt. Little 108 04
  - H. K. Shaner Capt. Krone 106 03
  - Capt. Krone 106 03
  - Nine boats 1,010 07

**Borden Mining Company**

- Georgetown:
  - Pilot Boy Capt. Hassett 114 16
  - Henry Boley Capt. Hassett 110 00
  - Abram Kuhn Capt. Hassett 112 01
  - Arthur Lovell Capt. Griffith 104 19
  - Four boats 444 16

**Maryland Coal Company**

- Georgetown:
  - Star No. 3 Capt. Ekis 90 05
  - Star No. 7 Capt. Ripple 91 09
  - Henry Loveridge Capt. Hine 111 11
  - Three boats 293 05

**American Coal Company**

- Alexandria:
  - Theo. L. Betts Capt. McLucas 108 18
  - Dr. M. M. Lewis Capt. Swain 111 12
  - John P. Moore Capt. Nuse 109 18
  - Three boats 330 08

**Blaen Avon Company**

- Georgetown:
  - F. W. Mintdrop Capt. Anderson 108 02
  - C. W. Osbourn Capt. Osbourn 108 09
  - Two boats 216 11

**Hampshire & Baltimore Company**

- Lou & Glenn Capt. Eichelberger 107 09
DT, Wed. 8/17/81, p. 3. **Canal Trade**

The following boats, 16 in number, carrying 1,732 01 tons of coal, left this port Tuesday, August 16, 1881:

Maryland Coal Company

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Charley</td>
<td>Capt. Woodward</td>
<td>107 03</td>
</tr>
<tr>
<td>H</td>
<td>Capt. Shupp</td>
<td>110 14</td>
</tr>
<tr>
<td>Baltimore</td>
<td>Capt. Rinehart</td>
<td>112 12</td>
</tr>
<tr>
<td>Star No. 6</td>
<td>Capt. Grimm</td>
<td>84 16</td>
</tr>
<tr>
<td>Four boats</td>
<td></td>
<td>415 05</td>
</tr>
</tbody>
</table>

American Coal Company

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. S. Wintringham</td>
<td>Capt. Bear</td>
<td>106 01</td>
</tr>
<tr>
<td>Jacob Fisher</td>
<td>Capt. Dayton</td>
<td>108 17</td>
</tr>
<tr>
<td>W. E. Bell</td>
<td>Capt. Driscoll</td>
<td>112 18</td>
</tr>
<tr>
<td>Three boats</td>
<td></td>
<td>327 16</td>
</tr>
</tbody>
</table>

George’s Creek Coal Company

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ida J. Reid</td>
<td>Capt. Reid</td>
<td>108 14</td>
</tr>
<tr>
<td>S. H. Taylor</td>
<td>Capt. Reid</td>
<td>108 16</td>
</tr>
<tr>
<td>R. J. Mitchell</td>
<td>Capt. Tringstraine</td>
<td>111 11</td>
</tr>
<tr>
<td>Three boats</td>
<td></td>
<td>325 07</td>
</tr>
</tbody>
</table>

New Central Coal Company

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mississippi</td>
<td>Capt. Reid</td>
<td>110 12</td>
</tr>
<tr>
<td>Johnnie</td>
<td>Capt. Kean</td>
<td>108 04</td>
</tr>
<tr>
<td>Two boats</td>
<td></td>
<td>218 16</td>
</tr>
</tbody>
</table>

Borden Mining Company

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sally J. Kelly</td>
<td>Capt. Griffith</td>
<td>110 10</td>
</tr>
</tbody>
</table>

Consolidation Coal Company

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>E. K. Johnson</td>
<td>Capt. Walker</td>
<td>116 11</td>
</tr>
</tbody>
</table>

Hampshire & Baltimore Company

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jas. T. Hager</td>
<td>Capt. Leonard</td>
<td>107 16</td>
</tr>
</tbody>
</table>

Washington:

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>R. Coulehan</td>
<td>Capt. McQuaid</td>
<td>110 00</td>
</tr>
</tbody>
</table>

Sun, Wed. 8/17/81, p. 4. **Alleghany County News** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, August 13, were 45,967 tons, and for the year to that date 1,235,096 tons, a decrease of 28,974 tons as compared with the corresponding period of 1880. The coal was carried to tidewater as follows:

- Baltimore and Ohio Railroad - week 19,321 tons; year 803,000 tons, decrease as compared with last year 1,415 tons.
- Chesapeake and Ohio Canal - week 18,817 tons; year 272,133 tons; decrease as compared with last year 45,291 tons.
- Pennsylvania Railroad - week 7,715 tons; year 159,493 tons; increase over last year 17,262 tons. The coal was brought from the mines as follows: Cumberland and Pennsylvania Railroad - week 34,282 tons; year 1,125,142 tons. George’s Creek and Cumberland Railroad – week 10,138 tons; year 67,004 tons. Baltimore and Ohio Railroad - week 1,458 tons; year 39,707 tons.

ES, Wed. 8/17/81, p. 4. **West Washington, nee Georgetown – THE COAL TRADE –** Twenty-eight boats left Cumberland Saturday with 3,068 16 tons of coal as follows: for Georgetown – Consolidation Company 658 12 tons; Borden 558 08 tons; Maryland 651 12 tons; Blaen Avon 216 14 tons; George’s Creek 199 17 tons. For Alexandria – American Company 783 11 tons.

DT, Thu. 8/18/81, p. 3. **Canal Trade**

The following boats, 13 in number, carrying 1,439 03 tons of coal, left this port Wednesday, August 17, 1881:

Consolidation Coal Company

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elbe River</td>
<td>Capt. Swain</td>
<td>113 15</td>
</tr>
<tr>
<td>Amazon River</td>
<td>Capt. Bender</td>
<td>115 11</td>
</tr>
<tr>
<td>Dan. Linkins</td>
<td>Capt. Marmaduke</td>
<td>112 05</td>
</tr>
<tr>
<td>G. L. Shupp</td>
<td>Capt. Sorrell</td>
<td>111 07</td>
</tr>
<tr>
<td>Four boats</td>
<td></td>
<td>452 18</td>
</tr>
</tbody>
</table>

American Coal Company

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>W. C. Hunter</td>
<td>Capt. Cavearer</td>
<td>114 00</td>
</tr>
<tr>
<td>Wm. Smith</td>
<td>Capt. Masters</td>
<td>107 12</td>
</tr>
</tbody>
</table>
### Canal Trade - 1881

<table>
<thead>
<tr>
<th>Two boats</th>
<th>327 16</th>
</tr>
</thead>
<tbody>
<tr>
<td>Blaen Avon Company</td>
<td></td>
</tr>
<tr>
<td>Georgetown:</td>
<td></td>
</tr>
<tr>
<td>D. R. Long Capt. Evans</td>
<td>107 08</td>
</tr>
<tr>
<td>P. L. Lemen Capt. Crompton</td>
<td>108 01</td>
</tr>
<tr>
<td>Two boats</td>
<td>215 09</td>
</tr>
<tr>
<td>New Central Coal Company</td>
<td></td>
</tr>
<tr>
<td>Georgetown:</td>
<td></td>
</tr>
<tr>
<td>Youghiogheny Capt. Little</td>
<td>112 12</td>
</tr>
<tr>
<td>George's Creek Coal Company</td>
<td></td>
</tr>
<tr>
<td>Georgetown:</td>
<td></td>
</tr>
<tr>
<td>Wm. M. Price Capt. Grimminger</td>
<td>107 13</td>
</tr>
<tr>
<td>Borden Mining Company</td>
<td></td>
</tr>
<tr>
<td>Georgetown:</td>
<td></td>
</tr>
<tr>
<td>C. R. Ladew Capt. Griffith</td>
<td>111 00</td>
</tr>
<tr>
<td>Maryland Coal Company</td>
<td></td>
</tr>
<tr>
<td>Georgetown:</td>
<td></td>
</tr>
<tr>
<td>O Capt. O'Neal</td>
<td>113 07</td>
</tr>
<tr>
<td>Hampshire &amp; Baltimore Company</td>
<td></td>
</tr>
<tr>
<td>Alexandria:</td>
<td></td>
</tr>
<tr>
<td>Six Children Capt. McCardell</td>
<td>104 12</td>
</tr>
</tbody>
</table>

ES, Thu. 8/18/81, p. 4. **West Washington, nee Georgetown** – THE COAL TRADE –
Sixteen boats left Cumberland Tuesday with 1,732 01 tons of coal as follows: for
Georgetown – Maryland Co. 415 05 tons; George’s Creek Co. 325 07 tons; New
Central Co. 218 16 tons; Borden Co. 110 10 tons; Consolidation Co. 116 11 tons;
individual 110 tons. For Alexandria – American Co. 327 16 tons; Hampshire and
Balto. Co. 107 06 tons. There has been a blockade on the 14-mile level, below dam
No. 6, caused by low water, which has caused much delay in the arrival of boats. It
is said that at one time 200 boats were in the blockade.

DT, Fri. 8/19/81, p. 3. **Canal Trade**
The following boats, 19 in number, carrying 2,068 00 tons of coal, left this port
Thursday, August 18, 1881:
Consolidation Coal Company
Georgetown:
P. L. Burwell Capt. Morrow | 115 05 |

H. C. Hicks Capt. Seaman | 109 01 |
Thames River Capt. Stride | 115 07 |
Thos. Venners Capt. P. Fahey | 93 03 |
Col. J. C. Lynn Capt. Geo. Reid | 108 11 |
Williamsport:
Maj. Anderson Capt. Waltz | 111 00 |
Six boats | 652 07 |

American Coal Company
Alexandria:
Wm. Walsh Capt. Teach | 105 02 |
D. Annan Capt. Eichelberger | 109 07 |
Wm. Gregory Capt. James | 113 11 |
Weyand Doerner Capt. Creamer | 109 03 |
Four boats | 437 03 |

Maryland Coal Company
Alexandria:
Ed. Cohill Capt. Dyer | 109 12 |
G. S. Couter Capt. Hawkins | 108 05 |
C. W. Brengle Capt. Brengle | 107 18 |
Three boats | 325 15 |

New Central Coal Company
Georgetown:
Savannah Capt. O’Neal | 112 18 |
Potomac Capt. Barger | 113 14 |
Two boats | 226 12 |

Hampshire & Baltimore Company
Alexandria:
M. A. West Capt. Conrad | 105 04 |
Jos. Light Capt. Bohler | 106 03 |
Two boats | 211 07 |

Borden Mining Company
Georgetown:
Susan Charles Capt. Hassett | 107 02 |
Blaen Avon Company
Georgetown:
C. J. Myers Capt. Roof | 107 14 |

TC, Fri. 8/19/81, p. 4. **ALEXANDRIA AFFAIRS** – Several canal boats arrived last
night with coal consigned to different coal companies.

AG, Fri. 8/19/81, p. 3. **The Canal Blockade** – The Cumberland News of
yesterday says: “Boats were yesterday reported to be slowly moving out of the
blockade on the 14-mile level, but it will take some time for them all to clear. It was also reported yesterday that there were still a number of boats lying at Dam No. 6, and there was also a rumor that the leak in the dam had not been permanently stopped. The result of the blockade has been a scarcity of light boats here, which will increase during the next few days. A rise in the river is earnestly wished for by canal people.”

The leak at Dam No. 6 has been repaired, and the Chesapeake and Ohio Canal is now in good order, although the water is so low that boats fully loaded cannot pass certain points. The mills at Georgetown were shut down yesterday at 12 o’clock, and boats detained above that city commenced arriving this morning.

DT, Sat. 8/20/81, p. 3. **Canal Trade**
The following boats, 21 in number, carrying 2,282 10 tons of coal, left this port Friday, August 19, 1881:
Consolidation Coal Company
Georgetown:
W. C. Ernst Capt. Bender 111 11
Bessie G. Capt. Artz 108 12
W. Thomson Capt. Wertz 110 02
A. F. Lantz Capt. Swain 110 16
W. J. Stevenson Capt. Brubaker 112 17
Williamsport:
M. A. Shupp Capt. Shupp 110 09
Six boats 644 07
Borden Mining Company
Georgetown:
Harry & Ralph Capt. Griffith 112 04
W. Delano, jr. Capt. Hassett 109 08
M. S. Haines Capt. Hassett 107 09
W H M Masters Capt. Hassett 103 04
Four boats 431 16
American Coal Company
Alexandria:
John Wilson Capt. McCann 108 04
J. W. Burke Capt. Long 105 00
M. Kerrey Capt. McMullen 109 16
G. P. Lloyd Capt. Grooms 105 11

American Flag Capt. Pearce 111 08
Five boats
Maryland Coal Company
Georgetown:
J Capt. Albert 109 01
B. L. Slack Capt. Cartwright 104 08
F. H. Darby Capt. Tice 109 17
Three boats 323 06
New Central Coal Company
Georgetown:
Monongahela Capt. Grosh 112 11
Blaen Avon Company
Georgetown:
M. Scally Capt. Dunn 108 06
Hampshire & Baltimore Company
Alexandria:
Lucy & Willie Capt. Ingram 102 05

TC, Sat. 8/20/81, p. 4. **GEORGETOWN AFFAIRS – Canal Blockade** – The blockade on the fourteen-mile level is about being cleared. Yesterday boats were reported to be slowly moving out, but it will take some time for them all to clear. It was also reported that there were still a number of boats lying at Dam No. 6, and there was also a rumor that the leak in the dam had not been permanently stopped. The result of the blockade has been a scarcity of light boats at Cumberland, which will increase during the next few days. A rise in the river is earnestly wished for by canal people.

The leak at Dam No. 6 has been repaired, and the Chesapeake and Ohio Canal is now in good order, although the water is so low that boats fully loaded cannot pass certain points.

ES, Sat. 8/20/81, p. 1. **West Washington, nee Georgetown** – THE COAL TRADE – Nineteen Georgetown – THE COAL TRADE – Nine boats left Cumberland Thursday with 2,068 tons of coal as follows: for Georgetown – Consolidation Co. 652 07 tons; Maryland Co. 325 15 tons; New Central Co. 226 12 tons; Borden Co. 107 02 tons; Blaen Avon Co. 107 04 tons. For
Alexandria – American Co. 437 03 tons; Hampshire & Baltimore Co. 211 07 tons.

DT, Mon. 8/22/81, p. 3. Canal Trade
The following boats, 9 in number, carrying 979 05 tons of coal, left this port Saturday, August 20, 1881:

Consolidation Coal Company
Georgetown:
Dr. F. C. Burrell Capt. Richardson 110 14
Williamsopt:
Jack & Bessie Capt. Shaffer 104 00
Grason & Fannie Capt. Mallott 110 02
D. Seibert Capt. Preston 110 02

Four boats 434 14

Borden Mining Company
Georgetown:
Gen. Garfield Capt. Griffith 110 10
J. Snyder Capt. Hassett 111 05

Two boats 222 15

American Coal Company
Alexandria:
Geo. Sherman Capt. Renner 109 14

Maryland Coal Company
Georgetown:
Henry Boyd Capt. Shaffer 109 08

Hampshire & Baltimore Company
Alexandria:
M. W. Adams Capt. Moore 102 14

TC, Mon. 8/22/81, p. 4. GEORGETOWN AFFAIRS – Grain Arrivals – Boat Ruby, with 3,600 bushels of wheat, and boat Medley, with 3,000 bushels of corn, for Hartley Bros., and boat Samuel Jarboe with 3,300 bushels wheat for J. G. & J. M. Waters arrived today.

The Leak in Dam No. 6.
It is reported that the leak in dam No. 6 on the canal continues, and that many boats are still blocked there. Light boats at this port are very scarce in consequence of the blockade at dam No. 6 and on Fourteen-mile level, and shipments from here are much reduced. The water in several of the levels on the canal is very low, and rain is greatly needed.

ES, Mon. 8/22/81, p. 4. West Washington, nee Georgetown – THE COAL BUSINESS looks very promising today. There has been some obstruction at dam No. 6, occasioned by low water at that point. Boats are arriving slowly, and it is estimated that there are 200 above waiting for the chance of getting through. The port looks quite lively this morning, with about 25 schooners loading and awaiting an opportunity to get their loads.

DT, Tue. 8/23/81, p. 3. Canal Trade
The following boats, 12 in number, carrying 1,279 09 tons of coal, left this port Monday, August 22, 1881:

Consolidation Coal Company
Georgetown:
Nannie & Willie Capt. Knod 110 07
A. B. Turner Capt. Magruder 106 03
Hancock:
Clara & Prudy Capt. Harrison 109 06

Three boats 325 16

American Coal Company
Alexandria:
A. J. Akin Capt. Hall 109 19
R. S. Grant Capt. McKelvey 108 18
J. A. Alexander Capt. Turner 105 05

Three boats 324 02

Maryland Coal Company
Georgetown:
Samuel M Reitzel Capt. Wiland 105 05
Diligent Capt. Cramer 108 09
Laura S. Capt. Little 104 06

Three boats 318 00

Hampshire & Baltimore Company
Alexandria:
M. S. O’Donnell Capt. Bowers 103 11
R. A. Farmer Capt. Ardinger 104 04

Two boats 207 15

Blaen Avon Company
Georgetown:
L W Poffenberger Capt. Stickles 103 16
Canal Navigation Practically Suspended

It is understood that there will be little shipping of coal until there is rain. Boats can leave here loaded with 108 or 110 tons and drawing four feet six inches of water, but they cannot get through with even that much on the Hancock division. It is thought this division will be let down upon the lower division in order to break the blockade that still exists there to some extent.

Since the above was put in type it has been learned that this division has been drawn down to fill the lower levels and that boats detained have accordingly been sent on.

GEORGETOWN AFFAIRS – On account of the blockade in the canal, very few coal boats are arriving here. For several months past, thirty boats on an average could leave Cumberland daily with coal for Georgetown, Washington and Alexandria. Yesterday only nine boats left with coal for the following: Consolidation Company 434 tons; Borden Company 222 tons; Maryland Company 109 tons. For Alexandria: American Company 109 tons; Hampshire and Baltimore Company 102 tons.

On the subject of the blockade, the Cumberland *Times* says: “If the present low water continues much longer there will be serious trouble about canal navigation. It is true that the blockade at Dam No. 6 has been broken, but the water is still so low on the Hancock division that boats in the blockade were loaded at five feet are having a very hard time to pull through, being fairly dragged along the canal bottom. Boats on this division can go out at four feet six. The South Branch, which is mainly relied on for filling the Hancock division, was never lower than at present. Less than half a dozen boats arrived in port yesterday. A well-known canal man said yesterday he did not believe the loaded boats on the lower division would pull through unless the water from the upper level was flushed in behind them. The boats Freeland, Invincible, Hunter G. and Harry Borden are lying here loaded and awaiting a rise in the water on the lower levels of the canal.”

DT, Wed. 8/24/81, p. 3. **Canal Trade**

The following boats, 12 in number, carrying 1,246 06 tons of coal, left this port Tuesday, August 23, 1881:

<table>
<thead>
<tr>
<th>Company</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Consolidation Coal Company</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Georgetown</td>
<td>B. R. Mayfield</td>
<td>109 06</td>
</tr>
<tr>
<td></td>
<td>Ernst &amp; Holland</td>
<td>108 16</td>
</tr>
<tr>
<td><strong>Williamsport</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Katie &amp; Jimmy</td>
<td>Capt. Woltz</td>
<td>105 14</td>
</tr>
<tr>
<td>J. A. Spielman</td>
<td>Capt. Miller</td>
<td>104 06</td>
</tr>
<tr>
<td><strong>Maryland Coal Company</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Georgetown</td>
<td>A. Sherman</td>
<td>104 00</td>
</tr>
<tr>
<td></td>
<td>Mollie</td>
<td>104 17</td>
</tr>
<tr>
<td></td>
<td>Star No. 2</td>
<td>91 10</td>
</tr>
<tr>
<td></td>
<td>Star No. 8</td>
<td>94 15</td>
</tr>
<tr>
<td><strong>American Coal Company</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alexandria</td>
<td>J. J. Swift</td>
<td>110 12</td>
</tr>
<tr>
<td></td>
<td>Thomas Patton</td>
<td>101 00</td>
</tr>
<tr>
<td></td>
<td>R. H. Miller</td>
<td>106 00</td>
</tr>
<tr>
<td><strong>George’s Creek Coal Company</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Georgetown</td>
<td>Richard Fanno</td>
<td>105 10</td>
</tr>
</tbody>
</table>

US, Wed. 8/24/81, p. 4. **Navigation Resumed** – Navigation upon the Chesapeake and Ohio Canal, which has been obstructed for several days by reason of a break that occurred in dam No. 6, and which drew off a large volume of water, has been resumed [sic. repaired] and the blockade of boats at that point been broken.
**GEORGETOWN AFFAIRS – Navigation Almost Suspended** – Canal navigation is practically suspended. It is understood that there will be little shipping of coal until there is a rain. Boats can leave Cumberland with 108 or 110 tons and drawing four feet six inches of water, but they cannot get through with even that on the Hancock division. It is thought this division will be let down upon the lower division in order to break the blockade that still exists there to some extent.

**The Coal Trade**
Twelve boats, carrying 1,279 tons, with coal for the following companies, left Cumberland yesterday: Consolidation Company 325 tons; Blaen Avon Company 103 tons; Maryland Company 318 tons; for Alexandria, Hampshire & Baltimore Company 207 tons; American Company 324 tons.

**Wheat Arrivals**
Boat E. Lyons Whiting arrived yesterday with 1,900 bushels of wheat for Hartley Bro.

**Canal Trade**
The following boats, 14 in number, carrying 1,521 04 tons of coal, left this port Wednesday, August 24, 1881:
- Consolidation Coal Company: G. Meredith Capt. Compton 107 11
- J. B. Thomas Capt. Yingling 107 01
- Julia Tyler Capt. Nuse 109 12
- Geo. Bogus Capt. Powell 108 03
- Five boats: 540 19
- Borden Mining Company
- Isaac Wilson Capt. Griffith 108 03
- Invincible Capt. Griffith 112 04
- Henry Freeland Capt. Griffith 115 16
- Hunter G. Capt. Griffith 114 03
- Four boats: 450 06

**Alexandria:**
- Laura Capt. Bartley 105 05
- Lizzie K. Capt. Bowers 103 19
- Two boats: 208 18

**Maryland Coal Company**
- M Capt. Wilson 108 12
- Willie Snyder Capt. Crampton 107 18
- Two boats: 216 10

**George’s Creek Coal Company**
- Georgetown:
  - John W. Carder Capt. Fields 104 11

Thu. 8/25/81, p. 3. “I Go A Fishing” etc. – On Wednesday last, one professional and three amateur Waltonites started for the Potomac, bass fishing. Passage was taken on the railroad to Williamsport and thence on the C. & O. Canal for Millstone Point. Arriving there at daybreak on Thursday morning, they found bait scarce and fish not at all hungry. A tramp was taken on the tow path to Hancock and several hours spent in that busy town. The party was cordially met by Messrs. James and Dan Cover and L. H. Kuhn, all formerly citizens of our town. There are sixteen general stores and five saloons, one hotel, a mill and numerous handsomely built dwellings in that thriving place. The older and less pretentious dwellings have nearly all the improvement of a new coat of paint. Many boats are owned in that town and boatmen make business good at that point. The “Light” House at dinner placed one of the numbers almost hors du tramp, by its excellent and plentiful cookery. The water being low in the canal, boats were not coming down at that time, which necessitated a return tramp to Millstone Point and thence across the river to Sleepy Creek Station, B. & O. R. R., where a “pick-up” train was boarded and Martinsburg reached at midnight. The hotel experience at that town was one of mingled pleasure and annoyance, the former being experienced at the breakfast table, the latter
during the night, part (a decidedly small part) of which was spent in bed, whence they were driven by legions of former, hungry and highly perfumed occupants, the remaining portion of which was passed four stories lower, on the floor in the hall. But the tone can agree to expect little and suffer much on a charge of twenty-five cents for lodging, breakfast and a five-cent cigar. The trip was doubtless highly beneficial to the health of the party and in no wise interfered with that of the fish.

TC, Thu. 8/25/81, p. 4. GEORGETOWN AFFAIRS – Coal Coming – Twelve boats, carrying 1,246 tons, left Cumberland yesterday with coal for the following: Consolidation Company 428 tons; Maryland Company 395 tons; George’s Creek Company 105 tons. For Alexandria: American Company 317 tons. There are very few arrivals and departures of boats at Cumberland, on account of the blockade in the canal.

ES, Thu. 8/25/81, p. 4. West Washington, nee Georgetown – THE COAL TRADE – There is a scarcity of coal here on account of the blockade at dam No. 6, which is likely to continue until a heavy rain comes, but twelve boats left Cumberland Tuesday with 1,246 06 tons of coal. Shipments for the week ending Saturday by the Cumberland and Pennsylvania 34,731 10 tons, a decrease of 4,611 06 tons compare with the same period last year, and 7,782 05 tons by the George’s Creek and Cumberland railroad. Of the first amount 23,611 05 tons were shipped by the Baltimore and Ohio railroad; 2,810 05 tons to the State Line, and 8,310 tons to the Chesapeake and Ohio canal. The George’s Creek and Cumberland railroad shipped 2,971 05 tons to the State Line, and 4,575 13 tons to the Chesapeake and Ohio canal.

DT, Fri. 8/26/81, p. 3. Canal Trade
The following boats, 19 in number, carrying 1,995 12 tons of coal, left this port Thursday, August 25, 1881:
Consolidation Coal Company
Georgetown:
A. E. McDonald Capt. Marmaduke 106 09
A. P. Mayfield Capt. Benner 106 10
C. F. Mayer Capt. Reid 111 07
J. W. Steiner Capt. Ingram 105 09
R. H. Jones Capt. Westbrook 112 16
Five boats 542 11

American Coal Company
Alexandria:
Richard Bender Capt. Moore 109 00
J. H. Stickney Capt. Moore 105 10
J. W. Morris Capt. Bowers 105 15
John L. Read Capt. Brentlinger 106 08
Four boats 426 13

Maryland Coal Company
Georgetown:
Robert D. Porter Capt. Merryman 105 00
Altoona Capt. Pierce 104 06
Washington:
E Capt. Carter 104 06
Three boats 313 12

George’s Creek Coal Company
Georgetown:
Little Eddie Capt. Atwell 104 04
Francis Gannon Capt. Atwell 102 10
Allegheny Capt. Krone 113 04
Three boats 319 18

Blaen Avon Company
Georgetown:
F. A. Mertens, jr Capt. Long 107 16
City of Hamburg Capt. Long 99 13
J. W. Turner Capt. Price 99 08
Three boats 306 17

Borden Mining Company
Georgetown:
Rainbow Capt. Griffith 86 01

DT, Sat. 8/27/81, p. 3. Canal Trade
The following boats, 38 in number, carrying 3,934 16 tons of coal, left this port Friday, August 26, 1881:
<table>
<thead>
<tr>
<th>Borden Mining Company</th>
<th>G M Stonebraker</th>
<th>Capt. Kroon</th>
<th>97 00</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Wm. P. Wools</td>
<td>Capt. Stratsman</td>
<td>100 10</td>
</tr>
<tr>
<td></td>
<td>L. H. Kuhn</td>
<td>Capt. Kroon</td>
<td>100 16</td>
</tr>
<tr>
<td></td>
<td>Three boats</td>
<td></td>
<td>298 06</td>
</tr>
<tr>
<td>New Central Coal Company</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Henry Hanekamp</td>
<td>Capt. Ganley</td>
<td>109 09</td>
</tr>
<tr>
<td></td>
<td>J. M. Schley</td>
<td>Capt. Kean</td>
<td>109 11</td>
</tr>
<tr>
<td></td>
<td>Two boats</td>
<td></td>
<td>219 00</td>
</tr>
<tr>
<td></td>
<td>Hampshire &amp; Baltimore Company</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>M. C. Clay</td>
<td>Capt. Murphy</td>
<td>98 15</td>
</tr>
</tbody>
</table>

Sun, Sat. 8/27/81, p. 4. **The Drought in Cumberland** Low water continues seriously to impede canal navigation. The leak in dam No. 6 has been stopped, or nearly so, and the dam is now supplied from the lower division, from which no trouble is apprehended however. Some of the levels are very low, the borrowing of water from the division to break the blockade in the lower one being partly the cause of this. Another blockade of loaded boats is reported today from Twiggs lock, about twenty miles from Cumberland, the water on five-mile level having gotten so low as to stop the passage of loaded boats, and another blockade is reported on one of the smaller levels.

Gambrill and Stanhope, in conference, considered the plan to move boats by flushing the levels on which they are blockaded with water from some of the upper levels, and decided not to do so, as it would practically stop navigation. They will wait a few days for rain to relieve the drought. Boats are now loading very light. If the levels are not soon filled it is feared that the effect on navigation will be disastrous. Empty boats are arriving and a number were loaded today, but all with light tonnage.

ES, Sat. 8/27/81, p. 4. **West Washington, nee Georgetown** – THE GRAIN TRADE –
Arrived boat George T. Dunlop with 2,500 bushels of wheat.

THE COAL TRADE – Fourteen boats left Cumberland Wednesday with 1,521 04 tons of coal as follows: for Georgetown – Consolidation Co. 540 19 tons; Borden Co. 450 06 tons; Maryland Co. 216 10 tons; George’s Creek Co. 104 11 tons. For Alexandria – Hampshire & Baltimore Co. 208 18 tons.

DT, Mon. 8/29/81, p. 3. **Canal Trade**

The following boats, 17 in number, carrying 1,669 05 tons of coal, left this port Saturday, August 27, 1881:

<table>
<thead>
<tr>
<th>Name</th>
<th>Commodities</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Borden Mining Company</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Theo. Dean</td>
<td>Capt. Hassett</td>
<td>101 06</td>
</tr>
<tr>
<td>B. M. Young</td>
<td>Capt. Hassett</td>
<td>105 18</td>
</tr>
<tr>
<td>Denton Jacques</td>
<td>Capt. Hassett</td>
<td>98 02</td>
</tr>
<tr>
<td>W. T. Hassett</td>
<td>Capt. Hassett</td>
<td>104 18</td>
</tr>
<tr>
<td></td>
<td>Four boats</td>
<td>410 04</td>
</tr>
<tr>
<td>Consolidation Coal Company</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Willie &amp; Jimmie M.</td>
<td>Capt. Morrison</td>
<td>103 16</td>
</tr>
<tr>
<td>B. C. Barroll, jr.</td>
<td>Capt. Jackson</td>
<td>104 14</td>
</tr>
<tr>
<td>Williamsport</td>
<td></td>
<td></td>
</tr>
<tr>
<td>M. J. Anderson</td>
<td>Capt. Woltz</td>
<td>102 01</td>
</tr>
<tr>
<td></td>
<td>Three boats</td>
<td>310 11</td>
</tr>
<tr>
<td>Maryland Coal Company</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maggie McClary</td>
<td>C. Zimmerman</td>
<td>96 13</td>
</tr>
<tr>
<td>Chas. F. Dixon</td>
<td>Capt. Coffman</td>
<td>100 00</td>
</tr>
<tr>
<td>Star No. 1</td>
<td>Capt. Frisby</td>
<td>82 13</td>
</tr>
<tr>
<td></td>
<td>Three boats</td>
<td>279 06</td>
</tr>
<tr>
<td>Hampshire &amp; Baltimore Co.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>F. M. Offutt</td>
<td>Capt. Edenhart</td>
<td>95 00</td>
</tr>
<tr>
<td>Sallie &amp; Jennie G</td>
<td>Capt. Yingling</td>
<td>93 16</td>
</tr>
<tr>
<td>Lillie &amp; May</td>
<td>Capt. Burns</td>
<td>96 13</td>
</tr>
<tr>
<td></td>
<td>Three boats</td>
<td>285 09</td>
</tr>
<tr>
<td>American Coal Company</td>
<td></td>
<td></td>
</tr>
<tr>
<td>F. H. Irwin</td>
<td>Capt. Hall</td>
<td>94 09</td>
</tr>
<tr>
<td>G. L. Booth</td>
<td>Capt. Dunn</td>
<td>100 07</td>
</tr>
<tr>
<td></td>
<td>Two boats</td>
<td>194 16</td>
</tr>
</tbody>
</table>

George’s Creek Coal Company

<table>
<thead>
<tr>
<th>Name</th>
<th>Commodities</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Denton Booth</td>
<td>Capt. Reid</td>
<td>93 00</td>
</tr>
<tr>
<td>Blaen Avon Company</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wm. Foley</td>
<td>C. Montgomery</td>
<td>95 19</td>
</tr>
</tbody>
</table>

ES, Sun. 8/28/81, p. 4. **West Washington, nee Georgetown**

THE COAL TRADE – Nineteen boats left Cumberland Thursday with 1,995 12 tons of coal as follows: for Georgetown – Consolidation company 542 11 tons; Maryland company 313 12 tons; George’s Creek company 319 18 tons; Blaen Avon company 306 17 tons; Borden company 86 01 tons. For Alexandria - American company 426 13 tons.

ES, Mon. 8/29/81, p. 4. **Low Water in the Chesapeake and Ohio Canal** – A special dispatch to the Baltimore Gazette from Cumberland, August 28, says: - The extremely low stage of water in the Chesapeake and Ohio canal is causing great loss to coal shippers and boatmen. It is learned that a large number of vessels are lying at the Georgetown outlet, waiting for cargoes of coal, and that, in this way, large pecuniary loss comes to owners of these vessels. There has been a partial stoppage of the leak at dam No. 6, so that it supplies water to the lower division; but this has nearly depleted the upper division, and there is a blockade of canal boats at Twigg’s lock, thirty miles from this city, while the five-mile level has not sufficient water to enable boats to pass. There is also a blockade at a smaller level. The superintendents have consulted as to the emergency, and have concluded that “flushing” the depleted levels is merely “robbing Peter to pay Paul,” and that nothing practical can result from such method. In fact, there can be no remedy except copious rains in the regions that feed the Potomac river.
**Canal Trade - 1881**

DT, Tue. 8/30/81, p. 3. **Canal Trade**  

The following boats, 14 in number, carrying 1,390 02 tons of coal, left this port Monday, August 29, 1881:  

<table>
<thead>
<tr>
<th>Company</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Borden Mining Company</td>
<td>Hassett</td>
<td>99 05</td>
</tr>
<tr>
<td>Dr. O M Schindell</td>
<td>Hassett</td>
<td>101 11</td>
</tr>
<tr>
<td>Little Nan</td>
<td>Hassett</td>
<td>103 04</td>
</tr>
<tr>
<td>J. C. Clark</td>
<td>Griffith</td>
<td>111 05</td>
</tr>
<tr>
<td>Areturus</td>
<td>Griffith</td>
<td>73 17</td>
</tr>
<tr>
<td>C. Knod</td>
<td>Snyder</td>
<td>103 19</td>
</tr>
<tr>
<td><strong>Six boats</strong></td>
<td></td>
<td>593 01</td>
</tr>
</tbody>
</table>

**Maryland Coal Company**

<table>
<thead>
<tr>
<th>Company</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>F</td>
<td>Yingling</td>
<td>99 16</td>
</tr>
<tr>
<td>E. Miller</td>
<td>Smith</td>
<td>104 06</td>
</tr>
<tr>
<td><strong>Two boats</strong></td>
<td></td>
<td>204 02</td>
</tr>
</tbody>
</table>

**Consolidation Coal Company**

<table>
<thead>
<tr>
<th>Company</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>H. A. Clark</td>
<td>Quigley</td>
<td>107 14</td>
</tr>
<tr>
<td>C. B. Embrey</td>
<td>Newcomer</td>
<td>98 15</td>
</tr>
<tr>
<td><strong>Two boats</strong></td>
<td></td>
<td>206 09</td>
</tr>
</tbody>
</table>

**New Central Coal Company**

<table>
<thead>
<tr>
<th>Company</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>E. T. Woody</td>
<td>Crumbaugh</td>
<td>100 08</td>
</tr>
<tr>
<td>A. H. Bradt</td>
<td>Jackson</td>
<td>96 02</td>
</tr>
<tr>
<td><strong>Two boats</strong></td>
<td></td>
<td>196 10</td>
</tr>
</tbody>
</table>

**Individual**

<table>
<thead>
<tr>
<th>Company</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jack &amp; Bessie</td>
<td>Shaffer</td>
<td>89 13</td>
</tr>
</tbody>
</table>

**American Coal Company**

<table>
<thead>
<tr>
<th>Company</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Andrew Main</td>
<td>Matthews</td>
<td>100 07</td>
</tr>
</tbody>
</table>

**West Washington, née Georgetown – THE GRAIN TRADE**

Arrived boat Farmer’s Friend with 3,500 bushels wheat and 300 bushels corn.

**THE COAL TRADE**

Seventeen boats left Cumberland Saturday with 1,669 05 tons of coal as follows: for Georgetown – Borden Co. 410 04 tons; Consolidation Co. 310 11 tons; Maryland Co. 279 06 tons; George’s Creek Co. 93 tons; Blaen Avon Co. 95 tons.

For Alexandria – Hampshire & Baltimore Co. 285 09 tons; American Co. 194 16 tons.

DT, Wed. 8/31/81, p. 3. **Canal Trade**

The following boats, 18 in number, carrying 1,787 13 tons of coal, left this port Tuesday, August 30, 1881:  

<table>
<thead>
<tr>
<th>Company</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Consolidation Coal Company</td>
<td>Rowland</td>
<td>99 16</td>
</tr>
<tr>
<td>A. Campbell</td>
<td>Eddy</td>
<td>101 19</td>
</tr>
<tr>
<td>R. Shriver</td>
<td>Nuse</td>
<td>101 16</td>
</tr>
<tr>
<td>Five Brothers</td>
<td>Little</td>
<td>101 17</td>
</tr>
<tr>
<td>G. C. Goodrich</td>
<td>Little</td>
<td>99 05</td>
</tr>
<tr>
<td>W. H. Marlow</td>
<td>Rinehart</td>
<td>104 15</td>
</tr>
<tr>
<td>Wm. Weber</td>
<td>Preston</td>
<td>92 04</td>
</tr>
<tr>
<td>Grason &amp; Fannie</td>
<td>Mallott</td>
<td>93 07</td>
</tr>
<tr>
<td>Dr. J P. Broderick</td>
<td>Donnelly</td>
<td>100 08</td>
</tr>
<tr>
<td><strong>Nine boats</strong></td>
<td></td>
<td>895 07</td>
</tr>
</tbody>
</table>

**Maryland Coal Company**

<table>
<thead>
<tr>
<th>Company</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Steffey &amp; Findley</td>
<td>Rodenizer</td>
<td>94 00</td>
</tr>
<tr>
<td>W. H. Couter</td>
<td>Armstrong</td>
<td>100 06</td>
</tr>
<tr>
<td>Cumberland</td>
<td>Pierce</td>
<td>100 08</td>
</tr>
<tr>
<td>A. H. Bradt</td>
<td>Hill</td>
<td>107 09</td>
</tr>
<tr>
<td><strong>Four boats</strong></td>
<td></td>
<td>402 03</td>
</tr>
</tbody>
</table>

**George’s Creek Coal Company**

<table>
<thead>
<tr>
<th>Company</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Katie &amp; Addie</td>
<td>Park</td>
<td>96 07</td>
</tr>
<tr>
<td>Geo. M. Ryan</td>
<td>Kroon</td>
<td>95 04</td>
</tr>
<tr>
<td>H. K. Shaner</td>
<td>Kroon</td>
<td>97 01</td>
</tr>
<tr>
<td><strong>Three boats</strong></td>
<td></td>
<td>288 12</td>
</tr>
</tbody>
</table>

**Borden Mining Company**

<table>
<thead>
<tr>
<th>Company</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Charlie Hassett</td>
<td>Hassett</td>
<td>100 04</td>
</tr>
<tr>
<td>Sallie E.</td>
<td>Hassett</td>
<td>101 07</td>
</tr>
<tr>
<td><strong>Two boats</strong></td>
<td></td>
<td>201 11</td>
</tr>
</tbody>
</table>

TC, Wed. 8/31/81, p. 4. **GEORGETOWN AFFAIRS – The Canal**

The water in the canal is still very low and boats coming down experience considerable trouble in getting away from Dam No. 6. Several boats on their way to Alexandria were delayed at this dam several days last week,
but were able to get off Friday, and arrived at their destination Saturday.

