

COMPILATION 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
NATIONAL REPUBLICAN
THE EVENING STAR
three Washington, D. C. newspapers
and
ALEXANDRIA GAZETTE
an Alexandria, Va. newspaper
1882

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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 1882.

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 *National Republican* are preceded by NR, 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.

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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Revised May 2019
Revised March 2023
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Canal Trade 1882

Sun, Tue. 1/3/82, p. 4. **Letter from Washington** – The proposal for a free bridge across the Potomac at or near the site of the Alexandria Canal aqueduct at Georgetown has opened up questions which are of very considerable interest to the people of this District. The aqueduct was built between 1835 and 1848, and is the property of the Alexandria Canal Company, in which the State of Virginia and city of Alexandria have held a controlling interest. At the close of the war the canal was leased to H. H. Wells, Dungan & Co. for ninety-nine years at \$1,000 per annum, the lease to end if the canal and aqueduct is not kept in navigable order. These lessees and others, as the Alexandria Canal and Bridge Company, have built a toll-bridge above the aqueduct, and for some ten years past have opened both canal and toll-bridge. When Congress last session appropriated \$145,000 for a free bridge the lessees of the canal were very willing to sell their lease, but the canal company (which is controlled by Alexandria interests) was not willing to sell unless a guarantee was made of keeping up the canal aqueduct, and so the matter stands. A few weeks ago, as already reported, claim was made through the United States Court at Richmond that certain canal stock held by the city of Alexandria is really the property of the United States, and if this claim is sustained the controlling interest in the canal will be vested in the United States government and the State of Virginia. The bill which was filed for this purpose sets out that in 1835 the government of the United States paid to the Alexandria Canal Company \$300,000, on condition that the authorities of Alexandria should deposit with the Secretary of the Treasury the stock in the canal held by the corporation of Alexandria; that such deposit was never completed. It asks that the authorities of Alexandria may be compelled to deposit the said stock, or in default thereof to pay \$175,000, the par value of the stock, to the government of the United States. It also asks an

injunction upon the canal company and the Alexandria corporation to restrain the transfer of such stock or the voting of the corporation of Alexandria in the Alexandria Canal Company by reason of such stock. The act upon which this suit is based was approved March 3, 1837. It provided “that when the corporation authorities of the town Alexandria shall deposit the stock held by them in the Alexandria Canal Company in the hands of the Secretary of the Treasury, with proper and competent investments and conveyances in law, to vest the same in the Secretary of the Treasury and his successors in office for and on 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 an act approved on the 7th day of June, 1836, entitled ‘An act for the relief of the several corporate cities of the District of Columbia; and the Secretary of the Treasury be, and he is hereby is, authorized and directed to advance, out of any moneys in the treasury not otherwise appropriated, to the Alexandria Canal Company from time to time, as the progress of the work may require the same, such sums of money not exceeding \$300,000 as may be deemed necessary to complete said canal to the town and harbor of Alexandria. Provided that the Alexandria Canal Company, in the construction of the remaining piers, abutments and works of their aqueduct over the Potomac river, are hereby prohibited and restrained from throwing earth or clay into the open river, and are required with the money furnished by this bill to remove all earth and clay heretofore deposited by them in the river.”

It will be seen that the trust declared in this act is that created by an act approved “on the 7th day of June, 1836.” There is no act approved on that day having any reference at all to the subject matter. The “act for the relief of the several corporate cities of the District,” to which Congress evidently intended to refer, was passed May 20, 1836, and was intended to stop the

panic created by a proposal to enforce payment of what was called the Holland loan on private property in the District cities. It assumed the payment of \$1,500,000 which Washington, Georgetown and Alexandria had borrowed by the mediation of Mr. Richard Rush from certain merchants of Holland, and had used in the purchase of Chesapeake and Ohio Canal stock. The first section of this act assumed the debt to the Holland merchants, and the second section is as follows:

“And be it further enacted, That the Secretary of the Treasury shall execute the duties prescribed by the first section of this act; the said corporate authorities of said cities shall deposit in the hands of the Secretary of the Treasury the stock of the Chesapeake and Ohio Canal Company held by them respectively; and the said Secretary of the Treasury may, at such time within ten years as may be most favorable for the sale of such stock, dispose of the same at public sale and reimburse the United States such amounts as shall have been paid under the provisions of this act, and if any surplus shall remain over after such reimbursement, he shall pay over said surplus to said cities in proportion to the amount of stock now held by them.”

The questions which arise in this case are: Will the court rule that the words “June 7” shall be construed to mean “May 20,” and will it undertake under an act which requires a sale in ten years from 1936, to decree the execution of the trust thirty-five years afterwards? The hearing of the case has been transferred from Richmond to Alexandria, and will begin there at the United States court-room before Judge Hughes on next Wednesday.

H&TL, Wed. 1/4/82, p. 3. A Great Falls correspondent of the Rockville *Advocate* informs us that one day last week two boats passed up the Chesapeake and Ohio Canal carrying 169 demijohns and jugs, supposed to contain water.

TC, Wed. 1/4/82, p. 4. **Rights of the District of Columbia in the Chesapeake & Ohio Canal.** –

One of the questions raised in connection with the suit which the United States had begun in the Alexandria Canal stock case touches quite an important matter in connection with the Chesapeake and Ohio Canal Company and the rights of the District of Columbia therein. The District Commissioners now represent in the meetings of the Chesapeake and Ohio Canal Company \$1,250,000 of Chesapeake & Ohio stock. For this stock the District cities never paid. They borrowed the money which purchased this stock, and Congress paid back the money with which the stock had been bought, and directed that the stock be deposited with the Secretary of the Treasury as surety. But the District Commissioners, as successors of the corporate authorities of the District cities, still continue to vote in the Chesapeake & Ohio Canal Company upon the stock thus hypothecated.

Now, however, the Secretary of the Treasury, in the pending canal stock case, asserts that stock in the Alexandria Canal Company, subscribed by the Alexandria corporate authorities and taken by the United States on the same trusts as the Chesapeake & Ohio stock already mentioned, does not give the Alexandria authorities the right to vote thereon, and he asks Judge Hughes to issue an injunction restraining the city authorities of that city from voting in the canal company. As the canal stock of the municipalities on each side of the Potomac is held in the same manner, under the same trusts, judicial determination that under such circumstances the ownership of the stock is so changed as that no right to vote thereon is left a municipality, the rule in one case will cover the other. The corporation of Alexandria will be represented in the suit by K. Kemper, city attorney; Judge C. E. Stuart, delegate to the general assembly, and John M. Johnson, attorney of the Alexandria Canal Company.

ES, Wed. 1/4/82, p. 9. **Alexandria Affairs**
The Canal Stock Suit – The Counsel for the city have filed a demurrer to the bill of the United

States, filed by the Secretary of the Treasury, seeking the delivery to him of certain Alexandria canal stock which he alleges the corporation of Alexandria is retaining unjustly. The demurrer is based on the ground that the act of 1837, under which the stock is claimed, creates a trust which is limited to ten years, and that after 1847, all the right of the Secretary of the Treasury lapsed. Upon the filing of this demurrer this afternoon a motion to postpone the hearing will be made.

ES, Thu. 1/5/82, p. 5. **Affairs in West Washington – The Canal** – There is now no traffic on the canal, and it will be formerly declared closed tomorrow. The ice, however, has anticipated this formality and shut up the work tightly. Preparations have been made to lengthen twenty-eight or thirty locks this winter, and the same number next winter. About seventy-six locks are to be doubled in length, and the work on the improvement will occupy quite three winters. When it is done two loaded boats may pass the locks at the same time, and thus double the capacity of the water course.

Sun, Fri. 1/6/82, p. 2. **The Governor's Message** – The Governor objects to the application of any part of the "repair bonds," authorized to be issued by the Chesapeake and Ohio Canal Company under the act of 1878, chapter 58, to the purpose of lengthening the canal locks, as being foreign to the purpose for which the bonds were authorized.

Ibid, p. 4. **Cumberland Coal Shipments.** – The shipments from the mines of the Cumberland coal region for the week ended Saturday, Dec. 31, were 33,738 tons, and for the year 1881, 2,231,453 tons, an increase of 148,750 tons over 1880. The coal was brought from the mines as follows: Cumberland and Pennsylvania Railroad – Week, 27,220 tons; year, 1,930,618 tons; decrease as compared with 1880, 85,866 tons. George's Creek and Cumberland Railroad – Week 4,131 tons; year, 211,935 tons; increase over 1881, 211,955 tons.

Baltimore and Ohio Railroad – Week 1,365 tons; year, 77,516 tons; increase over 1880, 11,424 tons. West Virginia Central and Pittsburg Railway – Week, 1,020 tons; year, 11,257 tons; increase over 1880, 11,257 tons. It was carried to tidewater as follows: Baltimore and Ohio Railroad – Week, 28,141 tons; year, 1,443,755 tons; increase over 1880, 177,318 tons. Chesapeake and Ohio Canal – Week, 25 tons; year, 505,365 tons; decrease as compared with 1880, 96,169 tons. Pennsylvania Railroad – Week, 5,435 tons; year, 278,598 tons; increase over 1880, 63,866 tons. Nearly one-third of the whole shipments of the region were mined by the Consolidation Company – 739,414 tons. Only seven shippers sent out over 190,000 tons, the New Central shipping 301,000, and the George's Creek and Iron 255,000 tons, the others sending out less than 200,000 tons.

Ibid, p. 6. **Chesapeake and Ohio Canal** – By the act of 1878, Chapter 58, the Chesapeake and Ohio Canal Company was authorized to issue bonds in the amount of \$500,000 to put the canal in good condition and repair, and mortgage the tolls and revenues and other property, land, water rights and franchises of the company to secure its payments and the annual interest, and named trustees for the sale of the work upon non-payment as therein prescribed. The moving cause for this act was the great freshet of 1877, resulting in much injury to the canal and to the entire suspension of business on it, and was mainly intended to put it in good condition and repair, to pay for the time the current expenses, and to provide it with a supply of water, and as it was estimated that this whole sum might not be required for the purpose, the general public presumption was that the remaining portion of the loan might be held for any like future casualty or not be used at all.

By the annual report of the president and directors of the company made June 6, 1881, there were \$90,000 of these repair bonds, as they are called, outstanding on the 30th December, 1880, and \$100,000 of them hypothecated for the

loan of \$50,000, and that the actual expenses for the repairs was \$238,000.

The company is now proceeding to appropriate the balance of this loan to the reconstruction of the canal by lengthening the locks – a purpose not contemplated or designed by the act, and only to be construed to be within the letter of the act by giving an unnatural meaning to the words “Putting in condition” when taken in conjunction with the then existing injuries to the body of the canal; the common mind did not then and does not now so understand it; and the present application of this loan, which is supposed to be for a special use, present or future, is proposed to be diverted to a different one. The fact is that the act itself is an extraordinary one in terms, as compared with preceding legislation upon the subject of this great work, in the comprehensiveness and curtness of the powers to sell it; whilst the long and worded preamble is not correct in detail or inference.

This reconstruction of the canal is upon the speculative or assured opinion, if you please, that it will afford cheaper and therefore competitive and increased transportation; and the cost of the reconstruction of all the locks, 700 in number, is estimated at \$490,000, but that proposed for the present is the lengthening of but 33 of them, at an estimated cost of \$231,000.

By the terms of this loan the body of the canal and all its franchises can, upon default, be sold by trustees and the State deprived of it, and of all its direct and remote interests, unless in the emergency it could in some way serve to protect them.

If this loan is to be exhausted upon objects not contemplated by the act at the time and not within its intent, and the canal is to be deprived of this resource for repairs from similar disasters, the Legislature should be advised, in order that such intelligent action be taken as the exigency requires.

Whatever sound reason there may be for lengthening the locks by the use of the earnings or other appropriate means is one thing; but the

use of this loan, secured as it is by a mortgage which gives such great and plenary powers of sale and disposition, is a very different thing. The State itself is prohibited by the constitution, article 3, section 34, from loaning its credit to the company for any such construction or aiding it in any way, and therefore how careful we should be in placing this great work, which yet will be of value to the State, in the absolute power of individual interests, to be wrested, it may be, from the State and perchance at a great sacrifice and without the State being able to come to its own relief.

I most respectfully recommend that this act of 1878 be revised, so that it defined more certainly the objects of this loan, and that it be used for no other purpose, of that the power to issued any more bonds under it be repealed.

The carrying capacity of the canal in its present condition has never yet been anything like reached. I do not myself question but that the canal, kept in a state of preservation and repair as constructed could, with thorough business management, be made a reasonably successful work.

TC, Wed. 1/12/82, p. 4. **The Washington and Atlantic Railroad.** – In the Senate yesterday, Senator Groome presented by request a bill to authorize the Washington & Atlantic Railroad Company to extend a railroad into and within the District of Columbia. The bill recites that the company was organized on the 21st of December, under the act of Assembly of Maryland, 1876. The bill fixes the route of the road as follows: Beginning at a point on the northeastern boundary line of the District of Columbia, then to a point near the Piney Branch of Rock Creek, by a route north of and avoiding the Soldiers’ Home and any property of the United States, thence by way of Rock Creek with the necessary tunnels to the Potomac River, thence by way of Water street, in Georgetown, to a point near the northeastern terminus of the Aqueduct bridge, thence along the Potomac River to the northwestern boundary line of the District, and

also to construct a branch railroad from a point on said railroad,, near the mouth of said Rock Creek to the foot of Seventeenth street, by a route along or south of the right bank of the Chesapeake & Ohio Canal, provided that said railroad shall construct that part along Rock Creek in the valley thereof, or with proper tunnels, and shall past west of P-street bridge by means of a tunnel west of P-street bridge. The bill recites that the company shall commence the construction within three years and complete within five years at least one set of tracks.

1/15/82. **The Canal Improvement.**

The work of lengthening the canal locks will be begun in a few days. It is not thought that more than fifteen of the locks can be lengthened this season. It is designed to alter only four of the locks on the Cumberland division. One of these will be at South Branch, and one at Twigg's lock. Another will probably be at Dam No. 4, the end of the division. The work is expected to be completed sometime in March, so that shipments can be resumed in April.

Sun, Mon. 1/16/82, p. 4. Large quantities of fish are being caught with seine in Chesapeake and Ohio canal.

TC, Tue. 1/17/82, p. 3. **Chesapeake & Ohio Canal** – The work of lengthening the Chesapeake and Ohio Canal locks will be commenced in a short time. It is not thought that more than fifteen of the locks can be lengthened this season. It is designed to alter only four of the locks on the Cumberland division. One of these will be at South Branch [Lock 68] and one at Twigg's lock [Lock 69]. Another will probably be at Dam No. 4, the end of the division. The work is expected to be completed some time in March, so that shipments can be resumed in April.

TC, Wed. 1/18/82, p. 1. **WEST WASHINGTON AFFAIRS.** – Information is received from Hancock this morning that the water was drawn from the upper levels of the Chesapeake & Ohio Canal on Monday last, and not some weeks since, as has been previously reported.

Sun, Fri. 1/20/82, p. 1. **Telegraphic Summary** – Messrs. Wm. Walsh and Fred. Williams, counsel of the Pennsylvania Railroad in Maryland, have filed a bill of complaint in the Circuit Court of Allegany County for the purpose of enforcing its claims to a canal connection. The bill asks that the Baltimore and Ohio Railroad be compelled to carry out the contract of 1851 with the Chesapeake and Ohio Canal Company, and that the canal company be compelled to participate in the proceedings to that end.

Fri. 1/20/82, p. 2. – The election of Mr. Compton as State Treasurer, places the control of the Board of Public Works in the hands of Messrs. Keating and Compton, the third member being the Governor. It is said that Senator Gorman will resign the Presidency of the Chesapeake and Ohio Canal. It would be the proper thing for him to do, and doubtless he has only waited until his friends had control, in order that it might not be said he was forced to the step. The best thing that could be done with the canal would be to sell the State's interest in it. Its control has too long been a source of bickering and contention, and for all the benefit it is to the State it had better be sold.¹

AG, Wed. 1/25/82, p. 3. Senator Gorman was at Annapolis last night. It was reported that his resignation of the presidency of the Chesapeake and Ohio Canal is already written and signed, and that he is only waiting for the next meeting of the boards of directors of the canal to present it. Soon after his arrival there a conference of the managers was held, among those present being two officers of the canal. The canal presidency

¹ *The Aegis & Intelligencer*, Bel Air, Md. newspaper.

was discussed, and, in answer to a question, Mr. Gorman is reported to have said that he will resign much earlier than anyone anticipates.

Sun, Fri. 1/27/82, p. 1. **Affairs at the State Capital – The Canal Presidency** – The names of Outerbridge Horsey, Charles B. Roberts, Senator Bians and George Colton are mentioned in connection with the presidency of the Chesapeake and Ohio Canal when Senator Gorman resigns. Mr. Horsey is said to be favored by Mr. Gorman for the purpose of holding Western Maryland, and Mr. Roberts' name is pushed for the same reason, and for the additional one of recompensing him for turning him down for Congress. Senator Bians' chances are said to hang mainly on whether or not he secures the police commissionership, of which there seems some doubt since Gen. Herbert began to loom up. Mr. Colton is urged by his personal friends, and while he is willing to take it, will not ask for it. Mr. Gorman, however, is in no haste to retire, it is claimed. He was never known to throw away a strong card in the game of politics unless it went to his partner, and there are some savants who predict that his resignation is some ways off yet.

AG, Mon. 1/30/82, p. 4. **Chesapeake and Ohio Canal Company** – A Washington dispatch to the Baltimore *American* says: "A petition has been prepared and signed by the presidents of the various coal companies of the Cumberland coal regions, addressed to the president and directors of the Chesapeake and Ohio Canal, praying that in the extensive work to be undertaken by the canal company during the present winter, in the matter of lengthening locks, &c., that the work be so arranged that no more locks be torn out than can be completed by the opening of navigation in the spring. This petition was forwarded to President Gorman Saturday. The reason for this action is, that from the manner in which this work has been projected, and the number of workmen employed, the representatives of the coal companies have been

forced to the conclusion that it is the purpose of the canal company to tear out the locks throughout the entire length of the canal, after which the work of lengthening will be begun. Under the circumstances, it is clearly apparent that the locks will not be completed until the summer is far advanced, and the run of coal by the boats arrested during that portion of the year when it is most profitable, both to the boatmen and coal companies, to get coal to market. While there is, of course, no ground as yet to accuse the management of the Chesapeake and Ohio Canal company of double-dealing in the premise, the appearance of things strongly suggest that a coalition has been formed between the canal ring and the Baltimore and Ohio Railroad Company for the great advantage of the latter in moving coal from the Cumberland fields.

H&TL, Wed. 2/1/82, p. 2. It is asserted in Democratic political circles that Geo. Colton will succeed Gorman as President of the Chesapeake and Ohio Canal.

Sun, Thu. 2/2/82, p. 1. **Canal Improvement** – The uneasiness which seems to have been excited in some quarters with reference to the work of lengthening the locks of the Chesapeake and Ohio canal, now in progress, would appear to be entirely groundless. As was stated in *The Sun* several weeks ago, while it is intended to lengthen about twenty-eight of the locks, there has never been any idea of attempting to complete the whole work in one winter, the calculation being that it would probably occupy three years. Not more than fourteen of the locks, it is stated by the canal management, will be undertaken during the present season, and it is unreasonable to anticipate any delay to traffic from the prosecution of this improvement. Repairs of various characters are carried on every winter, and are successfully completed before the opening of navigation. In this connection Mr. Gorman not inaptly recalls the fact that even in the winter of 1877-8, when the canal had been swept almost out of existence by

the devastating floods of the previous fall, the management of the canal succeeded in getting it into working order in time for spring business. Work was commenced on the 27th ult. on the Williamsport lock and on the one between it and the dam below. It is stated that they are to be 100 feet in length, constructed of heavy logs, and when completed two loaded boats may pass the locks at the same time, thus doubling the capacity of the water course. It is further denied that the locks will be torn out in prosecution of the improvement, as it will be necessary to disturb but a small portion of each lock.

TC, Fri. 2/3/82, p. 2. **The Lateral Canal**

The lateral canal which crosses upon the aqueduct at Georgetown and continues the Chesapeake & Ohio Canal to the Potomac at Alexandria bids fair to follow the course of most of the lines of internal communication from this District south, and become overwhelmed with litigation, receiverships, &c. A suit was begun by Beach, Wattles & Mushbach, in the Alexandria corporation court yesterday morning, for the Alexandria Canal & Bridge Company, now the lessees of the Alexandria Canal for ninety-nine years, against the Alexandria Canal Company, the owners of the canal, to enforce the payment of an Alexandria Canal bond for \$15,000 of 1866, on which judgment was gotten in 1876. The Canal & Bridge Company, as the owners of this bond, seek to have the whole or a portion of the Alexandria Canal sold to pay this bond and the interest due thereon. This suit will come on to be heard next summer. The other canal case, United States vs. Corporation of Alexandria, held under advisement by Judge Hughes in the United States court, has not yet been decided.

Sat. 2/4/82, p. 2. **Maryland Affairs** – Work on the extension of the locks on the Chesapeake and Ohio Canal is being prosecuted with vigor under the supervision of the division superintendent. Work was commenced on the 27th ult. on the Williamsport lock and the one between it and the

dam below. They are 100 feet in length and constructed of heavy logs, sheeted with heavy lumber and backed with stone. They are expected to be completed by the middle of March, and will greatly facilitate transportation on the canal.

Sun, Wed. 2/8/82, p. 4. **Cumberland Coal Trade** – The total shipments from the mines of the Cumberland coal region during the week ended Saturday, February 4, were 40,394 tons, and for the year to that date 191,083 tons, an increase of 66,838 tons as compared with 1881. The shipments to the Baltimore and Ohio Railroad were: Week, 33,599 tons; year, 156,865 tons; increase as compared with 1881, 49,449 tons. There were no shipments to the Chesapeake and Ohio canal. The shipments to the Pennsylvania Railroad were: Week, 6,632 tons; year, 33,342 tons; increase as compared with 1881, 16,514 tons.

Sun, Fri. 2/10/82, p. 1. **Affairs in the State Capital – Canal Improvement** – The work of lengthening fourteen of the locks of the Chesapeake and Ohio canal will, it is stated, be completed by March 20, the usual time for opening navigation. Eight of the locks are now under way. The work would all have been finished sooner but for the inability of the contractors to furnish lumber. The locks are lengthened from 100 to 200 feet, the centre gate being retained to be used in case only one boat is passing through at a time. New drop-gates will be put in, with an increased number of paddles, of greater area.

TC. Fri. 2/10/82, p. 3. **WEST WASHINGTON AFFAIRS** – The Chesapeake & Ohio Canal Company will only be able to complete the lengthening of eight locks this winter, and the water will be let in on the whole line on the 20th of March.

Sun, Sat. 2/11/82, p. 4. **Chesapeake and Ohio Canal Affairs.** – A meeting of the canal board

was held last night, Messrs. Gorman, president, Berrett, Fernandis, Smith, Hamill and Humbird, directors, present. The board went over the general accounts of the company for the year, and adopted a resolution requesting the boards of public works to take action relative to the sale of the abandoned portion of the canal at Washington, D. C., the property being need for the improvement of the Potomac flats. A resolution was adopted for the appointment of a committee to look after the interest of the canal in the matter of the enlargement of the government dam at the Great Falls. It was decided to call a general meeting of the stockholders of the canal at Annapolis, March 21, to take into consideration the above matters and others to be brought to their attention.

A letter of Mr. Gorman to Wm. Borden and other representatives of coal companies in New York, in regard to the canal locks and early resumption of navigation was approved. Mr. Gorman states explicitly that the work of lengthening the locks will not delay the opening of the canal, which was not closed this year as early as ordinarily to accommodate the coal companies and permit them to run until ice should lay an embargo. He says the work contemplated on the locks will be finished by April 1, and he regrets that financial embarrassments of the company prevented the board from lengthening more than 13 or 14 locks this year. In the interest of the coal companies as well as of the canal it would have been desirable to lengthen double that number. The dams and other parts of the canal are in as good condition as the means of the company can put them.

Mr. Gorman had an interview with Governor Hamilton this morning, and made a general statement of what was desired, and arranged for a meeting of the board of public works next week.

NR, Sat. 2/11/82, p. 8. DISTRICT BREVITIES – The work of lengthening fourteen of the locks of the Chesapeake and Ohio Canal will, it is

stated, be completed by March 20, the usual time for opening navigation. Eight of the locks are now under way. The locks are lengthened from one to two hundred feet, the centre gate being retained to be used in case only one boat is passing through at a time. New drop-gates will be put in, with an increased number of paddles, of greater area.

DT, Sat. 2/18/82, p. 3. The annual repairs are being made to the Aqueduct bridge at Georgetown, new braces and floor beams being put in to the amount of about 50,000 feet of lumber. The bridge company evidently regards the free bridge as far in the future.

There will be no lock extensions at Georgetown for two reasons: First, the locks are too close together to be of benefit in transportation by lengthening; and seconds, because most of the boats will pass through the outlet lock above.

H&TL, Sat. 2/18/82, p. 2. – State Senator Joseph H. Farrow, of Washington county, has instituted suit against Peter Negley, of the *Herald and Torch*, of Hagerstown, and laid his damages at \$10,000, the complaint being that Mr. Negley slandered the Senator in charging him with being a traitor to his party in voting for Mr. Compton as state treasurer, and as having been induced to do so by having received a contract on the Chesapeake and Ohio Canal. John F. A. Remley and Co. H. Kyd Douglass are counsel for Senator Farrow.

The *Herald* having again this week paid its respects to Senator Farrow, another suit for \$15,000 damages has been instituted.²

DT, Mon. 2/20/82, p. 3. **South Branch Lock – An Interview with Mr. Asahel Willison, Collector.** As there has been some fear expressed that the canal improvements would not be completed in time for the opening of trade in spring, and as the lock at South Branch [Lock 68] was the last of the fourteen on which work

² *Democratic Advocate*, Westminster, MD.

was commenced, our reporter on Saturday interviewed Mr. Asahel Willison, collector at this point, who has the building of the lock in charge. The following is the substance of the interview, and shows a most encouraging outlook for the spring.

Reporter – Mr. Willison, you have heard of the fears expressed by the coal operators that the lengthening of the locks might delay the opening of navigation and I have come to inquire of you about this and of the line.

Mr. Willison – The South Branch is the only one lengthened on this end of the division, and its construction is under my charge.

Reporter – I observe you commenced work after all the other locks were being improved. Will it delay navigation?

Mr. Willison – No, sir. We have very sufficient men at work on it. Mr. Peter Kelly is an excellent boss, and he is managing his work well and doing it rapidly. Mr. John Gallery has charge of the carpenter work, and he is pushing things. He is accustomed to that kind of work, and does it well. Both of them deserve special commendation.

Reporter – Then you will be ready by the 1st of April.

Mr. Willison – Yes, sir; not only by the 1st of April, but unless some Providential visitation takes place, we will be ready by the middle of March, and the coal companies will not have to complain of the canal authorities.

And so, our people may feel encouraged on the increased facilities in navigation, without delay to the operators.

Thu. 2/23/82, p. 4. More cases from Allegany County – The documents have been received by Clerk Oswald, in several more cases for damages, removed from Allegany county, as follows: Walsh and McKaig vs. Chesapeake and Ohio Canal Company; Chesapeake and Ohio Canal Company vs. Walsh and McKaig; Phelps & Company vs. the George's Creek and Cumberland Railroad Company. Two suits are

pending between the latter named, in which damages are sought in the amount of \$500,000, one suit being for \$400,000, and the other for \$100,000. At this rate, would it not be wise to remove all Allegany County to this county? Evidently Allegany County litigants have faith in Washington County juries.³

Sun, Thu. 2/23/82, p. 4. **Letter from Frederick** – Gen. James M. Coale, one of the most prominent citizens of this county, died at this country residence in Liberty at ten minutes past seven o'clock this morning. He was in the 78th year of his age. Gen. Coale was a classmate of Cardinal McCloskey, and one of the earliest graduates of Mt. St. Mary's College at Emmitsburg, Md. He studied law at the office of Hon. Richard Potts, and was admitted to the bar in 1827. He was president of the Chesapeake and Ohio canal, and during his administration it was completed to Cumberland, Md.

Gen. Coale served several terms in the State Legislature, and to his decided opposition was largely credited the defeat of the scheme of the Secretary or War, Edwin M. Stanton, to divide the State of Maryland by attaching the Eastern shore to the State of Delaware. He was for some years an active Whig politician, and was one of the Harrison electors. In 1843 he commanded the Maryland militia at their State encampment at the old barrack grounds at this place. He was unmarried. His estate is estimated to be worth more than a half a million of dollars. His burial will take place on Saturday next.

DT, Fri. 2/24/82, p. 2. Gen. James M. Coale, one of the most prominent citizens of Frederick county, died at his country residence in Liberty on the 22nd inst. He was in the 78th year of his age. Gen. Coale was a classmate of Cardinal McCloskey, and one of the earliest graduates of Mr. St. Mary's College at Emmitsburg, Md. He studied law in the office of Hon. Richard Potts, and was admitted to the bar in 1827. He was

³ *Catoctin Clarion*, Mechanicstown, MD.

president of the Chesapeake and Ohio canal, and during his administration it was completed to Cumberland, Md.

Sun, Fri. 2/24/82, p. 1. **Washington and Atlantic Railroad** – The stockholders of the Washington and Atlantic Railroad Company held a meeting at the Carrollton Hotel yesterday and elected the following directors: F. J. Herron, W. W. Blunt, E. C. Hancock, Jerome Bradley, Joseph Vilas, P. P. Robinson and F. Hickman. The board of directors subsequently elected F. J. Herron president and Jerome Bradley secretary and treasurer. This company has a bill before the State Legislature enlarging its powers. The road is chartered to run from the terminus of the Chesapeake and Ohio canal at Georgetown to Annapolis; thence by steamers to the Eastern Shore, across the peninsula by rail to Lewes, Del., which is to be a coal port, and to connect with New York by steamer. The principal office is to be in Baltimore.

Sun, Thu. 3/2/82, p. 1. **Death of Dr. Samuel P. Smith, of Cumberland.** – Dr. Samuel P. Smith, the oldest physician in this county and one of the oldest residents, died at this residence in this city shortly after 12 o'clock tonight. He was 86 years old, and came here in 1820. He practiced his profession here until recently, and amassed considerable wealth. For some time, he had been gradually sinking, but his bodily and mental powers were very vigorous for one so old, and he survived many attacks which would have carried away one of less powerful constitution. His wife died some years ago and he leaves no children. Dr. Smith was the oldest living graduates of the University of Maryland, having taken his degree in 1817. He was a native of Taneytown, Carroll county, and was a volunteer in the war of 1812, and was in the battle of North Point. He was also a surgeon in the civil war, and saw active service. He was a director of the Chesapeake and Ohio Canal for ten years, and was prominently identified with many public

enterprises. He was at one time president of the Maryland Medical and Chirurgical Society.

DT, Sat. 3/4/82, p. 2. **President of the Canal** – There is to be a called meeting of the stockholders of the Chesapeake and Ohio Canal Company this month, at which it is expected President Gorman will bring forward some important measures; but what they will be we are at a loss to say.

The lengthened locks are now nearly completed, and it is regretted that the company was unable to secure enough lumber to lengthen the entire number proposed to be doubled. This extension of the locks is a special hobby with President Gorman, and he has given a great deal attention to the use of double boats on other canal, where he has found economy in time, labor and expense, and is satisfied that boatmen can make more money at sixty cents per ton carrying on double boats when the thirty-three locks are extended, then they make now at ninety cents per ton.

There are rumors current that it is Mr. Gorman's intention to resign next month. We trust the rumor will not prove true; for aside from the loss of a good president, we are not sure but that the doubling of the locks will be abandoned by a new president, and the work already done will fail to prove the economy of the improvement.

DT, Mon. 3/6/82, p. 3. **Leaving Cumberland** – Mr. Jacob Couter, who has been foreman of Mr. Merten's boat yard for a number of years, left for Pittsburg this morning where he will locate.

AG, Mon. 3/6/82, p. 4. **The Canal** – The lengthening of the six canal locks on the first division of the canal, between Cumberland and Dam No. 4, a distance of 100 miles, is nearly completed, the only work remaining to be done being some of the finishing woodwork, the putting in of the new lock-gates, etc., which can be done after the water is turned on. The work of incidental repairs to the old locks will be

finished in a few days, and it is ordinarily announced that the water will be turned on from Dam No. 6 to Dam No. 4 this week.

It is further announced that the water will be turned on from Cumberland to Dam No. 6, March 18. It is supposed that very shortly after that time the entire canal will be opened for navigation and it can be stated with reasonable certainty that navigation can be commenced by April.

There is to be a called meeting of the Stockholders of the Chesapeake and Ohio Canal Company this month, at which it is expected President Gorman will bring forward some important measures. There are rumors current that it is Mr. Gorman's intention to resign next month.

Sun, Wed. 3/8/82, p. 1. Affairs at the State Capital – Board of Public Works – A meeting of the board of public works has been called for tomorrow to consider canal and other matters. The meeting will probably be held at the Governor's Mansion, and Senator Gorman will be present. The board will consider the provisions of a bill, which the Legislature will be asked to pass, authorizing them to sell the abandoned section of the Chesapeake and Ohio canal within the limits of Washington city. This property will be needed in connection with any improvement of the Potomac flats, and it is expected to bring about \$50,000.

DT, Thu. 3/9/82, p. 3. Loading the Canal Boats – Last week the New Central Coal Company shipped to the canal 1,374 05 tons of coal, all of which has been placed in their boats ready for shipment as soon as the canal is open for navigation. We understand that thirty boats are now loaded and others will be filled this week.

Sun, Thu. 3/9/82, p. 1. Affairs at the State Capital. – Canal Improvements – Mr. A. Willison, collector of the Chesapeake and Ohio Canal, at Cumberland, and superintendent of the

superstructure of the first lock of the south branch [Lock 68], twenty miles below Cumberland, is here, and reports the woodwork at this lock finished, and as soon as the water is turned on the gates and hollow coin stone will be shipped and placed in position, the work of a few hours. Fourteen locks, seven on the Georgetown division and seven on the Cumberland division, have been lengthened from 100 to 200 feet in the clear. The locks are 16 [*sic* 15] feet wide and 15 feet deep. The work has been one of considerable difficulty. Excavation had first to be made in mud and water to solid ground, when a foundation of small stone and gravel was put in and covered with timber. The sides were cribbed and filled in with small stone. The mouth or entrance is twenty-four feet long, and the cribbed sides eight feet high, the bottom being paved. There were 1,400 perch of stone and 130,000 feet of lumber used in the new part of each lock. The gate dividing the old portion from the new will be retained, to be used in case but one canal boat is passing through at one time. The other locks on the first or Cumberland division are near completion, and it is expected to turn on water in this division by the 18th inst. The Borden and Central Coal Companies are now loading boats at Cumberland, and the American Company is about to begin, in order to be ready when navigation is opened. The locks on the Georgetown division are not quite so far advanced, but will be all ready by the 26th inst. The fears of the coal companies about the canal being behind hand at the opening of the trade are undoubtedly groundless.

Ibid, p. 4. Cumberland Coal Trade – The shipments from the mines of the Cumberland coal region for the week ended Saturday, March 4, were 48,419 tons, and for the year to that date 362,257 tons, an increase of 124,540 tons over the corresponding period of 1881. The coal was carried to tide as follows: Baltimore and Ohio Railroad – Week, 39,132 tons; year, 295,541; increase over 1881, 86,343 tons. Chesapeake and Ohio canal – Week, 1,374

tons; year the same; increase over 1881, 1,374 tons. (This is still on wharves at Cumberland.) Pennsylvania Railroad – Week, 7,598 tons; year, 63,467 tons; increase over 1881, 34,948 tons. The year 1882 so far has been one of great prosperity to the Cumberland region, the shipments to date aggregating 100,000 more than during the corresponding period of any year in the last decade. The shipments for the first nine weeks of each year of the past eleven were as follows: 1872, 177,776 tons; 1873, 226,442 tons; 1874, 195,924 tons; 1875, 147,110 tons; 1876, 165,059 tons; 1877, 106,695 tons; 1878, 106,630 tons; 1879, 136,240 tons; 1880, 263,042 tons; 1881, 237,717 tons; 1882, 362,257 tons.

ES, Thu. 3/9/82, p. 1. **Canal Improvements** – Fourteen locks, seven on the Georgetown division and seven on the Cumberland division, have been lengthened from 100 to 200 feet in the clear. The locks are 16 [*sic.* 15] feet wide and 15 feet deep. The work has been one of considerable difficulty. Excavation had first to be made in mud and water to solid ground, when a foundation of small stone and gravel was put in and covered with timber. The sides were cribbed and filled in with small stone. The mouth or entrance is twenty-four feet long, and the cribbed sides eight feet high, the bottom being paved. There were 1,400 perch of stone and 130,000 feet of lumber used in the new part of each lock. The gate dividing the old portion from the new will be retained, to be used in case but one canal boat is passing through at one time. The other locks on the first or Cumberland division are near completion, and it is expected to turn on water in this division by the 18th inst. The Borden and Central Coal companies are now loading boats at Cumberland, and the American company is about to begin, in order to be ready when navigation is opened. The locks on the Georgetown division are not quite so far advanced, but will be all ready by the 25th inst.

As heretofore stated, the water will be drawn off the Georgetown level of the canal Saturday night next, and it is expected will be let

in again on the Saturday night following. The coal men fear some delay in the coal shipments by canal by reason of the action of companies with reference to the miners. They hope for the best, however, and think at most the trouble will be of short duration. The impression is pretty general that a strike will be the result, and that it will be a matter of endurance between the miners and their employers.

DT, Fri. 3/10/82, p. 3. **Condition of the Canal** – Owing to the illness of Governor Hamilton, no meeting of the Board of Public Works was held on Wednesday. The superintendents of the canal met President Gorman in the canal office at Annapolis and made their report. The Baltimore *Sun* publishes an epitome of their work, from which we quote. Mr. Willison reports the wood work at South Branch lock completed, and that as soon as the water is turned on the gates and hollow quoin stone will be shipped and placed in position, the work of a few hours. Fourteen locks, seven of the Georgetown division and seven on the Cumberland division, have been lengthened from 100 to 200 feet in the clear. The locks are 16 feet wide and 15 feet deep. The work has been one of considerable difficulty. Excavation had first to be made in mud and water to solid ground, when a foundation of small stone and gravel was put in and covered with timber. The sides were cribbed in and filled with small stone. The mouth or entrance is twenty-four feet long, and the cribbed sides eight feet high, the bottom being paved. There were 1,400 perch of stone and 130,000 feet of lumber used in the new part of each lock. The gate dividing the old portion from the new will be retained, to be used in case but one canal boat is passing through at one time. The other locks on the first or Cumberland division are near completion, and it is expected to turn on water in this division by the 18th inst. The locks on the Georgetown division are not quite so far advanced, but will be all ready by the 25th inst. The fears of the coal companies about the canal

being behind at the opening of the trade are undoubtedly groundless

Sat. 3/11/82, p. 4. Hon. George H. Williams as president of the Maryland Senate is making a mark on State matters as they come up. "You ask me what I have to say about the canal. When six lawyers took testimony all over the State a year ago to convict Mr. Gorman, or thinking they could, with no result amounted to a cobweb, and a federal court so decides, I take it the assaults on Mr. Gorman and the "corrupt ring" are babyish. As a trustee of the canal and a large holder of bonds, I understand all in relations and know what utter folly the prosecution was. I think Mr. Gorman's resignation of the presidency of the canal will be a great calamity to the bonds I represent. Now this is an entire change on my part, for at first, I listened with credulous ears to gossip, but the more I inquired after truth the more I was converted from my first adverse impressions. I say this freely and with pleasure, for I know no work in Maryland better administrated than the Chesapeake and Ohio canal under the present direction.⁴

ES, Sat. 3/11/82, p. 2. **Affairs in West Washington** – Business Prospects – As far as the canal is concerned, especially the coal trade, it is generally conceded that the prospects for early trade is gloomy. It was hoped and expected by Water street merchants that business would open early and briskly this season. But, of course, when but little coal comes in but few vessels come here, and Water street business is dull, in nearly all branches of trade except the grain.

DT, Mon. 3/13/82, p. 3. **The Black Diamonds** – The shipments of coal from the mines within the past few days has scarcely been preceded. The mines are in continuous activity, every car available is being loaded, the boats and scows in the basin are all of them being filled, and our local coal dealers are laying in large supplies of

this necessary commodity. It is very evident the intention is to prepare for a long "lock-out," which everyone apparently anticipates.

ES, Mon. 3/13/82, p. 5. **Affairs in West Washington – Sent to the Hospital** – Harrison Meekers, a colored man of about forty years old, who has been living in a canal boat lying in the canal at Greene street, being sick and destitute was sent to the Freedman's hospital yesterday. **The Canal** – The water was drawn off this level of the canal last night, and the spring cleaning has begun.

Tue. 3/14/82, p. 2. It is said the work of enlarging the locks of the Chesapeake and Ohio Canal will be completed in time for the canal to be in working order by the 1st of April, if not sooner.⁵

DT, Wed. 3/15/82, p. 3. **Stealing Coal**

For several nights' past, owing to the shipments being made to the canal and a number of loaded hoppers on the late run remaining overnight, an excellent opportunity has been given to the pilfering class of people to supply themselves with coal. An effort was made yesterday by Officer Birmingham to check the practice by arresting one of the offenders and he is on the active watch for others.

The Coal Trade – The official report of the Cumberland coal trade for the week ending Saturday, March 11, 1882, is at hand. The total shipment for the year is 389,056 17 tons, an increase of 133,100 13 tons; for the week 57,915 12 tons; an increase of 18,897 05; the comparison being made with the production for the same period last year. The companies heading the list in the total shipments for the year are the Consolidation Coal Companies 138,794 10 tons, the George's Creek Coal & Iron Company 55,681 16 tons, and New Central Coal Company 53,654 01 tons. The Cumberland & Pennsylvania railroad has shipped to date

⁴ *Denton Journal*, Denton, MD.

⁵ *The Star-Democrat*, Easton, MD.

344,295 07 tons, and the George's Creek & Cumberland railroad 44,761 10 tons. There has been shipped to the Chesapeake and Ohio Canal this year 3,763 tons.

Sun, Thu. 3/16/82, p. 3. **Cumberland Coal Trade** – The official report of the Cumberland coal trade for the week ended Saturday, March 11, 1882, is at hand. The total shipment for the year is 389,056 17 tons, an increase of 133,109 13 tons; for the week, 57,915 12 tons, an increase of 18,897 05, the comparison being made with the production for the same period last year. Of this, 43,964 tons were shipped by the B. and O. Railroad; 2,388 tons by the Chesapeake and Ohio canal; and 7,941 tons by the Pennsylvania State Line Road. There has been shipped to the Chesapeake and Ohio canal this year 3,763 tons.

Sun, Fri. 3/17/82, p. 1. **Affairs at the State Capital – Canal Presidency** – There was a rumor about last night that Senator George H. Williams was to be president of the Chesapeake and Ohio Canal. When questioned, Mr. Williams said it was the first he had heard of it, and he did not want it. The day was not long enough now for all he had to attend to. As a large holder of bonds of the canal, Mr. Williams said he thought the resignation of Mr. Gorman would be a calamity, as he was the most astute and able president the canal ever had. There might be a contingency, he said, when it would be necessary to choose a president pro tem. in Mr. Gorman's place. He thought that in case of Mr. Gorman leaving the canal Mr. Bians ought to have the place, not so much on the grounds of party service as on account of his ability to fill the duties of the office. Mr. Williams also said Mr. Bians is an active man, and would make a good president.

Ibid, p. 4. Mr. James H. Gambrill, a well-known flour manufacturer of Frederick, is being urged by some of his friends in this section

as a candidate for the presidency of the Chesapeake and Ohio Canal.

ES, Sat. 3/18/82, p. 2. **Affairs in West Washington – The Canal** – The water is expected to be turned on this level of the canal Monday, and all along the line by the 23rd inst. The Knights of Labor at Cumberland, Md., have sent copies of the following notice to all the seaport towns for the purpose of keeping newly-arrived miners and laborers from going to the coal region during the strike: "The miners, drivers and laborers of the George's Creek Cumberland coal mining region, of the state of Maryland, having been notified by the operators of said region that a reduction in the price of mining, driving and laboring would take effect on the 15th of March, 1882, as follows: Mining from 65 cents to 50 cents per ton; driving from \$2.48 to \$1.65 per day, and other labor in proportion, and that a day's work shall be 12 hours instead of 10 as at present. Therefore, everybody is hereby earnestly requested to keep away from said George's Creek Cumberland region until this matter has been satisfactorily settled by and between employers and employees.

K. of L."

DT, Mon. 3/20/82, p. 3. **Hagerstown Court News** – The case of Walsh & McKaig vs. the Chesapeake and Ohio Canal company, removed from this county to Hagerstown, was tried last week and resulted in a verdict for the canal company. The plaintiff's claimed \$2,000 for loose property on the wharf.

AG, Tue. 3/21/82, p. 4. **The Strike and the Canal** – The mines of the Cumberland region are still deserted and the miners, while positive in their refusal to go to work at the fifteen cents per ton reduction, are quiet. Information received in this city says that the reply of the miners of the Cumberland coal region to the operating companies has been made public. They do not concede the issue of a reduction of the rates for

mining or the increased hours of labor proposed, but the reply is couched in moderate language, and suggests a conference committee of employers and employees, with the hope of a satisfactory adjustment of all differences. It is thought that the offers of the company operating the mines will not listen to the proposition of the Knights of Labor for an arbitration committee, and the prospects are that the end of the strike is not near. It is claimed that the companies have plenty of coal on hand and can field a strike if the miners can.

There are a number of loaded boats lying at Cumberland ready to start as soon as the canal is made ready, but that the strike will cause a delay in the commencement of the coal trade this season there is no doubt.

A meeting of the stockholders of the Chesapeake and Ohio Canal was held at Annapolis today. Senator Gorman, the President of the Company, was not present, he being unable, in consequences of the serious illness of his little daughter with diphtheria, to leave Washington.

DT, Wed. 3/22/82, p. 3. **The Coal Trade**

The official report of the Cumberland coal trade for the week ended Saturday, March 18, 1882, is at hand. The total shipment for the year is 407,325 14 tons, an increase of 110,535 19 tons; for the week, 18,268 17 tons, a decrease of 21,574 14, the comparison being made with the production for the same period last year. The companies heading the list in the total shipments for the year are the Consolidation Coal Company 143,043 07 tons; the George's Creek Coal & Iron Company 58,059 04 tons. and New Central Coal Company 56,386 11 tons. There has been shipped to the Chesapeake and Ohio canal this year 4,222 06 tons.

Sun, Wed. 3/22/82, p. 4. **Chesapeake and Ohio Canal.** – Senator Arthur P. Gorman sent his resignation of the presidency of the Chesapeake and Ohio Canal to the stockholders' meeting today. On motion of Hon. Barnes Compton, the

resignation was laid over until the June meeting. Mr. Compton's reasons for not wanting immediate acceptance of the resignation are that the canal has not yet been opened to navigation, nor the rates for the coming season fixed. This last question is much embarrassed by the existing strike. Besides all the matters referred to in the report of the president, and which Mr. Gorman had in charge, may be completed under his direction by June 1, and in the interest of the work now pending it would not do to put in an untried man now. The resignation was accordingly laid over. The names mentioned for successor to Mr. Gorman are Nicholas Hill, purchasing agent of the Baltimore and Ohio Railroad; Col. James G. Berrett, of Washington; ex-Gov. John Lee Carroll, of Howard county; Senator Wm. H. Bians, of Baltimore; Outerbridge Horsey, of Frederick; and Daniel Field of Caroline county. A great deal has been said about Mr. Gorman resigning for the purpose of being re-elected, but your correspondent has excellent authority for saying that the resignation will be accepted on June 1, and a successor elected in his place.

In the stockholders' meeting, State Comptroller Keating and State Treasurer Compton represented Maryland; Lloyd Lowndes, the United States government, Washington and Georgetown; John W. Burke, Alexandria, Va., and private stock: J. Bayard H. Smith, A. Bowie Davis, James G. Berrett, private stock. Gov. Hamilton was unable to be present. President Gorman was detained by the serious illness of one of his children from diphtheria. Mr. Gorman requested Mr. Berrett, who is a director, to preside over the meeting of the board and present the special report of the president and directors to the general meeting. This report, signed by Mr. Gorman, was referred to a committee, consisting of Messrs. Lowndes, Davis, Compton and Gwinn, to take such action as might be necessary to protect the interests of the company.

The report call attention to the uselessness for purposes of navigation to that

portion of the canal between Rock Creek and Seventeenth street west, in the city of Washington, and recommends that a committee be appointed to consider the advisability of selling this part of the work, and applying the proceeds to a sinking fund for the redemption of the repair bonds issued under the act of 1878. At the annual meeting on June 6, 1881, the president and directors were authorized to dispose of repair bonds issued under the act of 1878 to an amount not exceeding \$250,000, for the purpose of lengthening the locks of the canal, or to use the current revenue, of both, for this object. Material was purchased and other arrangements made for the lengthening of twenty locks by the first of April, but the board found it impossible to sell any considerable amount of the bonds at their face value, and this, with the reduced revenue of the canal, prevented the lengthening of more than fourteen locks, which will be completed by the 1st of April. Though the direct benefit from this expenditure cannot be realized until at least nineteen more of the locks have been lengthened, the board consider that the improvement will result in substantial benefits, as has been found to be the case in other canals. Referring to the Governor's recommendation to the Legislature that the act of 1878 be so amended as to prevent the issuing of the repair bonds, except to repair damage to original work, it is declared that, with such a recommendation, it will be impossible to dispose of these bonds hereafter at any fair price. To continue the improvements commenced, the board must depend upon the revenue of the canal, unless they shall be authorized to issue toll certificates, to be disposed of the coal companies or to those interested in the repair bonds, under the act of 1844. With the latter arrangement the nineteen remaining locks could be completed before the opening of navigation in 1883, and it is suggested that the subject be referred to a special committee, to confer with the holders of the bonds of 1844. The cost of repair of damage by flood of 1877, \$228,500.21, and the whole number of repair bonds of 1878 sold and outstanding on the 1st of January, 1882, was

\$124,000, leaving a balance of \$104,500.21, which the board is advised it has the right to sell to replace the expenditures for damages. In addition to the bonds sold there are \$100,000 deposited as collateral security for temporary loans. Alluding to the contract made in March, 1877, with the Cumberland and George's Creek Railroad Company and the American and Maryland Coal Companies, it is explained that the completion of the railroad in the time limited was of the essence of the contract, and that the road not being finished in the time specified, the board was of the opinion that it could grant no extension without authority of the board of public works and the stockholders of the canal, and that they were bound as trustees to demand full tolls. They proposed, however, to the coal companies that they should pay only the amount acknowledged to be due, leaving the balance for future arbitration or decision. This proposition the railroad and coal companies rejected, and have brought suit in the Circuit Court of Allegany County to enforce the contract. The answer to their bill submitted to the stockholders, and it is suggested that the matter be referred to a special committee, so that the subject may be presented in detail by the parties interested. The amount paid by the American and Maryland Coal Companies during 1881 was at the rate of 40 cents a ton and 4 cents wharfage. These various suggestions are made now to give the stockholders opportunity for their consideration before the annual meeting.

The letter of Mr. Gorman to the stockholders resigning the presidency of the canal is as follows:

"Gentlemen: By your partiality I was elected, in June, 1872, as the president of your company, and you have each succeeding year to the present honored me by re-election. At your annual meeting in June last, notwithstanding my statement to you that I did not desire a re-election, you by a nearly unanimous vote continued me in office. The peculiar circumstances which had preceded that election, the unanimity of the voice of the stockholders,

together with the express desire of the trustees and many holders of the bonds of 1844 that I should continue as president, was peculiarly gratifying. Not to have complied with your request so made would have properly been considered a want of appreciation on my part of the very distinguished honor you conferred upon me. Now, for reasons which are known to many of you, I desire to say that I would be gratified if the stockholders elect another president of the company. I am prepared to surrender the trust as soon as you select my successor and he shall qualify, and it will be a pleasure as well as a duty to aid him in any way to the end that his administration brings renewed success to a work in which I have and will continue to have a great interest.

“A. P. Gorman.”

Mr. Davis moved to refer the letter to the committee already appointed, and Mr. Compton moved as a substitute that it lay on the table to the June meeting, which was adopted. Mr. Keating presided over the stockholders, with Benj. Fawcett secretary. It has been suggested that Mr. Gorman remain as a director in the board, in view of his knowledge of canal matters. A telegram tonight says his child is slightly better, and there are hopes of its recovery.

DT, Thu. 3/23/82, p. 3. **Gas Coal for Washington** – Messrs. Gilmore, Meredith & Co., of Georgetown, who have been supplying the Washington Gaslight Company with coal from Newburg, West Va., and shipping it by canal from her in order to avoid the long haul from the railroad in Washington, have just contracted for 2,000 tons to be sent by railroad. The expense of hauling was saved by canal shipment.

Sun, Thu. 3/23/82, p. 4. **Cumberland Coal Shipments** – The shipments of coal from the Cumberland region for the week ended March 18 aggregated 22,321 tons, of which 18,232 tons were by the Baltimore and Ohio Railroad, 459 by the Chesapeake and Ohio canal, and 3,443 by

the Pennsylvania State Line Road. The aggregate shipments for 1882 are 440,634 tons, of which the Baltimore and Ohio Road carried 359,050 tons, a gain of 62,250 tons compared with the same months last year.

AG, Sat. 3/25/82, p. 3. Some of the republican newspapers of Baltimore find fault with Mr. Gorman for retaining the presidency of the Chesapeake and Ohio Canal. Unprejudiced people, on the contrary, find it hard to see wherein Mr. Gorman's fault lies, inasmuch as on last Tuesday he repeated what he had done a year before, which was to tender his resignation to the meeting of the stockholders of the company and to beg its acceptance. It would never do for Mr. Gorman to quit the office and let the important interests of the canal take care of themselves; and as the stockholders in the company will not accept his resignation and elect his successor, the fault, if any, is theirs, not his. But those best informed in regard to the affairs of the canal, say there is no fault in the matter; that Mr. Gorman as president of the company is the right man in the right place, and that the hands the canal would surely fall into, were Mr. Gorman to leave it now, would be those of a receiver.

ES, Mon. 3/27/82 p. 1. **Affairs in West Washington** – The Canal – It is understood that by the last of the present week the water will be on the entire length of the canal and everything ready for navigation.

TC, Tue. 3/28/82, p. 3. **WEST WASHINGTON** – The Chesapeake & Ohio Canal is now in complete order from Cumberland to the outlet lock, but as there is so little coal loaded at Cumberland (about 62 boats), and so little of other produce, at this season of the year, to come down, and in order to avoid the expense of a full working force, the company has decided not to let the water on until the trouble between the coal companies and the miners shall have been settled.

DT, Fri. 3/31/82, p. 3. **The Double Locks**

The doubled locks will not be put in use, further than to try them, until carriers have prepared double boats. All the steamers on the canal are expected to be fitted up for towing a companion boat, and by the middle of May a good many double boats will pass through Georgetown.

Shipping by Canal

Quite a number of cars loaded with coal from the Elk Garden region are switched off on the canal track at the basin wharf, waiting to be shipped to Georgetown. Boats will come under the chutes today and load up. The Elk Garden expects to load four or five boats a day.

Sun, Sat. 4/1/82, p. 6. S. R. Waite is about completing the new tugboat John Malone, and is building a large dredging machine for the Chesapeake and Ohio Canal Company.

NR, Mon. 4/3/82, p. 2. **Ready for Navigation** – Water has been turned into the Chesapeake and Ohio canal, from Cumberland to Georgetown, and all is ready for navigation. It is expected that boats loaded with grain will come in today or tomorrow.

DT, Tue. 4/4/82, p. 3. **First Boat of the Season** – Yesterday the light boat, *G. D. Nott*, from Young's boat yard, left this port. The entire division is full and some of the loaded boats will probably leave today.

