

COMPILATION OF
CANAL TRADE ARTICLES FROM
SHEPHERDSTOWN REGISTER
a Shepherdstown, WV. newspaper
and
THE SUN
Baltimore, Md. newspaper
and
CRITIC AND RECORD,
DAILY CRITIC,
DAILY NATIONAL REPUBLICAN
and
EVENING STAR
four Washington, D. C. newspapers
and
ALEXANDRIA GAZETTE
an Alexandria, Va. newspaper
1883

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MARCH 2022

A. PREFACE

This compilation of newspaper articles about the C. & O. Canal is one of a series. The articles were compiled, chronologically in a two-column format, much as they appeared in the newspaper. Articles from the *Shepherdstown Register* are preceded by SR, those from *The Sun* are preceded by *Sun*, those from *Critic and Record* are preceded by CR, those from the *Daily Critic* are preceded by DC, those from the *Daily 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.

Some of the articles have been shortened/edited as indicated by In the articles reporting vessels arriving and departing, I included only those transporting coal, ice, hay and straw. Arriving coal by schooner was probably anthracite or hard coal. Arriving coal by barge was probably bituminous or soft coal. Ice arriving from New England points typically resulted in soft coal carried on the return trip.

It would appear that barges arriving with e.g., 296 tons of coal were possibly double-barges. Notice the occasional reference to double-locks, thus double-barges seem plausible.

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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Canal Trade 1883

ES, Mon. 1/1/83, p. 5. **Governor Hamilton's Daughter.** – A Baltimore dispatch says that Mrs. Clare Hamilton Stanhope, daughter of Gov. Hamilton, was on Saturday divorced from her husband, John Stanhope, son of Lewis Stanhope, superintendent of the Chesapeake and Ohio canal at Hagerstown. The divorce was granted by the Washington county court, at Hagerstown, without opposition from Stanhope. The testimony was taken in Baltimore ex parte by Gen. Bradley T. Johnson and Thomas E. Bradford. The governor's daughter was married to Stanhope at High Rock, Pen Mar, in the summer of 1881. The marriage was kept secret, and was not discovered by the governor until two or three months afterwards. His daughter was then sent to Europe, where she remained a year or so. Divorce proceedings were then begun to which Stanhope made no opposition. The governor's daughter is now at the gubernatorial mansion at Annapolis, and will receive today. Stanhope is clerk in a business house in Baltimore.

ES, Tue. 1/2/83, p. 4. **Affairs in West Washington – Grain** – Arrived – Boat H. M. Talbott, with 3,000 bushels corn.
The Canal – The water was to have been drawn off the upper levels of the canal last night, but was not, as there are a few boats above to come down. It will probably not be done until the latter part of the week.

CR, Thu. 1/4/83, p. 4. **The Cumberland Coal Trade.** – The shipments from the mines of the Cumberland coal region for the week ended Saturday, December 30, were 41,368 tons, and for the year to that date, 1,512,519 tons. The coal was carried to tidewater as follows: Baltimore & Ohio Railroad – week, 35,965 tons; year, 1,046,700 tons; decrease from last year, 397,045 tons. Chesapeake & Ohio Canal – week, none; year, 269,989 tons; decrease from last year, 235,375 tons. . . .

Sun, Fri. 1/5/83, p. 4. **State Capital Affairs.** President Smith, of the Chesapeake and Ohio canal, was here today on canal business. The next meeting of the board will probably take place at Washington during the month. There was a marked decrease in the shipment of coal last month by the canal, on account of the freeze.

AG, Sat. 1/6/83, p. 4. **LOCAL BREVITIES.** The grand jury at Cumberland, Md., has indicted John Summers, colored, for shooting with intent to kill Capt. Arnold, of the canal boat Weyand Doernor

AG, Fri. 1/12/83, p. 4. **The C. & O. Canal** – Last year's shipments of coal by the C. & O. Canal aggregated 316,648 tons, a decrease of 204,541 tons as compared with the business of 1881. The falling off was due to the long strike of the miners last year, and was not as great as might have been expected. The American Coal Company, for which Mr. J. H. Parrott, Jr., is the Alexandria agent, was the second largest shipper of the year, having shipped 38,360 tons of coal.

SR, Sat. 1/13/83, p. 3. **BRIEFS.** Workmen are now engaged in lengthening the lock on the Chesapeake and Ohio Canal at Bridgeport [Lock 38], opposite this place. Much of the material to be used is already on hand, and is being prepared at the company's shops there.

ES, Sat. 1/13/83, p. 5. **ALEXANDRIA AFFAIRS.** – Reporter's Notes. – Judge Meade has referred to a commissioner the suit between the Alexandria Canal and Bridge Company, which leases the canal and owns the Aqueduct bridge, and the Alexandria Canal Company, that owns the canal and aqueduct. The suit relates to a debt.

AG, Mon. 1/15/83, p. 4. **The Canal Aqueduct.** R. S. Lacey, Secretary of the "Citizens Free Bridge Committee of the District of Columbia," has published, in circular form, a statement, evidently prepared by H. H. Wells, one of the lessees of the Alexandria Canal, in support of the

acceptance by the canal company and city of Alexandria of Senate bill No. 419, for a transfer of the aqueduct at Georgetown to the Government, the provisions of which were declined by the canal company in accordance with the expressed wish of the people of the city. It is not at all likely that the act referred to will be accepted, or that the bill introduced in the House of Representatives for a condemnation of the piers of the aqueduct will ever pass, and it will be "a cool day" when Alexandria voluntarily yields her rights in this structure and thereby so seriously injures her commerce. It is more likely that Congress will pass a bill relieving the city of Alexandria from the onus imposed upon her by the decree of the U.S. Court.

John Summers Convicted – In the Circuit Court of Cumberland, on Saturday, John Summers, colored, was tried for shooting Henry Arnold, Captain of the canal boat Weyand Doerner, of this city, some time since, and was convicted of shooting at and shooting with the intent to disfigure. He was sentenced to eighteen months in the penitentiary. Arnold was not permanently hurt by the shooting.

ES, Wed. 1/17/83, p. 4. **ALEXANDRIA AFFAIRS.**

ICE HARVEST – Good four-inch ice is now found here on the ice ponds and upon the Alexandria canal, and several ice-houses have been filled.

Sun, Fri. 1/19/83, p. 4. **ANNE ARUNDEL CTY.** President Smith, of the Chesapeake and Ohio Canal Company, was at his office here today, and arranged for a meeting of the canal board at Washington on Thursday next.

ES, Wed. 1/24/83, p. 5. **The Potomac Frozen Over** – The river was frozen over solidly from bank to bank this morning, a condition which has not existed since two years ago. Last night the river for some distance from the bank was frozen over, and there were a good many skaters gliding

over the surface. The intense cold of last night extended the icy barrier across the Georgetown channel. The Alexandria ferry boats are not running, and it is no doubt possible to skate the entire distance to Alexandria. The ice is in very good condition, and in some places very smooth.

AG, Thu. 1/25/83, p. 4. **LOCAL BREVITIES.** Mr. W. H. Masters is in New York on business connected with the Borden Coal Company, of which he is the Georgetown agent.

Sun, Thu. 2/1/83, p. 4. **FREDERICK CTY.** Capt. Nicholas Owings, whose sudden illness of typhoid-pneumonia, was reported in *The Sun* yesterday, died at 2 P. M. today, aged about 58 years. During Gen. James C. Clarke's presidency of the Chesapeake and Ohio Canal, he was his chief clerk and paymaster.

SR, Sat. 2/3/83, p. 3. **BRIEFS**
The Sharpsburg *Enterprise* says: "As the workmen were engaged in tearing out the walls of Delaunay's Lock on the Chesapeake and Ohio Canal a few days ago, preparatory to lengthening them, they came across a nest of water snakes of all sizes numbering 75. When found they were squirming around at a lively rate."

Sun, Sat. 2/3/83, p. 4. President Smith, of the Chesapeake and Ohio canal, was at his office here today attending to his official duties. There is practically no work done in the shipping lines on the canal owing to the ice obstructions. The canal directors meeting will be held this month either at Annapolis, Baltimore or Washington. The last meeting adjourned subject to the call of the president.

CR, Mon. 2/5/83, p. 4. The greater portion of the ice in the Chesapeake and Ohio Canal within the city limits has melted, but at the intersection of High street, thick blocks can still be seen floating around.

NR, Tue. 2/6/83, p. 7. The river is free from ice, and the old Chesapeake and Ohio canal is nearly so.

ES, Wed. 2/7/83, p. 5. **River Trade** – Harbormaster Sutton reports arrival at the river front as follows: Schooner W. B. McShane, Capt. Pitts, 175 tons coal, for Johnson Bros.

ES, Sat. 2/10/83, p. 1. **The District in Congress.** – In a communication to the chairman of the committee on the District of Columbia of the House, the Secretary of the Treasury states that the indebtedness of the Alexandria canal company to the United States government is \$122,000.

Ibid, p. 2. My attention has been called to Col. Abert's report on the improvements of Georgetown harbor, dated August 3, 1882, the following extract from which is very pertinent just now to our free-bridge discussion: "The actual head of navigation for steam and sailing vessels is at the present time fixed by the aqueduct of the Chesapeake and Ohio canal, which has a clear 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 and Ohio canal (about one mile and 500 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 to 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."