ES, Wed. 8/31/81, p. 4. West Washington, nee Georgetown – THE COAL TRADE – But fourteen boats left Cumberland Monday with 1,390 02 tons of coal as follows: for Georgetown – Borden Co. 593 01 tons; Maryland Co. 204 02 tons; Consolidation Co. 206 09 tons; New Central Co. 196 10 tons; individual 89 13 tons. For Alexandria – American Co. 100 07 tons. None of the boats sent out now are full loaded. They must draw one foot less of water than usual on account of low water in the canal.

DT, Thu. 9/1/81, p. 3. Canal Trade

The following boats, 16 in number, carrying 1,553 14 tons of coal, left this port Wednesday, August 31, 1881:

Consolidation Coal Company
Georgetown:
E. K. Johnson Capt. Walker 101 15
Dr. A. A. Biggs Capt. Miller 95 14
C. D. Warfield Capt. Yingling 101 12
Frank Kirby Capt. Spier 96 19
Four boats 396 00

Borden Mining Company
Georgetown:
Abram Kuhn Capt. Hassett 98 11
Unexpected Capt. Hassett 100 13
Willie D. Capt. Hassett 96 15
Susan Charles Capt. Hassett 103 08
Four boats 399 07

Maryland Coal Company
Georgetown
N Capt. Snyder 98 12
T. O’Connell Capt. Mills 97 08
Star No. 3 Capt. Ellison 79 01
Three boats 275 01

New Central Coal Company
Georgetown:
N. K. Phelps Capt. Dixon 93 12
T. M. Smith Capt. Smith 96 00
Two boats 189 12

American Coal Company

Alexandria:
S. S. Howison Capt. James 101 07
George’s Creek Coal Company
Alexandria:
J. A. Remley Capt. Dixon 99 00
Hampshire & Baltimore Company
Alexandria:
Four Sisters Capt. Paxton 93 07

Sending Boats to Tidewater.
Yesterday Supt. L. G. Stanhope was in the city examining into the condition of the canal water supply here. As a result of this it was decided to flood along the loaded boats that are now on their way to tide-water by drawing from the levels of this division. It is reliably stated that a great many boats which have recently left here and gone tolerably well over this division have met serious difficulties on the Hancock division, and will be hardly able to pull through unless the lower levels are fed from those above. Supt. Stanhope was expected to leave here this morning to oversee the operation indicated. It is probable that after today there will be a practical suspension of the departure of boats from this port.

Thu. 9/1/81, p. 2. Maryland News – The Chesapeake and Ohio Canal has dried up.

CT, Thu. 9/1/81, p. 4. GEORGETOWN AFFAIRS – Coal Coming – Eighteen boats with coal for the following companies left Cumberland last Tuesday; Consolidation Company 895 tons; Maryland Company 402 tons; Borden Company 201 tons. For Alexandria: George’s Creek Company 288 tons.

Saved from a Watery Grave
This morning at 9 o’clock Frank B. Essex, a twelve-year-old son of Mr. F. Van-Essen Essex, of Congress and Canal streets, Georgetown, fell from a canal boat into the

3 Catoctin Clarion, Mechanicstown, Md.
canal and sank three times. His mother saw him fall overboard from her room, and called for help and fainted. A young colored man, William Dyson, who last week saved the life of a son of Mrs. Tribbly, of Bridge and High street, jumped into the canal, dived for the body of the boy which had sunk for the last time and brought it up. Information was given at the station-house, but as Georgetown – a city of 15,000 inhabitants – has only two police officers, both were out covering their beats at the time. Maj. King, agent of the Society for the Prevention of Cruelty to Animals, was in the station at the time, and hastened to the scene to disperse the crowd that had gathered about the unfortunate boy. The child was taken to his home in a half-dead condition, and Drs. Suter and Chew summoned, who, after working on him for two or three hours, brought him to consciousness. Although in a weak condition, the boy is getting on quite well. As this is the second child that Dyson has rescued from a watery grave, it is suggested that a medal be awarded him for his valor.

ES, Thu/ 9/1/81, p. 4. **Canal Boats** are now loading at Cumberland at a little over four feet. A week’s more of drought will virtually stop navigation.

DT, Fri. 9/2/81, p. 3. **Canal Commerce at Alexandria.** Arrived on Tuesday, boats W. Gregory, G. P. Lloyd, J. Bradburn, J. Dayton, A. S. Wintringham, W. W. Walsh, American Flag, H. O. Claughton and D. A. Lowe, to American Coal Company; Lou & Glenn, Lucy & Willie and M. A. West to Hampshire & Baltimore Coal Company.


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**Suspended Coal Shipments**

Yesterday Supt. L. G. Stanhope left for Dam No. 5 to superintend the operation noted in yesterday’s *Times*. There are very few boats here and some of them may be loaded now, but they will not attempt to go out until there is rain. Beyond this there will be no movement of coal on the wharves here.

CT, Fri. 9/2/81, p. 1. **Effect of the Drought in Maryland** – Reports from all over the State give distressing accounts of the prevailing drought, which is burning up the crops and drying up the streams. A dispatch from Cumberland says: “Canal navigation is virtually suspended, at least for the present, by the low water, only two boats having loaded today. Loaded boats cannot go farther than the tunnel, forty miles down the canal.”

There have been for several days past about 150 loaded boats strung along the canal, from the tunnel to Dam No. 6, unable to proceed. Yesterday Superintendent Stanhope again adopted the expedient of flushing the levels to move their boats, using water from the levels below the tunnel. The plan succeeded, and the blockaded boats were moving today.

ES, Fri. 9/2/81, p. 2. **West Washington, nee Georgetown** – GRAIN – 3,500 bushels of wheat was offered on Merchant’s Exchange yesterday, but not sold. The mills were all shut down yesterday on account of low water in the canal. The millers are not at all anxious to buy wheat at the present prices.

THE COAL TRADE – Sixteen boats left Cumberland Wednesday with 1,553 04 tons of coal as follows: for Georgetown – Consolidation Co. 396 tons; Borden Co. 399 07 tons; Maryland Co. 275 01 tons; New Central Co. 189 12 tons; George’s Creek Co. 99 tons. For Alexandria – American
Co. 101 07 tons; Hampshire & Balto. Co. 93 07 tons.

DT, Sat. 9/3/81, p. 3. **The Rain Last Evening and its Effects.** – The shower of rain that fell yesterday afternoon, commencing in this city about 3 o’clock and lasting in its varied fall about and hour and a-half, was the first beneficial shower we have had since the 29th day of July. It was not sufficiently heavy in this immediate vicinity to revive vegetation to the extent desired, as it scarcely more than laid the dust; but from accounts received a larger quantity of rain fell elsewhere. At Pompey Smash and Frostburg, the fall was very heavy, and at Patterson’s creek three successive showers fell. The greatest benefit from the rain is the increase of water for the canal. Last evening at 6 o’clock the water had risen in the basin fully three inches and was then still rising. Boats that were unable to leave the port the day previous unloosed their ropes and started for Georgetown last evening. The full benefit the rain may prove to be can not at this hour be ascertained, as it is not known to what extent the mountain streams emptying into the Potomac and its tributaries have been fed, but many of the coal operators seem confident that canal navigation will be resumed. The boats on the lower division were cleared of their blockade yesterday by flushing from the levels of the Cumberland division.

TC, Sat. 9/3/81, p. 4. **GEORGETOWN AFFAIRS – Suspension of the Coal Trade**

In consequence of the blockade in the canal, the coal trade is almost at a standstill. Superintendent L. G. Stanhope left Cumberland last Thursday for Dam No. 6, to superintend the work of repairing. Only two boats left Cumberland Thursday for the East, and no others will leave that port until after there is a rain.

**Canal Trade for August**

During the month of August there were 385 boats left Cumberland, carrying 64,150 02 tons of coal, and fifteen tons of merchandise. The revenue for the month amounted to upward of $35,000.

ES, Sat. 9/3/81, p. 4. **West Washington, nee Georgetown – THE LOW WATER IN THE CANAL** – The Cumberland papers say that canal navigation is virtually suspended by reason of low water. Loaded boats can now go no further than the tunnel, forty miles below that city. For several days there have been about 150 loaded boats strung along the canal from the tunnel to dam No. 6. The only relief of the blockade will be copious rains in the Potomac tributaries.

DT, Mon. 9/5/81, p. 3. **Canal Trade**

The following boats, 7 in number, carrying 680 05 tons of coal, left this port Saturday, Sept. 3, 1881:

- George’s Creek Coal Company
  - Alexandria: Lillie Capt. Manning 96 08
  - W. L. Read Capt. Manning 93 17
  - Two boats 190 05

- American Coal Company
  - Alexandria: Wm. Blackwell Capt. Hoadley 96 18
  - M. A. Myers Capt. Hoadley 100 08
  - Two boats 197 06

- Maryland Coal Company
  - Georgetown: Hunter Lee Capt. Eddy 94 13
  - Helen V. Capt. Eddy 98 10
  - Two boats 193 03

- Consolidation Coal Company

**Canal Items of Interest.**

Seven boats left this port on Saturday carrying 680 05 tons of coal, which to each boat is 13 tons less than the average loading.
The boats W. L. Read and Lillie, arrived in port Saturday morning, being the first empty boats that have arrived for several days.

The new boat Muskingum No. 14, of the New Central line was launched from Merten’s boat yard Saturday.

The showers, though light, that have fallen within the past three days have proven of some benefit to the canal, raising the water about three inches on the Cumberland levels.

TC, Mon. 9/5/81, p. 4. **GEORGETOWN AFFAIRS – Canal Navigation** – The rain which fell last Friday evening in and around Cumberland has done much for canal navigation. The rise in the basin was about three inches Friday night, with a prospect that it would rise sufficiently high to permit the canal boats to resume business. Boats that were unable to leave the port the day before unloosed their ropes and started to Georgetown.

The boats on the lower division were cleared Thursday by flushing from the levels of the Cumberland division.

**Wheat Sales**

Hartley Bros. this morning received by boat 2,000 bushels of wheat.

**ALEXANDRIA AFFAIRS**

The following is a report of the receipts and shipments of coal during the past week: Receipts – American Coal Co. 2,641 tons; Hampshire & Baltimore Co. 700 tons; J. P. Agnew & Co. 555 tons. Shipments – American Coal Co. 1,911 tons; Hampshire & Baltimore Co. 1,000 tons; J. P. Agnew & Co. 650 tons.

DT, Tue. 9/6/81, p. 2. **THE SINKING PRESIDENT** – Attorney-General MacVeagh, who has conducted the correspondence with the Pennsylvania railroad officials for the removal of the President to Long Branch, said last evening that the route over which the special train would proceed will be direct from Washington to West Philadelphia, and thence to Monmouch Junction, New Jersey. At the latter point the “special” train will leave the main line of the Pennsylvania railroad and proceed to Jamesburg, N. J., where it will take the regular Long Branch route. The train, he thought, would run about forty miles per hour, and he did not think the President would experience any disturbance whatever from this high rate of speed, owing to the fact that a contrivance had been adopted that would prevent any jarring or jostling of the patient’s couch.

The condition of the President was regarded as very grave, and there was not a very happy feeling prevailing at the White House today. There was no carriage riding, and the attendants remained about the President. Dr. Boynton, who went out for a walk and returned about 8 o’clock, was asked in regard to the President’s condition. He said that he was getting along very well.

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*Ibid*, p. 3. **Canal Trade**

The following boats, 6 in number, carrying 583 08 tons of coal, left this port Monday, Sept. 5, 1881:

- **American Coal Company**
  - Alexandria:
    - Wm. C. Hunter Capt. Weyand 99 16
    - John P. Moore Capt. Nuse 100 19
  - Two boats 200 15
  - Borden Mining Company
  - Georgetown:
    - New Era Capt. Griffith 95 01
    - New Central Coal Company
  - Georgetown
    - R. J. Mitchell Capt. Crumbaugh 95 08
    - Hampshire & Baltimore Company
  - Alexandria:
    - Lewis Peacock Capt. Keady 92 16
    - Maryland Coal Company
  - Georgetown:
    - Osceola & Jake Capt. Davis 99 08
DT, Wed. 9/7/81, p. 2. **SPECIAL FROM LONG BRANCH** – Attorney-General MacVeagh arrived here yesterday afternoon at five o’clock. He was followed by Secretaries Hunt, James and Windom, who will come today with the President, and have engaged quarters at the West End Hotel. Attorney-General MacVeagh says he has no idea that the President will live many days longer; that he may live to get here, but that he is removed as a dying man to be recovered by a miracle – removed from the face of death to a hope for life.

Washington, Sept. 6. – The President was removed to the depot at 6 o’clock this morning. In leaving the White House, in order to prevent any disturbance in the President’s condition in conveying him from the sick room to the wagon a wooden frame was used. The President was lifted from the bed on the mattress, which was placed in the frame. In going down stairs the frame was so arranged that it remained in a horizontal position and the patient was not disturbed. The principle is the same as that of the inclined plane, so that whatever the incline may be the horizontal position is not disturbed. The mattress upon which the President lies was then placed upon the springs arranged for it in the wagon and he was taken to the train without disturbance and immediately left for Long Branch.

**THE OFFICIAL BULLETINS**

Baltimore, Md., Sept. 6 – 8:30 a. m. – The train with the President passed union depot at 8:02 a. m. President has stood the fatigue of travel up to this hour with remarkable fortitude, his pulse is even less frequent than it was before leaving Washington. It is now 106. The arrangements are so complete in every detail that the inconvenience to the President is reduced to a minimum. The bed upon which he is lying is so carefully adjusted that the vibration is hardly noticeable. The train ran from Washington to Baltimore at an average speed of thirty miles per hour. It is found that this rate of speed causes less annoyance than if it was reduced one half. At seven o’clock the President took three ounces of beef tea with relish.

Grays Ferry, Pa., Sept. 6. – 11:21 a.m. – The President continues to do well. A brief stop was made at Bay View and the wound successfully dressed. Out of Bay View, by reason of good track, the speed was increased to fifty miles per hour, and no discomfort felt by the President, the vibrating of the bed being no greater than at lower rate of speed.

J. S. Brown, Private Secretary.

Trenton, Sept. 6 – 12:18 p.m. – The special passed Trenton at 11:18; Princeton Junction at 11:59. The President is doing well.

Long Branch, Sept. 6. – 2:41 p.m. – The special train arrived at Long Branch at 1:10 p.m.

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**Ibid**, p. 3. **Canal Trade**

The following boats, 6 in number, carrying 585 03 tons of coal, left this port Tuesday, Sept. 6, 1881:

**Maryland Coal Company**

<table>
<thead>
<tr>
<th>Company</th>
<th>Captain</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maryland Coal Co.</td>
<td>Capt. George Clendening</td>
<td>95 11</td>
</tr>
<tr>
<td>Maryland Coal Co.</td>
<td>Capt. George Loveridge</td>
<td>98 00</td>
</tr>
<tr>
<td>Maryland Coal Co.</td>
<td>Capt. Colbert Slack</td>
<td>98 13</td>
</tr>
</tbody>
</table>

Three boats: 292 04

**Consolidation Coal Company**

<table>
<thead>
<tr>
<th>Company</th>
<th>Captain</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Consolidation Coal Co</td>
<td>Capt. G. L. Shupp</td>
<td>109 12</td>
</tr>
<tr>
<td>Consolidation Coal Co</td>
<td>Capt. M. A. Shupp</td>
<td>100 16</td>
</tr>
</tbody>
</table>

Two boats: 210 08

**Borden Mining Company**

<table>
<thead>
<tr>
<th>Company</th>
<th>Captain</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Borden Mining Co.</td>
<td>Capt. Arthur Lovell</td>
<td>82 11</td>
</tr>
</tbody>
</table>

DT, Thu. 9/8/81, p. 2. **THE OFFICIAL BULLETINS** – Long Branch, N. J., Sept. 7. – 9 a.m. – The President slept quietly the
greater part of the night, awaking, however, to take nourishment. This morning his symptoms were normal, and he appears to have recovered from the fatigue of the journey. Pulse, 106; temperature, 98.4; respiration, 18.

Ibid, p. 3. Canal Trade

The following boats, 9 in number, carrying 866 04 tons of coal, left this port Wednesday, Sept. 7, 1881:

Borden Mining Company
Georgetown:
Areurus Capt. Hassett 84 00
Gen. Garfield Capt. Griffith 100 00
E. R. Ladew Capt. Griffith 98 09
Three boats 282 09

Maryland Coal Company
Washington:
Col James C Lynn Capt. Reid 98 19
Onward Capt. Sigler 98 16
Two boats 197 15

New Central Coal Company
Georgetown
Johnnie Capt. Kean 98 11
W. M. Price Capt. Grimminger 95 02
Two boats 193 13

Consolidation Coal Company
Williamsport:
Grason & Fannie Capt. Mallott 97 05
J. A. Spielman Capt. Miller 95 02
Two boats 192 07

Sun, Thu. 9/8/81, p. 1. Cumberland Coal Trade - The shipments from the mines of the Cumberland coal region for the week ended Saturday, September 3, were 39,080 tons, and for the year to that date 1,365,331 tons, a decrease of 41,190 tons as compared with the corresponding period of 1880. The shipments to the Baltimore and Ohio Railroad were for the week 25,840 tons; for the year 883,058 tons, an increase of 8,829 tons as compared with 1880. The shipments to the Chesapeake and Ohio canal were for the week 6,653 tons; for the year 303,501 tons; a decrease of 75,548 tons as compared with last year. The shipments to the Pennsylvania Railroad were for the week 6,561 tons; for the year 177,940 tons; increase of 25,697 tons over last year.

ES, Thu. 9/8/81, p. 4. West Washington, nee Georgetown – THE COAL TRADE – Six boats left Cumberland Tuesday with 585 03 tons of coal for Georgetown. Shipments for the week ending Saturday, September 3, 1881, by the Cumberland and Pennsylvania railroad 31,373 14 tons, a decrease of 18,583 05 tons compared with the same period last year, and 5,905 18 tons by the George’s Creek and Cumberland railroad. Of the first amount 24,039 09 tons were shipped by the Baltimore and Ohio Railroad; 3,517 18 tons to the State Line, and 3,816 07 tons to the Chesapeake and Ohio canal. The George’s Creek and Cumberland railroad shipped 3,043 03 tons to the State Line, and 2,836 11 tons to the Chesapeake and Ohio canal. The grand total for the week is 37,279 12. The grand total for the year is 1,317,421 09 tons. of which 24,319 13 tons were shipped by the canal.

DT, Fri. 9/9/81, p. 2. OFFICIAL BULLETIN – Long Branch, Sept. 8, - 8:30 a. m. – Elberon Hotel – At the morning examination made at 8 o’clock the President’s pulse was 104; temperature, 98.7; respiration 18. He was restless and wakeful during the early part of the night, but after midnight he slept well until morning. His general condition appears more encouraging.

Ibid, p. 3. Canal Trade

The following boats, 15 in number, carrying 1,408 18 tons of coal, left this port Thursday, Sept. 8, 1881:

Consolidation Coal Company
Georgetown:
C. F. Mayer Capt. Reed 104 07
Canal Trade - 1881

B. R. Mayfield  Capt. Piper  101 02
Henry A. Clark  Capt. Quigley  105 09
M. B. Mayfield  Capt. Pennel  100 19
Allegheny  Capt. Krone  103 13
G. M. Stonebraker  Capt. Krone  97 03
Jos. Z. Williams  Capt. Zigler  104 07
Williamsport:
Jack & Bessie  Capt. Shaffer  92 05
Bessie G.  Capt. Artz  96 11
F. H. Darby  Capt. Tice  95 19
Shepherdstown  100 00
L. L. Mouse  C. Wintermeyer  88 05
Eleven boats  1,090 00

Maryland Coal Company
Georgetown:
Star No. 6  Capt. Grimm  78 01
Washington:
Thos Venners  Capt. Fabey  77 01
Two boats  155 02

New Central Coal Company
Georgetown

Susquehanna  Capt. Dick  101 14

Blaen Avon Company
Hancock:
M. W. Adams  Capt. Mouse  62 02

Susie & Jennie  Capt. Welty  91 14
Mary Anderson  Capt. Woltz  97 02
C. B. Embrey  Ca. Newcomer  89 04
H. Roussell  Capt. McKnight  102 04

Five boats  472 07

Georgetown:

Borden Mining Company

S. Rentzell  Capt. Hassett  90 00
James Clark  Capt. Griffith  102 01
Antares  Capt. Griffith  77 02
Three boats  269 12

Maryland Coal Company

Georgetown

J  Capt. Eldridge  85 17

Manager James Clark, of the Illinois Central railroad, and the immediate predecessor of Hon. A. P. Gorman as president of the Chesapeake and Ohio canal, passed through this city in a special car with his family yesterday, enroute to the old homestead in Frederick county.


THE COAL TRADE – Fifteen boats left Cumberland Thursday with 1,408 18 tons of coal as follows: for Georgetown – Consolidation Company 1,090 tons; Maryland [Co.] 155 02 tons; New Central [Co.] 101 14 tons; Blaen Avon [Co.] 62 02 tons.

DT, Mon. 9/12/81, p. 2. THE PRESIDENT IMPROVING – Elberon, N. J., Sept. 10. – 9:40 a. m. – At the examination of the President at 8:30 a. m. the temperature was 99.4; pulse, 104; respiration, 18. He slept well during the night, awakening at intervals of one-half to one hour. There is a perceptible increase of strength, with an improved condition of the digestive apparatus. The tumefaction of the parotid gland has entirely disappeared, and the
suppuration greatly diminished. The wound continues to improve, and presents a more healthy appearance.

Ibid, p. 3. Canal Trade

The following boats, 21 in number, carrying 1,988 19 tons of coal, left this port Saturday, Sept. 10, 1881:

Consolidation Coal Company

Georgetown:
Julia Tyler Capt. Nuse 91 00
L. H. Kuhn Capt. Krone 98 16
H. K. Shaner Capt. Krone 97 12
Jacob McGraw Capt. Mertens 90 07
Geo. M. Ryan Capt. Ryan 97 03
A. B. Turner Capt. Magruder 96 17

Alexandria:
Geo. S. French Capt. Wolf 92 04
Seven boats 662 19

Borden Mining Company

Georgetown:
Mabel Capt. Hassett 93 03
Dr. A. Shank Capt. Hassett 95 18
W. T. Hassett Capt. Hassett 96 18
Theodore Dean Capt. Hassett 96 14
Echo Capt. Griffith 95 15
Five boats 478 08

Maryland Coal Company

Georgetown:
Cumberland Capt. Pierce 94 16
E. Miller Capt. Smith 99 02
Washington:
Geo. S. Couter Capt. Hawkins 90 12
Three boats 284 10

George’s Creek Coal Company

Georgetown:
Mollie C. Bryer Capt. Knod 88 18
Richard Fannon Capt. Alexander 88 06
Two boats 177 04

New Central Coal Company

Georgetown:
River Nile Capt. Mertens 94 14

DT, Tue. 9/13/81, p. 2. OUR WOUNDED PRESIDENT – Long Branch, Sept. 12 – 9 a.m. – The President passed an unusually good night, his sleep being uninterrupted, except occasionally to enable him to take nourishment. The suppuration from the parotid has almost entirely ceased. The opening from which the pus discharges is rapidly healing. The cough is less and expectoration materially diminished. The temperature is 98.4; pulse, 100; respiration, 18.

Ibid, p. 3. Canal Trade

The following boats, 9 in number, carrying 835 07 tons of coal, left this port Monday, Sept. 12, 1881:

Borden Mining Company

Georgetown:
Hunter G. Capt. Griffith 93 02
Altair Capt. Hassett 92 16
H. Boley Capt. Hassett 91 04
Cigarette Capt. Hassett 92 10
J. H. Snyder Capt. Hassett 89 08
Five boats 459 09

Consolidation Coal Company

Georgetown:
Alex Kratz Capt. Brockman 93 05
W J Stevenson Capt. Brubaker 99 04
W. King Capt. McCoy 88 18
W. H. Marlow Capt. Rinehart 95 00
Four boats 376 07

Coal Commerce at Alexandria.

Arrived on Saturday – Boats S. S. Howison, A. J. Akin and A. Main to American Coal Company; J. A. Remley and Katie & Addie to George’s Creek Coal and Iron Company; A. H. Bradt to New Central Coal Company.


ES, Tue. 9/13/81, p. 5. West Washington, nee Georgetown – THE COAL TRADE – Twenty-one boats left Cumberland Saturday with 1,988 19 tons of coal for Georgetown as follows: - Consolidation Co. 662 19 tons;
Borden Co. 478 08 tons; Maryland Co. 284 10 tons; George's Creek Co. 177 04 tons; New Central Co. 94 14 tons.

DT, Wed. 9/14/81, p. 2. FROM THE PRESIDENT – Long Branch, N. J. – 8:30 a. m. – At the examination of the President at 8 o'clock today the temperature was 99.4; pulse, 100; respiration, 20. He passed a comfortable night, sleeping most of the time, and on the whole his condition this morning is encouraging and gives promise of a good day.

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The following boats, 17 in number, carrying 1,498 06 tons of coal, left this port Tuesday, Sept. 13, 1881:

**Borden Mining Company**

- Ruby Capt. Hassett 89 14
- Alexander Capt. Griffith 87 07
- W H M Masters Capt. Griffith 92 17
- W. Delano, jr. Capt. Griffith 92 19
- Harry & Ralph Capt. Hassett 94 04
- Exchange Capt. Griffith 66 00
- Highlander Capt. Griffith 123 17
- Maggie B. Capt. Griffith 85 00

Seven boats 731 18

**Maryland Coal Company**

- Baltimore Capt. Rinehart 88 13
- Star No. 8 Capt. Shupp 77 07
- Altoona Capt. Pearce 86 01

Three boats 252 01

**Hampshire & Baltimore Company**

- F. Mintdrop Capt. Armstrong 85 03
- D. R. Long Capt. Evans 85 11

Two boats 170 14

**Alexandria**

- New Central Coal Company

- Youghiogheny Capt. Shaner 96 14
- Ida J. Reid Capt. Reid 79 12

Two boats 176 06

**George's Creek Coal Company**

<table>
<thead>
<tr>
<th>Boat</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lucinda</td>
<td>Capt. Dower</td>
<td>80 10</td>
</tr>
<tr>
<td>L. H. Taylor</td>
<td>Capt. Reid</td>
<td>86 17</td>
</tr>
<tr>
<td>Two boats</td>
<td></td>
<td>167 07</td>
</tr>
</tbody>
</table>

**Flushing the Levels.**

This morning the work of flushing the levels on the canal will be commenced at Twigg's Lock, and will be continued to the 14-mile level below Hancock. There are 80 boats below the tunnel and 25 or 30 above. There is plenty of water this side of the tunnel and plenty below the commencement of the 14-mile level. Seventeen boats left this port yesterday.

H&TL, Wed. 9/14/81, p. 3. Judge Motter, Tuesday morning of last week, on complaint of the Chesapeake and Ohio Canal Company, through Col. H. Kyd Douglas, Attorney, granted an injunction restraining one Frank P. Nevil from occupying certain lands owned by said company, near Krieg & Cushwa's store, in the Williamsport district, upon which the said Nevil is now erecting a saw mill.

**The Canal – Shipments by canal continue slim, says the Cumberland News, the reason assigned being the light and consequently unprofitable loads boatmen are compelled to take out, and the difficulty and delay in reaching tidewater. In the present stage of the water, loaded boats cannot proceed further than Orleans unless the water is drawn from the upper levels. This, a canal official states, will be done in case it is necessary to move a fleet of loaded boats. After that, the only hope of relief is in heavy rains.**

TC, Wed. 9/14/81, p. 4. GEORGETOWN AFFAIRS – Canal Navigation – The recent rains did not extend far enough down the canal to make navigation altogether smooth. Consequently, the departure of coal
boats from Cumberland are few. Only nine boats left yesterday with coal for the following: Borden Co. 459 09 tons; Consolidation Co. 376 07 tons.

Traffic Over the Aqueduct Bridge

Rival telegraph lines are now being erected across the bridge of the Alexandria Canal aqueduct at Georgetown. It is said that there is a movement on foot to run a railroad over the bridge. If this is done it will take considerable trade away from the Washington & Alexandria Ferry Company which at this time is subject to much criticism on account of running only one boat between Washington and Alexandria.

ES, Wed. 9/14/81, p. 2. West Washington, nee Georgetown – THE COAL TRADE – Nine boats left Cumberland Monday with 835 07 tons of coal for Georgetown, viz: Borden company 459 09 tons; Consolidation company 376 07 tons.

DT, Thu. 9/15/81, p. 2. OFFICIAL BULLETIN – Long Branch, Sept. 14. – 9 a.m. – At the examination of the President at 8:30 this morning the temperature was 98.4; pulse, 100; respiration, 19. He passed the night comfortably, sleeping sufficiently. He is bright and cheerful this morning, and has taken fruits and his first meal for the day with relish.

Ibid. p. 3. Canal Trade

The following boats, 10 in number, carrying 872 14 tons of coal, left this port Wednesday, Sept. 14, 1881:

<table>
<thead>
<tr>
<th>Georgetown:</th>
<th>S. J. Preston</th>
<th>Capt. McQuade</th>
<th>81 08</th>
</tr>
</thead>
<tbody>
<tr>
<td>R. H. Jones</td>
<td>Dr. J P Broderick</td>
<td>Capt. Donnelly</td>
<td>82 14</td>
</tr>
<tr>
<td>Capt. Westbrook</td>
<td>Seven boats</td>
<td></td>
<td>612 11</td>
</tr>
<tr>
<td>J. B. Thomas</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Capt. Atwell</td>
<td>Borden Mining Company</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C. D. Warfield</td>
<td>Denton Jacques</td>
<td>Capt. Hassett</td>
<td>82 14</td>
</tr>
<tr>
<td>Capt. Yingling</td>
<td>Fall River</td>
<td>Capt. Hassett</td>
<td>86 19</td>
</tr>
<tr>
<td>Harper’s Ferry</td>
<td>Two boats</td>
<td></td>
<td>169 13</td>
</tr>
<tr>
<td>A. B. Wolf</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Capt. McQuade</td>
<td>Maryland Coal Company</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Robt. Callahan</td>
<td>O</td>
<td>Capt. O’Neal</td>
<td>90 10</td>
</tr>
</tbody>
</table>

Sun, Thu. 9/15/81, p. 1. Cumberland Coal Trade - The shipments from the mines of the Cumberland coal region for the week ended Saturday, September 10, were 43,908 tons, and for the year to that date 1,408,939 tons, a decrease of 43,646 tons as compared with the corresponding period of 1880. The shipments to the Baltimore and Ohio Railroad were for the week 29,075 tons; for the year 912,133 tons, an increase of 17,675 tons as compared with 1880. The shipments to the Chesapeake and Ohio canal were for the week 5,726 tons; for the year 308,927 tons; a decrease of 91,017 tons as compared with last year. The shipments to the Pennsylvania Railroad were for the week 8,910 tons; for the year 186,851 tons; increase of 28,667 tons over last year.

TC, Thu. 9/15/81, p. 4. GEORGETOWN AFFAIRS – Coal Coming – Seventeen boats, with coal for the following, left Cumberland Tuesday: Borden Co. 731 tons; Maryland Co. 252 tons; New Central Co. 176 tons; George’s Creek Co. 167 tons; Alexandria – Hampshire & Baltimore Co. 170 tons.

ES, Thu. 9/15/81, p. 4. West Washington, nee Georgetown – THE COAL TRADE – Total shipment for the week by the Cumberland and Pennsylvania railroad 34,882 10 tons, a decrease of 9,199 o6 tons compared with the same period last year,
and 7,324 16 tons by the George’s Creek and Cumberland railroad. Of the first amount 27,374 07 tons were shipped by the Baltimore and Ohio railroad; 3,270 14 tons to the State Line, and 4,237 09 tons to the Chesapeake and Ohio canal. The George’s Creek and Cumberland railroad shipped 5,639 09 tons to the State Line, and 1,488 17 tons to the Chesapeake and Ohio canal. The grand total for the week is 42,207 06 [tons]; for the year 1,359,328 15 [tons], of which 25,518 10 were shipped by canal. Seventeen boats left Cumberland Wednesday with 1,498 06 tons of coal.

DT, Fri. 9/16/81, p. 2. THE NATION’S PATIENT. – Long Branch, Sept. 15 – 9 a.m. – At the morning dressing at 8:30 today the President’s temperature was 98.1; pulse, 100; respiration, 20. He passed the night comfortably, sleeping until 3 a.m., when he was wakeful for a period of two hours, during which the pulse rose to 120, but without the marked elevation of temperature which has characterized the febrile disturbance heretofore. After this time, he slept until morning. More nourishment was given during the night than for several nights past. In reviewing the case of the President since his arrival at Long Branch it may be said that in spite of the various accidents that complicate his case he has certainly not retrograded, but on the contrary has made some progress toward convalescence.

Ibid. p. 3. Creek of Ink and River of Milk – Wills creek and the Potomac river form a junction near the water-works in this city. When the mountain streams are full the water is good; in a drouth like the present, the river is supplied by limestone springs and the creek to a great extent by sulphur water from the mines. At the upper part of the city are two tanneries which throw their offal into the creek, thus mixing sulphur, iron and tannin and giving us a large basin of ink, which slowly runs into the river and is turned into the canal with the surplus of river water. Just above the water-works several large springs abound, which flow up from the bed of the river from albitic limestone, and during the drouth is the main supply for the city. Let any citizen draw a bucket of water from a hydrant, and though clear while being drawn, it immediately becomes albescent and for five minutes has the color of Baltimore milk, after which it again becomes clear. Thus, as far as the eye can discern, we have a river supplying us with milk through the water-works, and a creek supplying us with ink – both running into and uniting their liquids at the canal locks. Who can beat this: a milk river and an ink creek.

ES, Fri. 9/16/81, p. 2. West Washington, nee Georgetown – THE COAL TRADE – Ten boats left Cumberland Wednesday with 872 14 tons of coal as follows: for Georgetown – Consolidation Co. 612 11 tons; Borden Co. 169 13 tons; Maryland Co. 90 10 tons.

TC, Sat. 9/17/81, p. 4. GEORGETOWN AFFAIRS – Prospects for Canal Navigation – Information received here from Cumberland is to the effect that a splendid rain fell at that place Thursday, and the prospects for resumption of the canal trade are very flattering. Mr. F. Mertens, of Cumberland, said to a Critic reporter that it would require a long, heavy rain to raise the water in the canal high enough to float boats, fully loaded, over the low water points. Boats detained at Orleans, on the canal, have been flushed over, and arrivals are expected here by Tuesday next.

TC, Fri. 9/18/81, p. 4. GOERGETOWN AFFAIRS – How Boats are Sent to Georgetown – Wednesday afternoon the
levels from Cumberland to below Hancock were flushed, in order that the boats might be sent to Georgetown. The canal will be closed until a fall of rain occurs sufficient to fill the levels again. The basin will probably be kept full by closing the stop-lock and keeping open the feeder.

DT, Sat. 9/19/81, p. 2. BLISS CONCERNS BLOOD POISONING – Long Branch, Sept. 16. – The physicians have at last concluded to admit that the President is suffering from chronic blood poisoning, and that frequently his pulse has risen at night to 120. Dr. Boynton also says that it has risen to that figure or higher every night for week, dropping down toward morning to the vicinity of 100. For weeks therefore, the truth has been officially withheld from an anxious public for no sufficient reason. It is understood and believed here that the late appearance of the bulletin yesterday was caused by a discussion among the doctors over the construction of it. It seems that Dr. Boynton, though not officially in the case, came to a conclusion that the bulletins must convey the truth. Dr. Agnew agreed with Dt. Boynton in this respect, and Dr. Hamilton’s assent followed. Dr. Bliss was outvoted, and thus the truth of the statements made in the dispatches of the correspondents lately stand officially confirmed.

Chronic pyæmia being now an admitted fact, the future developments of the case need occasion no surprises, whatever they may be. Dr. Hamilton said today that the poison might become eliminated from the system in about five weeks, and that after this process could be completed convalescence might be expected to begin. Meanwhile, however, the patient would be liable to further “septic accidents,” which may retard convalescence indefinitely, or even destroy life. This is substantially what Dr. Boynton said days ago and was found fault with by Dr. Bliss for saying it.

seems probable at this writing that the President will remain, if his life is spared, until some time in October. He will then be removed either to Mentor or some Southern clime for the winter.

The last fall of rain which was general throughout this region has raised the river to 6 or 8 inches. A few hours more of the same rain would fill the canal sufficient to resume once more the transportation of coal in boats heavily loaded.

DT, Tue. 9/20/81, p. 2. THE PRESIDENT DEAD! – Long Branch, Sept. 19 – Last night it was rumored the President had another chill; and the correspondents were up early this morning to learn any news from the President. They found that he had indeed had another chill, followed by high fever, and that his pulse ranged from 112 to 130 by midnight, when he fell asleep, and of this morning’s examination the temperature was 98.8; pulse 106 and feeble, and respiration 20. While the wound was being dressed, he was taken with another chill, followed by fever, the pulse going up as high as 140. Towards noon he slept, and at 12:30 his pulse had fallen to 104, temperature, 98.2, respiration, 20. At this hour the President looked haggard but no one expected him to live long. The six o’clock bulletin showed that the President was growing weaker, though his temperature stood at 98.4, pulse 102, and respiration 18.

The next news that came from the sick chamber was that the President was not expected to live to midnight; that he had another continuous rigor, followed by wild pulse, and that he was fast approaching his end.