Sun, Tue. 4/4/82, p. 4. **Cumberland Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ended Saturday, April 1, were 5,237 tons, and for the year to that date 450,002 tons, an increase of 57,478 tons over 1881. All the coal was carried by the Baltimore and Ohio Railroad, whose shipments for the year aggregate 367,106 tons, an increase of 28,667 tons over 1881. The shipments to the Chesapeake and Ohio canal for the year are 4,222 tons, a decrease of 3,178 tons

as compared with 1881. The Pennsylvania Railroad has carried 74,842 tons, an increase of 28,154 tons over last year.

Ibid, p. 6. **Maryland Items.**

The bridge over the Chesapeake and Ohio canal, at Hancock, has been nearly completed. The citizens of Hancock now propose a bridge across the Potomac, to connect with the one over the canal, and \$13,000 has already been subscribed.

The water will not be turned into the Chesapeake and Ohio canal until the trouble between the coal companies and the miners is at an end.

DT, Wed. 4/5/82, p. 3. **The First Shipments by Canal** – The shipment of coal by canal commenced for the season yesterday, five boats leaving. There is some question as to what rate per ton shall be paid, the boatmen wanting one dollar per ton and the shippers wanting to pay but 95 cents. As there is no urgent necessity of the coal being sent out immediately the question will probably stand in this manner, the boats that leave being paid one dollar per ton.

The following were the boats that left yesterday, Tuesday, April 4, 1882, carrying 597 08 tons.

Consolidation Coal Company

Georgetown:

Robert Shriver	Capt. Miller	119 14
Lucy & Monnie	Capt. Shaffer	117 14
Two boats		237 08

Individual

Georgetown:

Cigarette	Capt. Sensel	119 09
Hunter G.	Capt. Brookman	115 00

Hancock:

Youghiogeny	Capt. Mertens	125 11
Three boats		360 00

Sun, Wed. 4/5/82, p. 6. **Lengthening the Locks of the Chesapeake and Ohio Canal.**

Messrs. A. S. Abell & Co.: Please allow a country subscriber to your valuable paper to

express his opinion in regard to the benefit or immediate necessity of lengthening the locks of the Chesapeake and Ohio Canal. Being conversant with the canal, my opinion is that it is like trying to fill a bucket with water when there is no bottom to it. From Cumberland to Georgetown, D. C., there are six dams that feed the canal, and of these there is but one that is sufficiently tight or in proper condition. This is dam No. 4, which was built in 1878; the balance are of rubble-stone and logs, which are generally swept away or damaged by every freshet of ice. In the dry seasons of every year brush and weeds are cut and stone thrown up, at great expense, to stop the leaks and furnish sufficient water to feed the canal – which is impossible to do – consequently boats lay sometimes at least two months, owing to low water, unable to move. Now would lengthening the locks remedy this, or would it not have been better that this great defect had been remedied before the lengthening had been proceeded with? Besides, there are but few places on the canal where two loaded boats can pass each other; and, again, the present capacity of the canal is about 1,800 boats per month, and, at twenty-five cents per ton toll, on an average of 110 tons to each boat, 198,000 tons per month, which makes about \$50,000 per month, or \$450,000 per season of nine months; and let it be remembered that at this rate it is only about half the rates that are charged by the company at this time, whereby the boatmen could get the advantage of the different rates. And, again, boats are detained in Cumberland three to four days, and in Georgetown from five to fifteen days, when no schooners are on hand, because there are no facilities or place to put the coal; then this might be remedied before the locks are lengthened. Then is it so necessary that Hon. A. P. Gorman must be allowed to resign when he might have seen the error, and let someone who may not be so overworked, who might give his entire attention to the matter? And let the locks remain as they are, and make good substantial dams first, clean out the canal,

and then it might be necessary to continue to lengthen the locks.

COUNTY SUBSCRIBER

DT, Thu. 4/6/82, p. 3. **Canal Trade.**

The following boats, 5 in number, left this port carrying 579 17 tons of coal, as follows:

Consolidation Coal Company

Williamsport:

Monongahela	Capt. Cresper	118 19
D. M. Stanhope	Capt. Kelly	119 12
Two boats		238 11

Individual

Georgetown:

J. W. Carter	Capt. Mertens	115 00
Lizzie K.	Capt. Mertens	106 00
Two boats		221 00

Elk Lick Coal Company

Williamsport:

Muskingum	Capt. Miller	119 16
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Sun, Thu. 4/6/82, p. 1. **Canal Shipments** – The shipment of coal from Cumberland by the Chesapeake and Ohio Canal commenced for the season on Tuesday. Five boats left, carrying 597 tons of coal. The Consolidation Coal Company sent out two of the boats for Georgetown, and the other three were individual boats.

Ibid, p. 4. **The State in a Garnishee Case** – The case of Brown, administrator of Charles Macalister, against the Farmers and Merchants' National Bank of Baltimore, garnishee of the Chesapeake and Ohio Canal Company, was taken up for trial in the United States Circuit Court yesterday before Judge Morris. Brown, &c., laid an attachment on a judgment against the canal company in the hands of the bank upon certain funds deposited by the canal company. The State of Maryland and the trustees under the various mortgages executed by the canal company have intervened as petitioners and claimants, and contest the administrator's right to attach the fund. The plaintiffs are represented by Messrs. Brown & Brune, and the defendants by Mr. George Hawkins Williams for

the garnishee and petitioners. The case is not concluded.

Sun, Fri. 4/7/82, p. 4. **United States Circuit Court** – *Judge Morris* – Brown, administrator of Charles Macalister, vs. Farmers and Merchants' National Bank of Baltimore, garnishee of the Chesapeake and Ohio Canal Company, action on attachment; argued and held sub curia.

TC, Fri. 4/7/82, p. 3. **ALEXANDRIA AFFAIRS** – The Alexandria tugs have not been very lively this spring on account of the limited quantity of coal coming down the Chesapeake & Ohio Canal, the tugs being largely dependent for a business upon hauling coal vessels. It is to be hoped that the grasping Cumberland coal mine monopolists will shortly be forced to yield to the just demands of the miners, and allow the regular rates to remain.

DT, Sat. 4/8/82, p. 3. **Canal Trade.**

One boat left this port yesterday, Friday, April 7, 1881 – the B. Armstrong, Capt. Henry, gas coal, 119 13 tons.

ES, Sat. 4/8/82, p. 1. **Affairs in West Washington – Grain News** – Arrived by canal, boat Seneca, with 200 barrels of flour and 2,000 bushels corn.

The Canal – A telephone message from Harper's Ferry this morning states that the water will be put in that level Tuesday next.

DT, Fri. 4/14/82, p. 3. **Canal Trade.**

The following boats, 6 in number, left this port yesterday, April 13, 1882, carrying 697 06 tons of coal, as follows:

American Coal Company

Georgetown:

M. D. Case	Capt. Baer	115 12
C. R. Hooff	Capt. Wilson	114 00
Lizzie A. Long	Capt. Long	114 05
Three boats		343 17

Consolidation Coal Company

Williamsport:

Grason & Fannie	Capt. Mollett	113 02
Elk Lick Coal Company		

Williamsport:

E. M. Stanhope	Capt. Kelley	121 13
Individual		

Georgetown:

Misty	Capt. Moses	118 13
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DT, Sat. 4/15/82, p. 3. **The Market Virtually Closed to Coal from the Meyersdale Region.** –

A new feature in connection with the lockout in the George's Creek region has just reached our ears, though it has been in force since March 28, when the railroad company increased the rate of freight on coal from the Meyersdale region to seventy-five cents a ton an advance of twenty cents, or nearly forty percent on the rates previous to that date. This virtually closes the shipments of coal in large quantities from the Meyersdale region, as it is impossible to compete with the Elk Garden region, which now places its coal in the market at a comparatively very low figure, the difference in mining and freight rates being largely in favor of coal from this region.

Canal Trade

The following boats, 3 in number, left this port yesterday, April 14, 1882, carrying 358 16 tons of coal, as follows:

Consolidation Coal Company

Williamsport:

Katie & Jennie	Capt. Wirtz	111 12
J. H. Farrow	Capt. Mollett	120 14
Two boats		232 06

Piedmont Coal & Iron Company

Williamsport:

Monongahela	Capt. Ceston	126 10
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DT, Tue. 4/18/82, p. 3. **Canal in Working Order.** –

The locks at Berlin, which had been lengthened during the winter, and which had been found leaky on turning on the water, have now been repaired and the boats collected there during the spring passed through to Georgetown yesterday. The canal is now in good navigable order from Cumberland to Georgetown.

ES, Tue. 4/18/82, p. 8. **Affairs in West Washington – The Grain Trade** – Arrived – Boat Samuel Jarboe with 2,500 bushels wheat and 1,400 bushels corn; boat Medley with 2,000 bushels wheat and 1,500 bushels corn; boat Ruby with 3,400 bushels wheat.

DT, Wed. 4/19/82, p. 3. **Canal Trade.**

The following boats, 6 in number, left this port yesterday, April 18, 1882, carrying 708 14 tons of coal, as follows:

Individual

Georgetown:

M. A. West	Capt. Mertens	117 10
C. W. Porter	Capt. Mertens	115 12
Lillie & May	Capt. Mertens	117 16
Youghiogeny	Capt. Mertens	114 00
J. E. Dyer & Bros.	Capt. Mertens	119 12
Williamsport:		
Lucy & Monnie	Capt. Shaffer	124 04
Six boats		708 14

Also, one boat loaded with 35,000 feet of lumber for Harper's Ferry.

Twelve boats, carrying 1,848 14 tons of coal, left this port Monday, April 17, 1882:

New Central Company

Georgetown:

Little Eddy	Capt. Mertens	111 03
F. A. Mertens	Capt. Mertens	113 07
Sammy & Jennie	Capt. Mertens	114 12
Wm. Foley	Capt. Mertens	111 05
A. Dawson	Capt. Mertens	113 11
D. R. Long	Capt. Mertens	111 05
Lewis Peacock	Capt. Mertens	111 10
D. Webster	Capt. Mertens	109 05
W. T. Wools	Capt. Mertens	115 09
Wm. M. Price	Capt. Griminger	112 00
Belle Humbird	Capt. Griminger	101 03
Eleven boats		1224 10

Consolidation Coal Company

Williamsport:

Muskingum	Capt. Miller	124 04
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Sun, Wed. 4/19/82, p. 4. *The Coal Trade* –

The shipments from the mines of the Cumberland coal region for the week ended Saturday, April 15, were 4,951 tons, and for the year to that date 459,954 tons, a decrease of 14,461 tons as compared with last year. Of the shipments last week, 4,615 tons were to the Baltimore and Ohio Railroad, and the remainder to the canal. The shipments of the year have been: Baltimore and Ohio Railroad, 376,721 tons, decrease as compared with 1881, 21,217 tons; Chesapeake and Ohio Canal, 4,559 tons, decrease as compared with 1881, 20,158 tons; Pennsylvania Railroad, 74,842 tons, increase over 1881, 23,082 tons. When business was suspended, March 15, the shipments for 1882 exceeded those of last year by 136,000 tons.

DT, Thu. 4/20/82, p. 2. **The Stanhope-Hamilton Marriage to be Annulled.**

Hagerstown, April 19. – The marriage of Mr. John Stanhope, of this city, to Clara, second daughter of Governor Hamilton, at Penmar, a picnic resort in this county, in October last, by the Rev. J. T. Murray, of Westminster, will in all probability be annulled. On Monday afternoon last, a bill in equity for a divorce *a vinculo matrimony* was filed in the Circuit Court of this county. General Bradley T. Johnson and John P. Poe of Baltimore, appearing as counsel for the complainant. Mrs. Stanhope left this city in October last, shortly after the marriage ceremony was performed, and her present whereabouts are not generally known. She is believed, however, to be in New York City. The groom and defendant to the divorce proceedings is a son of Lewis G. Stanhope, superintendent of the Chesapeake and Ohio Canal, and is under twenty-one years of age. He is engaged as a shipping clerk in Baltimore, but came to his home in this city last evening. As the bill has been taken from the courthouse by friends of the Governor, the allegations contained in the bill have not been made public.

ES, Thu. 4/20/82, p. 1. **Affairs in West Washington – Canal** - Arrivals – Boat Mollie C. W. Boyer, with 4,033 bushels of wheat.

AG, Thu. 4/20/82, p. 3. **PORT OF ALEXANDRIA** – Arrived – Canal boats Cora & Prudy, Laura S. and Round Top Cement, cooperage to W. A. Smoot.

DT, Fri. 4/21/82, p. 3. **Judgment Against the Canal** – In the United States Circuit Court Wednesday Attorney General Charles J. M. Guinn filed a suit in equity for the State of Maryland vs. Arthur George Brown, administrator d. b. n. c. t. a. of Charles McAlester, deceased, late citizen of Pennsylvania. The fact is set forth in the bill that in November, 1854, the deceased recovered against the Chesapeake and Ohio Canal Company a judgement for \$5,471.37 and costs – upon which an attachment has been issued upon certain moneys in the hands of the Farmers and Merchants' National Bank of Baltimore to the canal company. The object of the present bill is to pray the court to grant a writ of injunction against the respondent, enjoining and prohibiting him from any further steps or proceedings under the said writ of attachment until further order of the court. The bill is quite a voluminous document occupying nearly twenty-one closely printed pages.

Sun, Fri. 4/21/82, p. 2. **The Canal Presidency** – The Frederick (Md.) *Union* says the conviction is settling down in the public mind that Mr. James H. Gambrill, of that city, who is well-known as an exceedingly shrewd business man, will succeed Hon. A. P. Gorman as president of the Chesapeake and Ohio canal after the ensuing first day of June. The *Union* declares that a better selection for the interest of the State of Maryland and the stock and bondholders could not be made.

TC, Fri. 4/21/82, p. 3. **WEST WASHINGTON** – Mr. Wm. W. Blunt, for a long-time collector at

this place in the office of the Chesapeake & Ohio Canal Company, died on Wednesday last at his home at Goshen, Montgomery County, Md.

DT, Sat. 4/22/82, p. 3. **Canal Trade.**

The following boats, 2 in number, left this port yesterday, April 21, 1882, carrying 220 00 tons of coal, as follows:

Individual		
Georgetown:		
Laura B.	Capt. Kerns	110 00
Onward	Capt. Shives	110 00
Two boats		<hr/> 220 00

Sun. Sat. 4/22/82, p. 1. **Meeting of the Directors of the Chesapeake and Ohio Canal** – The board of directors of the Chesapeake and Ohio Canal Company held their regular monthly meeting tonight, at Willard's Hotel. There were present Senator A. P. Gorman, president; Benjamin Fawcett, secretary and treasurer; Col. J. G. Berrett, H. D. Fernandes, J. Bayard, H. Smith, Major Thomas P. Morgan, Patrick Hamill and Samuel Gambrill, general superintendent and paymaster. The general business of the company was discussed. The treasurer's report showed that the prevailing strike in the coal regions has materially lessened the receipts of the company. Very little freight is being transported at present, and the business of the company is almost at a standstill. It was hoped that the strike would have subsided ere this, but as it has not, they have only to await future developments. Mr. Gorman and others present stated after the meeting that the proceedings throughout were of a routine character entirely.

NR, Sat. 4/22/82, p. 1. **CAPITAL JOTTINGS** – Benjamin Fawcett, S. Gambrill and Henry Fernandes, of the Chesapeake and Ohio Canal management, are among the recent arrivals at Willard's.

ES, Sat. 4/22/82, p. 4. **Affairs in West Washington – The Grain Trade** – Arrived – boat Farmers' Friend with 4,000 bushels wheat.

DT, Mon. 4/24/82, p. 3. **Canal Trade.**

The following boats, 5 in number, left this port Saturday, April 22, 1882, carrying 586 07 tons of coal, as follows:

Consolidation Coal Company

Williamsport:

Bessie G.	Capt. Artz	116 17
R. A. Farmer	Capt. Shupp	119 09
Two boats		236 06

Individual

Georgetown:

New Era	Capt. Sherman	107 10
New Boat No. 2	Capt. Ardinger	122 04
Two boats		229 14

Piedmont Coal and Iron Company

Williamsport:

E. M. Stanhope	Capt. Kelley	120 07
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Removal of a Superintendent

It being the desire of the Union Mining Company of Mt. Savage, to consolidate the offices of president and superintendent, Mr. Warren Delano, Jr., who has been superintendent of the company since 1875, is to be succeeded by the president, Mr. James O. Mackie, who has filled that position for eleven years. The principal office of the company will hereafter be at Mt. Savage.

The Elk Garden Coal by Canal.

The first shipment of Elk Garden coal by canal was made on Saturday. Three boats were loaded.

TC, Mon. 4/24/82, p. 3. **WEST WASHINGTON**

– As the Chesapeake & Ohio Canal Company have determined not to rebuild the bridge over the canal, near the Aqueduct, which fell the other evening, the question may well be asked why our authorities have allowed so long a time to elapse without compelling that company to replace the bridge across the canal at Thirty-fourth (Market) street, where one is much needed, although it has now been several years since the old one was torn down? Do the interests of the Chesapeake

& Ohio Canal Company have more weight with one of the Commissioners than those of this community, which he is supposed to look after?

ES, Mon. 4/24/82, p. 4. **Affairs in West**

Washington - - The Canal Bridge, which fell down some days ago, will not be rebuilt, as it is only useful to the Canal company, which does not propose to build it, but will use the culvert above instead.

The Wall on the canal in the rear of the market house needs looking after, as it presents some evidence of giving away.

ES, Tue. 4/25/82, p. 2. **Affairs in West**

Washington – C. & O. Canal and the Striking Miners – The meeting of the directors of the Chesapeake & Ohio Canal company terminated Friday night last at Willard's hotel. The principal topic under discussion was the effects of the strike of the miners in the Cumberland miners. It seems that there is a diversity of opinion among the miners themselves as to the prices to be asked, ranging from 40 to 60 cents per ton. The Baltimore & Ohio Railroad company find themselves in the same fix as the canal company. Every effort on the part of the canal company to adjust matters appears without avail. The prospects for a good coal business the coming season are exceedingly gloomy, and particularly unfortunate at this time when the company has been to a great outlay in lengthening out their locks to facilitate the coal business. Fourteen of these locks have been lengthened and preparations made for all the others, but this will probably not be done under the present state of mining. All that the canal company can do is await the results of the strike, and tie up their boats, which will be done. The canal never has been in better condition than at the present time for active business.

Grain – Arrived, boat Mollie C. W. Boyer, 3,000 bushels wheat.

DT, Wed. 4/26/82, p. 3. **Canal Trade.**

The following boats, 2 in number, left this port yesterday, April 25, 1882, carrying 145 09 tons of coal, as follows:

Piedmont Coal and Iron Company		
Williamsport:		
Frankie & Fannie	Capt. Preston	125 00
Individual		
Georgetown:		
Percy	Capt. Mosier	120 09

Canal Notes

One of the lower gates of the middle lock of the Tunnel Locks was broken yesterday in a manner inexplorable. The damage was at once repaired.

Sixty-five boats have left this port by canal this month carrying about 7,500 tons of coal.

H&TL, Wed. 4/26/82, p. 2. **From Green Spring Furnace** – Our grand artery of trade, the Chesapeake and Ohio Canal, is still lying nearly entirely idle, owing to the strike in the mining regions. A few boats pass down, some loaded with lumber, some with crossties, &c., and others with gas coal, mined in West Virginia. This ill-advised strike may be fun for the miners, but it is financial death to the boatmen; for while they are contending against a reduction of their wages, they are starving their fellow-men the Canalers.

DT, Thu. 4/27/82, p. 3. **Canal Bridge and its Load Tumbles Down** – The other day one of the bridges spanning the canal at Georgetown gave way, and fell into the canal, precipitating Mr. C. B. Brown and Turner Harding and three mules, the team of the boat, *The Golden Rule*, and one horse which were on it, into the canal. All, being more or less bruised, were rescued. The bridge, which is almost an entire wreck, was built in June, 1875, at a cost of \$800, the span being 110 feet. The fall was caused by neglect in not screwing up the bolts.

ES, Thu. 4/27/82, p. 1. **Affairs in West Washington – The Aqueduct Bridge Repairs** will be finished Saturday, and the workman will then go to the small aqueduct at the Four Mile Run. The water will be put in the Alexandria canal may 6th.

The Canal Bridge which fell down a few days ago and which the canal company asks be rebuilt by the District Commissioners, was built by Contractors Shipman, Fletcher and Birch for their accommodation while building the stone wall on the north side of the canal and for the convenience of the canal. It cost the contractors \$600, and the board of public works paid them \$800.

Canal – Arrived – Boat G. T. Dunlop with 4,000 bushels corn, sold to arrive; boat Medley with 4,000 bushels wheat; boat E. Lyons, Whiting with 4,000 bushels wheat.

DT, Fri. 4/28/82, p. 3. **Canal Business**

The New Central Coal Company yesterday sent out the boat “Extenuate,” Capt. Joseph Staley, carrying 104 18 tons; and the West Virginia Central sent out boat “W. L. Read,” Capt. W. Manning, carrying 110 18 tons. No other boats left.

ES, Fri. 4/28/82, p. 1. **Affairs in West Washington** – The Grain Market – Arrived, boat Ruby, with 3,000 bushels wheat, and boat H. M. Talbott, with 1,500 bushels wheat.

DT, Sat. 4/29/82, p. 3. Mr. Cassell, who purchased the Seneca Quarry property on Saturday last, is said to be the private secretary of Ben Butler, who intends with the eastern capitalists to re-open the quarries.

The canal bridge which fell down a few days ago and which the canal company asks be rebuilt by the District Commissioners, was built by Contractors Shipman, Fletcher and Birch for their accommodation while building the stone wall on the north side of the canal and for the convenience of the canal. It cost the contractor

\$600, and the District of Columbia board of public works paid them \$800.

NR, Sat. 4/29/82, p. 6. **IN THE COAL MINES** – The strike is having a disastrous effect upon the trade on the Chesapeake and Ohio Canal. With one or two seasons like the present the canal will soon be a thing of the past, and Georgetown will be a dull place indeed. The opening of the George's Creek and Cumberland Railroad last year and the Elk Garden region seemed to give much encouragement to the friends of the canal, who were anxious to see its locks doubled, and fifty boats per day leaving here for Georgetown, loaded with mineral wealth.

DT, Mon. 5/1/82, p. 3. **Chesapeake and Ohio Canal Presidency** – It is currently reported that harmony has been restored in the board of public works, and that the Governor, Comptroller and Treasurer have unanimously agreed upon Charles W. Henderson, of Hancock, Washington county, as President Gorman's successor in the canal. It has from the beginning been conceded that this office of right belongs to Western Maryland, but the bickering of the politicians of that section have made it a difficult matter to centre upon a man who would prove acceptable to all. The choice of Mr. Henderson is regarded as one best calculated to solidify the party in Western Maryland. Mr. Henderson has for many years past been engaged in mercantile pursuits, and is widely known throughout Washington and Allegany counties as an active, intelligent and thoroughly successful businessman, whose familiar knowledge with the canal and its affairs would make his selection for the presidency eminently fit and proper. – (Balto. Day, 29th)

DT, Tue. 5/2/82, p. 3. **Coal Trade Rumors.**

The Washington *Star* says: "It is rumored that the coal difficulties will come to an end next week and business resume at that time. Messrs. Colton and North, employees of the canal company at the collector's office, have, however,

been discharged and the salaries of other reduced, which looks as if the canal company were preparing for a continuance of the dull season.

ES, Tue. 5/2/82, p. 5. **Affairs in West Washington – The Grain Trade** – Arrivals – boat G. T. Dunlop with 4,000 bushels wheat; boat Seneca with 100 bbls. flour, 1,600 bushels wheat, 1,100 bushels corn.

DT, Wed. 5/3/82, p. 3. **Canal Trade.**

The following boats, 3 in number, left this port yesterday, May 2, 1882, carrying 367 10 tons of coal, as follows:

Individual

Georgetown:

Cigarette	Capt. Sensel	120 01
Hunter G.	Capt Brookman	113 17
Two boats		233 18

Piedmont Coal and Iron Company

Williamsport:

Lucy & Monnie	Capt. Shaffer	123 12
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The Canal Presidency

The article in the Baltimore *Day* stating that Mr. Charles W. Henderson would succeed Mr. Gorman has caused considerable inquiry with reference to that gentleman. He is from Washington county, and the Hagerstown *News* gives his business biography as follows:

Mr. Henderson is a member of one of the most successful business firms in this county, that of Bridges & Henderson. He has important interests dependent upon the prosperity of the canal. He has been long acquainted with its necessities, and his management would be capable and conscientious, with a mind single to its best interests. He would command the confidence of its stockholders and creditors and while a Democrat in politics, it might be safely said that no selection could be made that would secure so fully the approbation of both parties in this section of the State. So far as Mr. Henderson has been known in politics, he has been so fair and conservative that his election to

the presidency of the canal would unite the conflicting interests of his own party, and beget harmony and good feeling unknown in late years. Taken all in all this action on the part of the Board of Public Works would be judicious, popular and eminently satisfactory to all business and political interests in Western Maryland, and cause a happy issue and settlement of a much-mooted matter.

DT, Thu. 5/4/82, p. 3. **The Miners and the Companies** – The utmost secrecy characterizes everything pertaining to the mining situation and it is impossible to trace rumors to an authentic source – that is, to the companies or the Knights of Labor organization. One of the miners who were visiting Cumberland on Tuesday dropped the remark that the Consolidation coal company's miners were talking of going to work while a gentleman prominently engaged in the coal traffic said yesterday that probably the coal companies would meet again at no very distant day. It is the impression that the Clearfield miners failing to come out for 65 cents per ton as anticipated, and the yielding of the western miners is having its influence in this region.

DT, Sat. 5/6/82, p. 3. **Death of General Thomas McKaig – A Long and Eventful, Memorable Career.** – Yesterday morning Col. W. M. McKaig received a telegram addressed to his father, Dr. R. S. McKaig, confuting the sad announcement of the sudden death of General Thomas J. McKaig. The Doctor at the time the telegram was received was immediately dispatched for Paw Paw. The announcement of the General's death was very unexpected as none of the members of the family in this city had the slightest intimation of his illness. He died at 2:30 a. m., and the cause of his death is believed to have been from old age, as he was several months advanced in his 79th year. When on a visit to Cumberland during the past month, he complained of general debility and weakening of his entire system. Doctor McKaig arrived here from Paw Paw yesterday afternoon and left at 5

o'clock for Breathedsville, six miles from Hagerstown, and the home of the General. When he received the dispatch at Paw Paw there lay upon the desk near his hand a sealed letter that he had just written to his brother, but which, alas, there is no need for that brother now to read.

There now remains of the family, two brothers, the Doctor and Rev. C. V. McKaig, a Presbyterian Minister of Pittsburg, and the two sisters, one living in Iowa and the other in Delaware, Ohio. The Doctor is the oldest member of the family being now in his 81st year. His brother, C. F. McKaig is 68 years of age.

Thomas Jefferson McKaig, the deceased, was one of the most widely known men in the State. His career was a most eventful one, and a history of his life would to a large extent be a history of Western Maryland. He was born in Steubenville, on the 4th of February, 1804. When he was two years old his father removed to Columbiana county, Ohio, where the days of his boyhood and youth were passed. By the aid of his brother Robert, he succeeded in obtaining a liberal education, and in October, 1826, he graduated at Washington college with the degree of Bachelor of Arts. He afterwards received the degree of A. M. from the same college and from Jefferson college. The same month in which he graduated he arrived in Cumberland with a capital of \$1.25 and began the long, eventful and successful career that has closed with honors heaped upon him, and during which he amassed a considerable fortune. At that time Allegany County Academy needed a principal, and Mr. McKaig secured the position. He infused new life into the institution, so that when he resigned, eight years later, to take up the practice of law, the school had become one of the best, well regulated and flourishing schools in the State. He was admitted a member of the Allegany County Bar in April, 1831, but did not begin practice until 1834, when he resigned the principalship of the Academy.

His career as a lawyer was one of exceptional success and brilliancy, and when ten

years ago, after a practice of forty years, he retired into private life, he stood in the front rank of his profession. For thirty-nine years he was counsel at Cumberland for the Baltimore and Ohio Railroad Company, and argued many of the most important cases which came before the Maryland Court of Appeals.

In 1849 Mr. McKaig ran against W. T. Hamilton, the present Governor of Maryland. In 1854 he was elected to the Legislature to urge the completion of the Chesapeake and Ohio canal to Cumberland, and in 1859 he was elected to the State Senate from this county as a member of the memorable Legislature of 1861. He was chairman of the committee that visited President Davis at Montgomery, Ala., for the purpose of bringing about a peaceful adjustment of the difficulties of that period. The United States Government misconstrued the purpose of the mission and when he returned, he was arrested and imprisoned in Fort McHenry, from which, however, he was soon released. He was a member of the Constitutional Convention in 1867, and took a leading part in the proceedings of that body. For several years he served as colonel of the Fiftieth Regiment and was afterwards appointed brigadier-general of the Maryland militia. In 1879 he was honored by St. Mary's college at Emmitsburg with the degree of LD.

For ten years General McKaig's residence has been at "Rockland Farm," Washington county, Md., where he died. He leaves two children, Frisby Tilghman and Nina Lamar McKaig.

ES, Sat. 5/6/82, p. 8. **Affairs in West Washington – The Grain Trade** – Arrived – boat Ruby with 3,500 bushels wheat.

DT, Mon. 5/8/82, p. 3. **Innocent Cumberland the Sufferer.** – The effects of the lock-out in the George's Creek region are now beginning to be seriously felt here in Cumberland as the cessation of work at the mines is enforcing idleness on the canal, the railroad men and in the

boat yards. The railroad rolling stock not being in use so far as the transportation of coal is considered, there is not that great need for iron in keeping up repairs, consequently the mill is working scarcely more than half its full force. A number of the employees in the boat yards were discharged on Saturday, there being no work for them to do, and several of our laboring men and mechanics left in search of work elsewhere last week, while not a few of our young men are contemplating a trip West in search of a permanent situation. It is reported that a meeting of the Knights of Labor executive committee was held in Frostburg Saturday. It is to be hoped that something was done looking toward the resumption of work.

Canal Trade.

Since our last report shipment of coal by canal have been as follows from the Cumberland and Elk Lick and Elk Garden mines:

C. C. Kelly	Capt. Pigeon	112 12
M. B. Winship	Capt. Bowers	120 04
Ernst & Holland	Capt. McCormick	113 11
F. M. Offutt	Capt. Grove	117 11
Three Sisters	Capt. Little	114 00
C. F. Mayer	Capt. Reed	120 00
Davisson	Capt. Henry	119 02
Armstrong		
Wm. M. Mertens	Capt. Drenner	93 18
J F A Remley	Capt. Dixon	99 12
Emma Mertens	Capt. Spong	115 12
E. M. Stanhope	Capt. Kelley	120 05

ES, Mon. 5/8/82, p. 5. **Affairs in West Washington – The Grain Trade** – Arrived – boat Farmers' Friend with 3,500 bushels corn and 400 bushels wheat.

DT, Tue. 5/9/82, p. 3. **Funeral of Gen. Thomas J. McKaig.** – The funeral of General Thomas J. McKaig, who died at this home near Hagerstown on Friday morning, took place yesterday morning, the church services being held in St.

Mary's Catholic church. The remains were interred in Rose Hill cemetery, Hagerstown.

AG, Tue. 5/9/82, p. 3. There never was a more unreasonable strike than the long existing one at the Cumberland coal mines, for the miners on both sides of those mines, in Pennsylvania and West Virginia, are, and have been all the spring, working for the same wages that the Cumberland companies offer, and as the Cumberland companies cannot compete for the coal trade if they have to pay higher wages than other companies in their vicinity are paying, they have been compelled to suspend work entirely. Not only the strikers, but thousands of other people are thus thrown out of employment, for the entire coal business of Cumberland, Georgetown and Alexandria, and that of the Chesapeake and Ohio Canal, has been suspended, and all to achieve an utterly impracticable object, for if the companies were to accede to the strikers' demands they would either sell no coal at all or else to have to sell it at a loss.

Ibid, p. 4. **River Trade** – Inspector Hawkhurst reports the following arrivals at the river front today: Canal boat Hunter, Brooke, coal to City Gas works; Long boat, Three Brothers, Taylor, wood to Master.

ES, Wed. 5/17/82, p. 1. **Affairs in West Washington – The Grain Market** – Arrived by river from Alexandria – boat F. L. Moore with 2,500 bushels wheat. By canal – boat Farmers' Friend with 3,000 bushels wheat, 800 bushels corn and 6 tons hay.

DT, Fri. 5/19/82, p. 3. **The Will of the Late Gen. T. J. McKaig** – The Hagerstown correspondent of the Baltimore *Sun*, under date of the 17th, says: "The will of the late Thomas Jefferson McKaig was yesterday filed in the Orphans' Court of this county. It was executed in this place, (not Cumberland,) on the 15th of March last, and was witnessed by Hon. Wm. Walsh and Fred. Williams, esq., of the

Cumberland bar, and Thos. E. Hilliard, register of wills of this county. The Cumberland witnesses have been summoned to appear here on Friday next, when the will will be probated.

In addition to the dower allowed to his wife under the law he leaves her \$5,000 in consideration of certain mortgages which she had united with him in executing. The remainder of the estate is to be divided between his two children, Frisby Tilghman and Nina Lamar McKaig, with the exception of his library, the law portion of which goes to the son, the remainder to the daughter. The estate consists principally of real estate located in this and Allegany counties in this State and in Baltimore city, and is estimated to be worth over and above incumbrances, at least \$150,000.

DT, Mon. 5/22/82, p. 3. **Canal Trade.**

Three boats cleared this port on Saturday, May 20th, 1881: the "Robert Shriver," Capt. A. L. Miller, with 117 tons of Elk Lick coal for Hancock; and the "D. Armstrong," Capt. S. H. Henry, 120 12 tons and the "Cigarette," Capt. Henry Sensel, 120 tons, both gas coal from the Gaston, West Virginia mines, for Washington.

DT, Wed. 5/24/82, p. 2. **The Canal Presidency** – Within a week or two the canal management will have to elect a President to succeed Senator Gorman, and we shall not be surprised if they ask him to continue in the office. Should they do so, our advice to him would be to decline; for the reason that, monk or devil, he will not receive the award due him.

Taking control of the canal just previous to the panic, he made that thoroughfare pay a large dividend to preferred claimants the first year. He was lauded for this on one side, because the capitalists were pleased to see a President who desired to pay the canal debts; but he was condemned on the other, because boatmen and laborers should participate in the benefits, and tolls should have been reduced and the difference added to freight.

Then came the panic and business interests suffered everywhere. Furnaces and factories closed; the demand for coal fell off, prices were reduced; tolls came down on the canal, and the close of the year showed no profits to the company. Capitalists censured the President because he reduced the tolls, and the canal men cursed him because he did not take the tolls off altogether and drive the "Clearfield slate," out of the market.

Another year came around and the coal companies reduced the price of mining, and a six-week strike followed at the mines. This was followed by a boatmen's strike on the canal, which lasted several weeks longer – said to have been encouraged by the railroads – and at the close of the season the canal showed a balance on the debit side. The capitalists condemned Mr. Gorman because he was not (as they said) shrewd enough for the companies; while the miners and boatmen blamed him because he had influence and did not induce the board to remove tolls altogether for one year and thus enable Cumberland coal to drive out all competition and at the same time pay high wages to miners and canal-men.

This season was followed by a flood such as had not been known since 1847, and for miles and miles the bed of the canal could not be distinguished from the river; while for miles it was filled up with sand and debris.

Hoping almost against hope, he secured the passage of a bill by the Legislature authorizing a loan of \$500,000 based on the corpus of the canal, and he proceeded to repair (we had almost said rebuild) the work, when his political enemies raised the point that the loan was not constitutional, and they so depreciated the paper that Mr. Gorman had actually beg loans from coal companies to complete the work; and the small profits of the canal that season went towards repaying the borrowed money.

Again, the railroads reduced the freight rates on coal, and it was only by the most earnest efforts that the rates were kept up high enough to permit the canal to ship any freight; while the

increased shipments by rail and the decreased shipments by canal showed that the railroads had the "bulge" on the canal and could at any time put the tweezers down and crush it out.

Quick to take hold of expedients and energetic in prosecuting them, Mr. Gorman saw that the only salvation for the canal and the \$25,000,000 invested in it, was to spend a quarter million in doubling the locks and boats, and thus enable the company to ship coal as low as any of the railroads, in which event it would dictate freights instead of begging for terms, and would receive its share of the profits.

This project was started last fall, and by the opening of navigation this spring nearly half the doubling of locks was done, and the coming winter it was intended to complete the work.

During all this time Mr. Gorman was hounded by men whose noise alone kept them before the people, and whose false assertions led some honest ones to suspect the Senator of selfishness. Forbearance ceased to be a virtue, and he resigned his position as president, and the vacancy is to be filled at the June meeting.

With the miners on a strike; the canal idle; the employees unpaid; the outlook bad for the future, no responsible man, is willing to take the presidency, and now they are beginning to cry, "Keep Gorman in; the canal got into this trouble with him as president; he should stay in until the trouble is over; then let him resign." Mr. Gorman resigned before a strike was anticipated, and he cannot be held for a strike now. If he shall consent to serve longer in the position, we give him credit for more of the "milk of human kindness" then often falls to the lot of mortals. He has been charged with using the canal as a means of personal political advancement, while in fact but three counties can possibly be affected by canal influence; and the future will show that Mr. Gorman's influence will be just as great there outside of the canal presidency as in it.

The interests of Allegany county and the State demand that Mr. Gorman be requested to remain in the presidency of the canal; his own

interests would dictate to him to withdraw therefrom. How will it be?

DT, Fri. 5/26/82, p. 3. On Monday the sale of the Seneca Quarries was ratified and an order passed by the court allowing the trustees to receive the whole of the purchase money cash. It can be regarded as a certainty that a new company will be organized and work commenced at an early date.

DT, Sat. 5/27/82, p. 2. **The Labor Question** – It is needless to say that the strike at the mines is seriously affecting every interest in the county and the interest of many people resident and doing business on the line of the canal from Cumberland to Georgetown.

To the mining interest it may be a rest to the operator and a holiday to the employees, but to the merchant, the mechanic, the laborer and the canal man it is a more serious matter. The merchant has laid in his summer goods, but there is no money in the hands of the people to buy them; the boatman lies idle and is feeding unproductive stock; the canal man is without funds, because the canal is doing no business and the company has no money; the mechanic has little work, because economy and necessity closes the purses of buyers, and in all these branches the laboring class is the greatest sufferer, because it is more numerous and is affected in all branches of trade.

The sympathies of all men who earn their bread by the sweat of their brows is naturally with their fellow-workmen, even when not exactly in the right. Pending this long strike, they favored the miners, and had hoped that the Clearfield men would come out for 65 cents; and thus justify our miners in holding out. But no hope came from this quarter, and pushing want is now upon many of our workingmen and they begin to think that discrimination will destroy our trade, while only equality of prices can retain it.

The miners themselves appealed to the Clearfield workmen to demand an equalization

of wages, and in this they admitted a disparity between the two regions, and after two months' endeavor to keep the price here 15 cents higher than in Clearfield, they cannot blame the people at large for weakening in their sympathies for them. They appealed to 2,500 fellow-miners in Clearfield to help them; failing in securing their support, they cannot expect an indorsement by branches of industry entirely foreign and unfamiliar to them.

For good behavior, gentlemanly bearing, dignified silence and unwavering courage the miners have been exemplars during the strike; and from what we hear the same spirit will govern them in the future; and however, the strike may end, they will not have to look back with shame upon their conduct in the strike of 1882.

Ibid, p. 3. **Getting Ready for Work**

The situation at Eckhart begins to grow interesting, and the miners thereabouts are looking somewhat disconcerted, though they do not express themselves as willing to resume work. They are satisfied of one thing, however, that the company is in earnest and means business.

Through the almost magic labors of Messrs. P. Hein & Co., the large machine shop at Eckhart has been converted into an eating and sleeping-house, the cooking being done on the outside. Along down the sides, bunks have been built for the new men to sleep in, while down the centre stand rows of tables sufficient to seat all the sleepers.

The same firm have now well underway a new building, 100x25 feet in dimensions, intended for occupancy by officers and the police force. This house will be done on Tuesday.

Mr. Hein also began yesterday the erection of two more buildings, to be 150x25 feet, which are to be completed within ten days.

The company now has in Baltimore about 400 men ready to send up as soon as sufficient accommodations are made for them, the police and the company's officers. Mattresses to

accommodate 800 men have been ordered from Baltimore, and Messrs. L. H. Young & Son yesterday received a dispatch from Baltimore to send up to Eckhart immediately 100 double mattresses.

There are now 12 railroad policemen at Eckhart, five new ones having gone up yesterday afternoon.

From what we can learn from rumor it is the purpose on Monday next to send up a force of 50 policemen to Eckhart, and on Tuesday some 400 men will arrive and go to work. This force will be followed by 600 more within a week. The new men are Swedes and of recent importation, and they cannot speak English. The company's purpose is to get men who cannot be persuaded to leave easily, and by securing the Swedes it is thought this will be accomplished.

DT, Mon. 5/29/82, p. 3. **At the Mines.**

There is no change in the situation at the mines since Saturday. It is expected that a large force of policemen will arrive here today and that the new labor will very probably reach here tomorrow or next day. It is not positively known of what nationality the labor will be nor whence they will come.

Wounds Inflicted by Edged Tools.

On Saturday, Henry Snyder, an employee in Mertens' boatyard, cut his leg with an axe, making a slight, but painful wound. A young man named Henry Gluck nearly severed his little finger with a sickle.

Canal Trade

Two boats cleared from this port by canal Saturday, May 27 – the Hunter G., Capt. F. Brookman, with 113 14 tons of gas coal, consigned by M. Sinclair to Georgetown and the G. M. Stanhope, Capt. S. Kelley, with 121 07 tons of Consolidation company's coal to Georgetown.

DT, Wed. 5/31/82, p. 2. **Chesapeake and Ohio Canal** – The annual meeting of stockholders of

the Chesapeake and Ohio canal will be held on Monday next, in Annapolis, when the president of the canal, Hon. A. P. Gorman, will submit his annual report for the fiscal year ending June 1. There will also be a report for the calendar year 1881. The quarterly reports of the company for last year, as on file in the clerk's office of the United States Circuit Court, under requirement of the decree by the court, in the case of Stewart vs. the Chesapeake and Ohio Canal Company, give the condition of the canal financially for 1881, as will be exhibited at the coming meeting of the stockholders.

DT, Thu. 6/1/82, p. 3. **Arrival of the Imported Labor for the Mining Regions.**

As foreshadowed in yesterday's *Times*, the new labor to take the place of the striking miners at Eckhart arrived here yesterday afternoon at 3:25 o'clock on the accommodation. There were 150 men in two Pennsylvania railroad cars, who left Castle Garden, New York, on Tuesday evening, having recently landed from Europe. They are Austria-Hungarians, and are able to converse in fair German, as was evidenced when one of our German citizens spoke to them. The conversation was not continued, as one of the policemen interrupted it, stating that no one was allowed to speak to the new labor. Owing to the fact that the hour was not generally known when the labor would arrive, but comparatively few people were at the depot, but the number was largely augmented when their presence became generally known.

In the afternoon a squad of fifty police from the Eckhart force arrived here under the command of Captain Hancock. They were uniformed in a dark blue suit, bearing a badge on the left breast engraved "State Police." They held in their hands, heavy hickory batons or clubs, and were provided with revolvers. While waiting for the train from Baltimore they were kept at the freight platform of the Baltimore and Ohio freight depot. They came from Eckhart on a special train, consisting of three gondolas, a passenger car and two house cars.

As soon as the accommodations arrived the police force were marched around the emigrant cars, when a policeman was stationed at each door of the cars. The remainder of the squad then returned to the special train, after which the two emigrant cars were switched off to a side track and attached to the special train, which at once proceeded out of the city. Arriving at Boettersville the new labor was transferred to the Eckhart cars, as the Pennsylvania cars were too large to pass through the tunnel. The train then continued on its way to Eckhart where the emigrants were lodged in the new building prepared for them.

The new men will go to work today. Some of them, we understand, are miners and they will be made acquainted with the mines by the mining bosses who are in the employ of the company. The start will be made in the Eckhart mines. As the Ocean, New Hope and Hoffman mines all communicate with the Eckhart mines by underground passages, the entrance to these mines will be guarded by special squads of policemen, who will be instructed to allow no one to enter the mines. It is the intention of the company to bring additional labor as they may be needed.

DT, Fri. 6/2/82, p. 3. **The New Labor at the Mines.** Yesterday afternoon the new men at Eckhart went into the mines and began work under the supervision of the bosses and experienced miners among them. Some of the officials of the company were also present.

At the close of the day, they ran out eight cars containing sixteen tons of coal, and those capable of judging say the work was very well done, and the men take readily and intelligently to the new labor. Yesterday's work was a sort-of experiment. Today a good day's work is expected.

DT, Sat. 6/3/82, p. 3. **The New Labor.**

The new labor at the Eckhart mines commenced active and regular work yesterday. Inasmuch as the men are under instructions it is

deemed advisable to put only 75 men in the mines. The output yesterday was 90 tons. The men are working well and together, and the officers of the company are well satisfied with the result. President Mayer expects that 150 tons a day will be mined next week, when the men will very probably need less instruction and become more skilled from practice. Additional new labor will probably arrive here in a week or ten days.

ES, Sat. 6/3/82, p. 6. **Affairs in West Washington – The Grain Trade** – Arrived – boat Caledonia with 1,350 bushels corn, 2,000 bushels corn.

DT, Mon. 6/5/82, p. 3. **First Shipment of Coal Dug by the New Labor** – The output of coal at Eckhart on Saturday by the new labor was 120 tons of coal. The first train carrying the new coal came down Saturday morning and consisted of nine cars, carrying coal to the Consolidation wharf to be loaded on canal boats today. On Saturday four of the new miners were sent back to the east by the company, as they were unable to perform the duties required of them. The remainder of the force are in excellent spirits and seem fond of the labor. The output today will probably reach 150 tons.

TC, Mon. 6/5/82, p. 2. **Chesapeake and Ohio Canal Presidency** – The annual meeting of the stockholders of the Chesapeake & Ohio Canal Company will be held in Annapolis today, when definite action will be taken on the resignation of President Gorman and a board of directors elected. Among those mentioned for Mr. Gorman's place are Major Nicholas Hill, of the Baltimore & Ohio Railroad; A. H. Henderson, of Montgomery County; Colonel James G. Berrett, of Washington; Dr. George W. Bishop, of Worcester County; ex-Gov. John Lee Carroll, Senator William H. Bians, Police Commissioner George Colton, Outerbridge Horsey, of Frederick County and Daniel Field, of Caroline County. The Board of Public Works – Governor

Hamilton, Comptroller Keating and Treasurer Compton – vote the controlling interest of the State in the canal, and they, or a majority of them, will determine the question of the presidency. It is believed, however, that Mr. Gorman will be requested to continue in the position by many of the individual stockholders, who have heretofore expressed their satisfaction with his management.

DT, Tue. 6/6/82, p. 2. **New Canal President.** – The Board of Public Works met today to take action on the resignation of Hon. A. P. Gorman as President of the Chesapeake and Ohio canal. Mr. Gorman insisted on his resignation being accepted, and the board proceeded to an election, which resulted in the choice of Hon. H. D. Farnandis, at present one of the Board of Directors.

There being two vacancies in the Board of Directors, the Board elected Hon. Lewis C. Smith, of Washington county, recently Speaker of the House of Delegates, and J. L. McClure, esq., of Baltimore, to fill the vacancies.

Ibid, p. 3. **The Fairfax Stone**

This stone was planted according to the directions of Lord Fairfax many years ago, to mark the corner between the States of Virginia (now West Virginia) and Maryland. The stone stands on a mound of natural formation, though it looks like it had been constructed by the hand of man, about 30 feet long and 15 feet wide, with a small drain on either side, both drains beginning with the mound. The foundation on which the stone stands is 3x3 feet, on this foundation rests two stones running east and west two feet long, one foot wide and one foot high; on these two stones rests a third stone just large enough to cover them both 2x2; eight inches from the bottom of this stone begins a slope, toward the centre from all sides, which gives to it the appearance of a “hip roof.” this slope continues until it leaves a surface of 12x12 inches only on the top of the stone, then on this surface, and covering it exactly, rests the

“capstone,” which continues the slope of the “hip” until it comes to a point of 14 inches high, which makes the extreme high point of the monument stand three (3) feet in the air, or it is just as high as the foundation is broad. This monument was built only about 25 years ago, but two feet to the north of the monument stands the original Fairfax stone – a small flat sandstone about 18 inches square, set edgewise in the ground with F X cut in the north side. The stone stands about a half mile east of the head of the North Branch of the Potomac.

The Situation at Eckhart.

There is no change in the situation at Eckhart. The men are quietly at work, and there is no excitement whatever. The output of coal increases every day, and the company expects to get 900 tons a day from the present force. An additional hundred men are expected here today, and provisions to supply their need have been ordered.

Messrs. Morrissey and Ryland furnish 1,500 pounds of beef every three days, and most of the green and other groceries are sent up from here. Potatoes are in demand, and the company cannot secure readily all they want.

Canal Trade.

The following boats, 3 in number, left this port yesterday, carrying 351 11 tons of coal: Cumberland and Elk Lick Coal Co.

Georgetown:

Muskingum	Capt. M. Smith	120 06
B. L. Slack	Capt L. Cartright	120 05
Two boats		240 11

Piedmont Coal and Iron Company

Williamsport:

E. M. Stanhope	Capt. S. Kelley	117 00
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TC. Tue. 6/6/82, p. 3. **Chesapeake & Ohio Canal** – The stockholders of the Chesapeake & Ohio Canal Company met yesterday afternoon in the executive chamber at Annapolis and elected Hon. Henry D. Farnandis, of Hartford County, president of the canal, vice Hon. Arthur P.

Gorman, resigned. The meeting was enlivened by an ardent attack by Governor Hamilton on the management of the canal, and a spicy rencontre between the Governor, Comptroller Thomas J. Keating, State Treasurer Barnes Compton, President Arthur P. Gorman and general Bradley T. Johnson. Besides Governor Hamilton, Comptroller Keating and Treasurer Compton, constituting the Board of Public Works, and representing the State of Maryland, the other stockholders present were Thomas P. Morgan, representing the District of Columbia; J. W. Burke, representing Alexandria, Va.; General B. T. Johnson, James G. Berrett, of Washington; Allen Bowie Davis, Patrick Hamill and Senator Gorman. On Mr. Compton's motion Governor Hamilton was called to the chair, Benjamin Fawcett acting as secretary.

Mr. Gorman read the fifty-fourth annual report of the president and directors, adopted at a meeting of the board in the morning. The report gives the total revenue for 1881 as \$308,837.92; expenditures \$241,756.94; revenue over expenses \$67,080.99. Law expenses, interest on notes for basin wharf property and judgments in Allegany County, \$32,457.83; leaving revenue over all debts other than lengthening the locks, \$30,298.20. Actual receipts were \$288,751.95; received from sale of repair bonds and temporary loan, \$77,000; balance on hand \$42,928.20; total to be accounted for \$424,928.20. Paid on labor and material \$73,716.62; interest on repair bonds, \$7,080; paid on account of operating expenses \$228,554.40; account of extending locks \$69,939.43; balance \$45,638.74; total \$424,928.20.

General Johnson threw a bombshell into the camp by offering the following preamble and resolutions: *Whereas* the net income of the Chesapeake and Ohio Canal Company for the year 1872 amounted to \$264,200, and at that time the salary of the president was fixed at \$4,000, and for the year 1874 the net income was \$264,274, and an extra allowance of \$1,000 was made to him annually for traveling expenses, and for 1875 the net income was \$259,717, and his

salary was increased to \$5,000, making his total allowance \$6,000 per annum; and whereas since 1876 the company has never yet had any net income whatever, and has never paid anything to the bondholders of the company; and whereas since 1877 the company has bound itself to pay \$15,000 per annum for the outlet lock, representing a capital debt of \$250,000; and whereas since 1880 the company has sold \$124,000 of the repair bonds issued under the act of 1878, and has pledged \$170,000 more of them as collateral security for money borrowed, whereby since 1878 a debt of \$544,000 has been placed upon the property, tolls and revenues of the company prior to the mortgage of the preferred bondholders and of the State of Maryland, and the company is likewise in arrears in the sum of \$510,000 during the same period for interest due and unpaid upon said preferred bonds, making an increase of debt of \$1,054,000; and whereas during the last six years specified the revenue of the company have diminished while its operating expenses have increased, until during the year 1881 it has actually expended \$40,000 more than it has received, thus showing that unless some change is made the company must soon think overwhelmed under the burden of debt which is accumulating so rapidly upon it, and the State lose the immense sums invested in it; and whereas the first step toward rescuing the canal from ruin must of necessity be retrenchment in expenses; therefore *Resolved*, That the salary of the president of this company be reduced from \$5,000 to \$4,000, and that his allowance for traveling expenses be abolished.

Resolved, That such president be required to give up all official or other salaried or business employments, and that he be further required to give exclusive attention to the service and operation of the canal.

Resolved, That the salaries of secretary and treasurer be reduced from \$2,000 to \$1,800, and clerk from \$1,800 to \$1,500, and that the offices of paymaster and extra clerk be abolished.

Resolved, That the bonds issued under the act of 1878 were authorized to make repairs to the canal, before injured by the freshet of 1877, or for subsequent necessary repairs, and that it is not lawful to expend them on any new construction upon said canal, and that their use for the construction of the extended locks is unauthorized, and that such is expressly forbidden.

Resolved, That the president of the Canal Company report to the Board of Public Works at the earliest possible day the number of locks extended, where located, the cost of each, who furnished the materials, such as straw and lumber, and at what prices, and whether there were any public proposals for furnishing the same.

Comptroller Keating opposed the preamble as seeking an object that could not be obtained by the resolutions; and to the resolutions as asking the stockholders to do what belonged to the directors.

Mr. Davis said the charter allowed the stockholders to fix the president's salary, but not the other officers.

Mr. Gorman said the directors had already reduced salaries below that point.

Mr. Keating was continuing his remarks when Governor Hamilton excitedly demanded of Mr. Fawcett the proceedings of the directors where this was done. Mr. Stephen Gambrill, paymaster, was sent to the canal office for them, and Governor Hamilton took the floor, Mr. Davis in the chair.

Governor Hamilton said in respect to the preamble he had nothing to say. Whether correct or not, they did not affect the resolution. He was gratified to hear of the action of the directors. It was a step in the right direction, but he had no knowledge of it. On all hands it was admitted that the condition of the canal was desperate. The financial condition was bad, and the physical condition not what it should be. In that section of the country where the workingmen live there was one continuous complaint. The canal had no credit; it was bankrupt, the hands

unpaid, the contracts unfulfilled and many of the contractors unpaid for the last seven months. While the officers received their high salaries, the labor had gone unpaid, and today were hawking around these evidences of indebtedness among the merchants. He had been advised that contractors on the lock extensions sold their certificates of indebtedness at 75 cents to the dollar. While the canal was in this condition, and the bonds being hypothecated at 50 cents on the dollar, the \$500,000 mortgage threatened to absorb the grand work. He was glad; however, one step had been taken. The resolutions were now not necessary, but it was proper to reduce the president to \$4,000. He remembered when it was \$10,000, and that it was wrong. It was not to slight Mr. Gorman, for he had resigned, but was offered in good faith. He believed Mr. Gorman had resigned in good faith, and he trusted it would be accepted this time. The resolution was for the future president, who, he presumed, would devote his entire attention to the work. When Mr. Gorman was elected, he was a young, vigorous man, and if he had devoted his entire time to it the canal would now have been in a different condition; but his energies had been otherwise directed, and he had given to others what he should have attended to himself. With a president who knew every foot of the canal, every lock, every workman, he would not despair, for since a boy he had had faith in the canal, and he would have still with proper management. He wanted to get rid of the \$500,000 repair bonds, for those he feared. With these impending and the State unable to lend a helping hand, it was like a cloud. It was necessary to have a complete change. He had consistently voted for it, but the other gentlemen in the Board of Public Works had the power to overvote him.