Ibid, p. 4. **ALEXANDRIA AFFAIRS.** REPORTER'S NOTES. – The lessees of the Alexandria canal are making large repairs of the canal locks on the northern edge of the city, to be ready for the spring opening.

CR, Sat. 2/10/83, p. 4. The Chesapeake and Ohio Canal Company are repairing the locks near Rock Creek. They anticipate the canal being open for navigation by March 15.

AG, Mon. 2/12/83, p. 3. **EDITORIAL BRIEFS.** What can't be done "on the square" is to be attempted in a roundabout way. The lessees of the Alexandria Canal, who are "on the make" and who would see the bottom drop out of the Aqueduct and Alexandria inhabited by owls and bats so that they were made "solid," are now engaged in buying up the stock of the canal company, in the hope that with a Government proxy, a State proxy and some private stock, they will be able to turn out the present board of directors, supplement them with others who will be willing to do their bidding, and then let the Aqueduct go down so that they will have a better excuse to sell out to the Government and pocket the proceeds. It is hoped that our citizens who hold stock will hesitate long before unwittingly lending themselves to this scheme.

ES, Thu. 2/15/83, p. 3. **Affairs in West Washington** – **ICE IN THE CANAL** – There is considerable ice still in the Chesapeake and Ohio canal, and a month more may be necessary to get everything in perfect order. It is expected the water will be turned on and the canal ready for navigation not later than March 15th.

SR, Sat. 2/17/83, p. 3. **Meeting of Boatmen** – At a meeting of boatmen on the Chesapeake and Ohio Canal held at Williamsport recently, a committee was appointed to wait on the officers of the canal and ask for the following:

1st. A reduction in the charge for trimming from \$1.30 to 75 cents.

2nd. The putting in good condition of the regular tying up places on the berm bank, and the erection of posts to tie to.

3rd. The enforcement of the law prohibiting the running of boats on Sunday.

4th. The dredging of the Cumberland basin.

5th. Reduction of tolls and charges for wharfage and terminal from fifty cents to forty-five cents.

6th. The removal by the Baltimore and Ohio Railroad Company of the trestle work from the towpath and short level at the three locks below Cumberland.

AG, Fri. 2/23/83, p. 4. **FROM WASHINGTON**
The C. & O. Canal Company say they will have their canal open for navigation by the 15th proximo, but it is not thought that navigation will really commence before the 1st April, by which time the Alexandria canal will also be ready for navigation.

ES, Fri. 3/2/83, p. 4. **Affairs in West Washington.** – Inspection of the Canal. – President Lewis Cass Smith and Division Superintendent L. G. Stanhope arrived in Cumberland, Md., yesterday after a two days' inspection trip, traveling in a buggy drawn by a two-horse team, and driving over the tow-path. They left Williamsport Tuesday morning. Excepting two stone locks, that will be completed in a week or ten days, the canal was found to be in perfect order. The water will probably be turned into the canal on Saturday of next week.

Sat. 3/3/83, p. 3.¹ President Smith, of the Chesapeake and Ohio canal, has been engaged in hastening the repairs on the canal, and expects navigation to be resumed by the 15th of March.

SR, Sat. 3/3/83, p. 3. **BRIEFS.**
The Chesapeake and Ohio Canal will, it is understood, be opened for navigation about the 15th of March.

ES, Sat. 3/3/83, p. 9. **River Trade** – Harbormaster Sutton reports arrivals at the river front as follows: Barge F. L. Moore, Capt. Turner, 200 bales straw, for Posey & Co.; barge George S.. French, Capt. Turner, 340 bales straw, for Posey & Co.; barge French, 340 bales hay and 330 bushels corn, for Posey & Co.

CR, Mon. 3/5/83, p. 4. On Saturday night the water was turned off the Georgetown level of the Chesapeake and Ohio canal, and today a large force of laborers was at work clearing away the mud and accumulated debris at the bottom.

NR, Tue. 3/6/83, p. 3. **WEST WASHINGTON**
The Chesapeake and Ohio Canal Company have a large force of men at work clearing away the accumulation of mud from in front of the canal wharves, the water having been drawn off the Georgetown level to give them the opportunity of doing this work.

ES, Wed. 3/7/83, p. 4. **The Alexandria Canal.** – Preparations for reopening the Alexandria canal are now completed. Considerable repairs and cleaning have been made. New lock-gates have been put up, and floors and walls repaired. It is understood that navigation upon the canal will be resumed before the 20th of the present month.

AG, Wed. 3/7/83, p. 4. **Opening of the Canal.**
The Cumberland *Times* says that “on Saturday next, March 10, the water will be turned on this level, and it will take two or three days to fill it. By the time boats leave here on Tuesday, the lower levels will be rapidly filling and boats will not be delayed. We understand Messrs. Mertens will load boats on Tuesday and start them for tide-water on that day, and that the freight to be charged will be \$1 per ton. We suppose this will be the established rate with all the companies, though we have no official knowledge of the result of their conference.”

¹ *Frostburg Mining Journal*, Frostburg, Md.

Two more cars, loaded with timber, to be used in repairing the Alexandria aqueduct, have arrived at Washington and these repairs will be completed and the water turned on the Alexandria canal by the first of April.

CR, Thu. 3/8/83, p. 5. **Cumberland Coal Trade.**

– The shipments from the mines of the Cumberland coal region for the week ended Saturday, March 3, 1883, were 35,104 tons, and for the year to that date 290,400 tons, a decrease of 67,857 tons as compared with the corresponding period of last year. The coal was shipped as follows: Baltimore & Ohio Railroad and local – week, 23,891 tons; year, 228,440 tons; decrease for last year, 71,284 tons. Chesapeake & Ohio Canal – none; decrease from last year, 1,374 tons. . . .

Sun, Fri. 3/9/83, p. 1. **CHESAPEAKE AND OHIO CANAL** – Navigation on the Chesapeake and Ohio Canal will be opened on the 15th inst. On Saturday feeding the canal with water will commence at Cumberland and on Wednesday at Georgetown. Boats will begin to load at Cumberland on Monday and Tuesday. A good deal of coal is ready at the Cumberland wharves for shipment. President Lewis Cass Smith is now in New York in consultation with the managers of the coal companies and arranging for the business of the season now coming on. During the winter, Mr. Stephen Gambrill, the general superintendent, has put in two double-sized locks. There were fourteen of these locks before, and twenty-eight are necessary to equip the canal for efficient work on the extended basis. The new locks are capable of passing two boats at a time. On the Susquehanna and Tidewater Canal and on other works having enlarged locks it has been found that 2 boats carrying each 120 tons of coal require not more than one-sixth additional power necessary to move a single boat of 120 tons. Boat owners say that 60 cents a ton freight will pay two boats better than 95 cents for one boat. The whole line of the canal has been put in thorough repair by the

general superintendent and the division superintendents.

AG, Fri. 3/9/83, p. 4. **LOCAL BREVITIES.**

The water in the Alexandria Canal was drawn off yesterday, and the locks, &c., will be cleaned out by the time navigation is resumed.

AG, Sat. 3/10/83, p. 4. **The C. & O. and the Alexandria Canals** –

Navigation on the Chesapeake & Ohio Canal will be opened on the 15th instant. On Monday, feeding the canal with water will commence at Cumberland and on Wednesday at Georgetown. Boats will begin to load at Cumberland on Monday and Tuesday. A good deal of coal is ready at the Cumberland wharves for shipment. President Smith is now in New York in consultation with the managers of the coal companies and arranging for the business of the season now coming on. During the winter the general superintendent has put in two double-sized locks. There were fourteen of these locks before, and twenty-eight are necessary to equip the canal for efficient work on the extended basis. The new locks are capable of passing two boats at a time. Boat owners say that 60 cents a ton freight will pay two boats better than 95 cents for one boat. The whole line of the canal has been put in thorough repair by the general superintendent and the division superintendents. It was Superintendent Stanhope's intention to turn the water into the canal at Cumberland today, but it will not be done before Monday. A gentleman who arrived at Cumberland from the Four Locks on Thursday, stated that the repairs there would be completed by the middle of next week.

The Alexandria Canal and Aqueduct are also being put in thorough repair and will be ready for navigation by the time boats reach tide water. A large business is expected this year.

The fact that Congress has adjourned without additional legislation upon the Alexandria Aqueduct matter leaves in status quo all the questions growing out of the proposal for use of the piers there for a bridge, &c. It is understood that efforts will shortly be made to induce the

canal company to reconsider its vote refusing to accept the bill passed by Congress some years ago. In this view, some purchasers of stock of which many shares are held here, have been made. The great blocks of stock in the company are 2,700 shares held by the State of Virginia, 2,200 held by the Secretary of the treasury in trust, and 1,000 shares held by the Wheeler heirs of Charles Bennett.

CR, Mon. 3/12/83, p. 4. The water will not be turned on the Georgetown level of the Chesapeake & Ohio Canal until the 20th instant, instead of the 15th as formerly reported.

ES, Tue. 3/13/83, p. 4. **THREATENED STRIKE OF LOCKKEEPERS.** – It is reported at Rockville, Md., that the employees of the Chesapeake and Ohio canal have entered into a combination to strike on the opening of navigation. Every lockkeeper is to hold possession of his lockhouse until he receives his back pay, and the plan includes the obtaining of an injunction on the property of the canal.