The family was called in, the members of the Cabinet who were at Elberon, were summoned to his bedside, the members of the household were summoned,
Canal Trade - 1881

and standing around and beside the bed they tearfully awaited the parting of soul and body of our now unconscious President. Death had laid his icy hands upon him; he no longer suffered pain; but lying calmly upon his couch life slowly ebbed away, until, at 10:58 the last flickering flame went out, and our President was dead.

Ibid, p. 3. Canal News of Special Interest. – Yesterday afternoon Treasurer Benjamin Fawcett, Paymaster Stephen A. Gambrill, Civil Engineer H. G. Smith, officials of the Chesapeake and Ohio Canal Company, together with Mr. J. T. Ayres, head clerk of the company at Annapolis, and John Baker, esq., of Montgomery county, arrived from the East and established themselves in quarters on the steam packet Maryland, preparatory to leaving this morning on a “paying” trip down the canal, making disbursements according to the payroll for the month of July, amounting to somewhat more than twenty thousand dollars.

The most gratifying news is the rapid rise in the river, which rose eighteen inches yesterday in six hours. Since the low water previous to the rain of Friday week, the river has risen nearly three feet. There is plenty of water now and the levels are filling rapidly. The boats will leave with full loads today; provided the boatmen are satisfied to go at the coal companies’ rates. The boatmen are asking $1.10, and the companies are willing to give but 90 cents. They were paid 80 cents previous to the drought.

DT, Wed. 9/21/81, p. 2. THE DEAD PRESIDENT – Long Branch, Sept. 20. – During the night the body of the President was being prepared for burial. Mrs. Garfield desires that the remains be taken to Mentor.

Hon. Chester A. Arthur arrived here this morning and was sworn in as President in the presence of the Cabinet.

Ibid, p. 3. Canal Trade

The following boats, 5 in number, carrying 582 16 tons of coal, left this port Tuesday, Sept. 20, 1881:

Consolidation Coal Company
Georgetown:
A. Campbell Capt. Eddy 109 19
D. Henry Capt. O’Neal 102 11
R. E. Johnson Capt. Walker 108 12
J. J. Moore Capt. Mullan 107 11
Six Children Capt. Clands 104 13
Five boats 532 16

Case Settled

The Chesapeake and Ohio Canal Company, through its attorneys, Price & Willison, have settled the case of the county commissioners against it for damages recovered by Eyler, for injuries sustained while crossing Patterson’s Creek bridge over the canal. It was at first thought the State would resist the payment of the claim, but the canal officials thought the claim should be settled, which was done yesterday.

DT, Thu. 9/22/81, p. 2. THE LATE PRESIDENT – Washington, D. C., Sept. 21. – The Capitol has been heavily draped in mourning, and also the White House. The corpse of the late President arrived here this afternoon. General Arthur, General Grant and wife, and Chief Justice and Mrs. Waite accompanied the remains. Ex-President Hayes and wife were invited to be present on the special train, and it is understood that they will meet it on its way after leaving Washington. The remains of the late President will lie in state in the rotunda of the Capitol during Thursday and Friday. Short services will be held in Washington previous to the departure for the West. The remains were met upon arrival at
Washington by detachments of the army and navy and escorted to the Executive Mansion. They were in charge of Adjutant-General Drum, U. S. A., Admiral Nichols, U. S. N., and the Sergeants-at-Arms of the Senate and House of Representatives.

A special train bearing the remains and members of the President’s family will leave Washington on Friday enroute to Cleveland, and the funeral will take place at Lake View Cemetery, Cleveland, at 2 p. m. Monday.

Ibid. p. 3. **Canal Trade**

The following boats, 9 in number, carrying 983 04 tons of coal, left this port Wednesday, Sept. 21, 1881:

- George’s Creek Coal Company
- Francis Gannon Capt. Atwell 112 12
- Little Eddie Capt. Atwell 108 11
- Sallie & Jenny Capt. Brace 104 11
- Lillie & May Capt. Berry 106 10
- Laura Capt. Bentley 104 19
- W. A. Went Capt. Conrad 106 08

**Six boats** 643 11

**Consolidation Coal Company**

Georgetown:

- J. M. Wheatley Capt. Seaman 114 15
- W. A. Smoot Capt. Little 113 09
- Three Sisters Capt. Little 111 09

**Three boats** 339 13

*Sun*, Thu. 9/22/81, p. 1. **Cumberland Coal Trade**

The shipments from the mines of the Cumberland coal region for the week ended Saturday, Sept. 17, were 42,643 tons, and for the year to that date 1,451,582 tons, a decrease of 51,425 tons as compared with the corresponding period of 1880. The shipments to the Baltimore and Ohio Railroad were for the week 31,745 tons; for the year 943,878 tons, an increase of 25,151 tons as compared with 1880. The shipments to the Chesapeake and Ohio canal were for the week 3,838 tons; for the year 312,766 tons; a decrease of 108,442 tons as compared with last year. The shipments to the Pennsylvania Railroad were for the week 6,985 tons; for the year 193,835 tons; an increase of 30,762 tons over last year.

DT, Fri. 9/23/81, p. 3. **Canal Trade**

The following boats, 17 in number, carrying 1,911 17 tons of coal, left this port Thursday, Sept. 22, 1881:

**Borden Mining Company**

Georgetown:

- Willie D. Capt. Hassett 114 18
- Kate Prather Capt. Hassett 116 00
- Sallie E. Hassett Capt. Hassett 113 10
- Dr. O M Schindell Capt. Hassett 113 06
- Unexpected Capt. Hassett 114 03
- R. B. Lynn Capt. Hassett 113 07

**Six boats** 731 18

**Consolidation Coal Company**

Georgetown:

- Carrie V. Capt. Kirby 112 12
- Consolidation Capt. Barger 113 07
- W. Thomson Capt. Wertz 112 02
- Robert Shriver Capt. Miller 110 19
- J. W. Steiner Capt. Ingram 110 07

**Five boats** 559 07

**George’s Creek Coal Company**

Georgetown:

- H. Hanekamp Capt. Mertens 116 19
- A. B. Spier Capt. Mertens 109 00
- Theo. M. Smith Capt. Smith 109 05

**Three boats** 335 04

**Maryland Coal Company**

Georgetown:

- E Capt. Carter 112 15
- Phoebe & Johnnie Ca. Crumbaugh 108 00

**Two boats** 220 15

**New Central Coal Company**

Georgetown:

- E. T. Woody Ca. Crumbaugh 111 07

DT, Sat. 9/24/81, p. 3. **Canal Trade**

The following boats, 10 in number, carrying 1,126 16 tons of coal, left this port Friday, Sept. 23, 1881:
The following boats, 38 in number, carrying 4,246 09 tons of coal, left this port Saturday, Sept. 24, 1881:

Consolidation Coal Company

Georgetown:
- J. M. Dove Capt. Berner 116 02
- Geo. Bogus Capt. Powell 114 11
- B. C. Barroll Capt. Jackson 117 02
- G. S. Young Capt. James 111 03
- W. Weber Capt. Rowland 112 01
- Jack & Bessie Capt. Shaffer 111 19

Williamsport:
- Muskingum Capt. Donnelly 122 02
- M. A. Shupp Capt. Shupp 103 07
- Shepherdstown
- A. B. Winship Capt. Hebb 108 03
- L. L. Mouse Ca. Wintermyer 111 02

Ten boats 1,137 00

American Coal Company

Alexandria:
- George Sherman Capt. Renner 109 11
- W. Gregory Capt. Arnold 114 08
- Andrew Main Capt. Matters 110 11
- S. S. Howison Capt. James 115 03

New Central Coal Company

Georgetown:
- Neta K. Phelps Capt. Matters 107 01
- M. B. Winship Capt. Bowers 111 14
- Winnie & Rinkie Capt. Bowers 107 01
- James M. Schley Capt. Kean 114 16
- Edmund Cahill Capt. Gorman 106 04
- F. M. Offutt Capt. Edenhart 104 06

Six boats 651 02

Maryland Coal Company

Georgetown:
- George Hughes Capt. Callen 112 07
- Charlie Capt. Grove 112 13
- Washington:
- C. W. Brengle Capt. Brengle 113 17

Three boats 338 17

George’s Creek Coal Company

Georgetown:
- Joseph Light Capt. Bochler 111 01
- J. A. Remley Capt. Masters 102 11
- Fred Williams Ca. McCormick 112 03

Three boats 325 15

ES, Mon. 9/26/81, p. 3. **Canal Trade**

The following boats, 38 in number, carrying 4,246 09 tons of coal, left this port Saturday, Sept. 24, 1881:

Consolidation Coal Company

Georgetown:
- J. M. Dove Capt. Berner 116 02
- Geo. Bogus Capt. Powell 114 11
- B. C. Barroll Capt. Jackson 117 02
- G. S. Young Capt. James 111 03
- W. Weber Capt. Rowland 112 01
- Jack & Bessie Capt. Shaffer 111 19

Williamsport:
- Muskingum Capt. Donnelly 122 02
- M. A. Shupp Capt. Shupp 103 07
- Shepherdstown
- A. B. Winship Capt. Hebb 108 03
- L. L. Mouse Ca. Wintermyer 111 02

Ten boats 1,137 00

American Coal Company

Alexandria:
- George Sherman Capt. Renner 109 11
- W. Gregory Capt. Arnold 114 08
- Andrew Main Capt. Matters 110 11
- S. S. Howison Capt. James 115 03

Borden Mining Company

Georgetown:
- Borden & Lovel Capt. Hassett 109 18
- B. M. Young Capt. Hassett 115 10
- Charles Hassett Capt. Hassett 115 11
- Sycorax Capt. Hassett 121 15
- Arthur Lovell Capt. Griffith 101 04
- Henry Freeland Capt. Griffith 111 04
- G. F. Smith Capt. Griffith 111 08

Seven boats 786 10

Borden Mining Company

Georgetown:
- Borden & Lovel Capt. Hassett 109 18
- B. M. Young Capt. Hassett 115 10
- Charles Hassett Capt. Hassett 115 11
- Sycorax Capt. Hassett 121 15
- Arthur Lovell Capt. Griffith 101 04
- Henry Freeland Capt. Griffith 111 04
- G. F. Smith Capt. Griffith 111 08

Nine boats 1,007 05

American Coal Company

Alexandria:
- Michael Snow Capt. Schoppart 110 10
- William Smith Capt. Teach 106 16
- Samuel Lloyd Ca. McMullen 114 06

Three boats 331 12

Maryland Coal Company

Georgetown:
- George Hughes Capt. Callen 112 07
- Charlie Capt. Grove 112 13
- Washington:
- C. W. Brengle Capt. Brengle 113 17

Three boats 338 17

George’s Creek Coal Company

Georgetown:
- Joseph Light Capt. Bochler 111 01
- J. A. Remley Capt. Masters 102 11
- Fred Williams Ca. McCormick 112 03

Three boats 325 15

ES, Tue. 9/27/81, p. 4. **Affairs in West Washington** – THE CANAL TRADE –

Arrived – boat H. M. Talbott with 3,000 bushels wheat.
Grain – Arrived boat M. C. Meigs with 500 bushels wheat.
Coal – Thirty-eight boats left Cumberland Saturday with 4,246 09 tons of coal as follows: for Georgetown – Consolidation Co. 1,137 tons; Borden Co. 786 10 tons; New Central Co. 651 02 tons; Maryland Co. 338 17 tons; George’s Creek Co. 325 15 [tons]. For Alexandria – American Co. 1,007 05 tons.

DT, Wed. 9/28/81, p. 3. **Canal Trade**
The following boats, 26 in number, carrying 2,817 10 tons of coal, left this port Tuesday, Sept. 27, 1881:

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Consolidation Coal Company</td>
<td></td>
<td></td>
</tr>
<tr>
<td>V. S. Brashears</td>
<td>Capt. Moore</td>
<td>113 14</td>
</tr>
<tr>
<td>George A. Pearre</td>
<td>Capt. Shives</td>
<td>109 12</td>
</tr>
<tr>
<td>Jimmy M., jr.</td>
<td>Capt. Bush</td>
<td>112 16</td>
</tr>
<tr>
<td>L. W. Guinand</td>
<td>Capt. Weller</td>
<td>114 03</td>
</tr>
<tr>
<td>A. P. Mayfield</td>
<td>Capt. Benner</td>
<td>116 12</td>
</tr>
<tr>
<td>Ernst &amp; Holland</td>
<td>Capt. Renner</td>
<td>109 00</td>
</tr>
<tr>
<td>Z. Williams</td>
<td>Capt. Mose</td>
<td>116 00</td>
</tr>
<tr>
<td>John Miller</td>
<td>Capt. Brown</td>
<td>111 10</td>
</tr>
<tr>
<td>Williamsport:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C. B. Embrey</td>
<td>Ca. Newcomer</td>
<td>105 16</td>
</tr>
<tr>
<td>Katie &amp; Jimmy</td>
<td>Capt. Woltz</td>
<td>109 04</td>
</tr>
<tr>
<td>Ten boats</td>
<td></td>
<td>1,118 07</td>
</tr>
</tbody>
</table>

| American Coal Company          |            |         |
| M. Kersey                      | Capt. Bear | 109 00  |
| James Green                    | Capt. Bowers| 110 18 |
| Weyand Doerner                 | Capt. Cramer| 110 07 |
| Samuel Henry                   | Capt. Chambers| 101 10 |
| Wm. E. Bell                    | Capt. Driscoll | 106 02 |
| H. Delafield                   | Capt. Bancord| 105 05 |
| Six boats                      |            | 643 02  |

| George’s Creek Coal Company    |            |         |
| L. H. Kuhn                     | Capt. Kroon| 109 15  |
| H. K. Shaner                   | Capt. Kroon| 106 10  |
| Missouri                       | Capt. Ardinger| 113 05 |
| A. Berry                       | Capt. Ardinger| 112 03 |
| Four boats                     |            | 441 13  |

| Borden Mining Company          |            |         |
| James Clark                    | Capt. Griffith| 119 15 |
| Antares                        | Capt. Griffith| 93 09  |
| Abram Kuhn                     | Capt. Hassett| 112 02  |
| Three boats                    |            | 325 16  |

| New Central Coal Company       |            |         |
| F. H. Irwin                    | Capt. Hall | 102 05  |
| Bernadette                     | Capt. Shingle| 105 02 |
| Two boats                      |            | 207 07  |

| Individual                     |            |         |
| Caledonia                      | Capt. Cormuch| 81 05  |

ES, Wed. 9/28/81, p. 4. **Affairs in West**
Washington – GRAIN ARRIVED – Boat Loudoun with 3,100 bushels wheat.

DT, Thu. 9/29/81, p. 3. **Canal Trade**
The following boats, 12 in number, carrying 1,239 08 tons of coal, left this port Wednesday, Sept. 28, 1881:

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Borden Mining Company</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Harry Borden</td>
<td>Capt. Griffith</td>
<td>107 12</td>
</tr>
<tr>
<td>Wm. T. Hassett</td>
<td>Capt. Hassett</td>
<td>108 15</td>
</tr>
<tr>
<td>Henry Boley</td>
<td>Capt. Hassett</td>
<td>113 18</td>
</tr>
<tr>
<td>Three boats</td>
<td></td>
<td>330 05</td>
</tr>
</tbody>
</table>

| Maryland Coal Company          |            |         |
| Star No. 3                     | Capt. Ekis | 87 00   |
| Star No. 7                     | Capt. Ripple| 86 13  |
| Thos. Venners                  | Capt. Fahey| 85 02   |
| Three boats                    |            | 258 15  |

| American Coal Company          |            |         |
| Wm. J. Boothe                  | Capt. Weaver| 109 15 |
| John Wilson                    | Capt. McCann| 109 19 |
| Two boats                      |            | 219 14  |

| George’s Creek Coal Company    |            |         |
| G. M. Ryan                     | Capt. Kroon| 103 10  |
| G M Stonebraker                | Capt. Krone| 108 05  |
| Two boats                      |            | 325 16  |

| Blaen Avon Company             |            |         |
| George’s Creek Coal Company    |            |         |

| Georgetown                     |            |         |
|                                |            |         |
|                                |            |         |
|                                |            |         |
T. F. McCarell  Ca. McCormick  105 00  
Hampshire & Baltimore Company  
Alexandria:  
Allegheny  Capt. Kroon  113 14  

ES, Thu. 9/29/81, p. 4. Affairs in West  
Washington – THE COAL TRADE – The  
official report of the Cumberland coal trade  
for the week ending Saturday, September  
24, 1881, states the total shipments for the  
week by the Cumberland and Pennsylvania  
railroad to be 34,932 04 tons, a decrease of  
14,499 01 tons compared with the same  
period last year, and 5,435 08 tons by the  
George’s Creek and Cumberland railroad.  
Of the first amount 24,527 05 tons were  
shipped by the Baltimore and Ohio railroad;  
3,373 10 tons to the State Line and 7,031 09  
tons to the Chesapeake and Ohio canal.  The  
George’s Creek and Cumberland railroad  
shipped 171 04 tons to the State Line, and  
5,163 08 tons to the Chesapeake and Ohio  
canal. The grand total for the week is  
40,367 12 [tons]. Grand total for the year,  
1,440,474 15 tons, of which 370,348 02 was  
shipped by the Chesapeake and Ohio.  
CANAL – Twenty-six boats left  
Cumberland Tuesday with 2,817 10 tons of  
coal for this port.  

DT, Fri. 9/30/81, p. 3. Canal Trade  
The following boats, 26 in number,  
carrying 2,795 18 tons of coal, left this port  
Thursday, Sept. 29, 1881:  
Consolidation Coal Company  
Georgetown:  
A. F. Lantz  Capt. Swain  111 09  
Dr. A. A. Biggs  Capt. Weller  109 19  
Williamsport:  
J. A. Spielman  Capt. Miller  106 05  
M. J. Anderson  Capt. Wolz  110 18  
Four boats  438 08  
Borden Mining Company  
Georgetown:  
M. S. Fernsner  Capt. Hassett  111 16  
Little Nan  Capt. Hassett  107 08  

Dr. A. Shank  Capt. Hassett  117 11  
Highlander  Capt. Griffith  118 15  
Gen. Garfield  Capt. Griffith  112 18  
C. Knodle  Capt. Snyder  107 01  
New Era  Capt. Griffith  97 12  
Seven boats  773 01  
George’s Creek Coal Company  
Alexandria:  
Emma Mertens  Ca. Hammond  114 19  
Monongahela  Capt. Doush  110 16  
J. T. Hager  Capt. Henry  101 10  
Wm. M. Price  Ca. Grimminger  107 17  
J. W. Carder  Capt. Fields  105 05  
F. L. Moore  Capt. Wilgus  88 07  
Six boats  628 14  
Maryland Coal Company  
Georgetown:  
Star No. 1  Capt. Hetzel  90 03  
Col. J. C. Lynn  Capt. Reid  110 15  
Thos. O’Connell  Capt. Mills  107 19  
Three boats  308 17  
American Coal Company  
Alexandria:  
J. W. Morris  Capt. Hooker  110 04  
J. W. Swift  Capt. Brown  111 14  
Two boats  222 08  
Blaen Avon Company  
Georgetown:  
C. J. Myers  Capt. Roof  108 15  
Katie & Addie  Capt. Beck  109 19  
Two boats  217 14  
New Central Coal Company  
Georgetown:  
R. Fannon  Capt. Alexander  107 12  
Hampshire & Baltimore Company  
Alexandria:  
M. C. W. Boyer  Capt. Knodle  99 04  
--------------------------------------  
Bob Arrington, a canal boatman,  
who walks on a wooden leg, his natural leg  
being bent at the knee and very much  
deformed, while stepping from his boat at  
Alexandria a few days ago, fell and broke  
his lame leg.
GEORGETOWN AFFAIRS – The Aqueduct Bridge – The canal is well supplied with water now and boats are arriving rapidly and a brisk business is expected to be done during the remainder of the season. Preparations are now being made to repair the Aqueduct bridge. The repairs will be confined almost entirely to the trunk, as all the necessary heavy repairs were made last winter, and those to be made next winter will, it is thought, be of such a durable character that it will not be necessary to make any more for several years.

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Coal Freights
Coal freights have advanced recently ten cents, being now ninety and ninety-five cents to Georgetown and Alexandria respectively. Many canal men do not approve of the proposed enlargement of the locks on the Chesapeake & Ohio canal during the approaching winter, and say that the existing capacity of the canal is more than sufficient for the business that will be done on it after the capacity shall have been increased, and that while the motive power requisite for two boats will not be double that required for one, it is certain that two boats cannot be propelled by the same force that is sufficient to propel one.

-----------------------------

Coal Coming
Twelve boats, with coal for the following, left Cumberland Wednesday: Borden Company 330 tons; Maryland Company 258 tons; George’s Creek Company 211 tons; Blaen Avon Co. 105 tons. For Alexandria: Hampshire & Baltimore Company 113 tons; American Company 219 tons.

DT, Sat. 10/1/81, p. 3. Canal Trade
The following boats, 18 in number, carrying 1,993 03 tons of coal, left this port Friday, Sept. 30, 1881:

<table>
<thead>
<tr>
<th>Borden Mining Company</th>
</tr>
</thead>
<tbody>
<tr>
<td>Georgetown:</td>
</tr>
<tr>
<td>Denton Jacques</td>
</tr>
<tr>
<td>Areturus</td>
</tr>
<tr>
<td>J. H. Snyder</td>
</tr>
<tr>
<td>Echo</td>
</tr>
<tr>
<td>Exchange</td>
</tr>
<tr>
<td>Five boats</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Maryland Coal Company</th>
</tr>
</thead>
<tbody>
<tr>
<td>Georgetown:</td>
</tr>
<tr>
<td>Mattie</td>
</tr>
<tr>
<td>G</td>
</tr>
<tr>
<td>H</td>
</tr>
<tr>
<td>W. T. Coulehan</td>
</tr>
<tr>
<td>Four boats</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>George’s Creek Coal Company</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alexandria:</td>
</tr>
<tr>
<td>Daniel Webster</td>
</tr>
<tr>
<td>Delaware</td>
</tr>
<tr>
<td>Willie &amp; Frankie</td>
</tr>
<tr>
<td>Three boats</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Consolidation Coal Company</th>
</tr>
</thead>
<tbody>
<tr>
<td>Georgetown:</td>
</tr>
<tr>
<td>G. Meredith</td>
</tr>
<tr>
<td>Geo. S. French</td>
</tr>
<tr>
<td>Williamsport:</td>
</tr>
<tr>
<td>Daniel Henry</td>
</tr>
<tr>
<td>Three boats</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>American Coal Company</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alexandria:</td>
</tr>
<tr>
<td>Richard Bender</td>
</tr>
<tr>
<td>W. C. Hunter</td>
</tr>
<tr>
<td>Two boats</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Hampshire &amp; Baltimore Company</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alexandria:</td>
</tr>
<tr>
<td>Thos. Tiernan</td>
</tr>
</tbody>
</table>

-----------------------------

Come to Terms at Last.
The boatmen and shippers have come to an understanding, and so far as the canal is concerned no further misunderstanding is expected. We are informed that the companies would send more coal to market if they could mine it faster, there being a scarcity of miners just now.
ES, Sat. 10/1/81, p. 8. **The Cumberland Coal Trade** – Twenty-six boats left Cumberland Thursday with 2,795 18 tons of coal as follows: for Georgetown – Consolidation Co. 438 08 tons; New Central Co. 107 12 tons; Borden Co. 773 01 tons; George’s Creek Co. 628 14 tons; Maryland Co. 308 17 tons; Blaen Avon Co. 217 14 tons. For Alexandria – American Co. 228 08 tons; Hampshire & Baltimore Co. 99 tons.

DT, Mon. 10/3/81, p. 3. **Canal Trade**

The following boats, 40 in number, carrying 4,495 18 tons of coal, left this port Saturday, Oct. 1, 1881:

<table>
<thead>
<tr>
<th>Borden Mining Company</th>
<th>Georgetown:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fall River</td>
<td>Capt. Hassett</td>
</tr>
<tr>
<td>Theo. Dean</td>
<td>Capt. Hassett</td>
</tr>
<tr>
<td>W. Delano, Jr.</td>
<td>Capt. Hassett</td>
</tr>
<tr>
<td>Samuel Reitzel</td>
<td>Capt. Hassett</td>
</tr>
<tr>
<td>Ruby</td>
<td>Capt. Hassett</td>
</tr>
<tr>
<td>M. S. Haines</td>
<td>Capt. Hassett</td>
</tr>
<tr>
<td>E. R. Ladew</td>
<td>Capt. Griffith</td>
</tr>
<tr>
<td>Rainbow</td>
<td>Capt. Griffith</td>
</tr>
<tr>
<td>Eight boats</td>
<td>910 18</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Consolidation Coal Company</th>
<th>Georgetown:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amazon River</td>
<td>Capt. Bender</td>
</tr>
<tr>
<td>A. E. McDonald</td>
<td>Capt. Murphy</td>
</tr>
<tr>
<td>H. A. Clark</td>
<td>Capt. Quigley</td>
</tr>
<tr>
<td>G. L. Sheriff</td>
<td>Capt. Sorrell</td>
</tr>
<tr>
<td>Elbe River</td>
<td>Capt. Swain</td>
</tr>
<tr>
<td>Williamsport</td>
<td></td>
</tr>
<tr>
<td>Bessie G.</td>
<td>Capt. Artz</td>
</tr>
<tr>
<td>D. Seibert</td>
<td>Capt. Preston</td>
</tr>
<tr>
<td>Seven boats</td>
<td>812 03</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Blaen Avon Company</th>
<th>Georgetown:</th>
</tr>
</thead>
<tbody>
<tr>
<td>V. L. Sprigg</td>
<td>Capt. Mertens</td>
</tr>
<tr>
<td>Wm. Foley</td>
<td>Capt. Mertens</td>
</tr>
<tr>
<td>Emma &amp; Julia</td>
<td>Capt. Mertens</td>
</tr>
<tr>
<td>Denton Boothe</td>
<td>Capt. Mertens</td>
</tr>
<tr>
<td>Three Sisters</td>
<td>Capt. Little</td>
</tr>
</tbody>
</table>

DT, Mon. 10/3/81, p. 3. **Canal Trade**

The following boats, 40 in number, carrying 4,495 18 tons of coal, left this port Saturday, Oct. 1, 1881:

<table>
<thead>
<tr>
<th>Maryland Coal Company</th>
<th>Georgetown:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maggie McClary</td>
<td>Capt. Zimmerman</td>
</tr>
<tr>
<td>C. F. Dixon</td>
<td>Capt. Coffman</td>
</tr>
<tr>
<td>W. H. Couter</td>
<td>Capt. Armstrong</td>
</tr>
<tr>
<td>Geo. S. Couter</td>
<td>Capt. Hawkins</td>
</tr>
<tr>
<td>Five boats</td>
<td>545 03</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>American Coal Company</th>
<th>Alexandria:</th>
</tr>
</thead>
<tbody>
<tr>
<td>David A. Lowe</td>
<td>Capt. Sorrell</td>
</tr>
<tr>
<td>T. H. Faile</td>
<td>Capt. Penner</td>
</tr>
<tr>
<td>John Bradburn</td>
<td>Capt. Nuse</td>
</tr>
<tr>
<td>J. H. Stickney</td>
<td>Capt. Ekis</td>
</tr>
<tr>
<td>H. O. Claughton</td>
<td>Capt. Moore</td>
</tr>
<tr>
<td>Five boats</td>
<td>552 14</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>New Central Coal Company</th>
<th>Georgetown:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hunter Lee</td>
<td>Capt. Eddy</td>
</tr>
<tr>
<td>C. W. Porter</td>
<td>Capt. Arding</td>
</tr>
<tr>
<td>Savannah</td>
<td>Capt. O’Neal</td>
</tr>
<tr>
<td>F. A. Mertens</td>
<td>Capt. Long</td>
</tr>
<tr>
<td>Four boats</td>
<td>439 12</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>George’s Creek Coal Company</th>
<th>Alexandria:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Helen V.</td>
<td>Capt. Eddy</td>
</tr>
<tr>
<td>Leander Lovell</td>
<td>Capt. Snyder</td>
</tr>
<tr>
<td>M. W. Adams</td>
<td>Capt. Mertens</td>
</tr>
<tr>
<td>A. B. Turner</td>
<td>Capt. Magruder</td>
</tr>
<tr>
<td>Four boats</td>
<td>444 19</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Hampshire &amp; Baltimore Company</th>
<th>Alexandria:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sallie &amp; Jennie</td>
<td>Capt. Atwell</td>
</tr>
<tr>
<td>Potomac</td>
<td>Capt. Barger</td>
</tr>
<tr>
<td>Two boats</td>
<td>226 14</td>
</tr>
</tbody>
</table>

DT, Tue. 10/4/81, p. 3. **Canal Trade**

The following boats, 32 in number, carrying 3,577 15 tons of coal, left this port Monday, Oct. 3, 1881:

<table>
<thead>
<tr>
<th>Consolidation Coal Company</th>
<th>Georgetown:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Julia Tyler</td>
<td>Capt. Nuse</td>
</tr>
<tr>
<td>B. R. Mayfield</td>
<td>Capt. Riper</td>
</tr>
<tr>
<td>L. P. Huston</td>
<td>Capt. Brubaker</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>New Central Coal Company</th>
<th>Georgetown:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hunter Lee</td>
<td>Capt. Eddy</td>
</tr>
<tr>
<td>C. W. Porter</td>
<td>Capt. Arding</td>
</tr>
<tr>
<td>Savannah</td>
<td>Capt. O’Neal</td>
</tr>
<tr>
<td>F. A. Mertens</td>
<td>Capt. Long</td>
</tr>
<tr>
<td>Four boats</td>
<td>439 12</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>George’s Creek Coal Company</th>
<th>Alexandria:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Helen V.</td>
<td>Capt. Eddy</td>
</tr>
<tr>
<td>Leander Lovell</td>
<td>Capt. Snyder</td>
</tr>
<tr>
<td>M. W. Adams</td>
<td>Capt. Mertens</td>
</tr>
<tr>
<td>A. B. Turner</td>
<td>Capt. Magruder</td>
</tr>
<tr>
<td>Four boats</td>
<td>444 19</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Hampshire &amp; Baltimore Company</th>
<th>Alexandria:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sallie &amp; Jennie</td>
<td>Capt. Atwell</td>
</tr>
<tr>
<td>Potomac</td>
<td>Capt. Barger</td>
</tr>
<tr>
<td>Two boats</td>
<td>226 14</td>
</tr>
</tbody>
</table>
Canal Trade - 1881

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>W. H. Marlow</td>
<td>118 18</td>
</tr>
<tr>
<td>Thames River</td>
<td>Capt. Rinehart</td>
<td>120 01</td>
</tr>
<tr>
<td>Williamsport</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Willie &amp; Johnnie</td>
<td>Capt. Morrison</td>
<td>114 16</td>
</tr>
<tr>
<td>Grason &amp; Fannie</td>
<td>Capt. Malatt</td>
<td>110 17</td>
</tr>
<tr>
<td>Jack &amp; Bessie</td>
<td>Capt. Shaffer</td>
<td>107 14</td>
</tr>
<tr>
<td>Eight boats</td>
<td></td>
<td>916 07</td>
</tr>
<tr>
<td>American Coal Company</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alexandria:</td>
<td>A. J. Akin</td>
<td>110 13</td>
</tr>
<tr>
<td></td>
<td>John P. Moore</td>
<td>111 03</td>
</tr>
<tr>
<td></td>
<td>R. S. Grant</td>
<td>109 19</td>
</tr>
<tr>
<td></td>
<td>Benj. Williamson</td>
<td>110 09</td>
</tr>
<tr>
<td></td>
<td>A S Wintringham</td>
<td>110 02</td>
</tr>
<tr>
<td>Five boats</td>
<td></td>
<td>552 06</td>
</tr>
<tr>
<td>Maryland Coal Company</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Georgetown:</td>
<td>Henry Boyer</td>
<td>109 04</td>
</tr>
<tr>
<td></td>
<td>M</td>
<td>108 12</td>
</tr>
<tr>
<td></td>
<td>Star No. 5</td>
<td>95 16</td>
</tr>
<tr>
<td></td>
<td>Laura S.</td>
<td>112 02</td>
</tr>
<tr>
<td>Washington:</td>
<td>Henry Loveridge</td>
<td>108 08</td>
</tr>
<tr>
<td>Five boats</td>
<td></td>
<td>534 02</td>
</tr>
<tr>
<td>George’s Creek Coal Company</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alexandria:</td>
<td>R. J. West</td>
<td>106 03</td>
</tr>
<tr>
<td></td>
<td>Wm. L. Read</td>
<td>107 08</td>
</tr>
<tr>
<td></td>
<td>Lillie</td>
<td>104 19</td>
</tr>
<tr>
<td></td>
<td>Clara &amp; Prudy</td>
<td>105 10</td>
</tr>
<tr>
<td>Four boats</td>
<td></td>
<td>424 00</td>
</tr>
<tr>
<td>Borden Mining Company</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Georgetown:</td>
<td>R. B. Lynn</td>
<td>114 15</td>
</tr>
<tr>
<td></td>
<td>Unexpected</td>
<td>114 16</td>
</tr>
<tr>
<td></td>
<td>Altair</td>
<td>120 03</td>
</tr>
<tr>
<td>Three boats</td>
<td></td>
<td>350 04</td>
</tr>
<tr>
<td>New Central Coal Company</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Georgetown:</td>
<td>Youghiogheny</td>
<td>121 15</td>
</tr>
<tr>
<td></td>
<td>H. Hanekamp</td>
<td>113 15</td>
</tr>
<tr>
<td></td>
<td>Mississippi</td>
<td>112 05</td>
</tr>
<tr>
<td>Three boats</td>
<td></td>
<td>347 15</td>
</tr>
<tr>
<td>Blaen Avon Company</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Georgetown:</td>
<td>Clara</td>
<td>112 00</td>
</tr>
</tbody>
</table>

Hampshire & Baltimore Company

|                   | Laura                               | 107 17  |
|                   | Capt. Bartley                      |         |

|                   | Individual                        |         |
|                   | Alex Kratz                         | 114 13  |
|                   | Capt. Bookman                     |         |
|                   | Cigarette                          | 118 11  |
|                   | Capt. Donnelly                     |         |
| Two boats         |                                    | 233 04  |

ES, Tue. 10/4/81, p. 4. Affairs in West

Washington – THE CANAL TRADE –

Grain – Arrived boat Regulus with 3,400 bushels wheat.

Coal – Forty boats left Cumberland Saturday with 4,495 18 tons of coal as follows: for Georgetown – Borden Co. 910 18 tons; Consolidation Co. 812 03 tons; Blaen Avon Co. 545 03 tons; Maryland Co. 552 14 tons; New Central Co. 439 12 tons. For Alexandria – American Co. 563 15 tons; George’s Creek Co. 444 19 tons; Hampshire & Baltimore Co. 226 14 tons.

DT, Wed. 10/5/81, p. 3. Canal Trade

The following boats, 35 in number, carrying 4,033 13 tons of coal, left this port Tuesday, October 4, 1881:

Consolidation Coal Company

|                   | C. D. Warfield                    | 117 05  |
|                   | Capt. Kerns                       |         |
|                   | Nannie & Willie                   | 111 10  |
|                   | Capt. Knode                       |         |
|                   | H. Roussell                       | 114 18  |
|                   | Capt. McKnight                    |         |
|                   | W. J. Stevenson                    | 114 05  |
|                   | Capt. Brubaker                     |         |
|                   | W. King                            | 117 02  |
|                   | Capt. McCoy                       |         |
|                   | M. B. Mayfield                     | 115 08  |
|                   | Capt. Pennel                       |         |
| Williamsport:     | J. R. Couter                       | 107 02  |
|                   | Capt. McCardell                    |         |
|                   | Sarah B.                           | 114 18  |
|                   | Capt. Kimble                       |         |
|                   | Muskingum                          | 119 03  |
|                   | Capt. Donnelly                     |         |
| Shepherdstown:    | M. C. Waters                       | 110 04  |
|                   | Capt. Penner                       |         |
| Ten boats         |                                    | 1,141 15|

Borden Mining Company

|                   | Willie D.                         | 110 06  |
|                   | Capt. Hassett                      |         |
|                   | Susan Charles                      | 113 02  |


Since the recent rains along the line of the canal, navigation has materially increased. Large numbers of boats leave Cumberland every day for Georgetown and Alexandria. Thirty-eight boats, carrying 4,246 tons, left Cumberland a few days since.

Cumberland Coal Trade - The shipments from the mines of the Cumberland coal region for the week ended October 1 were 49,617 tons, and for the year to that date 1,543,545 tons, a decrease of 17,537 tons as compared with the corresponding period of 1880. The coal was carried as follows: Baltimore and Ohio Railroad, week 28,635 tons; year 1,000,019 tons, increase over 1880, 77,726 tons; Chesapeake and Ohio Canal, week 13,304 tons; year 333,273 tons; decrease as compared with 1880, 134,624; Pennsylvania Railroad, week 6,677 tons; year 209,049 tons; increase over 1880, 38,159 tons.