After more further discussions, Senator Gorman said: "I confess I was not at all prepared for a discussion of this sort, for statements such as have fallen from the lips of the Governor of the State. I cannot say I am so much surprised by the statements Of General Johnson, because

he has been pursuing that general line in which he has been very consistent for the last four or five years, although my opinion is that his course is only calculated to embarrass the work. But for you, sir (referring to Governor Hamilton), occupying the position you do, and at the same time when you knew my resignation was impending, to cast imputation upon this business management of the canal, I say I was not prepared for it. Now, sir, in regard to your statement that the canal is not in thorough condition for all its trade, and that economy has not been used in its repairs, I have only to say that I place in opposition to your bare assertion the sworn statements of business men whose interests are involved in this work, and who had that practical knowledge of the canal and its affairs which you could not have, I intend to make public a statement which I never intended to make public, and which was known but to one or two friends.

“In your official communication as Governor to the Legislature you denied our authority to dispose of these repair bonds of 1878, the effect of which was to render capitalists timid, and we could not dispose of them, thereby leaving us without the means to pay our labor on the canal. Since I have been president of the canal and you Governor of the State no encouragement have I ever received from you in helping the work out of its financial difficulties. When the new feeder from the coal-fields were completed I found an obstruction in the way in the shape of a railroad, and I labored day and night to get the Governor to give the necessary relief, and found the same disposition, and I then stated to one or two friend only – and which I then supposed I would never be compelled to make public – that, in my judgment, looking to the interest of the State and being proud of what I, with the other directors, had accomplished, so long as Maryland was presided over by a gentleman entertaining such views nothing could induce me to hold a position which I well knew would turn to ashes on the lips of any man.

“I have waited and labored, and until the past eighteen months given my whole time to this work, more time than you have ever given to any public position in your life, and there has been nothing done, no detail with which I was not familiar. I did not give to the canal one day in the week and devote the balance to other business. I gave every day my whole time and attention, and I defy anyone to put their finger on the slightest detail with which I am not perfectly familiar. The testimony taken in the late suit of the United States Court will show this, and in leaving it I can only look you in the eye and say I have done my duty as well as I knew how, and give you frankly my reasons for not continuing as president.”

ES, Tue. 6/6/82, p. 4. **Affairs in West Washington – The Grain Trade** – Arrived – boat Ellen Brooks with 2,200 bushels wheat, 10 tons hay.

DT, Wed. 6/7/82, p. 3. **Notes from the Eckhart Mines** – The product of coal at Eckhart mines yesterday by the new labor was very encouraging the total for the day being 223 12 tons.

A number of mattresses were sent up yesterday for the accommodation of additional new labor expected to arrive today, and who are said to be practical miners.

Four of the police force resigned yesterday and left for Baltimore. Their reason given to our reporter was that they were “Union” men and would not stand against the miners.

NR, Wed. 6/7/82, p. 4. **Directors Elected.** – The trustees of the Chesapeake and Ohio Canal held a meeting in Annapolis, Md., Monday and elected as directors for the ensuing year: President, Henry D. Farnandis; directors, Patrick Hamill, John Humbird, James G. Berrett and Thomas P. Morgan, present directors, and James A. L. McClure. Major Morgan’s election was unanimous.

ES, Wed. 6/7/82, p. 9. **Affairs in West Washington – The Grain Trade** – Arrived by canal – boat E. Lyons, Whiting with 4,000 bushels wheat; boat Farmers' Friend with 3,500 bushels wheat.

DT, Thu. 6/8/82, p. 3. **Canal Trade.**

The following boats, seven in number, left this port yesterday, carrying 833 13 tons of coal:

Consolidation Coal Company

Georgetown:	
C. D. Warfield	122 16
William Weber	117 12
A. B. Mayfield	122 13
B. R. Mayfield	118 03
Geo. S. French	109 09
Williamsport:	
Frankie & Fannie	122 10
Nellie & Davie	120 10
Seven boats	<hr/> 833 13

DT, Fri. 6/9/82, p. 2. **The Canal Question**

We regret to see that our valued exchange, the Washington *Star*, has joined in with the hounds in denouncing the management of the canal. We would just ask that the journal whether its editor knows from examination of reports and from personal knowledge, anything about the canal? Can it point out special cases of mismanagement? Can it show where individual management would have done better? The truth is, canals are fifty years behind the age, and it is only the discovery of coal in this region that superinduced the completion of the canal, and its very life is now dependent on the output of that product. It may not have declared a dividend in five years, but has one of the coal companies declared a dividend in that time? Aside from its utter destruction by the flood of 1877, it has had to abide competition between the Pennsylvania and Baltimore and Ohio roads. Today it uses the same style of boats that were in use thirty years ago; while the railroads have put on mogul engines which draw about 40 loaded cars, where formerly 25 constituted a train.

Against floods and storms and the inventive genius of modern mechanics this canal has had to contend without money to lift it out of its primitive waterway simplicity. Whenever appropriations for power have been asked to put it in an advanced condition and on the line to prosperity, the man who lives on politics and feasts at the political fleshpots has denounced it as a movement for selfish personal aggrandizement, and honest journalists who mean well join in the cry without investigation, and the very men who would lift the great work out of threatened ruin are denounced, until, disheartened, they at last withdraw from it altogether.

With a water course 185 miles long and an investment \$25,000,000, they tell us that \$5,000 a year to the President is too much, yet there is not a coal company in this region whose president receives less than that sum. There are two collectors who receive \$1,800 a year and this is said to be exorbitant; yet we doubt there is a coal agent for a 500-acre mining company who receives less. There is a clerk at each end of the canal who gets \$1,300, but not a coal company, we surmise, pays less to its chief clerk. Further, we doubt whether there is a public institution in any State of the Union with an investment of a million dollars whose president gets less than \$5,000 salary.

If the railroad companies should today reduce their freights 30 cents a ton, the canal would not get a single ton to transport, for the reason that competition would be impossible. President Gorman sought to lengthen the locks and double the boats to prepare for just such a contingency. He has the bonds to pay for it, but the Governor and the President's enemies cried down the bonds and depreciated them so that they could not be sold; and following up this comes the strike at the mines and the canal doing no business with employees to pay. Every interest connected with the canal is suffering, and surely the President should not be held responsible because the canal suffers with them.

This hounding of Mr. Gorman has driven from the canal presidency the only public man in the State with energy and pluck enough to lift the canal out of its threatened ruin and place it where railroads cannot crush it out, and we make this prediction: With the retirement of Mr. Gorman the canal begins to fall into disuse, and before three years more not a ton of coal will be shipped over its waters. After the State, Cumberland will be the principal loser; and however much its citizens may regret the persecutions of the past, no remedial course will be left.

Ibid, p. 3. **Canal Trade.**

The following boats, 5 in number, left this port yesterday, Thursday, June 8, 1882, carrying 537 17 tons of coal:

Individual

Williamsport:

Ruby	Capt. Crew	97 03
Seneca	Capt. Taylor	85 03

Georgetown:

C. K. Shauer	Capt. Kroon	116 12
D. Armstrong	Capt. Henry	108 04
Four boats		417 02

Consolidation Coal Company

Georgetown:

N. C. Read	Capt. Murphy	120 15
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DT, Sat. 6/10/82, p. 3. **Canal Trade.**

The following boats, 3 in number, left this port yesterday, Friday, June 9, 1882, carrying 356 05 tons of coal:

West Virginia Central & Pittsburg Co.

Georgetown:

Little Eddie	Capt. Atwell	119 10
A. Dawson	Capt. Atwell	117 19
Two boats		237 09

Consolidation Coal Company

Georgetown:

R. H. Jones	Capt. Westbrook	118 15
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TC, Sat. 6/10/82, p. 3. **ALEXANDRIA AFFAIRS** – Mr. William A. Smoot has had an addition made to his coal-ways. For the last few days, the number of coal vessels at the wharves

has been larger than for some time past. Most of the coal comes from Havre-de-Grace, Md., and Philadelphia, the quantity coming down the Chesapeake & Ohio Canal so far affords but little work for our big boatmen.

ES, Sat. 6/10/82, p. 2. **Alexandria Affairs**

The Canal Aqueduct Suit – Preparations are in progress for the trial of the suit of the United States vs. the corporation of Alexandria, for the transfer of certain shares of Alexandria canal stock. An entry on the books of the city of March 1st, 1838, shows that on that day 1,500 shares of stock of the Alexandria canal company, and 2,500 shares of stock of the Chesapeake and Ohio canal company were transferred in trust to the Secretary of the Treasury. This, it is contended by the counsellor the city, was a completion and settlement of all accounts outstanding between the United States and the city of Alexandria on account of canal stock. The suit will be tried here early in July, and will probably go up on appeal to the Supreme Court of the United States. It is now said that pending the settlement of outstanding questions, an effort will be made to put the affairs of the Alexandria canal company into the hands of a receiver.

DT, Mon. 6/12/82, p. 3. **The Canal Aqueduct Suit** – Preparations are in progress for the trial of the suit of the United States vs. the corporation of Alexandria, for the transfer of certain shares of Alexandria canal stock. An entry on the books of the city of March 1st, 1838, shows that on that day 1,500 shares of stock of the Alexandria canal company, and 2,500 shares of stock of the Chesapeake and Ohio canal company were transferred in trust to the Secretary of the Treasury. This, it is contended by the counsel for the city, was a completion and settlement of all accounts outstanding between the United States and the city of Alexandria on account of canal stock. The suit will be tried in Washington early in July, and will probably go up on appeal to the Supreme Court of the United States. It is now said that pending the settlement

of outstanding questions an effort will be made to put the affairs of the Alexandria canal company into the hands of a receiver.

Canal Trade.

The following boats, 4 in number, left this port Saturday, June 10, 1882, carrying 497 06 tons of coal:

Consolidation Coal Company

Georgetown:

Jas. B. Thomas	Capt. Atwell	124 07
Joseph Barroll	Capt. Penner	124 14
Elbe River	Capt. Sirane	122 11
Three boats		371 12

Elk Lick Coal Company

Alexandria:

Hunter G.	Capt. Brookman	125 14
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Notes of Eckhart

The new features of the strike since our last issue are the refusal of the trainmen on the Eckhart branch to haul coal dug by the new labor because their families are jeered and hooted at for their so far assisting the company; the securing of other men to take the trainmen's places; and an attempt upon the part of some boys, it is supposed, to wreck the Eckhart train.

The new crew are George Howard, engineer, who is one of the special police force and at one time worked on the Northern Central road; Andrew Little, fireman, also a policeman and at one time employed as firemen on the first division of the Baltimore and Ohio railroad. The remainder of the crew are from this county.

As the last train from Eckhart was returned from Cumberland the engine, turning the curve a half-mile below Eckhart station struck some cross-ties laid over the track by some malicious parties unknown. Fortunately, the prompt action of the engineer in reversing the engine and the insecure manner in which the ties were laid prevented an accident. This work is supposed to be that of boys.

Superintendent Burwell offers \$500 reward for any evidence leading to the conviction of persons placing obstructions on the

tracks of the Cumberland and Pennsylvania railroad and branches, or tampering with the tracks.

The output of coal Saturday was 300 tons, the largest amount mined in a single day by the new men. Eleven additional policemen have arrived, and four of the new miners, Germans, have quit, being dissatisfied.

The Knights of Labor have issued the following:

To all whom it may concern – The miners, drivers and laborers of the George's Creek Cumberland coal mining region, and the State of Maryland, are now resisting a reduction in the price of mining from 65 to 50 cents per ton, as proposed by the operators, and a reduction in the wages of drivers from \$2.48 to \$1.65 per day, and other labor in proportion. They are also resisting an increase in the hours of a day's labor from 10 to 12.

Therefore, every body is hereby earnestly requested to "keep away" from said George's Creek Cumberland coal region until the matter is settled by and between the employers and employees.

Knights of Labor

AG, Mon. 6/12/82, p. 4. **First Boat** – The canal boat George S. French arrived to Messrs. Wm. A. Smoot & co., this morning, with the first load of Cumberland coal that has reached this city this season. The coal came from the mines of the Consolidated Coal Co., and was mined by the men imported to Cumberland to take the places of the striking miners. Everything is quiet at the mine.

DT, Tue. 6/13/82, p. 3. **Canal Trade.**

The following boats, 3 in number, left this port Monday, June 12, 1882, carrying 364 18 tons of coal:

West Virginia Central & Pittsburg Co.

Georgetown:

Chas W. Porter	Capt. Keesucker	115 12
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Consolidation Coal Company

Georgetown:

J. M. Wheatley Capt. Seaman 122 17
 Piedmont Coal & Iron Company
 Georgetown:
 E. T. Woodly Capt. Crumbaugh 126 09

TC, Tue. 6/13/82, p. 3. **The Chesapeake and Ohio Canal Contention.** – Mr. James R. Randall, of the Augusta (Ga.) *Constitutionalist* staff, writes as follows from Washington: “Over in Maryland the Chesapeake and Ohio Canal is again a bone of contention. Here is a work that cost \$21,000,000. It used to be a valuable franchise to the stockholders and the State. It has been run down to something worse than bankruptcy by political mismanagement. It ought to be sold to some private corporation at any price. It is not so disposed of because the politicians of all classes want to use it for their own selfish ends. Maryland could learn an important lesson from Georgia and the Western and Atlantic Railway, but seems disinclined to do so. At present Governor Hamilton and Senator Gorman are quarreling over this carcass, much to the amusement and benefit of Mayor Whyte, who knows how to divide his enemies before conquering them. Mr. Gorman has alienated some of his most powerful supporters, and will find it hard to maintain his old supremacy. It was through the canal presidency chiefly that Gorman became a Senator, and he owed that presidency to Governor Whyte, whom he contrived to supplant. It was thought that when Whyte left the Senate he had been switched off from public life. But he was not capable of committing the monstrous folly of Roscoe Conkling. He placed himself instantly in a position where both wings of the Democratic party had to choose him for Mayor of Baltimore, and in that seat of authority it did not take him long to demonstrate that there could be no supreme boss around while he was in the arena. But if the State of Maryland does not get that canal out of the hands of the politicians there will be a revolt some day which may make the Democracy tremble.”

ES, Tue. 6/13/82, p. 5. **Affairs in West Washington – The Grain Trade** – Arrived – boat Farmers’ Friend with 3,600 bushels wheat.

DT, Wed. 6/14/82, p. 3. **Canal Trade.**

The following boats, 4 in number, left this port Tuesday, June 13, 1882, carrying 468 03 tons of coal:

Consolidation Coal Company

Georgetown:

Robert Shriver	Capt. Miller	115 05
M. B. Mayfield	Capt. Pennell	113 10
W. H. Marlow	Capt. Rinehart	117 08
Three boats		346 03

Elk Lick Coal Company

Georgetown:

Lillie & May	Capt. Penner	122 00
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Notes from Eckhart.

The output at Eckhart yesterday was about 300 tons.

Six more policemen arrived yesterday afternoon. A number of colored derives are expected to arrive here in a day or so to be placed with the new miners.

Every impediment that can be placed in the company’s way is being done. Yesterday no team could be secured at Eckhart to haul the supplies from the depot to the camp.

Superintendent Burwell has employed two reserve crews to man the Eckhart train in case of an emergency.

The Baltimore *American* of yesterday contains a dispatch saying that on Sunday night hand-bills, printed in German, were mysteriously distributed inside the police line at Eckhart. They were addressed to the new miners, and signed by the Knights of Labor, and set forth the cause of the present struggle between the companies and the miners in this region, and ask the new men to cease work and join the strikers, where they will be cared for. It is said the bosses and weighers on duty have received circulars of similar import through the mail. It is not known as yet what effect these communications will have.

ES, Wed. 6/14/82, p. 2. **Affairs in West Washington – The Grain Trade** – Arrived – boat E. Lyons, Whiting with 3,500 bushels wheat.

DT, Thu. 6/15/82, p. 3. **Notes of the Situation at the Mines** – The pay car of the Consolidation Coal Company arrived at Eckhart yesterday. The road men were paid off for the month past, and the police will be paid today. An interesting feature on the pay roll is the payment of three miners who have been working in Consolidation mine No. 2, at the rate of 65 cents per ton. This coal was for the use of families in the vicinity of Frostburg.

Justice of the Peace John R. Brooke was at Eckhart yesterday and swore in twenty-four new police, who have arrived at different times during the past few days.

The product of the mines yesterday was 300 tons, exclusive of a trip in the mine. The amount of shipments yesterday was 253 tons.

The superintendent of the George's Creek Coal and Iron Company left this morning to make arrangements for the accommodation of new labor, which they propose putting to work in their mine in Lonaconing.

It is thought that another batch of new labor will arrive here on Tuesday next.

An Experiment of Promise –

Yesterday Messrs. Weld & Sheridan completed the attachment for the joining of two boats into one on the canal, and a number of persons took passage down to wide-water and return on an experimental trip. The union is affected between a steamer and mule boat, the latter being pushed in front of the former and answering to the helm more readily than when single. The two boats are expected to carry 300 tons of coal, and the trip will require one day more time than a single boat.

When the 34 locks of the canal are doubled the mule will disappear altogether from the tow-path, and the steamers and its companion

will be substituted for the present system. There are now over a dozen steamers on the canal, each of which will carry its companion.

Canal Trade

The following boats, 3 in number, left this port Wednesday, June 14, 1882, carrying 356 06 tons of coal:

Consolidation Coal Company

Georgetown:

L. Hieston	Capt. Brubaker	118 14
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G. L. Sheriff	Capt. Sorrell	120 18
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Two boats		239 12
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Piedmont Coal and Iron Company

Georgetown:

R. A. Mitchell		116 14
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TC, Thu. 6/15/82, p. 3. The loss to the Cumberland region by the stoppage of the mines since March 14 is over a million dollars. Three thousand miners' earnings at \$3 per day for ninety days would amount to \$810,000. Drivers, trackmen, smiths and others' earnings were heavy. The Cumberland & Pennsylvania and George's Creek Railroads have practically ceased work, and the Chesapeake & Ohio Canal, which opens generally March 15, has been idle since that time. The stoppage of business has been general. The Consolidation Coal Company alone pays out about a million dollars wages yearly. The company has been in existence sixteen years, and the payments have always been made with the utmost regularity. Among those paid off were three miners who have all along been mining coal at 65 cents per ton for use about Frostburg and for the company's engines on the Cumberland & Pennsylvania Railroad.

DT, Fri. 6/16/82, p. 3. **Canal Trade.**

The following boats, six in number, left this port Thursday, June 15, 1882, carrying 733 01 tons of coal:

Consolidation Coal Company

Georgetown:

W J Stevenson	Capt. Brubaker	124 05
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James River	Capt. Stride	126 15
Nellie & Davie	Capt. Miller	119 02
Three boats		370 02
Buffalo Valley Coal Company		
Georgetown:		
Belle Humbird	Capt. Grimminger	124 00
Wm. M. Price	Capt. Grimminger	124 05
Two boats		248 05
Piedmont Coal and Iron Company		
Georgetown		
Katie & Johnnie	Capt. Crumbaugh	144 14

Eckhart Notes.

The shipment at Eckhart yesterday was 370 tons, the output from the mines was 352 tons, fifty tons more than that of the day previous.

We are reliably informed that a delegation from the Consolidation company's old miners waited upon President Mayer a few days ago and expressed their willingness to resume work on the company's terms, if the company would consent to take back all the old miners. This President Mayer declined to do. As the miners declined to accept such terms when offered them about a month ago the company would exercise its own judgment as to whom they would employ, and there are some of the old miners who have made themselves so obnoxious to the company that they will not, in consequence, be given work in the mines again under any consideration. There is also a rumor current that the old miners will agree to go to work on the first of the month. This rumor is fully believed to be true by some of the coal operators but our reporter could not trace it to a truly reliable source. The superintendent of the George's Creek Coal and Iron Company is expected to return from Baltimore this morning whither he has gone to perfect arrangements for the accommodation of new labor.

The Gold Mines of Montgomery.

The Rockville *Advocate* says: For a long time, work at the Montgomery gold mines has been almost at a stand-still, and the interest so

lively at one time, has almost entirely died out. However, the company still believes that there is much to be made from these mines, and have employed a new superintendent, a Mr. Fawcett, of Georgia. Mr. Fawcett expresses great confidence in the result of his labors, and on Monday morning began work in earnest. He had quite a number of hands at work in the shafts.

ES, Fri. 6/16/82, p. 5. **Affairs in West Washington – The Grain Trade** – Arrived – boat G. T. Dunlop with 4,000 bushels corn.

DT, Sat. 6/17/82, p. 3. **The Situation in the Mining Region** – A rumor was current in this city yesterday that the old miners would resume work on Monday or Tuesday next. We failed to trace the rumor to an authentic source, but on the contrary were informed that two of the companies have awarded contracts for the erection of buildings for the accommodation of new labor, and furthermore, that the work on these buildings would be commenced on Monday, at the Koontz mines of the New Central Coal Company, located about one and a half miles from Lonaconing, toward Savage mountain on the Pennsylvania line. Preparations will also be made at no distant day by the George's Creek Coal and Iron Company.

At Eckhart yesterday, the miners gave another evidence of their rapid improvement by the increased output and the improved condition of the coal. The product for the day was 385 tons, the largest single day's output since they commenced, and 35 tons more than the previous day. The shipments yesterday amounted to nearly 350 tons.

The miners are leaving daily for the Elk Garden region and elsewhere, where they get employment as mechanics and laborers. Many of them who remain home are gaining a fair livelihood by gathering herbs and selling them to the merchants. Both Dan and Savage mountains are said to abound with chemical roots.

Canal Trade.

The following boats, five in number, left this port Friday, June 16, 1882, carrying 597 14 tons of coal:

Consolidation Coal Company

Georgetown:

J. E. Williams	Capt. Smitler	122 01
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Williamsport:

Katie & Ginnie	Capt. Woltz	112 06
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McKendree Steffey	Capt. Woltz	121 01
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Three boats		<u>355 08</u>
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Elk Lick Coal Company

Georgetown:

Iowa	Capt. Krone	120 18
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Wm. T. Wools	Capt. Krone	121 08
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Two boats		<u>242 06</u>
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ES, Sat. 6/17/82, p. 2. **Affairs in West Washington – The Grain Trade** – Arrived – Boat Medley, with 4,000 bushels corn; sold to arrive. Boat Caledonia, with 1,300 bushels corn and 1,000 bushels wheat.

DT, Mon. 6/19/82, p. 3. **Notes of the Mining Region.** – The amount of coal dug at the Eckhart mines is daily on the increase. The output on Saturday was 416 tons.

During the past few days, the number of drivers has been increased and as they become more thoroughly acquainted with the headings to the different rooms the output of coal will be proportionately increased.

Handbills from the old miners, printed in German, still find their way into the camp. and it is said that some of the new labor have read them. To all appearance, the the bills have not had the desired effect, and those who are in the interest of the company seem confident that the new labor cannot be persuaded from the present course.

The Maryland and New Central Coal Companies will commence today the erection of new buildings for the accommodation of new labor.

A few policemen left Eckhart Saturday and returned to their homes, and a squad of

twelve new policemen arrived Saturday afternoon.

Canal Trade.

The following boats, ten in number, left this port Saturday, June 17, 1882, carrying 1,057 15 tons of coal:

Elk Lick Coal Company

Georgetown:

Park Agnew	Capt. J. Reed	125 04
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Lucinda	Capt. J. Reed	117 11
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Hollander	Capt. A. Krone	117 05
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T P Morgan No. 2	Capt. Footer	50 00
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T P Morgan No. 1	Capt. Footer	50 00
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Five boats		<u>450 00</u>
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Consolidation Coal Company

Georgetown:

Henry A Clarke	Capt. P. Quigley	121 09
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A. Miller	Capt. S. Piper	121 16
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Williamsport:

Frankie & Fannie	Capt. S. Preston	124 00
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Shepherdstown

Lucie & Willie	Capt. Wintermeyer	110 19
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Four boats		<u>478 04</u>
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Gaston Coal Company

Georgetown

Cigarette	Capt. H. Sensel	119 11
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DT, Tue. 6/20/82, p. 3. **After Eleven Weeks**

Our reporter yesterday waited upon a very prominent and influential gentleman who is well acquainted with all of our mining and railroad interests and the mode and manner of working the mines. He is also a favorite among the miners and railroad men, and has many pleasant and friendly talks with them. Knowing how reticent these magnates are, we approached our subject timidly and remarked: "Mr. J., you seem to have been "along the line today?"

Mr. J. Yes; I have been taking a look at the new miners and visiting old miners along the Creek.

Reporter. Well, sir; how about the miners? Are they blood-thirsty, and seeking the lives of their fellows?

Mr. J. No, sir; they are well-behaved, and I felt sorry for them as I saw them subjecting themselves to be turned out of their homes and sent adrift merely for a sentimental principle, the sacrifice of which will prove a benefit to them.

Reporter. Is it the purpose of the companies of Lonaconing to build barracks in which to put new men?

Mr. J. I think not. Certainly not, unless possibly we may except the New Central.

Reporter. Then how will they get new men there?

Mr. J. Well, the truth of the Matter is, there are plenty of excellent miners who have proposed to come here if the company will promise them permanent work. I think it was a mistake to introduce uneducated labor into the mines; especially when a very small effort would have secured practical miners.

Reporter. But, Mr. J., are you sure practical miners could have been secured without a break having first been made by foreign labor.

Mr. J. Certainly, I am. What practical miners wanted was a certainty of continued employment. They did not want to be used merely as tools to drive our miners in and themselves out, to be dubbed throughout the country afterwards by opprobrious names.

Reporter. But, Mr. J., if these miners can be so readily obtained, why do not the companies secure their services as once and open up?

Mr. J. For two very good reasons – One business and the other sympathy. The officers of the companies have been associates and friends of the miners; they know their peculiarities and their eccentricities, and they know that if new miners come in and occupy their houses, it means a perpetual discharge; and not one of the officers want to see this. In the next place, no company in this region has sought for a single contract as yet for this year, now will they until the trouble is ended. There are some contracts that they can fill, but it is not probable half the miners could be kept busy were they to resume work today.

Reporter. Then there is no necessity for bringing more miners here?

Mr. J. Yes, there is; or at least it looks so. Some coal must be gotten out very soon; but the companies will wait as long as possible before they employ miners; of this rest assured. That none but miners will be employed that the companies can secure hundreds not far from here, and that they will come as soon they are granted permanent work; that the companies will first vacate the houses now occupied by miners, and that no “barracks” will be built by either the American, George’s Creek or Maryland Coal Companies.’

Reporter. Mr. J., I understand the miners have very recently offered to compromise, and are willing to go to work at 50 cents a ton and ten hours a day’s work; but that the companies want them to agree to withdraw from the Knights of Labor.

Mr. J. The companies have never asked them to withdraw from their organization. When a compromise was suggested, the twelve companies presented the manifesto, with which all are familiar, and said the day of compromise was past, and that the signing of the manifesto was the terms offered. Nothing less and nothing more.

Reporter. Then, Mr. J., there is to be no compromise?

Mr. J. No, sir; there will be none. That is fixed and unalterably determined. If the miners find fault with the bosses, let them bring their complaints to headquarters, and if just they will be remedied. But there will be no “compromise,” that’s certain.

Reporter. Now, Mr. J., one other question. You have been along the line; have spoke to many of the miners; have the confidence of some – what is the feeling? Are they weakening, or are they determined?

Mr. J. From what I have seen and heard, I draw three conclusions: The miners are not standing on the price; they are willing to work ten hours, many do not care even for this, but one thing above all others they object to yielding

– they do not want to surrender their organization, and once assured that they will be permitted to hold their membership in the Knights of Labor, they will flock like sheep to work.

Reporter. But the terms of the companies' manifesto are in direct conflict with the principles of the order.

Mr. J. Then the principles must change.

Reporter. When do you think this trouble will end?

Mr. J. It will not be very long. If the miners do not go back to work, enough miners within easy call will be brought here to get out the coal that is necessary this year, and next season all the miners will be more anxious to go to work than the companies will be to put them to work.

We thanked the gentleman for the information given us and bade him adieu. He is as well posted in this region as any coal operator, and we take all he said as verity, not doubting a single opinion.

Assaulted by a K. of L.

Mr. Jerry Smith is employed as a train hand on the Eckhart road, which has angered some of the K. of L.'s, and on Saturday night two of them came up to him, and, while the one attracted his attention, the other knocked him down. The assailant was arrested yesterday, when he submitted his case and paid the fine.

At the Mines Yesterday.

The output of coal at Eckhart mines yesterday amounted to about 355 tons.

Several new drivers went to Eckhart yesterday afternoon, and a great many men from the East.

Two policemen were discharged yesterday for not reporting for duty at the proper time.

Canal Trade.

The following boats, seven in number, left this port Monday, June 19, 1882, carrying 831 02 tons of coal:

Consolidation Coal Company

Georgetown:

W. A. Smoot	Capt. Myers	120 12
Geo. Bogus	Capt. Powell	122 12
Jimmy M. Jr.	Capt. Bush	<u>113 00</u>
Three boats		356 04

Buffalo Valley Coal Company

Alexandria:

R. Fannon	Capt. Alexander	120 12
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Gaston Coal Company

Georgetown:

J. Percy	Capt. Mosier	118 07
D. Armstrong	Capt. Henry	118 02
Two boats		236 09

Elk Garden Coal Company

Georgetown:

D. R. Long	Capt. Davis	117 17
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ES, Tue. 6/20/82, p. 3. **Affairs in West**

Washington – Grain – Arrived – Boat H. M.

Talbott, with 600 bushels corn and 20 tons hay; boat Seneca, with 200 bushels wheat and 1,800 bushels corn and 100 barrels of flour.

DT, Wed. 6/21/82, p. 3. **Notes from the Mines.**

– Yesterday the output at the mines amounted to 429 14 tons, and shipment therefrom amounted to 371 14 tons. This is the largest amount of coal dug by the new miners since the beginning.

Everything passed off quietly yesterday, though there is some fear of a riot, either tomorrow or Friday.

The agents of the different coal companies went on a tour of inspection through the mining region.

Canal Trade

The following boats, three in number, left this port Tuesday, June 20, 1882, carrying 361 06 tons of coal:

Consolidation Coal Company

Georgetown:

Chas F. Mayer	Capt. Reed	124 05
J. B. Turner	Capt. Magruder	118 16
Williamsport:		
M. A. Shupp	Capt. Shupp	<u>118 05</u>

Three boats	361 06
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DT, Thu. 6/22/82, p. 3. **Coal Trade.**

The following boats, five in number, left this port Wednesday, June 21, 1882, carrying 602 00 tons of coal:

Consolidation Coal Company

Georgetown:

Henry Ronsell	Capt. McKnight	124 03
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G S French	Capt. Rinehart	107 16
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C R Johnson	Capt. Walker	128 15
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Williamsport:

Nutie & Monnie	Capt. Shaffer	121 04
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G M Stanhope	Capt. Kelley	120 02
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Five boats	602 00
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ES, Thu. 6/22/82, p. 5. **Affairs in West Washington - Grain Trade** – Arrived – Boat E. Lyons, Whiting, with 2,500 bushels of corn and 1,400 bushels of wheat.

DT, Fri. 6/23/82, p. 3. **News from Eckhart.**

At an hour during Wednesday night some unknown parties removed bolts from the Hoffman switch connecting with the main track a short distance this side of Eckhart, the intention being to wreck the train that left Cumberland yesterday morning. But the company's men inspected the track early yesterday morning and discovered the switch in time to prevent the accident.

The product of the mines yesterday was the largest that has been out since the new labor commenced, being 446 tons. The shipments were 424 08 tons.

Canal Trade.

The following boats, four in number, left this port Thursday, June 22, 1882, carrying 458 03 tons of coal:

Consolidation Coal Company

Georgetown:

Consolidation	Capt. Kane	114 19
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Sammy & Jennie	Capt. Jackson	113 04
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W. C. Ernst	Capt. Bender	110 00
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Williamsport:

Nellie & Davie	Capt. Miller	120 00
Four boats		458 03

ES, Fri. 6/23/82, p. 5. **Affairs in West Washington -The Grain Trade** – Arrived – Boat Ruby, with 3,200 bushels of wheat.

DT, Sat. 6/24/82, p. 3. **Notes of the Situation at the Mines** - The general talk yesterday in the circles most directly interested in the situation at the mines was that the miners would resume work next week upon the companies' terms with some slight compromise. In fact, one of the coal operators is so confident of the fact that he has made a wager that the old miners would be at work on Thursday. One of the agents of the coal companies, however, does not place any credence in the report.

It is said the boatmen held a meeting in South Cumberland on Thursday evening and unanimously passed a resolution asking the miners to go to work, and that the request comes from boatmen who are members of the Knights of Labor.

A meeting was held by members of the Knights of Labor in Lonaconing on Thursday night, but it is not known what was done. Great pressure has been brought of late upon the executive committee of the Knights of Labor by the miners asking that a reconsideration of their answer to the companies' manifesto of March 14 be held, and yesterday the committee held two sessions in Frostburg, but the proceedings have been kept closely guarded from the public.

The output of the new labor at Eckhart yesterday was 434. The shipments were 408 12.

An Evening Pleasure Trip Down the Canal. –

A party of ladies and gentlemen took a pleasure trip down the canal boat last evening on the steam packet "Maryland," returning shortly after midnight. The time was passed in dancing, good music having been secured for the occasion, and in other social enjoyments. Refreshments were also plentifully provided.

Among those constituting the party we noticed Misses. Annie Coulehan and Lizzie Mong, the Misses. Wilson, Miss Love, of Washington, D. C., Miss Belle Dilley, Misses Edwards, Russell, Charles, Walton and Warfield. Mrs. Capt. Walker, Mrs. Carter Gallaher, Mrs. Asahel Willison, Mrs. Edwards, Mrs. Dr. Brace, Mrs. J. L. Griffith, Theo. Luman, esq., Hon. Wm. Brace, State's Attorney Sloan, and Messrs. W. A. Darrow, J. T. Edwards, John Fawcett, E. E. Cruzen, Dr. C. H. Brace, T. W. Shryer, W. O. Hoffman, J. N. Willison, E. J. Edwards, T. L. Coulehan, Jr., T. F. Candler, E. E. Brewer, R. H. Shearer, J. L. Griffith, F. G. Luman, R. A. Beall and Henry Charles.

Canal Trade.

The following boats, five in number, left this port Friday, June 23, 1882, carrying 560 tons of coal:

West Virginia Central & Pittsburg Co.		
Georgetown:		
Laura B.	Capt. Kern	111 03
J. A. Dyer	Capt. Keade	<u>118 02</u>
Two boats		229 05

Consolidation Coal Company

Georgetown:		
Geo. A. Pearre	Capt. Price	114 19
Williamsport:		
Grason & Fannie	Capt. Mollett	<u>113 16</u>
Two boats		228 15

DT, Mon. 6/26/82, p. 3. **Notes from Eckhart** – Twenty new policemen arrived at Eckhart Saturday for Baltimore.

The product of the mine on Saturday was 449 tons, with one trip in the mines. But for a misunderstanding among the drivers as to the hour of quitting the output very probably have reached 500 tons, the full capacity of the mine when but one mine engine is used.

Canal Trade.

The following boats, eight in number, left this port Saturday, June 24, 1882, carrying 902 16 tons of coal:

Consolidation Coal Company

Georgetown:		
L. W. Barnard	Capt. Dryer	110 00
Daniel Lincoln	Capt. Swain	110 00
Amazon	Capt. Bender	120 02
W. J. Walker	Capt. Moore	110 00
John Miller	Capt. Brown	122 08
Williamsport:		
Frankie & Fannie	Capt. Preston	123 07
Six boats		695 17

Keystone Coal Company

Georgetown:		
V	Capt. Sherman	119 17
Star No. 6	Capt. Sherman	<u>87 03</u>
Two boats		206 19

DT, Tue. 6/27/82, p. 3. **Canal Trade.**

The following boats, two in number, left this port Monday, June 26, 1882, carrying 230 03 tons of coal:

Consolidation Coal Company

Georgetown:		
Wm. King	Capt. McCoy	110 00
R. H. Jones	Capt. Westbrook	<u>120 03</u>
Two boats		230 03

ES, Tue. 6/27/80. p. 5. **Affairs in West Washington – Arrived** – By canal: Boat Round Top with 850 bushels [*sic.* barrels] of cement to J. G. & J. M. Waters.

DT, Wed. 6/28/82, p. 3. **Coal Trade.**

During the week ending June 24, 1882, there were 7,321 15 tons of coal shipped from the Cumberland coal region of which 4,188 18 tons is from the Elk Garden region, 690 12 tons from the Piedmont Coal and Iron Company, and 2,447 05 tons from the Eckhart mine, Consolidation Coal Company. Of this amount there were 5,265 06 tons shipped by the Baltimore and Ohio railroad, and 2,056 09 by the Chesapeake and Ohio canal.

The decrease for the work compared with 1881, is 40,200 14 tons. The aggregate for the year is 520,757 14 tons, a decrease compared with 1881 of 381,688 09 tons.

The decrease in the shipments by the Baltimore and Ohio railroad compared with the same period of 1881, is 208,066 12 tons; by the Chesapeake and Ohio canal, 49,824 tons; by the Pennsylvania State Line, 27,464 28 tons.

Canal Trade

The following boats, four in number, left this port Tuesday, June 27, 1882, carrying 470 11 tons of coal:

Consolidation Coal Company

Georgetown:

William Weber	Capt. Zingling	110 00
N. C. Read	Capt. Murphy	117 03

Williamsport:

Lucie & Monnie	Capt. H. Shaffer	123 04
Katie & Grinil	Capt. J. Wolf	120 04
Four boats		470 11

A Break on the Fourteen-Mile Level

News reached this city yesterday of a serious break on the Fourteen-mile level, near Hancock, which occurred early Monday morning. It will take several days to repair the damage, during a part of which time navigation will have to be suspended.

TC, Wed. 6/28/82, p. 3. **Cumberland Coal Trade** – The shipments from the mines of the Cumberland coal regions for the week ending on Saturday, June 24, were 7,322 tons, and for the year to that date 520,758 tons, a decrease of 381,689 tons as compared with the corresponding period of last year. The coal was carried as follows: Baltimore & Ohio Railroad, week, 5,265 tons; year 435,701 tons; decrease from last year 208,067 tons. Chesapeake & Ohio Canal, week 2,056 tons; year 9,382 tons; decrease from last year, 149,825 tons. Pennsylvania Railroad, week none; year 74,824 tons; decrease from last year, 27,307 tons.

DT, Thu. 6/29/82, p. 3. **Canal Trade**

The following boats, four in number, left this port Wednesday, June 28, 1882, carrying 456 17 tons of coal:

Consolidation Coal Company

Georgetown:

P. L. Burwell	Capt. Morrow	116 00
Allan Campbell	Capt. Eddy	110 00
A. B. Mayfield	Capt. Bender	120 12
Three boats		346 12

Elk Garden Coal Company

Georgetown:

M. A. West	Capt. Conrad	110 05
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The Mining Situation

No news of a positive nature could be learned from Clearfield yesterday. A letter received yesterday stated that half of the miners were at work on Tuesday.

It is stated that a delegation of miners in this region were at Meyersdale yesterday endeavoring to get them out for sixty-five cents per ton.

The output at Eckhart yesterday was 440 tons; the shipments were 439 07 tons.

ES, Thu. 6/29/82, p. 5. **Affairs in West Washington – The Grain Trade** – Arrived – boat Seneca with 2,000 bushels corn.

DT, Fri. 6/30/82, p. 3. **The Mining Situation** – Conflicting reports were received yesterday from Clearfield and it is believed that the men are too equally divided to inaugurate a strike. A prominent coal agent informed us yesterday that should the strike be inaugurated, and the men in this region still determined to stand out, then his company will at once take steps towards introducing new labor. Another agent states that he can procure skilled labor to work in the mines of his company whensoever needed. The convention of representatives of miners in the Cumberland, Meyersdale and Elk Garden regions at Bedford last evening, was for the purpose of adopting rules for the government of miners in all bituminous coal regions; but their meeting is at too late a day to affect the situation, unless the terms of the companies are accepted.

The output at Eckhart yesterday was 443 tons; the shipments were 449 15 tons.

DT, Sat, 7/1/82, p. 3. **Canal Trade**

The following boats, four in number, left this port Friday, June 30, 1882, carrying 459 tons of coal:

Elk Garden Coal Company

Georgetown:

S. W. Mintdrop	Capt. Anderson	115 01
F. A. Mertens	Capt. Long	115 06
Two boats		<u>230 07</u>

Consolidation Coal Company

Georgetown:

W. H. Marlow	Capt. Rinehart	110 00
N. C. Kendestessly	Capt. Wortz	118 13
Two boats		<u>228 13</u>

DT, Mon. 7/3/82, p. 3. **Canal Trade**

The following boats, two in number, left this port Saturday, July 1, 1882, carrying 213 19 tons of coal:

Buffalo Valley Coal Company

Georgetown:

Sadie & Johnnie	Capt. Krumbaugh	116 00
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Consolidation Coal Company

Williamsport:

Zack Williams	Capt. Moore	115 19
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AG, Mon. 7/3/82, p. 3. Mr. Henry D. Farnandis yesterday forwarded to Governor Hamilton, of Maryland, his letter declining to accept the presidency of the Chesapeake and Ohio Canal, to which he had been elected at the last meeting of stockholders.

DT, Tue. 7/4/82, p. 3. **A Sunken Lock on the Canal** – News reached this city yesterday of an accident to the third lock of the Four Locks on the canal near Williamsport, which occurred on Saturday night. We could not learn full particulars. The damage is reported to be serious and it will take several days to make the necessary repairs.

The break in the fourteen-mile level has been repaired and the water has been turned on Since Saturday. The level is expected to be entirely filled by today.

DT, Thu. 7/6/82, p. 3. **Coal Trade** – During the week ending July 1, 1882, there were 9,503 tons of coal shipped from the Cumberland coal region, of which 2,781 06 tons were by the Consolidation Coal Company, (new labor), 765 01 tons by the Piedmont Coal and Iron Company, and 5,956 03 [tons] from the Elk Garden mines. The decrease compared with the same period of 1881 is 38,806 11 tons. The aggregate for the year to date is 530,360 14 tons, a decrease of 420,495 02 tons compared with 1881.

The shipments to date by the Baltimore and Ohio railroad are 432,246 13 tons; by the Chesapeake and Ohio canal, 10,339 13 tons; by the Pennsylvania railroad, 74,842 tons.

DT, Fri. 7/7/82, p. 3. **Canal Trade**

The following boats, 7 in number, left this port Thursday, July 6, 1882, carrying 786 12 tons of coal:

Consolidation Coal Company

Georgetown:

Elbe River	Capt. Swain	110 00
W. B. Warfield	Capt. Pennell	115 06
Willie & Addie	Capt. Moore	110 12
Julia Tyler	Capt. Shields	115 09
Allen B. Winship	Capt. Hebb	113 15
Five boats		<u>565 10</u>

West Va. Central & Pittsburg Company

Georgetown:

J. R. Cruzen	Capt. Crampton	111 14
	Individual	

Georgetown:

Maj. Alex Shaw	Capt. Cannon	110 00
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ES, Fri. 7/7/82, p. 1. **Affairs in West**

Washington – Arrived by Canal – Boat E.

Lyons, Whiting, with load of corn; sold to arrive.

DT, Sat. 7/8/82, p. 3. **The Hancock Bridge**

The Hagerstown *Globe* says: "A gentleman from Hancock brings the information that the sum of \$21,000 has been subscribed by citizens of that place toward the project of erecting a bridge across the Potomac, and that the Baltimore and Ohio Railroad Company has come to the relief of the citizens and promised to make up the

deficiency – some ten or twelve thousand dollars. The railroad company will construct the bridge and have made the necessary surveys to that end. The benefit accruing to the company in the shipment of freight over their road from that point will, it is expected, pay the company handsomely for their aid to the project.

Canal Trade

The following boats, 2 in number, left this port Friday, July 7, 1882, carrying 234 02 tons of coal:

Consolidation Coal Company

Georgetown:

A. J. Clark	Capt. Quigley	119 11
D. F. Cahill	Capt. Gannon	114 12
Two boats		<u>234 02</u>

DT, Mon. 7/10/82, p. 3. **Canal Trade**

The following boats left this port Saturday, July 8, 1882, carrying 116 05 tons of coal:

Consolidation Coal Company

Georgetown:

G. L. Sheriff	Capt. R. Sorrell	116 05
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DT, Tue. 7/11/82, p. 3. **Canal Trade**

The following boats, 10 in number, left this port Monday, July 10, 1882, carrying 1,153 00 tons of coal:

Consolidation Coal Company

Georgetown:

James River	Capt. Stride	115 08
Wm. A. Smoot	Capt. Myers	114 12
A. L. Miller	Capt. Piper	114 12
Joseph E. Barroll	Capt. Penner	117 14
E. J. Johnson	Capt. Walker	116 00
Five boats		<u>578 06</u>

Buffalo Valley Coal Company

Alexandria:

Richard Fannon	Capt. Alexander	116 08
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Williamsport:

Eva Cushwa	Capt. McCardle	114 11
Katie Cushwa	Capt. McCardle	117 15
Nellie & Davie	Capt. Miller	110 00
Four boats		<u>458 14</u>

Gaston Coal Company

Georgetown:

D. Armstrong	Capt. Henry	116 00
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DT, Wed. 7/12/82, p. 3. **Canal Trade**

The following boats, 5 in number, left this port Tuesday, July 11, 1882, carrying 563 12 tons of coal:

Consolidation Coal Company

Georgetown:

Robert Shriver	Capt. Miller	107 01
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Williamsport:

G. M. Stanhope	Capt. Kelly	112 04
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M. A. Shupp	Capt. Shupp	109 14
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Knoxville:

Juniata	Capt. Cummings	118 13
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Four boats		<u>447 12</u>
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Gaston Coal Company

Georgetown:

Cigarette	Capt. Hensel	116 00
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Coal Trade

During the week ending Saturday, July 8, 1882, there were 7,015 16 tons of coal shipped from the Cumberland coal region, of which 2,477 04 tons were by the Consolidation Coal Company, 528 13 tons by the Piedmont Coal and Iron Company, and 4,009 19 [tons] from the West Virginia Central and Pittsburg Railway. The decrease for the week compared with 1881 is 31,627 12 tons. The aggregate for the year to date compared with 1881 is 452,122 14 tons. During this year the Baltimore and Ohio railroad has shipped 447,085 10 tons; Chesapeake and Ohio canal 11,516 12 tons; Pennsylvania State Line 74,842 tons.

DT, Thu. 7/13/82, p. 3. **Canal Trade**

The following boats, 8 in number, left this port Wednesday, July 12, 1882, carrying 905 02 tons of coal:

Consolidation Coal Company

Georgetown:

George Bogan	Capt. Powell	117 10
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H. Ronsell	Capt. McKnight	115 17
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James B. Thomas	Capt. Stowell	114 15
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Williamsport:

Consolidation	Capt. Kane	114 19
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Grason & Fannie	Capt. Mellott	110 11
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Shepherdstown:

Canal Trade - 1882

Lucy & Willie	Capt. Wintermyer	117 01
Six boats		<u>690 13</u>
Gaston Coal Company		
Georgetown:		
Percy	Capt. Mosier	115 08
Piedmont Coal and Iron Company		
Ruby	Capt. Crow	99 01

TC, Thu. 7/13/82, p. 2. **Canal Presidency** – The stockholders of the Chesapeake and Ohio Canal will meet today at Annapolis to elect a president of the company in place of Mr. Gorman, resigned, and Mr. Farnandis, declined. The Board of Public Works will also meet to elect insurance and tax commissioners. The call for an election of president of the canal was signed "William T. Hamilton, chairman," and it is understood the Attorney General has given an opinion that no legal election can be held under the call as published. It is expected the meeting will be a lively affair.

Ibid, p. 4. **News Notes**

The stockholders of the Chesapeake & Ohio Canal will meet today to elect a president, but doubt has been thrown on the legality of the call.

Cumberland Coal Trade.

During the week ended Saturday, July 8, 1882, there were 7,015 tons of coal shipped from the Cumberland coal region, of which 2,476 tons were by the Consolidation Coal Company, 528 tons by the Piedmont Coal & Iron Company, and 4,000 from the West Virginia Central & Pittsburg Railway. The decrease for the week compared with 1881 is 31, 627 tons. The aggregate for the year to date compared with 1881 is 452,122 tons. During this year the Baltimore & Ohio Railroad has shipped 447,085 tons; Chesapeake & Ohio Canal, 11,516 tons; Pennsylvania State Line, 74,842 tons.

DT, Fri. 7/14/82, p. 3. **Canal Trade**

The following boats, 6 in number, left this port Thursday, July 13, 1882, carrying 671 01 tons of coal:

Consolidation Coal Company		
Georgetown:		
L. T. Hieston	Capt. Brubaker	115 00
George S. French	Capt. Rinehart	103 17
Williamsport:		
Frankie & Fannie	Capt. Preston	117 10
Three boats		<u>336 07</u>

Elk Garden Coal Company

Georgetown:		
Laura	Capt. Hudson	110 04
F. M. Offutt	Capt. Grove	110 05
Two boats		<u>220 09</u>

Buffalo Valley Coal Company

Alexandria:		
E. T. Woody	Capt. Harmand	114 05

Also boat P. Hein & Co., loaded with 38,000 feet of lumber consigned to P. Hein & Co., Georgetown.

DT, Sat. 7/15/82, p. 3. **Canal Trade**

The following boats, 4 in number, left this port Friday, July 14, 1882, carrying 456 13 tons of coal:

Consolidation Coal Company

Georgetown:		
C. F. Mayer	Capt. Read	116 11
Ben C. Barroll	Capt. Jackson	114 19
Williamsport:		
Katie & Jennie	Capt. Wolf	111 16
Lucie & Monnie	Capt. Shaffer	113 07
Four boats		<u>456 13</u>

DT, Mon. 7/17/82, p. 3. **Canal Trade**

The following boats, 7 in number, left this port Saturday, July 15, 1882, carrying 782 12 tons of coal:

Consolidation Coal Company

Georgetown:		
J. Z. Williams	Capt. Zigler	113 18
W. Thompson	Capt. Virtz	112 16
Z. Williams	Capt. Mose	114 13
Jennie M., Jr.	Capt. Bush	108 17
Willie & Frankie	Capt. Burns	111 15
McKendree Steffey	Capt. Woltz	109 18
Six boats		<u>671 17</u>

Elk Garden Coal Company

Georgetown:		
Lewis Peacock	Capt. Knode	110 15

ES, Mon. 7/17/82, p. 1. **Affairs in West Washington** – Grain – Arrived – Boat Farmers' Friend, with 3,500 bushels wheat and 300 bushels corn.

DT, Tue. 7/18/82, p. 3. **Canal Trade**

The following boats, 8 in number, left this port Monday, July 17, 1882, carrying 900 09 tons of coal:

Consolidation Coal Company

Georgetown:

John Miller	Capt. Brown	114 11
W. F. Stevenson	Capt. Brubaker	112 10
Daniel Linkin	Capt. Swain	115 00
W. J. Walker	Capt. Moore	107 00
Amazon River	Capt. Bender	118 03
A. B. Turner	Capt. Magruder	113 05
Six boats		680 09

Elk Garden Coal Company

Georgetown:

A. B. Spier	Capt. Hine	110 00
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Buffalo Valley Coal Co. (for J. P. Agnew)

Georgetown

A. H. Agnew	Capt. Moore	110 00
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DT, Wed. 7/19/82, p. 3. **Canal Trade**

The following boats, 7 in number, left this port Tuesday, July 18, 1882, carrying 809 10 tons of coal:

Consolidation Coal Company

Georgetown:

P. L. Burwell	Capt. Morrow	117 09
A. C. Reed	Capt. Murphy	113 05
R. H. Jones	Capt. Westbrook	115 07
L. W. Guinand	Capt. Dyer	119 16
W. King	Capt. McCoy	113 05
Col. S. French, 2	Capt. Rinehart	114 07
Six boats		693 09

Gaston Coal Company

Georgetown:

D. Armstrong	Capt. Henry	116 01
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Coal Trade

The shipments from the Cumberland coal region for the week ending Saturday July 15, 1882, were 10,148 09 tons, of which 3,392 17 tons were by the Consolidation Coal Company, 751 07 tons by the Piedmont Coal and Iron Company, and 6,004 05 tons by the Elk Garden

mines. The aggregate for the year to that date is 547,424 19 tons, of which 454,800 17 tons were shipped by the Baltimore and Ohio railroad, 13,950 04 tons by the Chesapeake and Ohio canal, and 74,842 tons by the Pennsylvania State Line. The decrease for the week compared with 1881, is 40,468 13 tons; the decrease for the year is 502,739 16 tons.

TC, Wed. 7/19/82, p. 2. **Cumberland Coal Trade**

– The shipments from the mines of the Cumberland coal region for the week ended Saturday, July 15, were 10,148 tons, as follows: West Virginia Central and Pittsburg Railway, 6,004 tons; Consolidation, 3,393 tons; Piedmont Coal and Iron, 751 tons. The shipments for the year aggregate 547,425 tons, a decrease of 492,591 tons as compared with the corresponding period of last year. The coal was carried as follows: Baltimore and Ohio Railroad, week 7,715 tons; year 454,801 tons; decrease from last year 257,962 tons. Chesapeake and Ohio Canal, week 2,433 tons; year 13,950 tons; decrease from last year 187,233 tons. Pennsylvania Railroad, week none; year 74,842 tons; decrease from last year 50,944 tons.

DT, Thu. 7/20/82, p. 3. **Canal Trade**

The following boats, 5 in number, left this port Wednesday, July 19, 1882, carrying 566 09 tons of coal:

Consolidation Coal Company

Georgetown:

G. S. Sheriff	Capt. Sorrell	116 14
C. D. Warfield	Capt. Yingling	116 15

Washington:

Nellie & Davie	Capt. Miller	111 11
M. A. Shupp	Capt. Shupp	111 17

Four boats		456 17
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Elk Garden Coal Company

Georgetown:

Wm. Foley	Capt. Bartlett	109 12
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DT, Fri. 7/21/82, p. 3. **Canal Trade**

The following boats, 8 in number, left this port Wednesday, July 12, 1882, carrying 905 02 tons of coal:

Canal Trade - 1882

Consolidation Coal Company

Georgetown:		
A. B. Mayfield	Capt. Benner	114 10
J. M. Wheatley	Capt. Lemmon	112 13
Williamsport:		
Katie & Jimmy	Capt. Woltz	109 19
E. M. Stanhope	Capt. Kelly	110 01
Grason & Fannie	Capt. Malotte	107 10
Five boats		<u>554 13</u>

Elk Garden Coal Company

Georgetown:		
C. C. Kelly	Capt. Pigeon	115 08
J. F. A. Remley	Capt. Dixon	108 16
Two boats		<u>219 07</u>

Scott Haven Gas Company

Georgetown		
Emma Julia	[Capt. Colbert]	107 00

DT, Sat. 7/22/82, p. 3. **Canal Trade**

The following boats, 2 in number, left this port Friday, July 21, 1882, carrying 236 00 tons of coal:

Consolidation Coal Company

Georgetown:		
W. H. Marlow	Capt. Rinehart	115 10
Buffalo Valley Coal Co. (for J. P. Agnew)		
Georgetown:		
R. J. Mitchell	Capt. Shirley	100 10

DT, Tue. 7/25/82, p. 3. **Canal Trade**

The following boats, 8 in number, left this port Monday, July 24, 1882, carrying 891 09 tons of coal:

Consolidation Coal Company

Georgetown:		
Geo. A. Pearre	Capt. Jackson	110 05
Three Sisters	Capt. Little	109 11
Elbe River	Capt. Swain	109 15
Gilmor Meredith	Capt. Crampton	114 10
Williamsport:		
McKendree Steffey	Capt. Woltz	112 09
Five boats		<u>556 10</u>

Piedmont Coal and Iron Company

Williamsport:		
McKendree Steffey	Capt. Woltz	110 00
2		

Gaston Gas Coal Company

Georgetown:		
Cigarette	Capt. Sensel	114 10

Piedmont Ocean Gas Company

Georgetown:

Phoebe & Johnnie	Capt. Crumbaugh	110 09
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DT, Wed. 7/26/82, p. 3. **Canal Trade**

The following boats, 5 in number, left this port Tuesday, July 25, 1882, carrying 562 03 tons of coal:

Consolidation Coal Company

Georgetown:		
J. M. Dove	Capt. Benner	114 01
H. A. Clark	Capt. Quigley	110 02
H. Ronsell	Capt. McKnight	115 12
A. L. Miller	Capt. Piper	113 19
Williamsport		
Lucie G. Monnie	Capt. Shaffer	108 09
Five boats		<u>562 03</u>

Gaston Coal Company

Georgetown:		
Percy	Capt. Mosier	115 08
Piedmont Coal and Iron Company		
Ruby	Capt. Crow	99 01

Coal Trade

The shipments from the Cumberland coal region for the week ending Saturday July 22, 1882, were 9,531 tons, making the total shipment for the year to date 556,956 tons, a decrease of 530,386 tons as compared with the corresponding period of 1881. The shipments to the Baltimore and Ohio railroad were, for the week 7,662 tons, for the year 462,463 tons, a decrease of 272,700 tons as compared with last year. The canal shipments were, for the week 1,869 tons, for the year 15,819 tons, a decrease of 201,443 tons as compared with 1881. The shipments by the Pennsylvania railroad for the year have been 74,842 tons, a decrease of 59,750 tons as compared with last year.