Sun, Thu. 3/15/83, p. 4. **Senator Gorman's Visit** Senator Gorman was at Barnum's Hotel yesterday as a guest for the first time since last year. He dined with Attorney-General Gwinn, State Comptroller Keating, Mr. Herman Stump, of Harford county, and Mr. Richard T. Henson, of Kent. In the evening, Mr. Gorman saw some friends in his room, where he kept in close quarters. Mr. Lewis Cass Smith, president of the Chesapeake and Ohio Canal, was also at Barnum's. He has just returned from New York, where he made satisfactory arrangements with the coal operators for the season. The canal will be officially opened for business today.

CR, Fri. 3/16/83, p. 5. **CHESAPEAKE & OHIO CANAL. – No Truth in a Reported Strike of Employees – Preparations for Business.** – Mr. Lewis Cass, president of the Chesapeake and Ohio canal, was in Washington and Georgetown yesterday afternoon enroute for his home in

Hagerstown. He was seen by a reporter in relation to the reports from Rockville, Md., published in Thursday morning's papers, to the effect that certain canal employees, lock-keepers and others had combined to strike on the opening of navigation for overdue back pay. Mr. Smith said he had reports at Georgetown on Wednesday from Mr. Jesse Moore, division superintendent of the canal from above Shepherdstown to Georgetown. Mr. Moore stated that the canal employees referred to are as anxious as any one for the resumption of canal navigation, and interpose no obstacles whatever. Their pay is in arrears for a year. For the most of these dues, however, orders have been negotiated by canal employees with shop-keepers for supplies, and it is really to the merchants that the canal company is indebted to a large extent, and therefore if anyone is about to strike on the ground alleged, Mr. Smith thought it would come with greater show of cause from the shop-keepers than the lock-keepers. The indebtedness to employees, Mr. Smith says, was brought about by the well-known state of affairs last season, when the long-continued strike in the coal mines put an actual embargo on canal traffic. The indebtedness also covers the period of the past winter, when navigation was suspended. The prospect now he regards as very encouraging for business. Indeed, if present expectation is realized, he thinks the canal company will be able at the end of the season to look every man in the face. No trouble is anticipated between the boatmen and shippers, though there may have been some surmises in this particular.

Last night water was turned on the levels of the canal from Williamsport to Georgetown, the upper levels being already in condition. Boats can leave Cumberland Monday morning. Coal is already on the wharves for loading, but it is not expected business will be actively resumed until the 1st of April.

DC, Fri. 3/16/83, p. 3. Late yesterday the water was turned on the Georgetown level of the Chesapeake & Ohio Canal and traffic will be immediately resumed.

Sat. 3/17/83, p. 5.² The water was let into the Chesapeake and Ohio canal at Cumberland and dam number 6 on Saturday evening last. It will require three or four days to fill all the levels. Owing to the excessively cold weather of the past week, the work of repairs at the Four Locks was practically suspended as the cement would not set. Everything will be in readiness however, in a few days, and should the weather prove favorable, boating operations will commence the latter part of this week. While no formal action has been taken by the board, it is believed the rates of last year will be maintained. The board will meet sometime between the 20th and 25th of this month. – *Hagerstown Globe*.

SR, Sat. 3/17/83, p. 3. **Canal Notes** – Water has been turned into the Chesapeake and Ohio Canal, and it is expected that boats will begin to load at Cumberland, where there is a good deal of coal on the wharves ready for shipment, on Monday. It is said that one dollar per ton will be given for boating coal, and the boatmen are encouraged at this report.

It is reported that the employees of the Chesapeake and Ohio Canal have entered into a combination to strike on the opening of navigation. Every lock-keeper is to hold possession of his lock-house until he receives his back pay, and the plan includes the obtaining of an injunction on the property of the canal.

The double lock at Bridgeport, opposite this place, is about completed, and is ready for boating now. The bridge across the canal will be removed to a point directly in a line with the river bridge, making travel much more convenient and safe.

ES, Sat. 3/17/83, p. 5. **Affairs in West Washington.** – The Alexandria Canal. - The water will be fed into the Alexandria canal the 1st proximo.

Sun, Mon. 3/19/83, p. 4. Water continues to flow into the Chesapeake and Ohio Canal. It will not cross the aqueduct until after the close of the month.

CR, Tue. 3/20/83, p. 5. The first shipment of coal by the Chesapeake & Ohio Canal for the season was made from Cumberland yesterday.

DC, Tue. 3/20/83, p. 3. **WEST WASHINGTON.** - Two barges loaded with grain for Hartley & Bros., arrived via the Chesapeake & Ohio Canal yesterday.

It is expected by all canal men the same rates as last year will be adopted by the board of directors.

AG, Tue. 3/20/83, p. 4. **The District** appropriation bill passed at the recent session of Congress provides that the lessees of the Alexandria Canal Company shall keep in good repair at least two spans of the Aqueduct bridge, so that no leakage shall occur. This provision was put in at the instance of Mr. Blackburn, who, while passing under the Aqueduct with a party of ladies in a boat last year, had his hat and coat sprinkled with the water that trickled through the seams of the trough. No appropriation was made for the work thus ordered, nor is any penalty provided for its non-execution. As both the trough of the Aqueduct and the piers upon which it rests belong to the Alexandria Canal Company, some people would like to know by what right Congress passed any such order.

Ibid, p. 5. **The Canal and Miners.** – The mine drivers' strike at Cumberland is spreading. The drivers at Big Vein Mine of the New Central Company, Lonaconing, followed those of the Koontz Mine and struck yesterday for \$2 per day. Both mines are idle. The drivers of the George's creek Coal and Iron Company at Lonaconing yesterday morning stopped work on the same demand. A few outsiders took horses, and some coal was gotten out. Both companies are so far

² *Republican*, Oakland, Md.

firm against granting the advance. It is rumored that the American Company's drivers will also strike.

The shipments by canal began yesterday. Seventeen boats carrying 1,985 tons of coal cleared from Cumberland. The George's Creek Coal and Iron Company sent six boats to Georgetown and two to Williamsport. The Blaen Avon Company sent two boats and the National Company one boat to Georgetown. The Consolidation Company dispatched six boats to Williamsport. The agent in charge of the George's Creek and Blaen Avon shipments stated that these companies paid boatmen \$1 per ton freight to Georgetown.

ES, Wed. 3/21/83, p. 5. **Affairs in West Washington.** – CANAL HARBORMASTER APPOINTED. – Calvin Gorman, Esq, brother of Senator Gorman, of Maryland, has been appointed harbormaster for the Chesapeake and Ohio canal here. He now resides in Howard county, Md., but will move to this city.

AG, Wed. 3/21/83, p. 3. **FROM WASHINGTON** Mr. Dungan, one of the lessees of the Alexandria Canal, says the trough of the canal aqueduct at Georgetown is being repaired, as it is every spring, so that Mr. Blackburn's boating parties shall not be sprinkled again, and that the canal will be ready for navigation by the 1st of April. He does not anticipate much trouble from the strike of the drivers at the mines, though the disastrous strike of last season commenced the same way.

Sun, Thu. 3/22/83, p. 1. Mr. Frank K. Fisher, harbormaster of the Chesapeake and Ohio Canal Company, contradicts the report that Mr. Calvin Gorman had been appointed in his place to be harbormaster. He says that he certainly has not been removed, and he is informed also that no change is contemplated.

Ibid, p. 4. **Cumberland Coal Trade**
The shipments from the mines of the Cumberland coal region for the week ended Saturday, March

17, were 83,416 tons, and for the year to that date 359,038 tons; a decrease of 81,396 tons as compared with the corresponding period of 1882. The coal was delivered as follows: To Baltimore and Ohio Railroad, week 24,312 tons, year 279,495 tons; decrease from last year 78,243 tons. To Chesapeake and Ohio canal, week 2,090 tons, year 2,090 tons; decrease from last year 2,131 tons.

Personal – Mr. Lewis C. Smith, president of the Chesapeake and Ohio Canal, Mr. Benjamin Fawcett, secretary and treasurer, and Mr. Stephen Gambrell, superintendent, were at Barnum's Hotel last evening. The officers report the canal in good order for doing a large coal business this year, and a good trade is expected.

ES, Thu. 3/22/83, p. 4. **Chesapeake and Ohio Tolls.** – Baltimore, March 22. – The directors of the Chesapeake and Ohio canal, at their meeting here today, fixed the rate of tolls and terminal facilities at 50 cents per ton from Cumberland to Georgetown, D. C.

Ibid, p. 6. **Affairs in West Washington.**
Grain – Arrivals – Boat E. Lyons, Capt. Whiting, with 3,890 bushels wheat; boat G. T. Dunlop with 4,000 bushels corn; boat Farmer's Friend with 3,800 bushels wheat.
Coal Trade – The shipments from the mines of the Cumberland coal region for the week ended Saturday, March 17, were 33,416 tons, and for the year to that date 359,088 tons; a decrease of 81,596 tons as compared with corresponding period of 1882. There was delivered to Chesapeake and Ohio canal, week 2,690 tons, year 2,690 tons; decrease from last year 2,131 tons.