Affairs in West Washington – THE CANAL TRADE – Grain – Arrived boat Seneca with load of grain. Coal – Thirty-two boats left Cumberland Monday with 3,577 15 tons of coal as

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sallie E. Hassett</td>
<td>Capt. Hassett</td>
<td>112 00</td>
</tr>
<tr>
<td>Cowton &amp; Tilghman</td>
<td>Capt. Hassett</td>
<td>118 12</td>
</tr>
<tr>
<td>W. H. Masters</td>
<td>Capt. Hassett</td>
<td>112 10</td>
</tr>
<tr>
<td>Hunter G.</td>
<td>Capt. Griffith</td>
<td>117 07</td>
</tr>
<tr>
<td>Harry &amp; Ralph</td>
<td>Capt. Griffith</td>
<td>112 18</td>
</tr>
<tr>
<td>Seven boats</td>
<td></td>
<td>796 15</td>
</tr>
<tr>
<td></td>
<td>Maryland Coal Company</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Georgetown:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>M</td>
<td>108 12</td>
</tr>
<tr>
<td></td>
<td>F. H. Darby</td>
<td>106 06</td>
</tr>
<tr>
<td></td>
<td>Joseph H. Farrow</td>
<td>108 11</td>
</tr>
<tr>
<td></td>
<td>Washington:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Osceola &amp; Jake</td>
<td>108 05</td>
</tr>
<tr>
<td></td>
<td>Four boats</td>
<td>431 14</td>
</tr>
<tr>
<td>American Coal Company</td>
<td>A. M. Lewis</td>
<td>110 12</td>
</tr>
<tr>
<td></td>
<td>John L. Read</td>
<td>105 11</td>
</tr>
<tr>
<td></td>
<td>James Dayton</td>
<td>109 19</td>
</tr>
<tr>
<td></td>
<td>G. P. Lloyd</td>
<td>109 15</td>
</tr>
<tr>
<td></td>
<td>Four boats</td>
<td>435 17</td>
</tr>
<tr>
<td>George’s Creek Coal Company</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Alexandria:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Little Eddie</td>
<td>111 04</td>
</tr>
<tr>
<td></td>
<td>A. H. Bradt</td>
<td>117 19</td>
</tr>
<tr>
<td></td>
<td>F. Gannon</td>
<td>111 11</td>
</tr>
<tr>
<td></td>
<td>R. J. Mitchell</td>
<td>109 06</td>
</tr>
<tr>
<td></td>
<td>Four boats</td>
<td>450 00</td>
</tr>
<tr>
<td>New Central Coal Company</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Georgetown:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Lucinda</td>
<td>107 06</td>
</tr>
<tr>
<td></td>
<td>Duncan Sinclair</td>
<td>111 00</td>
</tr>
<tr>
<td></td>
<td>Iowa</td>
<td>113 08</td>
</tr>
<tr>
<td></td>
<td>Three boats</td>
<td>331 14</td>
</tr>
<tr>
<td>Hampshire &amp; Baltimore Company</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>Alexandria:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>F. W. Mintdrop</td>
<td>111 16</td>
</tr>
<tr>
<td></td>
<td>D. R. Long</td>
<td>108 15</td>
</tr>
<tr>
<td></td>
<td>Two boats</td>
<td>220 11</td>
</tr>
<tr>
<td>Blaen Avon Company</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Georgetown:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Four Sisters</td>
<td>108 15</td>
</tr>
<tr>
<td></td>
<td>J. J. Moore</td>
<td>116 13</td>
</tr>
<tr>
<td></td>
<td>Two boats</td>
<td>225 07</td>
</tr>
</tbody>
</table>

**Canal News**
Canal Trade - 1881

follows: for Georgetown – Consolidation Co. 916 07 tons; Maryland Co. 534 02 tons; Borden Co. 350 04 tons; New Central Co. 347 15 tons; Blaen Avon Co. 112 00 tons; individual 233 04 [tons]. For Alexandria – American Co. 552 06 tons; George’s Creek Co. 424 tons.

DT, Thu. 10/6/81, p. 3. Canal Trade

The following boats, 30 in number, carrying 3,329 15 tons of coal, left this port Wednesday, October 5, 1881:

Consolidation Coal Company
Georgetown:
Jos. Z. Williams Capt. Zigler 114 09
Jos. M. Wheatley Capt. Seaman 114 09
W. A. Smoot Capt. Little 111 10
C. F. Mayer Capt. Reid 114 05
E. K. Johnson Capt. Walker 116 12
R. H. Jones Ca. Westbrook 115 10

Williamsport:
M. A. Shupp Capt. Shupp 109 17
J. A. Spielman Capt. Miller 105 00
R. A. Farmer Capt. Arding 109 00

Shepherdstown:
G. W. Knod Ca. Wintmeyer 110 15

Ten boats 1,121 09

Borden Mining Company
Georgetown:
G. F. Smith Capt. Griffith 112 12
Arthur Lovell Capt. Griffith 97 06
Onward Capt. Griffith 109 02
Kate Prather Capt. Hassett 111 17
Dr O M Shindell Capt. Hassett 114 13
Maggie B. Capt. Young 108 17

Six boats 654 07

Maryland Coal Company
Georgetown:
Baltimore Capt. Rinehart 113 17
Meyersdale Capt. Beckwith 116 09
Cloud C. Zimmerman 104 13

Washington:
W. H. Lowe Capt. Carter 108 14

Four boats 443 13

New Central Coal Company
Georgetown:
Edward J. Cahill Capt. Cahill 111 09
A. H. Agnew Capt. Jackson 106 17
Ida J. Reid Capt. Reid 105 01
Juniata Ca. Cumming 116 13

Four boats 440 00

American Coal Company
Alexandria:
John W. Burke Capt. Long 112 12
Daniel Annan C. Eichelberger 109 02
John H. Parrott Capt. Lynch 106 16

Three boats 328 10

George’s Creek Coal Company
Alexandria:
Lucy & Willie Ca. Ninnemyer 105 10
Invincible Capt. Ward 113 10

Two boats 219 00

Blaen Avon Company
Georgetown:
A. B. Winship Capt. Hebb 112 16

__________________________________________

Canal Business

The following are the arrivals and departures of boats at Alexandria for Tuesday, October 4: Arrived – Boats J. Light, G. M. Stonebraker to George’s Creek Coal & Iron Company; Alleghany to Hampshire & Baltimore Coal Company; M. Kersey to American Coal Company.

Departed – Boats L. H. Kuhn, J. A. Kenty, Bernadette and M. Kersey.


Coal – Thirty-five boats left Cumberland with 4,033 13 tons of coal Tuesday for this port.

DT, Fri. 10/7/81, p. 3. Canal Trade

The following boats, 34 in number, carrying 3,688 03 tons of coal, left this port Thursday, October 6, 1881:

Consolidation Coal Company
Georgetown:
Robert Shriver Capt. Miller 107 03
The Chesapeake and Ohio Canal – The board of directors of the Chesapeake and Ohio Canal held their monthly meeting at Barnum’s Hotel, Baltimore, yesterday. Senator Gorman presided and Mr. Benjamin Fawcett, of Montgomery County, acted secretary. The business transacted was of a routine character. Among the gentlemen present were Commissioner Morgan and Col. James G. Berrett, of this city.

Affairs in West Washington – THE COAL TRADE – Thirty boats left Cumberland Wednesday with 3,329 15 tons of coal as follows: Consolidation 1,121 09 tons; Borden 654 07 tons; Maryland Co. 443 13 tons; New Central 440 tons; Blaen Avon 112 16 tons. For Alexandria – American Co. 328 10 tons; George’s Creek 219 [tons].

Canal Trade

| A. M. Grove | Capt. Grove | 106 13 |
| James B. Thomas | Capt. Yingling | 106 19 |
| P. L. Burwell | Capt. Morrow | 113 03 |
| B. C. Barroll | Capt. Jackson | 112 03 |
| W. C. Ernst | Capt. Bender | 113 05 |
| A. Campbell | Capt. Eddy | 109 03 |
| George Bogus | Capt. Powell | 114 17 |
| H. C. Hicks | Capt. Grove | 107 04 |
| Jacob McGraw | Capt. Sheene | 113 07 |
| Z. Williams | Capt. Mose | 112 03 |
| J. Maury Dove | Capt. Benner | 111 15 |
| Williamsport: Katie & Jimmy | Capt. Woltz | 111 08 |
| Daniel Henry | Capt. O’Neal | 105 15 |
| Fourteen boats | | 1,544 16 |

American Coal Company

| Alexandria: George Sherman | Capt. Renner | 112 05 |
| S. S. Howison | Capt. James | 107 12 |
| Dr G Ellis Porter | Capt. Tall | 106 02 |
| Charles Clifton | Capt. Driscoll | 104 17 |
| John H. Platte | Capt. Albert | 109 15 |
| Five boats | | 540 11 |

Borden Mining Company

| Georgetown: Mabel | Capt. Hassett | 115 16 |
| Henry Boley | Capt. Hassett | 93 08 |
| Walter Beall | Capt. Griffith | 99 00 |
| Alexander | Capt. Griffith | 107 17 |
| Four boats | | 417 16 |

Maryland Coal Company

| Georgetown: Pilot Boy | Ca. Zimmerman | 108 16 |
| Cumberland | Capt. Pierce | 108 11 |
| A. Sherman | Ca. Whittington | 104 05 |
| Mollie | Capt. Mose | 109 08 |
| Four boats | | 431 00 |

New Central Coal Company

| Georgetown: Col. James M. Schley | Capt. Kean | 117 01 |
| Johnnie | Capt. Kean | 109 09 |
| Susquehanna | Capt. Dick | 113 09 |
| Three boats | | 339 10 |

Hampshire & Baltimore Company

| Alexandria: Lillie & May | Capt. Burns | 102 01 |

John R. Cruzen | Capt. Crampton | 104 01 |
| Two boats | | 206 02 |

Blaen Avon Company

Georgetown:

| Wm. Mertens | Capt. Drenner | 107 16 |

George’s Creek Coal Company

Alexandria:

| Six Children | Capt. Mertens | 100 12 |

TC, Fri. 10/7/81, p. 4.

Canal Trade

| Two boats | | 206 02 |

The following boats, 25 in number, carrying 2,578 13 tons of coal, left this port Friday, October 7, 1881:

Consolidation Coal Company

| Georgetown: Consolidation | Capt. Barger | 107 09 |
| V. S. Brashears | Capt. Moore | 99 02 |
| H. K. Shaner | Capt. Krone | 103 16 |
| A. P. Mayfield | Capt. Benner | 113 09 |
| G. M. Ryan | Capt. Kroon | 108 01 |

Williamsport:

| Emily H. | Capt. Woltz | 107 05 |
| David Seibert | Capt. Preston | 100 02 |

Seven boats | | 739 04 |
Maryland Coal Company
Georgetown:
Harlow Bros. Capt. Bissett 100 03
E. Miller Capt. Smith 108 10
Star No. 4 Capt. Mayhugh 91 01
Altoona Capt. Pierce 104 15
Sally J. Kelly Capt. Grooms 108 15
Washington:
H. S. Dixon Capt. Dixon 108 18
Six boats 622 02

Borden Mining Company
Georgetown:
Charlie Hassett Capt. Hassett 96 08
W. T. Hassett Capt. Hassett 100 06
Dr. A. Shank Capt. Hassett 100 06
Antares Capt. Griffith 74 16
James Clark Capt. Griffith 107 01
Five boats 478 17

Blaen Avon Company
Georgetown:
Robert Callahan Capt. McQuade 107 14
A. B. Wolf Capt. McQuade 108 06
C. C. Kelly Capt. Spong 104 14
F. Williams Ca. McCormick 104 12
Four boats 425 06

American Coal Company
Alexandria:
William Smith Capt. Teach 105 19
William Gregory Capt. Arnold 101 01
William Walsh Capt. Edenhart 106 04
Three boats 313 04

Canal Commerce
The following boats arrived at Alexandria on Thursday last: Boats E. Bayer, A. Main, H. Delafield and D. A. Lowe to American Coal Company; J. W. Carder, A. Berry, Missouri and Delaware to George’s Creek Coal & Iron Company.

The following left: Boats E. Bayer, A. Main, H. Delafield, D. A. Lowe, Alleghany, M. C. W. Boyer, J. W. Carder, A. Berry, Missouri and Delaware.

Thirty-four boats left Cumberland Thursday with 3,688 03 tons of coal as follows: for Georgetown – Consolidation Co. 1,544 16 tons; Borden Co. 417 16 tons; Maryland Co. 431 tons; New Central Co. 339 10 tons; Blaen Avon Co. 107 16 tons. For Alexandria – American Co. 540 11 tons; Hampshire and Baltimore Co. 206 02 tons; George’s Creek Co. 100 12 tons.

Ibid, p. 8. THE STEAM PACKET
WILL MAKE HER REGULAR trips to Great Falls and Cabin John Bridge SUNDAY, 9th, leaving foot Congress street, Georgetown, at 8 o’clock. For charter by day or week. Apply to GEO. W. WEBSTER, 1114 4th street, northwest.

DT, Mon. 10/10/81, p. 3. Canal Trade
The following boats, 28 in number, carrying 2,765 03 tons of coal, left this port Saturday, October 8, 1881:
Consolidation Coal Company
Georgetown:
Geo. A. Pearre Capt. Shives 102 10
W. Thomson Capt. Wertz 104 09
L. W. Guinand Capt. Weller 103 15
L. H. Kuhn Capt. Krone 105 01
Williamsport:
Bessie G. Capt. Artz 101 03
Grason & Fannie Capt. Malotte 97 12
C. B. Embrey Capt. Kelly 100 12
Jack & Bessie Capt. Shaffer 98 13
Eight boats 815 16

Borden Mining Company
Georgetown:
Highlander Capt. Griffith 100 15
New Era Capt. Griffith 83 10
Gen. Garfield Capt. Griffith 97 15
Isaac Wilson Capt. Griffith 95 08
Areturus Capt. Hassett 78 16
M. S. Haines Capt. Hassett 91 12
Abram Kuhn Capt. Hassett 94 15
Seven boats 652 11

American Coal Company
Alexandria:
DT, Tue. 10/11/81, p. 3. **Canal Trade**

The following boats, 29 in number, carrying 2,861 08 tons of coal, left this port Monday, October 10, 1881:

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Consolidation Coal Company</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Johnnie &amp; Willie</td>
<td>Capt. Morrison</td>
<td>99 17</td>
</tr>
<tr>
<td>A. F. Lantz</td>
<td>Capt. Swain</td>
<td>100 11</td>
</tr>
<tr>
<td>Ernst &amp; Holland</td>
<td>Capt. Penner</td>
<td>95 12</td>
</tr>
<tr>
<td>G. L. Sheriff</td>
<td>Capt. Sorrell</td>
<td>108 09</td>
</tr>
<tr>
<td>H. A. Clark</td>
<td>Capt. Quigley</td>
<td>108 15</td>
</tr>
<tr>
<td>J. Miller</td>
<td>Capt. Ryan</td>
<td>104 19</td>
</tr>
<tr>
<td>G. S. Young</td>
<td>Capt. James</td>
<td>100 08</td>
</tr>
<tr>
<td>Williamsport:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Muskingum</td>
<td>Capt. Donnelly</td>
<td>104 18</td>
</tr>
<tr>
<td>Sarah B.</td>
<td>Capt. Kimble</td>
<td>98 18</td>
</tr>
<tr>
<td>J. R. Couter</td>
<td>Capt. McCartle</td>
<td>98 16</td>
</tr>
<tr>
<td>M. A. Shupp</td>
<td>Capt. Shupp</td>
<td>101 00</td>
</tr>
<tr>
<td><strong>Eleven boats</strong></td>
<td></td>
<td>1,122 03</td>
</tr>
<tr>
<td>Maryland Coal Company</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Washington:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C. W. Brengle</td>
<td>Capt. Brengle</td>
<td>87 03</td>
</tr>
<tr>
<td>Steffey &amp; Findley</td>
<td>Ca. Rodenizer</td>
<td>109 19</td>
</tr>
<tr>
<td>Johnnie &amp; Frankie</td>
<td>Capt. Magaha</td>
<td>97 18</td>
</tr>
<tr>
<td><strong>Five boats</strong></td>
<td></td>
<td>457 13</td>
</tr>
<tr>
<td><strong>Borden Mining Company</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Washington:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sarah B.</td>
<td>Capt. Kimble</td>
<td>98 18</td>
</tr>
<tr>
<td>J. R. Couter</td>
<td>Capt. McCartle</td>
<td>98 16</td>
</tr>
<tr>
<td><strong>Three boats</strong></td>
<td></td>
<td>287 18</td>
</tr>
<tr>
<td><strong>George's Creek Coal Company</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alexandria:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E. T. Woody</td>
<td>Ca. Crumbaugh</td>
<td>102 02</td>
</tr>
<tr>
<td>L. C. Burwell</td>
<td>Capt. Zellars</td>
<td>100 12</td>
</tr>
<tr>
<td><strong>Two boats</strong></td>
<td></td>
<td>202 14</td>
</tr>
<tr>
<td><strong>Hampshire &amp; Baltimore Company</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alexandria:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A. B. Spear</td>
<td>Ca. Stoneburner</td>
<td>95 05</td>
</tr>
<tr>
<td>W. A. West</td>
<td>Capt. Conrad</td>
<td>102 17</td>
</tr>
<tr>
<td><strong>Two boats</strong></td>
<td></td>
<td>197 12</td>
</tr>
<tr>
<td><strong>New Central Coal Company</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Georgetown:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Phoebe &amp; Johnnie</td>
<td>Ca. Crumbaugh</td>
<td>103 13</td>
</tr>
<tr>
<td>Theodore M. Smith</td>
<td>Capt. Smith</td>
<td>100 17</td>
</tr>
<tr>
<td><strong>Two Boats</strong></td>
<td></td>
<td>204 10</td>
</tr>
</tbody>
</table>

TC, Tue. 10/11/81, p. 3. **Canal Property** – The Maryland authorities having been for some time annoyed by persons attaching the property of the Chesapeake & Ohio Canal Company for judgments secured on acceptances and script, have determined to settle the whole question of other acquired property by the Canal Company by foreclosing its several mortgages. Attorney-
General Gwinn has prepared and sent to Price & Willison, attorneys at Cumberland, to be filed, a bill to foreclose the Chesapeake & Ohio Canal mortgages to the State of Maryland of April 23, 1835, May 15, 1839 and January 8, 1846. The foreclosure will be subject to the mortgage of Walsh and McKaig, on the wharf. There is also a prayer in the bill for an injunction against Maria Reynolds, et. al., to prevent them from selling the wharf property now advertised for sale.

DT, Wed. 10/12/81, p. 3. **Canal Trade**

The following boats, 32 in number, carrying 3,119 06 tons of coal, left this port Tuesday, October 11, 1881:

<table>
<thead>
<tr>
<th>Boat</th>
<th>Cap.</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Borden Mining Company Georgetown:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Theo. Dean</td>
<td>Capt. Hassett</td>
<td>95 02</td>
</tr>
<tr>
<td>R. B. Lynn</td>
<td>Capt. Hassett</td>
<td>92 03</td>
</tr>
<tr>
<td>Ruby</td>
<td>Capt. Hassett</td>
<td>92 17</td>
</tr>
<tr>
<td>Warren Delano</td>
<td>Capt. Hassett</td>
<td>95 13</td>
</tr>
<tr>
<td>Unexpected</td>
<td>Capt. Hassett</td>
<td>98 18</td>
</tr>
<tr>
<td>Sycorax</td>
<td>Capt. Hassett</td>
<td>104 19</td>
</tr>
<tr>
<td>J. H. Snyder</td>
<td>Capt. Hassett</td>
<td>94 18</td>
</tr>
<tr>
<td>Echo</td>
<td>Capt. Griffith</td>
<td>96 12</td>
</tr>
<tr>
<td>Harry Borden</td>
<td>Capt. Griffith</td>
<td>99 00</td>
</tr>
<tr>
<td>H. Freeland</td>
<td>Capt. Griffith</td>
<td>92 15</td>
</tr>
<tr>
<td><strong>Ten boats</strong></td>
<td></td>
<td><strong>953 16</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Georgetown:</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Star No. 2</td>
<td>Capt. Ripple</td>
<td>79 00</td>
</tr>
<tr>
<td>Star No. 3</td>
<td>Capt. Ekis</td>
<td>82 14</td>
</tr>
<tr>
<td>P</td>
<td>Capt. Chapline</td>
<td>102 17</td>
</tr>
<tr>
<td>Deer Park</td>
<td>Capt. Cain</td>
<td>107 05</td>
</tr>
<tr>
<td>O</td>
<td>Capt. Stickle</td>
<td>94 12</td>
</tr>
<tr>
<td>Diligent</td>
<td>Capt. Merryman</td>
<td>101 07</td>
</tr>
<tr>
<td>R. Porter</td>
<td>Capt. Merryman</td>
<td>97 03</td>
</tr>
<tr>
<td><strong>Nine boats</strong></td>
<td></td>
<td><strong>846 16</strong></td>
</tr>
</tbody>
</table>

**Consolidation Coal Company**

<table>
<thead>
<tr>
<th>Georgetown:</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>W. H. Couter</td>
<td>Capt. Marlow</td>
<td>107 13</td>
</tr>
<tr>
<td>Three Sisters</td>
<td>Capt. Little</td>
<td>98 12</td>
</tr>
<tr>
<td>Williamsport:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>W. B. Porter</td>
<td>Ca. Armstrong</td>
<td>102 07</td>
</tr>
<tr>
<td><strong>Four boats</strong></td>
<td></td>
<td><strong>408 18</strong></td>
</tr>
</tbody>
</table>

**American Coal Company**

<table>
<thead>
<tr>
<th>Georgetown:</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>J. Rineheart</td>
<td>Capt. Marlow</td>
<td>107 13</td>
</tr>
<tr>
<td>Three Sisters</td>
<td>Capt. Little</td>
<td>98 12</td>
</tr>
<tr>
<td>Williamsport:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>J. W. Morris</td>
<td>Capt. Hooker</td>
<td>103 01</td>
</tr>
<tr>
<td>J. A. Alexander</td>
<td>Capt. Turner</td>
<td>96 07</td>
</tr>
<tr>
<td>D. A. Lowe</td>
<td>Capt. Lovell</td>
<td>104 12</td>
</tr>
<tr>
<td><strong>Four boats</strong></td>
<td></td>
<td><strong>405 00</strong></td>
</tr>
</tbody>
</table>

**New Central Coal Company**

<table>
<thead>
<tr>
<th>Georgetown:</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>J. R. Miller</td>
<td>Capt. Dickerhoof</td>
<td>105 09</td>
</tr>
<tr>
<td>Emma Mertens</td>
<td>Capt. Hammond</td>
<td>105 13</td>
</tr>
<tr>
<td><strong>Two boats</strong></td>
<td></td>
<td><strong>211 02</strong></td>
</tr>
</tbody>
</table>

**George’s Creek Coal Company**

<table>
<thead>
<tr>
<th>Alexandria:</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>F. H. Irwin</td>
<td>Capt. Hall</td>
<td>96 01</td>
</tr>
<tr>
<td>Bernadette</td>
<td>Capt. Gannon</td>
<td>97 05</td>
</tr>
<tr>
<td><strong>Two boats</strong></td>
<td></td>
<td><strong>193 06</strong></td>
</tr>
</tbody>
</table>

**Blaen Avon Company**

<table>
<thead>
<tr>
<th>Georgetown:</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Geo. Hughes</td>
<td>Capt. Callen</td>
<td>100 08</td>
</tr>
</tbody>
</table>

**Canal News**

The following arrivals and departures are reported from Alexandria for October 10: Arrived – Boats W. C. Hunter, W. J. Boothe, jr., R. S. Grant, S. Henry to American Coal Co.; Monongahela and Willie & Frankie to George’s Creek C. & I. Co.; Lucinda to J. P. Agnew & Co.


TC, Wed. 10/12/81, p. 3. **Cumberland Coal Trade** - The shipments from the mines of the Cumberland coal region for the week ended Saturday October 8, were 56,039 tons, and for the year to that date 1,599,651 tons, a decrease of 50,366 tons as compared with the corresponding period of 1880. The
coal was carried to tidewater as follows:
Baltimore and Ohio Railroad. week 26,970 tons; year 1,026,989 tons, increase over
1880, 39,808 tons. Chesapeake and Ohio Canal, week 21,988 tons; year 354,261 tons;
a decrease of 130,354 tons as compared with the corresponding period of 1880.
Pennsylvania Railroad, week 6,912 tons; year 215,961 tons; increase over 1880,
37,834 tons. The coal was brought from the mines as follows: Cumberland &
Pennsylvania Railroad – week 43,734 tons; year 1,418,724 tons. George’s Creek and
Cumberland Railroad – week 10,364 tons; year 123,788 tons. Baltimore & Ohio
Railroad – week 1,760 tons; year 52,430 tons.

ES, Wed. 10/12/81, p. 4. Affairs in West
Washington – THE CANAL – Owing to
the low condition of the water in Western
Maryland, most of the millers are
comparatively idle, and the boatmen find
great difficulty in loading the boats to their
full capacity.

DT, Thu. 10/13/81, p. 3. Canal Trade
The following boats, 20 in number,
carrying 1,974 01 tons of coal, left this port
Wednesday, October 12, 1881:

Maryland Coal Company
Georgetown:
Star No. 1 Capt. Frisby 83 07
Hancock Capt. Keeseckik 74 11
Mattie Capt. Seaman 104 00
Maj. Anderson Capt. Brady 100 15
Four boats 362 13

Consolidation Coal Company
Georgetown:
Wm. Weber Capt. Rowland 102 06
Elbe River Capt. Swain 102 14
Jimmy M. jr. Capt. Bush 100 10
Three boats 305 10

American Coal Company
Alexandria:
Weyand Doerner Capt. Creamer 102 05

Thomas Patton Capt. Eaton 101 19
R. H. Miller Capt. Eaton 100 16
Three boats 305 00

Borden Mining Company
Georgetown:
Altair Capt. Hassett 102 09
Fall River Capt. Hassett 102 09
C. Knоде Capt. Snyder 102 17
Three boats 307 15

George’s Creek Coal Company
Georgetown:
J. F. A. Remley Capt. Dixon 97 11
Lou & Glenn C. Eichelberger 99 10
J. W. Carder Capt. Fields 96 13
Three boats 293 14

New Central Coal Company
Georgetown:
Alleghany Capt. Kroon 104 19
F. M. Offutt Capt. Grove 101 06
Two boats 206 05

Hampshire & Baltimore Company
Georgetown:
Sallie & Jennie Capt. Atwell 95 04
Individual
Little Nan Capt. Snyder 98 00

DT, Fri. 10/14/81, p. 3. Canal Trade
The following boats, 27 in number,
carrying 2,687 10 tons of coal, left this port
Thursday, October 13, 1881:

Consolidation Coal Company
Georgetown:
B. R. Mayfield Capt. Pifer 102 19
Amazon River Capt. Bender 103 16
R. H. Jones Ca. Westbrook 102 05
H. Roussell Capt. McKnight 106 02
Five Brothers Capt. Little 101 09
G. C. Goodrich Capt. Little 98 17
Alexandria:
G. S. French Capt. Wolf 99 01
Williamsport:
J. A. Spielman Capt. Miller 97 06
Katie & Jimmy Capt. Woltz 97 09
Jack & Bessie Capt. Shaffer 100 03
Ten boats 1,009 09

American Coal Company
### Canal Trade - 1881

**Alexandria:**
- J. Bradburn Capt. Nuse 100 13
- American Flag Capt. Pearce 101 05
- H. Delafield Capt. Bancord 97 04
- M. Snow Capt. Schoppart 100 15
- Samuel Lloyd Capt. McMillan 101 17
- Five boats 501 14

**Borden Mining Company**
- Capt. Nuse 100 13
- Capt. Pearce 101 05
- Capt. Bancord 97 04
- Capt. Schoppart 100 15
- Capt. McMillan 101 17

**American Flag**
- Capt. Pearce 101 05
- Capt. Bancord 97 04
- Capt. Schoppart 100 15
- Capt. McMillan 101 17

**H. Delafield**
- Capt. Schoppart 100 15

**M. Snow**
- Capt. Schoppart 100 15

**Samuel Lloyd**
- Capt. McMillan 101 17

**Five boats**
- 501 14

**H. De la fie**
- Capt. Bandon 97 04
- M. Snow Capt. Schoppart 100 15
- Samuel Lloyd Capt. McMillan 101 17

**Five boats**
- 501 14

**Georgetown:**
- Capt. Nuse 100 13
- Capt. Pearce 101 05
- Capt. Bancord 97 04
- Capt. Schoppart 100 15
- Capt. McMillan 101 17

**Borden Mining Company**
- Willie D. Capt. Hassett 106 14
- Sallie E. Hassett Capt. Hassett 102 12
- G. Berkebile Capt. Griffith 62 16

**G. Berkebile**
- Capt. Griffith 62 16

**Four boats**
- 361 05

**New Central Coal Company**
- River Nile Capt. Saris 110 07
- Minnie & Pinkie Capt. Bowers 100 11
- M. B. Winship Capt. Bowers 101 18

**G. Berkebile**
- Capt. Griffith 62 16

**Four boats**
- 361 05

**Hampshire & Baltimore Company**
- Jos Light Capt. Baylor 93 18
- D. Webster Capt. Snyder 95 10

**New Central Coal Company**
- River Nile Capt. Saris 110 07
- Minnie & Pinkie Capt. Bowers 100 11
- M. B. Winship Capt. Bowers 101 18

**Jos Light**
- Capt. Baylor 93 18
- D. Webster Capt. Snyder 95 10

**Two boats**
- 189 08

**Maryland Coal Company**
- Maggie McCleary C. Zimmerman 104 19
- Blaen Avon Company

**G. Berkebile**
- Capt. Griffith 62 16

**Individual**
- 62 16

**Canal News.**

The following arrivals and departures are reported from Alexandria for Thursday, Oct. 13: Arrived – Boats S. S. Howison and J. W. Burke to American Coal Company.
Co. Lillie and W. L. Read to George’s Creek Coal & Iron Co.
Departed – Boats S. S. Howison, J. W. Burke, Lillie and W. L. Read.

Sale of Real Estate and Personal Property
Henry Hanekamp, Sheriff, will offer for sale this morning at 10 o’clock, in front of the post office, the property known as the canal basin wharf property.

DT, Mon. 10/17/81, p. 3. Canal Trade
The following boats, 33 in number, carrying 3,378 11 tons of coal, left this port Saturday, October 15, 1881:

<table>
<thead>
<tr>
<th>Company</th>
<th>Captain</th>
<th>Tons</th>
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<tbody>
<tr>
<td>Consolida Coal Company</td>
<td>Donnelly</td>
<td>108 17</td>
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<tr>
<td>Georgetown</td>
<td>Artz</td>
<td>102 03</td>
</tr>
<tr>
<td>C. D. Warfield</td>
<td>Kerns</td>
<td>107 11</td>
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<tr>
<td>Dr. A. A. Biggs</td>
<td>Weller</td>
<td>96 09</td>
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<tr>
<td>A. B. Winship</td>
<td>Hebb</td>
<td>105 15</td>
</tr>
<tr>
<td>Daniel Linkins</td>
<td>Marmaduke</td>
<td>106 10</td>
</tr>
<tr>
<td>Z. Williams</td>
<td>Mose</td>
<td>108 16</td>
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<tr>
<td>Julia Tyler</td>
<td>Nuse</td>
<td>106 01</td>
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<tr>
<td>A. B. Turner</td>
<td>Magruder</td>
<td>104 02</td>
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<tr>
<td>Williamsport</td>
<td>McCardell</td>
<td>100 17</td>
</tr>
<tr>
<td>Ten boats</td>
<td></td>
<td>1,047 02</td>
</tr>
</tbody>
</table>

Maryland Coal Company
Georgetown:
R. A. Farmer          | Ardinger | 100 00 |
F. H. Darby          | Tice      | 100 12 |
J                | Peck      | 104 00 |
J. H. Farrell       | Smith     | 100 14 |
H                | Martz     | 100 01 |
G                | Martz     | 101 00 |
N                | Snyder    | 100 18 |
Washington:
P. Mullan            | Smith     | 103 02 |
Eight boats         |           | 810 07 |

Borden Mining Company
Georgetown:
H. Boley             | Hassett   | 101 18 |
Wm. T. Hasset       | Hassett   | 106 02 |
Dr. A. Shank        | Hassett   | 101 12 |

W H M Masters  | Hassett   | 106 05 |
Harry & Ralph     | Griffith  | 104 05 |
Four Locks:       |           |       |
Danton Jacques    | Hassett   | 99 12 |
Six boats         |           | 619 14 |

American Coal Company
Alexandria:
Ed Boyer          | McKelvey  | 101 14 |
B. Williamson     | McKelvey  | 101 11 |
W. E. Bell        | Driscoll  | 101 16 |
J. L. Read        | Brendlinger | 101 12 |
Four boats        |           | 406 13 |

Hampshire & Baltimore Company
Alexandria:
F. A. Mertens     | --        | 95 15 |
Savannah          | O’Neal    | 99 18 |
J. T. Hager       | Hendesey  | 94 16 |
Carrie V.         | Kirby     | 99 01 |
Four boats        |           | 389 10 |

New Central Coal Company
Georgetown:
Iowa | Keedy | 105 05 |

Sad News that Ought to be Joyful
Large orders have been received by the Blaen Avon, Hampshire and George’s Creek Coal Companies to load schooners at Alexandria, but the low water on the canal prevents filling these orders at present. The boats that now leave this port are so light that there is no money in the business, and the captains are as a rule tying up at different points on the canal. For this reason, many of the boat crews have left the canal for the season and are seeking work and winter quartering.

ES, Mon. 10/17/81, p. 1. Affairs in West
Washington – THE GRAIN TRADE –
Arrived – boat M. C. Waters with 3,200 bushels of wheat; steamer Regulus with 3,500 bushels of wheat.

DT, Tue. 10/18/81, p. 3. Canal Trade
The following boats, 28 in number, carrying 2,854 05 tons of coal, left this port Monday, October 17, 1881:

Consolidation Coal Company

Georgetown:
L. W. Guinand Capt. Weller 106 19
William King Capt. McCoy 108 00
Geo. M. Ryan Capt. Kroon 105 12
A. P. Mayfield Capt. Benner 105 09
H. K. Shaner Capt. Krone 102 01
C. F. Mayer Capt. Reid 107 01

Williamsport:
Sarah B. Capt. Kimble 107 15

Seven boats 742 17

Borden Mining Company

Georgetown:
G. F. Smith Capt. Griffith 106 12
Highlander Capt. Griffith 109 01
New Era Capt. Griffith 91 18
James Clarke Capt. Griffith 108 16
Antares Capt. Griffith 80 16
M. S. Haines Capt. Hassett 100 00

Six boats 597 03

American Coal Company

Alexandria:
R. S. Grant Capt. Myers 96 06
H O Claughton Capt. Moore 101 10
Wm. J. Boothe Capt. Weaver 101 12
Wm. C. Hunter Capt. Weaver 101 10
George Sherman Capt. Renner 103 00
Thomas H. Faile Capt. Penner 101 03

Six boats 605 02

Maryland Coal Company

Georgetown:
Cloud Ca. Zimmerman 105 02
Henry Boyd Capt. Shaffer 104 10

Washington:
W. T. Coulehan Capt. Staley 104 17
Henry Loveridge Capt. Hine 95 15

Four boats 410 04

Blaen Avon Company

Georgetown:
Col. John Myers Capt. Roof 109 07
William Foley C. Montgomery 99 11

Two boats 199 18

New Central Coal Company

Georgetown:
Monongahela Capt. Grosh 107 06
George’s Creek Coal Company

Alexandria:
R. J. West Capt. Shields 96 09
Hampshire & Baltimore Coal Company

Alexandria:
Laura Capt. Bartley 95 06

Canal Business

The following arrivals and departures are reported from Alexandria for Saturday, October 15: Arrived – Boats Wm. Smith, James Dayton, J. H. Platte to American Coal Company; Lillie & May and M. A. West to Hampshire & Baltimore Coal Company; Lucy & Willie to George’s Creek Coal & Iron Company; R. J. Mitchell to John P. Agnew & Co.; Capt. L. H. Kuhn to Mayfield & Hieston.


TC, Tue. 10/18/81, p. 4. GEORGETOWN AFFAIRS – Low Water in the Canal – The canal men are again in a peck of trouble on account of the low water in the canal. Large orders have been received by the Blaen Avon, Hampshire and George’s Creek Coal companies to load schooners at Alexandria, but the low water in the canal prevents filling these orders at present. The boats that now leave Cumberland are so light that there is no money in the business, and the captains are as a rule tying up at different points on the canal. For this reason, many of the boat crews have left the canal for the season and are seeking work and winter quartering.

ES, Tue. 10/18/81, p. 4. Affairs in West Washington – THE COAL TRADE – Thirty-three boats left Cumberland Saturday with 3,378 11 tons of coal as follows: for
Georgetown – Consolidation Co. 1,047 02 tons; Borden Co. 619 14 tons; Maryland Co. 810 07 tons; New Central Co. 105 05 tons. For Alexandria – American Co. 406 13 tons; Hampshire and Baltimore Co. 389 10 [tons].

Two boats  202 05
Boat C. B. Embrey, Capt. Kelley, loaded with twenty tons wire and consigned to T. E. Hardesty.

H&TL, Wed. 10/19/81, p. 3. The boatmen thus far have made a poor season on the canal. The very low stage of water has been a serious drawback. Many of them have lost money.

TC, Wed. 10/19/81, p. 3. Cumberland Coal Trade - The shipments from the mines of the Cumberland coal region for the week ended Saturday October 15, were 55,188 08 tons, as against 56,038 13 tons the previous week, a decrease of 850 05 tons; for the year 1,654,839 06 tons, against 1,686,008 09 tons for the corresponding period of last year, a decrease of 31,169 03 tons. The shipments to the Baltimore and Ohio Railroad were, for the week 34,206 15 tons; for the year 1,061,195 07 tons, an increase of 52,356 11 tons as compared with last year. The shipments to the Chesapeake and Ohio Canal were, for the week 15,414 10 tons; for the year 360,675 04 tons; a decrease of 136,202 11 tons as compared with last year. During the same week 167 boats left Cumberland against 185 the previous week. The shipments to the Pennsylvania Railroad were, for the week 5,402 tons; for the year 221,363 19 tons, an increase of 40,908 07 tons as compared with last year. The shipments to the Cumberland & Pennsylvania Railroad were, for the week 44,812 09 tons; for the year 1,463,536 07 tons, a decrease of 175,011 03 tons as compared with last year. The shipments to the George’s Creek & Cumberland Railroad were, for the week 8,344 03 tons, against 10,363 13 tons the previous week, a decrease of 2,019 10 tons as compared with the previous week; for the year 132,131 19 tons.
ES, Wed. 10/19/81, p. 4. Affairs in West Washington – THE COAL TRADE – Twenty-eight boats left Cumberland Monday with 2,854 05 tons of coal as follows: for Georgetown – Consolidation Co. 742 17 tons; Borden Co. 597 03 tons; Maryland Co. 410 04 tons; Blaen Avon Co. 199 18 tons; New Central Co. 107 06 tons. For Alexandria – American Co. 605 02 tons; George’s Creek Co. 96 09 tons; Hampshire and Baltimore Co. 95 06 tons.

DT, Thu. 10/20/81, p. 3. Canal Trade
The following boats, 18 in number, carrying 1,851 07 tons of coal, left this port Wednesday, October 19, 1881:

Consolidation Coal Company
Georgetown:
B. C. Barroll Capt. Jackson 105 06
Van S. Brashear Capt. Moore 102 09
J. B. Thomas Capt. Yingling 103 02
Geo. A. Peare Capt. Shives 102 02
Williamsport:
Emily H. Capt. Woltz 102 12
Jack & Bessie Capt. Shaffer 102 12
M. A. Shupp Capt. Shupp 103 02
Seven boats 721 05

Borden Mining Company
Georgetown:
Rainbow Capt. Griffith 104 15
Onward Capt. Griffith 103 16
E. R. Ladew Capt. Griffith 106 10
Charlie Hassett Capt. Hassett 102 04
Bertha M. Young Capt. Hassett 104 11
Five boats 521 16

Maryland Coal Company
Georgetown:
Col. J. C. Lynn Capt. Reid 99 13
Mollie Capt. Mose 99 06
A. H. Bradt Capt. Hill 105 09
Washington:
Osceola & Jake Capt. Davis 103 19
Four boats 408 07

Hampshire & Baltimore Company
Alexandria:
M. Ruben Capt. Malotte 95 19

Individual
Georgetown:
E. Cohill Capt. Gannon 104 00
Boat P. Hein & Co., loaded with 15,000 feet of lumber for canal locks.