ES, Wed. 7/26/82, p. 4. **Affairs in West**

Washington – Grain – Arrived by canal – boat F. L. Moore with 1,000 bushels wheat.

Lock Gate 28, at 31st and the canal, is much out of order and it is with difficulty operated.

DT, Thu. 7/27/82, p. 3. **Canal Trade**

Canal Trade - 1882

The following boats, 8 in number, left this port Wednesday, July 26, 1882, carrying 791 08 tons of coal:

Consolidation Coal Company

Georgetown:

Thames River	Capt. Stride	116 14
A. Campbell	Capt. Eddy	114 12
L. P. Heister	Capt. Brubaker	111 15
W. A. Smoot	Capt. Myers	113 02
Wm. Weber	Capt. Yingling	108 17

Williamsport:

M. A. Shupp	Capt. Shupp	110 03
Six boats		675 03

Piedmont Coal and Iron Company

Knoxville

Juniata	Capt. Cummings	116 05
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ES, Thu. 7/27/82, p. 3. **Affairs in West Washington – Grain Arrived** – Boat Samuel Jarboe with 3,000 bushels corn, sold to arrive, at \$1.10, and 600 bushels wheat; boat Ruby with 3,500 bushels wheat, sold to arrive; boat K. Lyons, Whiting, with 1,800 bushels corn and 1,800 bushels wheat.

DT, Fri. 7/28/82, p. 3. **Canal Trade**

The following boats, 7 in number, left this port Thursday, July 27, 1882, carrying 795 17 tons of coal:

Consolidation Coal Company

Georgetown:

Suwannee	Capt. Bender	118 12
Z. Williams	Capt. Mose	115 19
B. C Barroll	Capt. Jackson	115 13

Williamsport:

Nellie & Davie	Capt. Miller	114 17
Grason & Fannie	Capt. Mellott	108 13
Five boats		574 17

Elk Garden Coal Company

Georgetown:

City of Hamburg	Capt. Ingram	113 08
Little Eddy	Capt. Ingram	109 13
Two boats		223 01

DT, Sat. 7/29/82, p. 3. **Canal Trade**

The following boats, 6 in number, left this port Friday, July 28, 1882, carrying 678 14 tons of coal:

Consolidation Coal Company

Georgetown:

Josephine Barroll	Capt. Penner	115 15
John Miller	Capt. Brown	113 12
G. S. French	Capt. Zimmerman	106 09
E. K. Johnson	Capt. Walker	112 10

Williamsport:

E. M. Stanhope	Capt. Kelly	110 16
Five boats		559 02

Piedmont Ocean Gas Company

Williamsport:

Youghiogheny	Capt. Rader	119 12
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Also boat P. Hein & Co., Capt. Reynolds, loaded with 32,000 feet of lumber, for Williamsport.

ES, Sat. 7/29/82, **Great Falls** – The canal steam packet *Excelsior* makes trips to the Great Falls and Cabin John Bridge every Monday, Wednesday and Friday and Sunday, leaving her wharf at Congress street and the canal at 8 a.m.

DT, Mon. 7/31/82, p. 3. **Canal Trade**

The following boats, 10 in number, left this port Saturday, July 29, 1882, carrying 1,119 10 tons of coal:

Consolidation Coal Company

Georgetown:

Robert Shriver	Capt. Miller	110 10
A. B. Winship	Capt. Hebb	110 00
A. R. Mayfield	Capt. Zellers	115 10
Jimmy M., Jr.	Capt. Taylor	109 10
Mannie & Willie	Capt. Moore	113 09
Amazon River	Capt. Bender	119 09
Katie & Jimmy	Capt. Woltz	109 13
Seven boats		788 04

Elk Garden Coal Company

Williamsport:

Muskingum	Capt. Smith	114 07
Arthur Dawson	Capt. Callan	110 19
Two boats		225 05

Scott Haven Gas Company

Georgetown:

C. W. Porter	Capt. Keesucker	106 00
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DT, Tue. 8/1/82, p. 3. **Canal Trade**

The following boats, 6 in number, left this port Monday, July 31, 1882, carrying 686 03 tons of coal:

Consolidation Coal Company

Canal Trade - 1882

Georgetown:		
L. W. Gruinard	Capt. Dyer	119 11
Geo. Bogus	Capt. Powell	114 16
Two boats		<u>234 07</u>

Buffalo Valley Coal Company

Georgetown:		
Lucinda	Capt. Reid	110 00
Park Agnew	Capt. Reid	114 00
Two boats		<u>224 00</u>

Piedmont Coal and Iron Company

Williamsport:		
Frankie & Fannie	Capt. Preston	115 16

Gaston Gas Coal Company

Georgetown:		
D. Armstrong	Capt. Henry	119 00

DT, Wed. 8/2/82, p. 3. Canal Trade

The following boats, 7 in number, left this port Tuesday, August 1, 1882, carrying 783 07 tons of coal:

Consolidation Coal Company

Georgetown:		
R. H. Jones	Capt. Westbrook	114 11
Daniel Linkin	Capt. Swain	115 04
P. L. Burwell	Capt. Morrow	111 10

Williamsport:		
McKendree Steffey	Capt. Woltz	110 01
Lottie & Monnie	Capt. Shaffer	114 01
Five boats		<u>656 07</u>

Piedmont Coal and Iron Company

Williamsport:		
Katie Cushwa	Capt. McCardle	110 00

Elk Garden Company

Georgetown:		
D. R. Long	Capt. Davis	108 00

Coal Trade

During the week ending Saturday, July 29, 1882, the output of the Cumberland coal region was 10,387 06 tons, a decrease of 40,873 tons compared with the same period of 1881; the aggregate for the year to date is 567,342 17 tons, a decrease of 571,268 16 tons compared with 1881. Of the amount shipped last week 3,713 06 tons were by the Consolidation Coal Company, 761 09 tons by the Piedmont Coal and Iron Company and 5,912 11 tons by the Elk Garden Mines. Of the aggregate amount 469,462 17 tons were shipped by the Baltimore and Ohio

railroad; 18,834 01 tons by the Chesapeake and Ohio canal; and 74,842 tons by the Pennsylvania State Line.

TC, Wed. 8/2/82, p. 4. Cumberland Coal

Trade – The shipments from the mines of the Cumberland coal region for the week ended Saturday, July 29, were 10,387 tons and for the year to that date 567,343 tons, a decrease of 571,269 tons as compared with the corresponding period of last year. The coal was carried as follows: Baltimore and Ohio Railroad – Week 7,372 tons; year 469,835 tons; decrease as compared with 1881, 288,880 tons.

Chesapeake and Ohio Canal – Week 3,015; year 28,334 tons; decrease as compared with 1881, 217,607 tons. Pennsylvania Railroad – Week none; year 74,842 tons; decrease as compared with 1881, 68,243 tons.

ES, Wed. 8/2/82, p. 2. Affairs in West

Washington – Grain – Arrived – Boat Medley, with 3,800 bushels wheat.

DT, Thu. 8/3/82, p. 3. Canal Trade

The following boats, 7 in number, left this port Wednesday, August 2, 1882, carrying 791 00 tons of coal:

Consolidation Coal Company

Georgetown:		
G. L. Sheriff	Capt. Sorrell	115 03
J. B. Thomas	Capt. Atwell	114 07
W. J. Stevenson	Capt. Brubaker	110 16
J. Z. Williams	Capt. Zigler	119 01
Willie & Frankie	Capt. Shoppert	110 01

Williamsport:		
M. A. Shupp	Capt. Shupp	110 03
Six boats		<u>679 11</u>

Elk Garden Company

Georgetown:		
Lillie & May	Capt. Burns	111 19

DT, Fri. 8/4/82, p. 3. Canal Trade

The following boats, 9 in number, left this port Wednesday, August 2, 1882, carrying 958 05 tons of coal:

Consolidation Coal Company

Georgetown:

W. J. Walker	Capt. Moore	114 10
W. Thompson	Capt. Virtz	109 13
C. D. Warfield	Capt. Kerns	114 13
J. W. Wheatley	Capt. Lemmon	115 01
Williamsport:		
Nellie & Davie	Capt. Miller	113 13
Harper's Ferry		
West Virginia	Capt. Hoadley	55 09
Six boats		<u>622 19</u>
Gaston Gas Coal Company		
Georgetown:		
Cigarette	Capt. Sensel	113 02
Elk Garden Coal Company		
Georgetown:		
J. E. Dyer	Capt. Keady	112 00
Buffalo Valley Coal Company		
Georgetown:		
E. T. Woody	Capt. Farman	110 04

Coal Trade for July

The trade of the Chesapeake and Ohio canal during the month of July is much larger than that of the previous month, owing to the increased output of the new labor at Hoffman and Eckhart mines. During the past month, 144 boats left this port, carrying 167,044 11 tons of coal, and 70 tons of other merchandise. The revenue for the month was \$7,000.

TC, Fri. 8/4/82, p. 3. **The Coal Trade at Georgetown** – It would be necessary to dredge at the following points: First, about midway between Easby's Point and the Long Bridge; second, about 1,000 feet above the bridge; third, nearly opposite Gainesboro' Point, where dredging was done in 1875. To make a channel 200 feet wide and 17 feet deep at low water through these bars would require yards of dredging to increase the channel from its present depth, averaging about 16 feet to a depth of from 17 to 18 feet.

It was found that the appropriation of \$30,000 made March 3, 1879, would be insufficient for the work, and in the "project" of April 6, 1882, it was recommended that a part of the amount of \$15,000 reserved for Georgetown harbor and channel, from the appropriation of March 3, 1881, be applied to dredging. This

appropriation of March 3, 1881, was not specially designated for any part of the work having been made for improving the harbors and channels at Washington and Georgetown.

This project having been approved specifications were issued under the date of April 14, 1882, and proposals were received and opened on Wednesday, May 10, 1882.

The contract was awarded to the lowest bidder (the Potomac Dredge Company, of Washington, D. C.,) at 28 cents per cubic yard.

The contract provided for dredging to a depth of 17 feet and a width of 200 feet at the points above mentioned.

Work under this contract was commenced at the bar next below Easby's June 13, 1882, and was in progress at the close of the fiscal year.

Georgetown Harbor – Rock Excavation

Under the head of rock excavation in the harbor of Georgetown is included all the excavation of rock proposed to be made between the inclined plane and outlet lock of the Chesapeake & Ohio Canal and Easby's Point. Although strictly within the limits of Washington city, the last point is for convenience included under the same head, but the harbor of Georgetown has for so long a time been regarded as limited by the aqueduct over the Potomac that a few words may be given to its proper definition.

The western limit of the port of Georgetown was fixed by an act "for collection of duties," &c., approved August 4, 1790, and confirmed by another act approved March 2, 1799.

The Actual Head of Navigation

for stream and sailing vessels is, at the present time, fixed by the aqueduct of the Chesapeake & Ohio Canal, which has a clean headway of 28 feet between low water and the lower stringer of the bridge.

Since the construction of the outlet lock and inclined plane of the Chesapeake & Ohio Canal (about one mile and five hundred feet above the Aqueduct).

The Obstruction to Navigation

has become the subject of complaint. Canal boats, after passing from the canal to the river, are obliged to employ small tugs of limited horsepower to tow them under the Aqueduct, and the construction of coal wharves above the structure is prevented by the impossibility of reaching them with coal vessels.

It is not necessary to remove the Aqueduct Bridge in order to open the river above for navigation, but when the Alexandria Canal ceases to be useful and the ownership of the Aqueduct reverts wholly to the Government, then a draw in the reconstructed bridge will secure a passage for sailing vessels and steamers as far as the Little Falls.

Within the port of Georgetown, above the Aqueduct, has been recently constructed an outlet, lock and inclined plane, through which a large number of canal boats loaded with coal pass annually.

The rock excavation proposed in the estimates will begin at the foot of the inclined plane. The safety of navigation in Georgetown harbor would be much increased by the excavation of rocky points, some of which are found near the wharves and at dangerous depths at other points of the channel.

(Here follows a tabular statement of rocks in Georgetown harbor, also a table showing depth at low water in 1877 and at the present time and also the number of cubic yards to be removed in order to give a depth of 16 feet at low water at all points named, except "A" or at the outlet lock and at "B" and "A III." At the outlet lock it is proposed to excavate to 9 feet, and at rocks "B" and "A III" to 20 feet at low water.)

Before making an estimate of the cost of removing the above mentioned rocks, it is necessary to exclude from consideration those whose removal will not add materially to the safety of navigation. The rocks at "H" and "I" may, for this reason, be omitted.

The number of cubic yards will then amount to 3,822, and the estimate will be 3,822

cubic yards of rock at \$25 per yard, \$95,550. Add 10 percent for contingencies, \$9,555; total \$105,105.

It is doubtful whether

A Bid of \$25 Per Cubic Yard

can be obtained, if the appropriation is less than \$45,000. In proof of this statement, Colonel Albert refers to the attempt to let the work in 1881. A fund for the excavation of rock has been obtained by reserving, in accordance with the wording of the act, the sum of \$10,000 from the act of June 4, 1880, and \$15,000 was reserved from the act of March 3, 1881, making a total of \$25,000. The work was offered for contract June 9, 1881.

(Here follows an abstract of proposals received and opened July 9, 1881.)

The only bid received was at \$28 per cubic yard; and, as this price was considered excessive, it was recommended that the bid be rejected. Since this offer no further attempt has been made to let the work, and the sum of \$25,000, intended for its execution, will be used, as far as necessary, to complete the dredging of the Georgetown channel.

This work when executed will probably give sufficient depth for vessels now trading in this port. Congress will no doubt appropriate for this purpose when the work is required by the trade of the harbor. Rocks "A III" and "B" should, however, be removed to a depth of 20 feet, in order to make navigation perfectly secure, and this additional depth has been added to the estimate for the excavation at these two points.

At the other points it is believed that the depth proposed will be sufficient to meet the wants of navigation for some years.

DT, Sat. 8/5/82, p. 3. **Canal Trade**

The following boats, 7 in number, left this port Friday, August 4, 1882, carrying 789 08 tons of coal:

Consolidation Coal Company

Georgetown:

William King	Capt. McCoy	116 08
G. S. French, 2	Capt. Rinehart	111 17

Canal Trade - 1882

C. F. Mayer	Capt. Reid	112 05
Consolidation	Capt. Kean	114 17
N. C. Read	Capt. Murphey	111 04
Williamsport:		
E. M. Stanhope	Capt. Kelly	113 02
Grason & Fannie	Capt. Malotte	109 13
Seven boats		<u>789 08</u>

DT, Mon. 8/7/82, p. 3. **Canal Trade**

The following boats, 10 in number, left this port Friday, August 5, 1882, carrying 1,118 04 tons of coal:

Consolidation Coal Company

Georgetown:		
A. B. Mayfield	Capt. Benner	110 00
W. H. Marlow	Capt. Rinehart	112 16
M. B. Warfield	Capt. Pennell	111 15
A. B. Turner	Capt. Magruder	107 12
J. M. Dove	Capt. Benner	113 11
L. P. Hieston	Capt. Brubaker	112 01
Williamsport:		
Eve	Capt. Donnelly	<u>115 18</u>
Seven boats		784 13

Cumberland and Elk Lick Coal Co.

Georgetown:		
Onward	Capt. Sigler	107 00

Piedmont Coal and Iron Co.

Williamsport:		
Fannie & Frankie	Capt. Preston	115 00

Elk Lick Coal Company

Georgetown:		
Wm. M. Price	Capt. Grimminger	111 11

DT, Tue. 8/8/82, p. 3. **Canal Trade**

The following boats, 3 in number, left this port Monday, August 7, 1882, carrying 329 16 tons of coal:

Consolidation Coal Company

Georgetown:		
Julia Tyler	Capt. Speilds	112 11
H. C. Hicks	Capt. Seaman	<u>110 05</u>
Two boats		222 16

Scott Haven Gas Company

Georgetown:		
Minnie & Pinkie	Capt. Crampton	107 00

DT, Wed. 8/9/82, p. 2. **Coal Trade**

The official report of the Cumberland coal trade for the week ending Saturday, August 8, 1882,

shows the output of coal to be 16,199 15 tons, a decrease of 34,317 06 tons, compared with 1881. Of the week's product 10,919 13 tons were shipped over the West Virginia Central and Pittsburg railway; 4,622 16 tons by the Consolidation Coal Company; and 657 06 tons by the Piedmont Coal and Iron Company. There were 2,700 tons shipped by canal.

The aggregate for the year is 583,542 12 tons, a decrease of 605,586 02 tons, compared with 1881. Of this 483,334 03 tons were shipped by the Baltimore and Ohio railroad, 21,534 11 by the Chesapeake and Ohio canal, and 75,842 tons by the Pennsylvania State Line.

Canal Trade

The following boats, 9 in number, left this port Tuesday, August 8, 1882, carrying 1,002 19 tons of coal:

Consolidation Coal Company

Georgetown:		
H. A. Clark	Capt. Quigley	112 14
H. Ronsell	Capt. McKnight	114 09
Thomas	Capt. Stride	112 06
Lutie & Monnie	Capt. Shaffer	114 04
Katie & Jimmy	Capt. Woltz	<u>110 06</u>
Five boats		563 19

Despard Coal Company

Georgetown:		
D. Armstrong	Capt. Henry	118 00

Elk Lick Coal Company

Georgetown:		
F. W. Mintdrop	Capt. Anderson	107 00
M. A. West	Capt. Conrad	<u>107 00</u>
Two boats		214 00

Buffalo Valley Coal Company

Georgetown:		
Richard Fannon	Capt. Alexander	107 00

TC, Wed. 8/9/82, p. 2. **Cumberland Coal**

Trade – The shipments from the mines of the Cumberland coal region for the week ended Saturday, August 5, were 15,200 tons and for the year to that date 583,543 tons, a decrease of 605,587 tons as compared with the corresponding period of last year. The coal was carried as follows: Baltimore & Ohio Railroad – Week 13,499 tons; year 483,334 tons; a decrease

of 300,345 tons as compared with 1881.
Chesapeake & Ohio Canal – Week 2,700 tons;
year 21,535 tons; decrease from last year
231,780 tons. Pennsylvania Railroad – Week
none; year 74,842 tons; decrease from last year
76,873 tons.

DT, Thu. 8/10/82, p. 3. **Canal Trade**

The following boats, 8 in number, left
this port Wednesday, August 9, 1882, carrying
879 06 tons of coal:

Consolidation Coal Company

Georgetown:

B. C. Barroll	Capt. Jackson	111 16
Z. Williams	Capt. Mose	113 14
J. Miller	Capt. Brown	116 01

Williamsport:

Katie Cushwa	Capt. McCardle	108 18
McKendree Steffey	Capt. Woltz	111 19
Five boats		564 08

Piedmont Coal and Iron Company

Hancock:

Round Top Cement	Capt. Athey	90 18
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Elk Garden Coal Company

Georgetown:

J. M. Schley	Capt. Kean	116 00
Johnnie M.	Capt. Kean	108 00
Two boats		224 00

ES, Thu. 8/10/82, p. 4. **Affairs in West
Washington** – Talk About the Canal Presidency
– The Baltimore *American* says: Among those
who profess to know anything about the subject
the Chesapeake and Ohio canal presidency is
said to rest between Hon. Lewis C. Smith, of
Hagerstown, and Hattersley W. Talbott, of
Rockville. Both men are young and active, and
each successful lawyers.

Grain – Arrived – Boat Seneca, with 750 bushels
corn and 1,800 bushels wheat.

DT, Fri. 8/11/82, p. 3. **Canal Trade**

The following boats, 6 in number, left
this port Thursday, August 10, 1882, carrying
672 01 tons of coal:

Consolidation Coal Company

Georgetown:

W. I. Smooth	Capt. Myers	115 00
A. L. Miller	Capt. Piper	115 08
Williamsport:		
Nellie & Davie	Capt. Miller	113 17
E. M. Stanhope	Capt. Kelly	113 01
Four boats		457 06

Scott Haven Gas Company

Georgetown:

Burke Spencer	Capt. Reid	108 00
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Buffalo Valley Coal Company

Georgetown:

A. H. Agnew	Capt. Moore	106 15
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DT, Sat. 8/12/82, p. 3. **Canal Trade**

The following boats, 6 in number, left
this port Friday, August 11, 1882, carrying 677
12 tons of coal:

Consolidation Coal Company

Georgetown:

Elbe River	Capt. Swain	112 14
A. Campbell	Capt. Eddy	111 10
J. Barroll	Capt. Penner	111 12

Williamsport:

Frankie & Fannie	Capt. Preston	112 08
M. A. Shupp	Capt. Shupp	112 03
Five boats		569 07

Despard Coal Company

Georgetown:

Percy	Capt. Mosier	117 05
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The New Canal President.

Mr. Lewis Cass Smith, of Hagerstown, is daily
expected from Europe, and this is considered
significant, in view of the fact that his name has
been mentioned in connection with the
Chesapeake and Ohio canal presidency. The
stockholders will meet August 17 to elect a
successor to Mr. Gorman. It has for several
weeks been known that Mr. Smith stated he
would be home during the first half of August,
and it appears to be an open secret among
leading Democrats that his name is on the
program for the canal presidency. A month ago,
friends advised him that his early return would
be advantageous. There seems to have been no
change in the views of the leaders since then, and
all the signs point to Mr. Smith as the coming
canal president.

DT, Mon. 8/14/82, p. 3. **Canal Trade**

The following boats, 6 in number, left this port Friday, August 12, 1882, carrying 677 12 tons of coal:

Consolidation Coal Company

Georgetown:

G. Meredith	Capt. Shives	113 05
Wm. Weber	Capt. Rowland	115 10
Amazon	Capt. Bender	116 00
Three boats		<u>342 15</u>

Piedmont Coal and Iron Co.

Williamsport:

Eva	Capt. Donnelly	113 12
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Gaston Gas Coal Company

Georgetown:

Cigarette	Capt. Sensel	112 13
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Buffalo Valley Coal Company

Georgetown:

Phoebe & Johnnie	Capt. Crumbaugh	108 00
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DT, Tue. 8/15/82, p. 3. **Canal Trade**

The following boats, 7 in number, left this port Monday, August 14, 1882, carrying 780 15 tons of coal:

Consolidation Coal Company

Georgetown:

E. K. Johnson	Capt. Walker	115 12
G. A. Pearre	Capt. Jackson	110 12
Three Sisters	Capt. Little	108 01
L. W. Guinand	Capt. Dyer	116 12
B. R. Mayfield	Capt. Zellers	111 04

Williamsport:

Lutie & Monnie	Capt. Shaffer	109 14
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Six boats		<u>671 15</u>
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Scott Haven Gas Company

Georgetown:

M. B. Winship	Capt. Bowers	109 00
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DT, Wed. 8/16/82, p. 3. **Canal Trade**

The following boats, 2 in number, left this port Tuesday, August 15, 1882, carrying 217 15 tons of coal:

Consolidation Coal Company

Georgetown:

G. L. Sheriff	Capt. Sorrell	111 08
Berlin		
E. Lyons, Whiting	Capt. Sigapoose	106 07
Two boats		<u>217 15</u>

The Coal Trade

The official report of coal trade for the week ending Saturday, August 12, 1882, shows the output of the Cumberland coal region to be 13,232 13 tons, a decrease of 32,734 05 tons compared with 1881. Of that amount Consolidation Coal Company is credited with 4,671 07 tons; the Piedmont Coal and Iron Company with 617 08 tons; and the mines of the West Virginia Central and Pittsburg railway with 7,644 tons. The aggregate for the year is 597,775 05 tons, a decrease of 638,320 07 tons, compared with 1881. Of the aggregate, the Baltimore and Ohio railroad shipped 494,020 07 tons; the Chesapeake and Ohio canal 24,081 tons, and the Pennsylvania State Line 74,842 tons.

DT, Thu. 8/17/82, p. 3. **Canal Trade**

The following boats, 7 in number, left this port Wednesday, August 16, 1882, carrying 791 09 tons of coal:

Consolidation Coal Company

Georgetown:

Geo. Bogus	Capt. Powell	115 15
Daniel Linkin	Capt. Swain	117 06
J. M. Wheatley	Capt. Seidman	113 00

Williamsport:

Nellie & Davie	Capt. Miller	114 06
Grason & Fannie	Capt. Malotte	111 14

Five boats		<u>572 01</u>
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Elk Garden Coal Company

Georgetown:

A. B. Spier	Capt. Hine	111 08
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Buffalo Valley Coal Company

Georgetown:

R. J. Mitchell	Capt. Shirley	108 00
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TC, Thu. 8/17/82, p. 2. **Chesapeake and Ohio**

Canal Presidency – A general meeting of the stockholders of the Chesapeake and Ohio Canal Company, called by Hon. A. P. Gorman, president, will be held at the executive chamber in Annapolis today. The principal business before the meeting is the selection of a president to succeed Mr. Gorman. It is stated on the authority of those who are credited with

knowing, that Mr. Lewis Cass Smith, of Washington County, will positively be elected as the president, and that he will accept the position. A prominent Democrat said yesterday he did not think it would be denied that Mr. Smith is of irreproachable character, both in public and private life, and he predicted the selection will be popular. He said the meeting could be adjourned if necessary, but that the stockholders will finally elect Mr. Smith, whether he has returned from Europe or has not yet arrived home. The selection of Mr. Smith, it seems, has been determined upon for some time. Mr. Gorman has this week been visiting Saratoga.

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

The shipments from the mines of the Cumberland coal region for the week ended Saturday, August 12, were 13,233 tons, and for the year to that date 596,775 tons, a decrease of 638,321 tons as compared with the corresponding period of last year. The coal was carried as follows: Baltimore and Ohio Railroad – Week 10,686 tons; year 494,020 tons; decrease as compared with 1881, 318,980 tons. Chesapeake and Ohio Canal – Week, 2,546; year 24,081 tons; decrease as compared with 1881, 248,052 tons. Pennsylvania Railroad – Week, none; year, 74,842 tons; decrease as compared with 1881, 84,651 tons.

AG, Thu. 8/17/82, p. 3. **Chesapeake and Ohio Canal** – Baltimore, Aug. 17. – At a meeting of the stockholders of the Chesapeake and Ohio Canal Co. today, at Annapolis, Lewis Cass Smith, of Hagerstown, was elected President in place of Hon. A. P. Gorman, resigned. The state being the largest stockholder, Mr. Smith was elected by the vote of the Board of Public Works.

DT, Fri. 8/18/82, p. 3. **Canal Trade**

The following boats, 7 in number, left this port Thursday, August 17, 1882, carrying 762 03 tons of coal:

Consolidation Coal Company

Georgetown:		
Robert Shriver	Capt. Miller	110 01
R. H. Jones	Capt. Westbrook	113 03
C. D. Warfield	Capt. Kerns	114 01
E. M. Stanhope	Capt. Kelly	113 10
Four boats		<u>450 15</u>

Piedmont Coal and Iron Co.

Williamsport:		
Fannie & Frankie	Capt. Preston	113 08
Keystone Coal Company		

Georgetown:		
Star No. 6	Capt. Sherman	84 16
V	Capt. Sherman	113 04
Two boats		<u>198 00</u>

NR, Fri. 8/18/82, p. 4. The Maryland board of public works, composed of the governor, comptroller and treasurer of the State, met yesterday at Annapolis, Md., and elected Hon. Lewis Cass Smith, ex-speaker of the house of delegates, president of the Chesapeake and Ohio Canal, vice Hon. A. P. Gorman.

DT, Sat. 8/19/82, p. 3. **Canal Trade**

The following boats, 6 in number, left this port Friday, August 18, 1882, carrying 491 16 tons of coal:

Consolidation Coal Company

Georgetown:		
Jimmy M., Jr.	Capt. Taylor	109 15
Williamsport:		
Katie & Jimmy	Capt. Woltz	107 14
Katie Cushwa	Capt. McCardle	112 16
Four Locks:		
W. H. Masters	Capt. Newkirk	57 11
Four boats		<u>387 16</u>

Despard Coal Company

Georgetown:		
D. Armstrong	Capt. Sensel	104 00
Lumber		

Boat P. Hein & Co., 2,800 feet of lumber to Georgetown.

DT, Mon. 8/21/82, p. 3. **The Strike Over The Knights of Labor Make an Appeal**

About eighty men of the George's Creek company were at work on Saturday in the new Coney mine of that company at Lonaconing.

The outside hands at the dump were also at work and yesterday the *Times* reporter saw three loaded hoppers in front of the dump. It was reliably stated yesterday in Lonaconing that the George's Creek company would have about its full complement of men this morning.

It was stated in Lonaconing yesterday upon good authority that Mr. Robert Boyd, of the New Central company, had the names of ninety old men who had agreed to go to work on the company's terms.

At Barton, Saturday, Mr. Archibald McDonald, agent of the Swanton Company, told his men that he expected all hands to be ready to go to work this morning. There is not the slightest doubt that the Swanton mine will be at work "bright and early" this morning. The Potomac company at the same place may not resume for a week or so, the management having changed hands recently. This may cause some delay.

The result of the meeting of the K. of L. at Lonaconing Saturday was a failure to endorse what the George's Creek men had done. There will be another meeting there today. The following notice was posted at all conspicuous places about Lonaconing yesterday:

ATTENTION.

Be it known that any man who will go to work Monday morning before the undersigned order, it will be branded as

A BLACK LEG

Now, men, be careful not to bring on yourselves and children something that cannot be forgotten. Aug. 19, 1882 K. of L.

Underneath one of these notices the reporter noticed yesterday the following addition in lead pencil writing: "We're going to work; go to h-ll."

The new men at Koontz mine were resting quietly in their quarters yesterday. No one appeared to disturb them, though the sheriff and the policemen left on Saturday.

Canal Trade

The following boats, 5 in number, left this port Saturday, August 19, 1882, carrying 548 03 tons of coal:

Consolidation Coal Company

Georgetown:		
G. S. French	Capt. Rinehart	106 14
Williamsport:		
McK Steffey	Capt. Woltz	111 05
Lutie & Monnie	Capt. Shaffer	110 00
Three boats		327 19

Elk Garden Coal Company

Georgetown:		
Sallie & Jennie	Capt. Cramer	112 04

Scott Haven Gas Company

Georgetown:		
J. J. Moore	Capt. Kidwell	108 00

ES, Mon. 8/21/82, p. 1. **Affairs in West**

Washington – Chesapeake and Ohio Canal

Affairs – A member of the Chesapeake and Ohio canal company said today that the canal officers evidently do not expect an early solution of the troubles in the Cumberland coal region, as no steps are being taken towards making provisions for the transportation of coal. He said the gangs of boatmen are all disorganized, the boats are all tied up along the canal, and nothing has yet been done in the direction of bringing out and manning the boats. He said further he had no information as to whether Lewis Cass Smith will accept the canal presidency or not.

Grain – Arrived – Boat Medley, with 4,000 bushels corn; Farmers' Friend, with 3,900 bushels wheat.

DT, Tue. 8/22/82, p. 3. **Canal Trade**

The following boats, 11 in number, left this port Monday, August 21, 1882, carrying 1,256 05 tons of coal:

Consolidation Coal Company

Georgetown:		
W. J. Walker	Capt. Moore	115 19
P. L. Burwell	Capt. Morrow	116 11
N. C. Read	Capt. Murphy	111 02
L. R. Fechtig	Capt. Bender	113 06
Suwanee	Capt. Morrison	115 06
Wm. King	Capt. McCoy	115 08
Nannie & Willie	Capt. Moore	113 05

Canal Trade - 1882

Seven boats		800 17
Despard Coal Company		
Georgetown:		
Cigarette	Capt. Sensel	114 02
J. P. Agnew & Co. (Buffalo Valley Co.)		
Georgetown:		
Lucinda	Capt. Reid	114 05
Park Agnew	Capt. Reid	118 08
Two boats		232 13
Elk Garden Company		
Georgetown:		
L. C. Burwell	Capt. Renner	108 13

TC, Tue. 8/22/82, p. 4. **News Noted**

Mr. Lewis Cass Smith will enter upon duty as president of the Chesapeake & Ohio Canal at Annapolis today.

ES, Tue. 8/22/82, p. 5. **Affairs in West Washington – Grain** – Arrived – Boat M. C. W. Boyer with 3,700 bushels wheat; boat Round Top with 800 barrels of cement consigned to J. G. & J. M. Waters.

DT, Wed. 8/23/82, p. 3. **Canal Trade**

The following boats, 8 in number, left this port Tuesday, August 22, 1882, carrying 1,013 11 tons of coal:

Consolidation Coal Company		
Georgetown:		
W. J. Stevenson	Capt. Brubaker	114 19
L. P. Hieston	Capt. Brubaker	112 15
A. P. Mayfield	Capt. Benner	115 16
A. B. Winship	Capt. Hebb	107 07
I. M. Dove	Capt. Benner	114 18
Walter Thompson	Capt. Wirtz	112 01
Williamsport:		
Eva	Capt. Donnelly	115 15
Seven boats		793 11
J. P. Agnew & Co. (Buffalo Valley Co.)		
Georgetown:		
J. L. Jarboe	Capt. Tarman	110 00

TC, Wed. 8/23/82, p. 4. **Cumberland Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ended Saturday, August 19, were 13,004 tons, and for the year to that date 609,779 tons, a decrease of

669,471 tons as compared with the corresponding period of last year. The coal was carried as follows: Baltimore & Ohio Railroad – Week 11,090 tons; year 505,111 tons; decrease from last year 323,147 tons. Chesapeake & Ohio Canal – Week 1,914 tons; year 25,994 tons; decrease from last year 259,025 tons. Pennsylvania Railroad – Week none; year 74,842; decrease from last year 99,433 tons.

AG, Wed. 8/23/82, p. 3. Mr. Lewis Cass Smith, the newly-elected president of the Chesapeake and Ohio Canal, reached his home in Hagerstown yesterday. He telegraphed to Mr. Benj. Fawcett his acceptance of the position and will shortly forward a formal letter.

DT, Tue. 8/24/82, p. 3. **Canal Trade**

The following boats, 5 in number, left this port Wednesday, August 24, 1882, carrying 567 12 tons of coal:

Consolidation Coal Company		
Georgetown:		
W. H. Marlow	Capt. Rinehart	117 03
J. B. Thomas	Capt. Atwell	115 11
Williamsport:		
Nellie & Davie	Capt. Miller	113 19
M. A. Shupp	Capt. Shupp	111 19
Four boats		458 12
Elk Garden Company		
Georgetown:		
Sarah B.	Capt. Keesucker	109 00

DT, Fri. 8/25/82, p. 3. **Canal Trade**

The following boats, 6 in number, left this port Thursday, August 25, 1882, carrying 667 07 tons of coal:

Consolidation Coal Company		
Georgetown:		
G. M. Ryan	Capt. Kroon	110 14
A. K. Shaner	Capt. Kroon	108 07
Consolidation	Capt. Kerns	107 12
C. T. Mayer	Capt. Read	115 18
Williamsport:		
Frankie & Fannie	Capt. Preston	115 18
Five boats		558 08
Elk Garden Company		
Georgetown:		

Wm. Foley Capt. Bartlett 108 19

DT, Sat. 8/26, 82, p. 3. **Canal Trade**

The following boats, 7 in number, left this port Friday, August 26, 1882, carrying 769 16 tons of coal:

Consolidation Coal Company

Georgetown:

M. B. Mayfield Capt. Pennell 108 18

Willie & Frankie Capt. Choppert 109 14

Julia Tyler Capt. Shields 117 08

Williamsport:

E. M. Stanhope Capt. Kelly 110 19

Bessie G. Capt. Malotte 108 07

Five boats 555 06

George's Creek Coal Company

E. T. Woody Capt. Crumbaugh 106 10

Elk Garden Coal Company

Georgetown:

Laura Capt. Hudson 108 00

DT, Mon. 8/28/82, p. 3. **Canal Trade**

The following boats, 8 in number, left this port Saturday, August 27, 1882, carrying 895 19 tons of coal:

Consolidation Coal Company

Georgetown:

John Miller Capt. Brown 116 16

A. S. Miller Capt. Piper 111 10

A. B. Turner Capt. Magruder 111 12

H. Ronsell Capt. McKnight 112 18

Williamsport:

Lutie & Monnie Capt. Shaffer 112 00

Katie & Jimmy Capt. Woltz 109 07

Six boats 674 03

Despard Coal Company

Georgetown:

Percy Capt. Mosier 117 05

George's Creek Coal Company

Georgetown:

F. M. Offutt Capt. Grove 104 11

DT, Tue. 8/29/82, p. 3. **The Mining Situation** –

Yesterday the Consolidation Coal Company gave tools to a number of its miners at the Allegany, Hoffman and New Hope mines and work was immediately resumed. In the Hoffman mine about fifteen of the new miners left, alleging that it was unsafe for them to work with

the old miners. It is thought, however, that as many of them are from along the line of the canal, they left with the purpose of going to work on the canal, now that there is every probability of their services being needed.

None of the old miners are at work in the Eckhart mine, and there is a full complement of labor (foreign) already employed.

The New Central Coal Company has all its mines in operation, employing nearly three hundred men. The full capacity of these mines is about 1,300 tons, but owing to the long strike the cars, rails, props, etc., in the mines are in imperfect order, and the output on Saturday was but 800 tons, while that of yesterday was about 1,000.

The George's Creek Coal and Iron Company have all their mines in operation, and yesterday slightly increased their force of 230 men.

As there was so much uncertainty as to when the strike would close, the American and Maryland Coal Companies made no contracts in the early part of the season, and neither company will have need for a full force of men until they secure new contracts. They will very probably open their mines in a day or two with a few men, sufficient to put out enough coal for their local trade and small contracts which they may secure between now and the next season.

It will be seen by our canal report that the Borden Coal Company has also resumed active operations. We are not informed as to the amount of their shipments by rail.

Canal Trade

The following 15 boats, in number, left this port Monday, August 28, 1882, carrying 1,683 12 tons of coal:

Consolidation Coal Company

Georgetown:

H. A. Clark Capt. Quigley 112 09

W. I. Smoot Capt. Myers 114 13

Thames River Capt. Stride 115 10

J. Z. Williams Capt. Zigler 117 15

Williamsport:

Kitty Cushwa Capt. McCardle 120 01

Five boats		580 08
Borden Co.		
Georgetown:		
Exchange	Capt. Young	116 04
Highlander	Capt. Young	118 10
Arthur Lovell	Capt. Baker	96 13
Three boats		331 07
New Central Company		
Georgetown:		
Muskingum	Capt. Smith	120 16
J. E. Dyer & Bro	Capt. Keady	115 12
Two boats		236 08
George's Creek Coal Company		
Georgetown:		
Phoebe & Johnnie	Capt. Crumbaugh	100 09
Rich Fannon	Capt. Alexander	105 18
J. T. A. Remley	Capt. Dixon	106 08
Three boats		312 15
Elk Garden Coal Company		
Georgetown:		
Lewis Peacock	Capt. Knode	107 07
Despard Coal Company		
Georgetown:		
D. Armstrong	Capt. Henry	115 07

Shipping by Canal

Yesterday was the first day's shipment of any consequence by canal during the past six months, fifteen boats leaving this port carrying over sixteen hundred tons of coal. The companies shipping were: the Consolidation, Borden, George's Creek, New Central, Elk Garden and Despard coal companies.

ES, Tue. 8/29/82, p. 4. **Affairs in West Washington** – A Policeman Overboard – About 6:30 o'clock yesterday afternoon Officer Gates, of this precinct, while in pursuit of a colored man, who created a disorder on 29th street, ran him aboard of a canal boat, which was lying in the lock in the rear of the gas house. A tussle ensued and Policeman Burrows went to the assistance of the officer. While the boat was passing through the level it struck against the wall; throwing policemen Gates headforemost into the canal. He was fished out with a boat lock. Officer Burrows had in the meantime secured the prisoner and took him to the station-

house. The occurrence was witnessed by a large crowd.

DT, Wed. 8/30/82, p. 3. **Canal Trade**

The following 18 boats, left this port Tuesday, August 28, 1882, carrying 2,009 18 tons of coal:

Consolidation Coal Company		
Georgetown:		
B. C. Barroll	Capt. Jackson	113 15
Z. Williams	Capt. Mose	114 11
Josephine Barroll	Capt. Penner	113 00
Williamsport:		
Eva	Capt. Donnelly	117 06
McK Steffey	Capt. Woltz	113 15
Five boats		572 07
Borden Co.		
Georgetown:		
Dr. A. Shank	Capt. Irvin	117 13
New Boat	Capt. Castle	118 05
James Clark	Capt. Beachler	121 00
Onward	Capt. Zigler	111 10
E. R. Ladew	Capt. Ladew	113 14
Antares	Capt. Beachler	97 00
Six boats		679 02
George's Creek Coal Company		
Georgetown:		
D. R. Long	Capt. Davis	107 01
A. H. Agnew	Capt. Ingram	104 17
William Mertens	Capt. Drenner	120 16
Lillie & May	Capt. Burns	110 19
Four boats		427 09
New Central Company		
Georgetown:		
Youghiogheny	Capt. Rader	113 00
Elk Garden Coal Company		
Georgetown:		
John R. Cruzen	Capt. Crampton	110 10
Scott Haven Gas Company		
Georgetown:		
C. C. Kelly	Capt. Pigeon	107 10

TC, Wed. 8/30/82, p. 3. **Cumberland Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ended Saturday, August 26, were 18,684 tons, and for the year to that date 628,463 tons, a decrease of 697,787 tons as compared with the corresponding period of 1881. The coal was

carried as follows: Baltimore & Ohio Railroad – Week 12,544 tons; year 517,655 tons; decrease from last year 339,552 tons. Chesapeake & Ohio Canal – Week 4,284 tons; year 30,278 tons; decrease from last year 266,570 tons. Pennsylvania Railroad – Week 1,800 tons; year 76,642; decrease from last year 94,767 tons.

ES, Wed. 8/30/82, p. 1. **Affairs in West Washington – Grain** – Arrived – boat Samuel Jarboe with 2,200 bushels corn and 1,500 bushels wheat.

Sunk in the Canal – A canal boat, bound for Alexandria with limestone, sank in the log wall level yesterday. Navigation is in no wise impeded thereby, as the depth of the canal is very great.

The Elliott B. Church, the large four-masted schooner lying at the Consolidation coal wharf, is said to be the largest schooner afloat. She is of 2,000 tons burden. This is her first trip here and the third since built. She is attracting much attention.

DT, Tue. 8/31/82, p. 3. **Mining Situation**
It is currently reported that the miners of the George's Creek Coal and Iron and New Central Coal Companies will strike tomorrow for an increase in wages from \$1.65 to \$2 per day. It is not believed the companies will consent to the increase even if asked, as there are too many men out of employment, and the companies can easily secure others to fill and vacancies that may occur, if the drivers should conclude to strike. The report also stated that a meeting would probably be held today, but we could learn nothing positive. The companies have received no official notice that the increase will be asked.

We are reliably informed that the Midland mine, of the Hampshire and Baltimore Coal Company, will resume operation on Monday, and the output will be used by the New Central Coal Company, who are much pressed for time in filling their contracts.

The Consolidation Coal Company yesterday discharged 30 of the police force at Eckhart, leaving about fifty still there. Fifteen of the new labor at Hoffman, nearly all of whom were employed by the day as track hands, drivers, of in other work about the mines, left yesterday. Most of them bought tickets for Sir John's Run, with the intention of continuing to Cherry Run, and there, endeavor to obtain employment on the canal.

The men who have been at work at Astor mine have now full control over the fire, and the company apprehend no further danger from that source.

Canal Trade

The following 12 boats left this port Wednesday, August 30, 1882, carrying 1,339 09 tons of coal:

Consolidation Coal Company

Georgetown:		
G. Meredith	Capt. Shrives	115 01
Amazon River	Capt. Bender	119 17
Elbe River	Capt. Swain	115 09
H. C. Hicks	Capt. Seaman	116 09
L. W. Guinand	Capt. Dyer	112 17
Williamsport:		
Nellie & Davie	Capt. Miller	113 12
Six boats		692 05

Borden Mining Co.

Georgetown:		
Cigarette	Capt. Sensel	112 12
R. B. Lynn	Capt. Dick	95 14
Two boats		208 06

George's Creek Coal Company

Georgetown:		
Hunter G.	Capt. Brookman	111 02
Lizzie K.	Capt. Mertens	105 08
Two boats		216 01

Elk Garden Company

Georgetown:		
Little Eddie	Capt. Stoneburner	111 05
City of Hamburg	Capt. Ingram	111 00
Two boats		222 05

DT, Fri. 9/1/82, p. 3. **Canal Trade**

Canal Trade - 1882

The following 21 boats left this port
Thursday, August 31, 1882, carrying 2,338 01
tons of coal:

Consolidation Coal Company

Georgetown:

A. B. Wolf	Capt. McQuade	114 07
William Weber	Capt. Rowland	108 08
E. K. Johnson	Capt. Walker	115 16
Robert Callahan	Capt. McQuade	117 12
Williamsport:		112 17
Frankie & Fannie	Capt. Preston	111 14
M. A. Shupp	Capt. Shupp	109 03
Six boats		<u>677 00</u>

Borden Mining Co.

Georgetown:

Cowton & Tilghman	Capt. Farrow	114 18
New Boat	Capt. Newkirk	112 10
W. H. M Masters	Capt. Newkirk	111 16
New Boat	Capt. Miles	115 01
B. M. Young	Capt. Miles	114 11
Five boats		<u>569 16</u>

George's Creek Coal Company

Georgetown:

Arthur Dawson	Capt. Callan	107 06
A. H. Bradt	Capt. Hill	115 14
Ernst & Holland	Capt. McCormick	112 04
Baltimore	Capt. Higher	105 08
Four boats		<u>440 12</u>

New Central Company

Georgetown:

W. M. Price	Capt. Grimminger	111 06
Johnnie	Capt. Kean	113 02
J. M. Schley	Capt. Kean	113 07
Three boats		<u>337 15</u>

Maryland Co.

Georgetown:

S	Capt. Clendening	112 01
Star No. 3	Capt. Elkins	92 15
Two boats		<u>214 16</u>

American Coal Company

Alexandria:

Thomas Patton	Capt. Eaton	108 02
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DT, Sat. 9/2/82, p. 3. **Canal Trade**

The following 29 boats left this port
Friday, September 1, 1882, carrying 3,278 19
tons of coal:

Consolidation Coal Company

Georgetown:

R. H. Jones	Capt. Westbrook	116 16
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A. Campbell	Capt. Eddy	114 11
Daniel Linkin	Capt. Swain	115 19
Geo. A. Pearre	Capt. Jackson	112 00
Jos. M. Wheatley	Capt. Seaman	110 13
G. L. Sheriff	Capt. Sorrell	113 10
R. R. Mayfield	Capt. Zellers	115 17
Williamsport:		
Bessie G.	Capt. Malotte	114 15
E. M. Stanhope	Capt. Kelly	113 04
Nine boats		<u>1027 05</u>

American Coal Company

Alexandria:

W. D. Walbridge	Capt. Reynolds	111 08
Wm. B. Lloyd	Capt. Brendlinger	111 00
Peter G. Uhler	Capt. Matters	109 18
J. J. Swift	Capt. Brown	110 08
Robert H. Miller	Capt. Eaton	111 11
American Flag	Capt. Pearce	110 11
C. R. Hoff	Capt. Wilson	111 04
Seven boats		<u>776 00</u>

George's Creek Coal & Iron Company

Georgetown:

F. M. Mintdrop	Capt. Anderson	111 07
Daniel Webster	Capt. Snyder	110 05
Wm. P. Wools	Capt. Mertens	107 19
Edmund P. Cahill	Capt. Gorman	112 01
Mollie	Capt. Mose	110 02
Five boats		<u>551 14</u>

New Central Company

Georgetown:

River Nile	Capt. Kimble	116 18
Emma Mertens	Capt. Spong	119 07
Savannah	Capt. O'Neal	120 14
Three boats		<u>356 19</u>

Borden Mining Co.

Georgetown:

Detroit	Capt. Myers	118 04
Harry & Ralph	Capt. Repp	112 09
Theo. Dean	Capt. Wiland	113 10
Three boats		<u>344 03</u>

Elk Garden Coal Company

Georgetown:

Three Sisters	Capt. Little	106 17
Burke Spencer	Capt. Read	116 01
Two boats		<u>222 18</u>

DT, Mon. 9/4/82, p. 3. **Canal Trade**

The following 27 boats left this port
Saturday, September 2, 1882, carrying 3,008 05
tons of coal:

Consolidation Coal Company

Georgetown:

R. Shriver	Capt. Miller	109 08
P. L. Burwell	Capt. Morrow	117 00
Jimmy M., Jr.	Capt. Bush	109 02
N. C. Read	Capt. Murphy	112 08
W. J. Walker	Capt. Moore	114 09
C. D. Warfield	Capt. Kerns	115 15
Geo. S. French	Capt. Rinehart	108 12
Williamsport:		
Katie & Jimmy	Capt. Woltz	111 07
Eight boats		898 01

Borden Mining Co.

Georgetown:

Echo	Capt. Mose	112 00
Sycorax	Capt. Snyder	116 18
Fall River	Capt. Artz	112 11
Susan Charles	Capt. Snyder	106 03
Four boats		447 12

New Central Coal Company

Georgetown:

Delaware	Capt. Dickerhoof	115 05
Missouri	Capt. Ardinger	108 08
Allegheny	Capt. Kroon	116 04
Mississippi	Capt. Read	115 02
M. B. Winship	Capt. Bowers	111 08
Five boats		566 07

American Coal Company

Alexandria:

A. K. White	Capt. Nuse	115 16
Andrew Main	Capt. Driscoll	107 05
John H. Parrott, Jr.	Capt. Lynch	111 00
David A. Lowe	Capt. Hooker	111 07
Geo. Sherman	Capt. Penner	111 16
Five boats		557 04

Maryland Co.

Washington:

C. W. Brengle	Capt. Bowers	104 01
Mattie	Capt. Seaman	110 05
Two boats		214 06

George's Creek Coal and Iron Company

Georgetown:

Adam Sherman	Capt. Whittington	109 04
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Youghiogheny Gas Coal Co.

Alexandria:

Maj. Alex Shaw	Capt. Meyers	108 00
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Elk Garden Company

Georgetown:

A. B. Spier	Capt. Hine	107 11
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AG, Mon. 9/4/82, p. 2. **The Chesapeake and Ohio Canal**

– At the meeting of the Board of Directors of the C. & O. Canal in Annapolis Thursday, at which Mr. Smith, the new president took the oath of office, a statement of receipts and expenditures of the company from January 1 to August 1 was submitted. The statement shows that the company was virtually without business and revenue during this year. The total receipts aggregated \$24,506.50, which is less than the ordinary receipts for one month during the busy season. The expenditures during the same time are largely decreased, and only a sufficient number of employees to guard the canal and open and close the lock-gates retained during the continuance of the strike. Now that the strike has terminated, many of the old employees have been reinstated, but as yet the shipments of coal have not been very large. Boatmen have become so impoverished and the boats are in such bad condition that it will require some weeks before shipments can be very large. President Gorman, however, thought it possible that the canal would receive at least 200,000 tons of coal during the present season. Mr. Gorman called attention to the fact that at their last session Congress, in making appropriations for the extension of the water works of Washington from the dam at the Great Falls, had appropriated \$12,000 for raising and protecting the canal at that point, the money to be expended either under the direction of the United States engineers or paid over to the canal company, in the discretion of the Secretary of War. The new president and the committee of the board were authorized to confer with the Secretary of War. It is stated there will be no changes in the officials of the canal for the present at least.

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

– Arrived – Boats Phoebe & Johnny, E. T. Woody and D. R. Long to George's Creek Coal & Iron Co.

DT, Tue. 9/5/82, p. 3. **Canal Trade**

Canal Trade - 1882

The following 22 boats left this port Monday, September 4, 1882, carrying 2,464 10 tons of coal:

Consolidation Coal Company		
Georgetown:		
W. Thompson	Capt. Vartz	110 14
A. P. Mayfield	Capt. Benner	114 00
L. P. Hieston	Capt. Brubaker	113 04
W. J. Stevenson	Capt. Brubaker	114 06
W. H. Marlow	Capt. Rinehart	115 13
Williamsport:		
Lutie & Monnie	Capt. Shaffer	112 17
McK Steffey	Capt. Waltz	115 01
Seven boats		<u>795 15</u>
Borden Mining Co.		
Georgetown:		
G. F. Smith	Capt. Kinsell	107 18
Henry Boley	Capt. Rockwell	106 01
Little Nan	Capt. Snyder	112 08
Unexpected	Capt. Wiland	113 17
Four boats		<u>438 04</u>
George's Creek Coal & Iron Company		
Georgetown:		
John K. Shaw	Capt. Manning	114 08
Lucinda	Capt. Reid	107 19
Elizabeth Miller	Capt. Feidt	119 05
Cloud	Capt. Hadley	108 07
Four boats		<u>449 19</u>
New Central Company		
Georgetown:		
M. A. West	Capt. Conrad	105 16
Kitty Cushwa	Capt. McCardell	113 02
Park Agnew	Capt. Lynch	111 00
Three boats		<u>331 14</u>
American Coal Company		
Alexandria:		
M. C. Corse	Capt. Bear	112 03
A. J. Akin	Capt. Hall	107 05
George W. Wallis	Capt. Teacle	114 00
Three boats		<u>333 08</u>
Maryland Co.		
Washington:		
J. J. Moore	Capt. Mertens	115 10

Canal Trade During August

The report of the trade by canal for the month of August has been made out. The total number of boats was 226, carrying 25,027 18 tons of coal and 53 tons of other articles. The revenue was

about \$14,000. Compared with 1881 the decrease in the number of boats was 359, in the number of tons, 25,027 18, in the amount of revenue \$23,000. The amount of coal shipped this year is 69,953 04 tons; the number of boats is 621.

DT, Wed. 9/6/82, p. 3. **Canal Trade**

The following 17 boats left this port Tuesday, September 5, 1882, carrying 1,909 02 tons of coal:

Consolidation Coal Company		
Georgetown:		
A. L. Miller	Capt. Piper	112 04
John Miller	Capt. Brown	115 05
William King	Capt. McCoy	115 04
H. Roussell	Capt. McKnight	117 13
C. F. Mayer	Capt. Reid	113 02
Williamsport:		
Nellie & Davie	Capt. Miller	113 11
R. A. Farmer	Capt. Ardinger	110 19
Seven boats		<u>797 19</u>
George's Creek Coal & Iron Company		
Georgetown:		
G. Berkebile	Capt. Brown	108 01
New Boat	Capt. Mouse	113 12
Sallie J. Kelly	Capt. Groom	116 10
J. L. Jarboe	Capt. Fannon	115 19
Four boats		<u>454 02</u>
Borden Mining Co.		
Georgetown:		
M. S. Haines	Capt. Zimmerman	106 00
Regulus	Capt. Mose	108 04
Two boats		<u>214 04</u>
American Coal Company		
Alexandria:		
Dr. G. Elias Porter	Capt. Tall	111 18
John Bradburn	Capt. Morrison	111 18
Two boats		<u>223 16</u>
New Central Company		
Georgetown:		
Potomac	Capt. Barger	113 10
Col. J. C. Lynn	Capt. Reid	105 11
Two boats		<u>219 01</u>

The Coal Trade

During the week ending Saturday, September 2, 1882, there were 44,540 14 tons of coal shipped from the Cumberland coal region, of which

9,520 13 tons were shipped by the Pennsylvania State Line, 13,277 04 tons by the Chesapeake and Ohio canal, and 21,604 16 tons by the Baltimore and Ohio railroad. The aggregate for the year is 669,292 07 tons, of which the Pennsylvania State Line shipped 86,163 tons, the Chesapeake and Ohio canal 43,685 15 tons, and the Baltimore and Ohio railroad 539,259 08 tons. The decrease for the year compared with 1881 is 696, 038 04 tons, of which 61,783 04 tons is by the Pennsylvania State Line, 259,615 09 tons by the Chesapeake and Ohio canal, and 343,796 09 tons by the Baltimore and Ohio railroad.