CR, Fri. 3/23/83, p. 4. **Chesapeake & Ohio Canal Meeting.** – The Board of Directors of the Chesapeake & Ohio Canal met at Barnum's Hotel, Baltimore, yesterday, Lewis C. Smith, president; John Humbird, J. G. Berrett, Thomas P. Morgan, Spencer Watkins, J. A. L. McClure, directors; Benjamin Fawcett, secretary and treasurer;

Stephen Gambrill, superintendent; A. Wilson, collector at Cumberland; H. H. Dodge, of Washington, and John P. Ayres, accountant, were present. The canal tolls were fixed at 50 cents per ton, including all terminal charges, the same rate as last year. It was stated that the outlook for a large business this season is encouraging. The coal shippers in New York and at other points have given satisfactory assurances that the coal movement by canal will be liberal, and the waterway is in fine condition for carrying the business. The floating debt, a legacy from the long period of inactivity last year, will be wiped out this season. Revenues will be used to meet the indebtedness as rapidly as practicable. President Smith spent some time among the Baltimore coal shippers and on other canal business, and left for his home in Hagerstown.

SR, Sat. 3/24/83, p. 3. **The Canal** – Several of our citizens are gathering up their teams and getting ready for trying the canal another season, but there seems to be considerable trouble in Cumberland about the price to be paid for carrying a ton of coal. Some offer to load at one dollar per ton, while others will only pay ninety cents. The general impression seems to be that only 90 cents will be paid.

The first shipment of coal by the Chesapeake and Ohio Canal for the season was made on Monday last. Seventeen boats cleared from Cumberland, and it is said a dollar per ton was given for carrying coal to Georgetown.

AG, Mon. 3/26/83, p. 4. **The Canal Boatmen** On Saturday it was learned at Cumberland that a majority of boatmen are opposed to accepting 90 cents per ton freight, the rate which, it is pretty well settled, the principal companies have agreed to pay. The George's Creek and Blaen Avon Companies shipped all last week, it is said, at \$1 freight. The Consolidation Company had shipped for a few days' past, and Saturday it was ascertained they were paying but 90 cents. As soon as this was generally known, the Blaen Avon and George's Creek shippers cut down their

freight to the same figure, whereupon most of their boatmen refused to load for less than \$1, and a number of the Consolidation men did the same. About twenty boats cleared, most of them having loaded before the question of reduced freights was sprung, and some were sent by the Borden Company, whose freight rate is not known. There are many reports afloat, and the full effect of the strike will probably not be known for several days. Three of the principal companies remain to begin shipping, and it is reliably understood they will pay but 90 cents. It is reported there was a meeting of boatmen Saturday evening at which the sentiment was in favor of holding out for \$1.

AG, Tue. 3/27/83, p. 4. **The Canal Boatmen** – There is little change in the boating situation. Twenty-one boats left Cumberland yesterday. The George's Creek, Blaen Avon and Borden Companies shipped to Georgetown, the two former paying, it is understood, \$1 freight per ton, this rate to last as long as no shipments for less were made by other companies. The Consolidation Company shipped six boats to Williamsport, but only one to Georgetown, and this one is said to have been loaded previously. The Consolidation boatmen appear firm in holding out for \$1. It will probably require some time to settle the matter, particularly as there are several 90-cent companies yet to begin shipping.

CR, Wed. 3/28/83. p. 5. **Cumberland Coal Trade.** – The shipments from the mines of the Cumberland coal region for the week ended Saturday, March 24, 1883, were 44,014 tons, and for the year to that date 403,051 tons, a decrease of 37,538 tons as compared with the corresponding period of last year. The coal was shipped as follows: Baltimore & Ohio Railroad – week, 26,540 tons; year, 306,036 tons; decrease from last year, 55,534 tons. Chesapeake & Ohio Canal – week, 10,589 tons; year, 12,680 tons; increase over last year, 8,458 tons. . . . The miners' long strike commenced March 15, 1882, and little or no coal was shipped last summer.

CR, Thu. 3/29/83, p. 3. **Canal Freight Difficulty**
 The Consolidation Coal Company yesterday made an important move toward settling the canal freight difficulty. The boatmen want \$1 freight, and the company yesterday offered 95 cents freight, but advance their trippage from \$20 to \$25. It was understood, in connection with this, that the companies now paying \$1 will drop to 95 cents and leave their trippage as at present, \$25, and that 95 cents will be the ruling rate if the boatmen accept it. In some quarters it is said a number of the Consolidation boatmen will go out tomorrow at the terms offered. On the other hand, several boatmen interviewed tonight said they would not accept the terms; that 95 cents freight is satisfactory, but that raising trippage to \$25 makes it equivalent to 90 cents freight and \$20 trippage. It remains to be seen whether the compromise will work.

ES, Thu. 3/29/83, p. 5. **Affairs in West Washington.** – Coal Freights on the Canal – The freight question on the canal has been virtually settled, the boatmen of the Consolidation, George’s Creek, Blaen Avon and New Central companies agreeing to freight at ninety-five cents per ton and \$25 trippage. This will give them on each boat load about \$110 minus the \$25 to the boat owners. Few boatmen own their own boats. As the above companies control 300 of the 500 boats on the canal, the above may be said to be the fixed price for all companies. [Transcriber’s Note: I doubt either the 300 or 500 boat numbers based on an analysis of the boats registered and operated in 1875.]

Grain – Arrived – Boat Samuel Jarboe, with 4,000 bushels wheat; boat Ruby, with 3,500 bushels wheat.

AG, Thu. 3/29/83, p. 3. **FROM WASHINGTON**
 Water will be let on the Alexandria Canal on Saturday, and the canal will be navigable by Monday afternoon. When boats will come over it is unknown, as intelligence from Cumberland is that the American Company has not yet commenced loading boats.

Ibid, p. 4. **Canal Freights** – The Consolidation Coal Company yesterday made an important move towards settling the canal freight difficulty. The boatmen want one dollar freight, and the Company offered 95 cents freight, but advanced their trippage from \$20 to \$25. It was understood, in connection with this, that the companies now paying one dollar will drop to 95 cents and leave their trippage as, at present, \$25, and that 95 cents will be the ruling rate if the boatmen accept it. In some quarters, it is said, a number of the Consolidation boatmen will go out tomorrow at the terms offered. On the other hand, several boatmen said they would not accept the terms; that 95 cents freight is satisfactory, but that raising trippage to \$25 makes it equivalent to 90 cents freight and \$20 trippage. It remains to be seen whether the compromise will work. Canal shipments yesterday were about the same as on Tuesday.

CR, Fri. 3/30/83, p. 4. **WEST WASHINGTON**
 The Consolidation Coal Company has offered to compromise with their canal boatmen for ninety-five cents to Georgetown from Cumberland. The company, like several others, has been paying ninety cents per ton for the trip and the boatmen demand one dollar. To a late hour yesterday, the compromise had not been accepted by the boatmen, and the strike will probably continue for some time.

ES, Fri. 3/30/83, p. 4. **River Trade** –
 Harbormaster Sutton reports arrivals at the river front as follows: Barge Z. Williams, Capt. Smith, 150 tons coal, for John Miller; and barge J. W. Wheatley, Capt. Blank, 120 tons coal, for John Miller.

AG, Fri. 3/30/83, p. 4. **The Canal Freights Question** – The canal freight trouble at Cumberland stood yesterday about the same as the day before and is still unsettled. The Consolidation boatmen still refuse to accept the offer of 95 cents freight and \$25 trippage, and the

companies previously shipping at \$1 sent out a few boats. The boatmen are still arriving from below. The Maryland Company sent out one boat, it is said, at 90 cents freight. This company will probably offer 95 cents today.

SR, Sat. 3/31/83, p. 3. **Trouble Among the Boatmen** – There seems to be trouble among the boatmen on the Chesapeake and Ohio Canal in regard to the freight rates of coal. A dispatch from Cumberland says: “The canal boatmen have started a movement for advancing the rate of freight to \$1 per ton. The Blaen Avon and George’s Creek Companies have been paying \$1 per ton all the week for boats bound to Georgetown, while the Consolidation Company was paying but 90 cents. As soon as this became generally known, the shipping agents of the Blaen Avon and George’s Creek Companies notified their boatmen that they could not pay more than the Consolidation. Thereupon most of the boatmen refused to load. Some of the Consolidation men also became dissatisfied and refused to load, and some of those that did load refused to leave with their cargoes. The boatmen discussed the situation thoroughly, and there were many rumors afloat, but the above are the main facts as far as obtainable. The Borden shipped as usual, but it could not be ascertained what freight that company is paying. Several days’ time, and the action of the companies yet to begin shipping, will probably be necessary to determine the result. Opinions are divided as to whether the boatmen will hold out.”

Later – A dispatch from Cumberland Wednesday night says: “The freight question on the canal has been virtually settled, the boatmen in the Consolidation, George’s Creek, Blaen Avon and New Central agreeing to freight at ninety-five cents per ton and twenty-five dollars trippage. This will give them on each boat load about one hundred and ten dollars, minus the twenty-five dollars to the boat-owners. Few boatmen own their boats. As the above companies control three hundred of the five hundred boats on the canal, the

above may be said to be the fixed price for all the companies.”