Canal Commerce


ES, Thu. 10/20/81, p. 4. Affairs in West Washington – THE COAL TRADE – Shipments for the week from Cumberland were 55,188 tons, and for the tear to that date 1,654,839 tons, a decrease of 31,169 tons as compared with the corresponding period of 1880. The shipments to the Chesapeake and Ohio canal were for the week 15,415 tons, for the year 360,675 tons, a decrease of 130,354 tons as compared with last year. Twenty-two boats with 2,210 09 tons of coal left Cumberland Tuesday for this port.

DT, Fri. 10/21/81, p. 3. Canal Trade
The following boats, 32 in number, carrying 3,230 07 tons of coal, left this port Thursday, October 20, 1881:

**Consolidation Coal Company**

Georgetown:
- Nannie & Willie Capt. Reeves 102 13
- J. M. Dove Capt. Benner 105 12
- W. H. Marlow Capt. Rinehart 104 16
- H. C. Hicks Capt. Grove 106 09
- Jos. Z. Williams Capt. Sigler 103 18

Williamsport:
- Grason & Fannie Capt. Malotte 95 02
- David Seibert Capt. Preston 94 19
- Katie & Jimmy Capt. Woltz 105 18
- Hancock
  - L. W. Poffenberger Capt. Sensel 101 15

Nine boats 921 02

**American Coal Company**

Alexandria:
- J. H. Stickney Capt. Ekis 101 02
- Dr. M. M. Lewis Capt. Swain 101 11
- William Gregory Capt. Arnold 104 19
- Samuel Henry Capt. Chambers 97 10
- John W. Burke Capt. Long 103 12

Five boats 508 14

**Borden Mining Company**

Georgetown:
- R. B. Lynn Capt. Hassett 103 10
- Abram Kuhn Capt. Hassett 100 15
- Theo. Dean Capt. Hassett 104 02
- Arthur Lovell Capt. Griffith 95 01
- Walter Beall Capt. Griffith 106 10

Five boats 508 18

**Maryland Coal Company**

Georgetown:
- Pilot Boy Ca. Zimmerman 103 13
- W. H. Couter Ca. Armstrong 102 09
- Altoona Capt. Pierce 98 16
- Cumberland Capt. Pierce 101 17

Four boats 406 15

**Hampshire & Baltimore Company**

**New Central Coal Company**

Georgetown:
- H. Hanekamp Capt. Mouse 102 02
- Blaen Avon Company

Georgetown:
- Fred Williams Ca. McCormick 98 02
- Individual

Georgetown:
- Juniata Capt. Cumming 107 00

Four boats 382 02

**George’s Creek Coal Company**

Alexandria:
- Geo. W. Knod Ca. Ninnemyer 97 07
- Lucy & Willie Ca. Ninnemyer 98 05

Two boats 195 12

**Coal Trade**

Eighteen boats with coal for the following companies left Cumberland Wednesday: Consolidation Company 721 tons; Borden Company 521 tons; Maryland Company 408 tons; individual 104 tons.

**Canal Trade**

The following boats, 24 in number, carrying 2,393 13 tons of coal, left this port Friday, October 21, 1881:
**Canal Trade - 1881**

<table>
<thead>
<tr>
<th>Borden Mining Company</th>
<th>Susquehanna</th>
<th>Capt. Dick</th>
<th>105 00</th>
</tr>
</thead>
<tbody>
<tr>
<td>Georgetown:</td>
<td>L. Lovell</td>
<td>Capt. Crowl</td>
<td>105 00</td>
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<tr>
<td>Altair  Capt. Hassett  105 18</td>
<td>Two boats</td>
<td></td>
<td>210 00</td>
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<td>Sycorax  Capt. Hassett  109 16</td>
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<td>Warren Delano, jr Capt. Hassett</td>
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<tr>
<td>Borden &amp; Lovell Capt. Hassett 104 14</td>
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<tr>
<td>Sallie E. Hassett Capt. Hassett 99 19</td>
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<tr>
<td>Five boats</td>
<td></td>
<td></td>
<td>523 01</td>
</tr>
</tbody>
</table>

| Consolidation Coal Company          |                 |            |        |
| Georgetown:                         |                 |            |        |
| P. L. Burwell Capt. Monson 104 13   |                 |            |        |
| A. M. Grove Capt. Grove 102 13      |                 |            |        |
| Williamsport:                       |                 |            |        |
| Daniel Henry Capt. O’Neal 99 03    |                 |            |        |
| J. R. Couter Capt. McCardle 96 12  |                 |            |        |
| Four boats                          |                 |            | 403 01 |

| Maryland Coal Company               |                 |            |        |
| Georgetown:                         |                 |            |        |
| C. F. Dixon Capt. Coffman 102 18    |                 |            |        |
| Star No. 2 Capt. Ripple 81 06       |                 |            |        |
| Star No. 3 Capt. Ekis 82 01         |                 |            |        |
| Sally J. Kelly Capt. Gromes 103 15  |                 |            |        |
| Four boats                          |                 |            | 370 00 |

| American Coal Company               |                 |            |        |
| Alexandria:                         |                 |            |        |
| S. S. Howison Capt. James 101 07    |                 |            |        |
| John H. Parrot, jr Capt. Lynch 105 00|                 |            |        |
| John P. Moore Capt. Fink 98 15      |                 |            |        |
| Three boats                         |                 |            | 304 12 |

| Hampshire & Baltimore Company       |                 |            |        |
| Alexandria:                         |                 |            |        |
| Lizzie A. K. Capt. Smith 94 00      |                 |            |        |
| C. W. Powell Capt. Pennell 95 13    |                 |            |        |
| M. A. West Capt. Conrad 92 14       |                 |            |        |
| Three boats                         |                 |            | 282 07 |

| George’s Creek Coal Company         |                 |            |        |
| Georgetown:                         |                 |            |        |
| Helen W Capt. Eddy 101 06           |                 |            |        |
| Alexandria:                         |                 |            |        |
| Richard Fannon Ca. Alexander 98 12  |                 |            |        |
| Two Boats                           |                 |            | 199 18 |

| Blaen Avon Company                  |                 |            |        |
| Georgetown:                         |                 |            |        |
| Lillie & May Capt. Burns 100 14     |                 |            |        |
| Individual                          |                 |            |        |
| Georgetown:                         |                 |            |        |
Five boats 486 05
   Blaen Avon Company
Georgetown:
Four Sisters  Capt. Paxton  99 15
Wm. M. Mertens  Capt. Drenner  94 00
Two boats 193 15
   George’s Creek Coal Company
Alexandria:
A. H. Agnew  Capt. Jackson  94 12
Hampshire & Baltimore Company
Alexandria:
F. W. Mintdrop  Capt. Anderson  91 17
Maryland Coal Company
Georgetown:
Meyersdale  Capt. Beckwith  90 07
Individual
Georgetown:
Hunter G.  Capt. Young  97 17
Youghiogheny  Capt. Mertens  107 00
Two boats 194 17

ES, Mon. 10/24/81, p. 4.  Affairs in West Washington – THE COAL TRADE –
Twenty-four boats left Cumberland Friday with 2,393 13 tons of coal as follows: for Georgetown – Consolidation Co. 403 01 tons; Borden Co. 523 01 tons; Maryland Co. 370 tons; George’s Creek Co. 199 18 [tons]; Blaen Avon Co. 100 14 tons; individual 210 tons. For Alexandria – American Co. 304 12 tons; Pennsylvania and Baltimore Co. 282 07 tons.

THE GRAIN TRADE during the last week was very small, and the arrivals meagre. This is accounted for partly by the recent decline in prices and also by the fact that the farmers are now generally engaged in seeding.

DT, Tue. 10/25/81, p. 3.  Canal Trade
The following boats, 10 in number, carrying 908 10 tons of coal, left this port Monday, October 24, 1881:
   Borden Mining Company
Georgetown:
Dr. A. Shank  Capt. Hassett  93 11

Susan Charles  Capt. Hassett  88 13
Kate Prather  Capt. Hassett  99 09
Henry Boley  Capt. Hassett  83 19
W. T. Hassett  Capt. Hassett  94 02
Five boats 459 14
   American Coal Company
Alexandria:
G. L. Booth  Capt. Dunn  93 02
A. J. Akin  Capt. Hall  92 17
Two boats 185 19
   New Central Coal Company
Georgetown:
Invincible  Capt. Ward  95 17
Consolidation Coal Company
Hancock:
G. Meredith  Capt. Compton  93 12
   Maryland Coal Company
Georgetown:
Star No. 6  Capt. Russell  73 08

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Canal Business

The following arrivals and departures are reported from Alexandria for Saturday, October 22: Arrived – Boats Wm. Darrow, J. A. Alexander, Samuel Lloyd, R. Bender, W. J. Booth, Jr., W. E. Bell to American Coal Co. Lou & Glenn to George’s Creek Coal & Iron Co.
Departed – Boats W. Darrow, J. A. Alexander, Samuel Lloyd, R. Bender, W. J. Boothe, Jr., W. E. Bell and Lou & Glenn.

DT, Wed. 10/26/81, p. 3.  Canal Trade
The following boats, 29 in number, carrying 2,282 12 tons of coal, left this port Tuesday, October 25, 1881:
   Consolidation Coal Company
Georgetown:
W. Thompson  Capt. Wirtz  91 14
W. A. Smoot  Capt. Little  95 04
C. D. Warfield  Capt. Yingling  94 17
A. E. McQuade  Capt. Murphy  93 01
Elbe River  Capt. Swain  95 04
Willie & Johnnie  Capt. Morrison  96 03
Amazon River  Capt. Bender  97 14
Three Sisters  Capt. Little  95 18
Canal Trade - 1881

<table>
<thead>
<tr>
<th>Boats</th>
<th>Maryland Coal Company</th>
<th>Borden Mining Company</th>
<th>American Coal Company</th>
<th>New Central Coal Company</th>
<th>Blaen Avon Company</th>
<th>Hampshire &amp; Baltimore Company</th>
<th>George’s Creek Coal Company</th>
<th>Consolidation Coal Company</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eight boats</td>
<td>759 15</td>
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<td></td>
<td>1,012 tons</td>
<td>389 15</td>
<td>1,012 tons</td>
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<tr>
<td>Maryland Coal Company</td>
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<tr>
<td>Georgetown</td>
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<td>Mattie</td>
<td>Capt. Seaman 95 12</td>
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<td>Washington</td>
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<tr>
<td>P. E. Dawson</td>
<td>Capt. Pittlan 94 01</td>
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<tr>
<td>Hunter Lee</td>
<td>Capt. Seaman 90 11</td>
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<tr>
<td>Thos. Venners</td>
<td>Capt. Fahey 73 06</td>
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<tr>
<td>Wm. P. Wools</td>
<td>Capt. Mertens 90 14</td>
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<td>Dr J P Broderick</td>
<td>Capt. Mertens 100 05</td>
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<tr>
<td>Six boats</td>
<td>544 09</td>
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<tr>
<td>Borden Mining Company</td>
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<tr>
<td>Georgetown</td>
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<td>Harry Borden</td>
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<td>Capt. Bear 97 14</td>
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<td>Dr. G. E. Porter</td>
<td>Capt. Tall 92 00</td>
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<td>James Green</td>
<td>Capt. Bowers 92 08</td>
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<td>C. C. Kelly</td>
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<td>J. W. Carder</td>
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<td>Lewis Peacock</td>
<td>Capt. Nokes 90 17</td>
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<tr>
<td>Sallie &amp; Jennie</td>
<td>Capt. Atwell 87 06</td>
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ES, Wed. 10/26/81, p. 4. Affairs in West Washington – A CANAL STEAMER BURNED – About 2:00 o’clock this morning the steam canal boat Ludlow Patton, lying in the Potomac, off the point of Analostan Island, opposite the Potomac boat house, was observed to be on fire, and as the fire engines could not reach it was entirely destroyed. The Patton was owned by Mr. Henry G. Wagner, of this place, and was valued at $4,200, being insured for only $1,200. There was no fire about the boat when she was left during the day, and it is thought therefore that it must have been incendiary.

GRAIN – Arrived by canal boat Caledonia with 800 bushels wheat

THE COAL TRADE – Ten boats left Cumberland Monday with 908 10 tons of coal for Georgetown as follows: - Borden Co. 459 14 tons; New Central Co. 95 17 tons; Consolidation Co. 93 12 tons; Maryland Co. 73 08 tons. For Alexandria – American Co. 185 19 tons.

DT, Thu. 10/27/81, p. 3. Canal Trade

The following boats, 11 in number, carrying 1,012 tons of coal, left this port Wednesday, October 26, 1881:

Maryland Coal Company

Georgetown:

Steffey & Findley  Ca. Rodenizer 89 16
Maj. Anderson  Capt. Brady 94 13
Washington:

A. H. Bradt  Capt. Mertens 94 01
Maggie McCleary  Ca. Zimmerman 94 13
Laura S.  Capt. Little 93 15
Five boats 466 18

New Central Coal Company

Georgetown:

Allegheny  Capt. Kroon 95 06
H. S. Dixon  Capt. Brooks 90 19

Two boats 186 05

Consolidation Coal Company

Georgetown:

M. C. Waters  Capt. Renner 89 04

American Coal Company

Alexandria:

J. L. Reed  Ca. Brendlinger 97 00
Borden Mining Company
Georgetown:
New Era Capt. Griffith 78 09
Individual
Georgetown:
Alex Kratz Capt. Brookman 94 04

Sun, Thu. 10/27/81, p. 1. Cumberland Coal Trade - The shipments from the mines of the Cumberland coal region for the week ended Saturday October 22, were 55,387 tons, and for the year to that date 1,710,227 tons, a decrease of 11,169 tons as compared with the corresponding period of 1880. The shipments to the Baltimore and Ohio Railroad were, for the week 24,226 tons; for the year 1,095,422 tons, an increase of 64,583 tons as compared with 1880. The shipments to the Chesapeake and Ohio Canal were, for the week 16,186 tons; for the year 386,861 tons; a decrease of 121,705 tons as compared with last year. The shipments to the Pennsylvania Railroad were, for the week 4,736 tons; for the year 226,100 tons; an increase of 44,209 tons over last year.

TC, Thu. 10/27/81, p. 4. PERTINENT PARAGRAPHS – Eight Hundred bushels of wheat have arrived at Georgetown by the canal boat Caledonia.


DT, Fri. 10/28/81, p. 3. Canal Trade

The following boats, 15 in number, carrying 1,403 04 tons of coal, left this port Thursday, October 27, 1881:

Consolidation Coal Company
Georgetown:
Lewis P. Hieston Capt. Brubaker 95 13
M. B. Mayfield Capt. Carter 96 17

Maryland Coal Company
Georgetown:
Willie Snyder Capt. Crampton 97 18
F. H. Darby Capt. Tice 93 15
Washington:
C. W. Brengle Capt. Brengle 106 00
M Capt. Wilson 94 00

Borden Mining Company
Georgetown:
Arcturus Capt. Hassett 73 10
Highlander Capt. Griffith 98 00
Unexpected Capt. Hassett 91 06

American Coal Company
Alexandria:
A S Wintringham Capt. Ingram 92 13
Weyand Doerner Capt. Creamer 93 01

Blaen Avon Company
Georgetown:
F. M. Offutt Capt. Grove 90 01

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A Canal Steamer Burned.
About 2:00 o’clock Wednesday morning the steam canal boat Ludlow Patton, lying in the Potomac, off the point of Analostan Island, opposite the Potomac boat house near Georgetown was observed to be on fire, and as the fire engine could not reach it was entirely destroyed. The Patton was owned by Mr. Henry G. Wagner, of Georgetown and was valued at $4,200, being insured for only $1,200. There was no fire about the boat when she was left during the day, and it is thought therefore that it must have been an incendiary.
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On Monday there arrived at Alexandria boats E. Boyer, B. Williamson, T. H. Faile, W. C. Hunter and W. J. Boothe,
Canal Trade - 1881

Jr. to American Coal Company; Wheeler & Banon limestone to E. Francis.


ES, Fri. 10/28/81, p. 4. Affairs in West Washington – THE CANAL TRADE –
Grain – Arrived boat M. C. W. Boyer with 4,200 bushels wheat; boat Farmer’s Friend with 3,000 bushels wheat.
Coal – Eleven boats left Cumberland Wednesday with 1,012 tons of coal as follows: for Georgetown – Maryland Co. 466 18 tons; New Central Co. 186 05 tons; Consolidation Co. 89 04 tons; Borden Co. 78 09 tons; individual 94 04 [tons]. For Alexandria – American Co. 97 tons.

DT, Sat. 10/29/81, p. 3. Canal Trade

The following boats, 30 in number, carrying 2,804 09 tons of coal, left this port Friday, October 28, 1881:

Consolidation Coal Company
Georgetown:
A. P. Mayfield Capt. Benner 95 14
E. K. Johnson Capt. Walker 96 10
H. K. Shaner Capt. Kroon 86 13
G. L. Sheriff Capt. Sorrell 98 13
H. Roussell Capt. McKnight 98 05
A. F. Lantz Capt. Swain 94 01
Geo. Bogus Capt. Powell 95 18
A. B. Winship Capt. Hebb 95 05
Thames River Capt. Studd 96 06
A. B. Wolf Capt. McQuade 97 01
R. Callehan Capt. McQuade 98 14
Alexandria:
R. Shriver Capt. Hall 93 03
Williamsport:
C. B. Embrey Capt. Keller 87 00
Seneca Capt. Taylor 79 15

Fourteen boats 1,312 19

Maryland Coal Company
Georgetown:
B. L. Slack Capt. Cartwright 97 01
G. T. Gatrell Capt. Harper 97 08

F Capt. Miller 97 12
Thos O’Connell Capt. Mills 93 02
N Capt. Snyder 92 00
Johnnie & Frankie Capt. Magaha 92 16

Six boats 569 19

Borden Mining Company
Georgetown:
Dr. O M Schindell Capt. Hassett 93 11
M. S. Haines Capt. Hassett 91 05
M. S. Fernsner Capt. Hassett 94 13
Fall River Capt. Hassett 94 14
Mabel Capt. Hassett 96 18

Five boats 471 01

George’s Creek Coal Company
Georgetown:
R. J. Mitchell Ca. Crumbaugh 92 02
E. T. Woody Ca. Crumbaugh 92 12
Phoebe & Johnnie Ca. Crumbaugh 95 07

Three boats 280 08

New Central Coal Company
Georgetown:
Daniel Webster Capt. Snyder 97 04

Garton Coal Company
Georgetown:
Cigarette Capt. Sensel 93 18

Sun, Sat. 10/29/81, p. 4. Canal Navigation.

Cumberland, Md. - The low water in the canal still greatly impedes navigation. There is plenty of coal here for shipment, but the boats are very scarce, both on account of blockades to loaded boats and the fact that many of the boatmen tired of takin such light loads as they are compelled to, have tied up along the canal. One company here today offered as high as one dollar per ton freight, without securing all the boats needed. Rain is greatly needed.

Fifteen boats left Cumberland Thursday with 1,403 04 tons of coal as follows: for Georgetown – Consolidation Co. 472 17 tons; Maryland Co. 392 02 tons; Borden Co.
262 16 tons; Blaen Avon Co. 90 01 tons.
For Alexandria – American Co. 185 14 tons.

DT, Mon. 10/31/81, p. 3. **Canal Trade**
The following boats, 26 in number, carrying 2,507 15 tons of coal, left this port
Saturday, October 29, 1881:
Consolidation Coal Company
Georgetown:
A. Campbell Capt. Eddy 98 19
L. W. Guinand Capt. Welsh 102 06
Geo. S. Young Capt. James 101 16
Jimmy M. Jr Capt. Bush 99 16
Geo. S. French Capt. Wolf 98 09
Consolidation Capt. Barger 99 00
W. C. Ernst Capt. Bender 99 07
Julia Tyler Capt. Nuse 99 06
Jack & Bessie Capt. Shaffer 89 14
J. A. Spielman Capt. Miller 95 09
Ten Boats 984 11
American Coal Company
Alexandria:
John Bradburn Capt. Nuse 97 16
Thomas Patton Capt. Eaton 97 02
R. H. Miller Capt. Eaton 97 03
Geo. Sherman Capt. Renner 97 09
Four boats 389 10
Borden Mining Company
Georgetown:
Harry & Ralph Capt. Griffith 96 16
Exchange Capt. Griffith 97 16
B. M. Young Capt. Hassett 97 07
S. M. Reitzell Capt. Hassett 93 19
Four boats 385 18
George’s Creek Coal Company
Georgetown:
A. J. Mills Capt. Davis 90 08
Lucinda Capt. Reid 91 00
Ida J. Reid Capt. Reid 90 14
Three boats 272 02
New Central Coal Company
Georgetown:
Clara & Prudy Capt. Harrison 92 17
Iowa Capt. Keedy 93 08
Two boats 196 05
Blaen Avon Company
Georgetown:
Geo. Hughes Capt. Callen 96 11
L. C. Burwell Capt. Zellers 96 05
Two Boats 192 16
Maryland Coal Company
Georgetown:
P Capt. Chapline 96 13

ES, Mon. 10/31/81, p. 1. **The Coal Trade** –
Thirty boats left Cumberland Friday with
2,804 09 tons of coal as follows: for
Georgetown – Consolidation Co. 1,312 19
tons; Maryland Co. 569 19 tons; Borden Co.
471 01 tons; George’s Creek Co. 280 08
tons; New Central Co. 97 04 tons; George’s
Creek Co. 93 18 tons.

DT, Tue. 11/1/81, p. 3. **Canal Trade**
The following boats, 18 in number, carrying 1,921 13 tons of coal, left this port
Monday, October 31, 1881:
Consolidation Coal Company
Williamsport:
Emily H. Capt. Woltz 111 14
Katie & Jimmy Capt. Woltz 111 06
D. Seibert Capt. Hornsly 103 07
Grason & Fannie Capt. Malotte 102 09
J. R. Couter Ca. McCardell 105 06
Georgetown:
Wm. King Capt. McCoy 112 17
H. A. Clark Capt. Quigley 115 18
W. J. Stevenson Capt. Brubaker 114 16
W. H. Lowe Capt. Carter 104 13
Nine boats 982 06
Maryland Coal Company
Georgetown:
G Capt. Martz 107 00
H Capt. Martz 106 17
Henry Loveridge Capt. Hine 103 17
Three boats 317 14
Borden Mining Company
Georgetown:
Antares Capt. Griffith 84 07
James Clark Capt. Griffith 109 16
Cowton & Tilghman Capt. Hassett 109 16
Three boats 303 19
Canal Trade - 1881

George’s Creek Coal Company
Georgetown:
Bernadette Capt. Butler 103 08
Lou & Glenn Eichelberger 105 12
Two boats 209 00

New Central Coal Company
Georgetown:
ES, Tue. 11/1/81, p. 4. Affairs in West Washington – CANAL BOATS are now being full loaded, the first time for more than a month, the low water in the canal heretofore having prevented it. The latest advices from Cumberland received at the canal office were to the effect that the water had risen 12 or 13 inches at Dam No. 6 Sunday, and the impression at the office and among the coal companies is that the canal is now full all the way to Cumberland. A telegram received by the New Central Company from their general agent yesterday stated that they would load eight or ten boats today. The companies all expect a brisk trade between this and the close of navigation, and say they will load all the vessels that come to this port up to Christmas.

ST, Wed. 11/2/81, p. 3. Canal Trade
The following boats, 24 in number, carrying 2,562 10 tons of coal, left this port Tuesday, November 1, 1881:
Consolidation Coal Company
Georgetown:
W. Weber Capt. Rowland 107 06
Geo. M. Ryan Capt. Kroon 106 05
L. H. Kuhn Capt. Krone 104 09
W. H. Marlow Capt. Rinehart 111 19
C. F. Mayer Capt. Reed 111 16
Jos. M. Wheatley Capt. Seaman 113 03
Williamsport:
D. Henry Capt. O’Neal 108 19
Seven Boats 763 17

Delaware Ca. Dickerhoof 110 01
Potomac Capt. Barger 105 08
Savannah Capt. O’Neal 109 02
J. F. A. Remley Capt. Dixon 103 07
E. P. Cahill Capt. Gannon 109 14
Emma Mertens Ca. Hammond 112 13
Muskingum Capt. Donnelly 113 13

Seven boats 763 18

Borden Mining Company
Georgetown:
Rainbow Capt. Griffith 104 17
Henry Freeland Capt. Griffith 107 07
G. F. Smith Capt. Griffith 108 02
E. R. Ladew Capt. Griffith 110 07
Abram Kuhn Capt. Hassett 104 01
Theo. Dean Capt. Hassett 110 06
Six boats 645 01

Blaen Avon Company
Georgetown:
A. B. Spear Capt. Pidgran 105 01
T. F. McCordell Ca. McCormick 105 09
Two boats 210 10

George’s Creek Coal Company
Georgetown:
Bernard J. Coulehan Capt. Wilgus 95 13
F. L. Moore Capt. Wilgus 83 11
Two boats 179 04

The Month’s Business on the Canal.
During the month of October, the shipments by the Chesapeake and Ohio canal were as follows: The total number of boats leaving this port was 695, carrying 70,764 01 tons of coal and thirty-five tons of merchandise; being an average of 101 15 tons per boat, and bringing in a revenue of $38,000.

The shipments for the same month in 1880 show a total of 653 boats, carrying 73,237 14 tons of coal and five tons of merchandise, with a revenue of $39,000. The average load was 112 03 tons to each boat.

The shipments were larger for October just ended than that of any preceding month during the present year.
The month of July shows the next largest shipments, there having been 612 boats which left this port, carrying 70,475 06 tons.

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Clearing Dam No. 6
The water at Dam No. 6 has risen eleven inches, and boats carrying 115 tons, four feet six inches gauge, passed that point yesterday very easily. The rains have increased the depth of the Potomac very much, and will afford more than a sufficient supply for the canal in a day or so.

Sun, Wed. 11/2/81, p. 4. Cumberland Coal Trade - The shipments from the mines of the Cumberland coal region for the week ended Saturday October 29, were 46,877 tons, and for the year to that date 1,757,104 tons, a decrease of 13,902 tons as compared with the corresponding period of last year. The coal was carried to tidewater as follows: Baltimore and Ohio Railroad, week 31,347 tons; year 1,126,769 tons, increase over 1880, 73,428 tons. Chesapeake and Ohio Canal, week 11,074 tons; year 397,935 tons; decrease as compared with 1880, 131,714 tons. Pennsylvania Railroad, week 4,263 tons; year 230,363 tons; an increase of 42,347 [tons] over 1880. The coal was brought from the mines as follows: Cumberland and Pennsylvania Railroad, week 37,501 tons, year 1,546,851 tons; George’s Creek and Cumberland Railroad, week 6,745 tons, year 146,434 tons; Baltimore and Ohio Railroad, week 1,716 tons, year 57,523 [tons]; West Virginia Central and Pittsburg Railway, week 547 tons, its first business.

ES, Wed. 11/2/81, p. 4. Affairs in West Washington – THE COAL TRADE – Eighteen boats left Cumberland Monday with 1,921 13 tons of coal as follows: for Georgetown – Consolidation Co. 982 06 tons; Maryland Co. 317 14 tons; Borden Co. 303 19 tons; George’s Creek Co. 209 tons; New Central Co. 108 14 tons.

DT, Thu. 11/3/81, p. 3. Canal Trade The following boats, 26 in number, carrying 2,778 16 tons of coal, left this port Wednesday, November 2, 1881: Consolidation Coal Company
Georgetown:
B. C. Barroll, jr Capt. Jackson 112 13
R. H. Jones Capt. Westbrook 112 18
G. C. Goodrich Capt. Little 108 00
Five Brothers Capt. Little 110 14
Williamsport:
Chas. B. Embrey Capt. Kelly 103 05
Five boats 547 10
Borden Mining Company
Georgetown:
W H M Masters Capt. Hassett 107 19
W. T. Hassett Capt. Hassett 108 12
Henry Boley Capt. Hassett 107 09
Charlie Hassett Capt. Hassett 108 19
Altair Capt. Hassett 113 03
Five boats 546 02
Maryland Coal Company
Georgetown:
Star No. 8 Capt. Shupp 93 06
J Capt. Peek 107 06
Star No. 2 Capt. Ripple 89 03
Washington:
G. S. Couter Capt. Hawkin 103 09
Duncan Sinclair Capt. Ingram 109 06
Five boats 502 10
American Coal Company
Alexandria:
Daniel Annan Eichelberger 108 00
Andrew Main Capt. Matters 106 14
Richard Bender Capt. Moore 111 11
American Flag Capt. Pearce 111 12
Four boats 437 17
George’s Creek Coal Company
Georgetown:
Robert Portner Capt. Merryman 106 13
Diligent Capt. Merryman 106 13
Cumberland Capt. Pierce 107 03
R. J. West Capt. Shields 102 05
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<td>Andrew Sherman</td>
<td>Whittington</td>
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<td>Clara</td>
<td>Capt. Colbert</td>
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<td>Two Boats</td>
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<td>New Central Coal Company</td>
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<td>Detroit</td>
<td>Capt. Myers</td>
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Canal Commerce at Alexandria.
Arrived Tuesday – Boats D. A. Lowe and Wm. Smith to American Coal Co. G. W. Knod and Lucy & Willie to George’s Creek Coal & Iron Co.
Departed – Boats D. A. Lowe, W. Smith, G. W. Knod and Lucy & Willie.

DT, Fri. 11/4/81, p. 3. Canal Trade
The following boats, 28 in number, carrying 3,085 14 tons of coal, left this port Thursday, November 3, 1881:
Consolidation Coal Company
Georgetown:
- Van S Brashears Capt. Moore 109 06
- G. Meredith Capt. Shriver 113 00
- Geo. A. Pearre Capt. Shriver 110 07
- Dr. A. A. Biggs Capt. Weller 107 13
- Jacob McGraw Capt. Shaw 104 02
Williampst:
- R. A. Farmer Capt. Arding 115 19
- M. A. Shupp Capt. Shupp 108 13
- Regulus Capt. Achel 104 04
- J. A. Spielman Capt. Miller 111 04
Nine boats 984 08

American Coal Company
Alexandria:
- Wm. J. Boothe Capt. Weaver 106 19
- Wm. C. Hunter Capt. Weaver 110 18
- G. P. Lloyd Capt. McDonald 106 15
- Charles Clifton Capt. Driscoll 107 01
- Edward Boyer Capt. McKalve 111 02
- Ben. Williamson Capt. McKalve 111 13
- H. O. Cloughton Capt. Moore 111 18
- Michael Snow Capt. Schoppart 106 02
- Samuel Lloyd Capt. McMullen 106 03

Canal Commerce

Twenty-six boats left Cumberland
Wednesday with 2,778 16 tons of coal as follows: for Georgetown – Consolidation Co. 547 10 tons; Borden Co. 546 02 tons; Maryland Co. 502 10 tons; George’s Creek Co. 422 14 tons; Blen Avon Co. 215 10 tons; New Central Co. 106 13 tons. For Alexandria – American Co. 437 17 [tons].
### Canal Trade - 1881

DT, Sat. 11/5/81, p. 3. **Canal Trade**

The following boats, 25 in number, carrying 2,814 19 tons of coal, left this port Friday, November 4, 1881:

Consolidation Coal Company

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<tr>
<th>Name</th>
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<td>Robert Shriver</td>
<td>Capt. Miller</td>
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<td>C. D. Warfield</td>
<td>Capt. Kerns</td>
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<td>B. R. Mayfield</td>
<td>Capt. Piper</td>
<td>115 08</td>
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<tr>
<td>Mollie C. Boyer</td>
<td>Capt. Knode</td>
<td>108 04</td>
</tr>
<tr>
<td>G M Stonebraker</td>
<td>Capt. Krone</td>
<td>110 14</td>
</tr>
<tr>
<td>A. B. Turner</td>
<td>Capt. Magruder</td>
<td>116 08</td>
</tr>
<tr>
<td>H. C. Hicks</td>
<td>Capt. Grove</td>
<td>112 18</td>
</tr>
</tbody>
</table>

Williamsport:

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bessie G.</td>
<td>Capt. Artz</td>
<td>114 10</td>
</tr>
</tbody>
</table>

Eight boats 903 09

Borden Mining Company

Georgetown:

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ruby</td>
<td>Capt. Hassett</td>
<td>109 03</td>
</tr>
<tr>
<td>Unexpected</td>
<td>Capt. Hassett</td>
<td>118 05</td>
</tr>
<tr>
<td>Highlander</td>
<td>Capt. Griffith</td>
<td>124 17</td>
</tr>
<tr>
<td>Clinton Knode</td>
<td>Capt. Snyder</td>
<td>111 12</td>
</tr>
</tbody>
</table>

Four boats 463 17

American Coal Company

Alexandria:

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>William E. Bell</td>
<td>Capt. Driscoll</td>
<td>109 17</td>
</tr>
<tr>
<td>John Wilson</td>
<td>Capt. McCann</td>
<td>109 08</td>
</tr>
<tr>
<td>William Gregory</td>
<td>Capt. Arnold</td>
<td>116 01</td>
</tr>
<tr>
<td>James A. Alexander</td>
<td>Capt. Turner</td>
<td>107 00</td>
</tr>
</tbody>
</table>

Four boats 442 06

Maryland Coal Company

Georgetown:

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Col. J. C. Lynn</td>
<td>Capt. Reid</td>
<td>112 11</td>
</tr>
<tr>
<td>Charley</td>
<td>Capt. Shaffer</td>
<td>111 00</td>
</tr>
</tbody>
</table>

Washington:

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>W. T. Coulehan</td>
<td>Capt. Staley</td>
<td>116 10</td>
</tr>
</tbody>
</table>

Three boats 340 01

New Central Coal Company

Georgetown:

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>H. Hanekamp</td>
<td>Capt. Mouse</td>
<td>110 15</td>
</tr>
<tr>
<td>Alonzo Berry</td>
<td>Capt. Ardinger</td>
<td>109 15</td>
</tr>
<tr>
<td>Missouri</td>
<td>Capt. Ardinger</td>
<td>114 10</td>
</tr>
</tbody>
</table>

Three boats 335 00

Blaen Avon Company

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>William Foley</td>
<td>Montgomery</td>
<td>111 09</td>
</tr>
<tr>
<td>Martin Scalley</td>
<td>Capt. Dunn</td>
<td>108 19</td>
</tr>
</tbody>
</table>

Two boats 220 08

George’s Creek Coal Company

Georgetown:

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>F. A. Mertens</td>
<td>Capt. Long</td>
<td>109 18</td>
</tr>
</tbody>
</table>

ES, Sat. 11/5/81, p. 8. **Affairs in West**

Washington – THE COAL TRADE – Twenty-eight boats left Cumberland Thursday with 3,085 14 tons of coal as follows: for Georgetown – Consolidation Co. 984 08 tons; Borden Co. 462 05 tons; Maryland Co. 219 01 tons; George’s Creek Co. 215 01 tons; Blaen Avon Co. 111 09 tons; individual 114 19 tons. For Alexandria – American Co. 978 11 tons.

DT, Mon. 11/7/81, p. 3. **Canal Trade**

The following boats, 35 in number, carrying 3,931 04 tons of coal, left this port Saturday, November 5, 1881:

Consolidation Coal Company

Georgetown:

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>W. A. Smoot</td>
<td>Capt. Myers</td>
<td>117 18</td>
</tr>
<tr>
<td>J. J. Miller</td>
<td>Capt. Brown</td>
<td>115 19</td>
</tr>
<tr>
<td>Amazon River</td>
<td>Capt. Bender</td>
<td>118 03</td>
</tr>
<tr>
<td>Daniel Lukin</td>
<td>Capt. Swain</td>
<td>114 17</td>
</tr>
<tr>
<td>Willie &amp; Frankie</td>
<td>Capt. Repp</td>
<td>110 09</td>
</tr>
<tr>
<td>Geo. L. Sheriff</td>
<td>Capt. Sowell</td>
<td>117 06</td>
</tr>
<tr>
<td>A. P. Mayfield</td>
<td>Capt. Benner</td>
<td>114 17</td>
</tr>
</tbody>
</table>

Williamsport:

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Katie &amp; Jimmy</td>
<td>Capt. Woltz</td>
<td>111 17</td>
</tr>
<tr>
<td>Grason &amp; Fannie</td>
<td>Capt. Malotte</td>
<td>109 02</td>
</tr>
<tr>
<td>Jack &amp; Bessie</td>
<td>Capt. Shaffer</td>
<td>111 02</td>
</tr>
</tbody>
</table>

Ten boats 1,141 10

Borden Mining Company

Georgetown:

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sallie E. Hassett</td>
<td>Capt. Hassett</td>
<td>111 17</td>
</tr>
<tr>
<td>Borden &amp; Lovell</td>
<td>Capt. Hassett</td>
<td>112 07</td>
</tr>
<tr>
<td>R. B. Lynn</td>
<td>Capt. Hassett</td>
<td>112 08</td>
</tr>
<tr>
<td>Kate Prather</td>
<td>Capt. Hassett</td>
<td>114 01</td>
</tr>
<tr>
<td>M. S. Fernsner</td>
<td>Capt. Hassett</td>
<td>110 13</td>
</tr>
<tr>
<td>Arthur Lovell</td>
<td>Capt. Griffith</td>
<td>99 16</td>
</tr>
<tr>
<td>Walter Beall</td>
<td>Capt. Griffith</td>
<td>113 16</td>
</tr>
</tbody>
</table>

Seven boats 774 18

174
Canal Trade - 1881

American Coal Company
Alexandria:
William Walsh  Capt. Edenhart  111 11
John H. Parrott, jr.  Capt. Lynch  116 06
William J. Boothe  Capt. Hetzer  111 09
Dr. M. M. Lewis  Capt. Swain  111 05
Henry Delafield  Ca. Bancord  111 13
Thomas H. Faile  Capt. Penner  116 19
Six boats  679 03

Maryland Coal Company
Georgetown:
G  Capt. O’Neal  116 07
Q  Capt. Stickley  110 14
Star No. 3  Capt. Wilkins  98 06
Cloud  Zimmerman  112 04
Baltimore  Capt. Rinehart  115 18
Five boats  553 09

New Central Coal Company
Georgetown:
James M. Schley  Capt. Kean  114 14
A. H. Bradt  Capt. Hill  111 00
M. B. Winship  Capt. Bowers  111 17
Minnie & Pinkie  Capt. Bowers  107 08
Four boats  444 19

Blaen Avon Company
Georgetown:
D. R. Long  Capt. Evans  112 04

George’s Creek Coal Company
Georgetown:
Helen V.  Capt. Eddy  110 11
Individual

Georgetown:
Maggie B.  Capt. Beachler  115 00

H&TL, Mon. 11/7/81, p. 2. LETTER
FROM GREEN SPRING FURNACE – Messrs. Editors. – After a long period of
drought just passed, and which with us
lasted about three months, we are being
blessed with a bountiful supply of rain. For
nearly a week past the clouds have been
dropping more or less of their burden and
the thirsty, newly seeded grain-fields have
greedily drank up their share, but are
returning it to the surface rapidly in the
shape of thrifty growing young grain – in
fact the newly seeded fields which were bare
a week ago, are now covered with a
beautiful coat of green verdure.