AG, Wed. 9/6/82, p. 3. **Chesapeake and Ohio Canal** – Annapolis, Sept. 7, - At a meeting of the stockholders of the Chesapeake and Ohio Canal today, only the State of Maryland was represented. The formal acceptance of the Presidency of the Canal by Lewis C. Smith was received and filed. Spencer Watkins, of Montgomery county, was elected a director in place of Wm. Smith.

Ibid. p. 4. **CANAL COMMERCE** – Arrived – Boats E. P. Cohill and Lillie & May to John P. Agnew & Co.
Departed – Boat E. P. Cohill.

DT, Thu. 9/7/82, p. 3. **Canal Trade**

The following 27 boats left this port Tuesday, September 5, 1882, carrying 2,994 01 tons of coal:

Consolidation Coal Company		
Georgetown:		
Julia Tyler	Capt. Shields	113 07
Star No. 6	Capt. Sherman	86 09
V	Capt. Sherman	113 08
Wm. Smoot	Capt. Myers	114 10
Ferdinand Williams	Capt. Creamer	110 18
M. S. Fernsner	Capt. Turner	107 12
Warren Delano	Capt. Fusner	107 02
F. A. Mertens	Capt. Long	112 12
H. A. Clark	Capt. Quigley	112 10
Williamsport:		
Grason & Fannie	Capt. Malotte	108 03
Frankie & Fannie	Capt. Preston	114 13
M. A. Shupp	Capt. Shupp	112 03

Twelve boats		1313 07
Borden Mining Co.		
Georgetown:		
Henry Freeland	Capt. Hetzer	108 18
Capello	Capt. Byroad	114 03
Willie D.	Capt. Doyle	111 18
Altair	Capt. Doyle	111 05
Alexander	Capt. Havermale	112 09
Five boats		558 14

New Central Coal Company		
Georgetown:		
Helen V.	Capt. Eddy	111 14
Eva	Capt. Donnelly	114 08
R. J. Mitchell	Capt. Shirley	102 00
Three boats		328 02

American Coal Company		
Georgetown:		
H. O. Claughton	Capt. Moore	112 04
A. Jackson Clark	Capt. Penner	111 00
Daniel Annan	Capt. Eichelberger	108 18
Three boats		332 02

George's Creek Coal & Iron Company		
Georgetown:		
Iowa	Capt. Mertens	119 16
F. H. Irwin	Capt. Hall	109 00
Two boats		228 26

Blaen Avon Coal Co.		
Georgetown:		
B. L. Slack	Capt. Moriarty	119 02
Elk Garden Company		

Georgetown:		
Emma & Julia	Capt. Colbert	113 18

TC, Thu. 9/7/82, p. 3. **WEST WASHINGTON** – The rates of toll on coal on the Chesapeake & Ohio Canal have been reduced from fifty-five to fifty cents per ton, including wharfage.

Thirty-six boats, nearly all loaded with coal, arrived by canal yesterday.

Hartley & Bro. received by canal boats H. M. Talbot and G. T. Dunlop this morning 9,000 bushels of wheat.

Ibid. p. 4. **Canal Tolls Reduced**

Tolls on the Chesapeake & Ohio Canal have been reduced from 55 to 50 cents a ton, and companies are now charged at that rate. This amount includes not only the actual tolls, but wharfage, etc. The reduction went into effect

about a week ago, but was kept very quiet, being known only among coal and canal men.

ES, Thu. 9/7/82, p. 1. **Affairs in West**

Washington – Grain – Arrived, boat Caledonia, with 360 bushels wheat and 300 bushels corn; boat G. T. Dunlop, with 3,800 bushels wheat; boat H. M. Talbott, with 900 bushels corn and 1,000 bushels wheat.

AG, Thu. 9/7/82, p. #. **CANAL COMMERCE**

– Arrived – Boats P. G. Uhler and R. H. Miller to American Coal Co.; G. S. French No. 2 to W. A. Smoot & Co.; F. M. Offutt to A. M. Brant; W. Jackson, limestone to E. Francis.

Departed – Boats P. G. Uhler, R. H. Miller, F. M. Offutt, Lillie & May and W. Jackson.

DT, Fri. 9/8/82, p. 3. **Canal Trade**

The following 29 boats left this port Wednesday, September 7, 1882, carrying 3,229 14 tons of coal:

Consolidation Coal Company

Georgetown:

Thames River	Capt. Stride	113 19
Meyersdale	Capt. Steel	114 09
L. R. Fechtig	Capt. Bender	114 12
M. B. Mayfield	Capt. Pennell	112 04
F. H. Darby	Capt. Tice	108 07
George Hughes	Capt. Callan	114 06
William Foley	Capt. Bartlett	109 04
Williamsport:		
S. M. Stanhope	Capt. Kelly	111 19
Bessie G.	Capt. Ekis	108 04
Nine boats		1007 04

Borden Mining Co.

Georgetown:

Rainbow	Capt. Widmeyer	113 17
Percy	Capt. Mosier	109 18
Walter Beall	Capt. Manning	111 02
Arthur Lovell	Capt. Baker	99 02
E. R. Ladew	Capt. Griffith	113 11
D. Armstrong	Capt. Henry	114 12
Six boats		662 02

American Coal Company

Georgetown:

Richard Bender	Capt. Moore	110 15
Lizzie A. Long	Capt. Long	111 10
Samuel Henry	Capt. Swain	115 18

Three boats	338 03
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New Central Company

Georgetown:

J. E. Dyer & Bro.	Capt. Keady	113 08
Duncan Sinclair	Capt. Merriman	108 05
C. F. Dixon	Capt. Zimmerman	109 08
Muskingum	Capt. Smith	117 00
Four boats		448 01

Elk Garden Company

Georgetown:

W. L. Read	Capt. Darby	108 14
Clinton Knode	Capt. Snyder	108 16
C. W. Porter	Capt. Keesucker	110 05
Three boats		324 17

Maryland Co.

Washington:

Exterminate	Capt. Mertens	114 06
Minnie & Pinkie	Capt. Mertens	111 03

Georgetown:

Cumberland	Capt. Pierce	114 07
Three boats		329 16

George's Creek Co.

Georgetown:

J. W. Carder	Capt. Field	109 17
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NR, Fri. 9/8/82, p. 1. **Chesapeake and Ohio**

Canal – At a meeting of the stockholders of the Chesapeake and Ohio Canal today only the State of Maryland was represented. The formal acceptance of the presidency of the canal by Lewis C. Smith was received and filed. Spencer Watkins, of Montgomery County, was elected a director in place of Mr. Smith.

DT, Sat. 9/9/82, p. 3. **Canal Trade**

The following 17 boats left this port Thursday, September 8, 1882, carrying 1,917 12 tons of coal:

Consolidation Coal Company

Georgetown:

James B. Thomas	Capt. Atwell	114 02
B. C. Barroll	Capt. Jackson	113 17
Nannie & Willie	Capt. Moore	113 07
Williamsport:		
Katie & Jimmie	Capt. Woltz	112 10
Lutie & Monnie	Capt. Shaffer	112 02
Five boats		565 18

New Central Company

Georgetown:

Canal Trade - 1882

Susquehanna	Capt. McCardle	117 13
John P. Agnew	Capt. McCormick	114 19
Star No. 4	Capt. Sheridan	93 15
Maggie McCleary	Capt. Clark	116 18
Four boats		443 05

Maryland Co.

Georgetown:		
Altoona	Capt. Pierce	114 17
Belle Humbird	Capt. Crampton	114 10
Seven Sisters	Capt. Crampton	114 05
Three boats		343 12

American Coal Company

Alexandria:		
Wm. C. Hunter	Capt. Weaver	112 01
Wm. J. Boothe	Capt. Weaver	107 12
Two boats		219 13

George's Creek Co.

Georgetown:		
Herald	Capt. Long	118 06
Pilot Boy	Capt. Zimmerman	114 02
Two boats		232 08

Borden Mining Co.

Georgetown:		
Exchange	Capt. Young	112 16

AG, Sat. 9/9/82, p. 3. **CANAL COMMERCE** –
Arrived – Boat J. J. Swift to American Coal Co.

Departed – Boats A. H. Agnew, J. J.
Swift and Geo. S. French, No. 2.

DT, Mon. 9/11/82, p. 3. **Canal Trade**

The following 37 boats left this port
Thursday, September 9, 1882, carrying 4,126 10
tons of coal:

Consolidation Coal Company

Georgetown:		
A. B. Winship	Capt. Hebb	105 06
Josephine Barroll	Capt. Penner	117 05
Sallie & Jennie	Capt. Morrison	110 15
E. R. Johnson	Capt. Walker	115 17
J. Monny Dove	Capt. Benner	115 12
R. H. Jones	Capt. Westbrook	112 13
Williamsport:		
Mc. R. Steffey	Capt. Noltz	112 07
Nellie & Davie	Capt. Miller	115 00
Eight boats		904 15

New Central Company

Georgetown:		
Wm. M. Price	Capt. Grimminger	112 15

Star No. 7	Capt. Sheridan	96 09
Juniata	Capt. Cummings	120 05
Suwanee	Capt. Little	117 06
Stanley	Capt. Rodenizer	110 02
O	Capt. Weld & Sheridan	111 16

Six boats		668 13
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American Coal Company

Alexandria:		
William Walsh	Capt. Everly	110 08
John Wilson	Capt. McCann	111 18
Matthew Kersey	Capt. Dunn	114 01
J. W. Burke	Capt. Ekis	111 19
John W. Morris	Capt. Arnold	111 15
William E. Bell	Capt. Driscoll	112 01
Six boats		672 02

Borden Mining Co.

Georgetown:		
Cigarette	Capt. Sensel	112 02
Mabel	Capt. Turner	112 19
Percy	Capt. Mosier	109 18
Highlander	Capt. Young	118 10
James Clark	Capt. Beachler	119 09
Antares	Capt. Beachler	90 10
Six boats		663 08

Maryland Co.

Georgetown:		
K	Capt. Harper	106 10
G	Capt. Shaffer	110 12
H	Capt. Gatrell	110 00
J. H. Farrow	Capt. Smith	113 02
Washington:		
Three Sisters	Capt. Mertens	107 01
Hollander	Capt. Mertens	110 17
Six boats		658 02

Blaen Avon Coal Co.

Georgetown:		
C. W. Osbourn	Capt. Osbourn	108 00
Lew & Glenn	Capt. Eichelberger	111 17
Sarah B.	Capt. Cartwright	111 13
Three boats		331 10

George's Creek Co.

Georgetown:		
Deer Park	Capt. Dolan	115 08
E. E. Woody	Capt. Crumbaugh	111 12
Two boats		227 00

Encouraging Trade by Canal.

The highest number of boats that have left this
port any one day since the opening of the canal

left Saturday, there being 37 in all, carrying 4,126 10 tons. A prominent coal official is of the opinion that nearly 300,000 tons of coal will be shipped between now and the closing of the canal for this season, if the weather be favorable. The great drawback at present is the scarcity of teams, and the boatmen do not care to purchase for so short a time, preferring to wait until spring. The greater portion of the output of the mines is consequently sent to market by rail.

ES, Mon. 9/11/82, p. 5. **Affairs in West Washington** – Increase of Coal Shipments by Canal – The largest number of boats that have left Cumberland any one day since the opening of the canal this year left Saturday, being thirty-seven in all, and carrying 4,127 10 tons of coal. The total number for the week was 150 boats, carrying 16,643 tons. If the weather be favorable, there is a probability of an average shipment of thirty boats a day, of about 110 tons each, from now until the 10th of December, representing about 250,000 tons, the tolls on which would be \$100,000. It is fair to presume that one-half of the coal will be shipped from the canal wharf, the revenue from which will be about \$5,000. In the mining region all the companies are shipping heavily, and at the Koontz and Detmold mines the men are working night and day. The companies will begin this week paying off for August. The wages of the miners, however, will amount to very little, as there was not a full week's work in the whole month, excepting the new labor at Eckhart, and the strike was not declared over until the 24th of the month.

Grain – Arrived – Boat Seneca, with 400 bushels corn and 110 barrels of flour.

AG, Mon. 9/11/82, p. 3. **CANAL COMMERCE** – Arrived – Boats J. H. Parrott, Jr., Thomas Patton, A. M. White and W. D. Walbridge to American Coal Co.; Lizzie K. and Ernst Holland to George's Creek Coal & Iron Co.

Departed – Boats J. H. Parrott, Jr., T. Patton, A. M. White and Ernst Holland.

DT, Tue. 9/12/82, p. 3. **Canal Trade**

The following 27 boats left this port Monday, September 11, 1882, carrying 2,991 13 tons of coal:

Consolidation Coal Company

Georgetown:

Elbe River	Capt. Swain	110 06
Consolidation	Capt. Kane	110 04
Amazon River	Capt. Bender	115 06
Geo. Bogus	Capt. Magruder	116 16
Zadoc Williams	Capt. Mose	114 15
L. W. Guinand	Capt. Dyer	113 17
G. L. Sheriff	Capt. Sorrell	114 03

Williamsport:

Frankie & Fannie	Capt. Preston	111 11
M. A. Shupp	Capt. Shupp	109 07
Nine boats		1016 05

Maryland Co.

Georgetown:

P. E. Dawson	Capt. Pitman	109 05
Star No. 3	Capt. Elkins	95 01
C. H. Sutton	Capt. Mouse	106 08
N	Capt. Snyder	110 08
Hunter Lee	Capt. Dixon	106 00
Five boats		527 03

American Coal Company

Alexandria:

George Sherman	Capt. Renner	113 05
C. R. Hoff	Capt. Wilson	113 03
Robert Miller	Capt. Eaton	109 14
Wm. B. Lloyd	Capt. Brendlinger	110 15
Four boats		446 07

New Central Company

Georgetown:

Allegheny	Capt. Kroon	116 12
Youghiogheny	Capt. Reader	112 19
Two boats		219 11

Borden Mining Co.

Georgetown:

New Boat	Capt. Castle	117 16
Harry & Ralph	Capt. Repp	111 15
Two boats		229 11

George's Creek Co.

Georgetown:

Richard Fannon	Capt. Alexander	107 11
Phoebe & Johnnie	Capt. Alexander	103 15
Two boats		211 06

Canal Trade - 1882

Elk Garden Company

Georgetown:		
Omega	Capt. Crain	114 16
D. R. Long	Capt. Davis	108 11
Two boats		<u>223 18</u>

Blaen Avon Coal Co.

Georgetown:		
Lewis Peacock	Capt. Knode	107 09

ES, Tue. 9/12/82, p. 5. **Affairs in West**

Washington – Break in the Canal – The recent heavy rains have caused a break in the canal on the Magazine level, which is the one next to the Georgetown level. The break was occasioned by the Cabin John's culvert not being sufficiently large to carry off the water from the branch. The washout in the canal bank lowered the canal two feet on that level. A large force of men is engaged in repairing the break today, and it is said the repairs would be completed by noon today.

AG, Tue. 9/12/82, p. 3. **CANAL COMMERCE**

– Arrived – Boats American Flag and D. A. Lowe to American Coal Co.; Cloud and F. W. Mintdrop to George's Creek Coal & Iron Co.

Departed – Boats W. D. Walbridge, American Flag, D. A. Lowe and Lizzie K.

DT, Wed. 9/13/82, p. 3. **Canal Trade**

The following 23 boats left this port Tuesday, September 12, 1882, carrying 2,476 01 tons of coal:

Consolidation Coal Company

Georgetown:		
P. L. Burwell	Capt. Morrow	112 05
W. J. Walker	Capt. Moore	111 16
Jos. M. Wheatley	Capt. Seaman	112 03
G. Meredith	Capt. Shrives	111 09
Echo	Capt. Mose	114 01
A. B. Turner	Capt. Wheeler	111 03
Willie & Frankie	Capt. Chopper	111 12
Dr. A. Shank	Capt. Davis	114 08
N. C. Read	Capt. Murphy	114 16
Williamsport:		
Grason & Fannie	Capt. Malotte	110 11
Ten boats		<u>1124 07</u>

Maryland Co.

Georgetown:

Q	Capt. Stickle	109 19
A. H. Bradt	Capt. Hill	106 00
Mattie	Capt. Seaman	120 19
E. P. Cahill	Capt. Gannon	115 03
Four boats		<u>462 01</u>

Blaen Avon Coal Co.

Georgetown:		
Geo. M. Ryan	Capt. Kroon	112 02
H. K. Shanner	Capt. Kroon	104 11
Lillie & May	Capt. Burns	112 14
Three boats		<u>329 07</u>

American Coal Company

Alexandria:		
Peter G. Uhler	Capt. Matters	115 06
S. S. Howison	Capt. James	113 14
Theodore L. Betts	Capt. McLucas	113 03
Three boats		<u>342 03</u>

Borden Mining Co.

Georgetown:		
Henry Boley	Capt. Rockwell	109 00

New Central Company

Georgetown:		
H. Hanekamp	Capt. Brooks	109 13

A Bad Cut on the Forehead

While at work turning the chute crank on the basin wharf yesterday afternoon, Mr. F. W. Stanley was badly cut on the forehead by the crank, which slipped from his hold and struck him as stated with great force, causing a wound over two inches in length and laying bare the bone. He was taken to his residence on Emily street, where he received surgical treatment from Dr. Carr.

The Coal Trade

During the week ending Saturday, September 9, 1882, there were shipped from the Cumberland coal fields 49,468 08 tons of which 6,026 13 tons were from along the line of the West Virginia Central and Pittsburg railway. There were shipped by the Baltimore and Ohio railroad 26,669 10 tons; by the Chesapeake and Ohio canal 17,426 15 tons; by the Pennsylvania State Line 5,167 18 tons.

The aggregate for the year to that date is 722,570 16 tons, a decrease of 685,368 02 tons,

compared with the same period of 1881. Of this amount 565,899 19 tons were shipped by the Baltimore and Ohio railroad, 61,110 10 tons by the Chesapeake and Ohio canal, and 91,330 18 tons by the Pennsylvania State Line.

The shipments over the George's Creek and Cumberland railroad last week were 8,117 18 tons; over the Cumberland and Pennsylvania railroad 37,134 04 tons.

NR, Wed. 9/13/82, p. 3. **WEST WASHINGTON** – A washout occurred on Monday on the Chesapeake and Ohio Canal, caused by the incapacity of the culvert at Cabin John's bridge to carry off the accumulation of water caused by the severe rain-storm. A large force of workmen were engaged yesterday repairing the damage, and it was expected that they would finish last night.

DT, Thu. 9/14/82, p. 3. **Canal Trade**

The following 19 boats left this port Wednesday, September 13, 1882, carrying 2,132 18 tons of coal:

Consolidation Coal Company

Georgetown:

Jos. G. Williams	Capt. Washington	116 09
Geo. A. Pearre	Capt. Jackson	109 08
Daniel Linkin	Capt. Swain	117 15
C. D. Warfield	Capt. Kerns	116 03

Williamsport:

E. M. Stanhope	Capt. Kelly	112 09
Lutie & Monnie	Capt. Shaffer	114 08
Six boats		686 12

Borden Mining Co.

Georgetown:

F. F. Smith	Capt. Kinsell	116 09
Onward	Capt. Sigler	110 10
Gen. Garfield	Capt. Otto	111 08
Dr. E. M. Schindell	Capt. Donnelly	114 18
Areturus	Capt. Donnelly	92 07
B. L. Lynn	Capt. Dick	112 16
Six boats		665 08

New Central Company

Georgetown:

Daniel Webster	Capt. Snider	110 03
Mississippi	Capt. Snider	113 16
Hunter G.	Capt. Brookman	109 12

Three boats		333 11
American Coal Company		
Alexandria:		
John H. Parrott, Jr.	Capt. Lynch	113 13
William Smith	Capt. McKalvey	110 03
Two boats		223 16

Maryland Co.

Georgetown:

R. A. Farmer	Capt. Ardinger	110 11
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Blaen Avon Coal Co.

Georgetown:

James T. Hager	Capt. Engram	112 10
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There were 19 boats left this port yesterday, though more could have been loaded. There is quite a demand for boats now.

The recent rains have made a break in the magazine level of the Chesapeake and Ohio canal.

ES, Thu. 9/14/82, p. 4. **Affairs in West**

Washington – The Grain Trade – Arrived – boat Medley with 750 bushels wheat and 2,000 bushels corn; boat Samuel Jarboe with 700 bushels corn.

The Coal Boats are coming in quite lively, and business on the wharf for the first time this season is brisk.

AG, Thu. 9/14/82, p. 3. **CANAL**

COMMERCE – Arrived – Boats A. J. Akin, G. W. Wallis, M. D. Corse and S. Henry to American Coal Co.; A. Sherman to George's Creek Coal & Iron Co.

Departed – Boat A. J. Akin, G. W.

Wallis, M. D. Corse, S. Henry, F. W. Mintdrop and A. Sherman.

DT, Fri. 9/15/82, p. 3. **Canal Trade**

The following 16 boats left this port Thursday, September 14, 1882, carrying 1,770 16 tons of coal:

Consolidation Coal Company

Georgetown:

Cowton & Tilghman	Capt. Farrow	109 18
B. M. Young	Capt. Miles	114 15
Mary L. Miller	Capt. Miles	114 10

Canal Trade - 1882

Theo. Dean	Capt. Wiland	114 08
Jacob A. Snyder	Capt. Roof	<u>110 02</u>
Five boats		563 13
Maryland Co.		
Georgetown:		
Bernadetta	Capt. Gannon	105 00
New Era (Stmr)	Capt. Gatrell	92 01
Isaac Wilson	Capt. Gatrell	110 04
Baltimore	Capt. Mergler	<u>111 11</u>
Four boats		418 16
American Coal Company		
Alexandria:		
Thomas H. Faile	Capt. Moore	113 15
Andrew Main	Capt. Stinzel	110 09
Dr. M. M. Lewis	Capt. McKalvey	<u>112 13</u>
Three boats		336 17
Consolidation Coal Company		
Georgetown:		
P. L. Hieston	Capt. Brubaker	116 14
New Central Company		
Georgetown:		
Savannah	Capt. O'Neal	114 03
Blaen Avon Coal Co.		
Georgetown:		
Laura	Capt. Hudson	112 13
John R. Cruzen	Capt. Crampton	<u>108 00</u>
Two boats		220 13

DT, Sat. 9/16/82, p. 3. Canal Trade

The following 18 boats left this port
Friday, September 15, 1882, carrying 2,109 13
tons of coal:

Consolidation Coal Company		
Georgetown:		
Geo. S. French 1	Capt. Rinehart	106 05
Geo. S. French 2	Capt. Rinehart	109 02
B. R. Mayfield	Capt. Zellus	113 16
A. L. Miller	Capt. Piper	114 04
Williamsport:		
McKendree Steffey	Capt. Woltz	112 18
Katie & Jimmie	Capt. Woltz	108 09
Bessie Gruber	Capt. Ekis	111 18
Nellie & Davie	Capt. Miller	<u>112 05</u>
Eight boats		888 17
Blaen Avon Coal Co.		
Georgetown:		
A. B. Spier	Capt. Mein	112 05
C. C. Kelly	Capt. Pigeon	110 00
J. F. A. Remley	Capt. Dixon	110 15
T. F. McCardell	Capt. Hoover	114 16

Four boats		<u>447 16</u>
Borden Mining Co.		
Georgetown:		
Arthur Lovell	Capt. Baker	97 12
W. T. Hassett	Capt. Dunnigan	<u>115 00</u>
Two boats		212 12
American Coal Company		
Alexandria:		
Michael Snow	Capt. Read	109 19
J. J. Swift	Capt. Brown	<u>112 07</u>
Two boats		222 06
New Central Company		
Georgetown:		
Emma Mertens	Capt. Spong	113 16
George's Creek Co.		
Georgetown:		
Detroit	Capt. Myers	114 07

DT, Sat. 9/16/82, p. 3. Canal Trade

The following 18 boats left this port
Friday, September 15, 1882, carrying 2,109 13
tons of coal:

Consolidation Coal Company		
Georgetown:		
Geo. S. French 1	Capt. Rinehart	106 05
Geo. S. French 2	Capt. Rinehart	109 02
B. R. Mayfield	Capt. Zellus	113 16
A. L. Miller	Capt. Piper	114 04
Williamsport:		
McKendree Steffey	Capt. Woltz	112 18
Katie & Jimmie	Capt. Woltz	108 09
Bessie Gruber	Capt. Ekis	111 18
Nellie & Davie	Capt. Miller	<u>112 05</u>
Eight boats		888 17
Blaen Avon Coal Co.		
Georgetown:		
A. B. Spier	Capt. Mein	112 05
C. C. Kelly	Capt. Pigeon	110 00
J. F. A. Remley	Capt. Dixon	110 15
T. F. McCardell	Capt. Hoover	<u>114 16</u>
Four boats		447 16
Borden Mining Co.		
Georgetown:		
Arthur Lovell	Capt. Baker	97 12
W. T. Hassett	Capt. Dunnigan	<u>115 00</u>
Two boats		212 12
American Coal Company		
Alexandria:		
Michael Snow	Capt. Read	109 19
J. J. Swift	Capt. Brown	<u>112 07</u>

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Two boats		222 06
New Central Company		
Georgetown:		
Emma Mertens	Capt. Spong	113 16
George's Creek Co.		
Georgetown:		
Detroit	Capt. Myers	114 07

DT, Mon. 9/18/82, p. 3. **Canal Trade**

The following 36 boats left this port
Friday, September 16, 1882, carrying 4,056 07
tons of coal:

Consolidation Coal Company		
Georgetown:		
W. Thomson	Capt. Vitz	112 01
H. Roussell	Capt. McKnight	117 16
W. King	Capt. McCoy	117 14
John Miller	Capt. Brown	113 13
W. H. Marlow	Capt. Rinehart	111 10
C. F. Mayer	Capt. Reed	119 03
A. P. Mayfield	Capt. Bender	114 08
A. J. Clark	Capt. Quigley	117 03
Williamsport:		
M. A. Shupp	Capt. Shupp	111 01
Nine boats		1034 09

American Coal Company		
Georgetown:		
Sallie J. Kelly	Capt. Groom	112 08
Mollie	Capt. Mose	110 09
S	Capt. Clendening	114 13
Col. J. C. Lynn	Capt. Reid	110 08
P	Capt. Maguer	115 08
Cumberland	Capt. Pierce	111 03
Washington:		
Maj. Alex Shaw	Capt. Mertens	119 07
Burke Spencer	Capt. Mertens	114 15
John W. Carter	Capt. Mertens	110 08
Nine boats		1018 19

Borden Mining Co.		
Georgetown:		
Little Nan	Capt. Ensminger	112 02
E. R. Ladew	Capt. Griffin	113 11
Regulus	Capt. Moore	110 12
Unexpected	Capt. Wiland	114 12
W. H. M Masters	Capt. Newkirk	113 06
Oxford	Capt. Newport	114 11
Six boats		678 14

New Central Company		
Georgetown:		
Park Agnew	Capt. Reid	108 15

River Nile	Capt. Kimble	120 14
Kitty Cushwa	Capt. McCardell	114 14
Johnnie	Capt. Kean	111 04
Star No. 4	Weld & Sheridan	89 06
Five boats		554 13

American Coal Co.		
Alexandria:		
Alex M. White	Capt. Nuse	111 16
John H. Platte	Capt. Albert	113 02
Samuel Lloyd	Capt. McMullen	115 00
Three boats		339 18

George's Creek Co.		
Georgetown:		
J. L. Jarboe	Capt. Fannon	118 03
Maggie B.	Capt. Haines	110 13
Two boats		228 16

Blaen Avon Coal Co.		
Georgetown:		
Ellen Brooks	Capt. Bowers	108 11
Gaston Gas Coal Company		
Georgetown:		
D. Armstrong	Capt. Henry	112 07

Return of Mr. Hanson Willison

Yesterday morning Mr. Hanson Willison returned home from Butler, Butler County, Pa., whither he had gone on Saturday to attend the trial before the Court of Lawrence Roberts, on a writ of habeas corpus, charged with stealing a mare from the Mexico farm, four miles below this city, and owned by Mr. Michael Long. The Court deemed the evidence sufficient to hold Roberts, and the Governor's requisition having arrived, Mr. Willison, upon being telegraphically deputized by Sheriff Shuck, took Roberts in charge and brought him here and he is now lodged in jail. While in Allegheny City, Mr. Willison discovered the missing mare belonging to Major Shaw. She will be returned at once. All the stolen horses have now been found, excepting one belonging to Mr. Willison and one belonging to Mr. Pollock.

Canal Report from Alexandria

Arrived, Thursday, boats L. A. Long, J. Bradburn, A. J. Clark and H. O. Claughton to American Coal Company; E. T. Woody and

Canal Trade - 1882

Iowa to J. P. Agnew & Co.; W. Stephenson to Mayfield & Hieston.
Departed – Boats L. A. Long, J. Bradburn, A. J. Clark, H. O. Claughton, E. T. Woody, Iowa and W. Stephenson.

AG, Mon. 9/18/82, p. 3. **CANAL COMMERCE** – Arrived – Boats C. R. Hooff, G. Sherman, J. W. Burke, W. B. Lloyd, J. W. Morris, W. E. Bell and J. H. Parrott, Jr., to American Coal Co.; Sarah B to J. P. Agnew & Co.

Departed – Boats C. R. Hooff, G. Sherman, J. W. Burke, W. B. Lloyd, J. W. Morris, W. E. Bell, J. H. Parrott, Jr. and Sarah B.

DT, Tue. 9/19/82, p. 3. **Canal Trade**
The following 46 boats left this port Monday, September 18, 1882, carrying 5,199 05 tons of coal:

Consolidation Coal Company

Georgetown:		
R. Callahan	Capt. McQuade	115 02
A. B. Wolf	Capt. McQuade	117 02
B. C. Barroll	Capt. Jackson	116 04
Thames River	Capt. Stride	114 01
Wm. A. Smoot	Capt. Myers	117 03
W. Weber	Capt. Rowland	112 15
M. B. Mayfield	Capt. Pennell	112 04
Julia Tyler	Capt. Shields	112 01
W. J. Stevenson	Capt. Brubaker	114 09
Shriver	Capt. R. Miller	119 00
J. J. Moore	Capt. Kidwell	114 13
Williamsport:		
E. M. Stanhope	Capt. Kelly	110 18
Grason & Fannie	Capt. Malotte	109 06
Frankie & Fannie	Capt. Preston	115 19
Fourteen boats		1,590 17

New Central Company

Georgetown:		
Muskingum	Capt. Smith	112 13
Star No. 2	Weld & Sheridan	97 08
Delaware	Capt. Dickerhoof	120 04
Eva	Capt. Donnelly	114 09
J. E. Dyer & Bro.	Capt. Keady	112 07
B. J. Coulehan	Capt. Reid	102 05
Potomac	Capt. Barger	120 17
Missouri	Capt. Ardinger	114 03
Eight boats		894 06

Borden Mining Co.

Georgetown:		
Cigarette	Capt. Sensel	115 19
Susan Charles	Capt. Snyder	109 11
Sycorax	Capt. Snyder	112 00
Exchange	Capt. Griffith	114 15
Highlander	Capt. Griffith	113 10
M. H. Haines	Capt. Hassett	103 09
Six boats		699 04

American Coal Company

Georgetown:		
A. J. Akin	Capt. Hall	115 01
W. D. Walbridge	Capt. Reynold	118 14
American Flag	Capt. Pearce	114 17
Thomas Patton	Capt. Eaton	113 19
George W Wallis	Capt. Teach	116 06
David A. Lowe	Capt. Hooker	113 12
Samuel Henry	Capt. Swain	113 08
Seven boats		805 17

Maryland Co.

Washington:		
Suwanee	Capt. Mertens	115 19
John K. Shaw	Capt. Mertens	116 00
C. W. Brengle	Capt. Brengle	114 17
Georgetown:		
Helen V.	Capt. Eddy	109 00
F. H. Darby	Capt. Tice	112 14
Five boats		568 10

Blaen Avon Coal Co.

Georgetown:		
Wm. Foley	Capt. Bartlett	111 09
Carrie V.	Capt. Mertens	116 09
Two boats		227 18

George's Creek Co.

Georgetown:		
Lucinda	Capt. Reid	109 09
New Boat	Capt. Mouse	116 01
Two boats		225 10

Elk Garden Company

Georgetown:		
Little Eddie	Capt. Ingram	108 03
City of Hamburg	Capt. Ingram	109 00
Two boats		217 03

AG, Tue. 9/19/82, p. 4. **CANAL COMMERCE**
– Arrived – Boats W. C. Hunter, W. J. Boothe, M. Kersey, J. Wilson, P. G. Uhler and R. H. Miller to American Coal Co.

Canal Trade - 1882

Departed – Boats W. C. Hunter, W. J. Boothe, M. Kersey, J. Wilson, P. G. Uhler and R. H. Miller.

DT, Wed. 9/20/82, p. 3. **Canal Trade**

The following 29 boats left this port Tuesday, September 19, 1882, carrying 3,118 12 tons of coal:

Consolidation Coal Company

Georgetown:

Josephine Barroll	Capt. Penner	115 09
R. H. Jones	Capt. Westbrook	116 07
Ernst & Holland	Capt. McCormick	112 12
Jas. B. Thomas	Capt. Atwell	112 10
G. L. Sheriff	Capt. Sorrell	113 09
E. K. Johnson	Capt. Walker	116 15
A. Campbell	Capt. Eddy	111 03
Amazon River	Capt. Bender	114 06

Williamsport:

Lutie & Monnie	Capt. Shaffer	112 19
Nine boats		1,025 10

Maryland Co.

Georgetown:

Fall River	Capt. Artz	110 16
Elizabeth Miller	Capt. Feidt	114 13
A. Sherman	Capt. Whittington	106 05
Cloud	Capt. Hadley	112 11

Washington:

Lizzie K.	Capt. Mertens	112 06
Five boats		556 11

Borden Mining Co.

Georgetown:

Capella	Capt. Hassett	115 07
Alton	Capt. Hassett	114 05
Willie D.	Capt. Hassett	113 04
M. S. Fernsner	Capt. griffin	111 11
Henry Freeland	Capt. Griffith	111 16
Warren Delano, Jr.	Capt. Hassett	111 05
Six boats		677 09

New Central Company

Georgetown:

Thos. Venners	Capt. Read	96 00
Star No. 7	Weld & Sheridan	97 04
M. A. West	Capt. Conrad	110 13
Three boats		303 17

American Coal Co.

Georgetown:

M. D. Corse	Capt. Bear	114 10
Wm. Gregory	Capt. James	116 00
Two boats		230 10

Blaen Avon Coal Co.

Georgetown:

Fred Williams	Capt. Cramer	111 00
Arthur Lovell	Capt. Callan	113 15
Two boats		224 15

The Coal Trade

During the week ending Saturday, September 16, 1881, there were 44,725 09 tons shipped from the Cumberland coal region, of which 9,231 16 tons were by Pennsylvania State Line; 15,777 12 tons by the Chesapeake and Ohio canal and 19,395 12 tons by the Baltimore and Ohio railroad.

The aggregate for the year is 767,526 05 tons, a decrease of 684,285 07 tons compared with 1881. Of the aggregate 585,295 11 tons were shipped by the Baltimore and Ohio railroad; 76,888 02 tons by the Chesapeake and Ohio canal, and 100,562 14 tons by the Pennsylvania State Line.

The New Lock gates.

The gates are in readiness for the improved locks on the canal, and in a week or ten days will be put in place in Twigg's, Goldsboro's, Chaney's, Williamsport and Gross' locks and also at Dam No. 4. They will be put in position at the earliest practicable day and the entire works is expected to be finished in the time above specified.

TC, Wed. 9/20/82, p. 4. **Cumberland Coal**

Trade – The shipments from the mines of the Cumberland coal region for the week ended Saturday, September 16, were 44,725 tons, and for the year to that date 767,296 tons, a decrease of 684,286 tons as compared with the corresponding period of last year. The coal was carried as follows: Baltimore & Ohio Railroad – Week 19,395 tons; year 585,298 tons; decrease from last year 358,582 tons. Chesapeake & Ohio Canal – Week 15,778 tons; year 76,888 tons; decrease from last year 235,878 tons. Pennsylvania Railroad – Week 9,232 tons; year 100,583; decrease from last year 93,272 tons.

Canal Trade - 1882

AG, Wed. 9/20/82, p. 3. **CANAL**

COMMERCE – Arrived – Boats Wm. Walsh and S. S. Howison to American Coal Co.

Departed – Boats Wm. Walsh and S. S. Howison.

DT, Thu. 9/21/82, p. 3. **Canal Trade**

The following 23 boats left this port
Wednesday, September 20, 1882, carrying 2,791
02 tons of coal:

Maryland Company

Georgetown:

K	Capt. Harper	106 14
Star No. 3	Capt. Elkins	95 00
Altoona	Capt. Pierce	115 09
F. H. Irwin	Capt. Hall	111 12

Washington:

Exterminate	Capt. Mertens	115 16
Five boats		<u>544 11</u>

American Coal Company

Alexandria:

H. O. Claughton	Capt. Moore	110 00
A. Jackson Clark	Capt. Penner	114 06
Lizzie A. Long	Capt. Long	114 10
John Bradburn	Capt. Morrison	114 08
Four boats		<u>452 04</u>

Borden Mining Co.

Georgetown:

Clinton Knode	Capt. Snyder	111 15
Alexander	Capt. Griffith	112 00
Rainbow	Capt. Griffith	113 03
Percy	Capt. Hassett	116 16
Four boats		<u>453 14</u>

New Central Company

Georgetown:

John P. Agnew	Capt. McCormick	117 09
W. M. Price	Capt. Grimminger	113 07
Susquehanna	Capt. McCardell	111 12
Three boats		<u>342 08</u>

Consolidation Coal Company

Georgetown:

L. R. Fechtig	Capt. Bender	110 11
Williamsport:		
Katie & Jimmie	Capt. Waltz	109 05
Nellie & Davie	Capt. Miller	110 19
Three boats		<u>330 15</u>

George's Creek Co.

Georgetown:

Berkebile	Capt. Brown	110 16
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E. T. Woody	Capt. Crumbaugh	108 11
A. H. Agnew	Capt. Ingram	111 00
Three boats		<u>330 07</u>

Blaen Avon Coal Co.

Georgetown:

Wm. M. Mertens	Capt. Doerner	110 12
F. W. Mintdrop	Capt. Anderson	113 11
Two boats		<u>224 03</u>

Elk Garden Company

Georgetown:

George Hughes	Capt. Callan	112 00
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DT, Fri. 9/22/82, p. 3. **Canal Trade**

The following 28 boats left this port
Thursday, September 21, 1882, carrying 3,121
12 tons of coal:

Consolidation Coal Company

Georgetown:

Elbe River	Capt. Swain	109 02
Jimmy M., Jr.	Capt. Bush	107 09
George Boyers	Capt. Magruder	114 13
N. C. Read	Capt. Murphy	109 00
Nannie & Willie	Capt. Moore	114 06
Jos. M. Wheatley	Capt. Seaman	113 07
Washington:		
A. P. Mayfield	Capt. Benner	114 08
McKendree Steffey	Capt. Woltz	112 07
M. A. Shupp	Capt. Shupp	106 17
Nine boats		<u>1001 09</u>

Maryland Co.

Georgetown:

B. L. Slack	Capt. Moriarty	111 04
H. Gatrell	Capt. Moriarty	110 18
G	Capt. Shaffer	111 00
M	Capt. Mills	111 02
Meyersdale	Capt. Stull	111 02
Mattie	Capt. Seaman	114 09
Osceola & Jakie	Capt. Seaman	115 09
Washington:		
Iowa	Capt. Mertens	114 14
Eight Boats		<u>898 18</u>

Borden Mining Co.

Georgetown:

Henry Boley	Capt. Hassett	109 11
Walter Beall	Capt. Griffith	112 02
Antares	Capt. Griffith	89 10
James Clarke	Capt. Griffith	121 14
Harry & Ralph	Capt. Griffith	111 04
Five boats		<u>544 01</u>

American Coal Company

Canal Trade - 1882

Alexandria:			
Dr. G. Ellis Porter	Capt. Tall	113	00
George Sherman	Capt. Renner	114	16
Hancock:			
C. H. Sutton	Capt. Mouse	109	12
John L. Read	Capt. Kirby	115	06
Four boats		452	14

George's Creek Co.

Georgetown:			
Herald	Capt. Long	116	03
Elk Garden Company			

Georgetown:			
Wm. P. Wools	Capt. Gross	108	07

TC, Fri. 9/22/82, p. 4. **Meeting of the Canal Board** – The Chesapeake & Ohio Canal Board met at Annapolis yesterday. President Lewis C. Smith and all the directors were present, including Mr. Spencer Watkins, recently elected, who took the oath of office before Justice Wm. H. Gassaway. Only routine business was transacted. The total number of tons shipped from Cumberland from the 1st to the 19th of September was 47,129, which was regarded as a good shipment at this season of the year. The next meeting will be held at Cumberland, October 26.

AG, Fri. 9/22/82, p. 4. **CANAL COMMERCE** – Arrived – Boats T. L. Betts and T. H. Faile to American Coal Co.; Maggie B. to J. P. Agnew & Co.

Departed – Boats T. L. Betts, T. H. Faile and Maggie B.

DR, Sat. 9/23/82, p. 3. **Canal Trade**

The following 20 boats left this port Friday, September 22, 1882, carrying 2,228 07 tons of coal:

American Coal Company

Alexandria:			
Daniel Annan	Capt. Eichelberger	111	17
Wm. P. Lloyd	Capt. Brendlinger	110	01
William E. Beall	Capt. Driscoll	110	03
Wm. J. Boothe, Jr.	Capt. Wilson	110	10
Charles R. Hoff	Capt. Wilson	109	17
Five boats		552	08

Maryland Co.

Georgetown:			
Duncan Sinclair	Capt. Merryman	111	01
A. H. Bradt	Capt. Hill	115	16
Charles F. Dixon	Capt. Zimmerman	115	18
Washington:			
Minnie & Pinkie	Capt. Mertens	111	08
Four boats		454	03

New Central Company

Georgetown:			
Star No. 5	Weld & Sheridan	93	10
M. B. Winship	Capt. Bowers	112	01
Allegheny	Capt. Kroon	118	17
Deer Park	Capt. Dolan	116	11
Four boats		440	19

Consolidation Coal Company

Georgetown:			
G. Meredith	Capt. Shrives	112	19
W. J. Walker	Capt. Moore	109	10
Washington:			
Frankie & Fannie	Capt. Preston	115	04
Shepherdstown:			
Lucie & Willie	Capt. Wintermeyer	107	04
Four boats		444	17

Blaen Avon Coal Co.

Georgetown:			
Hollander	Capt. Kroon	112	09

Borden Mining Co.

Georgetown:			
Kate Hassett	Capt. Hassett	114	11

Scott Haven Coal Company

Washington:			
James M. Schley	Capt. Carder	109	00

Death of Col. Wm. Borden

Col. Wm. Borden, president of the Borden Mining Company, died in New York city on Thursday evening at 5 o'clock, after a brief illness. He has been unwell since the first of the month, and on last Sunday was stricken down with paralysis, since when he gradually sank until his death. He was 63 years of age.

Col. Borden was the founder of the Borden Mining Company, which was chartered in 1846. He was the principal owner in the company. The Colonel was a very wealthy man and at one time colonel of the celebrated Ninth New York regiment, and was succeeded by Col. James B. Fisk.

Col. Borden had not many acquaintances in this county; but those who had that honor speak of him in the highest terms of praise.

ES, Sat. 9/23/82, p. 2. **Affairs in West Washington – The Canal** – Water will be drawn from this level of the canal tonight, to remain off twenty-four hours, to repair wall at central wharf.

Grain – Arrived – Boat Thomas Thrasher, with cargo wheat.

AG, Sat. 9/23/82, p. 3. **CANAL COMMERCE** – Arrived – Boat J. H. Platt to American Coal Co.

Departed – Boat J. H. Platt to Cumberland.

Ibid, p. 4. Water will be drawn off the Georgetown level of the Chesapeake and Ohio Canal at six o'clock this evening to allow repairs to be made to the wharf of the New Central Coal Company. Water will be let on again tomorrow night.

DT, Mon. 9/25/82, p. 3. **Canal Trade**

The following 22 boats left this port Saturday, September 23, 1882, carrying 2,456 08 tons of coal:

Consolidation Coal Company		
Georgetown:		
L. P. Hieston	Capt. Brubaker	112 03
A. B. Winship	Capt. Hebb	108 04
Z. Williams	Capt. Mose	116 06
P. L. Burwell	[Capt. Morrow]	111 06
Williamsport:		
E. M. Stanhope	Capt. Kelly	109 16
Grason & Fannie	Capt. Malotte	111 14
Six boats		669 09
Borden Mining Co.		
Georgetown:		
G. F. Smith	Capt. Griffith	112 11
Arthur Lovell	Capt. Griffith	107 16
Echo	Capt. Griffith	116 04
Dr. A. Shank	Capt. Hassett	114 04
Four boats		450 15

Maryland Co.

Washington:

Maggie McCleary	Capt. Clark	115 17
Star No. 1	Capt. McAnnany	94 16
Jos. H. Farrow	Capt. Smith	115 17
Three boats		326 14

American Coal Company

Alexandria:		
Peter G. Uhler	Capt. Matters	115 08
Richard Bender	Capt. Moore	111 04
John H. Parrott, Jr.	Capt. Lynch	115 02
Three boats		341 14

New Central Company

Georgetown:		
N	Capt. Snyder	110 08
O	Capt. O'Neal	114 07
George S. Young	Capt. Callan	114 17
Three boats		339 12

George's Creek Coal & Iron Company

Georgetown:		
R. J. Mitchell	Capt. Shirley	108 16
Blaen Avon Coal Co.		

Georgetown:		
Emma Julia	Capt. Colbert	107 02
National Coal Company		

Georgetown:		
Three Sisters	Capt. Little	112 10

TC, Mon. 9/25/82, p. 4. **Was She Murdered?** – The Coroner has been notified that on Saturday morning about 10 o'clock an unknown colored woman, about 60 years old, was found in an unconscious condition of the canal boat *James Rivers*, at Winship's wharf, foot of Thirtieth street. The police were notified, and she was removed by Custodian Weeden in the ambulance to Providence Hospital, where she died at 11 o'clock yesterday morning. The Captain of the boat, R. Stride, said that the woman, who appeared to be sick, had come on board of the *James Rivers* at a place known as "Stone Mill Locks," about fifty miles from this city on the Chesapeake & Ohio Canal, and said she wanted to go to Georgetown. The captain, having no place for passengers, let her sleep in the hay house, from which place she was removed. The captain did not know her name, but said the woman told him that she was from Winchester, W. Va. The woman was severely bruised about

the face and head, and fears of foul play are expressed.

NR, Mon. 9/25/82, p. 4. **Strange Death on a Canal Boat** – On Saturday morning about 10 o'clock an unknown colored woman, about 60 years old, was found in an unconscious condition on the canal boat *James Rivers*, at Winship's wharf, foot of Thirtieth street. The police were notified and she was removed by Custodian Weeden in the ambulance to Providence Hospital, where she died at 11 o'clock yesterday morning. The captain of the boat, R. Stride, said that the woman who appeared to be sick, had come on board of the *James Rivers* at a place known as "Stone Mill Locks," about fifty miles from this city on the Chesapeake and Ohio Canal, and said she wanted to go to Georgetown, the Captain having no place for passengers let her sleep in the hay house, from which place she was removed. The Captain did not know her name, but said that the woman told him that she was from Winchester, W. Va. The coroner has been notified and will hold an inquest today. There are some strange things in connection with the woman's death. At the hospital some severe bruises were found on her head, but the physicians refused to state whether they were the cause of death. She never rallied and could not tell her name.

ES, Mon. 9/25/82, p. 2. **Affairs in West Washington** – Mr. William Borden, the president of the Borden Mining Company, died in New York on Friday last and was buried this morning. As a mark of respect, business at the company's wharf is suspended today. **Death Under Suspicious Circumstances** – A colored woman named Mary Johnson arrived at Winship's wharf, foot of Washington street, Georgetown, Saturday night, on the canal boat *James River*, in a very weak and sick condition. She was removed to the Freedman's hospital, where she died about 12 o'clock yesterday. Mr. Weedon, who drives the police ambulance, states that he found the woman stowed away on some

hay in a stifled and close corner of the cabin, and that her head was cut and bruised badly; that the captain of the boat said that the woman boarded the canal boat some fifty miles up the river, and having no better accommodations, she was given permission to lie on the hay. The coroner was notified.

Grain – Arrived – Boat H. M. Talbott, with 1,500 bushels wheat.

AG, Mon. 9/25/82, p. 3. **CANAL COMMERCE** – Arrived – Boats Wm. Smith, Dr. M. M. Lewis, J. J. Swift, A. M. White and M. Snow to American Coal Company.

Departed – Boats Wm. Smith, Dr. M. M. Lewis, J. J. Swift, A. M. White and M. Snow.

DT, Tue. 9/26/82, p. 3. **Canal Trade**

The following 25 boats left this port Monday, September 25, 1882, carrying 2,850 04 tons of coal:

Consolidation Coal Company

Georgetown:

Geo. A. Pearre	Capt. Jackson	111 08
C. D. Warfield	Capt. Kerns	117 05
A. L. Miller	Capt. Piper	116 08
L. W. Guinand	Capt. Dyer	115 02
C. F. Mayer	Capt. Reed	117 01
J. Maury Dove	Capt. Benner	111 17
John Miller	Capt. Brown	114 01

Williamsport:

Bessie Gruber	Capt. Ekis	107 13
Lutie & Monnie	Capt. Shaffer	115 08
Nine boats		1,025 18

New Central Company

Georgetown:

Youghiogheny	Capt. Reader	118 09
P. E. Dawson	Capt. Pittman	116 00
Johnnie	Capt. Kean	108 06
Three boats		342 15

Maryland Co.

Washington:

E. P. Cahill	Capt. Gannon	115 17
Sallie J. Kelly	Capt. Groom	115 09
Two boats		231 05

Borden Mining Co.

Georgetown:

B. M. Young	Capt. Hassett	117 05
Mary L. Miles	Capt. Hassett	117 05

Canal Trade - 1882

Two boats		234 10
American Coal Company		
Alexandria:		
S. S. Howison	Capt. James	115 11
J. W. Burke	Capt. Ekis	119 04
Robert H. Miller	Capt. Eaton	115 14
Three boats		347 14
George's Creek Coal & Iron Company		
Georgetown:		
Phoebe & Johnnie	Capt. Alexander	117 02
Richard Fannon	Capt. Alexander	112 14
P	Capt. Wagner	112 02
Three boats		331 18
Blaen Avon Coal Co.		
Georgetown:		
Sarah B.	Capt. Cartwright	112 15
W. L. Read	Capt. Davis	110 08
Two boats		223 03
Elk Garden Company		
Georgetown:		
Lillie & May	Capt. Burns	113 00

ES, Tue. 9/26/82, p. 1. **Affairs in West Washington – Grain** – Arrived – boat Seneca with 3,000 bushels wheat.

DT, Wed. 9/27/82, p. 3. **Canal Trade**

The following 25 boats left this port Tuesday, September 26, 1882, carrying 2,489 11 tons of coal:

Consolidation Coal Company		
Georgetown:		
W. H. Marlow	Capt. Rinehart	114 18
Jos. Z. Williams	Capt. Washington	117 14
H. Roussel	Capt. McKnight	115 04
W. King	Capt. McCoy	115 14
H. A. Clark	Capt. Quigley	115 01
W. Thomas	Capt. Veitz	109 01
Williamsport:		
Nellie & Davie	Capt. Miller	111 19
Katie & Jimmie	Capt. Woltz	106 02
Eight boats		905 13
New Central Company		
Georgetown:		
Col. J. C. Lynn	Capt. Reid	109 03
D. Armstrong	Capt. Henry	112 19
Cigarette	Capt. Sensel	111 02
Juniata	Capt. Cummings	118 00
Seven Sisters	Capt. Crampton	111 15
Belle Humbird	Capt. Crampton	116 01

R	Capt. Crampton	112 17
Henry Hanekamp	Capt. Brooke	115 00
Eight boats		906 17
American Coal Company		
Alexandria:		
John Wilson	Capt. McCann	114 18
William J Boothe	Capt. Weaver	115 17
Two boats		230 15
George's Creek Coal & Iron Company		
Georgetown:		
Reitzel	Capt. Brookman	107 15
Hunter G.	Capt. Brookman	113 16
Two boats		221 11
Borden Mining Co.		
Georgetown:		
Unexpected	Capt. Hassett	113 00
Blaen Avon Coal Co.		
Georgetown:		
Chas. W. Porter	Capt. Mertens	111 15

TC, Wed. 9/27/82, p. 4. **Cumberland Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ended Saturday, September 23, were 53,298 tons, and for the year to that date 820,595 tons, a decrease of 663,333 tons as compared with the corresponding period of last year. The coal was carried to tide as follows: Baltimore & Ohio Railroad – Week 27,198 tons; year 612,243 tons; decrease from last year 358,141 tons. Chesapeake & Ohio Canal – Week 16,463 tons; year 93,352 tons; decrease from last year 226,617 tons. Pennsylvania Railroad – Week 9,637 tons; year 110,200 tons; decrease from last year 92,172 tons.

ES, Wed. 9/27/82, p. 1. **Affairs in West Washington – Grain** – Arrived – Boat Ruby with 3,300 bushels wheat.

AG, Wed. 9/27/82, p. 3. **CANAL COMMERCE** – Arrived – Boats S. Henry, S. Lloyd, G. W. Wallis, D. A. Lowe, G. Sherman, A. J. Aikin, A. J. Clark and H. O. Claughton to American Coal Co.; G. S. French No. 2 and G. S. French to W. A. Smoot & Co.; Susanna to A. M. Brandt.

Canal Trade - 1882

Departed – Boats S. Henry, S. Lloyd, G. W. Wallis, D. A. Lowe, G. Sherman, A. J. Akin, G. S. French No. 2, A. J. Clark and Susanna.

DT, Thu. 9/28/82, p. 3. **Canal Trade**

The following 18 boats left this port Wednesday, September 27, 1882, carrying 1,974 10 tons of coal:

Consolidation Coal Company

Georgetown:

Willie & Frankie	Capt. Chopper	107 15
B. C. Barroll	Capt. Jackson	112 05
A. B. Turner	Capt. Weller	107 06
M. A. Shupp	Capt. Shupp	108 16

Williamsport:

Frankie & Fannie	Capt. Preston	112 11
McKendree Steffey	Capt. Woltz	107 17

Six boats		656 10
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New Central Company

Georgetown:

River Nile	Capt. Kimble	119 13
Era	Capt. Donnelly	116 08
R. B. Lynn	Capt. Dick	111 09
Savannah	Capt. O'Neal	113 00
Star No. 6	Weld & Sheridan	82 04
Five boats		543 11

Maryland Co.

Georgetown:

R. A. Farmer	Capt. Ardinger	110 13
Cumberland	Capt. Pierce	111 05
Two boats		221 18

American Coal Company

Alexandria:

Matthew Kersey	Capt. Dunn	111 14
Thomas H. Faile	Capt. Moore	111 14

Two boats		223 08
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Borden Mining Co.

Georgetown:

Regulus	Capt. Hassett	107 08
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George's Creek Coal & Iron Company

Georgetown:

Detroit	Capt. Myers	113 11
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Blaen Avon Coal Co.

Georgetown:

Mollie C. W.	Capt. Knode	109 01
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Boyer

TC, Thu. 9/28/82, p. 3. **SOUTH**

WASHINGTON – Canal boats in considerable

numbers have commenced to come down the Chesapeake & Ohio Canal from Cumberland, Hancock and other towns of the Maryland coal fields. Coal is promised in increased quantities, for all of the mines are now being worked.