Sun, Sat. 3/31/83, p. 4. George W. Spates, a worthy citizen of Poolesville district, died this morning at his late residence, of typhoid pneumonia. Mr. Spates was in the 60th year of his age, and for a number of years was prominently connected with the management of the Chesapeake and Ohio canal.

CR, Sat. 3/31/83, p. 4. **WEST WASHINGTON** N. R. Harris, keeper of the boat-club house at Log Wall levee, Chesapeake & Ohio Canal, about ten miles from the city, reported to the West Washington police today that last Sunday a beaver hat was found alongside of the towpath of the canal, near that place, and he supposed that someone was drowned, for there was every evidence that a man had sat down on the banks of the canal and footprints could be seen in various places in the mud. Previous to finding the hat, a neatly dressed, gentlemanly appearing man was seen moving about the vicinity. He acted very queerly and led the residents to believe that he was mentally affected. The beaver [hat] was a new one bought at Steinmetz, the hatter on Pennsylvania avenue. At first the alleged missing man was supposed to be the lunatic inebriate Bolton, who escaped from the asylum, but telephone communication with that institution showed that Bolton had returned. The whole case is enshrouded in mystery, and efforts are being made to search the canal for the remains.

ES, Sat. 3/31/83, p. 1. **Affairs in West Washington.** – The Alexandria Canal – Water will be let in the Alexander canal tonight.

Grain – Arrived – Boat Medley with 2,600 bushels corn and 800 bushels wheat; boat Farmers’ Friend with 3,200 bushels wheat and 600 bushels corn.

Port – Entered – Schooner Nellie, Capt. Bannock, to load coal for Norfolk.

Cleared – Schooner Rebecca Shepherd, Capt. Keelman, from Boston, for coal; and schooner D.

S. Sener, Capt. Riggs, with coal for Manhattanville.

Freight Rates on Coal from Cumberland by canal have been virtually fixed at 95 cents per ton. Brisk shipments are expected.

Ibid, p. 6. **River Trade** – Harbormaster Sutton reports arrivals at the river front as follows: Barge John Miller, Capt. Blank, 117 tons coal, for G. L. Sheriff.

AG, Sat. 3/31/83, p. 4. **Canal Freight Rates Fixed** – It is generally believed that the question of canal freights is virtually settled. The Maryland, George’s Creek and Blaen Avon Companies began shipping yesterday at 95 cents. the two last named keeping the rate of trippage at \$25. The Maryland Company has nothing to do with trippage. The Consolidation Company yesterday reduced their freight back to 90 cents, and trippage to \$20 and it is understood the majority of their boatmen have accepted those rates, which are about equivalent to 95 cents and \$25 trippage. It is believed that 95 cents will be the rate adopted by a majority of the companies, and that most of the boatmen will accept it, and that shipments will be brisk today.

The American Coal Company commenced loading boats at Cumberland today. This company would have commenced before, but waited until they were assured of the opening of the canal at this place. The freight paid from Cumberland to Alexandria is one dollar per ton.

The repairs to the Alexandria aqueduct and canal have now been entirely completed and water will be let in immediately. It is said that the canal was never in better condition and a large business is expected this year.

AG, Mon. 4/2/83, p. 4. **The Canal** – As announced in the *Gazette*, canal shipments began actively at Cumberland, Saturday, ruling rates being 95 cents freight and \$25 trippage, although the Consolidation Company paid 90 cents and charged \$20 trippage. The American Company began shipping at \$1 to this city, and all the

principal shippers have now started except New Central Company.

Shipments by canal so far aggregate 23,318 tons. Heavy shipments are expected this week.

Water was turned in the Alexandria Canal on Saturday last and that trunk is now filled and ready for boats.

ES, Tue. 4/3/83, p. 5. **ALEXANDRIA AFFAIRS.** – The Alexandria canal is now open, and boats are expected in a few days.

CR, Wed. 4/4/83, p. 3. **Cumberland Coal Trade** The shipments from the mines of the Cumberland coal region for the week ended Saturday, March 31, were 49,816 tons, and for the year to that date, 452,867 tons, an increase of 2,864 tons over the corresponding period of last year. (It should be remembered that little or no coal was shipped last summer, on account of the miners’ strike.) The coal was shipped as follows: To the Baltimore & Ohio Railroad – week, 30,078 tons; year, 336,114 tons; decrease from last year, 34,825 tons. To Chesapeake and Ohio Canal – week, 12,187 tons; year, 24,867 tons; increase over last year, 20,644 tons. . . .

DC. Thu. 4/5/83, p. 3. **WEST WASHINGTON** The Consolidation Coal Company, which now works the mines at Pekin, Md., will shortly make another opening and begin mining coal on their property three miles from Shaw, on the Elk Gardner Branch of the West Virginia Central & Pittsburg Railroad.

The schooner Rodney Parker arrived at the wharves this morning.

Sailed – Schooner Charles N. Simmons, Capt. Babbitt, coal, for Boston; schooner Benjamin Gartside, Capt. Sharp, coal, for Gardiner, Me. Seventeen barges, containing 1,929 tons of coal, left Cumberland on Tuesday for West Washington.

ES, Thu. 4/5/83, p. 3. **Affairs in West Washington.** – **Grain** – Arrived – Boat H. M.

Talbot, with 700 bushels wheat and 1,800 bushels corn.

CR, Fri. 4/6/83, p. 4. **WEST WASHINGTON**
This morning about 8 o'clock, D. T. Morgan, gatekeeper at the outlet lock of the Chesapeake & Ohio Canal, found two dead infants in the water at that place. He secured them and delivered them to Officer Fisher, who took them to the Third Precinct Station. The infants were placed together in a piece of cloth, and were evidently twins, for they bore a striking resemblance to each other. Both were fully developed and must have been drowned in the muddy water shortly after birth by some dastardly mother or her accomplice. Both the little ones had flowing black hair and light complexions, indicating that they were of white parentage. They must have been drowned several days, for the bodies are becoming offensive. The coroner viewed the remains during the day and gave a certificate of burial.

The schooner Carrie Holmes, with Captain Cramer, with coal for Jersey City, and schooner Lamartine, with coal for Richmond, sailed today. Three thousand bushels of wheat, brought by canal boat Samuel Jarboe, sold on the Exchange this morning at prices ranging from \$1.13 to \$1.21 per bushel.

ES, Fri. 4/6/83, p. 2. The Alexandria Canal. – The canal boats are now arriving on the Alexandria canal, and the trade has been opened for the season by the loading of the schooner W. P. Hood with coal for Providence, R. I. The canal has little or no commerce except in coal. Its first boats came loaded with flour, and for a while a small flour and grain trade was kept up over it, but as Georgetown has exclusive rights to the use of the water power of the canal, its mills soon stopped all the grain which came from the counties on the line of the canal. Besides coal, limestone, ores, building stones, and other heavy articles reached here by this channel.

Ibid, p. 4. **Affairs in West Washington.**

Grain – Arrived – Boat Samuel Jarboe, with 3,000 bushels wheat and 300 bushels corn.

AG, Fri. 4/6/83, p. 3. **CANAL COMMERCE**
Arrived – Boats John Spencer and W. H. Cooper, to J. P. Agnew & Co.; W. Jackson, limestone to E. Francis; and A. M. White, to American Coal Co.
Departed – Boats John Spencer, W. H. Cooper, William Jackson and A. M. White.

Ibid, p. 4. **The Canal** – Business on the Alexandria Canal was opened yesterday evening when several boats loaded with coal and limestone arrived at this city. This morning the first boat of the season for the American Coal Company arrived here and the cargo was at once transferred to the schooner W. P. Hood, which is now being loaded with coal for Providence. Numbers of other boats are now on their way here and soon the coal trade, one of Alexandria's most important industries, will be in full operation.

SR, Sat. 4/7/83, p. 3. Mr. Abraham Kroon, a well-known boatman on the Chesapeake and Ohio Canal, and a resident of Bakersville, Md., died suddenly in Georgetown on Wednesday of last week from a paralytic stroke.

ES, Mon. 4/9/83, p. 5. **Affairs in West Washington.** – **Grain** – Arrived – Boat Ruby, with 2,500 bushels of wheat; boat Medley, with 2,500 bushels of wheat; and boat Caledonia, with 3,000 bushels of corn.

CR, Wed. 4/11/83, p. 5. **Cumberland Coal Trade**

The shipments from the mines of the Cumberland coal region for the week ended Saturday, April 7, were 49,837 tons, and for the year to that date, 502,704 tons, an increase of 47,701 tons over the corresponding period of last year. The coal was shipped as follows: To the Baltimore & Ohio Railroad and local points – week, 23,304 tons; year, 359,417 tons; decrease from last year, 16,521 tons. To Chesapeake & Ohio Canal –

week, 18,990 tons; year, 43,857 tons; increase over last year, 39,635 tons. . . .

Sun, Thu. 4/12/83, p. 4. Work on the Chesapeake and Ohio Canal is progressing finely, and heavy shipments are predicted for the present month. The canal shipped within a fraction of 19,000 tons last month, and indications are that the shipments this month will be greater.

ES, Fri. 4/13/83, p. 6. **Affairs in West Washington.** – Accident – About 12:15 o'clock yesterday afternoon, George Smith, colored, 14 years old, was kicked by a mule on the canal, near the Aqueduct bridge, inflicting a flesh wound below the knee. Dr. Suter attended him. **Grain** – Arrived – Boat Dunlop, with 3,500 bushels corn.