The canal, which a week ago was
about twenty inches below its ordinary level,
is gradually filling up, and it is very likely
that for the short remainder of the season,
boats will carry full loads through. Between
the railroad squabble in Cumberland, and
the unusually low stage of water, the
boatmen have a pretty difficult time of it in
making both ends meet.

ES, Mon. 11/7/81, p. 4. Affairs in West
Washington – THE CANAL TRADE –
Arrived – boat Samuel Jarboe with 1,500
bushels wheat and 400 bushels corn. Boat
Farmer’s Friend with 1,600 bushels wheat
and deck load of apples.

THE COAL TRADE – Twenty-five boats
left Cumberland Friday with 2,814 19 tons
of coal as follows: for Georgetown –
Consolidation Co. 903 09 tons; Borden Co.
463 17 tons; Maryland Co. 340 01 tons;
George’s Creek Co. 109 18 tons; Blaen
Avon Co. 220 08 tons; New Central Co. 335
tons. For Alexandria – American Co. 442
06 tons.

DT, Tue. 11/8/81, p. 3. Canal Trade
The following boats, 24 in number,
carrying 2,721 07 tons of coal, left this port
Monday, November 7, 1881:

Consolidation Coal Company
Georgetown:
J. M. Dove  Capt. Benner  118 04
H. K. Shaner  Capt. Kroon  112 10
Z. Williams  Capt. Mose  116 12

Williamsport:
Emily H.  Capt. Woltz  120 04
J. R. Couter  Ca. McCordell  106 13

Five boats  574 03

Borden Mining Company
Georgetown:
Mabel  Capt. Hassett  116 05
Susan Charles  Capt. Hassett  108 04
Canal Commerce at Alexandria.
Arrived on Saturday – Boats A. J. Akin, James Dayton and W. D. Walbridge to American Coal Company; Carrie V. to Hampshire & Baltimore Coal Company.

DT, Wed. 11/9/81, p. 3. **Canal Trade**

<table>
<thead>
<tr>
<th>Company</th>
<th>Name</th>
<th>Coal (tons)</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Coal Company</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alexandria</td>
<td></td>
<td></td>
</tr>
<tr>
<td>David Stewart</td>
<td>Capt. Harris</td>
<td>111 12</td>
</tr>
<tr>
<td>J. W. Burke</td>
<td>Capt. Long</td>
<td>115 15</td>
</tr>
<tr>
<td>S. S. Howison</td>
<td>Capt. James</td>
<td>115 12</td>
</tr>
<tr>
<td>J. J. Swift</td>
<td>Capt. Brown</td>
<td>111 01</td>
</tr>
<tr>
<td>Four boats</td>
<td></td>
<td>438 10</td>
</tr>
<tr>
<td>Maryland Coal Company</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Deer Park</td>
<td>Capt. Cain</td>
<td>121 09</td>
</tr>
<tr>
<td>Maj. Anderson</td>
<td>Capt. Brady</td>
<td>111 17</td>
</tr>
<tr>
<td>J. H. Farrow</td>
<td>Capt. Smith</td>
<td>112 08</td>
</tr>
<tr>
<td>Osceola &amp; Jake</td>
<td>Capt. Davis</td>
<td>116 06</td>
</tr>
<tr>
<td>Four boats</td>
<td></td>
<td>454 00</td>
</tr>
<tr>
<td>New Central Coal Company</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Allegheny</td>
<td>Capt. Kroon</td>
<td>119 04</td>
</tr>
<tr>
<td>Monongahela</td>
<td>Capt. McCardell</td>
<td>114 06</td>
</tr>
<tr>
<td>Wm. Blackwell</td>
<td>Capt. Hoadley</td>
<td>107 17</td>
</tr>
<tr>
<td>Three boats</td>
<td></td>
<td>341 07</td>
</tr>
<tr>
<td>Blaen Avon Company</td>
<td></td>
<td></td>
</tr>
<tr>
<td>J. W. Carder</td>
<td>Capt. Darkey</td>
<td>113 02</td>
</tr>
<tr>
<td>Katie &amp; Addie</td>
<td>Capt. Davis</td>
<td>115 12</td>
</tr>
<tr>
<td>Two boats</td>
<td></td>
<td>228 14</td>
</tr>
</tbody>
</table>

The following boats, 30 in number, carrying 3,415 14 tons of coal, left this port Tuesday, November 8, 1881:

Consolidation Coal Company

<table>
<thead>
<tr>
<th>Name</th>
<th>Coal (tons)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elbe River</td>
<td>Capt. Swain</td>
</tr>
<tr>
<td>E. K. Johnson</td>
<td>Capt. Walker</td>
</tr>
<tr>
<td>J. Z. Williams</td>
<td>Capt. Zeigler</td>
</tr>
<tr>
<td>Geo. Bogus</td>
<td>Capt. Powell</td>
</tr>
<tr>
<td>H. Roussell</td>
<td>Ca. McKnight</td>
</tr>
<tr>
<td>S. Barnott</td>
<td>Capt. Penner</td>
</tr>
<tr>
<td>L. P. Huston</td>
<td>Ca. Brubaker</td>
</tr>
<tr>
<td>Nannie &amp; Willie</td>
<td>Capt. Reives</td>
</tr>
<tr>
<td>P. L. Burwell</td>
<td>Capt. Morrow</td>
</tr>
</tbody>
</table>

Williamsport:

<table>
<thead>
<tr>
<th>Name</th>
<th>Coal (tons)</th>
</tr>
</thead>
<tbody>
<tr>
<td>C. B. Embrey</td>
<td>Capt. Kelly</td>
</tr>
<tr>
<td>M. A. Shupp</td>
<td>Capt. Shupp</td>
</tr>
<tr>
<td>D. Seibert</td>
<td>Capt. Berton</td>
</tr>
</tbody>
</table>

Thirteen boats 1,498 12

Borden Mining Company

<table>
<thead>
<tr>
<th>Name</th>
<th>Coal (tons)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Echo</td>
<td>Capt. Griffith</td>
</tr>
<tr>
<td>Onward</td>
<td>Capt. Griffith</td>
</tr>
<tr>
<td>Exchange</td>
<td>Capt. Griffith</td>
</tr>
<tr>
<td>M. S. Haines</td>
<td>Capt. Hassett</td>
</tr>
<tr>
<td>Cigarette</td>
<td>Capt. Hassett</td>
</tr>
</tbody>
</table>

Five boats 579 00

Maryland Coal Company

<table>
<thead>
<tr>
<th>Name</th>
<th>Coal (tons)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Altoona</td>
<td>Capt. Pierce</td>
</tr>
<tr>
<td>W. H. Couter</td>
<td>Ca. Armstrong</td>
</tr>
<tr>
<td>Star No. 6</td>
<td>Capt. Russell</td>
</tr>
<tr>
<td>Pilot Boy</td>
<td>Ca. Zimmerman</td>
</tr>
</tbody>
</table>

Four boats 440 03

American Coal Company

<table>
<thead>
<tr>
<th>Name</th>
<th>Coal (tons)</th>
</tr>
</thead>
<tbody>
<tr>
<td>J. W. Morris</td>
<td>Capt. Hooker</td>
</tr>
<tr>
<td>Wm. Smith</td>
<td>Capt. Teach</td>
</tr>
<tr>
<td>T. L. Betts</td>
<td>Capt. Lucas</td>
</tr>
<tr>
<td>D. A. Lowe</td>
<td>Capt. Smith</td>
</tr>
</tbody>
</table>

Four boats 459 18

Blaen Avon Company

<table>
<thead>
<tr>
<th>Name</th>
<th>Coal (tons)</th>
</tr>
</thead>
<tbody>
<tr>
<td>M. E. Waters</td>
<td>Capt. Renner</td>
</tr>
<tr>
<td>Joseph Light</td>
<td>Capt. Rohler</td>
</tr>
</tbody>
</table>

Two boats 213 19
Canal Trade - 1881

<table>
<thead>
<tr>
<th>Company</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Central Coal Company</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Georgetown:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Daniel Henry Capt. O’Neal</td>
<td>113 10</td>
<td></td>
</tr>
<tr>
<td>George’s Creek Coal Company</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Georgetown:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>M. W. Adams Capt. Davis</td>
<td>110 12</td>
<td></td>
</tr>
</tbody>
</table>

**Canal Commerce on Monday.**

Boats J. P. Moore, W. Doerner and G. Sherman to American Coal Company;
Bernadette to George’s Creek Coal & Iron Company; L. Peacock to Hampshire & Baltimore Coal Company; F. H. Irwin to Wm. A. Smoot; Wheeler & Banon, limestone, to E. Francis.

Departed – Boats Bernadette, F. H. Irwin and Wheeler & Banon.

---

DT, Thu. 11/10/81, p. 3. **Canal Trade**

The following boats, 27 in number, carrying 3,073 19 tons of coal, left this port Wednesday, November 9, 1881:

**Consolidation Coal Company**

<table>
<thead>
<tr>
<th>Boat</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Three Sisters</td>
<td>Capt. Little</td>
<td>109 03</td>
</tr>
<tr>
<td>A. E. McDonald</td>
<td>Capt. Murphy</td>
<td>114 09</td>
</tr>
<tr>
<td>A. M. Grove</td>
<td>Capt. Grove</td>
<td>115 00</td>
</tr>
<tr>
<td>H. A. Clark</td>
<td>Capt. Quigley</td>
<td>121 09</td>
</tr>
<tr>
<td>Julia Tyler</td>
<td>Capt. Nuse</td>
<td>117 09</td>
</tr>
<tr>
<td>J. B. Thomas</td>
<td>Capt. Yingling</td>
<td>114 14</td>
</tr>
<tr>
<td>W. H. Marlow</td>
<td>Capt. Rinehart</td>
<td>115 05</td>
</tr>
</tbody>
</table>

Seven boats

807 09

**New Central Coal Company**

<table>
<thead>
<tr>
<th>Boat</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>W. M. Price</td>
<td>Capt. Grimmiger</td>
<td>108 02</td>
</tr>
<tr>
<td>Youghiogheny</td>
<td>Capt. Reid</td>
<td>120 09</td>
</tr>
<tr>
<td>F. Gannon</td>
<td>Capt. Atwell</td>
<td>110 09</td>
</tr>
<tr>
<td>Little Eddie</td>
<td>Capt. Atwell</td>
<td>112 05</td>
</tr>
<tr>
<td>James T. Hager</td>
<td>Capt. Hensey</td>
<td>109 09</td>
</tr>
</tbody>
</table>

Five boats

560 14

**Maryland Coal Company**

<table>
<thead>
<tr>
<th>Boat</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>F. H. Darby</td>
<td>Capt. Tice</td>
<td>116 17</td>
</tr>
<tr>
<td>C. F. Dixon</td>
<td>Capt. Coffman</td>
<td>116 16</td>
</tr>
<tr>
<td>Laura S.</td>
<td>Capt. Little</td>
<td>121 06</td>
</tr>
</tbody>
</table>

**Meyersdale**

Capt. Beckwith 112 10

**N**

Capt. Snyder 116 18

Five boats

**American Coal Company**

<table>
<thead>
<tr>
<th>Boat</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>J. H. Stickney</td>
<td>Capt. Ekis</td>
<td>115 12</td>
</tr>
<tr>
<td>M. Kersey</td>
<td>Capt. Bear</td>
<td>114 16</td>
</tr>
<tr>
<td>J. H. Platte</td>
<td>Capt. Albert</td>
<td>114 08</td>
</tr>
<tr>
<td>James Green</td>
<td>Capt. Bowers</td>
<td>116 08</td>
</tr>
<tr>
<td>J. L. Read</td>
<td>Capt. Bendlinger</td>
<td>115 05</td>
</tr>
</tbody>
</table>

Five boats

576 09

**George’s Creek Coal Company**

<table>
<thead>
<tr>
<th>Boat</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lizzie K.</td>
<td>Capt. Smith</td>
<td>107 13</td>
</tr>
<tr>
<td>Sallie &amp; Jennie</td>
<td>Capt. Atwell</td>
<td>105 17</td>
</tr>
<tr>
<td>M. A. West</td>
<td>Capt. Conrad</td>
<td>118 13</td>
</tr>
</tbody>
</table>

Three boats

313 19

**Borden Mining Company**

<table>
<thead>
<tr>
<th>Boat</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Areturus</td>
<td>Capt. Hassett</td>
<td>95 09</td>
</tr>
<tr>
<td>Blaen Avon Company</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Maryland Coal Company**

<table>
<thead>
<tr>
<th>Boat</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>F. Williams</td>
<td>Ca. McCormick</td>
<td>117 18</td>
</tr>
</tbody>
</table>

**A New Engine.**

There arrived here yesterday on the canal boat Frank Thompson, a small engine to be used at one of the mines. It was shipped at Georgetown and was landed at the consolidation Coal Company’s wharf.

ES, Thu. 11/10/81, p. 4. **Affairs in West Washington**

AT THE WEST END – There are now at this port the four-masted schooner *Wm. L. White*, a regular trader, 200 feet long from stem to stern, carrying 1,500 tons of coal – the largest commercial vessel that ever entered a port in this District, with larger tonnage than any other, - besides twenty other vessels, mostly three-masted. The amount of wheat received here and ground exceeds one million bushels per year, besides corn and rye. Besides the receipts of grain by canal mentioned in our daily reports there is a large trade in grain arriving...
by wagons, sometimes amounting to 1,000 bushels in a day. West Washington is really the only exclusively wholesale portion of our great metropolis – the large flour mills and Cumberland coal agencies are exclusively wholesale.

THE COAL TRADE – Twenty-four boats left Cumberland Monday with 2,721 07 tons of coal as follows: for Georgetown – Consolidation Co. 574 03 tons; Borden Co. 438 10 tons; Maryland Co. 462 tons; New Central Co. 341 07 tons; Blaen Avon Co. 228 14 tons; George’s Creek Co. 105 03 tons; individual 117 tons. For Alexandria – American Co. 454 07 tons.

DT, Fri. 11/11/81, p. 3. Canal Trade

The following boats, 29 in number, carrying 3,302 16 tons of coal, left this port Thursday, November 10, 1881:

Consolidation Coal Company

Georgetown:
W. Thompson Capt. Martz 113 08
M. B. Mayfield Capt. Carter 116 07
L. W. Guinand Capt. Weller 120 10
Ernst & Holland Ca. McCormick 116 08

Eight boats 887 02

Maryland Coal Company

Georgetown:
R. A. Farmer Capt. Ardinger 115 19
Willie Snyder Capt. Crampton 116 07
S. J. Kelley Capt. Gromes 117 03
M Capt. Wilson 117 06
B. L. Slack Capt. Cartwright 115 14

Washington:
Invincible Capt. Ward 121 04
H. S. Dixon Capt. Brooks 111 07

Seven boats 815 00

Borden Mining Company

Georgetown:
W. T. Hassett Capt. Hassett 117 12

Dr. O M Schindell Capt. Hassett 116 13
Jacob H. Snyder Capt. Hassett 114 15
Abram Kuhn Capt. Snyder 110 16
Alexander Capt. Griffith 113 14
Harry Borden Capt. Griffith 112 16

Six boats 686 00

New Central Coal Company

Georgetown:
River Nile Capt. Kimble 122 11
Susquehanna Capt. Dick 117 18
Mississippi Capt. Reid 112 15

Three boats 353 04

American Coal Company

Alexandria:
G. L. Boothe Capt. Dunn 111 09
Dr. G Ellis Porter Capt. Tall 115 04
W D Walbridge Capt. Reynolds 115 00

Three boats 341 13

George’s Creek Coal Company

Georgetown:
Laura Capt. Bargeley 105 08
Blaen Avon Company

Georgetown:
Col. John Meyers Capt. Roof 114 03

ES, Fri. 11/11/81, p. 4. Affairs in West Washington – THE COAL TRADE – Twenty-seven boats left Cumberland Wednesday with 3,073 19 tons of coal as follows: for Georgetown – Consolidation Co. 807 09 tons; New Central Co. 560 14 tons; Maryland Co. 584 07 tons; George’s Creek Co. 313 19 tons; Borden Co. 95 09 tons; Blaen Avon Co. 117 18 tons. For Alexandria – American Co. 576 09 tons.

DT, Sat. 11/12/81, p. 3. Canal Trade

The following boats, 25 in number, carrying 2,693 13 tons of coal, left this port Friday, November 11, 1881:

Consolidation Coal Company

Georgetown:
C. F. Mayer Capt. Reid 120 00
Thames River Capt. Stride 119 14
Grason & Fannie Capt. Malotte 113 12
L. H. Kuhn Capt. Krone 110 01
<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>A. B. Winship</td>
<td>Capt. Hebb</td>
<td>111 03</td>
</tr>
<tr>
<td>Williamsport:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Katie &amp; Jimmy</td>
<td>Capt. Woltz</td>
<td>114 07</td>
</tr>
<tr>
<td>Jack &amp; Bessie</td>
<td>Capt. Shaffer</td>
<td>110 15</td>
</tr>
<tr>
<td>Seven boats</td>
<td></td>
<td>800 00</td>
</tr>
<tr>
<td>Maryland Coal Company</td>
<td>Georgetown:</td>
<td></td>
</tr>
<tr>
<td>P</td>
<td>Capt. Chapline</td>
<td>116 05</td>
</tr>
<tr>
<td>Mattie</td>
<td>Capt. Seaman</td>
<td>117 09</td>
</tr>
<tr>
<td>Geo. T. Gatrell</td>
<td>Capt. Harper</td>
<td>113 14</td>
</tr>
<tr>
<td>Thos. Tenners</td>
<td>Capt. Fahey</td>
<td>97 04</td>
</tr>
<tr>
<td>P. E. Dawson</td>
<td>Capt. Pittman</td>
<td>125 01</td>
</tr>
<tr>
<td>Five boats</td>
<td></td>
<td>571 13</td>
</tr>
<tr>
<td>New Central Coal Company</td>
<td>Georgetown:</td>
<td></td>
</tr>
<tr>
<td>T. M. Smith</td>
<td>Capt. Smith</td>
<td>111 03</td>
</tr>
<tr>
<td>F. M. Offutt</td>
<td>Capt. Grove</td>
<td>110 05</td>
</tr>
<tr>
<td>Daniel Webster</td>
<td>Capt. Snyder</td>
<td>107 08</td>
</tr>
<tr>
<td>Three boats</td>
<td></td>
<td>329 16</td>
</tr>
<tr>
<td>Borden Mining Company</td>
<td>Georgetown:</td>
<td></td>
</tr>
<tr>
<td>Isaac Wilson</td>
<td>Capt. Griffith</td>
<td>113 10</td>
</tr>
<tr>
<td>J. C. Clark</td>
<td>Capt. Griffith</td>
<td>119 17</td>
</tr>
<tr>
<td>Antares</td>
<td>Capt. Griffith</td>
<td>91 07</td>
</tr>
<tr>
<td>Three boats</td>
<td></td>
<td>323 14</td>
</tr>
<tr>
<td>American Coal Company</td>
<td>Alexandria:</td>
<td></td>
</tr>
<tr>
<td>James Dayton</td>
<td>Capt. Creamer</td>
<td>115 05</td>
</tr>
<tr>
<td></td>
<td>Capt. Hall</td>
<td>117 14</td>
</tr>
<tr>
<td>Two boats</td>
<td></td>
<td>232 17</td>
</tr>
<tr>
<td>A. J. Akin George’s Creek Coal Company</td>
<td>Georgetown:</td>
<td></td>
</tr>
<tr>
<td>Lillie</td>
<td>Capt. Manning</td>
<td>105 07</td>
</tr>
<tr>
<td>W. L. Read</td>
<td>Capt. Manning</td>
<td>103 13</td>
</tr>
<tr>
<td>Two boats</td>
<td></td>
<td>209 00</td>
</tr>
<tr>
<td>Blaen Avon Company</td>
<td>Georgetown:</td>
<td></td>
</tr>
<tr>
<td>F. W. Mintdrop</td>
<td>Capt. Andgron</td>
<td>117 04</td>
</tr>
<tr>
<td>C. W. Porter</td>
<td>Capt. Pennell</td>
<td>109 09</td>
</tr>
<tr>
<td>Two boats</td>
<td></td>
<td>226 13</td>
</tr>
<tr>
<td>Individual</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Georgetown:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Capdello</td>
<td>Capt. Byroads</td>
<td>116 00</td>
</tr>
</tbody>
</table>
| Grain – Arrived boat G. T. Dunlop with 2,000 bushels of wheat. Coal – Twenty-nine boats left Cumberland Thursday with 3,302 16 tons of coal as follows: for Georgetown – Consolidation Co. 887 02 tons; Maryland Co. 815 tons; Borden Co. 686 06 tons; New Central Co. 353 04 tons; George’s Creek Co. 105 08 tons; Blaen Avon Co. 114 03 tons. For Alexandria – American Co. 341 13 tons.

ES, Sat. 11/12/81, p. 8. Affairs in West Washington – THE CANAL TRADE –

179
The following boats, 33 in number, carrying 3,795 04 tons of coal, left this port Monday, November 14, 1881:

<table>
<thead>
<tr>
<th>Company</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Consolidation Coal Company</td>
<td>Capt. Chambers</td>
<td>109 07</td>
</tr>
<tr>
<td>Georgetown</td>
<td>Capt. Renner</td>
<td>115 11</td>
</tr>
<tr>
<td>Two boats</td>
<td></td>
<td>224 18</td>
</tr>
<tr>
<td>Individual</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Potomac</td>
<td>Capt. Mertens</td>
<td>121 00</td>
</tr>
<tr>
<td>Muskingum</td>
<td>Capt. Donnelly</td>
<td>118 04</td>
</tr>
<tr>
<td>Two boats</td>
<td></td>
<td>239 04</td>
</tr>
</tbody>
</table>

DT, Tue. 11/15/81, p. 3. **Canal Trade**

The following boats, 33 in number, carrying 3,795 04 tons of coal, left this port Monday, November 14, 1881:

**Consolidation Coal Company**

<table>
<thead>
<tr>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>V. S. Brashears</td>
<td>110 03</td>
</tr>
<tr>
<td>Consolidation</td>
<td>116 18</td>
</tr>
<tr>
<td>A. Campbell</td>
<td>114 17</td>
</tr>
<tr>
<td>B. C. Barroll</td>
<td>119 09</td>
</tr>
<tr>
<td>B. R. Mayfield</td>
<td>115 00</td>
</tr>
<tr>
<td>W. A. Smoot</td>
<td>122 19</td>
</tr>
<tr>
<td>William King</td>
<td>119 14</td>
</tr>
<tr>
<td>M. A. Shupp</td>
<td>110 13</td>
</tr>
<tr>
<td>C. B. Embrey</td>
<td>106 19</td>
</tr>
<tr>
<td>Nine boats</td>
<td>1,036 12</td>
</tr>
</tbody>
</table>

**Borden Mining Company**

<table>
<thead>
<tr>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unexpected</td>
<td>118 00</td>
</tr>
<tr>
<td>Sycorax</td>
<td>116 04</td>
</tr>
<tr>
<td>Dr. A. Shank</td>
<td>117 07</td>
</tr>
<tr>
<td>Willie D.</td>
<td>120 03</td>
</tr>
<tr>
<td>S. M. Reitzell</td>
<td>114 14</td>
</tr>
<tr>
<td>E. R. Ladew</td>
<td>118 14</td>
</tr>
<tr>
<td>Arthur Lovell</td>
<td>97 01</td>
</tr>
</tbody>
</table>

ES, Tue. 11/15/81, p. 4. **Affairs in West Washington**

- Grain – Arrived boat H. M. Talbott with 3,000 bushels of wheat.
- Coal – Twenty-six boats left Cumberland Saturday with 2,917 06 tons of coal as follows: for Georgetown – Consolidation Co. 904 13 tons; Maryland Co. 651 tons; Borden Co. 451 13 tons; New Central Co. 115 10 tons; Blaen Avon Co. 113 03 tons;
individual 239 04 tons. For Alexandria – George’s Creek Co. 217 05 tons; American Co. 224 18 tons.

DT, Wed. 11/16/81, p. 3. **Canal Trade**

The following boats, 18 in number, carrying 2,041 18 tons of coal, left this port Tuesday, November 15, 1881:

**Maryland Coal Company**

<table>
<thead>
<tr>
<th>Boat</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>F</td>
<td>Gearhart</td>
<td>113 05</td>
</tr>
<tr>
<td>G</td>
<td>Martz</td>
<td>113 00</td>
</tr>
<tr>
<td>H</td>
<td>Martz</td>
<td>115 12</td>
</tr>
<tr>
<td>Col. J. C. Lynn</td>
<td>Reid</td>
<td>111 10</td>
</tr>
<tr>
<td>Star No. 3</td>
<td>Ekis</td>
<td>102 00</td>
</tr>
<tr>
<td>Five boats</td>
<td></td>
<td>555 06</td>
</tr>
</tbody>
</table>

**Consolidation Coal Company**

<table>
<thead>
<tr>
<th>Boat</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jimmy M. Jr.</td>
<td>Bush</td>
<td>115 06</td>
</tr>
<tr>
<td>G. Meredith</td>
<td>Shrives</td>
<td>116 07</td>
</tr>
<tr>
<td>A. P. Mayfield</td>
<td>Benner</td>
<td>122 01</td>
</tr>
<tr>
<td>W. J. Stevenson</td>
<td>Brubaker</td>
<td>117 19</td>
</tr>
<tr>
<td>Four boats</td>
<td></td>
<td>471 13</td>
</tr>
</tbody>
</table>

**Borden Mining Company**

<table>
<thead>
<tr>
<th>Boat</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Little Nan</td>
<td>Hassett</td>
<td>114 19</td>
</tr>
<tr>
<td>M. S. Fernsner</td>
<td>Hassett</td>
<td>114 11</td>
</tr>
<tr>
<td>Ruby</td>
<td>Hassett</td>
<td>108 01</td>
</tr>
<tr>
<td>Clinton Knode</td>
<td>Snyder</td>
<td>116 16</td>
</tr>
<tr>
<td>Four boats</td>
<td></td>
<td>454 07</td>
</tr>
</tbody>
</table>

**Blaen Avon Company**

<table>
<thead>
<tr>
<th>Boat</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>P. L. Burwell</td>
<td>Zellers</td>
<td>112 08</td>
</tr>
<tr>
<td>Four Sisters</td>
<td>Paxton</td>
<td>112 18</td>
</tr>
<tr>
<td>Wm. M. Mertens</td>
<td>Drenner</td>
<td>113 03</td>
</tr>
<tr>
<td>Three boats</td>
<td></td>
<td>338 09</td>
</tr>
</tbody>
</table>

**George’s Creek Coal Company**

<table>
<thead>
<tr>
<th>Boat</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>George Hughes</td>
<td>Callen</td>
<td>111 16</td>
</tr>
<tr>
<td>R. J. West</td>
<td>Shields</td>
<td>110 05</td>
</tr>
<tr>
<td>Two boats</td>
<td></td>
<td>222 01</td>
</tr>
</tbody>
</table>

**Canal Commerce at Alexandria.**


**Canal Notes**

Paymaster Gambrill and others of the Chesapeake and Ohio Canal Company left Georgetown yesterday morning in the steam packet *Maryland*, and will pay the employees of the company along the entire line for the months of August and September. About $65,000 will be distributed. The boat is expected to arrive here Friday evening or Saturday morning. The party will also inspect the stone that has been delivered at various points along the canal and pass judgment as to the adaptability of the stone for improving and repairing the locks.

Yesterday morning a boat failed to enter the locks at North Branch properly and the gates when shut closed upon the rudder blade. The water was turned on and the boat in rising pulled the gates out. The damages will very probably be repaired by this afternoon and navigation will be resumed.

The canal will not be closed for the season until December 15, if the weather proves favorable for the continuance of the trade until that time.

There is great complaint among the boatmen at present because of the scarcity of hands, the weather being too cold for the men who can, as a rule, secure better wages elsewhere without being exposed to the weather to such an extent as they would be if at work as one of the boat-crew.

Canal Trade - 1881

Georgetown – Consolidation Co. 1,036 12 tons; Borden Co. 918 08 tons; New Central Co. 232 01 tons; Maryland Co. 341 15 tons; Blaen Avon Co. 116 17 tons; George’s Creek Co. 115 19 tons; individual 345 16 tons. For Alexandria – American Co. 688 02 tons.

DT, Thu. 11/17/81, p. 3. Canal Trade

The following boats, 22 in number, carrying 2,619 19 tons of coal, left this port Wednesday, November 16, 1881:

Consolidation Coal Company
- G. S. Young Capt. James 116 01
- H. K. Shaner Capt. Krone 118 00
- G. L. Sheriff Capt. Sorrell 122 00
- C. D. Warfield Capt. Kean 121 00
- J. M. Wheatley Capt. Seaman 112 11

Williamsport:
- Bessie G. Capt. Artz 112 13
- D. Seibert Capt. Preston 112 19

Shepherdstown:
- L. L. Mouse Capt. Mouse 116 08

Eight boats 1,051 16

Maryland Coal Company
Georgetown:
- Mollie Capt. Mose 111 14
- Charley Capt. Shaffer 115 09

Washington:
- Duncan Sinclair Capt. Ingram 117 09
- Loudoun Capt. Mertens 106 17

Four boats 451 09

American Coal Company
Alexandria:
- John H. Parrott, Jr. Capt. Lynch 115 08
- William Gregory Capt. Arnold 117 10
- William Walsh Capt. Edenhart 114 19

Three boats 347 17

New Central Coal Company
Georgetown:
- Delaware Ca. Dickerhoof 117 14
- Phoebe & Johnnie Ca. Crumbaugh 109 08

Three boats 337 01

Borden Mining Company

Georgetown:
- Gen. Garfield Capt. Griffith 119 16
- Blaen Avon Company

Georgetown:
- Martin Scally Capt. Dunn 112 08
- George’s Creek Coal Company

Alexandria:
- R. J. Mitchell Ca. Crumbaugh 107 02
- Individual

Berlin:
- E. L. Whiting Capt. Sigaforse 92 10

Canal Commerce at Alexandria.
Arrived on Wednesday - Boats W. J. Boothe, J. W. Burke, J. Wilson and H. Delafield to American Coal Company. G. S. French to W. A. Smoot.


Canal Navigation Resumed.
The damaged gates of the North Branch lock were repaired by noon yesterday and navigation resumed immediately, quite a number of light boats arriving in port together by 2 o’clock.

Sun, Thu. 11/17/81, p. 4. Cumberland Coal Trade - The shipments from the mines of the Cumberland coal region for the week ended Saturday November 12, were 58,419 tons, and for the year to that date 1,872,220 tons, a decrease of 8,710 tons over the corresponding period of 1880. The coal was carried to tidewater as follows: Baltimore and Ohio Railroad, week 33,913 tons; year 1,189,008 tons, increase over 1880, 94,866 tons. Chesapeake and Ohio Canal, week 18,238 tons; year 431,783 tons; decrease as compared with 1880, 138,141 tons. Pennsylvania Railroad, week 6,054 tons; year 245,252 tons; an increase over 1880, 46,808 tons. The coal was brought from the mines as follows: Cumberland and Pennsylvania Railroad, week 46,204 tons, year 1,638,485 tons; George’s Creek and...
Cumberland Railroad, week 9,423 tons, year 164,958 tons; Baltimore and Ohio Railroad, week 1,551 tons, year 60,219 tons; West Virginia Central and Pittsburg Railway, week 851 tons, year 2,124 tons.

DT, Fri. 11/18/81, p. 3. **Canal Trade**

The following boats, 30 in number, carrying 3,456 10 tons of coal, left this port Thursday, November 17, 1881:

Consolidation Coal Company

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>R. Callahan</td>
<td>Capt. McQuade</td>
<td>118 12</td>
</tr>
<tr>
<td>A. B. Wolf</td>
<td>Capt. McQuade</td>
<td>120 08</td>
</tr>
<tr>
<td>Wm. Weber</td>
<td>Capt. Rowland</td>
<td>111 00</td>
</tr>
<tr>
<td>R. Shriner</td>
<td>Capt. Miller</td>
<td>118 00</td>
</tr>
<tr>
<td>Z. Williams</td>
<td>Capt. Mose</td>
<td>116 10</td>
</tr>
<tr>
<td>Jacob McGraw</td>
<td>Capt. Shaw</td>
<td>107 01</td>
</tr>
<tr>
<td>Amazon River</td>
<td>Capt. Bender</td>
<td>120 15</td>
</tr>
<tr>
<td>J. J. Moore</td>
<td>Capt. Kidwell</td>
<td>119 02</td>
</tr>
</tbody>
</table>

Eleven boats 1,263 09

Borden Mining Company

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mabel</td>
<td>Capt. Hassett</td>
<td>120 03</td>
</tr>
<tr>
<td>Denton Jacques</td>
<td>Capt. Hassett</td>
<td>116 15</td>
</tr>
<tr>
<td>Warren Delano</td>
<td>Capt. Hassett</td>
<td>113 13</td>
</tr>
<tr>
<td>Kate Prather</td>
<td>Capt. Hassett</td>
<td>118 03</td>
</tr>
<tr>
<td>Cowton &amp; Tilghman</td>
<td>Capt. Hassett</td>
<td>119 08</td>
</tr>
<tr>
<td>Henry Freeland</td>
<td>Capt. Griffith</td>
<td>115 03</td>
</tr>
<tr>
<td>G. F. Smith</td>
<td>Capt. Griffith</td>
<td>113 15</td>
</tr>
</tbody>
</table>

Seven boats 816 18

Maryland Coal Company

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Baltimore</td>
<td>Capt. Rinehart</td>
<td>118 04</td>
</tr>
<tr>
<td>J</td>
<td>Capt. Peck</td>
<td>115 13</td>
</tr>
<tr>
<td>Maj. Anderson</td>
<td>Capt. Brady</td>
<td>116 17</td>
</tr>
<tr>
<td>Joseph H. Farrow</td>
<td>Capt. Smith</td>
<td>117 02</td>
</tr>
</tbody>
</table>

Washington:

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>G. S. Couter</td>
<td>Capt. Hawkins</td>
<td>111 05</td>
</tr>
</tbody>
</table>

Five boats 577 01

ES, Fri. 11/18/81, p. 4. **Affairs in West**

**Washington – THE COAL TRADE** –

Eighteen boats left Cumberland Tuesday with 2,041 18 tons of coal for Georgetown. Twenty-two boats left Cumberland Wednesday with 2,319 19 tons of coal. THE GRAIN TRADE – Arrived by canal – boat Farmer’s Friend with 3,000 bushels wheat.

DT, Sat. 11/19/81, p. 3. **Canal Trade**

The following boats, 28 in number, carrying 3,220 11 tons of coal, left this port Friday, November 18, 1881:

Consolidation Coal Company

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Geo. A. Pearre</td>
<td>Capt. Price</td>
<td>114 02</td>
</tr>
<tr>
<td>E. K. Johnson</td>
<td>Capt. Walker</td>
<td>123 03</td>
</tr>
<tr>
<td>Geo. Bogus</td>
<td>Capt. Powell</td>
<td>123 00</td>
</tr>
<tr>
<td>L. P. Huston</td>
<td>Capt. Brubaker</td>
<td>119 08</td>
</tr>
<tr>
<td>G M Stonebraker</td>
<td>Capt. Krone</td>
<td>110 10</td>
</tr>
<tr>
<td>L. W. Guinand</td>
<td>Capt. Dyce</td>
<td>116 09</td>
</tr>
</tbody>
</table>

Williamsport:

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>C. B. Embrey</td>
<td>Capt. Kelly</td>
<td>117 08</td>
</tr>
<tr>
<td>Lewis Peacock</td>
<td>Capt. Mertens</td>
<td>113 01</td>
</tr>
<tr>
<td>Hancock:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>F. H. Irwin</td>
<td>Capt. Hall</td>
<td>109 07</td>
</tr>
</tbody>
</table>

Nine boats 1,046 14

American Coal Company

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Richard Bender</td>
<td>Capt. Moore</td>
<td>116 06</td>
</tr>
<tr>
<td>Daniel Annan</td>
<td>Eichelberger</td>
<td>116 13</td>
</tr>
</tbody>
</table>
Ameri
can Flag  Capt. Pearce  116 16  M. A. West to John P. Agnew & Co.; Alex Kratz to Sinclair & Agnew.
Michael Snow  Capt. Schoppart  115 19
William E. Bell  Capt. Driscoll  115 15
Five boats  581 09
  Borden Mining Company
Walter Beall  Capt. Griffith  116 16
Harry & Ralph  Capt. Griffith  115 18
Highlander  Capt. Griffith  127 16
M. S. Haines  Capt. Hassett  115 12
Four boats  476 02
  New Central Coal Company
M. Ruben  Capt. Mallott  114 03
  Maryland Coal Company
Elizabeth Miller  Capt. Magaha  112 10
Two boats  233 16
  Blaen Avon Company
A. B. Spear  Capt. Pizeon  112 14
John W. Carter  Capt. Darkey  111 13
Two boats  224 06
  George’s Creek Coal Company
Bernard J. Coulehan  Capt. Wilgus  100 15
F. L. Moore  Capt. Wilgus  90 13
Two boats  191 08
  Canal Commerce on Thursday.
Arrived at Alexandria – Boats William Smith, James Green, T. L. Betts, M. Kersey, D. A. Lowe, J. H. Platte, J. L. Read, G. L. Boothe and D. Stewart to American coal Company; Sallie & Jennie to George’s Creek Coal & Iron Company; M. A. West to John P. Agnew & Co.; Alex Kratz to Sinclair & Agnew.
ES, Sat. 11/19/81, p. 16. Affairs in West Washington – THE COAL TRADE – Thirty boats left Cumberland Thursday with 3,456 10 tons of coal as follows: Consolidation Co. 1,263 09 tons; Borden Co. 816 18 tons; Maryland Co. 577 01 tons; individual 118 tons. For Alexandria – American Co. 346 04 tons; George’s Creek Co. 334 18 tons.
DT, Mon. 11/21/81, p. 3. Canal Trade
The following boats, 33 in number, carrying 3,794 00 tons of coal, left this port Saturday, November 19, 1881:
  Consolidation Coal Company
Johnnie & Willie  Capt. Morrison  119 13
Julia Tyler  Capt. Nuse  116 12
H. A. Clark  Capt. Quigley  124 06
Willie & Frankie  Capt. Repp  109 13
A. B. Turner  Capt. Magruder  114 15
C. F. Mayer  Capt. Reid  120 14
J. E. Barroll  Capt. Penner  120 19
Williamsport:
J. W. Turner  Capt. Waltz  99 03
J. R. Couter  Capt. Morrison  107 09
Emily H  Capt. Waltz  126 08
P. Hein & Co.  Capt. Reynolds  99 11
Eleven boats 1,261 01
Borden Mining Company
Georgetown:
W H M Masters Capt. Hassett 112 13
W. T. Hassett Capt. Hassett 116 04
Exchange Capt. Griffith 119 01
New Era Capt. Griffith 102 03
G. Berkebile Capt. Young 117 00
Five boats 567 01
New Central Coal Company
Georgetown:
William Foley Montgomery 120 16
Iowa Capt. Keedy 114 13
Allegheny Capt. Krone 118 16
River Nile Capt. Kimble 123 05
Four boats 477 15
Maryland Coal Company
Georgetown:
Laura S. Capt. Little 116 07
N Capt. Little 116 08
Washington:
Helen V. Capt. Eddy 117 02
W. T. Coulehan Capt. Staley 123 10
Four boats 475 07
George’s Creek Coal Company
Georgetown:
Lizzie K. Capt. Smith 109 13
J. N. Cover Eichelberger 109 00
Lou & Glenn Eichelberger 108 08
Geo. M. Ryan Capt. Kroon 103 17
Four boats 430 13
American Coal Company
Alexandria:
S. S. Howison Capt. James 115 12
M Capt. Wilson 116 11
Altoona Capt. Pearce 115 19
Samuel Lloyd Capt. McMullen 115 18
Four boats 464 00
Individual
Georgetown:
Maggie B. Capt. Beachler 118 03
TC, Mon. 11/21/81, p. 4. PERTINENT
PARAGRAPHS – There was a report on
the streets this morning that a serious
shooting affray between two men took place
near Cabin John bridge, in which one man
was seriously and perhaps fatally wounded.
The officers of the Georgetown precinct had
not up to the time of going to press heard
anything of the matter. Later we were
informed that the fight was between two
canal boatmen. Dr. Townshend was called
to attend the wounded man, whose name we
could not learn. One shot took effect in the
left arm, which was shattered. Another took
effect in the abdomen and will probably
prove fatal.