The ancient and familiar sight of the Cumberland coal-barge mule can once more be seen along the river front. The animal looks the same as of yore, only that he is a little more fleshy on account of the long summer of rest and plenty of food.

AG, Thu. 9/28/82, p. 4. **CANAL**

COMMERCE – Arrived – Boats C. R. Hooff, A. Main and L. A. Long to American Coal Co.; Hollander and Carrie V. to John P. Agnew & Co.

Departed – Boats C. R. Hooff, A. Main, L. A. Long and Hollander.

DT, Fri. 9/29/82, p. 3. **Canal Trade**

The following 24 boats left this port Thursday, September 28, 1882, carrying 2,682 12 tons of coal:

Consolidation Coal Company

Georgetown:

Geo. L. Sheriff	Capt. Sorrell	116 18
R. H. Jones	Capt. Westbrook	112 08
Sallie Burwell	Capt. Morris	114 09
Daniel Linkin	Capt. Swain	111 05
H. C. Hicks	Capt. Seaman	109 02

Williamsport:

E. M. Stanhope	Capt. Kelly	109 06
Six boats		673 08

Maryland Co.

Georgetown:

Mollie	Capt. Underdonk	112 07
Star No. 3	Capt. Ekis	95 00
Helen V.	Capt. Eddy	116 00
Pilot Boy	Capt. Zimmerman	116 06
C. H. Sutton	Capt. Mouse	111 17

Washington:

B. Spencer	Capt. Mertens	115 12
Six boats		667 02

Borden Mining Co.

Georgetown

Exchange	Capt. Griffith	113 11
Highlander	Capt. Griffith	118 17

Canal Trade - 1882

Theo Dean	Capt. Hassett	115 02
Mabel	Capt. Hassett	115 17
Four boats		<u>463 07</u>

Blaen Avon Coal Co.

Georgetown:		
H. K. Shaner	Capt. Kroon	109 06
G. M. Ryan	Capt. Kroon	109 16
C. W. Osborne	Capt. Marmaduke	107 12
Three boats		<u>326 14</u>

Elk Garden Company

Georgetown:		
Lou & Glen	Capt. Eichelberger	109 06
J. R. Cruzen	Capt. Everly	111 14
Two boats		<u>221 00</u>

George's Creek Coal & Iron Company

Georgetown:		
Maggie B.	Capt. Haines	111 14

National Coal Company

Georgetown:		
T. F. McCardell	Capt. Morgan	110 13

New Central Co.

Georgetown:		
Stanley	Capt. Rodeniser	108 13

AG, Fri. 9/29/82, p. 3. CANAL COMMERCE

– Arrived – Boats Thomas Patton, W. D.

Walbridge, American Flag, W. B. Lloyd, W. E.

Bell, M. D. Corse, John L. Reed, J. H. Parrott, Jr. and John Bradburn to American Coal Co. West Virginia, limestone to E. Francis.

Departed – Boats Thomas Patton, W. D.

Walbridge, American Flag, W. B. Lloyd, W. E.

Bell, M. D. Corse, J. L. Reed, Carrie V. and West Virginia.

DT, Sat. 9/30/82, p. 3. Canal Trade

The following 27 boats left this port

Friday, September 29, 1882, carrying 3,033 06 tons of coal:

Borden Mining Company

Georgetown:		
Percy	Capt. Hassett	115 12
W. H. M Masters	Capt. Hassett	112 03
Dr. O M Schindell	Capt. Hassett	108 12
Areturus	Capt. Hassett	88 15
Oxford	Capt. Hassett	115 03
W. T. Hassett	Capt. Hassett	115 02
J. H. Snyder	Capt. Hassett	111 14
E. R. Ladew	Capt. Griffith	<u>114 13</u>

Eight boats		881 14
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Maryland Co.

Georgetown:		
Isaac Wilson	Capt. Gatrell	115 02
A. Sherman	Capt. Whittington	110 10
F	Capt. Hine	110 04

Washington:		
Suwanee River	Capt. Mertens	110 16
Maj. Alex Shaw	Capt. Mertens	119 13
John W. Carder	Capt. Mertens	111 18
Six boats		<u>678 03</u>

Consolidation Coal Company

Georgetown		
Thames River	Capt. Stride	117 13
Josephine Barroll	Capt. Penner	114 10
Julia Tyler	Capt. Shields	113 10

Williamsport:		
Lutie & Monnie	Capt. Shafer	110 19
James B. Thomas	Capt. Atwell	112 17
Five boats		<u>569 09</u>

American Coal Company

Alexandria:		
Wm. C. Hunter	Capt. Shrives	116 02
John B. Platte	Capt. Albert	112 02
James Green	Capt. Malone	115 14
Three boats		<u>343 18</u>

New Central Company

Georgetown:		
J. E. Dyer & Bros	Capt. Keady	114 08
Muskingum	Capt. Smith	116 02
Two boats		<u>229 10</u>

Blaen Avon Coal Co.

Georgetown:		
Ellen Brooks	Capt. Bowers	107 16
Lewis Peacock	Capt. Knode	105 17
Two boats		<u>213 13</u>

George's Creek Coal & Iron Company

Georgetown:		
J. W. Jarboe	Capt. Farman	116 19

ES, Sat. 9/30/82, p. 2. Affairs in West

Washington – Scarcity of Vessels – The port is entirely deserted this morning, not a vessel being at any of the wharves.

AG, Sat. 9/30/82, p. 4. CANAL COMMERCE

– Arrived – Boats Wm. Gregory, S. S. Howison and Daniel Annan to American Coal Co.

Canal Trade - 1882

Departed – Boats J. H. Parrott, Jr., J. Bradburn, W. Gregory, S. S. Howison and Daniel Annan.

DT, Mon. 10/2/82, p. 3. **Canal Trade**

The following 12 boats left this port Saturday, September 30, 1882, carrying 1,331 03 tons of coal:

Maryland Company

Georgetown:

Hunter Lee	Capt. Dixon	111 02
New Era	Capt. Gatrell	96 06
Q	Capt. Stickel	110 18
Three boats		<u>318 06</u>

American Coal Company

Alexandria:

Theo. L. Betts	Capt. McLucas	113 10
Weyand Doerner	Capt. Arnold	116 02
Two boats		<u>229 12</u>

Borden Mining Co.

Georgetown

General Garfield	Capt. Griffith	116 09
Onward	Capt. Griffith	110 09
Two boats		<u>226 18</u>

Blaen Avon Coal Co.

Georgetown:

F. Williams	Capt. Cramer	114 08
James S. Hager	Capt. Ingraham	105 17
Two boats		<u>219 15</u>

Consolidation Coal Company

Georgetown:

B. R. Mayfield	Capt. Zellus	110 12
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New Central Company

Georgetown:

Park Agnew	Capt. Reid	114 15
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National Coal Company

Washington:

E. Lyons, Whiting	Capt. Sigafosse	110 15
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ES, Mon. 10/2/82, p. 2. **Affairs in West**

Washington – Grain – Arrived by canal 2,000 bushels wheat and 2,000 bushels corn by boat Samuel Jarboe.

AG, Mon. 10/2/82, p. 3. **CANAL**

COMMERCE – Arrived – Boats R. Bender and Dr. G. E. Porter to American Coal Co.

Departed – Boats R. Bender and Dr. G. E. Porter.

DT, Tue. 10/3/82, p. 3. **Canal Trade**

The following 37 boats left this port Monday, October 2, 1882, carrying 4,159 15 tons of coal:

Consolidation Coal Company

Georgetown:

W. A. Smoot	Capt. Myers	116 16
N. C. Read	Capt. Murphy	109 00
J. J. Moore	Capt. Kidwell	114 19
E. K. Johnson	Capt. Walker	111 18
M. B. Mayfield	Capt. Pennell	113 09
Amazon River	Capt. Bender	112 10

Williamsport:

Grason & Fannie	Capt. Malotte	108 13
Nellie & Davie	Capt. Miller	113 07

Eight boats

900 02

American Coal Company

Alexandria:

Wm. B. Lloyd	Capt. Brendlinger	115 09
Samuel Lloyd	Capt. McMullin	115 11
David A. Lowe	Capt. Hooker	115 10
Samuel Henry	Capt. Swain	114 14
Geo. W. Wallis	Capt. Teach	115 18
A. J. Akin	Capt. Hall	115 10
Alex M. White	Capt. Nuse	115 16
Geo. Sherman	Capt. Remer	115 01
J. J. Swift	Capt. Brown	111 12

Nine boats

1035 01

Maryland Co.

Georgetown

Baltimore	Capt. Mergler	111 00
G. H. Irwin	Capt. Hall	111 01
Meyersdale	Capt. Stull	110 13
G	Capt. Shaffer	109 13
Altoona	Capt. Pierce	111 08

Georgetown:

Three Sisters	Capt. Mertens	110 06
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Six boats

664 01

New Central Company

Georgetown:

W. M. Price	Capt. Grimminger	107 08
Star No. 2	Weld & Sheridan	94 04
Kitty Cushwa	Capt. McCardell	113 16
Potomac	Capt. Barger	115 04
Allegheny	Capt. Kroon	116 08

Five boats

547 00

Borden Mining Co.

Georgetown:

Cowton & Tilghman	Capt. Hassett	122 10
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Canal Trade - 1882

Sallie E. Hassett	Capt. Hassett	117 05
Henry Boley	Capt. Hassett	105 02
Arthur Lovell	Capt. Griffith	106 01
Four boats		450 18

George's Creek Co.

Georgetown:		
E. T. Woody	Capt. Crumbaugh	109 10
Libby	Capt. Mouse	118 10
Lucinda	Capt. Reid	113 02
Three boats		341 02

Blaen Avon Coal Co.

Georgetown:		
J. F. A. Remley	Capt. Dixon	107 09
C. C. Kelly	Capt. Pigeon	114 02
Two boats		221 11

AG, Tue. 10/3/82, p. 4. **CANAL COMMERCE**

– Arrived – Boats Thomas H. Faile and J. W.

Burke to American Coal Co.; W. M. Mertens to Consolidation Coal Co.

Departed – Boats Thomas H. Faile, J. W. Burke and W. M. Mertens.

DT, Wed. 10/4/82, p. 3. **Canal Trade**

The following 29 boats left this port Tuesday, October 3, 1882, carrying 3,226 07 tons of coal:

Consolidation Coal Company

Georgetown:		
Consolidation	Capt. Yingling	113 13
G. Meredith	Capt. Shrives	110 10
Geo. S. French	Capt. Rinehart	110 05
Elbe River	Capt. Swain	110 03
A. P. Mayfield	Capt. Benner	119 02
Williamsport:		
Katie & Jimmie	Capt. Woltz	112 05
Six boats		675 18

Borden Mining Co.

Georgetown:		
Warren Delano, Jr.	Capt. Hassett	113 07
M. S. Fernsner	Capt. Hassett	116 05
Capella	Capt. Hassett	119 15
Susan Charles	Capt. Hassett	106 09
Sycorax	Capt. Hassett	115 07
Antares	Capt. Griffith	87 06
James Clark	Capt. Griffith	123 12
Rainbow	Capt. Griffith	112 04
Eight boats		895 06

American Coal Company

Alexandria:		
Lizzie A. Long	Capt. Long	115 17
Charles R. Hoff	Capt. Wilson	110 18
A Jackson Clark	Capt. Penner	115 03
H. O. Claughton	Capt. Moore	114 12
Dr. M. M. Lewis	Capt. McKalvey	114 14
Gardner L. Boothe	Capt. Fisher	112 02
Six boats		683 06

Maryland Co.

Georgetown:		
M. S. Haines	Capt. Zimmerman	110 13
Elizabeth Miller	Capt. Feidt	116 13
F. F. Darby	Capt. Tice	110 13
V	Capt. Harper	111 00

Washington:		
Lizzie K.	Capt. Mertens	111 05
John K. Shaw	Capt. Mertens	116 12
Six boats		676 16

New Central Company

Georgetown:		
Cloud	Capt. Hadley	112 12
Missouri	Capt. Ardinger	110 08
Two boats		223 00

Elk Garden Company

Georgetown:		
M. A. West	Capt. Conrad	112 02

ES, Wed. 10/4/82, p. 2. **Affairs in West**

Washington – The Cumberland Coal Trade –

The shipments from the mines of the Cumberland coal region for the week ended Saturday, September 30, were 44,455 tons and for the year to that date 865,050 tons, a decrease of 678,495 tons as compared with the corresponding period of last year. Chesapeake and Ohio canal – week, 16,701 tons; year, 110,052 tons; decrease from last year, 223,221 tons.

Grain – Arrived – Boat Medley, with cargo of grain.

DT, Thu. 10/5/82, p. 3. **Canal Trade**

The following 26 boats left this port Wednesday, October 4, 1882, carrying 2,969 15 tons of coal:

Consolidation Coal Company

Georgetown:		
Ernst & Holland	Capt. McCormick	115 13
L. R. Fechtig	Capt. Bender	112 06

Canal Trade - 1882

W. J. Walker	Capt. Moore	118 17
Williamsport:		
McKendree Steffey	Capt. Woltz	115 02
Frankie & Fannie	Capt. Preston	117 02
Bessie G.	Capt. Ekis	110 12
Ruby	Capt. Crow	95 03
Seven boats		<u>784 15</u>

Maryland Co.

Georgetown:		
H	Capt. Gatrell	112 00
A. H. Bradt	Capt. Hill	116 04
S	Capt. Clendening	111 01
N	Capt. Snyder	114 12
Fall River	Capt. Artz	111 12
Washington:		
Exterminate	Capt. Mertens	114 06
Eight boats		<u>679 15</u>

New Central Company

Georgetown:		
Delaware	Capt. Dickerhoof	115 04
John P. Agnew	Capt. McCormick	123 17
Susquehanna	Capt. McCardell	113 18
Emma Mertens	Capt. Spong	115 03
Four boats		<u>468 02</u>

Borden Mining Co.

Georgetown:		
Harry & Ralph	Capt. Griffith	114 01
Abram Kuhn	Capt. Griffith	111 11
Clinton Knode	Capt. Hassett	113 07
Little Nan	Capt. Hassett	111 11
Four boats		<u>450 10</u>

American Coal Company

Alexandria:		
S. S. Harrison	Capt. James	116 19
John H. Parrott	Capt. Lynch	116 11
Two boats		<u>233 10</u>

Elk Garden Company

Georgetown:		
B. L. Slack	Capt. Moriarty	119 03
Omega	Capt. Crow	116 06
Two boats		<u>235 09</u>

George's Creek Co.

Georgetown:		
Deer Park	Capt. Zimmerman	117 13

AG, Thu. 10/5/82, p. 4. **Sunk in the Canal** —
Owing to the sinking of a canal boat in the
Chesapeake and Ohio canal, above Georgetown,
last night, there were no arrivals of boats here

today. It is thought that the sunken boat will be
raised tonight, and navigation resumed.

DT, Fri. 10/6/82, p. 3. **Canal Trade**

The following 34 boats left this port
Thursday, October 5, 1882, carrying 3,848 14
tons of coal:

Consolidation Coal Company

Georgetown:		
Jos. M Wheatley	Capt. Seaman	114 13
A. B. Wolf	Capt. McQuade	120 04
Robert Callahan	Capt. McQuade	115 02
George Bogus	Capt. Magruder	116 09
L. P. Hieston	Capt. Brubaker	113 13
J. J. Stevenson	Capt. Brubaker	117 07
L. W. Guinand	Capt. Dyer	112 00
A. L. Miller	Capt. Piper	117 00
Robert Shriver	Capt. Miller	111 00
Williamsport:		
Lutie & Monnie	Capt. Shafer	112 09
M. A. Shupp	Capt. Shupp	109 12
Eleven boats		<u>1259 09</u>

American Coal Company

Alexandria:		
William Smith	Capt. McKalvey	115 08
William E. Bell	Capt. Bowers	112 13
William Gregory	Capt. James	116 05
W. D. Corse	Capt. Bear	111 18
Hancock:		
W. H. Ritter	Capt. Malotte	106 09
Five boats		<u>562 13</u>

Maryland Co.

Georgetown:		
Hancock (Stmr)	Capt. Malotte	90 00
Duncan Sinclair	Capt. Merryman	111 00
Osceola & Jakie	Capt. Davis	115 04
Mattie	Capt. Seaman	114 10
Washington:		
Iowa	Capt. Mertens	118 19
C. W. Brengle	Capt. Brengle	112 04
Six boats		<u>661 17</u>

Borden Mining Co.

Georgetown:		
G. F. Smith	Capt. Griffith	115 00
Henry Freeland	Capt. Griffith	109 19
Katie Hassett	Capt. Hassett	117 04
Altair	Capt. Hassett	117 12
Willie D.	Capt. Hassett	113 04
Five boats		<u>572 19</u>

New Central Company

Canal Trade - 1882

Georgetown:		
M. B. Winship	Capt. Bowers	111 05
Johnnie M.	Capt. Kean	111 07
Jas. M. Schley	Capt. Darkey	113 04
Three boats		335 16

Blaen Avon Coal Co.

Georgetown:		
Hollander	Capt. Kroon	115 14
Daniel Webster	Capt. Montgomery	112 04
Two boats		227 18

George's Creek Co.

Georgetown:		
G. Berkebile	Capt. Brown	118 07
London	Capt. Singstrom	111 13
Two boats		228 00

DT, Sat. 10/7/82, p. 3. **Canal Trade**

The following 24 boats left this port Friday, October 6, 1882, carrying 2,715 08 tons of coal:

Consolidation Coal Company

Georgetown:		
William Weber	Capt. Roland	112 18
A. Campbell	Capt. Eddy	113 05
John Miller	Capt. Brown	118 11
C. F. Mayer	Capt. Reed	117 16
William King	Capt. McCoy	114 01
P. L. Burwell	Capt. Morrow	115 11
C. D. Warfield	Capt. Kerns	114 08
Williamsport:		
E. M. Stanhope	Capt. Kelly	111 19
Eight boats		918 06

Maryland Co.

Georgetown:		
Star No. 3	Capt. Elkins	96 09
J. H. Farrow	Capt. Smith	115 11
M	Capt. Mills	111 09

Washington:		
Carrie V.	Capt. Mertens	116 15
Four boats		442 04

Borden Mining Co.

Georgetown:		
Alexander	Capt. Griffith	114 00
Echo	Capt. Griffith	115 07
Unexpected	Capt. Hassett	114 17
D. Armstrong	Capt. Hassett	116 10
Four boats		460 14

American Coal Company

Alexandria:		
American Flag	Capt. Pearce	116 00

Daniel Annan	Capt. Eichelberger	114 01
Richard Bender	Capt. Moore	111 10
W. D. Walbridge	Capt. Reynolds	113 01
Four boats		453 12

New Central Company

Georgetown:		
Star No. 8	Weld & Sheridan	97 17
Eva	Capt. Donnelly	116 13
Charles F. Dixon	Capt. Dixon	115 07
Three boats		329 17

Blaen Avon Coal Co.

Georgetown:		
George Hughes	Capt. Callan	110 08

Scarcity of Hands.

Hands are very scarce on the canal, and it seem impossible to obtain them. Women are often seen steering the boats, while occasionally little girls, children of the captain, take the towpath to relieve the mule boy. Instead of pushing on to given points, day boats tie up anywhere that night overtakes them.

Good News for Canal Employees

Mr. Lewis Cass Smith, president of the Chesapeake and Ohio Canal, was interviewed in Baltimore Thursday night. Mr. Smith said the canal is doing all the business which can be done with the boats available for service. The scarcity of tonnage and of skilled workmen is felt, as the long idleness scattered the experienced forces. Nest Monday President Smith, with the canal paymaster and several of the directors, will start from Georgetown on a trip over the work. This will be Mr. Smith's first official inspection trip, and it will also be the first visit of the paymaster in a long while. It is proposed to pay the canal employees for November, 1881, and August, 1882, which will require about \$35,000, and to continue hereafter to pay for a month at each end of the indebtedness until the gap is closed and the back incumbrance is wiped out.

ES, Sat. 10/7/82, p. 2. **Affairs in West**

Washington – The Managers of the Aqueduct Bridge profess to be pleased at the decision of Judge Hughes in the canal case in favor of the

United States, rendered at Alexandria yesterday. They intimate that they will now be able to collect their judgements and claims against the canal company.

An Inspection Tour – On Monday next the new president of the Chesapeake and Ohio canal, Mr. Lewis Cass Smith, will leave Georgetown on a tour of inspection, accompanied by several of the directors. The paymaster will accompany the party and pay the employees, who have not received a dollar since November, 1881.

Alexandria Affairs

The Canal Decree – The decree of Judge Hughes in the canal case, telegraphed to *The Star* yesterday, will not alter the present status of the Alexandria Canal and Bridge Company, which is leased to Wells, Dungan & Co., the managers of the Alexandria Canal and Bridge company. The canal company is in debt to the city of Alexandria in \$152,377.77, with an interest, which will almost double that sum, and it may be that this indebtedness will make a considerable factor in the final adjustment of canal matters. It is certain that there will be no decree against the city of Alexandria, which will involve the payment of money.

AG, Sat. 10/7/82, p. 3. **CANAL COMMERCE**
– Arrived – Boats James Green, geo. Sherman, R. H. Miller, T. L. Betts and J. J. Swift to American Coal Co.; West Virginia, limestone to E. Francis.

Departed – Boats J. Green, Geo. Sherman, R. H. Miller, T. L. Betts, J. J. Swift and West Virginia.

DT, Mon. 10/9/82, p. 3. **Canal Trade**

The following 34 boats left this port Saturday, October 7, 1882, carrying 3,828 09 tons of coal:

Consolidation Coal Company

Georgetown:

Geo. A. Pearre	Capt. Jackson	112 02
W. H. Marlow	Capt. Rinehart	115 00
H. Roussell	Capt. McKnight	114 11
W. Thompson	Capt. Virtz	110 18

H. A. Clarke	Capt. Quigley	117 15
A. B. Winship	Capt. Hebb	112 14
Zadoc Williams	Capt. Mose	117 13
A. C. Barroll	Capt. Jackson	114 11
Williamsport:		
Nellie & Davie	Capt. Miller	112 08
Grason & Fannie	Capt. Malotte	104 16
Kitty & Jimmie	Capt. Noltz	109 18
Mercerville		
M. C. W. Boyer	Capt. Knode	108 00
Twelve boats		1350 06

American Coal Company

Alexandria:

Andrew Main	Capt. Stitze	112 00
John L. Reed	Capt. Kilvey	111 17
William Walsh	Capt. Reed	115 14
Thomas H. Faile	Capt. Moore	116 00
J. W. Burke	Capt. Ekis	115 15
Thomas Patton	Capt. Eaton	114 11
Michael Snow	Capt. Reed	110 06
Seven boats		796 13

Maryland Co.

Georgetown:

Maggie McCleary	Capt. Clark	115 07
Sallie J. Kelly	Capt. Groom	113 00
P	Capt. Wagner	110 16
Cumberland	Capt. Pierce	114 15
Col. J. C. Lynn	[Capt. Reid]	109 16
Five boats		563 14

Borden Mining Co.

Georgetown:

Mary L. Miles	Capt. Hassett	116 13
B. M. Young	Capt. Hassett	116 15
Regulus	Capt. Hassett	112 00
Walter Beall	Capt. Griffith	115 13
Four boats		461 01

Blaen Avon Coal Co.

Georgetown:

C. W. Porter	Capt. Mertens	114 06
City of Hamburg	Capt. Ingram	110 13
Little Eddie	Capt. Ingram	109 06
Three boats		334 05

George's Creek Co.

Georgetown:

Herald	Capt. Long	117 12
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New Central Company

Georgetown:

Star No. 7	Weld & Sheridan	96 18
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Canal Trade - 1882

AG, Mon. 10/9/82, p. 4. **CANAL**

COMMERCE – Arrived – Boats Weyand Doerner, S. Henry, W. J. Boothe, A. J. Akin, W. B. Lloyd, J. Wilson, M. Kersey and S. Lloyd to American Coal Co.; G. S. French to W. A. Smoot & Co.; Bernadetta, stones, Capt. Gannon.
Departed – Boats W. Doerner, S. Henry, W. J. Boothe, A. J. Akin, W. B. Lloyd, J. Wilson, M. Kersey, S. Lloyd, G. S. French and Bernadetta.

DT, Tue. 10/10/82, p. 3. **Canal Trade**

The following 24 boats left this port Monday, October 9, 1882, carrying 2,705 08 tons of coal:

Consolidation Coal Company

Georgetown:

Geo. L. Sheriff	Capt. Sorrell	114 17
Jimmie M., Jr.	Capt. Bush	109 12
Josephine Barroll	Capt. Penner	117 18
Nannie & Willie	Capt. Moore	115 13

Williamsport:

Ruby	Capt. Crow	97 08
McKendree Steffey	Capt. Woltz	112 12
Lutie & Monnie	Capt. Shaffer	108 04
Frankie & Fannie	Capt. Preston	116 03
Eight boats		892 07

Maryland Co.

Georgetown:

A. Sherman	Capt. Whittington	110 11
C. H. Sutton	Capt. Mouse	114 03
P. E. Dawson	Capt. Pittman	110 11
O	Capt. O'Neal	114 14
E. P. Cahill	Capt. Gannon	114 07
Five boats		564 06

Borden Mining Co.

Georgetown:

Arthur Lovell	Capt. Griffith	97 17
Exchange	Capt. Griffith	113 01
Wm. T. Hassett	Capt. Hassett	116 09
Dr. A. Shank	Capt. Hassett	119 02
Four boats		446 09

Blaen Avon Coal Co.

Georgetown:

Wm. Foley	Capt. Bartlett	108 17
Elberon	Capt. Drenner	114 03
Adam Dawson	Capt. Zimmerman	112 05
Three boats		335 05

American Coal Company

Alexandria:

Peter G. Uhler	Capt. Watters	115 14
John Bradburn	Capt. Morrison	115 04
Two boats		231 18

New Central Company

Georgetown:

River Nile	Capt. Kimble	120 06
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Despard Coal Company

Georgetown:

Cigarette	Capt. Sensel	114 17
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AG, Tue. 10/10/82, p. 3. Mr. Lewis Cass Smith, president of the Chesapeake and Ohio Canal Company, accompanied by Senator Gorman and others, left Washington yesterday on a tour of inspection of the canal, and at the same time to pay off the employees.

DT, Wed. 10/11/82, p. 3. **Canal Trade**

The following 22 boats left this port Tuesday, October 10, 1882, carrying 2,443 04 tons of coal:

Consolidation Coal Company

Georgetown:

R. H. Jones	Capt. Westbrook	112 17
Julia Taylor	Capt. Shields	112 01
E. K. Johnson	Capt. Walker	115 18

Williamsport:

Thomas Venners	Capt. Van Woltz	100 06
Four boats		441 02

Maryland Co.

Georgetown:

Mollie	Capt. Moore	110 00
Star No. 1	Capt. McAnnany	90 09
Helen V.	Capt. Eddy	115 03

Washington:

Suwannee River	Capt. Mertens	115 06
Maj. Alex Shaw	Capt. Mertens	114 18
Five boats		545 16

Borden Mining Co.

Georgetown:

Henry Boley	Capt. Hassett	108 14
Jacob H. Snyder	Capt. Hassett	110 01
Highlander	Capt. Griffith	118 07
Percy	Capt. Hassett	118 86
Four boats		451 05

New Central Company

Georgetown:

Mississippi	Capt. Snider	116 04
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Juniata	Capt. Cummings	118 05
Muskingum	Capt. Smith	116 04
Star No. 5	Weld & Sheridan	95 19
Four boats		<u>446 12</u>

Blaen Avon Coal Co.

Georgetown:		
Wm. P. Wools	Capt. Gross	108 12
Wm. M. Mertens	Capt. Davis	110 08
Two boats		<u>219 00</u>

George's Creek Co.

Georgetown:		
Maggie B.	Capt. Haines	111 15
A. H. Agnon	Capt. Ingram	111 07
Two boats		<u>223 02</u>

American Coal Company

Alexandria:		
George Sherman	Capt. Renner	116 07

Coal Trade

During the week ending Saturday, October 7, 1882, there were 44,027 10 tons of coal shipped from the Cumberland coal region, of which 18,824 19 tons were by the Baltimore and Ohio railroad; 18,502 06 tons by the Chesapeake and Ohio canal and 6,289 tons by the Pennsylvania railroad. There were 28,926 17 tons shipped over the Cumberland and Pennsylvania railroad, and 11,071 19 tons over the George's Creek and Cumberland railroad.

The aggregate for the year is 909,077 05 tons, a decrease of 690,573 13 tons compared with 1881. Of the aggregate there were 653,946 08 tons by the Baltimore and Ohio railroad; 128,554 15 tons by the Chesapeake and Ohio canal, and 121,094 15 tons by the Pennsylvania State Line.

On the Raging Canal

On Monday last, President Lewis Cass Smith, of the Chesapeake and Ohio Canal Company, accompanied by Senator Gorman, Mr. Wm. G. Gorman, of Annapolis, General Superintendent Stephen Gambrill, Superintendent J. J. Moore, Spencer Watkins and Joseph Isaacs, of the board of directors, left Georgetown on the steamer *Maryland* for a tour of inspection over the canal. They carry provisions for a week's trip. They stopped over night at White's Ferry, and started

yesterday morning on the way up, paying the canal employees as they came along. A large amount of money was carried along, with which to pay off the canal employees.

AG, Wed. 10/11/82, p. 4. **CANAL**

COMMERCE – Arrived – Boats C. R. Hooff, W. Gregory and G. L. Boothe to American Coal Co.; M. A. West to J. P. Agnew & Co.

Departed – Boats W. E. Bell, W. C. Hunter, C. R. Hooff, W. Gregory, G. L. Boothe and F. H. Darby.

DT, Thu. 10/12/82, p. 3. **Canal Trade**

The following 19 boats left this port Wednesday, October 11, 1882, carrying 2,242 01 tons of coal:

Consolidation Coal Company

Georgetown:		
Thames River	Capt. Stride	111 14
J. Murray Dove	Capt. Benner	115 12
J. B. Thomas	Capt. Atwell	111 00
James G. Williams	Capt. Washington	112 18
Daniel Linkin	Capt. Swain	113 10
M. Mayfield	Capt. Pennell	111 17
Williamsport:		
M. A. Shupp	Capt. Shupp	109 05
Bessie Gruber	Capt. Ekis	105 18
E. M. Stanhope	Capt. Kelly	111 19
Nine boats		<u>1003 16</u>

American Coal Company

Alexandria:		
Robert U. Miller	Capt. Eaton	114 05
Theo. L. Betts	Capt. McLucas	114 04
Geo. A. Wallis	Capt. Teach	115 09
Three boats		<u>343 18</u>

Blaen Avon Coal Co.

Georgetown:		
Sarah B.	Capt. Cartwright	114 18
Emma Julia	Capt. Colbert	132 12
Two boats		<u>228 10</u>

New Central Company

Georgetown:		
Savanah	Capt. O'Neal	116 17
W. M. Price	Capt. Grimminger	107 08
Two boats		<u>224 05</u>

Maryland Co.

Georgetown:		
Meyersdale	Capt. Stull	114 09

Canal Trade - 1882

Washington:			
John W. Carder	Capt. Mertens	110 00	
Two boats		<u>224 09</u>	
George's Creek Co.			
Georgetown:			
Phoebe & Johnnie	Capt. Alexander	106 14	
Richard Fanner	Capt. Alexander	<u>110 09</u>	
Two boats		217 03	

AG, Thu. 10/12/82, p. 4. **CANAL COMMERCE** – Arrived – Boats J. W. Burke and Thomas H. Faile to American Coal Co.; Wm. Jackson, limestone to E. Francis.
 Departed – Boats park Agnew, Wm. Jackson, J. W. Burke and Tomas Faile.

DT, Fri. 10/13/82, p. 3. **Canal Trade**
 The following 23 boats left this port
 Thursday, October 12, 1882, carrying 2,600 16 tons of coal:

Maryland Company			
Georgetown:			
Seven Sisters	Capt. Crampton	115 09	
Belle Humbird	Capt. Crampton	115 01	
F. H. Irwin	Capt. Hall	111 03	
M. S. Haines	Capt. Zimmerman	114 08	
R. A. Farmer	Capt. Ardinger	110 02	
F	Capt. Hine	111 15	
Williamsport:			
Minnie & Pinkie	Capt. Mertens	<u>110 11</u>	
Seven boats		788 09	
Consolidation Coal Company			
Williamsport:			
Grason & Fannie	Capt. Malotte	111 11	
Ruby	Capt. Crow	92 02	
Nellie & Davie	Capt. Miller	<u>112 05</u>	
Three boats		315 18	
New Central Company			
Georgetown:			
Henry Hanekamp	Capt. Brooks	114 18	
J. L. Jarboe	Capt. Tormond	114 19	
George S. Young	Capt. Callan	<u>112 03</u>	
Three boats		341 11	
George's Creek Co.			
Georgetown:			
Detroit	Capt. Meyers	116 17	
Pilot Boy	Capt. Zimmerman	<u>118 03</u>	
Two boats		235 00	
American Coal Company			

Alexandria:			
J. J. Swift	Capt. Brown	112 00	
Wm. J. Boothe, Jr.	Capt. Fisher	112 00	
Weyand Doerner	Capt. Arnold	113 11	
Samuel Henry	Capt. Swain	117 02	
Dr. G. Ellis Porter	Capt. Hall	<u>116 12</u>	
Five boats		571 05	

Borden Mining Co.

Georgetown:			
Warren Delano, Jr.	Capt. Hassett	117 05	
James Clarke	Capt. Griffith	<u>120 19</u>	
Two boats		238 04	

Blaen Avon Coal Co.

Georgetown:			
W. L. Read	Capt. Hudson	110 09	

DT, Sat. 10/14/82, p. 3. **Canal Trade**
 The following 29 boats left this port
 Friday, October 13, 1882, carrying 3,216 14 tons of coal:

Consolidation Coal Company

Georgetown:			
Amazon River	Capt. Bender	116 05	
W. A. Smoot	Capt. Meyers	113 08	
Elbe River	Capt. Swain	115 18	
N. C. Read	Capt. Murphy	112 00	
Williamsport:			
McKendree Steffey	Capt. Woltz	110 00	
Lutie & Monnie	Capt. Shaffer	109 10	
Kittie & Jimmie	Capt. Woltz	110 07	
Allan B.	Capt. Woltz	<u>107 18</u>	
Eight boats		895 06	

American Coal Company

Alexandria:			
Samuel Lloyd	Capt. Malone	116 06	
James Green	Capt. Malone	117 00	
S. S. Howison	Capt. James	116 03	
Wm. B. Lloyd	Capt. Brendlinger	117 02	
A. J. Akin	Capt. Hall	<u>114 04</u>	
Five boats		580 15	

Borden Mining Co.

Georgetown:			
Antares	Capt. Griffith	93 16	
E. R. Ladew	Capt. Griffith	115 01	
Sallie & Jimmie	Capt. Turner	106 16	
Dr. O M Schindell	Capt. Hassett	115 03	
Areturus	Capt. Hassett	95 11	
Theo. Dean	Capt. Hassett	<u>113 17</u>	
Six boats		640 04	

New Central Company

Canal Trade - 1882

Georgetown:		
Star No. 6	Weld & Sheridan	87 17
Allegheny	Capt. Keady	112 06
Johnnie	Capt. Kean	109 00
Potomac	Capt. Watts	114 19
Star No. 2	Weld & Sheridan	98 17
Five boats		522 19

Maryland Co.

Georgetown:		
V	Capt. Harper	111 07
Altoona	Capt. Pierce	115 01
Baltimore	Capt. Mergler	114 07
Three boats		340 15

National Coal Company

Georgetown:		
Sarah Kroon	Capt. Kroon	120 12

ES, Sat. 10/14/82, p. 1. **Affairs in West Washington** – The Inspection of the Chesapeake and Ohio Canal. – President Smith, of the Chesapeake and Ohio Canal company, Paymaster Gambrill and Superintendent Stanhope reached Cumberland, Md., yesterday on the steam-packet *Maryland*, having passed over the entire line of the canal, and paying the employees for one month of the fall season and one month's back dues. The trip was also one of inspection. Hon. A. P. Gorman accompanied the party from Georgetown as far as the Point of Rocks, the state of his health not allowing him to continue the trip. President Smith expressed himself well placed with the condition and management of the canal.

DT, Tue. 10/17/82, p. 3. Canal Trade

The following 46 boats left this port Monday, October 16, 1882, carrying 5,147 04 tons of coal:

Consolidation Coal Company

Georgetown:		
Amazon River	Capt. Bender	116 05
William King	Capt. McCoy	115 12
L. W. Guinand	Capt. Dyer	114 10
A. B. Turner	Capt. Weller	116 03
W. J. Walker	Capt. Moore	112 09
A. L. Miller	Capt. Piper	111 19
E. Lyons, Whiting	Capt. Sigafos	108 03
H. Roussel	Capt. McKnight	115 08
J. J. Moore	Capt. Kidwell	111 06

Geo. S. French	Capt. Rinehart	111 15
John Miller	Capt. Brown	115 15
H. C. Hicks	Capt. Seaman	115 11
Williamsport:		
M. A. Shupp	Capt. Shupp	108 11
John E. Dyer	Capt. McCardell	112 10
Frankie & Fannie	Capt. Preston	113 14
Fourteen boats		1583 06

American Coal Company

Alexandria:		
John H. Parrott, Jr.	Capt. Lynch	116 13
Thomas H. Faile	Capt. Moore	111 14
Alex. M. White	Capt. Nuse	111 11
William E. Bell	Capt. Bowers	111 12
H. O. Claughton	Capt. Moore	112 09
Charles R. Hoff	Capt. Wilson	111 18
Wm. J. Boothe	Capt. Wearer	111 13
A. Jackson Clark	Capt. Penner	112 05
John H. Platte	Capt. Albert	112 11
David A. Lowe	Capt. Hooker	112 12
Lizzie A. Long	Capt. Long	115 16
Eleven boats		1240 14

Maryland Co.

Georgetown:		
Isaac Wilson	Capt. Gatrell	115 17
New Era	Capt. Gatrell	96 02
H	Capt. Gatrell	111 01
Star No. 3	Capt. Elkins	98 10
Washington:		
Extenuate	Capt. Staley	113 17
Three Sisters	Capt. Little	110 12
Six boats		645 19

New Central Company

Georgetown:		
Star No. 7	Weld & Sheridan	97 17
James M. Schley	Capt. Darkey	118 04
Star No. 8	Weld & Sheridan	93 01
R	Capt. Crampton	114 02
Era	Capt. Donnelly	116 07
Five boats		539 11

Borden Mining Co.

Georgetown:		
Unexpected	Capt. Hassett	113 10
Katie Hassett	Capt. Hassett	118 11
R. B. Lynn	Capt. Hassett	111 16
W. H. M. Masters	Capt. Hassett	111 09
Oxford	Capt. Hassett	116 19
D. Armstrong	Capt. Henry	109 01
Six boats		684 06

Blaen Avon Coal Company

Georgetown:

Laura	Capt. Carter	109 05
Ellen Brooks	Capt. Bowers	111 09
Mollie C W Boyer	Capt. Knode	111 19
Three boats		<u>332 13</u>

George's Creek Co.

Georgetown:

Deer Park	Capt. Zimmerman	120 15
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AG, Tue. 10/17/82, p. 3. **CANAL****COMMERCE** – Arrived – Boat Theo. L. Betts to American Coal Company.

Departed – Boat Theo. L. Betts.

Ibid. p. 4. **A Thief Drowned While****Attempting to Get Away with his Plunder** –

Early this morning the body of a colored man was found by James Dean floating in the water in the basin of the Alexandria Canal. The Coroner, Dr. R. C. Powell, was notified and a jury summoned, which assembled at 11 o'clock at the undertaking establishment of Mr. B. Wheatley, to which place the body was removed. Several witnesses were sworn, and the evidence was to the effect that the man, named John Jackson, was from Georgetown, D. C.; that he had robbed the canal boat P. G. Uhler, Capt. P. H. Matters, of a number of articles of clothing belonging to the hands, and was making off with them, about 10:30 o'clock last night, when he fell into the canal and was drowned. Nr. Fannon testified that he heard the man when he fell into the water, and went to his rescue, but was unable to get him out. The deceased had on one of the stolen shoes. The jury, of which Aug. F. Idensen was foreman, rendered a verdict that the deceased came to his death by accidental drowning while escaping from a canal boat after having committed larceny. The deceased leaves, it is said, a wife and five children. The remains, no one calling for them, were interred this afternoon in "Penny Hill" burying ground at the expense of the city. In this case the mills of the Gods performed their work a little quicker than usual.

DT, Wed. 10/18/82, p. 3. **Canal Trade**

The following 41 boats left this port
Tuesday, October 17, 1882, carrying 4,535 13
tons of coal:

Consolidation Coal Company

Georgetown:

P. L. Burwell	Capt. Morrow	112 03
W. Thompson	Capt. Virtz	112 18
R. Shriver	Capt. Miller	113 12
W. H. Marlow	Capt. Rinehart	116 01
G. Meredith	Capt. Shrives	113 12
Jos. M. Wheatley	Capt. Seaman	113 04
Willie & Frankie	Capt. Chopper	114 15
H. A. Clark	Capt. Quigley	119 09
C. F. Mayer	Capt. Reid	119 01

Williamsport:

Thos. Venners	Capt. Woltz	105 14
E. M. Stanhope	Capt. Kelly	110 14
Bessie Gruber	Capt. Ekis	110 18

Shepherdstown:

Lucy & Willie	Capt. Wintermeyer	107 08
Thirteen boats		<u>1469 09</u>

Borden Mining Co.

Georgetown:

Mabel	Capt. Hassett	115 06
Capella	Capt. Hassett	113 09
M. S. Fernsner	Capt. Hassett	114 14
Regulus	Capt. Hassett	108 14
Echo	Capt. Griffith	117 05
Arthur Lovell	Capt. Griffith	91 18
Onward	Capt. Griffith	112 04
Seven boats		<u>773 10</u>

Maryland Co.

Georgetown:

Jos. H. Farrow	Capt. Smith	114 00
Elizabeth Miller	Capt. Feidt	118 18
Sallie J. Kelly	Capt. Grooms	115 05
B. L. Slack	Capt. Moriarty	114 14
A. H. Bradt	Capt. Hill	116 06

Washington:

Lizzie K.	Capt. Mertens	110 08
John K. Shaw	Capt. Mertens	114 16
Seven boats		<u>804 07</u>

American Coal Company

Alexandria:

Richard Bender	Capt. Moore	114 10
John Wilson	Capt. McCown	112 07
Wm. Gregory	Capt. James	116 02
Gardner L. Boothe	Capt. Fisher	115 14
Four boats		<u>458 13</u>

Blaen Avon Coal Co.

Canal Trade - 1882

Georgetown:		
F. Williams	Capt. Cramer	112 16
F. A. Mertens	Capt. Long	<u>110 08</u>
Two boats		223 04

New Central Company

Georgetown:		
Youghiogheny	Capt. Reader	118 09
Susquehanna	Capt. McCardell	<u>114 02</u>
Two boats		232 11

Scott Haven Gas Company

Washington:		
C. W. Porter	Capt. Fields	106 00
Lillie & May	Capt. Burns	106 00
Two boats		212 00

George's Creek Co.

Georgetown:		
Sarah M. Reitzel	Capt. Zimmerman	112 03
Hunter G.	Capt. Brookman	113 14
Two boats		225 17

National Coal Company

Georgetown:		
Stanley	Capt. Rodenheiser	116 06
	Individual	

Berlin:		
Ferry	Capt. Sigafoose	18 16

Coal Trade

The shipments from the mines of the Cumberland coal region for the week ending Saturday, October 14, were 46,274 03 tons, and the total shipment for the year to that date 955,351 08 tons, a decrease of 699,487 18 tons, as compared with the corresponding period of 1881. The shipment to the Baltimore and Ohio railroad were, for the week 25,912 03 tons, for the year 779,858 11 tons, a decrease of 381,336 16 tons, as compared with last year. The annual shipments [by the Chesapeake and Ohio canal] were, for the week, 14,767 08 tons, for the year 133,322 02 tons, a decrease of 217,352 06 tons as compared with 1881. The shipments by the Pennsylvania railroad for the week were 5,261 15 tons, and for the year 126,356 14 tons, a decrease of 95,009 15 tons as compared with last year.

AG, Wed. 10/18/82, p. 3. **CANAL COMMERCE** – Arrived – Boats J. J. Swift,

Samuel Henry, John Bradburn and S. S. Howison to American Coal Co.; City of Hamburg to John P. Agnew & Co.

Departed – Boats J. J. Swift, S. Henry, J. Bradburn, S. S. Howison and City of Hamburg.

DT, Thu. 10/19/82, p. 3. **Canal Trade**

The following 35 boats left this port Wednesday, October 18, 1882, carrying 3,950 08 tons of coal:

Consolidation Coal Company

Georgetown:		
G. L. Sheriff	Capt. Sorrell	16 06
B. R. Mayfield	Capt. Zellers	114 03
Z. Williams	Capt. Mose	113 08
B. C. Barroll	Capt. Jackson	115 02
L. P. Hieston	Capt. Brubaker	113 14
Sallie Burwell	Capt. Morrison	114 00
Geo. Bogus	Capt. Magruder	115 07
Josephine Barroll	Capt. Penner	116 01
Williamsport:		
Ruby	Capt. Crow	<u>98 10</u>
Nine boats		1015 08

New Central Company

Georgetown:		
M. B. Winship	Capt. Bowers	117 15
M. A. West	Capt. Conrad	107 17
James T. Hager	Capt. Ingram	111 12
Delaware	Capt. Dickerhoof	114 00
Missouri	Capt. Ardinger	113 00
Emma Mertens	Capt. Spong	113 19
J. F. A. Remley	Capt. Dixon	<u>108 05</u>
Seven boats		786 08

Maryland Co.

Georgetown:		
Duncan Sinclair	Capt. Merryman	114 02
C. H. Sutton	Capt. Mouse	114 14
N	Capt. Snyder	115 00
Cloud	Capt. Hadley	114 07
Cumberland	Capt. Pierce	114 13
Q	Capt. Stickel	<u>110 06</u>
Six boats		683 02

Borden Mining Co.

Georgetown:		
Harry & Ralph	Capt. Griffith	109 05
G. F. Smith	Capt. Griffith	113 15
Rainbow	Capt. Griffith	114 14
W. T. Hassett	Capt. Hassett	113 07
Cowton & Tilghman	Capt. Hassett	<u>115 04</u>
Five boats		566 05

American Coal Company			
Alexandria:			
Wm. C. Hunter	Capt. Shrives	113	16
M. D. Corse	Capt. Bear	113	00
Daniel Annan	Capt. Eichelberger	111	18
J. W. Burke	Capt. Ekis	113	05
W D Walbridge	Capt. Reynolds	112	00
Five boats		563	19
Individual			
Georgetown:			
G. M. Ryan	Capt. Kroon	111	14
Hollander	Capt. Kroon	114	00
Two boats		225	14
George's Creek Co.			
Georgetown:			
London	Capt. Tingston	108	12

Drowned While Robbing a Canal Boat

On Monday night, a negro named John Jackson boarded the canal boat *P. G. Uhler*, Capt. P. H. Mathers, lying in the Alexandria basin, and stole a number of articles of clothing belonging to the hands, and was making off with them, about 10:30 o'clock, when he fell in the canal and drowned. At the coroner's jury Mr. Fannon testified that he heard the man when he fell into the water, and went to his rescue, but was unable to get him out. The deceased had on one of the stole shoes. The jury rendered a verdict that the deceased came to his death by accidentally drowning while escaping from a canal boat after having committed larceny. The deceased leaves a wife and five children

DT, Fri. 10/20/82, p. 3. **Canal Trade**

The following 31 boats left this port Thursday, October 19, 1882, carrying 3,363 15 tons of coal:

Consolidation Coal Company			
Georgetown:			
George A. Pearre	Capt. Jackson	110	10
L. R. Fechtig	Capt. Bender	116	02
W. Weber	Capt. Rowland	110	18
W. J. Stevenson	Capt. Brubaker	113	00
Alabama	Capt. Knode	115	13
Williamsport:			
McKendree Steffey	Capt. Woltz	110	15
Grason & Fannie	Capt. Malotte	106	06
K	Capt. Malotte	103	08

Lutie & Monnie	Capt. Shafer	112	16
Nine boats		999	08
New Central Company			
Georgetown:			
River Nile	Capt. Kimble	119	16
H. K. Shaner	Capt. Kroon	108	14
John P. Agnew	Capt. McCormick	116	11
F. H. Darby	Capt. Tice	112	01
Park Agnew	Capt. Reid	113	01
Muskingum	Capt. Smith	114	15
Six boats		684	18

Borden Mining Co.			
Georgetown:			
Bertha M. Young	Capt. Hassett	114	19
Susan Charles	Capt. Hassett	110	18
Sycorax	Capt. Hassett	114	12
Mary L. Miles	Capt. Hassett	115	06
Cigarette	Capt. Sensel	116	06
Willie D.	Capt. Hassett	115	05
Altair	Capt. Hassett	112	04
Seven boats		799	10

Maryland Co.			
Georgetown:			
S	Capt. Clendening	113	07
Adam Sherman	Capt. Whittington	110	08
Hunter Lee	Capt. Dixon	109	09
Hancock (Stmr)	Capt. Malotte	91	06
Four boats		324	10

George's Creek Co.			
Georgetown:			
Bernadette	Capt. Gannon	105	06
Herald	Capt. Long	118	16
Lucinda	Capt. Reid	108	01
Three boats		332	03

American Coal Company			
Alexandria:			
Fall River	Capt. Artz	112	12
Individual			
Georgetown:			
C. W. Osborne	Capt. Osborne	110	14

A Leg Amputated

"Peter," a well-known tender at Three Locks, was recently brought to this city and taken to the almshouse for treatment by the county physician, as he was suffering from an incurable sore on his leg. It was found necessary to amputate the leg, and on Wednesday Drs. Ohr and Carr performed

Canal Trade - 1882

the operation, cutting the leg off above the knee.
He was doing well yesterday.

AG, Fri. 10/20/82, p. 4. **CANAL**

COMMERCE – Boats S. Lloyd, R. H. Miller
and Thomas Patton to American Coal Co.

Departed – Boats S. Lloyd, R. H. Miller,
Thomas Patton and Round Top.

DT, Sat. 10/21/82, p. 3. **Canal Trade**

The following 22 boats left this port
Friday, October 20, 1882, carrying 2,493 14 tons
of coal:

Consolidation Coal Company

Georgetown:

R. H. Jones	Capt. Westbrook	115 10
Julia Tyler	Capt. Shields	116 19
A. B. Winship	Capt. Hebb	109 09
E. K. Johnson	Capt. Johnson	112 06

Williamsport:

Lou & Glenn	Capt. Miller	108 01
Nellie & Davie	Capt. Miller	111 16
Six boats		<u>673 01</u>

Maryland Co.

Georgetown:

Mattie	Capt. Seaman	113 03
Osceola & Jakie	Capt. Davis	114 07
P	Capt. Wagner	114 15
O	Capt. O'Neal	119 04
Mollie	Capt. Mose	110 13

Washington:

Iowa	Capt. Mertens	114 10
C. W. Brengle	Capt. Brengle	111 15
Seven boats		<u>798 07</u>

Borden Mining Co.

Georgetown:

Alexander	Capt. Griffith	114 05
Exchange	Capt. Griffith	115 06
Henry Freeland	Capt. Griffith	116 03
Three boats		<u>345 14</u>

American Coal Company

Alexandria:

Geo. Sherman	Capt. Renner	115 17
Geo. W. Wallis	Capt. Teach	114 14
Theo. L. Betts	Capt. McLucas	112 10
Three boats		<u>342 01</u>

Elk Garden Company

Georgetown:

J. R. Cruzen	Capt. Everly	110 00
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C. C. Kelly	Capt. Pigeon	108 00
Two boats		<u>218 00</u>

George's Creek Co.

Georgetown:

E. P. Cahill	Capt. Gannon	115 11
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AG, Sat. 10/21/82, p. 4. **CANAL**

COMMERCE – Arrived – Boats James Green,
W. Doerner, C. R. Hooff, L. A. Long and D. A.
Lowe to American Coal Co.

Departed – Boats James green, W.
Doerner, C. H. Hooff, L. A. Long and D. A.
Lowe.

DT, Mon. 10/23/82, p. 3. **Canal Trade**

The following 31 boats left this port
Saturday, October 21, 1882, carrying 3,508 09
tons of coal:

Borden Mining Company

Georgetown:

Jacob H. Snyder	Capt. Hassett	111 03
Clinton Knode	Capt. Hassett	111 04
Little Nan	Capt. Hassett	109 19
Dr. A. Shank	Capt. Hassett	112 18
Percy	Capt. Hassett	116 16
Henry Boley	Capt. Hassett	109 11
Highlander	Capt. Griffith	120 09
Seven boats		<u>792 00</u>

Consolidation Coal Company

Georgetown:

A. B. Wolf	Capt. McQuade	113 16
R. Callahan	Capt. McQuade	114 01
Nannie & Willie	Capt. Moore	114 05
C. D. Warfield	Capt. Kerns	115 16

Williamsport:

T. F. McCardle	Capt. Woltz	112 15
Katie & Jimmie	Capt. Woltz	109 03
E. M. Stanhope	Capt. Kelly	109 10
John E. Dyer & Bro.	Capt. McCardle	119 06
Right boats		<u>908 19</u>

Maryland Co.

Georgetown:

P. E. Dawson	Capt. Pittman	114 00
Meyersdale	Capt. Stull	117 12
Helen	Capt. Eddy	116 04
M	Capt. Mills	115 00

Washington:

Suwanee River	Capt. Mertens	114 04
Five boats		<u>577 00</u>

Canal Trade - 1882

New Central Company		
Georgetown:		
M. S. Haines	Capt. Zimmerman	112 00
Juniata	Capt. Cummings	118 04
Planter	Capt. Long	113 09
Star No. 1	Weld & Sheridan	100 00
Johnnie M.	Capt. Kane	111 02
Five boats		<u>554 15</u>

American Coal Company		
Alexandria:		
J. J. Swift	Capt. Brown	111 13
Dr. M. M. Lewis	Capt. McKalvey	111 17
Matthew Kersey	Capt. Dunn	112 15
William Smith	Capt. McKalvey	113 01
Peter G. Uhler	Capt. Matters	112 17
Five boats		<u>562 03</u>

George's Creek Co.		
Georgetown:		
Lewis Peacock	Capt. Fannon	113 12

AG, Mon. 10/23/82, p. 4. **CANAL COMMERCE** – Arrived – Boats H. O. Claughton, T. H. Faile, W. J. Boothe, Jr., A. J. Clark, Dr. G. E. Porter, R. Bender, Wm. Gregory and J. H. Platte to American Coal Co.; Geo. S. French to Wm. A. Smoot & Co.

Departed – Boats H. O. Claughton, T. H. Faile, W. J. Boothe, Jr., A. J. Clark, Dr. G. E. Porter, R. Bender, Wm. Gregory and J. H. Platte.