ES, Sat. 4/14/83, p. 5. **Affairs in West Washington** – Port – Cleared – Schooner Elm City, Capt. Etheridge, coal for Boston, and schooner William Mason, Capt. Chase, coal for Fall River, [Ma.].
Notes. – The Alexandria canal is being put in thorough repair. – The coal docks here are full, owing to the great scarcity of vessels.

Sun, Mon. 4/16/83, p. 4. Stephen Gambrill, general superintendent of the Chesapeake and Ohio Canal, was in Hagerstown Friday in consultation with President Smith. It was determined to pay off the February bills, for which purpose the pay-boat will leave Georgetown on the 23rd instant. The payments will amount to About \$35,000.

ES, Tue. 4/17/83, p. 1. **Affairs in West Washington.** – **Grain** – Arrived – Boat Seneca, with 1,800 bushels wheat.

CR, Wed. 4/18/83, p. 5. **Cumberland Coal Trade** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, April 14, were 43,535 tons, and for the week to that date, 546,239 tons, an increase of

85,285 tons over the corresponding period of last year. The coal was shipped as follows: To the Baltimore & Ohio Railroad and local points – week, 21,455 tons; year, 380,883 tons; increase over last year, 331 tons. To Chesapeake & Ohio Canal – week, 16,484 tons; year, 60,341 tons; increase over last year, 55,782 tons. . . The shipments by canal for the week ended Saturday, April 7, were 18,900 tons. The decrease in canal shipments for the week ended April 14 is attributed to an accident on the canal which somewhat obstructed navigation.

CR, Thu. 4/19/83, p. 4. **WEST WASHINGTON**
This morning the water was turned off the magazine level of the Chesapeake & Ohio Canal about seven miles from the city to make repairs to a lock.

The Georgetown coal merchants are greatly embarrassed by the scarcity of vessels coming to the port, it being impossible to ship coal to Northern cities as fast as it arrives by the canal from the Cumberland mines. It is calculated that there are now about 150 barges loaded in the city waiting for shipment. The prices paid for hauling coal from this port to New England is 25 to 30 cents per ton greater than from Baltimore and vessel owners would find it profitable to engage in the business.

Seventeen barges, containing 1,881 tons of coal, left Cumberland on Wednesday for Georgetown.

DC, Thu. 4/19/83, p. 3. **ALEXANDRIA AFFAIRS** – The schooner Georgia L. Dickson, M. A. Harding, master, arrived at this port yesterday, and is loading coal at the American Coal Company's wharf for Providence, R. I.

NR, Thu. 4/19/83, p. 7. **Affairs in West Washington** – Eight boats, carrying 911 tons of coal, are on the way from Cumberland for the American Coal company of this city.

CR, Fri. 4/20/83, p. 4. **WEST WASHINGTON**

Grain – Arrived – Ruby, 3,500 bushels wheat; Dunlap, 2,900 bushels of wheat and 1,100 bushels of corn; Medley, 200 bushels of wheat and 3,200 bushels of corn.

A large number of barges crowd the Georgetown levels of the Chesapeake & Ohio Canal. The greater portion of them are cargoes with coal, waiting for reshipment to Northern ports.

NR, Fri. 4/20/83, p. 4. **ALEXANDRIA AFFAIRS** – The four-masted schooner E. B. Church arrived here last night to load coal for the American Coal company.

ES, Fri. 4/20/83, p. 5. **River Trade** – Harbormaster Sutton reports arrivals at the river front as follows: Barge Sarah Kroon, Capt. Roberts, 110 tons coal, for Potomac Steamboat Company; and barge George L. Sheriff, Capt. Ross, 117 tons coal, for Johnson Bros.

Affairs in West Washington.

Grain – Arrived – Boats Medley and G. T. Dunlop, with wheat and corn.

NR, Sat. 4/21/83, p. 2. **POLITICS IN MARYLAND** – The governor, comptroller and state treasurer compose what is called the board of public works, which has exclusive control over the property of the state, including the Chesapeake and Ohio canal, which runs from Cumberland to Georgetown, D. C., a distance of 184 miles. Since 1879, a majority of the board has been in opposition to the governor, especially in regard to the control of the canal, which is a great bone of contention among the politicians. A. P. Gorman still controls the canal the same as he did when he was president of that great waterway, which could by proper management be made to pay a handsome revenue to the state. Gorman made Carroll governor in 1875, Groome United States senator in 1878, and himself senator in 1880. He was forced to submit to the nomination of Hon. William T. Hamilton in 1879, but he will not consent to his renomination in 1883. Gorman

knows that in case the democratic convention renominates Gov. Hamilton that it will probably nominate a comptroller in sympathy with the governor, and that he will thus be able to control the election of the board of directors and the president of the canal and turn out its present managers, with very few exceptions. Gorman is ambitious. Not content with the honors of the senator-ship, his cry is for more power, more influence. He longs for the scepter which was so unceremoniously taken from him in the last police commissioner contest. He hears the cry from many of the democratic state papers for him to step down and out from the chairmanship of the state central committee. To have this power restored to him now is one of the objects of his ambition. He will not resign his seat in the state central committee until he is forced to do so. He will stick to it as he did to the canal presidency so as to prevent Whyte from returning to the senate. The wires have already been laid by his lieutenants to capture the counties one after the other by flattering each with the hope of having one of its favorite sons nominated in the convention. Hon. Charles B. Roberts, of Carroll, Henry W. Archer, of Harford, Robert M. McLane, of Baltimore city, and George Hawkins Williams, of Baltimore county, are all his candidates to beat Hamilton. Gorman is naturally anxious that the Hamilton boom should not assume undue proportions. It is therefore politic on his part to divert the attention of the people from Hamilton to prominent democrats in the various sections, and feed them with the illusions that each is Gorman's choice for the governorship. If he succeeds, Maryland will this year elect a republican governor. The question most discussed by republicans is, who will be the candidate for governor? . . .

Ibid, p. 6. *Special Letter*.

Newport News, Va., April 18. – This ancient but until recently rather obscure spot is just now attracting a great share of public attention. Its importance as a natural port of entry was known over a century ago, but various reasons conspired

to prevent the fulfilling of the predictions then made. In 1868, Com. Maury, formerly of the United States Navy, demonstrated that Newport News was the best port in the entire country, with the exception of the most northerly states and territories.

Two years ago, the site on which Newport News now stands was a wilderness. It was at this time that the Chesapeake and Ohio Railway completed their tide water terminus. Since that time its progress has been phenomenal.

In place of the former desert now will be found immense docks, lengthy wharves, large warehouses and huge coal bins.

The grain elevator now being constructed will be 175 feet high, 400 [feet] long and 126 [feet] wide. Its holding capacity will be 1,500,000 bushels of grain. It is being erected by the Chesapeake and Ohio Elevator Company. The foundation is of solid masonry and the wood work of the best Georgia and North Carolina yellow pine.

The wharves will soon be lighted with electric light. The coal wharves are 800 feet long, and the bins have full capacity for millions of bushes of "the black diamonds."

The depth of water is 40 feet at the foot of the wharves with an average depth of 26 feet at low tide. There will soon be constructed an iron ship yard for the construction of iron vessels. . . .

Newport News is the principal shipping port to and from the great west. The larger portion of the trade from the west, which formerly went down the bay via Baltimore, now seeks an outlet at this place. The quantity of through freight for St. Louis and other western cities received here is immense. Newport News is destined to be an important Atlantic coaling station. The New York and Galveston steamers coal here because there is a large saving in cost of coal. The supply is inexhaustible, and it is easy of access. It is becoming popular for foreign steamers to coal here - English, French and Spanish. . . .

Some 1,500 laborers are now employed on the present improvements, and a largely increased force will be necessary for those projected.

The city of Newport News is 157 miles nearer the ocean than Baltimore. There is a saving of one day in the handling of freight and the movement of passengers between this point and Liverpool. [Transcriber's Note: This article went on for several column-inches extolling the virtues of Newport News and railroad access thereto. Georgetown and even Baltimore retained their role as coal-shipping ports only because of the established feed of Cumberland coal by canal boats to Georgetown and by rail cars of the B. & O. Railroad to Baltimore. New railways opened the West Virginia and Pennsylvania coal fields to tidewater at Newport News, and the large shippers followed.]

CR, Mon. 4/23/83, p. 4. **WEST WASHINGTON**
Coal trade – Arrived – Schooner Lillie Holmes, Capt. Holmes, light, to load with coal for Fall River; schooner Martha Dean, Capt. Tripp, light, to load with coal for Providence.
Sailed – Schooner Theodore Dean, Capt. Blake, coal for New Haven; schooner William E. Marvee, Capt. O'Keefe, coal for New Haven; schooner Joel Cook, Capt. -----, coal for Boston.