ES, Mon. 11/21/81, p. 4. Affairs in West
Washington – THE CANAL TRADE –
Grain – Arrived boat Samuel Jarboe with
3,500 bushels wheat.
Coal – Twenty-eight boats left Cumberland
Friday with 3,220 11 tons of coal as follows:
for Georgetown – Consolidation Co. 1,046
14 tons; New Central Co. 346 15 tons;
Borden Co. 476 02 tons; New Central Co. 233
16 tons; Blaen Avon Co. 224 07 tons;
George’s Creek Co. 191 08 tons. For
Alexandria – American Co. 581 09 tons.
----------------------------------------
HO! FOR GREAT FALLS! – THE STEAM
PACKET EXCELSIOR will make her trip to
Cabin John Bridge and Great Falls on
THANKSGIVING DAY. Fifty cents round
trip.

DT, Tue. 11/22/81, p. 3. Canal Trade
The following boats, 29 in number,
carrying 3,327 06 tons of coal, left this port
Monday, November 21, 1881:
Consolidation Coal Company
Georgetown:
Daniel Linkins Capt. Swain 124 05
P. L. Burwell Capt. Morrow 121 00
W. H. Marlow Capt. Rinehart 121 00
J. M. Dove Capt. Benner 120 12
L. H. Kuhn Capt. Kroon 119 01
Three Sisters Capt. Little 113 08
Alexandria:
G. S. French Capt. Wolf 110 16
A. J. Mills Capt. Wolf 111 00
Harlow Bros. Capt. Wolf 119 04
Williamsport:
M. A. Shupp Capt. Shupp 110 08
Steffey & Findley Rodenizer 118 00
Eleven boats 1,288 14
Maryland Coal Company
Georgetown:
Deer Park Capt. Hetzer 121 15
Mattie Capt. Seaman 115 15
A. H. Bradt Capt. Hill 115 11
Osceola & Jake Capt. Davis 117 10
Four boats 470 11
American Coal Company
Alexandria:
Theo. L. Betts Capt. McLucas 114 03
T. H. Faile Capt. Penner 115 17
Wm. Smith Capt. Teach 116 14
James Green Capt. Bowers 115 02
J. W. Burke Capt. Long 116 07
Five boats 578 03
Borden Mining Company
Georgetown:
Abram Kuhn Capt. Hassett 114 04
Areturus Capt. Hassett 99 15
Antares Capt. Griffith 94 00
James Clark Capt. Griffith 127 00
Four boats 434 19
George’s Creek Coal Company
Georgetown:
Little Eddie Capt. Mertens 109 00
F. Gannon Capt. Mertens 110 07
Two boats 219 07
New Central Coal Company
Georgetown:
W. M. Price Capt. Griminger 114 18
J. F. A. Remley Capt. Dixon 108 02
Two Boats 223 00
Blaen Avon Company
Georgetown:
T. F. McCardell McCormick 112 12
-----------------------------------
**The Steam Packet Maryland**
**Who were on Board**
The steam packet “Maryland” having arrived here too late on Saturday night to pay the employees of the Chesapeake & Ohio Canal Company, in this city, the funds for that purpose were not distributed until yesterday. The pay roll was for August and September. The party on the boat consisted of Paymaster Gambrill, Superintendents Jesse Moore and L. G. Stanhope, E. P. Mercer, of Annapolis, Thomas Marriott, of Howard county, E. Garrett, son of Warren Garrett, a wealthy resident of Washington county, Mr. Hardesty, of Prince George’s county and Mr. Jack Stanhope. The party left on the eastbound Pittsburg train. Mr. Gambrill while here visited the company’s wharf, with the purpose of as-[not printed].

TC, Tue. 11/22/81, p. 4. **PERTINENT PARAGRAPHS** – The particulars of a fight between two men on a canal boat, near the Seven Locks, noted last evening, seem to be that Samuel Ensminger, of the canal boat Clinton Knod, and Robert Bartley, of the canal boat Laura, had a quarrel, during which the former fired twice at the latter, the second shot taking effect in the arm, which was amputated by Dr. Smith Townshend.

ES, Tue. 11/22/81, p. 4. **Affairs in West Washington** – A MAN WOUNDED IN A FIGHT ON THE CANAL – About 2 o’clock yesterday afternoon, two canal boatmen, viz: Robert Bartley, of boat Laura, who is 35 years old, and Samuel, alias Tobias Ensminger, of boat Clinton Knod, who is about 20 years old, had an altercation, resulting in a fight about seven miles above Seven Locks, in which Bartley was badly wounded on the left arm above the elbow by two shots fired from a shotgun by Ensminger. The wounded man was brought to this place on his boat, where Dr. Suter attended him, and was today sent to the Providence Hospital. Ensminger escaped.
THE CANAL TRADE – Grain – Arrived boat Seneca with 1,500 bushels wheat, 600 bushels corn and 140 barrels flour.

Coal – Thirty-three boats left Cumberland Saturday with 3,794 tons of coal as follows:
- for Georgetown – Consolidation Co. 1,261 01 tons; Borden Co. 567 01; New Central Co. 477 15 tons; Maryland Col. 475 07 tons; George’s Creek Co. 430 13 tons; individual 118 03 tons.
- For Alexandria – American Co. 464 tons.

DT, Wed. 11/23/81, p. 3. Canal Trade
The following boats, 30 in number, carrying 3,418 18 tons of coal, left this port Tuesday, November 22, 1881:
- Consolidation Coal Company
  - M. B. Mayfield Capt. Carder 114 08
  - Elbe River Capt. Swain 119 18
  - H. C. Hicks Capt. Grove 118 15
  - Dr. A. A. Biggs Capt. Weller 113 16
  - H. Russell Capt. McKnight 121 04
  - Hancock:
  - Clara & Prudy Capt. Harrison 116 12
  - Williamsport: D. Seibert Capt. Preston 113 17
  - Seven boats 818 19
- Maryland Coal Company
  - Meyersdale Capt. Beckwith 121 19
  - Star No. 2 Capt. Ripple 102 17
  - Star No. 6 Capt. Russell 102 13
  - F. H. Darby Capt. Tice 117 01
  - Pilot Boy Zimmerman 120 19
  - Q Capt. Stickes 116 15
  - M. McCleary Zimmerman 117 08
  - Washington:
  - Diligent Capt. Merryman 118 00
  - Eight boats 917 12
- Borden Mining Company
  - H. Boley Capt. Hassett 103 05
  - Fall River Capt. Hassett 105 00
  - B. M. Young Capt. Hassett 115 01
  - Borden & Lovell Capt. Hassett 107 09

Sallie E. Hassett Capt. Hassett 107 09
Five boats 541 04
George’s Creek Coal Company
Georgetown:
- Wm. Foley Capt. Little 112 11
- G. T. Dunlop Capt. Dove 106 18
- Sarah B. Capt. Stull 111 19
Four boats 442 01
American Coal Company
Alexandria:
- Ben. Williamson Capt. McKelvey 115 13
- Edw. Boyer Capt. McKelvey 114 02
- J. W. Morris Capt. Hacket 115 01
Three boats 344 16
New Central Coal Company
Georgetown:
- Missouri Capt. Ardinger 119 19
- A. Berry Capt. Ardinger 116 05
Two Boats 236 04
Individual
Williamsport:
- Daniel Henry Capt. O’Neal 118 11

Canal Commerce at Alexandria

ES, Wed. 11/23/81, p. 1. Affairs in West Washington – SENT TO HOSPITAL – Robert Barkley, who was shot on the 29th instant by Samuel Ensminger on the Chesapeake and Ohio canal, was sent to the hospital last evening.
THE CANAL TRADE – Grain – Arrived boat M. C. W. Boyer with 4,000 bushels of wheat.
Coal – 29 boats left Cumberland Monday with 3,327 06 tons of coal as follows: for Georgetown – Consolidation Co. 1,288 14 tons; Borden Co. 434 19 tons; New Central
Co. 223 tons; Blaen Avon Co. 112 12 tons; Maryland Co. 470 11 tons; George’s Creek Co. 219 17 tons. For Alexandria – American Co. 578 03 [tons].

Ibid, p. 5. The Steam Packet

Excelsior will leave foot of High street, Georgetown, at 8 a.m. tomorrow, for Cabin John Bridge and the Great Falls.

DT, Thu. 11/24/81, p. 3. Canal Trade

The following boats, 27 in number, carrying 3,081 16 tons of coal, left this port Wednesday, November 23, 1881:

Consolidation Coal Company

Georgetown:

Five Brothers Capt. Mertens 117 17
G. C. Goodrich Capt. Mertens 115 05
R. H. Jones Ca. Westbrook 120 17

Williamsport:

C. B. Embrey Capt. Kelly 108 07
Grason & Fannie Capt. Malotte 114 07
Jack & Bessie Capt. Shaffer 105 00

Six boats 681 13

American Coal Company

Georgetown:

M. Kersey Capt. Bear 115 02
J. A. Alexander Capt. Turner 116 03
Geo. Sherman Capt. Renner 115 19
W. J. Boothe Capt. Weaver 115 05
W. C. Hunter Capt. Weaver 116 06
G. L. Boothe Capt. Dunn 116 12

Six boats 695 07

New Central Coal Company

Georgetown:

Savannah Capt. O’Neal 119 07
W. Blackwell Capt. Hoadley 107 09
H. Hanekamp Capt. Mouse 118 15
J. M. Schley Capt. Kean 116 04

Four boats 461 15

Maryland Coal Company

Georgetown:

O Capt. O’Neal 117 05
Star No. 8 Capt. Shupp 98 17
G. T. Gatrell Capt. Harper 116 08
B. L. Slack Ca. Cartwright 116 05

Four boats 448 15

Borden Mining Company

Georgetown:

R. B. Lynn Capt. Hassett 116 00
Altair Capt. Hassett 120 19
Dr. A. Shank Capt. Hassett 116 02
Arthur Lovell Capt. Griffith 105 09

Four boats 458 10

George’s Creek Coal Company

Georgetown:

Sallie & Jennie Capt. Atwell 110 03
Thos. Tearman Capt. Atwell 109 01

Two Boats 219 04

Blaen Avon Company

Georgetown:

F. Williams McCormick 116 12

A Canal man Shot at Seven Locks.

On Monday last a dispute arose in the neighborhood of the Great Falls, between Robert Bartley, of the boat Laura, and Toby Ensminger, of the boat Clinton Knod. Ensminger is hardly of age, while Bartley is between thirty and forty years old. After fighting for awhile Ensminger got worsted and ran for his gun. He fired both barrels at Bartley, badly wounding him in the arm, near the shoulder. Bartley was taken to Providence hospital in Washington, and Ensminger escaped.

Sun, Thu. 11/24/81, p. 4. Cumberland

Coal Trade - The shipments from the mines of the Cumberland coal region for the week ended Saturday November 19, were 57,373 tons, and for the year to that date 1,929,593 tons, a decrease of 19,164 tons as compared with the corresponding period of last year. The coal was carried to tidewater as follows: Baltimore and Ohio Railroad, week 34,875 tons; year 1,227,604 tons, increase over 1880, 110,665 tons. Chesapeake and Ohio Canal, week 17,915 tons; year 449,698 tons; decrease as compared with 1880, 142,068 tons. Pennsylvania Railroad, week 4,327
tons; year 249,580 tons; an increase over 1880, 47,856 tons.

Sun, Fri. 11/25/81, p. 3. A man named Griglen was drowned a few nights ago in the Chesapeake and Ohio canal at the Seven Locks.

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Ibid, p. 4. Affairs in Washington –
THE CANAL TRADE – Twenty-seven boats left Cumberland Wednesday with 3,081 16 tons of coal as follows: for Georgetown – Consolidation Co. 681 13 tons; New Central Co. 461 15 tons; Maryland Co. 448 15 tons; Borden Co. 458 10 tons; George’s Creek Co. 219 04 tons; Blaen Avon Co. 116 12 tons. For Alexandria – American Co. 695 07 tons.

DT, Sat. 11/26/81, p. 3. Trade
The following boats, 53 in number, carrying 5,988 01 tons of coal, left this port Friday, November 25, 1881:

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Coal Company</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alexandria:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>John L. Read</td>
<td>Brendlinger</td>
<td>114 19</td>
</tr>
<tr>
<td>David A. Lowe</td>
<td>Capt. Sorrell</td>
<td>115 10</td>
</tr>
<tr>
<td>D. A. Lowe</td>
<td>Capt. Sorrell</td>
<td>115 10</td>
</tr>
<tr>
<td>D. Stewart</td>
<td>Capt. Harris</td>
<td>117 06</td>
</tr>
<tr>
<td>M. A. Myers</td>
<td>Capt. Henry</td>
<td>116 12</td>
</tr>
<tr>
<td>H. Delafield</td>
<td>Capt. Bancord</td>
<td>115 17</td>
</tr>
<tr>
<td>I. Wilson</td>
<td>Capt. McCann</td>
<td>116 13</td>
</tr>
<tr>
<td>J. H. Platte</td>
<td>Capt. Albert</td>
<td>115 16</td>
</tr>
<tr>
<td>J. H. Stickney</td>
<td>Capt. Ekis</td>
<td>115 07</td>
</tr>
<tr>
<td>W. J. Boosh</td>
<td>Capt. Hetzer</td>
<td>115 16</td>
</tr>
<tr>
<td>Ten boats</td>
<td></td>
<td>1,159 11</td>
</tr>
</tbody>
</table>

Consolidation Coal Company

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Georgetown:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Thames River</td>
<td>Capt. Stride</td>
<td>121 00</td>
</tr>
<tr>
<td>W. Thompson</td>
<td>Capt. Martz</td>
<td>111 00</td>
</tr>
<tr>
<td>A. E. McDonald</td>
<td>Capt. Murphy</td>
<td>116 02</td>
</tr>
<tr>
<td>V. S. Brashears</td>
<td>Capt. Moore</td>
<td>111 02</td>
</tr>
<tr>
<td>M. C. Walters</td>
<td>Capt. Snyder</td>
<td>108 02</td>
</tr>
<tr>
<td>G. L. Sheriff</td>
<td>Capt. Sorrell</td>
<td>121 00</td>
</tr>
</tbody>
</table>

Williamsport:

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Katie &amp; Jimmy</td>
<td>Capt. Woltz</td>
<td>115 07</td>
</tr>
</tbody>
</table>

| Borden Mining Company          |                                 |        |
| J. A. Spielman                 | Capt. Miller                    | 108 08 |
| Bessie G.                      | Capt. Artz                      | 114 02 |
| Four Locks:                     |                                 |        |
| Susan Charles                  | Capt. Snyder                    | 75 05  |
| Sharpsburg:                     |                                 |        |
| A. F. Lantz                    | Capt. Snyder                    | 85 09  |
| Eleven boats                   |                                 | 1,186 17|

| New Central Coal Company       |                                 |        |
| Charles Hassett                | Capt. Hassett                   | 115 17 |
| J. H. Snyder                   | Capt. Hassett                   | 117 02 |
| Onward                         | Capt. Griffith                  | 115 12 |
| Echo                           | Capt. Griffith                  | 121 13 |
| Capellar                       | Capt. Hassett                   | 115 16 |
| Unexpected                      | Capt. Hassett                   | 121 19 |
| Alexander                       | Capt. Griffith                  | 121 06 |
| Theo Dean                      | Capt. Hassett                   | 105 01 |
| Willie D.                      | Capt. Doyle                     | 116 06 |
| Eight boats                    |                                 | 1,050 12|

| Maryland Coal Company          |                                 |        |
| C. F. Dixon                    | Capt. Dixon                     | 116 13 |
| Youghiogheny                   | Capt. Mertens                   | 119 14 |
| P                              | Capt. Chapline                  | 116 19 |
| Col. J. C. Lynn                | Capt. Reid                      | 117 01 |
| Cloud                          | Zimmerman                      | 117 01 |
| T. O’Connell                   | Capt. Mills                    | 114 02 |
| Willie Snyder                  | Ca. Crampton                    | 119 08 |
| Washington:                    |                                 |        |
| Thos. Venner                   | Capt. Fahey                     | 93 18  |
| C. W. Brengle                  | Capt. Brengle                   | 116 00 |
| Hancock                        | Capt. Mallott                   | 98 19  |
| Ten boats                       |                                 | 1,129 15|

George’s Creek Coal Company

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Georgetown:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C. W. Porter</td>
<td>Capt. Powell</td>
<td>115 17</td>
</tr>
</tbody>
</table>
Canal Trade - 1881

Lucy & Willie  Winterman  108 00
M. A. West  Capt. Conrad  109 02
F. W. Mintdrop  Ca. Anderson  108 17
R. Fannon  Ca. Alexander  103 10
Five boats  555 06
Blaen Avon Company

Georgetown:
Clara M.  Capt. Colbert  109 01

Sat. 11/26/81, p. 2. **MR. GORMAN WILL RESIGN** – “What truth is there in the rumors of Senator Gorman’s resignation of the canal presidency?” was the last question that the reporter ventured to ask.

“You may state in the most positive way,” said Mr. Colton, “that Mr. Gorman will resign as president of the Chesapeake and Ohio Canal Company very early next year. Of course, it is impossible for me to say who will be his successor. Many good men may be candidates, but who the fortunate man will be the future must decide.”

DT, Mon. 11/28/81, p. 3. **Canal Trade**

The following boats, 29 in number, carrying 3,315 01 tons of coal, left this port Saturday, November 26, 1881:

Consolidation Coal Company
Georgetown:
H. K. Shaner  Capt. Krone  114 10
B. C. Barroll  Capt. Jackson  121 00
B. R. Mayfield  Capt. Piper  121 00
Consolidation  Capt. Barger  110 06
Jimmy M. Jr.  Capt. Burle  113 18
G. Meredith  Capt. Shriver  114 11
J. Miller  Capt. Brown  119 06
Williamsport:
D. R. Long  Capt. Mertens  111 05
R. A. Farmer  Capt. Ardinger  123 04
Sharpsburg:
A. B. Winship  Capt. Hebb  113 00
Ten boats  1,162 00
New Central Coal Company

American Coal Company
Alexandria:
Weyand Doerner  Capt. Creamer  117 03
W. S. Walbridge  Capt. Reynolds  115 10
Wm. Walsh  Capt. Edenhart  112 13
Dr. G. E. Porter  Capt. Tall  117 09
Four boats  462 15
Borden Mining Company
Georgetown:
Sycorax  Capt. Hassett  118 19
M. S. Fernsner  Capt. Hassett  121 12
Ruby  Capt. Hassett  111 04
Rainbow  Capt. Griffith  119 00
Four boats  470 15
Maryland Coal Company
Georgetown:
S. J. Kelley  Capt. Grooms  120 16
Star No. 3  Capt. Ekis  102 02
Cumberland  Capt. Pierce  117 03
Hunter Lee  Capt. Dixon  111 16
Four boats  451 17
Individual

Georgetown:
Harry Borden  Capt. Allison  100 00

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**A Man Drowned in the Canal.**

On Wednesday Charles Foley, a store-keeper at Darkey’s Lock, fell into the canal at that place when crossing a foot board leading from his residence to the store and was drowned.

ES, Mon. 11/28/81, p. 4. **Affairs in Washington** – THE CANAL TRADE – Fifty-three boats left Cumberland Friday with 5,988 01 tons of coal as follows: for Georgetown – Consolidation Co. 1,186 17 tons; Borden Co. 1,050 12 tons; New

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4 Denton Journal, Denton, Md.
Central Co. 796 09 tons; Maryland Co. 1,129 15 tons; George’s Creek Co. 555 06 tons; Blaen Avon Co. 109 01 tons. For Alexandria – American Co. 1,159 11 tons. Grain – Arrived – boat Regulus with 3,000 bushels wheat; boat E. L. Whiting with 3,000 bushels wheat; boat Farmer’s Friend with 3,100 bushels wheat.

DT, Tue. 11/29/81, p. 3. **Canal Trade**

The following boats, 25 in number, carrying 2,940 12 tons of coal, left this port Monday, November 28, 1881:

Consolidation Coal Company
- A. Campbell Capt. Eddy 120 07
- Jos. Z. Williams Capt. Zigler 120 00
- Amazon River Capt. Bender 121 15
- Z. Williams Capt. Mose 119 19

WilliamSPORT:
- M. A. Shupp Capt. Shupp 114 19
- Jack & Bessie Capt. Shaffer 113 11
- Emily H. Capt. Waltz 116 16

Seven boats 827 07

Maryland Coal Company
- Maj. Anderson Capt. Brady 118 08
- G Capt. Martz 117 01
- H Capt. Martz 117 14
- Adam Sherman Whittington 111 13
- Washington
- Henry Loveridge Capt. Hine 112 18
- Chas. B. Embrey Capt. Kelly 112 03

Six boats 689 17

American Coal Company
- Alexandria:
  - John H. Parrott, Jr Capt. Lynch 116 08
  - H O Claupton Capt. Moore 116 07
  - Charles Clifton Capt. Driscoll 116 12
  - James Dayton Capt. Creamer 115 16

Four boats 455 03

Borden Mining Company
- GeorGETown:
  - Mabel Capt. Hassett 118 13
  - Warren Delano Capt. Hassett 118 18
  - Samuel M. Reitzell Capt. Hassett 120 19

Highlander Capt. Griffith 126 07
Four boats 351 10

New Central Coal Company
- Georgetown:
  - Monongahela Ca. McCardell 122 15
  - River Nile Capt. Kimball 119 15
  - Detroit Capt. Myers 119 00

Three boats 451 17

Blaen Avon Company
- GeorGETown:
  - W. M. Mertens Capt. Dranier 111 13

Sun, Tue. 11/29/81, p. 1. Charles Foley, a storekeeper at Darley’s [sic, Darkey’s?] Locks, on the Chesapeake and Ohio canal, fell into the canal at that place a few days ago, and was drowned.

DT, Wed. 11/30/81, p. 3. **Canal Trade**

The following boats, 24 in number, carrying 2,730 06 tons of coal, left this port Tuesday, November 29, 1881:

Consolidation Coal Company
- GeorGETown:
  - J. B. Thomas Capt. Atwell 114 03
  - A. M. Grove Capt. Atwell 116 09
  - W. A. Smoot Capt. Myers 120 16
  - A. P. Mayfield Capt. Benner 122 05

WilliamSPORT:
- Steffey & Findley Rodenizer 112 16
- Grason & Fannie Capt. Malotte 110 06
- Lewis Peacock Capt. Mertens 115 05

Seven boats 812 00

American Coal Company
- Alexandria:
  - J. J. Swift Capt. Brown 114 11
  - William Darrow Capt. Brown 112 01
  - M. Sanford Capt. Turner 111 14
  - R. S. Grant Ca. Chambers 111 12
  - Samuel Henry Ca. Chambers 107 06

Five boats 667 14

Borden Mining Company
- GeorGETown:
  - Dr. O M Schindell Capt. Hassett 124 03
  - Abram Kuhn Capt. Hassett 116 04
  - W. T. Hassett Capt. Hassett 117 04
Canal Notes – Geo. Colton, Esq., of the Baltimore Gazette, and he ought to know what he is talking about, is authority for the statement that President Gorman, of the Chesapeake and Ohio Canal, will resign the Presidency early in the coming new year.

Some days ago, the steam packet “Maryland” passed over the canal and paid off the hands.

On Wednesday evening of last week, as a canal boat was let into the lock at Seven Locks, it was discovered that a body of some sort had impeded the work of the paddle. When the body was brought to shore it was identified as that of Mr. Elgin, who lives in the neighborhood. An inquest was held and the verdict was that the deceased “came to his death by drowning in the canal whilst in a state of intoxication.”

The Rockville Advocate, of Thursday last, says that whilst the canal boats Laura and Clinton Knode were passing near Seven Locks, on Sunday afternoon, Robert Bradley and Tobias Ensminger, men belonging to these boats, became involved in an altercation, which resulted in the shooting of Ensminger. Bradley used a shotgun loaded with buckshot and the entire load took effect in the left arm about the elbow, completely shattering it. The wounded man was taken to Providence Hospital, Washington, where the arm was amputated. Ensminger’s condition is extremely critical and fear are entertained of a fatal termination. No arrests have been made.

The Chesapeake and Ohio Canal is doing a better business now than at any previous time this year. Boats are loading at Cumberland as rapidly as they arrive, and the canal is full of them on the way down, but their passage down is delayed by the want of hands, many of whom, owing to the low water and consequent low wages of the summer and early fall, went off and obtained other employment, and it has been difficult to supply their places. Orders for coal are said to be numerous, and boats are unloaded at Georgetown and at Alexandria as soon as they reach these ports.

Officers of the Canal Company are engaged in inspecting the stone that has been delivered at various points along the canal and pass judgment as to the adaptability of the stone for improving and enlarging the locks.

Sun, Wed, 11/30/81, p. 4. Shipments of Cumberland Coal - The shipments of Cumberland coal for the week ended Saturday November 26, were 51,597 tons, and for the year to that date 1,982,190 tons, an increase of 48,081 tons as compared with the corresponding period of last year. The coal was carried to tidewater as follows:

<table>
<thead>
<tr>
<th>Railroad</th>
<th>Week</th>
<th>Year</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>B&amp;O</td>
<td>32,058 tons</td>
<td>1,259,662 tons</td>
<td>126,226 tons</td>
</tr>
<tr>
<td>C&amp;O</td>
<td>18,473 tons</td>
<td>468,171 tons</td>
<td>-129,102 tons</td>
</tr>
<tr>
<td>PRR</td>
<td>1,862 tons</td>
<td>251,443 tons</td>
<td>1,862 tons</td>
</tr>
</tbody>
</table>

H&TL, Wed. 11/30/81, p. 3.
48,042 tons. The coal was brought from the mines as follows: Cumberland and Pennsylvania Railroad – week 42,870 tons; year 1,727,364 tons. George’s Creek and Cumberland Railroad – week 7,271 tons; year 180,682 tons. Baltimore and Ohio Railroad – week 1,182 tons; year 62,966 tons. West Virginia Central and Pittsburg Railway – week 941 tons; year 4,079 tons.

DT, Thu. 12/1/81, p. 3. Canal Trade

The following boats, 29 in number, carrying 3,332 08 tons of coal, left this port Wednesday, November 30, 1881:

Consolidation Coal Company
Georgetown:
C. D. Warfield Capt. Krone 118 01
W. C. Ernst Capt. Bender 115 10
L. P. Huston Capt. Brubaker 121 07
W. J. Stevenson Capt. Brubaker 120 05
C. F. Mayer Capt. Reed 119 11
William King Capt. McCoy 120 00
H. A. Clark Capt. Quigley 121 00
Ernst & Holland McCormick 119 13
E. K. Johnson Capt. Walker 125 06
Williamsport:
J. W. Turner Capt. Woltz 100 13
David Seibert Capt. Preston 116 01
Eleven boats 1,297 07

American Coal Company
Alexandria:
M Capt. Wilson 115 19
Richard Bender Capt. Moore 115 16
William Gregory Capt. Arnold 117 00
Dr. M. M. Lewis Capt. Swain 115 11
S. S. Howison Capt. James 115 18
Five boats 580 04

Maryland Coal Company
Georgetown:
Jos. H. Farrow Capt. Smith 112 06
Star No. 2 Capt. Ripple 102 08
Washington:
P. E. Dawson Capt. Pittman 121 05
Williamsport:
Mary M. Adams Capt. Mertens 112 06
Four boats 448 05

Borden Mining Company
Georgetown:
Denton Jacques Capt. Hassett 112 00
Cigarette Capt. Hassett 118 16
James Clarke Capt. Griffith 119 12
Antares Capt. Griffith 97 10
Four boats 447 18

New Central Coal Company
Georgetown:
Henry Boley Capt. Wiland 107 15
Minnie & Pinkie Capt. Bowers 109 00
M. B. Winship Capt. Bowers 113 14
Park Agnew Capt. Smith 112 02
Four boats 447 18

Blaen Avon Company
Georgetown:
J. J. Moore Capt. Kidwell 115 13

Canal Commerce at Alexandria


ES, Thu. 12/1/81, p. 4. Affairs in West Washington – THE GRAIN TRADE –

Arrivals – Boat Caledonia with 2,000 bushels wheat; boat E. L. Whiting with 4,000 bushels wheat; boat Farmer’s Friend with 3,800 bushels wheat.

THE COAL TRADE – Twenty-four boats left Cumberland Tuesday with 2,730 tons.

DT, Fri. 12/2/81, p. 3. Canal Trade

The following boats, 16 in number, carrying 1,819 16 tons of coal, left this port Thursday, December 1, 1881:

Maryland Coal Company
Georgetown:
Mattie Capt. Seaman 116 04
Altoona Capt. Pierce 116 18
M Capt. Snyder 111 10
Washington:
Duncan Sinclair  Capt. Ingram  111 12
Helen V.     Capt. Eddy  116 04
H. S. Dixon  Capt. Dixon  111 08
Six boats  683 17

Consolidation Coal Company

Georgetown:
Jos. M. Wheatley  Capt. Seaman  114 00
John R. Cruzen  Ca. Crampton  111 15
Williamsport:
Daniel Henry  Capt. O’Neal  113 07
Three boats  339 11

American Coal Company

Alexandria:
Andrew Main  Capt. Matters  114 13
P. G. Uhler  Capt. Matters  116 15
John Bradburn  Capt. Nuse  115 04
Three boats  346 12

New Central Coal Company

Georgetown:
J. M. Schley  Capt. Kean  115 18
Potomac  Capt. Mertens  118 08
Two boats  234 06

George’s Creek Coal Company

Georgetown:
L. H. Kuhn  Capt. Kroon  111 01

Borden Mining Company

Georgetown:
Arthur Lovell  Capt. Griffith  104 09

Comparative Statement of Canal Business For November.

For the month ending Wednesday, November 31, 721 boats were shipped, carrying 81,587 13 tons of coal, and 117 tons of general merchandise, with a revenue of $44,000. The business for the same time last year was 620 boats, carrying 79,466 06 tons of coal, 24 tons of merchandise, with a revenue of $39,000. The total shipments for the year 1881 to date are 409,119 14 tons against 615,423 01 tons to same date last year. The total revenue for the year to date is $267,000, against $338,000 last year. The greatest number of shipments in one month this year was 70,764 01 tons for October, and the largest in 1880, 98,561 13 tons for September. The prospects for the shipments of from 20,000 to 30,000 tons yet this month are good. In 1881 the business on the canal commenced in January, while shipments were not made until March this year.

TC, Fri. 12/2/81, p. 3. Cumberland Coal Trade – During November 721 boats, carrying 81,537 tons of coal and 117 tons of merchandise, cleared from this port on the canal. The revenue for the month was over $44,000. This was the heaviest month’s shipments of the year. The shipments are now brisk and the canal will be kept open as long as possible. The shipments so far this year are over 190,000 tons, and this will probably be increased over 30,000 tons before the season closes.

ES, Fri. 12/2/81, p. 4. Affairs in West Washington - The board of directors of the Chesapeake and Ohio Canal met today and transacted routine business. President Gorman and all of the directors were present, except Mr. H. D. Fernandes. It was decided to keep navigation open until the ice renders it impossible.

GRAIN TRADE – Arrived – Boat Ellen Brooks with 3,600 bushels of wheat; boat H. M. Talbott with 3,500 bushels of corn and 300 bushels of wheat.

COAL – Twenty-nine boats with 3,332 08 tons of coal left Cumberland for Georgetown Wednesday.

DT, Sat. 12/3/81, p. 3. Canal Trade

The following boats, 24 in number, carrying 2,778 17 tons of coal, left this port Friday, December 2, 1881:

Consolidation Coal Company

Georgetown:
Willie & Jonnie  Capt. Morrison  116 15
L. W. Guinand  Capt. Dyer  121 17
Geo. Bogus  Capt. Powell  124 03
J. McGraw  Capt. Shaw  110 16
The following boats, 33 in number, carrying 3,807 00 tons of coal, left this port Saturday, December 3, 1881:

### American Coal Company

**Alexandria:**
- Thomas Patton: Capt. Eaton 116 08
- George Sherman: Capt. Renner 116 18
- Daniel Annan: Eichelberger 114 12
- Deer Park: Capt. Eizer 119 17
- G. S. Young: Capt. James 116 06
- G. P. Lloyd: Ca. McDonald 116 04
- American Flag: Capt. Pearce 116 02

**Consolidation Coal Company**
- Daniel Linkins: Capt. Swain 121 16

**Williamsport:**
- Bessie G.: Capt. Artz 118 12
- R. A. Farmer: Capt. Ardinger 108 02
- Jack & Bessie: Capt. Shaffer 108 05
- Clara & Prudy: Capt. Hanison 111 08

**Seven boats:** 809 05

### Maryland Coal Company

**Alexandria:**
- R. N. Jones: Westbrook 121 07
- James Green: Capt. Bowers 116 13
- William Smith: Capt. Teach 115 18

**Georgetown:**
- Three boats: 353 18

**American Coal Company**

**Alexandria:**
- R. A. Farmer: Capt. Ardinger 108 02
- James Green: Capt. Bowers 116 13
- William Smith: Capt. Teach 115 18

**Georgetown:**
- Three boats: 353 18

### George’s Creek Coal Company

**Georgetown:**
- L. C. Burwell: Capt. Zellers 112 14

**Individual**
- Willie & Frankie: Capt. Repp 110 01

**Borden Mining Company**

**Georgetown:**
- L. C. Burwell: Capt. Zellers 112 14

**Individual**
- Willie & Frankie: Capt. Repp 110 01

### New Central Coal Company

**Georgetown:**
- R. Callahan: Capt. McQuade 109 02
- W. B. Wolf: Capt. McQuade 115 14
- Laura: Capt. Mertens 111 02
- Col. J. C. Lynn: Capt. Reid 110 13

**Four boats:** 446 11

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DT, Mon. 12/5/81, p. 3. **Canal Trade**
**Canal Trade - 1881**

**Unexpected** Capt. Hassett 122 01
**Fall River** Capt. Hassett 107 17
**Bertha M. Young** Capt. Hassett 118 01
**Three boats** 347 19

George’s Creek Coal Company

**Georgetown:**
M. A. Shupp Capt. Shupp 114 07
Emily H. Capt. Woltz 115 01
**Two boats** 229 08

Blaen Avon Company

**Georgetown:**
Josephine Barroll Capt. Penner 126 08

Individual

Round Top:
Round Top Capt. Athey 119 18

**DT, Tue. 12/6/81, p. 3. Canal Trade**

The following boats, 28 in number, carrying 3,328 14 tons of coal, left this port Monday, December 5, 1881:

Consolidation Coal Company

**Georgetown:**
Thames River Capt. Stride 121 00
R. Shriver Capt. Miller 115 00
B. C. Barroll Capt. Jackson 115 00
J. Miller Capt. Brown 120 01
Williamsport
Grason & Fannie Capt. Malotte 108 01
C. B. Embrey Capt. Kelly 111 13
Alexandria:
G. L. Sheriff Capt. Sorrell 123 07

**Seven boats** 814 02

Borden Mining Company

**Georgetown:**
Cappelia Capt. Hassett 107 08
M. S. Fernsner Capt. Hassett 116 08
M. S. Haines Capt. Hassett 111 09
W H M Masters Capt. Hassett 118 02
Charlie Hassett Capt. Hassett 122 15
Willie D. Capt. Hassett 118 10
G. Berkebile Capt. Young 119 08

**Seven boats** 814 00

Maryland Coal Company

**Georgetown:**
G. T. Gatrell Capt. Hayes 120 13
B. L. Slack Ca. Cartwright 121 05

**Star No. 3** Capt. Ekis 101 10
**Osceola & Jake** Capt. Davis 116 08
**G. S. Couter** Capt. Hawkins 113 12
**Bernadette** Capt. Gannon 116 05

**Six boats** 689 13

New Central Coal Company

**Georgetown:**
M. Ruben Capt. Reader 117 00
D. R. Long Capt. Reader 112 19
Lucy & Willie Winterneyer 111 15
L. Peacock Capt. Mertens 110 15

**Four boats** 452 09

American Coal Company

**Alexandria:**
G. L. Boothe Capt. Dunn 115 16
M. Snow Ca. Schoppart 116 07
J. W. Morris Capt. Hooker 116 04

**Three boats** 348 07

George’s Creek Coal Company

**Georgetown:**
Lizzie K. Capt. Smith 110 03

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**Arrival of Canal Officials.**

Paymaster Gambrill and Treasurer Fawcett, of the Chesapeake & Ohio Canal Company, were expected last evening to arrive on this morning’s early train and commence today the payment of the canal employees for October. Supt. Stanhope arrived yesterday afternoon.

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**Canal Commerce at Alexandria.**

Arrived on Saturday – Boats W. Foley, Little Eddie and F. W. Mintdrop to George’s Creek Coal & Iron Co.; J. H. Platte and J. H. Stickney to American Coal Co.