DT, Tue. 10/24/82, p. 3. **Canal Trade**

The following 32 boats left this port Monday, October 23, 1882, carrying 3,613 18 tons of coal:

Consolidation Coal Company		
Georgetown:		
W. A. Smoot	Capt. Myers	114 06
Isaac B. Thomas	Capt. Atwell	114 05
A. Campbell	Capt. Eddy	109 09
Williamsport:		
M. A. Shupp	Capt. Shupp	109 15
Four boats		<u>451 18</u>

Maryland Co.		
Georgetown:		
V	Capt. Harper	115 02
Altoona	Capt. Pierce	114 12
Maggie McClary	Capt. Clark	115 10
Washington:		
William Mertens	Capt. Walton	<u>113 16</u>

Four boats 459 00

George's Creek Co.		
Georgetown:		
Richard Fannon	Capt. Alexander	116 14
G. Berkebile	Capt. Brown	116 04
Maggie R.	Capt. Harris	111 00
Three boats		<u>343 18</u>

Elk Garden Company		
Georgetown:		
Sarah Kroon	Capt. Kroon	113 19

National Coal Company		
Georgetown:		
Minnie & Pinkie	Capt. Hemphill	116 12

American Coal Company		
Alexandria:		
Samuel Henry	Capt. Swain	113 00
William B. Lloyd	Capt. Brendlinger	117 09
William Walsh	Capt. Reid	112 02
Michael Snow	Capt. Reid	112 02
American Flag	Capt. Pearce	112 18
Samuel Lloyd	Capt. McMullen	111 17
S. S. Howison	Capt. James	111 19
Seven boats		<u>791 07</u>

New Central Company		
Georgetown:		
W. M. Price	Capt. Grimminger	118 08
Kitty Cushwa	Capt. Myers	113 04
H. Hanekamp	Capt. Brooks	109 13
Mississippi	Capt. Snider	114 11
Allegheny	Capt. Keady	116 09
Star No. 3	Weld & Sheridan	96 05
Col. J. C. Lynn	Capt. Reid	112 16
Star No. 6	Weld & Sheridan	91 08
Eight boats		<u>872 14</u>

Borden Mining Co.		
Georgetown:		
Walter Beall	Capt. Griffith	115 19
Warren Delano, Jr.	Capt. Hassett	112 18
General Garfield	Capt. Griffith	116 01
James Clark	Capt. Griffith	119 12
Four boats		<u>464 10</u>

DT, Wed. 10/25/82, p. 3. **Canal Trade**

The following 31 boats left this port Tuesday, October 24, 1882, carrying 3,432 08 tons of coal:

Consolidation Coal Company		
Georgetown:		
A. P. Mayfield	Capt. Benner	118 02
Elbe River	Capt. Swain	117 04

Canal Trade - 1882

N. C. Read	Capt. Murphy	113 18
Consolidation	Capt. Yingling	109 12
Williamsport:		
McKendree Steffey	Capt. Woltz	115 17
Wm. A. Defrain	Capt. Woltz	109 09
Lutie & Monnie	Capt. Shaffer	111 15
Ruby	Capt. Crow	96 00
Frankie & Fannie	Capt. Preston	117 16
J. R. Couter	Capt. Preston	106 12
Ten boats		1116 05

American Coal Company

Alexandria:		
John L. Reed	Capt. Jackson	111 17
A. J. Akin	Capt. Hall	110 09
R. H. Miller	Capt. Eaton	111 13
Edward Bayer	Capt. Stitzel	105 09
Weyand Doerner	Capt. Arnold	112 08
Charles R. Hooff	Capt. Wilson	112 00
Six boats		664 11

New Central Company

Georgetown:		
Star No. 7	Weld & Sheridan	96 11
Eva D.	Capt. Donnelly	113 09
Star No. 2	Weld & Sheridan	97 07
Savannah	Capt. O'Neal	115 12
Maj. J. H. Anderson	Capt. Otto	116 00
Five boats		538 19

Maryland Co.

Georgetown:		
G	Capt. Shaffer	108 05
F. H. Irwin	Capt. Hall	114 02
C. F. Dixon	Capt. Dixon	114 02
Washington:		
Carrie V.	Capt. Mertens	114 14
Four boats		451 03

Borden Mining Co.

Georgetown:		
Libbie	Capt. Griffith	114 09
Antares	Capt. Griffith	94 02
Sallie E. Hassett	Capt. Hassett	111 04
Three boats		319 15

Blaen Avon Coal Co.

Georgetown:		
George Hughes	Capt. Callen	110 18

National Coal Company

Georgetown:		
D. Armstrong	Capt. Henry	115 17

Elk Garden Company

Georgetown:		

Coal Trade

The shipment from the mines of the Cumberland coal region for the week ending Saturday, October 21, were 52,188 08 tons, and the total shipments for the year to that date 1,008,004 02 tons, a decrease of 545,825 04 tons, as compared with the corresponding period of 1881. The shipments to the Baltimore and Ohio railroad were, for the week, 26,948 04 tons, for the year, 706,806 15 tons, a decrease of 354,388 12 tons, as compared with last year. The Canal shipments were, for the week, 20,729 08 tons, for the year, 164,051 11 tons, a decrease of 96,623 13 tons as compared with 1881. The shipments by the Pennsylvania Railroad for the week were 4,440 03 tons, and for the year 130,796 16 tons, a decrease of 90,567 03 tons as compared with last year. The shipments by the Cumberland and Pennsylvania Railroad were 38,730 09 tons for the week, and 669,323 06 tons for the year; by the George's Creek and Cumberland Railroad 10,267 14 tons for the week, and 118,652 04 tons for the year.

AG, Wed. 10/25/82, p. 3. **CANAL**

COMMERCE – Arrived – Boats A. M. White, G. Sherman, W. D. Walbridge, Daniel Annon and G. W. Wallis to American Coal Co.

Departed – Boats A. M. White, G. Sherman, W. D. Walbridge, Daniel Annon and G. W. Wallis.

DT, Thu. 10/26/82, p. 3. **Canal Trade**

The following 27 boats left this port Wednesday, October 25, 1882, carrying 3,060 04 tons of coal:

Consolidation Coal Company

Georgetown:		
John Miller	Capt. Brown	116 04
A. L. Miller	Capt. Piper	114 07
M. B. Mayfield	Capt. Pennell	111 19
Ernst & Holland	Capt. McCormick	112 19
Thames River	Capt. Stride	118 07
J. J. Williams	Capt. Washington	120 07
H. Roussell	Capt. McKnight	113 19
L. W. Guinand	Capt. Dyer	116 15
Amazon River	Capt. Bender	117 14

Canal Trade - 1882

Washington:		
John E Dyer & Bro	Capt. McCardell	113 12
Bessie Gruber	Capt. Ekis	<u>107 05</u>
Eleven boats		1263 07

Maryland Co.

Georgetown:		
R. A. Farmer	Capt. Ardinger	113 12
H	Capt. Gatrell	110 03
F	Capt. Hines	113 14

Washington:		
Three Sisters	Capt. Mertens	108 18
John W. Carder	Capt. Mertens	<u>108 18</u>
Five boats		555 05

American Coal Company

Alexandria:		
John Bradburn	Capt. Morrison	113 03
James Green	Capt. Malone	111 17
David A. Lowe	Capt. Hooker	111 13
Lizzie A. Long	Capt. Long	<u>112 08</u>
Four boats		449 01

Borden Mining Co.

Georgetown:		
Abraham Kuhn	Capt. Griffith	108 12
E. R. Ladew	Capt. Griffith	115 00
Arthur Lovell	Capt. Griffith	113 06
Katie Hassett	Capt. Hassett	<u>119 18</u>
Four boats		456 06

Blaen Avon Coal Co.

Georgetown:		
Arthur Dawson	Capt. Zimmerman	114 07

Elk Garden Company

Georgetown:		
F. W. Mintdrop	Capt. Anderson	108 13

National Coal Company

Georgetown:		
G. T. Dunlop	Capt. Reid	113 00

DT, Fri. 10/27/82, p. 3. **Canal Trade**

The following 24 boats left this port yesterday, October 26, 1882, carrying 2,712 18 tons of coal:

Consolidation Coal Company

Georgetown:		
C. F. Mayer	Capt. Reed	116 10
W. H. Marlow	Capt. Rinehart	118 04
Elberon	Capt. Drenner	114 00
H. A. Clarke	Capt. Taylor	113 19
Daniel Linkin	Capt. Swain	115 05
J. M. Wheatley	Capt. Seaman	114 16
Jimmie M., Jr.	Capt. Bush	111 05

J. M. Dove	Capt. Benner	114 12
Wm. King	Capt. McCoy	119 17
Williamsport:		
Nellie & Davie	Capt. Miller	<u>112 10</u>
Ten boats		1150 18

New Central Company

Georgetown:		
Potomac	Capt. Watts	119 13
Star No. 8	Weld & Sheridan	95 16
E. T. Woody	Capt. Grumbaugh	109 15
Geo. H. Young	Capt. Callahan	<u>113 18</u>
Four boats		439 02

Borden Mining Co.

Georgetown:		
Theo Dean	Capt. Hassett	111 09
Regulus	Capt. Hassett	109 15
W. T. Hassett	Capt. Hassett	<u>115 04</u>
Three boats		336 08

Maryland Co.

Georgetown:		
Baltimore	Capt. Mergler	113 05
Seven Sisters	Capt. Crampton	113 09
Belle Humbird	Capt. Crampton	<u>112 19</u>
Three boats		339 13

American Coal Company

Alexandria:		
Thomas H. Faile	Capt. Moore	112 14
H. O. Claughton	Capt. Moore	<u>112 00</u>
Two boats		224 14

George's Creek Co.

Georgetown:		
R. J. Mitchell	Capt. Shirley	113 07
City of Hamburg	Capt. Ingram	<u>108 15</u>
Two boats		222 03

Meeting of the Canal Board

The Board of Directors of the Canal met in session at 4 o'clock yesterday afternoon, at the Queen City hotel. President L. C. Smith in the chair, and present Messrs. P. Hamill, John Humbird, S. Watkins and T. P. Morgan directors; Fawcett secretary and treasurer and Stephen Gambrill chief clerk and paymaster.

Mr. Jerome Bradley, secretary and treasurer of the Washington and Atlantic Railroad Company, appeared before the board to make certain inquiries as to the traffic on the canal and its capacity, as it is the purpose of his

company to make connection with the canal if it will be of benefit to his road.

The road will run from Washington city to Lewes, a distance of 110 miles due east, where is one of the finest ocean harbors in the world. The saving of distance as compared with vessels leaving Georgetown for New York is 250 miles.

The interview with the board was very satisfactory, and we shall not be surprised if the canal has another outlet by the way of Annapolis and across the peninsula to the ocean.

Without transacting other than routine business, the board adjourned to meet in Annapolis on December 24, and then they drove around the city and inspected the canal property.

Payday will be between the 15th and 20th of November.

ES, Fri. 10/27/82, p. 1. **The Canal Board**

Meeting Yesterday – The board of directors of the Chesapeake and Ohio canal met in Cumberland, Md., yesterday; Messrs. Hamill, Humbird, Watkins and Morgan present, as was also President Lewis Cass Smith. Mr. Jerome Bradley, representing the Washington and Atlantic railroad, designed to run from Washington to Lewes, Del., appeared before the board and inquired as to the traffic of the canal, the object being to ship coal from Georgetown to Lewes on the Atlantic, saving the trip around the Peninsula.

Grain – Arrived boat E. Lyons, Whiting, with 3,500 bushels of wheat, sold to arrive at \$1.09½; boat Mollie C. W. Boyer, with 4,000 bushels wheat; boat Samuel Jarboe, with 3,500 bushels wheat, 300 bushels corn and 50 bushels rye.

AG, Fri. 10/27/82, p. 3. **C. & O. Canal** – The board of directors of the Chesapeake and Ohio Canal met at Annapolis yesterday. During the morning the visitors paid a visit of inspection to the wharves and other property of the company. Only routine business was transacted during the meeting. Mr. Jerome Bradley, representing the Washington and Atlantic Railroad, designed to

run from Washington, D. C. to Lewes, Del., appeared before the board and inquired as to the traffic of the canal, the object being to ship coal from Georgetown to Lewes on the Atlantic, saving the trip now taken around the Peninsula.

Ibid, p. 4. **CANAL COMMERCE** –

Arrived – Boats Fall River and J. Wilson to American Coal Co.; Bernadetta to J. P. Agnew & Co.

Departed – Boats Fall River, J. Wilson and Bernadetta.

DT, Sat. 10/28/ 82, p. 3. **Canal Trade**

The following 25 boats left this port yesterday, October 27, 1882, carrying 2,830 12 tons of coal:

Consolidation Coal Company

Georgetown:

Geo. L. Sheriff	Capt. Donnell	115 14
Josephine Barroll	Capt. Renner	114 15
A. B. Turner	Capt. Weller	113 10
George S. French	Capt. Rinehart	109 08
P. L. Burwell	Capt. Morrow	114 13
W. Thomson	Capt. Virtz	112 14

Williamsport:

M. A. Shupp	Capt. Shupp	112 11
E. M. Stanhope	Capt. Kelly	112 09
D. R. Long	Capt. Reader	110 09
Nine boats		1025 03

New Central Company

Georgetown:

Muskingum	Capt. Smith	118 18
Hollander	Capt. Kroon	109 13
Youghiogheny	Capt. Reader	116 14
Three boats		345 05

Maryland Co.

Georgetown:

A. Sherman	Capt. Whittington	108 15
A. H. Bradt	Capt. Hill	117 00
S. J. Kelly	Capt. Grooms	113 10
B. L. Slack	Capt. Moriarty	113 00
Four boats		452 05

Borden Mining Co.

Georgetown:

Echo	Capt. Griffith	112 00
Harry & Ralph	Capt. Griffith	110 02
Unexpected	Capt. Hassett	116 08
Three boats		338 10

Canal Trade - 1882

Individual		
Georgetown:		
Little Eddy	Capt. Ingram	108 00
William Foley	Capt. Bartlett	109 18
Two boats		<u>217 18</u>

Despard Coal Co.		
Georgetown:		
Cigarette	Capt. Sensel	120 03
American Coal Company		
Alexandria:		
Richard Bender	Capt. Moore	116 10
Elk Garden Company		
Georgetown:		
Sarah B.	Capt. Cartwright	111 02
George's Creek Co.		
Georgetown:		
Wm. P. Wools	Capt. Mertens	103 16

AG, Sat. 10/28/82, p. 3. **CANAL COMMERCE** – Arrived – Boats W. C. Hunter, S. S. Howison, M. Kersey and S. Henry to American Coal Co.

Departed – Boats W. C. Hunter, S. S. Howison, M. Kersey and S. Henry.

DT, Mon. 10/30/82, p. 3. **Canal Trade**
The following 38 boats left this port
Saturday, October 28, 1882, carrying 4,256 18
tons of coal:

Consolidation Coal Company		
Georgetown:		
R. H. Jones	Capt. Westbrook	114 13
G. Meredith	Capt. Shives	112 09
W. J. Walker	Capt. Moore	114 00
George Bogus	Capt. Magruder	118 05
H. C. Hicks	Capt. Seaman	111 18
Z. Williams	Capt. Mose	114 18
L. P. Hieston	Capt. Brubaker	114 09
B. C. Barroll	Capt. Jackson	109 04
Williamsport:		
Lutie & Monnie	Capt. Shaffer	115 02
Grason & Fannie	Capt. Malotte	106 08
K	Capt. Malotte	104 07
Eleven boats		<u>1236 03</u>
American Coal Company		
Alexandria:		
W. D. Walbridge	Capt. Reynolds	116 10
Thomas Patton	Capt. Easton	111 17
J. H. Platte	Capt. Albert	111 13

Gardener L Boothe	Capt. Fisher	111 10
Geo. Sherman	Capt. Renner	116 15
W. D. Corse	Capt. Bear	112 14
A. J. Clark	Capt. Penner	114 14
Wm. Gregory	Capt. James	116 04
Eight boats		<u>911 17</u>

Borden Mining Co.		
Georgetown:		
W. H. Masters	Capt. Hassett	115 02
Oxford	Capt. Hassett	113 11
Capella	Capt. Hassett	114 05
Dr. O M Schindell	Capt. Hassett	113 04
Areturus	Capt. Hassett	92 08
Onward	Capt. Griffith	109 19
Rainbow	Capt. Griffith	111 04
Williamsport:		
Elizabeth Miller	Capt. Hassett	117 05
Eight boats		<u>886 18</u>

Maryland Co.		
Georgetown:		
C. H. Suttod	Capt. Mouse	114 10
Duncan Sinclair	Capt. Merryman	113 15
Pilot Boy	Capt. Zimmerman	112 16
Mollie	Capt. Mose	108 02
Washington:		
C. W. Porter	Capt. Mertens	112 12
Five boats		<u>561 15</u>

New Central Company		
Georgetown:		
A. H. Agnew	Capt. Ingram	108 11
R	Capt. Crampton	109 03
Johnnie	Capt. Kean	110 19
John P. Agnew	Capt. McCormick	117 12
Four boats		<u>446 05</u>

George's Creek Co.		
Georgetown:		
Phoebe & Johnnie	Capt. Crumbaugh	108 00
National Coal Company		
Georgetown:		
Emma Julia	Capt. Colbert	116 00

One hundred and sixty-two boats carrying
18,207 tons of coal, left this port for the week
ending Saturday

Transfer of the Alexandria Canal Stock

H. H. Wells, counsel for the United States in the Alexandria canal case, complains that the order of Judge Hughes directing the city of Alexandria to turn over certain shares of canal stock to the

Secretary of the Treasury, and the Alexandria Canal Company to make transfer of such stock on its books to the Secretary of the Treasury, has not been obeyed, and announces that unless the order is complied with within a reasonable time he will apply for process to enforce the delivery and transfer. The city is willing and ready to comply with the order of the court by turning over to the United States all the stock of the Alexandria canal it now holds.

A Little Girl Drowned.

On Monday last, says the Sharpsburg *Enterprise*, Agnes, a little daughter of the late John Fox, of Shepherdstown, West Virginia, was walking on the deck of the canal boat *John Tice*, when she lost her balance, fell overboard and was drowned.

SG, Mon. 10/30/82, p. 3. **CANAL**

COMMERCE – Arrived – Boats W. B. Lloyd, W. Smith, Dr. M. M. Lewis, American Flag, A. J. Akin, Samuel Lloyd, W. Doerner and R. H. Miller to American Coal Co.; R. Fannon to John P. Agnew & Co.

Departed – Boats W. B. Lloyd, W. Smith, Dr. M. M. Lewis, American Flag, A. J. Akin, S. Lloyd, Weyand Doerner, R. H. Miller and R. Fannon.

DT, Tue. 10/31/82, p. 3. **Canal Trade**

The following 29 boats left this port yesterday, October 30, 1882, carrying 3,272 06 tons of coal:

Consolidation Coal Company

Georgetown:

R. Shriver	Capt. Miller	111 11
Julia Tyler	Capt. Shields	113 11
Geo. A. Pearre	Capt. Jackson	112 00
E. K. Johnson	Capt. Walker	112 18

Williamsport:

Frankie & Fannie	Capt. Preston	114 00
J. E. Dyer & Bro	Capt. McCardell	112 13
Bessie Gruber	Capt. Ekis	111 07

Seven boats 788 00

Borden Mining Co.

Georgetown:

R. B. Lynn	Capt. Hassett	113 01
Mary L. Miles	Capt. Hassett	116 07

Bertha M. Young	Capt. Hassett	113 04
M. S. Fernsner	Capt. Hassett	115 04
G. F. Smith	Capt. Griffith	114 16
Exchange	Capt. Griffith	113 02
Six boats		685 14

Maryland Co.

Georgetown:

Cumberland	Capt. Pierce	114 03
P	Capt. Wagner	112 15
Star No. 1	Capt. McAneny	94 00

Washington:

Lizzie K.	Capt. Mertens	112 17
Suwannee River	Capt. Mertens	115 01
John K. Shaw	Capt. Mertens	113 01
Six boats		661 17

New Central Company

Georgetown:

River Nile	Capt. Kimble	120 09
Delaware	Capt. Dickerhoof	113 18
Helen V.	Capt. Eddy	113 03
Susquehanna	Capt. McCardell	117 02
Four boats		464 12

American Coal Company

Alexandria:

Geo. W. Wallis	Capt. Teach	112 16
Wm. J. Boothe, Jr.	Capt. Fisher	112 17
Daniel Annan	Capt. Eichelberger	111 15
Three boats		337 08

Despard Coal Co.

Georgetown:

Percy	Capt. Mosier	118 08
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Elk Garden Company

Georgetown:

Ellen Brooks	Capt. Bowers	108 05
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Scott Haven Gas Company

Georgetown:

Lillie & May	Capt. Burns	108 02
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AG, Tue. 10/31/82, p. 4. **CANAL**

COMMERCE – Arrived – Boats L. A. Long, D. A. Lowe, W. Walsh, M. Snow and J. W. Green to American Coal Co.

Departed – Boats L. A. Long, D. A. Lowe, W. Walsh, M. Snow and J. W. Green.

DT, Wed. 11/1/82, p. 3. **Canal Trade**

The following 29 boats left this port yesterday, October 31, 1882, carrying 3,249 16 tons of coal:

American Coal Company

Alexandria:		
Wm. E. Bell	Capt. Bowers	112 12
J. H. Parrott, Jr.	Capt. Lynch	116 12
Alex M. White	Capt. Nuse	117 07
Theo. L. Betts	Capt. McLucas	112 17
Wm. J. Boothe	Capt. Weaver	117 02
Dr. G. E. Porter	Capt. Hall	116 09
Peter G. Uhler	Capt. Matters	112 07
J. J. Swift	Capt. Brown	112 07
Eight boats		<u>917 13</u>

Consolidation Coal Company

Williamsport:		
McK Steffey	Capt. Von Woltz	119 01
W. A. Definin	Capt. Van Woltz	109 09
T. F. McCardell	Capt. J. Woltz	111 10
Katie & Johnnie	Capt. J. Woltz	110 19
Georgetown:		
A. B. Winship	Capt. Hebb	106 03
Willie & Frankie	Capt. Chopper	113 10
J. Jessie Moore	Capt. Kidwell	109 14
Seven boats		<u>780 06</u>

Maryland Co.

Georgetown:		
N	Capt. Snyder	113 10
Star No. 3	Capt. Elkins	99 06
Jos. H. Farrow	Capt. Smith	114 02
O	Capt. O'Neal	119 00

Washington:

Burke Spencer	Capt. Mertens	113 09
Exterminate	Capt. Mertens	113 09
Six boats		<u>672 16</u>

New Central Company

Georgetown:		
Park Agnew	Capt. Reid	113 03
E. P. Cahill	Capt. Gannon	117 14
Star No. 6	Weld & Sheridan	89 04
Star No. 2	Weld & Sheridan	101 13
Four boats		<u>421 14</u>

Borden Mining Co.

Georgetown:		
Highlander	Capt. Griffith	121 04
Henry Boley	Capt. Hassett	112 04
Two boats		<u>233 08</u>

George's Creek Co.

Georgetown:		
Lucinda	Capt. Reid	112 00

Elk Garden Company

Georgetown:		
Daisy	Capt. Mertens	111 19

Coal Trade

The shipment from the mines of the Cumberland coal region for the week ending Saturday, October 28, were 53,130 05 tons, and the total shipments for the year to that date 1,061,134 07 tons, a decrease of 695,969 13 tons, as compared with the corresponding period of 1881. The shipments to the Baltimore and Ohio railroad were, for the week 31,774 17 tons, for the year 738,581 12 tons, a decrease of 388,187 06 tons, as compared with last year. The Canal shipments were, for the week 17,487 13 tons, for the year 164,051 11 tons, a decrease of 397, 935 tons as compared with 1881. The shipments by the Pennsylvania Railroad for the week were 3,552 08 tons, and for the year 130,796 16 tons, a decrease of 96,693 18 tons as compared with last year. The shipments by the Cumberland and Pennsylvania Railroad were 39,118 04 tons for the week, and 708,441 10 tons for the year; by the George's Creek and Cumberland Railroad 8,723 08 tons for the week, and 127,375 12 tons for the year.

DT, Thu. 11/2/82, p. 3. **Canal Trade**

The following 37 boats left this port yesterday, November 1, 1882, carrying 4,222 18 tons of coal:

New Central Company

Georgetown:		
Mississippi	Capt. Snider	118 06
Juniata	Capt. Wood	115 04
Stanley	Capt. Rodeniser	112 10
Missouri	Capt. Ardinger	114 18
Thomas Venners	Capt. Chaney	99 17
Emma Mertens	Capt. Spong	112 05
James Schley	Capt. Darkey	117 11
M. B. Winship	Capt. Bowers	112 02
Eight boats		<u>903 13</u>

Consolidation Coal Company

Georgetown:		
Nannie & Willie	Capt. Moore	114 01
L. R. Fechtig	Capt. Bennet	115 00
Sallie Burwell	Capt. Morrison	111 04
William Weber	Capt. Rowland	109 17
N. C. Read	Capt. Murphy	113 00
Williamsport:		

Canal Trade - 1882

E. M. Stanhope	Capt. Kelly	114 05
M. A. Shupp	Capt. Shupp	118 14
F. H. Darby	Capt. Tice	111 16
Eight boats		<u>907 17</u>

Borden Mining Co.

Georgetown:		
Warren Delano, Jr.	Capt. Hassett	114 01
Mabel	Capt. Hassett	115 13
Cowton & Tilghman	Capt. Hassett	113 17
Dr. A. Shank	Capt. Hassett	117 06
Altair	Capt. Hassett	117 13
Willie D.	Capt. Hassett	109 11
Six boats		<u>688 01</u>

Maryland Co.

Georgetown:		
P. E. Dawson	Capt. Pittman	114 06
Cloud	Capt. Hadley	113 03
Isaac Wilson	Capt. Gatrell	114 01
M. S. Haines	Capt. Zimmerman	112 03
J	Capt. Peck	112 19
Five boats		<u>565 12</u>

American Coal Company

Alexandria:		
Samuel Henry	Capt. Swain	117 07
S. S. Howison	Capt. James	116 02
Matthew Kersey	Capt. Dunn	117 03
J. W. Burke	Capt. Ekis	114 09
Four boats		<u>465 01</u>

George's Creek Co.

Georgetown:		
Deer Park	Capt. Zimmerman	115 04
Detroit	Capt. Myers	114 14
Hunter G.	Capt. Brookman	116 13
Samuel Reitzell	Capt. Brookman	113 19
Four boats		<u>460 10</u>

Elk Garden Company

Georgetown:		
Sarah Kroon	Capt. Kroon	117 10
F. A. Mertens	Capt. Long	113 14
Two boats		<u>231 04</u>

AG, Thu. 11/2/82, p. 4. **CANAL**

COMMERCE – Arrived – Boats H. O.

Claughton, John Bradburn, R. Bender and G.

Sherman to American Coal Co.; Baltimore to J.

P. Agnew & Co.

Departed – Boats H. O. Claughton, John Bradburn, R. Bender, G. Sherman and Baltimore.

DT, Fri. 11/3/82, p. 3. **Canal Trade**

The following 28 boats left this port yesterday, November 2, 1882, carrying 3,114 16 tons of coal:

Consolidation Coal Company

Georgetown:		
Alabama	Capt. Knode	110 06
W. J. Stevenson	Capt. Brubaker	113 02
A. L. Miller	Capt. Piper	115 12
John Miller	Capt. Brown	114 18
C. D. Warfield	Capt. Kerns	114 19
Williamsport:		
Lutie & Monnie	Capt. Shaffer	109 14
Six boats		<u>678 11</u>

Maryland Co.

Georgetown:		
Altoona	Capt. Pierce	113 01
New Era (Stmr)	Capt. Gatrell	99 03
Meyersdale	Capt. Stull	112 15
Col. J. C. Lynn	Capt. Reid	113 08
V	Capt. Harper	113 09
Five boats		<u>551 15</u>

Borden Mining Co.

Georgetown:		
J. H. Snyder	Capt. Hassett	114 17
Sycorax	Capt. Hassett	112 16
Susan Charles	Capt. Hassett	102 12
Arthur Lovell	Capt. Griffith	102 00
Alexander	Capt. Griffith	111 05
D. Armstrong	Capt. Henry	111 18
Six boats		<u>655 08</u>

New Central Company

Georgetown:		
Wm. M. Price	Capt. Grimminger	110 18
Alleghany	Capt. Keady	117 16
Herald	Capt. Long	112 17
M. A. West	Capt. Conrad	107 00
Four boats		<u>448 11</u>

American Coal Company

Alexandria:		
Wm. B. Lloyd	Capt. Brendlinger	117 10
John Wilson	Capt. McCann	112 05
Two boats		<u>229 15</u>

National Coal Company

Georgetown:		
H. K. Shaner	Capt. Kroon	112 01
G. M. Ryan	Capt. Kroon	114 16
Two boats		<u>226 17</u>

Scott Haven Gas Company

Canal Trade - 1882

Georgetown:		
J. F. A. Remley	Capt. Dixon	107 00
F. Williams	Capt. Cramer	108 00
Two boats		<u>215 00</u>
	George's Creek Co.	
Georgetown:		
Loudoun	Capt. Tingstrone	108 18

Boat Sunk on the Canal

The canal boat *F. H. Darby*, Captain Tice, sunk yesterday on the Oldtown level, and being loaded it was necessary to draw a foot or two of water off. Boats were delayed on account of the accident, but it was expected to have the boat up and the level filled by daylight this morning.

ES, Fri. 11/3/82, p. 2. **Affairs in West Washington – Grain** – Arrived Boat Medley, with 4,200 bushels wheat.

Frank Huff, was fined \$10 by Judge Snell today, on complaint of Agent King, of the humane society, for working a sore-back mule to his canal boat in Georgetown.

AG, Fri. 11/3/82, p. 3. **CANAL COMMERCE** – Arrived – Boat Wm. Gregory to American Coal Company.

Departed – Boats W. Gregory and G. S. French.

DT, Sat. 11/4/82, p. 3. **Canal Trade**

The following 13 boats left this port yesterday, November 3, 1882, carrying 1,479 18 tons of coal:

	Consolidation Coal Company	
Georgetown:		
W. A. Smoot	Capt. Myers	113 14
A. P. Mayfield	Capt. Benner	119 15
Elbe River	Capt. Swain	116 04
Williamsport:		
Nellie & Davie	Capt. Miller	<u>113 19</u>
Four boats		463 12
	Maryland Co.	
Georgetown:		
Osceola & Jakie	Capt. Davis	113 08
Mattie	Capt. Seaman	112 07
Chas. F. Dixon	Capt. Dixon	117 14
Hunter Lee	Capt. Dixon	<u>112 11</u>

Four boats		456 00
	American Coal Company	
Alexandria:		
Wm. C. Hunter	Capt. Shives	115 07
A. J. Akin	Capt. Hall	<u>113 00</u>
Two boats		228 07
	George's Creek Co.	
Georgetown:		
Lou & Glenn	Capt. Shaw	108 04
B. J. Coulehan	Capt. Grimminger	<u>107 04</u>
Two boats		215 08
	Borden Mining Co.	
Georgetown:		
E. R. Ladew	Capt. Griffith	116 11

ES, Sat. 11/4/82, p. 2. **Affairs in West Washington – Grain** – Arrived – Boat George T. Dunlop with 3,800 bushel wheat.

AG, Sat. 11/4/82, p. 4. **The Canal** – The canal boat *F. H. Darby*, Captain Tice, sunk on Thursday on the Oldtown level, and being loaded it was necessary to draw a foot or two of water off. Boats were delayed on account of the accident, but the boat was up, and the level filled by daylight yesterday morning. But two boats left Cumberland for this city on Thursday.

DT, Mon. 11/6/82, p. 3. **Canal Trade**

The following 30 boats left this port Saturday, November 4, 1882, carrying 3,356 16 tons of coal:

	Consolidation Coal Company	
Georgetown:		
James B. Thomas	Capt. Atwell	116 05
William King	Capt. McCoy	116 02
H. Roussel	Capt. McKnight	113 00
W. H. Marlow	Capt. Rinehart	112 14
R. B. Mayfield	Capt. Zeller	115 03
C. F. Mayer	Capt. Reid	115 02
Williamsport:		
Hancock	Capt. Malotte	102 02
J. E. Dyer & Bro.	Capt. McCardell	<u>111 10</u>
Eight boats		901 18
	American Coal Company	
Alexandria:		
R. H. Miller	Capt. Eaton	117 03
Weyand Doerner	Capt. Arnold	116 15
D. A. Lowe	Capt. Hooker	111 05

Canal Trade - 1882

Lizzie A. Long	Capt. Long	111 07
Samuel Lloyd	Capt. McMullen	115 14
Five boats		<u>572 04</u>

Borden Mining Co.

Georgetown:		
James Clark	Capt. Griffith	127 00
Antares	Capt. Griffith	90 03
Henry Freeland	Capt. Griffith	111 08
Wm. T. Hassett	Capt. Hassett	114 12
Regulus	Capt. Hassett	110 09
Five boats		<u>553 12</u>

Maryland Co.

Georgetown:		
Q	Capt. Stickle	112 03
Fall River	Capt. Artz	113 01
A. Sherman	Capt. Whittington	108 04
S	Capt. Clendening	114 19
M	Capt. Mills	113 15
Washington:		
Three Sisters	Capt. Mertens	113 05
Six boats		<u>675 07</u>

New Central Company

Georgetown:		
F	Capt. Wine	111 07
Maggie B.	Capt. Fox	110 08
Star No. 7	Weld & Sheridan	98 00
Eve	Capt. Donnelly	115 19
Four boats		<u>435 14</u>

Elk Garden Company

Georgetown:		
C. W. Osborne	Capt. Osborne	109 04
J. H. Hager	Capt. Ingram	108 17
Two boats		<u>218 01</u>

TC. Mon. 11/6/82, p. 4. **Maryland Items.**

The shipments by the Chesapeake & Ohio Canal during the month of October make a very good showing, and are in excess of October last by 14,000 tons. During the month 751 boats left Cumberland carrying 84,431 tons of coal, and the revenue to the canal amounted to \$42,000.

AG, Mon. 11/6/82, p. 3. **CANAL**

COMMERCE – Arrived – Boats Edward Bayer, J. H. Parrott, Jr., T. L. Betts, J. J. Swift and S. S. Howison to American Coal Co.

Departed – Boats J. H. Parrott, Jr., T. L. Betts, J. J. Swift and S. S. Howison.

DT, Tue. 11/7/82, p. 3. **Canal Trade**

The following 40 boats left this port yesterday, November 6, 1882, carrying 4,562 08 tons of coal:

Consolidation Coal Company

Georgetown:

W. Thompson	Capt. Vartz	110 00
H. A. Clarke	Capt. Quigley	116 16
Z. Williams	Capt. Mose	112 00
Josephine Barroll	Capt. Penner	115 11
M. B. Mayfield	Capt. Pennell	113 07
J. M. Wheatley	Capt. Seaman	113 12
G. L. Sheriff	Capt. Sorrell	117 15
Amazon River	Capt. Bender	119 14
Thames River	Capt. Stride	118 07
L. W. Guinand	Capt. Miller	116 14

Williamsport:

E. M. Stanhope	Capt. Kelly	109 00
Bessie Gruber	Capt. Ekis	105 18
Frankie & Fannie	Capt. Preston	121 00
Thirteen boats		<u>1487 05</u>

Borden Mining Co.

Georgetown:

Harry & Ralph	Capt. Griffith	114 01
Echo	Capt. Griffith	117 00
Walter Bell	Capt. Griffith	115 00
W H. M. Masters	Capt. Hassett	115 15
Katie Hassett	Capt. Hassett	117 16
E. Miller	Capt. Hassett	116 10
Six boats		<u>694 02</u>

American Coal Company

Alexandria:

Richard Bender	Capt. Moore	117 03
H. O. Claughton	Capt. Moore	116 05
James Green	Capt. Malone	115 18
Thomas H. Faile	Capt. Moore	115 11
American Flag	Capt. Pearce	112 00
Charles R. Hoff	Capt. Willison	112 14
Six boats		<u>689 11</u>

New Central Company

Georgetown:

Johnnie	Capt. Kean	117 04
Muskingum	Capt. Smith	117 02
Savannah	Capt. O'Neal	118 04
Kitty Cushwa	Capt. Meyers	115 09
Star No. 8	Weld & Sheridan	97 06
Five boats		<u>565 05</u>

Maryland Co.

Georgetown:

Canal Trade - 1882

Mollie	Capt. Mose	114 05
F. H. Irwin	Capt. Hall	108 13
Iowa	Capt. Mertens	109 04
C. W. Brengle	Capt. Brengle	111 19
Four boats		444 01

George's Creek Co.

Georgetown:		
Berkebile	Capt. Brown	113 10
Richard Fannon	Capt. Alexander	112 13
Lewis Peacock	Capt. Farmer	115 15
Three boats		341 18

National Coal Company

Georgetown:		
C. C. Kelly	Capt. Pigeon	109 09
Hollander	Capt. Kroon	115 14
Two boats		225 06

Despard Coal Company

Georgetown:		
Cigarette	Capt. Jensei	115 00

DT, Wed. 11/8/82, p. 3. **Canal Trade**

The following 36 boats left this port yesterday, November 7, 1882, carrying 4,101 19 tons of coal:

Consolidation Coal Company

Georgetown:		
J. Z. Williams	Capt. Washington	117 15
R. H. Jones	Capt. Westbrook	115 19
L. P. Hieston	Capt. Brubaker	115 00
Henry Charles	Capt. Seaman	112 08
A. B. Wool	Capt. McQuade	117 03
R. Callahan	Capt. McQuade	112 11
Geo. Bogus	Capt. Magruder	116 05
B. C. Barroll	Capt. Jackson	112 16
C. Meredith	Capt. Shives	114 19
Williamsport:		
McKendree Steffey	Capt. Woltz	114 19
Grason & Fannie	Capt. Malotte	109 00
K	Capt. Malotte	113 04
A. McLane	Capt. Woltz	112 09
M. A. Shupp	Capt. Shupp	121 16
Fourteen boats		1607 16

American Coal Company

Alexandria:		
A. Jackson Clark	Capt. Penner	117 01
G. L. Boothe	Capt. Fisher	112 13
Michael Snow	Capt. Reid	113 00
William Walsh	Capt. Reid	113 13
Wm. Smith	Capt. McKalvey	116 11
Dr. M. M. Lewis	Capt. McKalvey	116 04

Wm. Gregory	Capt. James	117 00
Geo. Sherman	Capt. Renner	116 17
Eight boats		923 00

Maryland Co.

Georgetown:		
A. H. Braner	Capt. Hill	114 01
Star No. 3	Capt. Ekis	97 03
B. L. Slack	Capt. Moriarty	113 16
C. H. Sutton	Capt. Mouse	114 07
Washington:		
Wm. Mertens	Capt. Mertens	113 04
Minnie & Pinkie	Capt. Mertens	113 19
Six boats		666 10

New Central Company

Georgetown:		
R. A. Farmer	Capt. Ardinger	112 07
H. Hanekamp	Capt. Brooks	115 02
Potomac	Capt. Watts	115 03
Three boats		343 12

George's Creek Co.

Georgetown:		
Phoebe & Johnnie	Capt. Crumbaugh	111 01
Planter	Capt. Long	110 17
Laura	Capt. Mertens	111 12
Three boats		333 10

Borden Mining Co.

Georgetown:		
Gen. Garfield	Capt. Griffith	117 03

National Coal Company

Georgetown:		
C. W. Porter	Capt. Fields	111 08

AG, Wed. 11/8/82, p. 3. **CANAL**

COMMERCE – Arrived – Boats A. M. White, W. J. Boothe and W. J. Boothe, Jr. to American Coal Co.; Ellen Brooks to John P. Agnew & Co.

Departed – Boats A. M. White, W. J. Boothe, W. J. Boothe, Jr. and Ellen Brooks.

DT, Thu. 11/9/82, p. 3. **Canal Trade**

The following 23 boats left this port yesterday, November 8, 1882, carrying 2,568 16 tons of coal:

New Central Company

Georgetown:		
M. McCleary	Capt. Clark	113 10
Delaware	Capt. Dickerhoof	112 06
Suwannee River	Capt. Little	113 13
Youghiogheny	Capt. Reader	117 03

Canal Trade - 1882

Star No. 4	Weld & Sheridan	90 01
Star No. 2	Weld & Sheridan	97 13
Six boats		<u>644 06</u>

Maryland Co.

Georgetown:		
P	Capt. Wagner	112 17
Helen V.	Capt. Eddy	113 06
Baltimore	Capt. Mergler	113 04
Star No. 1	Capt. McAnerry	96 11

Williamsport:		
J. W. Carder	Capt. Mertens	112 16
Five boats		<u>548 14</u>

American Coal Company

Alexandria:		
John Bradburn	Capt. Morrison	111 13
D. Annan	Capt. Eichelberger	117 07
G. W. Wallis	Capt. Teach	117 00
M. D. Corse	Capt. Bear	116 09
Four boats		<u>462 09</u>

Borden Mining Co.

Georgetown:		
M. S. Fernsner	Capt. Hassett	118 12
Unexpected	Capt. Hassett	114 19
Theo. Dean	Capt. Hassett	113 16
G. F. Smith	Capt. Griffith	112 14
Four boats		<u>460 01</u>

Consolidation Coal Company

Georgetown:		
Robert Shriver	Capt. Miller	110 02
Washington:		
Nellie & Davie	Capt. Miller	111 02
Two boats		221 03

Despard Coal Company

Georgetown:		
Percy	Capt. Mosier	119 01

Elk Garden Company

Georgetown:

DT, Fri. 11/10/82, p. 3. **Canal Trade**

The following 27 boats left this port yesterday, November 9, 1882, carrying 3,062 12 tons of coal:

Consolidation Coal Company

Georgetown:		
Ernst & Holland	Capt. McCormick	112 10
E. K. Johnson	Capt. Walker	117 10
J. M. Dove	Capt. Benner	115 17
Jimmy M., Jr.	Capt. Bush	106 01
P. L. Burwell	Capt. Morrow	114 11
Geo. S. French	Capt. Rainbow	113 00

Williamsport:

J. E. Dyer & Bro.	Capt. McCardell	117 09
Katie & Jimmie	Capt. Woltz	108 13
Bernadetta	Capt. Gannon	112 14
Lutie & Monnie	Capt. Shaffer	115 18
Ten boats		<u>1133 14</u>

Borden Mining Co.

Georgetown:		
Sallie E. Hassett	Capt. Hassett	114 19
B. M. Young	Capt. Hassett	114 01
Henry Boley	Capt. Hassett	111 06
M. L. Mills	Capt. Hassett	118 15
Libbie	Capt. Griffith	116 12
Rainbow	Capt. Griffith	113 06
Six boats		<u>688 19</u>

American Coal Company

Alexandria:		
J. W. Morris	Capt. Reader	112 03
J. H. Platte	Capt. Albert	113 00
A. D. Walker	Capt. Reynolds	116 08
A S Wintringham	Capt. Reader	103 13
Four boats		<u>445 04</u>

Maryland Co.

Georgetown:		
S. J. Kelly	Capt. grooms	113 06
H	Capt. Gatrell	112 19
G	Capt. Shaffer	113 03
Three boats		<u>339 08</u>

New Central Company

Georgetown:		
River Nile	Capt. Kimble	123 09

National Coal Company

Georgetown:		
Wm. Foley	Capt. Bartlett	108 00

Elk Garden Company

Georgetown:		
W. L. Read	Capt. Hudson	111 15

George's Creek Co.

Georgetown:		
R. S. Mitchel	Capt. Shirley	112 03

Coal Trade

The shipment from the mines of the Cumberland coal region for the week ending Saturday, November 4, were 50,556 tons, and the total shipments for the year to that date 1,111,690 07 tons, a decrease of 698,389 10 tons, as compared with the corresponding period of 1881. The shipments to the Baltimore and Ohio railroad were, for the week 28,663 03 tons, for the year

Canal Trade - 1882

767,244 15 tons, a decrease of 387,850 09 tons, as compared with last year. The Canal shipments were, for the week 18,039 01 tons, for the year 199,578 05 tons, a decrease of 413,345 13 tons as compared with 1881. The shipments by the Pennsylvania Railroad for the week were 3,287 10 tons, and for the year 137,636 14 tons, a decrease of 239,198 06 tons as compared with last year.

ES, Fri. 11/10/82, p. 4. **Affairs in West**

Washington – The Canal – The break on the canal at the log wall level was repaired yesterday, and boats are arriving today.

Grain – Arrived – boat E. Lyons, Whiting with 3,500 bushels wheat. Boat Round Top with 800 barrels cement.

AG, Fri. 11/10/82, p. 4. **COMMERCIAL** – Arrived – Boats W. B. Lloyd and Samuel Henry to American Coal Co.

Departed – Boats W. B. Lloyd and S. Henry.

DT, Sat. 11/11/82, p. 3. **Canal Trade**

The following 29 boats left this port yesterday, November 10, 1882, carrying 3,176 08 tons of coal:

American Coal Company

Alexandria:

J. J. Swift	Capt. Brown	112 00
J. L. Reed	Capt. Jackson	115 16
Sallie & Jennie	Capt. Snyder	98 08
S. S. Howison	Capt. James	112 06
Henry Delafield	Capt. Stitzel	106 16
Theo. L. Betts	Capt. McLucas	110 19
Six boats		656 05

New Central Company

Georgetown:

Maj J W Anderson	Capt. Alto	117 11
Star No. 6	Weld & Sheridan	91 07
Juniata	Capt. Wood	118 11
J. P. Agnew	Capt. McCormick	120 09
C. P. Cahill	Capt. Gannon	116 07
Geo. S. Young	Capt. Callen	113 05
Six boats		677 10

Consolidation Coal Company

Georgetown:

A. Campbell	Capt. Eddy	113 02
Daniel Linkin	Capt. Swain	116 05
W. J. Walker	Capt. Moore	118 08
Williamsport:		
Frankie & Fannie	Capt. Preston	118 12
E. M. Stanhope	Capt. Kelly	112 07
Five boats		578 14

Borden Mining Co.

Georgetown:

Oxford	Capt. Hassett	116 11
Onward	Capt. Griffith	114 11
Highlander	Capt. Griffith	122 02
Exchange	Capt. Griffith	116 11
Four boats		469 15

Maryland Co.

Georgetown:

M. S. Harris	Capt. Zimmerman	113 03
[Savannah]	Capt. O'Neal	116 11
Washington:		
John K. Shaw	Capt. Mertens	112 09
Lizzie K.	Capt. Mertens	112 13
Four boats		454 16

Elk Garden Company

Georgetown:

Sarah Kroon	Capt. Kroon	114 00
F. W. Mintdrop	Capt. Anderson	110 00
Two boats		224 00

National Coal Company

Hancock:

A. B. Spear	Capt. Gannon	115 05
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ES, Sat. 11/11/82, p. 5. **Affairs in West**

Washington – Grain – Arrived – Boat Mollie C. W. Boyer, with 4,000 bushels wheat; boat Seneca and Farmers' Friend with 4,000 bushels wheat.

AG, Sat. 11/11/82, p. 3. **ARRIVED AT**

WASHINGTON – Barges Loudoun, Maggie B. and Round Top Cement, coal, Cumberland.

CANAL COMMERCE – Arrived – Boats W. Doerner, L. A. Long, D. A. Lowe, A. J. Akin, C. R. Hooff and T. H. Faile to American Coal Co.; G. M. Reitzel and R. Fannon to J. P. Agnew & Co.

Departed – Boats W. Doerner, L. A. Long, D. A. Lowe, Al J. Akin, C. R. Hooff, T. H. Faile, R. Fannon and G. M. Reitzell.

DT, Mon. 11/13/82, p. 3. **Canal Trade**

The following 24 boats left this port
Saturday, November 11, 1882, carrying 2,748 10
tons of coal:

Consolidation Coal Company

Georgetown:

George A. Pearre	Capt. Jackson	110 03
Elberon	Capt. Drenner	115 00
Consolidation	Capt. Yingling	112 06
N. C. Read	Capt. Murphy	112 08

Williamsport:

M. A. Shupp	Capt. Shupp	118 11
W. DeFrehn	Capt. Woltz	113 02
Six boats		<u>681 10</u>

Maryland Co.

Georgetown:

Seven Sisters	Capt. Crampton	114 03
N	Capt. Snyder	112 07
Belle Humbird	Capt. Crampton	117 15
Duncan Sinclair	Capt. Merryman	113 16

Washington:

Carrie V.	Capt. Mertens	111 14
Five boats		<u>569 05</u>

Borden Mining Co.

Georgetown:

Capella	Capt. Hassett	118 05
C. Knode	Capt. Hassett	111 10
Little Nan	Capt. Hassett	113 05
Willie D.	Capt. Hassett	114 15
Altair	Capt. Hassett	117 02
Five boats		<u>514 17</u>

American Coal Company

Alexandria:

John H. Parrott	Capt. Lynch	116 03
G. P. Lloyd	Capt. Crampton	107 06
J. W. Burke	Capt. Ekis	117 02
Three boats		<u>340 11</u>

New Central Company

Georgetown:

Mississippi	Capt. Snider	118 00
Susquehanna	Capt. McCardell	118 09
R	Capt. Crampton	116 06
Three boats		<u>352 15</u>

George's Creek Co.

Georgetown:

Omega	Capt. Crow	119 12
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National Coal Company

Georgetown:

Emma Julia	Capt. Colbert	110 00
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ES, Mon. 11/13/82, p. 2. **Affairs in West
Washington – Grain** – Arrived – Boat

Caledonia, with 2,000 bushels wheat; boat
Medley, with 3,000 bushels wheat and 600
bushels corn.

DT, Tue. 11/14/82, p. 3. **Canal Trade**

The following 27 boats left this port
yesterday, November 13, 1882, carrying 3,032
10 tons of coal:

Consolidation Coal Company

Williamsport:

Geo. Hughes	Capt. Callan	115 15
Bessie Gruber	Capt. Ekis	106 18
Lutie & Monie	Capt. Shaffer	109 07
Nellie & Davie	Capt. Miller	117 00
McK [Steffey]	Capt. Woltz	117 17

Georgetown:

J. J. Moore	Capt. Kidwell	111 07
A. L. Miller	Capt. Piper	111 18
John Miller	Capt. Brown	112 17
Eight boats		<u>902 19</u>

Borden Mining Co.

Georgetown:

W. Delano, Jr.	Capt. Hassett	115 14
Areturus	Capt. Hassett	92 13
R. B. Lynn	Capt. Hassett	114 02
Wm. T. Hassett	Capt. Hassett	114 08
Dr O M Schindell	Capt. Hassett	114 11
Arthur Lovell	Capt. Griffith	100 17
Six boats		<u>652 05</u>

American Coal Company

Alexandria:

Mathew Kersey	Capt. Dunn	112 00
Peter G. Uhler	Capt. Matters	112 19
Wm. E. Bell	Capt. Driscoll	113 09
Wm. B. Lloyd	Capt. Brendlinger	116 10
Four boats		<u>454 18</u>

George's Creek Co.

Georgetown:

Wm. P. Wools	Capt. Gross	108 00
Deer Park	Capt. Zimmerman	120 04
A. H. Agnew	Capt. Ingram	111 02
Three boats		<u>339 06</u>

Maryland Co.

Georgetown:

Pilot Boy	Capt. Zimmerman	113 15
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Washington:

Canal Trade - 1882

Extenuate	Capt. Mertens	117 10
Two boats		231 05
New Central Company		
Georgetown:		
Daniel Webster	Capt. Montgomery	109 19
Park Agnew	Capt. Reid	115 15
Two boats		225 14
Despard Coal Company		
Georgetown:		
D. Armstrong	Capt. Henry	118 03
	Individual	
Georgetown:		
Sarah B.	Capt. Cartwright	108 00

AG, Tue. 11/14/82, p. 3. **CANAL**

COMMERCE – Arrived – Boats W. C. Hunter, W. Walsh, James Green, A. J. Clark and G. W. Wallis to American Coal Co.; Phoebe & Johnnie to J. P. Agnew & Co.; and Geo. French to W. A. Smoot & Co.

Departed – Boats W. C. Hunter, W. Walsh, James Green, A. J. Clark and G. W. Wallis.

DT, Wed. 11/15/82, p. 3. **Canal Trade**

The following 21 boats left this port yesterday, November 14, 1882, carrying 2,423 16 tons of coal:

Consolidation Coal Company		
Georgetown:		
G.L. Sheriff	Capt. Sorrell	118 14
C. D. Mayfield	Capt. Kerns	117 07
H. Rousell	Capt. McKnight	117 19
H. A. Clark	Capt. Quigley	118 02
W. H. Marlow	Capt. Rinehart	115 10
A. B. Winship	Capt. Hebb	114 00
Williamsport:		
John E Dyer & Bro	Capt. McCardell	119 17
Seven boats		821 09
American Coal Company		
Alexandria:		
Thomas Patton	Capt. Eaton	112 03
Wm. J. Boothe	Capt. Weaver	118 09
Samuel Henry	Capt. Swain	117 02
Alex M. White	Capt. Mose	116 14
Lizzie A. Long	Capt. Long	117 01
Five boats		581 09
Borden Mining Co.		
Georgetown:		

Dr. A. Shank	Capt. Hassett	112 06
Jacob H. Snyder	Capt. Hassett	117 05
Regulus	Capt. Hassett	110 08
Three boats		339 19
Maryland Co.		
Georgetown:		
V	Capt. harper	116 19
Cumberland	Capt. Pierce	116 12
Washington:		
Three Sisters	Capt. Mertens	113 16
Three boats		347 07
Elk Garden Company		
Georgetown:		
Lillie & May	Capt. Burns	113 03
George's Creek Co.		
Georgetown:		
E. T. Moody	Capt. Crumbaugh	112 02
New Central Company		
Georgetown:		
D. R. Long	Capt. Read	108 07

Coal Trade

The shipment from the mines of the Cumberland coal region for the week ending Saturday, November 11, were 52,696 05 tons, and the total shipments for the year to that date 1,164,269 12 tons, a decrease of 708,423 07 tons, as compared with the corresponding period of 1881. The shipments to the Baltimore and Ohio railroad were, for the week 31,928 02 tons, for the year 799,172 17 tons, a decrease of 389,835 11 tons, as compared with last year. The Canal shipments were, for the week 18,586 10 tons, for the year 218,164 15 tons, a decrease of 213,618 18 tons as compared with 1881. The shipments by the Pennsylvania Railroad for the week were 1,669 14 tons, and for the year 189,336 08 tons, a decrease of 105,916 02 tons as compared with last year.

Paying for two Months on the Canal

Treasurer Fawcett and Paymaster Gambrell, of the Chesapeake and Ohio Canal Company, arrived here yesterday morning, and paid the employees of the company at this place for the months of September (this year) and December of 1881. They left here in company about 2

o'clock in the afternoon on their trip down the canal paying enroute about \$25,000.

AG, Wed. 11/15/82, p. 3. **CANAL**

COMMERCE – Arrived – Boats W. D.

Walbridge, M. D. Corse, G. L. Boothe, American Flag, J. J. Swift and Theo. L. Betts to American Coal Co.; Joseph Wheatley to Mayfield & Hieston.

Departed – Boats W. D. Walbridge, M. D. Corse, G. L. Boothe, American Flag, J. J. Swift, Theo. L. Betts, G. S. French, Phoebe & Johnnie and Jos. Wheatley.

The Canal – Six boats left Cumberland on Tuesday for the American Coal Co. and several for Messrs. J. P. Agnew & Co., of this city. Treasurer Fawcett and Paymaster Gambrill, of the Chesapeake and Ohio Canal Co., arrived in Cumberland on Tuesday and paid the employees of the company at that place for the months of September (this year) and December of 1881. They left there in the afternoon on their trip down the canal paying enroute about \$25,000.

DT, Thu. 11/16/82, p. 3. **Canal Trade**

The following 27 boats left this port yesterday, November 15, 1882, carrying 3,078 01 tons of coal:

Consolidation Coal Company

Georgetown:		
James B. Thomas	Capt. Atwell	115 10
William King	Capt. McCoy	120 03
Julia Tyler	Capt. Shields	110 13
Elbe River	Capt. Swain	115 06
W. J. Stevenson	Capt. Gruber	114 04
Sallie Burwell	Capt. Morrison	114 05
A. B. Turner	Capt. Malotte	113 00
A. P. Mayfield	Capt. Benner	120 04
Eight boats		<u>923 05</u>

New Central Company

Georgetown:		
Wm. M. Price	Capt. Grimminger	116 14
Eva	Capt. Donnelly	114 10
M. B. Winship	Capt. Bowers	115 15
Star No. 8	Weld & Sheridan	96 37
Allegheny	Capt. Keady	114 06
Five boats		<u>557 12</u>

American Coal Company

Alexandria:		
Weyand Doerner	Capt. Arnold	115 19
Wm. J. Boothe, Jr.	Capt. Fisher	111 19
Richard Bender	Capt. Moore	111 19
Thomas H. Faile	Capt. Moore	112 03
Four boats		<u>452 00</u>

Maryland Co.

Georgetown:		
J. H. Farrow	Capt. Smith	113 07
Adam Sherman	Capt. Whittington	108 13
Col. J. C. Lynn	Capt. Reid	113 08
F	Capt. Hine	113 13
Four boats		<u>449 01</u>

George's Creek Co.