Three weeks ago, *The Critic* published a detailed account of the finding of a beaver hat under suspicious circumstances at Log Wall Level, Chesapeake and Ohio Canal, about eleven miles from the city. Tracks were seen along the banks of the canal and the spot where a person had sat down near the hat and other indications, showing that the owner had mysteriously disappeared. W. F. Harris, keeper of the club-house at that point, reported the circumstances to the Washington police and some efforts, he says, were made to find the body of the missing man, but without success. Yesterday morning, one of the steam packets running in the canal stirred the body to the surface. The description given of the man by Mr. Harris is as follows; height 5 feet 8 inches; light hair and moustache; cut on face just above the right eye; he was dressed in a suit of diagonal cloth, white shirt, blue silk necktie, gaiter shoes and striped stockings. All of his pockets were

filled with rocks, evidently put there with the intention of preventing the body from coming to the top of the water. Previous to finding the hat, a man of a similar appearance and dressed like the one found was seen walking near the club house. He acted strangely and the residents thought him to be a lunatic from Washington. The body found is in all probability the remains of this individual. An inquest was held over the body by the Montgomery County authorities, and unless the relatives or friends can be discovered, the remains will be promptly buried.

*Sun, Wed. 4/25/83, p. 4. **Cumberland Coal Trade.*** The shipments from the mines of the Cumberland coal region for the week ended Saturday, April 21, were 41,515 tons, and for the year to that date 587,734 tons; an increase of 122,449 tons as compared with the corresponding period of last year. The coal was shipped as follows: To Baltimore and Ohio Railroad and local points - week 22,130 tons, year 403,012 tons; increase from last year 17,308 tons. To Chesapeake and Ohio canal - week 14,152 tons, year 74,493 tons; increase over 1882, 69,934 tons.

ES, Wed. 4/25/83, p. 5. **Sunday Law on the Canal.** – The Hagerstown *Globe* says: “There is a movement on foot among the boatmen on the Chesapeake and Ohio canal looking toward establishing a Sunday law. On two different occasions have the boatmen attempted to establish a law of this kind, but were not successful. The present movement will require all boatmen to tie up Saturday night at 12 o’clock and remain so until 12 Sunday night. Every boat that arrives in port must await its turn to be loaded or unloaded; therefore, there is no benefit derived from boating on Sunday. If they are not successful in the present attempt, they contemplate calling on the state to enforce its Sunday law on the canal.

ES, Tue. 5/1/83, p. 1. **Affairs in West Washington.** – William G. Connell has been appointed overseer on the Georgetown division of the Chesapeake and Ohio canal.

Port – Sailed – Schooners Helen Benedict, Capt. Mason, coal for Boston; and Maria Parsons, Capt. Asa, coal for Fall River.

CR, Wed. 5/2/83, p. 5. Dr. C. F. Russell, superintendent of the telephone on the Chesapeake & Ohio Canal, is now on a tour of inspection of the entire line of that work, superintending and giving instruction in the working of the telephone, which has proved an important adjunct in the successful working of the canal.

Cumberland Coal Trade

The shipments from the mines of the Cumberland coal region for the week ended Saturday, April 28, were 43,902 tons, and for 1883 to that date 631,656 tons, an increase of 161,114 tons as compared with the corresponding period of 1882. The coal was shipped as follows: To Baltimore & Ohio Railroad, week, 20,354 tons; year, 423,366 tons; increase over 1882, 32,225 tons. To Chesapeake & Ohio Canal, week, 17,208 tons; year, 91,704 tons; increase over last year, 87,143 tons. . . .

ES, Fri. 5/4/83, p. 1. **Affairs in West Washington. – Grain** – Arrived – Boat Dunlap, with 3,800 bushels corn and 250 bushels wheat. Port – Arrived – Schooner R. Bowens, Capt. Thompson, from Kennebec, with ice. Cleared – Schooner A. H. Howe, Capt. Pierce, for Hoboken; schooner Helen Hasbrook, Capt. Bennett, for New York.

Ibid, p. 5. **The River Trade** –

Harbormaster Sutton reports arrivals at the river front as follows: Barge Park Agnew, Capt. Shaw, 110 tons coal, for Potomac Ferry Co.; barge Gilmore Meredith, Capt. Blank, 110 tons coal, for Potomac Ferry Co.; and pungy J. A. Harper, Capt. Kelly, 760 bushels corn, for J. S. Redman.

ES, Sat. 5/5/83, p. 1. **Affairs in West Washington. – Grain** – Arrived – Boat Boyer, with 3,400 bushels wheat and 500 bushels corn.

Port – Entered – Schooner Georgia Shepherd, Capt. Fame, from Boston.

CR, Tue. 5/8/83, p. 4. **WEST WASHINGTON**
The business of the Chesapeake & Ohio Canal last week was fully up to the average. One hundred and fifty-four barges, with 17,386 tons of coal were dispatched during the week from Cumberland. The shipments to Northern ports by schooners have also been brisk.

Cleared: Schooner B. H. Jones, Capt. Pierce, coal for Newark, N. J.

Arrived: Schooners James Boyce, Capt. Crosby, to load with coal for Boston, and William R.

Houslon, Capt. Crowley, to load coal for Somerset, Mass.

ALEXANDRIA AFFAIRS.

Yesterday was the time appointed for the annual meeting of the stockholders of the Alexandria Canal Company. At 12 o'clock those in attendance were called to order, and Colonel Arthur Herbert was called to the chair, with Mr. L. E. Uhler, secretary. J. M. Johnson and A. Berney were appointed a committee on proxies, who reported that but twenty shares were represented, and there being no quorum, a motion to adjourn *sine die* prevailed. Mr. R. A. Bayley, for the United States Government, was present, but declined to produce his authority to participate unless a quorum was present. Judge Meade, representing the State, also declined to take part in the meeting until he could learn the policy of the State in reference to the canal.

ES, Tue. 5/8/83, p. 4. **Affairs in West Washington.** – Grain – Arrived – Boat Seneca, with wheat and corn.

CR, Wed. 5/9/83, p. 4. **WEST WASHINGTON**
Lizzie Stuart and Laura Mason, two well-known white female bruisers, conveyed themselves to the coal docks near the Aqueduct bridge this morning, and proceeded to assail and curse the Chesapeake & Ohio canal men from the rural Maryland districts. The profane language of the women

soon collected a large crowd. Lizzie was particularly boisterous and partially divested herself of her clothing to indulge in a regular physical contest with some of the men, when she was captured and removed from the canal cursing and resisting. Both women were shortly afterwards arrested by Officer Skidmore and placed in confinement to recover from their brutal drunkenness.

Sailed, schooners Elm City, Capt. Etheridge, coal for Boston, and James Boyce, Capt. Crosby, also coal, for Boston.

Ibid, p. 5. **Cumberland Coal Trade**
The shipments from the mines of the Cumberland coal region for the week ended Saturday, May 5, were 49,756 tons and for the year to that date 681,412 tons, an increase of 205,074 tons as compared with the corresponding period of last year. The coal was shipped as follows: To Baltimore & Ohio Railroad and local points, week, 21,453 tons; year, 444,820 tons; increase over last year, 48,483 tons. To Chesapeake & Ohio Canal, week, 18,895 tons; year, 110,597 tons; increase over last year, 106,038 tons. . . .

Ibid, p. 9. The boatmen on the Chesapeake and Ohio canal do no more work on Sunday.

ES, Thu. 5/10/83, p. 4. **The River Trade** – Harbormaster Sutton reports arrivals at the river front as follows: Schooner J. H. Travers, Capt. Mitchell, 134 tons coal, for Samuel Emery; barge C. H. Brengle, Capt. Bowers, 115 tons of coal, for Johnson Bros.; barge David Stewart, Capt. Stencil, 115 tons of coal, for Potomac Steamboat Co.; and barge Daniel Lincoln, Capt. Swann, 115 tons of coal, for Inland Co.

Sun, Fri. 5/11/83, p. 4. **ANNE ARUNDEL CTY.**
The board of directors of the Chesapeake and Ohio Canal met here today and transacted monthly routine business. President Lewis C. Smith presided, with Benjamin Fawcett secretary. The directors present were Messrs. Berrett, Humbird,

Morgan, Dodge and Smith. The meeting did not last an hour. Mr. McClure, who is also a director, arrived too late for the meeting. The monthly statement showed a slight decrease in the shipments of coal during the month of April. The board adjourned to meet the 4th of June, when the annual meeting of the stockholders, which elects a president and board of directors, also takes place. The latter meeting will be public, and held in the executive chamber. Senator Gorman, who preceded Mr. Smith as president of the canal, was at the canal office today.

CR, Fri. 5/11/83, p. 4. **WEST WASHINGTON**
Mr. Stanhope, one of the superintendents of the Chesapeake & Ohio Canal, is making preparations to make dam No. 6 higher and to tighten up the old part. For a long time, this dam has given the canal authorities trouble, because when the river became low, the canal leaked badly. The house-boat with tools and other implements, which has been stationed at the Four Locks, has already been sent, accompanied by scows to dam No. 6 to commence operations as soon as possible.

The schooner and tugboat captains running to West Washington are complaining greatly of the carelessness of the Potomac Flats Dredging Company in placing their scows and dredging machine in the channel, making it difficult and dangerous for vessels to pass, especially when heavily loaded. Tugboat captains say they cannot tow a schooner out with any safety from sticking in the mud.

Early this morning, six tug boats were attached to the schooner Elm City to remove her, but without success, and at a late hour today she was still fastened in the mud.