**DT, Wed. 12/7/81, p. 3. Trade**

The following boats, 24 in number, carrying 2,478 02 tons of coal, left this port Tuesday, December 6, 1881:

Consolidation Coal Company

**Georgetown:**
Carrie V. Capt. Kirby 122 01

196
<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>October</th>
</tr>
</thead>
<tbody>
<tr>
<td>H. Roussell</td>
<td>Capt. McKnight</td>
<td>124 03</td>
</tr>
<tr>
<td>Wm. Weber</td>
<td>Capt. Yingling</td>
<td>111 01</td>
</tr>
<tr>
<td>G. M. Ryan</td>
<td>Capt. Kroon</td>
<td>115 06</td>
</tr>
<tr>
<td>Geo. A. Pearre</td>
<td>Capt. Price</td>
<td>115 06</td>
</tr>
<tr>
<td>Williamsport:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Geo. Hughes</td>
<td>Capt. Callan</td>
<td>119 10</td>
</tr>
<tr>
<td>J. W. Carder</td>
<td>Capt. Darkey</td>
<td>114 04</td>
</tr>
<tr>
<td>Seven boats</td>
<td></td>
<td>821 11</td>
</tr>
</tbody>
</table>

**Borden Mining Company**
- Echo: Capt. Griffith 116 09
- C. Knod: Capt. Snyder 117 06
- Areturus: Capt. Hassett 103 01
- Little Nan: Capt. Hassett 108 09
- J. H. Snyder: Capt. Hassett 115 16
- Five boats: 560 12

**New Central Coal Company**
- F. M. Offutt: Capt. Grove 111 13
- Invincible: Capt. Crowl 115 11
- Muskingum: Capt. Donnelly 115 10
- Missouri: Capt. Arding 118 14
- Allegheny: Capt. Krone 125 19
- Five boats: 587 13

**Maryland Coal Company**
- Maj. Anderson: Capt. Brady 117 09
- Williamsport: Steffey & Findley Capt. Rodeniser 119 08
- Washington: E. P. Cahill Capt. Butler 116 11
- Three boats: 353 08

**American Coal Company**
- Alexandria: J. P. Moore Capt. Fisk 111 08
- J. W. Burke Capt. McMullen 116 11
- M. Kersey Capt. Bear 118 10
- Three boats: 346 09

**Blaen Avon Company**
- White’s Ferry: G. T. Dunlop Capt. Wootton 108 09

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**Down the Canal.**

As announced in the *Times* the Chesapeake & Ohio canal officials arrived here yesterday morning and perfected arrangements for the payment of the canal employees in this city for the month of October. The officials left here in the afternoon in the company’s steam packet *Maryland* to pay the employees on the line of the canal. There were on board the boat Treasurer Fawcett, Paymaster Gambrill, Superintendent Stanhope, C. Gorman, Esq., brother to President A. P. Gorman, Mr. F. G. Hardesty, a County Commissioner of Montgomery County, and his friend Mr. J. T. Mulligan.

H&TL, Wed. 12/7/81, p. 3. Navigation on the Chesapeake and Ohio canal, which was appointed to close on or about the 15th inst., will continue until January 1, 1882, unless ice interferes.

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Some of the boatmen on the canal have tied up for the season.

CT, Wed. 12/7/81, p. 4. **PERTINENT PARAGRAPHS – Paymaster Gambrill** began paying off canal employees and other bills against the canal company at Cumberland yesterday for the month of October. After paying there he started on the steamer “Maryland” to pay along the line of the canal. The entire amount to be disbursed is about $27,000.


**THE COAL TRADE** – Twenty-eight boats left Cumberland Monday with 3,328 14 tons of coal as follows: for Georgetown – Consolidation Co. 814 02 tons; Borden Co. 814 tons; Maryland Co. 689 13 tons; New Central Co. 452 09 tons; George’s Creek Co. 110 03 tons. For Alexandria – Consolidation Co. 123 07 tons; American Co. 348 07 tons.
The managers of the Chesapeake and Ohio and Alexandria Canals are making arrangements to keep the said canals open as long as possible. Two ice breakers have been secured for the C. & O. Canal, and a large scow for the Alexandria Canal. The boatmen have been informed that they will certainly be able to make one more trip, and if possible, the canals will be kept open till the first of January.

The following boats, 18 in number, carrying 2,118 08 tons of coal, left this port Wednesday, December 7, 1881:

<table>
<thead>
<tr>
<th>Company</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Consolidation Coal Company</td>
<td>Capt. Bender</td>
<td>122 17</td>
</tr>
<tr>
<td>Georgetown:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Amazon River</td>
<td>Capt. Bender</td>
<td>122 17</td>
</tr>
<tr>
<td>B. R. Mayfield</td>
<td>Capt. Piper</td>
<td>117 19</td>
</tr>
<tr>
<td>H. C. Hicks</td>
<td>Capt. Grove</td>
<td>115 13</td>
</tr>
<tr>
<td>V. S. Brashears</td>
<td>Capt. Moore</td>
<td>109 00</td>
</tr>
<tr>
<td>Williamsport</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D. Seibert</td>
<td>Capt. Preston</td>
<td>112 05</td>
</tr>
<tr>
<td>Five boats</td>
<td></td>
<td>577 14</td>
</tr>
<tr>
<td>New Central Coal Company</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Georgetown:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Susquehanna</td>
<td>Capt. Dick</td>
<td>117 15</td>
</tr>
<tr>
<td>A. H. Agnew</td>
<td>Capt. Loman</td>
<td>114 02</td>
</tr>
<tr>
<td>River Nile</td>
<td>Capt. Kimbel</td>
<td>125 01</td>
</tr>
<tr>
<td>Three boats</td>
<td></td>
<td>356 18</td>
</tr>
<tr>
<td>Borden Mining Company</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Georgetown:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Highlander</td>
<td>Capt. Griffith</td>
<td>126 18</td>
</tr>
<tr>
<td>Gen. Garfield</td>
<td>Capt. Griffith</td>
<td>122 12</td>
</tr>
<tr>
<td>Sallie E. Hassett</td>
<td>Capt. Hassett</td>
<td>120 10</td>
</tr>
<tr>
<td>Onward</td>
<td>Capt. Griffith</td>
<td>116 12</td>
</tr>
<tr>
<td>Four boats</td>
<td></td>
<td>486 12</td>
</tr>
<tr>
<td>Maryland Coal Company</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Georgetown:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cloud</td>
<td>Zimmerman</td>
<td>117 02</td>
</tr>
<tr>
<td>Williamsport:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>F. Gannon</td>
<td>Capt. Mertens</td>
<td>111 15</td>
</tr>
<tr>
<td>Four Sisters</td>
<td>Capt. Paxton</td>
<td>115 09</td>
</tr>
<tr>
<td>Three boats</td>
<td></td>
<td>344 06</td>
</tr>
</tbody>
</table>

The following boats, 21 in number, carrying 2,425 11 tons of coal, left this port Thursday, December 8, 1881:

<table>
<thead>
<tr>
<th>Company</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Consolidation Coal Company</td>
<td>Capt. Morrow</td>
<td>120 00</td>
</tr>
<tr>
<td>Georgetown:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>P. L. Burwell</td>
<td>Capt. Morrow</td>
<td>120 00</td>
</tr>
<tr>
<td>C. W. Porter</td>
<td>Capt. Pennel</td>
<td>117 14</td>
</tr>
<tr>
<td>Williamsport:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jack &amp; Bessie</td>
<td>Capt. Shaffer</td>
<td>107 11</td>
</tr>
<tr>
<td>J. W. Turner</td>
<td>Capt. Waltz</td>
<td>114 01</td>
</tr>
<tr>
<td>Katie &amp; Jimmy</td>
<td>Capt. Elliot</td>
<td>113 05</td>
</tr>
<tr>
<td>M. B. Mayfield</td>
<td>Capt. Carder</td>
<td>118 12</td>
</tr>
</tbody>
</table>
Canal Trade - 1881

Savannah: Capt. O’Neal 127 12
W. L. Reed Capt. Manning 122 08
W. H. Lowe Capt. Carter 117 17
Nine boats 1,058 00
Maryland Coal Company
Georgetown:
O Capt. O’Neal 120 17
Q Capt. Stickel 116 17
Willie Snyder Capt. Crampton 121 16
Adam Sherman Whittington 112 01
M. W. Adams Capt. Turner 112 01
Five boats 583 12
Borden Mining Company
Georgetown:
New Era Capt. Griffith 103 03
Abram Kuhn Capt. Hassett 117 15
W. Delano Capt. Hassett 118 05
W. T. Hassett Capt. Hassett 121 17
Four boats 461 00
George’s Creek Coal Company
Georgetown:
F. L. Moore Capt. Wilgus 95 12
City of Hamburg Capt. Wilgus 110 13
Two boats 206 05
American Coal Company
Alexandria:
J. H. Platte Capt. Albert 116 14

ES, Fri. 12/9/81, p. 4. Affairs in West Washington – THE GRAIN TRADE – Arrival – Boat Medley with 2,500 bushels wheat and 1,000 bushels corn.

THE COAL TRADE – Eighteen boats left Cumberland yesterday with 2,118 08 tons of coal as follows: for Georgetown – Consolidation Co. 577 14 tons; New Central Co. 356 18 tons; Borden Co. 486 12 tons; Maryland Co. 344 06 tons. For Alexandria - American Co. 233 16 tons.

DT, Sat. 12/10/81, p. 3. Canal Trade
The following boats, 10 in number, carrying 1,136 04 tons of coal, left this port Friday, December 9, 1881:
Consolidation Coal Company
Georgetown:

E. K. Johnson Capt. Walker 119 16
Shepherdstown:
Mollie Capt. Mouse 115 18
Williamsport:
J. R. Couter Capt. Mullers 110 19
J. A. Spielman Capt. Miller 111 05
Laura S. Capt. Little 118 18
Five boats 576 16
Borden Mining Company
Georgetown:
S. H. Hetzer Capt. Griffith 110 16
James Clark Capt. Hassett 122 18
Areturus Capt. Hassett 94 18
Three boats 328 12
American Coal Company
Alexandria:
J. H. Stickney Capt. Ekis 116 15
New Central Coal Company
Georgetown:
Wm. Blackwell Capt. Hoadley 114 01

Canal Commerce at Alexandria.
Arrived – Boats Dr. M. M. Lewis, R. H. Jones, J. Green, R. Bender, J. Dayton, Geo. Sherman, W. Darrow and J. J. Swift to American Coal Company; L. H. Kuhn to George’s Creek Coal & Iron Company; J. Light and M. Strupp to John P. Agnew & Co.


ES, Sat. 12/10/81, p. 8. Affairs in West Washington – THE COAL TRADE – Twenty-one boats, with 2,425 11 tons of coal, left Cumberland Thursday as follows: for Georgetown – Consolidation Co. 1,058 tons; Maryland Co. 583 12 tons; Borden Co. 461 tons; George’s Creek Co. 206 tons. For Alexandria – American Co. 116 14 tons.

DT, Mon. 12/12/81, p. 3. Canal Trade
The following boats, 14 in number, carrying 1,606 16 tons of coal, left this port Saturday, December 10, 1881:

Consolidation Coal Company
Georgetown:
- C. F. Mayer Capt. Read 119 19
- W. H. Marlow Capt. Rinehart 118 00
- C. S. Dixon Capt. Kelly 115 10

Williamsport:
- C. B. Embrey Capt. Kelly 108 18
- Grason & Fannie Capt. Malotte 109 05

Five boats 571 12

American Coal Company
Alexandria:
- A S Wintringham Capt. Ingram 115 06
- S. S. Howison Capt. James 116 09
- M Capt. Wilson 116 12

Three boats 384 07

Maryland Coal Company
Georgetown:
- Charley Capt. Shaffer 117 17
- T O’Connell Capt. Mills 113 08

Two boats 231 05

Borden Mining Company
Georgetown:
- Borden & Lovell Capt. Hassett 107 13
- Ruby Capt. Hassett 119 07

Two boats 227 00

New Central Coal Company
Georgetown:
- Youghiogheny Capt. Mertens 119 14
- Blaen Avon Company

Georgetown:
- T. Tierman Capt. Walker 108 13

A Helpless Cripple.
The boatman, Bartlett, who was shot at Cropley’s brick yard, two weeks since, is convalescent. Since the amputation of his arm he is left a helpless cripple, having lost the use of his right arm years ago on the railroad. Ensminger, who did the shooting, is still at large, no effort being made to capture him. It is said he has recently served a term in the penitentiary.

---

One Deer Out of Fifteen.
Messrs. William Hall, Edward hall, Owen Willison and Asias Wilson returned home yesterday from a three days hunt in the neighborhood of Orleans. Their return was by canal boat, and some little inconvenience was experienced in breaking the ice in the canal, which was about two inches thick. One of the party reports fifteen deer seen and one shot which was secured. As an interview with the other members of the party might elicit a fish story of a fish nature, our reporter accepted this statement and left.

ES, Mon. 12/12/81, p. 1. Affairs in West Washington – THE GRAIN TRADE – Arrivals – boat Farmer’s Friend with 3,000 bushels wheat; boat Seneca with 1,500 bushels wheat and 1,400 bushels corn; boat Ellen Brooks with 3,600 bushels wheat. THE COAL TRADE – Ten boats left Cumberland Tuesday with 1,136 04 tons of coal as follows: for Georgetown – Consolidation Co. 576 10 tons; Borden Co. 328 12 tons; New Central Co. 114 01 tons. For Alexandria – American Co. 116 15 tons.

DT, Tue. 12/13/81, p. 3. Canal Trade
The following boats, 13 in number, carrying 1,512 05 tons of coal, left this port Monday, December 12, 1881:

Consolidation Coal Company
Georgetown:
- Willie & Johnnie Capt. Morrison 117 15
- J. McGraw Capt. Shaw 108 01
- R. H. Jones Capt. Westbrook 122 11

Williamsport:
- Dr. A. A. Biggs Capt. Weller 112 17
- Duncan Sinclair Capt. Ingram 121 04
- W. A. Smoot Capt. Myers 114 06

Six boats 696 14

Maryland Coal Company
Georgetown:
- Maggie McCleary Zimmerman 122 03
- C. W. Brengle Capt. Brengle 117 14
<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain/Owner</th>
<th>Tons</th>
</tr>
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<tbody>
<tr>
<td>New Central Coal Company</td>
<td>Capt. McCardell</td>
<td>121 07</td>
</tr>
<tr>
<td>Blaen Avon Company</td>
<td>Capt. Kidwell</td>
<td>119 07</td>
</tr>
<tr>
<td>George’s Creek Coal Co.</td>
<td>Capt. Swain</td>
<td>116 11</td>
</tr>
<tr>
<td>George’s Creek Co.</td>
<td>Capt. Barger</td>
<td>113 07</td>
</tr>
<tr>
<td>Borden Mining Co.</td>
<td>Capt. Griffith</td>
<td>105 02</td>
</tr>
<tr>
<td>Consolidation Co.</td>
<td>Capt. Quigley</td>
<td>124 08</td>
</tr>
<tr>
<td>Maryland Co.</td>
<td>Capt. Penner</td>
<td>121 18</td>
</tr>
<tr>
<td>Borden Co.</td>
<td>Capt. Woltz</td>
<td>118 06</td>
</tr>
<tr>
<td>Blaen Avon Co.</td>
<td></td>
<td>364 12</td>
</tr>
<tr>
<td>Maryland Coal Co.</td>
<td>Capt. Fahey</td>
<td>103 02</td>
</tr>
<tr>
<td></td>
<td>Capt. Rinehart</td>
<td>116 09</td>
</tr>
<tr>
<td>American Coal Co.</td>
<td></td>
<td>219 11</td>
</tr>
<tr>
<td></td>
<td>Capt. Arnold</td>
<td>115 12</td>
</tr>
</tbody>
</table>

Paid Off – On Wednesday of last week the canal steamer “Maryland” passed down the Chesapeake and Ohio Canal with Messrs. Gambrill and Fawcett aboard, who paid off the employees of the canal for the month of October, and others, who held bills against the company. The entire amount disbursed was about $27,000, this sum covering some payments for store furnished for lengthening the locks.

FOR SALE – A valuable piece of property, containing one hundred and sixty-six acres, situated in Washington county, Maryland, four miles west of Harper’s ferry, on the Chesapeake and Ohio Canal; good LOG HOUSE, with necessary out-buildings, thirty acres clear, with choice fruit soil, generally limestone, remainder of land heavily timbered; manganese mine, main vein four to six feet, analysis 75 to 90 percent; abounds with iron ore of the finest quality, several tons already out, with three to four tremendous limestone quarries, the best in the State – immediately on the canal, fifty miles from Washington. The facilities for shipping are superior to any place of this kind in the State. A person with the facilities and knowledge of operating or utilizing this property should realize ten thousand dollars per year; property actually worth twenty thousand dollars, fifteen thousand dollars has been refused for it. Will be sold for $8,000, if sold at once. Apply to G. W. GREEN, Harper’s Ferry, W. Va.

P. S. – This property is not misrepresented in any particular.
with 1,512 05 tons of coal as follows: for Georgetown – Consolidation Co. 696 14 tons; Maryland Co. 239 17 tons; New Central Co. 121 07 tons; Blaen Avon Co. 119 07 tons; George’s Creek Co. 113 07 tons; Borden Co. 105 02 tons. For Alexandria – American Co. 116 11 tons.

DT, Thu. 12/15/81, p. 3. **Canal Trade**
The following boats, 13 in number, carrying 1,479 00 tons of coal, left this port Wednesday, December 14, 1881:

**Consolidation Coal Company**
- Georgetown: Katie & Jimmy Capt. Herbert 113 08
- Georgetown: A. B. Wolf Capt. McQuade 121 18
- Georgetown: R. Coulehan Capt. McQuade 121 01
- Three boats 356 07

**New Central Coal Company**
- Georgetown: Park Agnew Capt. Smith 117 06
- Georgetown: Little Eddie Capt. Mertens 116 08
- Georgetown: James F. A. Remley Capt. Dixon 110 11
- Three boats 344 05

**American Coal Company**
- Alexandria; J. J. Swift Capt. Brown 116 16
- Alexandria; W. C. Walbright Capt. Reynolds 116 02
- Two boats 222 18

**Maryland Coal Company**
- Georgetown: Helen V. Capt. Eddy 116 17
- Williamsport: Neta K. Phelps Capt. Shaffer 107 18
- Williamsport: Jack & Bessie Capt. Shaffer 103 13
- Three boats 328 08

**Blaen Avon Company**
- Georgetown: M. A. West Capt. Conrad 110 10
- Borden Mining Company
- Georgetown: Exchange Capt. Griffith 116 12

The Cumberland and Pennsylvania railroad 49,788 09 tons, an increase of 25,506 09 tons compared with the same period last year, and 6,404 01 tons by the George’s Creek and Cumberland railroad. Of the first amount 38,491 04 tons were shipped by the Baltimore and Ohio railroad; 1,856 06 tons to the State Line, and (,440 09 tons to the Chesapeake and Ohio canal. The George’s Creek and Cumberland railroad shipped 3,019 16 tons to the State Line, and 3,226 04 tons to the Chesapeake and Ohio canal. The grand total for the week is 15,192 10 tons. Seven boats, with 818 16 tons, left Cumberland Tuesday.

**THE GRAIN TRADE – Arrivals**
- Boat Regulus with 3,500 bushels of wheat; boat H. M. Talbott with 2,800 bushels of wheat and 600 bushels of corn; boat Samuel Jarboe with 3,800 bushels of wheat; boat M. C. W. Boyer with 4,000 bushels of wheat.

DT, Fri. 12/16/81, p. 3. **Canal Trade**
The following boats, 11 in number, carrying 1,278 07 tons of coal, left this port Thursday, December 15, 1881:

**Consolidation Coal Company**
- Georgetown: S. H. Irwin Capt. Hall 116 17
- Georgetown: Star No. 8 Capt. Shuck 105 01
- Georgetown: E. P. Cahill Capt. Gannon 118 07
- Georgetown: Alonzo Berry Capt. Malotte 119 06
- Georgetown: M. C. Clay Capt. Malotte 109 03
- Georgetown: Joseph H. Farrow Capt. Smith 117 02
- Georgetown: Thomas Patton Capt. Eaton 117 13
- Georgetown: William Walsh Capt. Shields 117 03
- Eight boats 919 02

**Maryland Coal Company**
- Georgetown: Cloud Zimmerman 120 11
- Georgetown: P. E. Dawson Capt. Crampton 121 03
- Two boats 241 14

**New Central Coal Company**
- Georgetown: M. S. Haines Zimmerman 117 11

ES, Thu. 12/15/81, p. 8. **Affairs in West Washington** – THE COAL TRADE – Shipments for the week ending Saturday:
DT, Sat. 12/17/81, p. 3. **Canal Trade**

The following boats, 5 in number, carrying 578 08 tons of coal, left this port Friday, December 16, 1881:

**Consolidation Coal Company**

**Georgetown:**

J. Rensell Capt. Miller 116 00

**Williamsport:**

J. W. Turner Capt. Wolf 110 02

Laura S. Capt. Little 118 09

Three boats 344 11

**Borden Mining Company**

**Washington:**

J. W. Turner Capt. Wolf 116 00

**Laura S.** Capt. Little 118 09

**Three boats** 344 11

**Canal Commerce at Alexandria.**

Arrived on Tuesday – Boats G. S. Young, J. H. Stickney and G. P. Lloyd to American Coal Co.; Lillie & May to George’s Creek Coal and Iron Co.; P. Sinclair to A. M. Brandt.


DT, Mon. 12/19/81, p. 3. **Canal Trade**

The following boats, 8 in number, carrying 848 03 tons of coal, left this port Saturday, December 17, 1881:

**Consolidation Coal Company**

**Georgetown:**

J. Rensell Capt. Miller 116 00

**Williamsport:**

J. W. Turner Capt. Wolf 110 02

Laura S. Capt. Little 118 09

Three boats 344 11

**Borden Mining Company**

**Washington:**

J. W. Turner Capt. Wolf 116 00

**Laura S.** Capt. Little 118 09

**Six boats** 720 06

**Canal Commerce at Alexandria.**

Arrived on Tuesday – Boats G. S. Young, J. H. Stickney and G. P. Lloyd to American Coal Co.; Lillie & May to George’s Creek Coal and Iron Co.; P. Sinclair to A. M. Brandt.


DT, Tue. 12/20/81, p. 3. **Canal Trade**

The following boats, 6 in number, carrying 685 10 tons of coal, left this port Monday, December 19, 1881:

**Maryland Coal Company**

**Georgetown:**

B. L. Slack Capt. Cartwright 118 02

**Williamsport:**

Mary W. Adams Capt. Mertens 116 07

**Hancock:**

Hancock Capt. Mitchell 98 01

Three boats 332 10

**Blaen Avon Company**

**Canal Commerce at Alexandria.**

Arrived on Tuesday – Boats G. S. Young, J. H. Stickney and G. P. Lloyd to American Coal Co.; Lillie & May to George’s Creek Coal and Iron Co.; P. Sinclair to A. M. Brandt.


DT, Thu. 12/20/81, p. 3. **Canal Trade**

The following boats, 4 in number, carrying 467 16 tons of coal, left this port Tuesday, December 20, 1881:

**Consolidation Coal Company**

**Georgetown:**

Sallie & Jennie Capt. Keady 110 13

ES, Mon. 12/19/81, p. 2. **Affairs in West Washington** – GRAIN NEWS – Arrived – Boat Seneca with 2,500 bushels of wheat.

**THE COAL TRADE** – Five boats left Cumberland Friday with 578 08 tons of coal as follows: for Georgetown – Consolidation Co. 344 11 tons; Borden Co. 114 15 tons; Blaen Avon Co. 110 02 tons.

**Canal Trade**

The following boats, 6 in number, carrying 685 10 tons of coal, left this port Monday, December 19, 1881:

**Maryland Coal Company**

**Georgetown:**

B. L. Slack Capt. Cartwright 118 02

**Williamsport:**

Mary W. Adams Capt. Mertens 116 07

**Hancock:**

Hancock Capt. Mitchell 98 01

Three boats 332 10

**Blaen Avon Company**

**Canal Commerce at Alexandria.**

Arrived on Tuesday – Boats G. S. Young, J. H. Stickney and G. P. Lloyd to American Coal Co.; Lillie & May to George’s Creek Coal and Iron Co.; P. Sinclair to A. M. Brandt.


DT, Tue. 12/20/81, p. 3. **Canal Trade**

The following boats, 6 in number, carrying 685 10 tons of coal, left this port Monday, December 19, 1881:

**Maryland Coal Company**

**Georgetown:**

B. L. Slack Capt. Cartwright 118 02

**Williamsport:**

Mary W. Adams Capt. Mertens 116 07

**Hancock:**

Hancock Capt. Mitchell 98 01

Three boats 332 10

**Blaen Avon Company**

**Canal Commerce at Alexandria.**

Arrived on Tuesday – Boats G. S. Young, J. H. Stickney and G. P. Lloyd to American Coal Co.; Lillie & May to George’s Creek Coal and Iron Co.; P. Sinclair to A. M. Brandt.


DT, Tue. 12/20/81, p. 3. **Canal Trade**

The following boats, 4 in number, carrying 467 16 tons of coal, left this port Tuesday, December 20, 1881:

**Consolidation Coal Company**

**Georgetown:**

Sallie & Jennie Capt. Keady 110 13

ES, Mon. 12/19/81, p. 2. **Affairs in West Washington** – GRAIN NEWS – Arrived – Boat Seneca with 2,500 bushels of wheat.

**THE COAL TRADE** – Five boats left Cumberland Friday with 578 08 tons of coal as follows: for Georgetown – Consolidation Co. 344 11 tons; Borden Co. 114 15 tons; Blaen Avon Co. 110 02 tons.

**Canal Trade**

The following boats, 6 in number, carrying 685 10 tons of coal, left this port Monday, December 19, 1881:

**Maryland Coal Company**

**Georgetown:**

B. L. Slack Capt. Cartwright 118 02

**Williamsport:**

Mary W. Adams Capt. Mertens 116 07

**Hancock:**

Hancock Capt. Mitchell 98 01

Three boats 332 10

**Blaen Avon Company**

**Canal Commerce at Alexandria.**

Arrived on Tuesday – Boats G. S. Young, J. H. Stickney and G. P. Lloyd to American Coal Co.; Lillie & May to George’s Creek Coal and Iron Co.; P. Sinclair to A. M. Brandt.


DT, Tue. 12/20/81, p. 3. **Canal Trade**

The following boats, 6 in number, carrying 685 10 tons of coal, left this port Monday, December 19, 1881:

**Maryland Coal Company**

**Georgetown:**

B. L. Slack Capt. Cartwright 118 02

**Williamsport:**

Mary W. Adams Capt. Mertens 116 07

**Hancock:**

Hancock Capt. Mitchell 98 01

Three boats 332 10

**Blaen Avon Company**

**Canal Commerce at Alexandria.**

Arrived on Tuesday – Boats G. S. Young, J. H. Stickney and G. P. Lloyd to American Coal Co.; Lillie & May to George’s Creek Coal and Iron Co.; P. Sinclair to A. M. Brandt.


DT, Tue. 12/20/81, p. 3. **Canal Trade**

The following boats, 4 in number, carrying 467 16 tons of coal, left this port Tuesday, December 20, 1881:

**Consolidation Coal Company**

**Georgetown:**

Sallie & Jennie Capt. Keady 110 13

ES, Mon. 12/19/81, p. 2. **Affairs in West Washington** – GRAIN NEWS – Arrived – Boat Seneca with 2,500 bushels of wheat.

**THE COAL TRADE** – Five boats left Cumberland Friday with 578 08 tons of coal as follows: for Georgetown – Consolidation Co. 344 11 tons; Borden Co. 114 15 tons; Blaen Avon Co. 110 02 tons.
Canal Trade - 1881

Georgetown:
Chas. F. Mayer Capt. Reid 121 13
W. T. Hassett Capt. Dunn 121 06
Two boats 242 19
Maryland Coal Company
Georgetown:
M Capt. Wilson 110 16
Blaen Avon Company
Georgetown:
Susquehanna Capt. Dick 114 01

Census Items
The advance sheet No. 271, issued from the Census office is at hand and presents the final official figures of the population of the United States for 1880. The State of Maryland has 934,953, of which 724,693 are white, 210,230 are colored, 5 are Chinese and 15 are Indians. There are 10,000 more women than men, there being 462,187 males and 472,756 females. Of the entire population 852,137 are natives and 82,806 are foreigners. The population in 1870 was 780,894, a gain for 1880 of 154,049, or nearly twenty percent.

DT, Thu. 12/22/81, p. 3. Canal Trade
The following boats, 2 in number, carrying 230 15 tons of coal, left this port Wednesday, December 21, 1881:
Maryland Coal Company
Georgetown:
Captella Capt. Barlow 117 13
Blaen Avon Company
Georgetown:
Lizzie K. Capt. Smith 113 03

Canal Commerce
Arrived at Alexandria – Boats

Sun, Thu. 12/22/81, p. 4. Cumberland Coal Shipments - The shipments from the Cumberland coal region for the week ended Saturday Dec. 17, were 53,693 tons, and for the year to that date 2,154,198 tons, an increase of 126,925 tons as compared with the corresponding period of last year. The coal was carried to tidewater as follows: Baltimore and Ohio Railroad, week 43,406 tons; year 1,380,956 tons, increase over 1880, 161,792 tons. Chesapeake and Ohio Canal, week 5,433 tons; year 503,753 tons; decrease as compared with 1880, 97,781 tons. Pennsylvania Railroad, week 4,699 tons; year 256,096 tons; increase as compared with 1880, 59,520 tons.

ES, Thu. 12/22/81, p. 2. Affairs in West Washington – SALE OF THE OLD FOUNDRY – Duvall’s foundry property, purchased some time ago by Mrs. Boise, has been recently purchased by Mr. Noyes, the well-known Washington machinist. THE COAL TRADE – But four boats left Cumberland Tuesday with 467 16 tons of coal as follows: for Georgetown – Consolidation Co. 242 19 tons; Maryland Co. 110 16 tons; Blaen Avon Co. 114 01 tons.

DT, Fri. 12/23/81, p. 3. Canal Trade
The following boats, 3 in number, carrying 335 15 tons of coal, left this port Thursday, December 22, 1881:
Consolidation Coal Company
Georgetown:
George S. Couter Capt. Summers 109 13
D. Seibert Capt. Rock 110 13
Two boats 220 06
Maryland Coal Company
Georgetown:
S. H. Irwin Capt. Hall 115 09

wheat; boat Seneca with 1,200 bushels wheat and 1,200 bushels corn; boat H. M. Talbott with 1,500 bushels wheat and 1,500 bushels corn.

THE COAL TRADE – But two boats left Cumberland Wednesday with 230 16 tons of coal for this port.

Obstructions to Navigation at the River Front – Considerable complaint is made by boatmen and merchants doing business on and about Water street of obstructions to navigation, in the shape of old piles and sunken old hulls of disabled vessels, about the wharves. Parties interested state that while the government is clearing out the channel in the interests of commerce, that something should be done by the District to clear away the obstructions alluded to. One of these obstructions is an old hull alleged to have been sunk just below the ferry landing, opposite the wharf of Mr. G. L. Sheriff by the Ferry company, and is a serious impediment to navigation, especially to the landing of steamboats. A rather anomalous fact is that the Commissioners have recently appointed a harbor master for Washington, while there are no harbor regulations for this port, thus creating an officer without functions to execute any regulation he may find it necessary to make for harbor government. Such rules and regulations as are proper for the harbor of Washington should be made and receive the sanction of Congress.

AG, Fri. 12/23/81, p. 3. The Canal – Navigation on the Alexandria Canal will be suspended some time next week, when the work of lengthening the locks on the Chesapeake and Ohio Canal will be commenced. All the boats belonging to the American Coal Company have been unloaded. There are now but twelve boats out consigned to Messrs. J. P. Agnew & Co. These boats are expected to arrive here next week, when the water in the canal will be cut off.

DT, Sat. 12/24/81, p. 3. Canal Trade

The following boats, 4 in number, carrying 430 17 tons of coal, left this port Friday, December 23, 1881:

George’s Creek Coal Company
Georgetown:
F. L. Moore Capt. Wilgus 93 10
City of Hamburg Capt. Wilkins 114 19
Two boats 208 09
New Central Coal Company
Georgetown:
Katie & Eddie Capt. Wilkins 111 09
Maryland Coal Company
Williamsport:
Capella Capt. Barlow 111 01

DT, Mon. 12/26/81, p. 3. Want to Reach the Canal – In the Circuit Court of this county a bill has been filed on the equity docket, by the Pennsylvania railroad, to compel the Baltimore & Ohio Railroad Company and Chesapeake & Ohio Canal Company to carry out the agreement of 1841, and allow it to connect with the basin track of the Baltimore & Ohio Railroad Company, and run coal and commodities down into the city with its own engines, instead of being limited as at present to the exclusive use of the Baltimore & Ohio Railroad Company’s engines.

Sun, Mon. 12/26/81, p. 4. Letter from Cumberland – The Pennsylvania Railroad in Maryland yesterday filed a bill in the Circuit Court here to compel the Baltimore and Ohio Railroad and Chesapeake and Ohio Canal to carry out the agreement made between the two corporations in 1851, and allow it (the Pennsylvania Company) to connect with the basin track of the Baltimore and Ohio Railroad and run coal to the canal with its own engine. At present the cars of the Pennsylvania Company are
carried to the canal by Baltimore and Ohio engines. The agreement has heretofore been thoroughly ventilated in the railroad litigation, and its terms are familiar to all interested.

DT, Wed. 12/28/81, p. 3. **Accidental Drowning at North Branch.** – At a late hour Monday night, a colored man, named Samuel Wright, aged about twenty-three years, was accidentally drowned at the middle lock at North Branch. The circumstances of the affair are substantially as follows: The deceased had been employed at the lock since the 11th of October, and was in charge on Monday night. At about 11 o’clock a boat approached the lock and signaled for it to be opened, but met with no response, and upon investigation it was found that the watch-house, occupied by the attendant, was empty. All search failing to discover the missing man, Superintendent Kelley this morning had the water drawn off from the lock, and the body of the unfortunate negro was found lying at the bottom. Coroner Strong was notified immediately and proceeded to the spot, where he took depositions of several witnesses and returning to Cumberland summoned the following jury: Messrs. J. J. Wegman, Conrad Swartz, John Meister, Isaac Richards, George Langlotz, Matthias Maus, Lewis Young, Chas. Shober, John Tauber, Robert B. Laney, Conrad Ludwig and N. Gottlieb. The remains were brought to this city yesterday afternoon, and the jury, after viewing the body and hearing the statement of Dr. Wilson, who had been called, that there were no marks of violence on the body, rendered a verdict that the “deceased had come to his death by accidental drowning.” It is presumed that the man made a misstep, owing to the darkness of the night and the stormy weather, and was precipitated into the lock with the above fatal result.


Arrived – Boat Medley with 2,500 bushels wheat and 1,500 bushels corn; boat E. L. Whiting with 3,000 bushels wheat; M. C. W. Boyer with 4,100 bushels wheat.

DT, Thu. 12/29/81, p. 3. **The Doubling of the Locks.** – There has been considerable pressure upon the canal company from our coal operatives to keep open the canal as long as the weather permits, and it is probable the request will be granted.

Yesterday three boats left this port carrying 120,000 feet of lumber for use in lengthening the locks above Georgetown. The lumber is from H. G. Davis & Co., who have a large contract to fill; though they informed Mr. Willison, collector of this port, that they would not be able to deliver any more lumber before April next.

Mr. Mertens has also a large contract for lumber for the same purpose.

It is more than probable that, owing to the open winter and the inability to get the lumber for the work, not more than half the locks designed to be doubled will be completed the coming year.

Sun, Thu. 12/29/81, p. 4. The coupons of the Repair bonds of the Chesapeake and Ohio Canal Company, due 1st January, will be paid at the Farmers and Merchants’ National Bank of Baltimore.

ES, Thu. 12/29/81, p. 1. **Affairs in West Washington – THE GRAIN TRADE –**
Arrival boat Samuel Jarboe with 2,500 bushels wheat and 200 bushels corn.

DT, Fri. 12/30/81, p. 3. **Drawing off the Water.** – The canal authorities have issued orders for drawing off the water in the canal on Tuesday next; and consequently, the shipments of coal will cease with tomorrow.

Sun, Fri. 12/30/81, p. 4. **Cumberland Coal Shipments** - The shipments from the mines of the Cumberland coal region for the week ended Saturday December 24, were 43,518 tons, and for the year 1881, 2,197,715 tons, an increase of about 135,000 tons over last year. No exact comparison can be made, as the report for the last Saturday in December is usually omitted, and a report made for the 7, 8, 9, 10 or 11 days ending December 31. The coal was carried to tidewater last week as follows: Baltimore and Ohio Railroad, week 34,658 tons; year 1,415,613 tons. Chesapeake and Ohio Canal, week 1,586 tons; year 505,339 tons. Pennsylvania Railroad, week 7,067 tons; year 273,163 tons. The coal was brought from mines as follows: Cumberland and Pennsylvania Railroad week 33,984 tons; year 1,903,428 tons. George’s Creek and Cumberland Railroad week 6,116 tons; year 207,824 tons. Baltimore and Ohio Railroad week 1,401 tons; year 67,993 tons. West Virginia Central and Pittsburg Railway week 1,691 tons; year 10,235 tons.

THE GRAIN TRADE – Arrivals – boat Farmer’s Friend with 1,200 bushels corn and 1,700 bushels wheat; boat Seneca with 1,500 bushels wheat.

DT, Wed. 1/4/82, p. 3. **The Coal Sent by Canal Last Season.** – Through the courtesies of Mr. John T. Edwards, assistant to Asahel Willison, Esq., collector of the Chesapeake & Ohio Canal Company, at this point, we have before us the advance sheet of the official statements of the shipments of coal from this point from the opening of the season in March to the close of the season on Saturday, a period of ten months. The total number of tons is 521,189 13, of which 477,423 08 tons were shipped to Georgetown, 38,109 07 tons to Williamsport, 1,577 17 tons to Hancock, 2,390 14 tons to Shepherdstown, W. Va., 505 08 tons to Berlin and 1,182 19 tons to sundry points. The total is about 94,000 tons short of last year’s shipments, owing principally to the drought of August and September, causing very low water, the lateness in the opening of the season and the delay in the laying of the Short Line crossing.

The monthly shipments were as follows: March, 6,107 10; April, 37,589 15; May, 70,020 02; June, 61,808 07; July, 70,475 06; August, 64,150 02; September, 28,104 11; October, 70,764 01; November, 81,587 13; and December, 30,582 06. The heaviest shipment was November, 81,587 13; the lightest in September, 28,104 11 tons. The heaviest shippers of the season were the Consolidation Coal Company, 173,895 08; Borden Mining Company, 195,502 19; and the New Central Coal Company, 61,649 07 tons.