Georgetown:		
Maggie B.	Capt. Fox	113 18
City of Hamburg	Capt. Mertens	108 03
Two boats		<u>222 01</u>

Borden Mining Co.

Georgetown:		
James Clark	Capt. Griffith	124 12
E. R. Ladew	Capt. Griffith	120 00
Two boats		<u>244 12</u>

Elk Garden Company

Georgetown:		
Little Eddy	Capt. French	111 07

National Coal Company

Georgetown:		
Ellen Brooks	Capt. Burns	118 03

ES, Thu. 11/16/82, p. 2. **Affairs in West**

Washington – Singular Accident to a Girl. – Yesterday morning, Laura, the eleven-year-old daughter of Policeman W. T. Benton, was caught by a tow-line of a passing canal boat at Jefferson street and the canal, and severely injured about the head and throat. She was taken to her home by Private Robey, and Dr. Appleby was called in and rendered medical assistance. The tow-lone caught the girl under the chin.

DT, Fri. 11/17/82, p. 3. **Canal Trade**

The following 28 boats left this port yesterday, November 16, 1882, carrying 3,165 tons of coal:

Consolidation Coal Company

Georgetown:		
L. W. Guinand	Capt. Weller	117 17

Canal Trade - 1882

R. H. Jones	Capt. Westbrook	116 06
L. R. Fechtig	Capt. Benner	112 04
Willie & Frankie	Capt. Shaffer	109 12
M. B. Mayfield	Capt. Pennell	114 02
Williamsport:		
Frankie & Fannie	Capt. Preston	120 12
Grason & Fannie	Capt. Malotte	112 19
M. A. Shupp	Capt. Shupp	121 00
E. M. Stanhope	Capt. Kelly	114 04
Nine boats		1038 17

Maryland Co.

Georgetown:		
P. E. Dawson	Capt. Pittman	117 15
C. F. Dixon	Capt. Dixon	116 14
Mattie	Capt. Seaman	115 16
Osceola & Jakie	Capt. Davis	114 07
Mollie	Capt. Mose	112 10
Cloud	Capt. Hadley	113 05
Star No. 2	Capt. Elkins	99 12
Seven boats		789 19

New Central Company

Georgetown:		
Johnnie	Capt. Kean	111 01
Stanley	Capt. Rodeniser	111 10
Emma Mertens	Capt. Spong	115 12
Missouri	Capt. Ardinger	109 09
Star No. 7	Weld & Sheridan	97 14
Five boats		545 06

American Coal Company

Alexandria:		
David A. Lowe	Capt. Hooker	116 10
George Sherman	Capt. Renner	117 04
M. Sanford	Fisher & Shields	105 16
Three boats		339 10

Borden Mining Co.

Georgetown:		
Henry Freeland	Capt. Griffith	110 14
Alexander	Capt. Griffith	110 04
Mabel	Capt. Hassett	116 09
Three boats		337 07

National Coal Company

Georgetown:		
G. T. Dunlop	Capt. Reid	114 01

AG, Fri. 11/17/82, p. 4. **CANAL**

COMMERCE – Arrived – Boats John Bradburn and J. H. Platte to American Coal Co.

Departed – Boats J. Bradburn and J. H. Platte.

DT, Sat. 11/18/82, p. 3. **Canal Trade**

The following 27 boats left this port yesterday, November 17, 1882, carrying 3,033 13 tons of coal:

Consolidation Coal Company

Georgetown:

Cowton & Tilghman	Capt. Fannon	120 01
Kitty Hassett	Capt. Castle	119 11
Chas. F. Mayer	Capt. Reed	119 05
B. C. Barroll	Capt. Jackson	117 17
H. C. Hicks	Capt. Seaman	110 11
W. A. Smoot	Capt. Myers	117 19
Josephine Barroll	Capt. Penn	115 19

Williamsport:

Bernadetta	Capt. Gannon	113 04
W. DeFrehn	Capt. Woltz	111 01
Lutie & Monnie	Capt. Shaffer	112 13
Nellie & Davie	Capt. Miller	114 07
T. F. McCardell	Capt. Woltz	111 02
Katie & Jimmie	Capt. Woltz	108 17

Thirteen boats

1492 07

New Central Company

Georgetown:

Kitty Cushwa	Capt. Myers	117 00
Star No. 4	Weld & Sheridan	93 07
Star No. 2	Weld & Sheridan	95 11
M. A. West	Capt. Conrad	110 14
Muskingum	Capt. Smith	119 07
Five boats		535 19

American Coal Company

Alexandria:

H. O. Claughton	Capt. Moore	112 00
Wm. Gregory	Capt. James	112 14
James Dayton	Capt. James	107 00
A. J. Akin	Capt. Hall	115 11
Four boats		447 11

Maryland Co.

Georgetown:

Hunter Lee	Capt. Dixon	108 10
Harry & Ralph	Capt. Repp	112 16
C. H. Sutton	Capt. Mouse	112 17
Altoona	Capt. Pierce	112 15
Four boats		446 18

George's Creek Co.

Georgetown:

Richard Fannon	Capt. Alexander	110 18
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TC, Sat. 11/18/82, p. 3. **WEST WASHINGTON** – The Chesapeake & Ohio Canal Company, after a needless delay of several years, have begun the

erection of a wagon bridge over the canal at Thirty-third (Market) street.

Hartley & Bro. received this morning by boats Seneca and Farmers' Friend 5,200 bushels of wheat.

Ibid, p. 4. WEST WASHINGTON

The Chesapeake and Ohio Canal

Company have a force of men at work erecting a bridge across the canal at Thirty-third (Market) street, which, when completed, will be of great convenience to persons having business in that part of the town. The old bridge fell down several years ago, and although great efforts have been made to have the canal company erect a new one, it has only been at this late day that they have commenced the work.

ES, Sat. 11/18/82, p. 6. **Affairs in West Washington – Grain** – Arrivals by canal – boat Ruby with 3,500 bushels wheat; boat Medley with 3,000 bushels wheat.

DT, Mon. 11/20/82, p. 3. **Canal Trade**

The following 42 boats left this port yesterday, November 18, 1882, carrying 4,797 09 tons of coal:

Consolidation Coal Company

Georgetown:

Amazon River	Capt. Bender	117 13
Star No. 6	Capt. Jackson	93 03
Robert Shriver	Capt. Miller	111 00
Geo. S. French	Capt. Rinehart	111 10
Z. Williams	Capt. Mose	118 02
Geo. Bogus	Capt. Magruder	117 00
L. P. Houston	Capt. Brubaker	115 19
G. Meredith	Capt. Shives	115 18
E. K. Johnson	Capt. Engle	116 00
Nannie & Willie	Capt. Moore	113 03

Williamsport:

Fall River	Capt. Artz	112 16
McK Steffey	Capt. Woltz	122 15
J. E. Dyer & Bro.	Capt. McCardell	121 10
Thirteen boats		1486 09

American Coal Company

Alexandria:

Daniel Annan	Capt. Eichelberger	112 12
William Walsh	Capt. read	112 09

James Green	Capt. Malone	117 10
M. A. Myers	Capt. Henry	107 19
Samuel Lloyd	Capt. McMullen	116 13
A. J. Clark	Capt. Penner	112 19
C. R. Hoff	Capt. Wilson	116 17
G. W. Willis	Capt. Leach	117 02
A. D. Walbridge	Capt. Reynolds	116 18
Nine boats		1029 19

Borden Mining Co.

Georgetown:

M. S. Fernsner	Capt. Hassett	113 05
E. Miller	Capt. Hassett	117 05
Echo	Capt. Griffith	113 12
Antares	Capt. Griffith	91 01
Four boats		435 03

Maryland Co.

Georgetown:

Helen V.	Capt. Eddy	112 18
Baltimore	Capt. Wargler	114 15
Washington:		
G. W. Porter	Capt. Mertens	114 15
Suwanee River	Capt. Mertens	113 01
Four boats		455 09

George's Creek Co.

Georgetown:

Berkebile	Capt. Brown	109 01
Daisy	Capt. Mertens	112 00
Hunter G.	Capt. Brookman	118 01
S. M. Rutzee	Capt. Brookman	115 15
F. A. Mertens	Capt. Long	111 15
Five boats		566 12

New Central Company

Georgetown:

River Nile	Capt. Kimble	119 03
Savannah	Capt. O'Neal	122 19
Potomac	Capt. Barger	114 09
Three boats		356 11

National Coal Company

Georgetown:

Cigarette	Capt. Sensel	118 05
Sarah Kroon	Capt. Kroon	116 15
Two boats		235 09

Elk Garden Company

Georgetown:

Hollander	Capt. Kroon	116 17
Arthur Dawson	Capt. Zimmerman	115 09
Two boats		232 06

Canal Trade - 1882

ES, Mon. 11/20/82, p. 1. **Affairs in West Washington – The Grain Market** – Arrivals by canal – boat H. M. Talbott with 2,500 bushels wheat; boat Farmers' Friend with 3,000 bushels wheat.

AG, Mon. 11/20/82, p. 3. **CANAL COMMERCE** – Arrived – Boats W. B. Lloyd, M. Kersey, Thos. H. Faile, L. A. Long, S. Henry and R. Bender to American Coal Co.; E. T. Woody to J. P. Agnew & Co.

Departed – Boats W. B. Lloyd, M. Kersey, T. H. Faile, L. A. Long, S. Henry, R. Bender and E. T. Woody.

DT, Tue. 11/21/82, p. 3. **Canal Trade**
The following 36 boats left this port yesterday, November 20, 1882, carrying 4,137 06 tons of coal:

Consolidation Coal Company

Georgetown:

Alabama	Capt. Knode	113 15
Wm. Wilson	Capt. Rowland	110 13
L. P. Burwell	Capt. Morrow	120 05
J. M. Wheatley	Capt. Luman	115 02
J. B. Williams	Capt. Washington	116 03
W. Thompson	Capt. Virtz	115 04
Thames River	Capt. Stride	121 01
Williamsport:		
E. M. Stanhope	Capt. Kelly	110 11
I	Capt. Pick	113 04
M. A. Shupp	Capt. Shupp	121 16
Bessie Gruber	Capt. Ekis	113 05
Eleven boats		1270 19

Maryland Co.

Georgetown:

A. H. Bradt	Capt. Hill	117 15
Star No. 6	Capt. McAnney	95 03
M. S. Harris	Capt. Zimmerman	112 12
Washington:		
Minnie & Pinkie	Capt. Mertens	115 16
C. A. Brengle	Capt. Brengle	111 05
Five boats		552 11

American Coal Company

Alexandria:

Robert H. Miller	Capt. Eaton	117 16
Gardner L. Boothe	Capt. Fisher	115 11
M. D. Corse	Capt. Bear	116 13
American Flag	Capt. Pearce	112 01

John Wilson	Capt. McCann	113 16
John J. Swift	Capt. Brown	112 03
Six boats		688 00

Borden Mining Co.

Georgetown:

Mary L. Miles	Capt. Hassett	114 18
Henry Boley	Capt. Hassett	108 06
W H. M. Masters	Capt. Hassett	113 16
Highlander	Capt. Griffith	123 02
Four boats		460 05

New Central Co.

Georgetown:

Delaware	Capt. Dickerhoof	116 10
J. P. Agnew	Capt. McCormick	110 15
Juniata	Capt. Wood	120 00
Mississippi	Capt. Snider	115 09
J. M. Schley	Capt. Darkey	117 00
Five boats		588 04

National Coal Company

Georgetown:

J. W. Carder	Capt. Darkey	112 19
Burke Spencer	Capt. Reid	121 02
C. W. Osborne	Capt. Osborne	115 15
Three boats		349 16

George's Creek Co.

Georgetown:

Lewis Peacock	Capt. Farmer	112 10
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Elk Garden Company

Georgetown:

F. Williams	Capt. Cramer	115 04
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AG, Tue. 11/21/82, p. 3. **CANAL COMMERCE** – Arrived – Boats J. L. Reed, A. S. Wintringham, J. W. Morris, W. E. Bell, P. G. Uhler and G. Sherman to American Coal Co.

Departed – Boats J. L. Reed, A. S. Wintringham, J. W. Morris, W. E. Bell, P. G. Uhler and G. Sherman.

DT, Wed. 11/22/82, p. 3. **Canal Trade**

The following 33 boats left this port yesterday, November 21, 1882, carrying 3,626 01 tons of coal:

Consolidation Coal Company

Georgetown:

B. R. Mayfield	Capt. Zellers	113 15
W. J. Walker	Capt. Moore	115 09
Williamsport:		
Frankie & Fannie	Capt. Preston	119 17

Canal Trade - 1882

George Hughes	Capt. Callan	116 10
R. A. Farmer	Capt. Ardinger	116 03
F. H. Erwin	Capt. Hall	112 08

Hancock:

John R. Cruzen	Capt. Millison	109 02
Seven boats		<u>803 04</u>

Borden Mining Co.

Georgetown:

Sycorax	Capt. Hassett	101 13
Oxford	Capt. Hassett	118 02
Walter Bell	Capt. Griffith	114 09
Rainbow	Capt. Griffith	117 02
Gen. Garfield	Capt. Garfield	118 15
Five boats		<u>570 01</u>

Maryland Co.

Georgetown:

Meyersdale	Capt. Stull	112 12
New Era (Stmr)	Capt. Shipley	99 13
P	Capt. Wagner	114 10
M	Capt. Mills	113 11
B. L. Slack	Capt. Moriarty	112 19

Washington:

Wm. Mertens	Capt. Mertens	114 00
Six boats		<u>667 05</u>

George's Creek Co.

Georgetown:

Lou & Glenn	Capt. Shaw	101 17
Planter	Capt. Long	112 02
Herald	Capt. Long	116 12
London	Capt. Fingston	109 08
Detroit	Capt. Meyers	117 16
Five boats		<u>557 15</u>

American Coal Company

Alexandria:

Maggie McCleary	Capt. Clark	111 13
W. C. Hunter	Capt. Shives	111 18
Benj. Williamson	Capt. McLucas	112 07
Theo. L. Betts	Capt. McLucas	115 01
Four boats		<u>456 19</u>

New Central Co.

Georgetown:

W. K. Shaner	Capt. Kroon	119 04
Deer Park	Capt. Zimmerman	116 15
H. Hanekamp	Capt. Brooks	113 15
Three boats		<u>349 14</u>

Elk Garden Company

Georgetown:

J. T. Hager	Capt. Ingram	109 16
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National Coal Company

Georgetown:

J. F. A. Remley	Capt. Dixon	111 07
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Coal Trade

The shipment from the mines of the Cumberland coal region for the week ending Saturday, November 18, were 56,934 13 tons, and the total shipments for the year to that date 1,221,231 05 tons, a decrease of 708,362 02 tons, as compared with the corresponding period of 1881. The shipments to the Baltimore and Ohio railroad were, for the week 32,670 14 tons, for the year 831,483 10 tons, a decrease of 395,850 19 tons, as compared with last year. The Canal shipments were, for the week 17,621 19 tons, for the year 235,786 14 tons, a decrease of 213,912 02 tons, as compared with 1881. The shipments by the Pennsylvania Railroad for the week were 6,107 17 tons, and for the year 145,444 05 tons, a decrease of 94,025 13 tons, as compared with last year.

NR, Wed. 11/22/82, p. 4. Hartley & Bro. received yesterday by canal boat E. Lyons, Whiting 3,800 bushels of wheat.

Mr. Henry Nicholson, son of a well-known old citizen, Mr. Joseph Nicholson, died about 3 o'clock Tuesday at the residence of his father, on M street, after a lingering illness, with consumption.

A lock-gate at the four-locks on the Chesapeake and Ohio Canal accidentally knocked out has put a stop to the receipts of coal for a day or two, but, having been repaired yesterday, the boats will be passing tonight.

DT, Thu. 11/23/82, p. 3. **Canal Trade**

The following 21 boats left this port yesterday, November 22, 1882, carrying 2,378 01 tons of coal:

Consolidation Coal Company

Georgetown:

J. A. Alexander	Capt. Tice	108 06
F. H. Darby	Capt. Tice	111 18
J. H. Platte	Capt. Albert	112 03
Dr. G. Ellis Porter	Capt. Hall	111 09
Wm. Darrow	Capt. James	117 18
S. S. Howison	Capt. James	<u>111 14</u>

Six boats 673 08

Maryland Co.

Georgetown:
S. J. Kelly Capt. Grooms 114 18
Isaac Wilson Capt. Gatrell 115 10
N Capt. Snyder 113 13
Q Capt. Stickel 113 03

Washington:
Lizzie K. Capt. Mertens 114 04

Five boats 571 08

Borden Mining Co.

Georgetown:
Unexpected Capt. Hassett 114 08
Theo. Dean Capt. Hassett 114 04
Arthur Lovell Capt. Griffith 103 11
Exchange Capt. Griffith 115 02

Four boats 447 06

American Coal Company

Georgetown:
K Capt. Moskin 104 09

Williamsport:
Nellie & Davis Capt. Miller 119 18
Lutie & Monie Capt. Shaffer 118 05

Three boats 342 12

New Central Co.

Georgetown:
G. M. Ryan Capt. Kroon 117 06
E. P. Cohill Capt. Gannon 116 01

Two boats 233 07

Despard Coal Company

Georgetown:
Percy Capt. Mosier 110 00

ES, Thu. 11/23/82, p. 1. **Affairs in West Washington – Grain** – Arrived – Boat M. C. W. Boyer, with 4,100 bushels wheat.

AG, Thu. 11/23/82, p. 3. **CANAL COMMERCE** – Arrived – Boats W. Doerner, D. A. Lowe, W. J. Boothe, A. M. White, T. Patton, H. Delafield, A. J. Akin, H. O. Claughton and D. Annan to American Coal Co.; W. M. Price and R. Fannon to J. P. Agnew & Co.; G. S. French to W. A. Smoot & Co.

Departed – Boats W. Doerner, D. A. Lowe, W. J. Boothe, A. M. White, Thos. Patton, H. Delafield, A. J. Akin, H. O. Claughton, D. Annan, W. M. Price and R. Fannon.

DT, Fri. 11/24/82, p. 3. **Canal Trade**

The following 22 boats left this port yesterday, November 23, 1882, carrying 2,459 03 tons of coal:

Consolidation Coal Company

Georgetown:
John Miller Capt. Brown 117 14
Daniel Linkin Capt. Swain 113 03
Williamsport:
Bernadetta Capt. Gannon 115 00
McK Steffey Capt. Woltz 114 09
J. E. Dyer & Bro. Capt. McCardell 116 10
Wm. Defrau Capt. Woltz 106 18
Grason & Fannie Capt. Malotte 108 08
Seven boats 792 02

Borden Mining Co.

Georgetown:
Areturus Capt. Hassett 97 17
Warren Delano, Jr. Capt. Hassett 111 15
Wm. T. Hassett Capt. Hassett 113 05
Onward Capt. Griffith 113 02
G. F. Smith Capt. Griffith 115 18
Abraham Kuhn Capt. Griffith 112 07
Six boats 664 04

American Coal Company

Alexandria:
Michael Snow Capt. Reed 112 08
John Bradburn Capt. Morrison 112 03
John Parrott, Jr. Capt. Lynch 116 07
Wm. B. Lloyd Capt. Brendlinger 111 12
M. Kinsey Capt. Dunn 112 17
Five boats 565 07

Maryland Co.

Georgetown:
G Capt. Shaffer 110 01
C Capt. Gatrell 108 13
Two boats 218 14

New Central Co.

Georgetown:
Johnnie Capt. Kean 110 06

Elk Garden Company

Georgetown:
Maggie Capt. Pigeon 108 10

ES, Fri. 11/24/82, p. 5. **Affairs in West Washington – River Trade** – Harbor Master Sutton reports arrivals at the river front as follows: canal boat W. L. Reed, Murray, 100 tons coal, Ferry Co.

Canal Trade - 1882

AG, Fri. 11/24/82, p. 4. **CANAL**

COMMERCE – Arrived – Boats A. J. Clark, G. W. Wallis, G. P. Lloyd, W. D. Walbridge, M. A. Myers, J. Green and C. R. Hooff to American Coal Co.

Departed – Boats A. J. Clark, G. W. Wallis, W. D. Walbridge, M. A. Myers, J. Green, C. R. Hooff and G. S. French.

DT, Sat. 11/25/82, p. 3. **Canal Trade**

The following 24 boats left this port yesterday, November 24, 1882, carrying 2,751 06 tons of coal:

Consolidation Coal Company

Georgetown:

A. P. Mayfield	Capt. Benner	124 01
Ernst & Holland	Capt. McCormick	115 03
G. L. Sheriff	Capt. Sonnel	117 10
C. D. Warfield	Capt. Kerns	114 09
A. L. Miller	Capt. Piper	112 03

Williamsport:

Katie & Jennie	Capt. Woltz	109 05
M. A. Shupp	Capt. Shupp	118 17
E. M. Stanhope	Capt. Kelly	112 01
Eight boats		923 09

American Coal Company

Alexandria:

Lizzie G. Long	Capt. Long	116 00
Thomas H. Faile	Capt. Moore	116 04
J. W. Burke	Capt. Ekis	116 05
Richard Bender	Capt. Moore	117 03
Wm. Smith	Capt. McKalvey	117 09
Dr. M. M. Lewis	Capt. McKalvey	116 08
Six boats		699 09

Borden Mining Co.

Georgetown:

Capella	Capt. Hassett	117 10
Regulus	Capt. Hassett	110 09
B. M. Young	Capt. Hassett	116 00
Little Jim	Capt. Hassett	118 16
Four boats		463 05

Maryland Co.

Georgetown:

Adam Sherman	Capt. Whittinger	108 06
Duncan Sinclair	Capt. Dixon	113 03
Washington:		
Iowa	Capt. Mertens	118 06
Three boats		339 15

New Central Co.

Georgetown:

Star No.4	Weld & Sheridan	90 01
J E Dyer & Bro - 2	Capt. Keady	120 02
Two boats		210 03

George's Creek Co.

Georgetown:

Maggie B.	Capt. Fox	115 07
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The work of lengthening the canal locks as far as it was designed this year, has been completed.

The gates were put into the new lock at Williamsport on Wednesday of last week.

Capt. Oliver H. Sherman, who has been running a boat on the Chesapeake and Ohio canal for some time past, on Tuesday morning, about six miles below Hancock, Md., was accidentally knocked from the canal boat and drowned.

AG, Sat. 11/25/82, p. 3. **CANAL**

COMMERCE – Arrived – Boats W. Walsh, R. H. Miller and S. Lloyd to American Coal Co.

Departed – Boats W. Walsh, R. H. Miller and S. Lloyd.

DT, Mon. 11/27/82, p. 3. **Canal Trade**

The following 30 boats left this port Saturday, November 25, 1882, carrying 3,416 07 tons of coal:

Consolidation Coal Company

Georgetown:

J. B. Thomas	Capt. Atwell	114 16
R. H. Jones	Capt. Westbrook	113 13
W. H. Marlow	Capt. Rinehart	118 00
Jimmie M., Jr.	Capt. Bush	116 00
N. C. Read	Capt. Murphy	112 16
H. Roussel	Capt. McKnight	120 00

Williamsport:

A. B. Spear	Capt. Read	116 00
M. Anderson	Capt. Otto	117 02
Fall River	Capt. Artz	112 17
Nine boats		1041 04

Maryland Co.

Georgetown:

Col. J. C. Lynn	Capt. Reid	113 14
O	Capt. O'Neal	117 10
V	Capt. Harper	113 09
Star No. 3	Capt. Elkins	96 04

Canal Trade - 1882

Washington:
John K. Shaw Capt. Mertens 117 07
Five boats 558 04

Borden Mining Co.

Georgetown:
R. B. Lynn Capt. Hassett 112 04
J. H. Snyder Capt. Hassett 112 02
Dr. O M Shindell Capt. Hassett 113 09
Willie D. Capt. Hassett 112 05
Altair Capt. Hassett 114 11
Five boats 564 11

New Central Co.

Georgetown:
C. H. Sutton Capt. Mouse 108 05
Park Agnew Capt. Reid 114 17
F Capt. Hine 112 09
Susquehanna Capt. McCardell 121 03
Four boats 456 14

American Coal Company

Alexandria:
George Sherman Capt. Renner 116 00
Samuel Henry Capt. Swain 116 05
Two boats 232 05

George's Creek Co.

Georgetown:
Phoebe & Johnnie Capt. Crumbaugh 113 01
E. T. Woody Capt. Crumbaugh 113 10
Two boats 226 11

National Coal Company

Shepherdstown:
Mollie Capt. Mose 114 01
Antietam:
D. R. Long Capt. Reid 112 16
Two boats 226 17

Elk Garden Company

Georgetown:
Wm. Foley Capt. Bartlett 110 01

AG, Mon. 11/27/82, p. 3. **CANAL**

COMMERCE – Arrived – Boats G. L. Boothe, M. D. Corse, W. J. Boothe, Jr., J. J. Swift and M. Sanford to American Coal Co.

Departed – Boats G. L. Boothe, M. D. Corse and J. J. Swift.

DT, Tue. 11/28/82, p. 3. **Canal Trade**

The following 40 boats left this port yesterday, November 27, 1882, carrying 4,559 04 tons of coal:

Consolidation Coal Company

Georgetown:
W. A. Smoot Capt. Meyers 113 12
Z. Williams Capt. Mose 114 16
Geo. A. Pearre Capt. Miller 116 18
Josephine Powell Capt. Penner 113 03
William King Capt. McCoy 118 02
Ella River Capt. Swain 117 10
B. C. Barroll Capt. Jackson 113 09
M. B. Mayfield Capt. Pennell 112 11
C. F. Mayer Capt. Reid 126 04
Williamsport:
P. E. Dawson Capt. Pitman 119 09
Lutie & Monnie Capt. Shaffer 115 14
McK Steffey Capt. Woltz 118 18
Frankie & Fannie Capt. Preston 118 08
Joseph Fannon Capt. Smith 120 09
Fourteen boats 1633 03

Maryland Co.

Georgetown:
Belle Humbird Capt. Crampton 113 08
Seven Sisters Capt. Crampton 113 08
Helen V. Capt. Eddy 112 19
Altoona Capt. Pierce 114 08
Washington:
C. W. Porter Capt. Mertens 104 00
Three Sisters Capt. Mertens 109 04
Six boats 667 17

American Coal Company

Alexandria:
G. W. Willis Capt. Leach 118 09
David A. Lowe Capt. Hooker 114 00
John L. Reid Capt. Jackson 111 11
H. O. Claughton Capt. Moore 111 19
Weyand Doerner Capt. Arnold 112 04
A.J. Akin Capt. hall 112 05
Six boats 680 08

Borden Mining Co.

Georgetown:
J. C. Clark Capt. Griffith 120 00
Antares Capt. Griffith 92 09
Echo Capt. Griffith 118 04
Henry Freeland Capt. Griffith 111 02
Alexander Capt. Griffith 112 14
E. Miller Capt. Hassett 112 18
Sr. A. Shank Capt. Hassett 120 10
M. S. Fernsner Capt. Hassett 118 18
Eight boats 906 17

New Central Co.

Georgetown:

Star No. 7	Weld & Sheridan	95 11
Eva	Capt. Donnelly	117 14
River Nile	Capt. Kimble	118 06
Three boats		<u>331 11</u>

George's Creek Co.

Georgetown:		
Robert Fannon	Capt. Alexander	109 10
	Elk Garden Company	

Georgetown:		
W. P. Wools	Capt. Gross	108 00
	National Coal Company	

Georgetown:		
Muskingum	Capt. Smith	121 18

Mr. Henry Swain, of Sharpsburg, while boating on the Chesapeake and Ohio Canal, a few days ago, near the Tunnel, shot a deer that weighed 75 pounds when dressed.

Burning of the Areturus

About 11 o'clock on Friday night the boatmen who were running their boats night and day noticed the cabin of a boat on fire at Cherry Run, and on arriving closer to it, saw that the boat was the steamer *Areturus*, run only on day turn. They awoke the captain, Thomas Donnelly, who was surprised to learn of the condition of his boat. He and his crew, assisted by several other boatmen, attempted to extinguish the flames, but as the wood was dry and saturated with oil and grease, it burned rapidly and the men were forced to abandon the boat – the fire destroying the cabin and burning that portion of the boat to the water's edge. The boat belongs to William T. Hassett, residing at the Four Locks. Cherry Run is a tying-up place for the day boats, and when the captain and crew retired for the night everything was safe. The fire is supposed to have originated in the engine room. The boat was loaded with coal at the time.

AG, Tue. 11/28/82, p. 3. **CANAL COMMERCE** – Arrived – Boats W. B. Lloyd, Maggie McClary and American Flag to American Coal Co.

Departed – Boats W. B. Lloyd, Maggie McClary and American Flag.

DT, Wed. 11/29/82, p. 3. **Canal Trade**

The following 28 boats left this port Saturday, November 28, 1882, carrying 3,166 01 tons of coal:

Consolidation Coal Company

Georgetown:		
H. C. Hicks	Capt. Seaman	113 00
Sallie Burwell	Capt. Morrison	113 07
A. B. Winship	Capt. Hill	111 17
L. P. Huston	Capt. Brubaker	115 08
H. A. Clark	Capt. Taylor	120 14
Williamsport:		
B. I. Coulehan	Capt. McCardell	108 17
Allegheny	Capt. Staley	123 00
John E Dyer & Bro	Capt. McCardell	110 19
Nellie & Davie	Capt. Miller	116 04
Bessie Gruber	Capt. Ekis	111 04
F. H. Irwin	Capt. Hall	110 09
Eleven boats		<u>1254 19</u>

Maryland Co.

Georgetown:		
A. H. Bradt	Capt. Hill	119 00
R	Capt. Crampton	113 11
Potomac	Capt. Barger	118 09
Star No. 8	Weld & Sheridan	101 09
Washington:		
Suwanee River	Capt. Mertens	118 14
Five boats		<u>571 03</u>

American Coal Company

Alexandria:		
Willie J. Boothe	Capt. Weaver	117 00
A. W. White	Capt. Nuse	116 13
J. W. Morris	Capt. Reader	111 18
Daniel Annan	Capt. Eichelberger	112 11
Peter G. Uhler	Capt. Matters	116 17
Five boats		<u>574 19</u>

George's Creek Co.

Georgetown:		
R. J. Mitchell	Capt. Shirley	107 09
Sallie & May	Capt. Mertens	109 17
Kitty	Capt. Meyers	115 10
Three boats		<u>332 16</u>

New Central Co.

Georgetown:		
Geo. S. Young	Capt. Callan	112 15
Star No. 6	Weld & Sheridan	91 10
Two boats		<u>204 05</u>

Borden Mining Co.

Georgetown:

Canal Trade - 1882

E. R. Ladew	Capt. Griffith	119 06
National Coal Company		
Georgetown:		
F. W. Mintdrop	Capt. Anderson	111 13

Coal Trade

The shipment from the mines of the Cumberland coal region for the week ending Saturday, November 28, were 60,879 16 tons, and the total shipments for the year to that date 1,282,111 01 tons, a decrease of 700,079 02 tons, as compared with the corresponding period of 1881. The shipments to the Baltimore and Ohio railroad were, for the week 37,507 16 tons, for the year 869,351 06 tons, a decrease of 390,311 04 tons, as compared with last year. The Canal shipments were, for the week 18,025 01 tons, for the year 243,812 15 tons, a decrease of 214,350 06 tons as compared with 1881. The shipments by the Pennsylvania Railroad for the week were 4,825 06 tons, and for the year 150,269 11 tons, a decrease of 107,173 15 tons, as compared with last year.

AG, Wed. 11/29/82, p. 3. **CANAL COMMERCE** – Arrived – Boats Wm. Gregory, James Dayton and R. Bender to American Coal Co.; Willie & Frankie to A. M. Brandt.

Departed – Boats W. Gregory, R. Bender and Willie & Frankie.

DT, Thu. 11/30/82, p. 3. **Canal Trade**

The following 28 boats left this port yesterday, November 29, 1882, carrying 3,318 07 tons of coal:

Consolidation Coal Company		
Georgetown:		
Robert Shriver	Capt. Miller	111 16
Thames River	Capt. Stude	118 09
Amazon River	Capt. Bender	115 05
E. K. Johnson	Capt. Engle	113 10
Williamsport:		
Delaware	Capt. Dickerhoof	119 09
George Hughes	Capt. Callan	112 14
E. M. Stanhope	Capt. Kelly	113 12
Little Nan	Capt. Ensminger	114 05
Hancock	Capt. Mitchell	97 17
Bernadetta	Capt. Gannon	113 03

M. A. West	Capt. Conrad	115 07
Daisy	Capt. Atwell	115 14
		<hr/>
Twelve boats		1361 01

Borden Mining Co.

Georgetown:		
Katie Hassett	Capt. Hassett	122 10
M. L. Wales	Capt. Hassett	112 17
Henry Boley	Capt. Hassett	130 10
Clinton Knode	Capt. Hassett	106 15
Harry & Ralph	Capt. Griffith	113 10
Highlander	Capt. Griffith	118 09
Cigarette	Capt. Sensel	116 00
		<hr/>
Seven boats		820 11

American Coal Company

Alexandria:		
C. R. Hoff	Capt. Wilson	112 14
R. H. Miller	Capt. Eaton	112 06
Thomas Patton	Capt. Eaton	111 18
James Green	Capt. Malone	112 04
		<hr/>
Four boats		449 02

New Central Co.

Georgetown:		
Hollander	Capt. Kroon	115 12
Mississippi	Capt. Snider	120 04
Stanley	Capt. Rodeniser	109 16
		<hr/>
Three boats		345 12

National Coal Company

Georgetown:		
Sarah Kroon	Capt. Kroon	117 18
Maryland Co.		

Georgetown:		
M. S. Haines	Capt. Zimmerman	113 05
Elk Garden Company		

Georgetown:		
Arthur Dawson	Capt. Zimmerman	110 18

AG, Thu. 11/30/82, p. 3. **CANAL**

COMMERCE – Arrived – Boats Thomas H. Faile, J. Wilson and G. Sherman to American Coal Co.

Departed – Boats T. H. Faile, J. Wilson, G. Sherman and J. H. Platte.

Shooting on the Canal – Capt. Henry Arnold, of the canal boat W. Doerner, was shot near Paw, on Tuesday, while on his boat, which was loaded and on its way down the canal. Capt. Denton Shupp and a colored man named Joe Summers, of the canal boat M. A. Shupp, have been

arrested charged with the shooting, which it is said grew out of a previous difficulty between Arnold and the negro.

ES, Fri. 12/1/82, p. 1. **Affairs in West Washington** – *Shooting Affair on the Canal* – Denton Shupp, captain, and Joseph Summers, (colored,) steersman of the canal boat M. A. Shupp, charged with shooting and badly wounding Captain Henry Arnold, of the boat Weyand Doerner, have been arrested in Cumberland. The affray occurred a few days ago on the canal, about twenty-seven miles from Cumberland.

Grain – Arrived – Boats H. W. Talbott and E. Lyons, Whiting with wheat and corn.

AG, Fri. 12/1/82, p. 4. **The Canal Shooting Affair** – As stated in yesterday's *Gazette*, Denton Shupp, captain, and Joseph Summers, (colored,) steersman of the canal boat M. A. Shupp, had been arrested in Cumberland, charged with shooting Captain Henry Arnold, of the American boat Weyand Doerner, near Paw Paw, Tuesday morning. The two men had a hearing at Cumberland yesterday, the result being that Shupp was discharged from custody and required to give bail as a witness, and Summers, the colored steersman, was recommitted to await the result of Arnold's injuries. The *Cumberland News* in its account of the affair says: "The facts as developed from the testimony of Shupp and David A. Wolfer, the stable boy on Shupp's boat, are as follows: Shupp's boat was coming up light and Arnold's going down loaded. They met near canal tunnel. Shupp was steering, Wolf was in the stable and Summers was in the cabin. As Arnold's boat approached, he was seen steering, and Summers remarked to Shupp that he was going to shoot him (Arnold). Shupp tried to dissuade him from doing this, but when Arnold's boat had gotten up to and was passing Shupp's, Summers shouted to Arnold: "Are you ready for that now?" Arnold replied rather roughly, telling the negro that he wished to have nothing to do with him.

Summers then fired out the window with an old army musket, loaded with shot, the charge taking effect in Arnold's arm and leg. After the shooting, Arnold's boat kept on down the canal. When last heard from he was reported in a dangerous condition. He is about 35 years old and said to be generally quiet and peaceable. His wife is on the boat with him and they are trying to take him home to Alexandria. The trouble between Arnold and Summers is said to have originated several trips back, when the former accused the latter of stealing a tow-line." Arnold is well known in this city, having lived here for some years. He is a very light mulatto and is frequently taken for a white man. He is a member of several colored societies of this city and has been employed by the American Coal Co. for some time. His boat is expected here daily.

DT, Sat. 12/2/82, p. 3. **Canal Trade**

The following 27 boats left this port Thursday and Friday, November 30 and December 1, 1882, carrying 3,147 02 tons of coal:

Consolidation Coal Company

Georgetown:		
W. J. Stevenson	Capt. Brubaker	115 12
Consolidation	Capt. Yingling	111 19
Geo. S. French	Capt. Rinehart	112 11
George Bogus	Capt. Magruder	120 00
Williamsport:		
W. DeFrain	Capt. Woltz	114 19
M. A. Shupp	Capt. Shupp	127 26
Katie & Jennie	Capt. Woltz	114 02
McK Steffey	Capt. Woltz	124 18
Pilot Boy	Capt. Zimmerman	114 10
Lutie & Monnie	Capt. Shaffer	116 12
Ten boats		1172 19

New Central Co.

Georgetown:		
Johnnie M.	Capt. Kean	109 06
M. B. Winship	Capt. Bowers	113 08
Juniata	Capt. Wood	119 15
Youghiogheny	Capt. Burke	118 08
Knoxville:		
C. F. Dixon	Capt. Wood	112 14
Five boats		573 11

Maryland Co.

Georgetown:		
Cloud	Capt. Healey	114 14
Maj. G. Berkebile	Capt. Brown	117 19
Mattie	Capt. Seaman	116 03
Osceola & Jakie	Capt. Davis	112 08
Washington:		
Extenuate	Capt. Mertens	112 19
Five boats		<u>574 03</u>

Borden Mining Co.

Georgetown:		
Warren Delano, Jr.	Capt. Hassett	114 15
Arthur Lovell	Capt. Griffith	99 08
W. T. Hassett	Capt. Hassett	114 03
Three boats		<u>328 06</u>

American Coal Company

Alexandria:		
David Stewart	Capt. Stitzel	111 12
W. D. Walbridge	Capt. Reynolds	115 03
Two boats		<u>226 15</u>

George's Creek Co.

Georgetown:		
Deer Park	Capt. Zimmerman	119 10

Elk Garden Company

Georgetown:		
Ellen Brooks	Capt. Bowers	111 18

ES, Sat. 12/2/82, p. 8. **Affairs in West**

Washington – The Canal Bridge, at Market street, is about completed, but it is so constructed that it is only available for foot passengers. Grain – Arrived – Boat Farmers' Friend, with 3,489 bushels wheat.

AG, Sat. 12/2/82, p. 3. **CANAL COMMERCE**

– Arrived – Boats W. C. Hunter, L. A. Long, J. W. Burke, M. Kersey, F. H. Darby and J. A. Alexander to American Coal Co.

Departed – Boats W. C. Hunter, L. A. Long, J. W. Burke, M. Kersey, F. H. Darby and J. A. Alexander.

Ibid, p. 4. **Local Brevities** - Henry Arnold, who was shot on his canal boat last Tuesday, was heard from at Hancock yesterday and is in very precarious condition. He is on his way to this city.

DT, Mon. 12/4/82, p. 3. **Canal Trade**

The following 18 boats left this port Saturday, December 2, 1882, carrying 2,067 16 tons of coal:

Consolidation Coal Company

Georgetown:		
John Miller	Capt. Brown	117 13
J. Taylor	Capt. Yingling	118 01
Williamsport:		
Laura	Capt. Mertens	111 16
Sarah B.	Capt. Cartwright	115 12
Fall River	Capt. Artz	117 07
Frankie & Fannie	Capt. Preston	121 09
Six boats		<u>701 18</u>

American Coal Company

Alexandria:		
G. L. Boothe	Capt. Fisher	116 12
R. S. Grant	Capt. Brown	105 19
J. J. Swift	Capt. Brown	112 00
William Walsh	Capt. Reid	116 13
M. D. Corse	Capt. Bear	116 04
Five boats		<u>567 08</u>

Maryland Co.

Georgetown:		
B. L. Slack	Capt. Moriarty	115 02
Hunter Lee	Capt. Dixon	115 02
Washington:		
J. W. Carder	Capt. Mertens	108 16
Minnie & Pinkie	Capt. Mertens	114 15
Four boats		<u>453 15</u>

Elk Garden Company

Georgetown:		
Carrie V.	Capt. Grimminger	114 00

Borden Mining Company

Georgetown:		
Mabel	Capt. Hassett	116 19

New Central Co.

Georgetown:		
J. M. Schley	Capt. Darkey	113 16

The November Trade by Canal

During the month of November 736 boats left this port for different points on the Chesapeake and Ohio canal, carrying 83,589 18 tons of coal, which yielded a revenue of \$40,000. The trade of November, 1881, was 721 boats, and 81,587 13 tons, yielding a revenue of \$44,000. The decrease in revenue is due to the reduction of tolls.

AG, Mon. 12/4/82, p. 3. **CANAL COMMERCE** – Arrived – Boats Theo L. Betts, B. Williamson, A. J. Akin, M. Snow and John Bradburn to American Coal Co.; R. Fannon to John P. Agnew & Co.

Departed – Boats Theo. L. Betts, B. Williamson, A. J. Akin, M. Snow, John Bradburn and R. Fannon.

Ibid. p. 4. **Scalded to Death** – We learn that a most painful accident occurred on a boat on the Chesapeake and Ohio Canal, near Dam No. 4, last week, by which a little child lost its life. The child was about two years of age, the daughter of a Mr. Hughes, from Cumberland, and while at play in the cabin of its father's boat accidentally fell into a Kettle of boiling water, scalding itself so terribly that it died the next morning. The remains were brought to this place, and buried in Elmwood Cemetery by Undertaker Cameron. – *Shepherdstown Register*.

DT, Tue. 12/5/82, p. 3. **Canal Trade**

The following 8 boats left this port yesterday, December 4, 1882, carrying 917 16 tons of coal:

Consolidation Coal Company			
Williamsport:			
E. P. Cahill	Capt. Gannon	116	02
M. A. Shupp	Capt. Shupp	120	06
P. E. Dawson	Capt. Pittman	119	05
Georgetown:			
A. L. Miller	Capt. Piper	125	11
Four boats		481	04
American Coal Company			
Alexandria:			
Geo. Sherman	Capt. Renner	117	07
Borden Mining Co.			
Georgetown:			
D. Armstrong	Capt. Henry	113	12
New Central Company			
Georgetown:			
City of Hamburg	Capt. Ingram	109	14
Maryland Co.			
Georgetown:			
New Era (Stmr)	Capt. Shipley	95	19

AG, Tue. 12/5/82, p. 3. **CANAL COMMERCE** – Arrived – Boats Dr. G. E. Porter, G. W. Wallis, Wm. Darrow, S. S. Howison and W. Doerner to American Coal Co.; Kittie and W. P. Wools to J. P. Agnew & Co.; G. S. French to W. A. Smoot & Co.

Departed – Boats Dr. G. E. Porter, G. W. Wallis, W. Darrow, S. S. Howison, Kittie and G. S. French.

Ibid. p. 4. **Henry Arnold**, captain of the canal boat, W. Doerner, who was shot while on his boat last Tuesday, by a negro named Summers, arrived here today. His injuries are not as serious as it was at first supposed, as he walked from the canal basin to the office of the American Coal Company on the wharf. The buck shot are still in his arm and leg, and after reporting his arrival, he sought surgical aid and expects to soon recover from his wounds.

DT, Wed. 12/6/82, p. 3. **Coal Trade.**

The shipment from the mines of the Cumberland coal region for the week ending Saturday, December 2, were 60,291 19 tons, and the total shipments for the year to that date 1,342,408 tons, a decrease of 698,841 tons, as compared with the corresponding period of 1881. The shipments to the Baltimore and Ohio railroad were, for the week 39,925 08 tons, for the year 909,276 14 tons, a decrease of 384,718 09 tons, as compared with last year. The Canal shipments were, for the week 13,458 17 tons, for the year 267,271 12 tons, a decrease of 218,381 18 tons, as compared with 1881. The shipments by the Pennsylvania Railroad for the week were 6,339 19 tons, and for the year 156,609 10 tons, a decrease of 99,909 14 tons, as compared with last year.

Boats Stopped by Ice

The weather was so cold on Monday night that ice was formed to such a thickness on the canal as to necessitate the use of the company's ice-breaker for the relief of fifteen boats at South Branch, the boats having tied up there for the

night. The boats began to arrive here yesterday afternoon. No boats were loaded yesterday.

ES, Wed. 12/6/82, p. 3. **Affairs in West Washington – Grain** – Arrived – Boat G. T. Dunlop, with 3,600 bushels wheat. Boat Seneca, with 1,000 bushels wheat and 800 bushels corn. Boat Samuel Jarboe, with 3,000 bushels wheat and 200 bushels rye.

AG, Wed. 12/6/82, p. 4. Capt. James Christy, a well-known waterman, died at his home on Prince street last night. He was formerly owner of the steam canal boat *Thomas Moore* which plied on the river between this city and Piscataway.

DT, Thu. 12/7/82, p. 3. **Canal Trade**
The following 7 boats left this port yesterday, December 6, 1882, carrying 817 16 tons of coal:

Consolidation Coal Company

Georgetown:

Jos. M. Wheatley	Capt. Seaman	116 07
J. Jesse Moore	Capt. Kidwell	117 04

Williamsport:

Lutie & Monnie	Capt. Shaffer	122 19
M. A. West	Capt. Conrad	116 06
Four boats		472 16

New Central Co.

Alexandria:

Muskingum	Capt. Smith	116 14
Emma Julia	Capt. Colbert	114 07
Two boats		231 01

Maryland Co.

Georgetown:

M	Capt. Mills	113 19
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Stopped Shipments.

Vice-President Boothe, of the American Coal Company, has informed the Alexandria *Gazette* that his company would load no more boats this season. That journal says: "There are a large number of loaded boats now on their way to this city, and they will be arriving here for some days to come. As many of the boatmen live along the canal, they will tie up on their return trip, when they arrive at their homes, and only the boats to

be repaired will go back to Cumberland. The water on the Alexandria canal will, it is expected, be drawn off on Sunday next, when the trunk at the aqueduct will be repaired and the canal put in good order for the next season."

ES, Thu. 12/7/82, p. 2. **Affairs in West Washington – The River Trade** – Harbor Master Sutton reports arrivals at the river front as follows: - Canal boat C. W. Porter, Fields, 104 tons coal, Johnson Bros.

DT, Fri. 12/8/82, p. 3. **Canal Trade**

The following 3 boats left this port yesterday, December 7, 1882, carrying 348 13 tons of coal:

Consolidation Coal Company

Georgetown:

Lou & Glenn	Capt. Shaw	114 15
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Williamsport:

J. H. Snyder	Capt. Roof	120 14
Two boats		235 09

American Coal Co.

Hancock:

C. H. Sutton	Capt. Mose	113 04
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DT, Sat. 12/9/82, p. 3. **Canal Trade**

The following 3 boats left this port yesterday, December 8, 1882, carrying 367 11 tons of coal:

Consolidation Coal Company

Williamsport:

River Nile	Capt. Kimble	131 08
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Katie & Jimmy	Capt. Woltz	120 15
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Two boats		252 03
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New Central Company

Georgetown:

Hollander	Capt. Kroon	115 08
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DT, Tue. 12/12/82, p. 3. **Consolidation Wharf Improvements.** – Mr. A. L. Miller, wharf agent of the Consolidation Coal Company and having in charge the wharves of the company in Cumberland, is at work upon improvements on the lower wharf which are calculated to result in great saving to the company in its annual repairs upon the wharf. At the present time he is putting up a new crib to take place at the end of a fill at

the wharf or abutment, which will answer as a truss to extend stringers on across the water, leaving a balance of only six trestles where there were formerly thirty-two. A number of other repairs will also be made which give a greater strength to the wharf and largely lessen the cost which has heretofore entailed upon the company in keeping it in good shipping order.

The Green Ridge Railway – Opening the Subscription Books. – The subscription book for the stock in the Green Ridge railway was opened yesterday as advertised, and the stock taken my Messrs. P. Hein and Frederick Mertens & Son. The road is narrow gauge and starts at Darkey's lock, near the lower part of this county, and will soon be completed a length of thirteen and one-half miles, of which ten miles has already been finished. The road will very probably be extended to Flintstone, but the present western terminus will be at a point on the Baltimore pike, a few miles northwest of Cumberland. A combination car, to be used on the road, was shipped here by canal to Darkey's lock yesterday. The men now at work on the road are lodged in camp cars, and the work is carried on in a manner similar to the construction work on the Baltimore and Ohio railroad. The Cumberland and Pennsylvania Railroad Company are now building a narrow-gauge engine for the road, which, it is expected, will be opened in the early spring, if not earlier. The purpose of the road is to open up the timber country through which it passes, affording a more rapid transit to Cumberland than by the canal, which is the present method.

 Frederick Mertens launched a canal boat from his yard at Cumberland on Saturday, and he has a contract for building twenty-six during the winter. At the other yards, there are seven building, and the builders have other contracts on hand.

AG, Tue. 12/12/82, p. 3. **CANAL COMMERCE** – Arrived – Boats W. D.

Walbridge, G. L. Boothe, M. D. Corse and J. L. Reed to American Coal Co.

Departed – Boats W. D. Walbridge, G. L. Boothe, M. D. Corse and J. L. Reed.

DT, Wed. 12/13/82, p. 3. **Canal Trade**

The following 3 boats left this port yesterday, December 11, 1882, carrying 353 01 tons of coal:

Consolidation Coal Company		
Williamsport:		
J. H. Platte	Capt. Albert	123 16
Georgetown:		
H. K. Shaner	Capt. Kroon	115 02
G. M. Ryan	Capt. Kroon	116 03
Three boats		353 01

DT, Thu. 12/14/82, p. 3. **Gone to Annapolis.** – Yesterday morning Messrs. John Humbird and P. Hamill, of the board of directors of the Chesapeake and Ohio canal, left for Annapolis to attend the meeting of the board today, when it is expected that the date for drawing off the water for the season will be determined upon, and plans for work on the canal, such as lock-repairing, etc., will be discussed and decided upon.

One Boat Yesterday

One boat belonging to the American Coal Company left this port yesterday for Shepherdstown. It was the Mollie, Capt. Whittington, carrying 112 14 tons.

ES, Thu. 12/14/82, p. 3. **Affairs in West Washington – Grain** – Arrived by canal boat – boat Seneca with 1,200 bushels corn, 500 bushels wheat and 200 barrels flour.

DT, Fri. 12/15/82, p. 3. **Coal Trade.**

The shipment from the mines of the Cumberland coal region for the week ending Saturday, December 9, were 44,894 tons, and the total shipments for the year to that date 1,397,297 tons, a decrease of 703,208 tons, as compared with the corresponding period of 1881. The shipments to the Baltimore and Ohio railroad

were, for the week 34,472 tons, for the year 943,748 tons, a decrease of 393,802 tons, as compared with last year. The Canal shipments were, for the week 2,248 tons, for the year 269,579 tons, a decrease of 228,801 tons, as compared with 1881. The shipments by the Pennsylvania Railroad for the week were 7,802 tons, and for the year 164,412 tons, a decrease of 96,956 tons, as compared with last year

AG, Thu. 12/14/82, p. 3. **CANAL COMMERCE** – Arrived – Boats Geo Sherman, Wm. Walsh, J. J. Swift and R. S. Grant to American Coal Co.; Consolidation to Wm. A. Smoot.

Departed – Boats Geo. Sherman, Wm. Walsh, J. J. Swift, R. S. grant and Consolidation.

TC, Fri. 12/15/82, p. 1. On account of the numerous complaints about the bridge recently built over the Chesapeake & Ohio Canal at Georgetown, the Commissioners have ordered that the structure be rebuilt.

ES, Fri. 12/15/82, p. 6. **Affairs in West Washington** – A Boat Sunk in the Canal – Boat M. C. Waters, with gas lime for Seven Sisters, sank in the canal at the Aqueduct bridge last night. The water is off this level, and the boat will be raised, and the water turned on this evening it is thought. There are quite a number of coal boats up the canal in transit for this place. It is feared they will be caught in the freeze.

Affairs in Alexandria

The Canal closing. – The Alexandria canal will close next Saturday for the winter. There are four boats here to return to the C. & O. canal, and as soon as they have returned the water will be drawn from the canal. During the winter, however, the basin will serve as a skating rink for the town and in all the freezing weather the basin is Alexandria's Babcock lake.

DT, Sat. 12/16/82, p. 3. **Draining Off the Water.** – We are informed that at the meeting of

the canal board of directors on Thursday, it was decided to draw the water off from the canal on the first of January. A notice to that effect will be published in a few days.

DT, Tue. 12/19/82, p. 3. **Paymaster Gambrill in the City.** – Paymaster Gambrill, of the Chesapeake and Ohio canal company, was in the city yesterday a few hours on business relative to improvements on the basin wharf. He returned east this morning.

DT, Wed. 12/20/82, p. 3. **Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ended Saturday, December 16, were 41,854 12 tons, and the total shipments for the year to that date, 1,427,151 16 tons, a decrease of 725,045 19 tons, as compared with the corresponding period of 1881. The shipments to the Baltimore & Ohio railroad were, for the week 34,975 05 tons, for the year 978,743 15 tons, a decrease of 401,231 16 tons, as compared with last year. The Canal shipments were, for the week 469 18 tons, for the year 269,989 03 tons, a decrease of 233,764 02 tons as compared with 1881. The shipments by the Pennsylvania Railroad for the week were 6,220 08 tons, and for the year 170,642 07 tons, a decrease of 95,453 12 tons as compared with last year.

Es, Wed. 12/20/82, p. 7. **Affairs in West Washington** – Notes – The ice breaker broke the ice on the canal yesterday and the canal boats are arriving today.

Grain – Arrived – Boat G. T. Dunlop, with 2,500 bushels wheat and 1,500 bushels corn.

AG, Thu. 12/21/82, p. 4. Henry Arnold, colored, who was shot by John Summers on the canal a few weeks ago, an account of which affair was published at the time of its occurrence, is convalescent, and is still here. He is expected at Cumberland at the commencement of the January term of the Court, when the case will come before the grand jury.

ES, Fri. 12/22/82, p. 9. **Affairs in West Washington – Grain** – Arrived by canal – boat Farmers' Friend with 1,500 bushels corn and 3,000 bushels wheat; boat Medley with 900 bushels corn and 3,000 bushels wheat.

AG, Sat. 12/23/82, p. 4. John Summers, colored, accused of shooting Capt. Henry Arnold, on the canal about a month ago, and who was at the time committed to jail to await the result of Arnold's injuries, was on Tuesday at Cumberland fully committed, for the action of the grand jury.

Ibid. p. 9. John Summers, colored, charged with shooting Capt. Henry Arnold on the Chesapeake & Ohio canal about a month ago, has been committed for the action of the grand jury of Allegany county.

DT, Thu. 12/28/82, p. 4. **The Cumberland Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ending Saturday, December 23, were 41,998 18 tons, and the total shipments for the year to that date, 1,471,10 141 tons, a decrease of 726,564 16 tons, as compared with the corresponding period of 1881. The shipments to the Baltimore & Ohio railroad were, for the week 32,020 06 tons, for the year 1,010,745 01 tons, a decrease of 404,867 07 tons, as compared with last year. The shipments by the Pennsylvania Railroad for the week were 6,528 08 tons, and for the year 180,170 15 tons, a decrease of 92,992 06 tons as compared with last year.

AG, Thu. 12/28/82, p. 3. Maj. F. Dorsey Herbert, of Hagerstown, Md., died yesterday aged 57 years. At one time he represented his county in the legislature. He was also at one time a director in the Chesapeake and Ohio Canal, and during the late was a paymaster in the United States Army.

[Transcriber's Note: On Jan. 14, 1883, John Summers was found guilty of shooting Henry Arnold and Summers was sentenced to 18 months in the penitentiary.]