NR, Sat. 5/12/83, p. 7. **Canal Matters.**
The continued scarcity of vessels, notwithstanding the fair rate of freights, is interfering seriously with the coal trade of the canal, there being only seventeen loaded boats reported as arrived yesterday. The following boats left yesterday for

points up the canal: J. E. Dyer & Bro., Excelsior, Cumberland, W. R. Lewis, Capella, Maj. G. Berkebile, C. Darrow, A. L. Miller, William H. Marlow, R. Shriver, Amazon River, Three Sisters, D. Linkins, J. R. Canter, Helen V., Mary Anderson, Maggie McCleary, Consolidation.

ES, Sat. 5/12/83, p. 1. **Affairs in West Washington.** – Schooner on the Bar – The schooner Elin City, Capt. Etheridge, with 950 tons of coal, sailed for Portsmouth yesterday morning, but the dredging machine being in the channel, the schooner got on the bar, and despite the efforts of four tugs, could not be gotten off. Mr. Littlefield is discharging part of her cargo today into another vessel. The demurrage of the Elin City is \$80 per day.

Shipping News – Arrived – Schooner H. C. Winship, Capt. Lane, from Gardiner, Me. Cleared – Schooner R. S. Leaming, Capt. Doughty, for Portsmouth.

Grain – Arrived – Boat Dunlop, with 2,500 bushels corn and 600 bushels wheat.

ES, Mon. 5/14/83, p. 5. **Affairs in West Washington.** – **Grain** – Arrived – Boat Mollie, Capt. C. W. Boyer, with 4,000 bushels of wheat.

NR, Tue. 5/15/83, p. 7. **RIVER NEWS**
At the wharves in West Washington there arrived yesterday schooners Elliott B. Church, Capt. Connery, light, from Fall River; Samuel H. Walker, Capt. Higgins, light, from Boston; and Joseph F. Baker, Capt. Davis, light, from Boston. Sailed: Schooners Clara Simpson, Capt. Swett, coal, for Portsmouth, N. H.; Samuel H. Walker, coal, for Portsmouth, N. H.; John Shay, Capt. Clark, coal, for Boston; Laura C. Wolf, Capt. Richardson, coal, for Norfolk, Va.; Grace Watson, Capt. Ewing, coal, for Norfolk, Va.; Richard Vaux, Capt. Bartlett, coal, for Jersey City.

AT ALEXANDRIA.

Inspector G. W. Hawxhurst reports recent arrivals at the river front as follows: Schooner Rebecca Shepherd, Clark Steelman, master, loading coal for Boston by American Coal company; schooner

Carrie S. Hunt, G. Southard, master, loading coal for Providence, by American Coal company; schooner E. M. Wright, J. L. Chase, master, from Maine, with ice for F. A. Reed & Co.

CANAL MATTERS.

The following canal boats left Georgetown yesterday for points up the canal: A. Wood, Osceola & Jakie, H. Roussel, J. P. Hewitt, P. E. Dawson, Charles Mann, Mary L. Miles, B. St. Clair, F., L. Holbrook, M. B. Winship, G., Highlander, E. P. Cohill, D. Armstrong, Hollander, Libbie, Sycorax, H. Boley, Thomas Venners, J. H. Stickney, C. D. Warfield, W. J. Walker, L. R. Fechtig, A. B. Winship, H. Freeland, S. M. Stone, R. S. Grant, Emily & Julia, B. M. Young, J. W. Veal, Cigarette, E. Mertens, H. & Ralph, Thomas Patton, R. H. Miller, Thomas H. Gibbs and F. Twenty loaded boats arrived here yesterday by canal.

Sun, Wed. 5/16/83, p. 2. Dam No. 6, on the Chesapeake and Ohio Canal, is to be built higher and made watertight.

ES, Wed. 5/16/83, p. 1. **Affairs in West Washington.** – The Cumberland Coal Trade – The shipments from the mines of the Cumberland coal region for the week ended Saturday, May 12, were 49,775 tons, and for the year to that date 731,186 tons, an increase of 250,403 tons as compared with the corresponding period of 1882. To Chesapeake and Ohio canal – week, 16,077 tons; year, 126,674 tons; increase over 1882, 122,115 tons.

ES, Fri. 5/18/83, p. 4. **Affairs in West Washington.** – Port – The canal shipments from Cumberland yesterday were the heaviest of any one day this season, 37 boats, carrying 4,192 tons, having cleared. – There is a great scarcity of vessels at this port.

Grain – Arrived – Boat Ruby, with 4,000 bushels of wheat.

CR, Sat. 5/19/83, p. 4. **WEST WASHINGTON**

Late this afternoon the water will be turned off Log Wall Level, Chesapeake & Ohio Canal, so as to bring to the surface a coal barge sunk there several days ago. The barge has been a great obstruction to commerce. The water will be turned on again Sunday afternoon.

Departed: Schooner D. M. Anthony, Capt. Chase, coal for Fall River, Mass.

A new toll-house is being erected on the south side of the Aqueduct Bridge, to facilitate collecting from the crowds on Decoration Day, May 30.

The work of blasting rock about the Aqueduct Bridge for the Potomac Flats has begun in earnest, and throughout the day repeated explosions disturb the residents along the river front.

Sun, Mon. 5/21/83, p. 4. The pay-boat on the Chesapeake and Ohio canal accompanied by President Smith and Paymaster Gambrill, will leave Cumberland on Wednesday next for Georgetown for the purpose of paying the bills of the company due for the months of January and February, 1882. Over \$33,000 will be required to make these payments.

CR, Mon. 5/21/83, p. 2. **THEY WANT MORE PAY – Strike of Carmen and Coalheavers in Georgetown Today.** – This morning the men employed by Mr. Ray, contractor, for delivering the coal of the Maryland Coal Company, and those employed by Mr. Agnew, contractor, for delivering to vessels the coal of the George's Creek and Glen Avon Coal Companies, refused to go to work, and informed those gentlemen that they wanted an advance of five cents, making fifty cents instead of forty-five cents, the sum now paid per barge to each man for unloading coal.

Only the carmen and shovelers struck.

The derrick men, who are paid 55 cents per barge, expressed their willingness to work. The men employed by neither of the other six companies located in Alexandria and Georgetown have yet struck, but these contractors pay the same wages, and the probabilities are that the strike may

become general, causing a complete stoppage of coal operations on the Chesapeake & Ohio Canal until the difficulty can be adjusted.

At the commencement of the season, all of the companies agreed to pay 45 cents to each man for unloading barges, and all of the laborers, apparently thinking the price reasonable, went to work and continued at it until this morning, not even the naturally turbulent characters complaining that they were not well paid. Messrs. Agnew and Ray refused to accede to the demands of the men, and throughout the day nothing was done at these wharves. They contend that forty-five cents is ample pay, for the men at that rate can make \$1.50 to \$2 per day. In this they are supported by the coal companies, who, if necessary, can ship their coal from Cumberland via the Baltimore & Ohio Railroad. Each of the gentlemen employ about eighty hands, all colored, making 160 altogether, who have struck.

If the strike continues, it will cause much inconvenience to vessels which are now at the wharves, for it will be necessary for them to be greatly delayed or seek other ports for cargoes. There are between fifteen and twenty large schooners now at the various docks, all new arrivals, and it is supposed that their presence caused the leaders of the men to make demands for greater pay.

The Maryland company alone expected to ship 5,000 tons of coal this week, and equally as much more would have been shipped by Mr. Agnew for his companies. This coal will now be delayed, although vessels are at the wharves ready to transport to the New England cities.

The strike is supposed to have been caused by Wm. Whalen, a white laborer in the docks, for Saturday afternoon he was in close conference with the men after the day's work had been done. All of the strikers were orderly and showed no disposition to riot, only claiming that they should be better paid and refusing to work unless they were. Most of the day they sat along the canal and conversed over the situation.

NR, Mon. 5/21/83, p. 4. **Canal Matters.**

Twenty boats loaded with coal arrived at this place on Saturday, and the following left for points above: Dr. A. Shanks, Dr. O. A. Schindell, J. W. Burke, George Wallis, Thomas Dean, Ellen Brook, T. K. Stewart, Excelsior, C. Darrow, F. M. Offutt, Round Top, H. M. Talbott, A. P. Mayfield, K. Hassett, John Miller, Omega, Johnnie M., Dakota, Elbe River, Daisy Ann and A. Greenleaf.

Ibid, p. 9. **ALEXANDRIA AFFAIRS** – The American Coal company have shipped 2,603 tons of coal during the past week.

NR, Tue. 5/22/83, p. 4. **On a Strike.** Yesterday morning the carmen and shovelers employed by Mr. Ray for delivering the coal of the Maryland Coal Company and those employed by Mr. Agnew for delivering to vessels the coal of the George's Creek and Glen Avon companies, struck for an advance of five cents. They are now receiving forty-five cents per barge for unloading coal. The derrick men who get fifty-five cents expressed themselves willing to keep working. It is thought that the strike may become general, which will cause a complete stoppage of coal operations on the Chesapeake and Ohio canal. The amount of pay, forty-five cents per barge, was agreed to by all the companies at the beginning of the season. Messrs. Agnew and Ray contend that the sum is ample, and at this rate, each man can make for \$1.50 to \$2 per day. As there are some fifteen or twenty large schooners now awaiting cargoes at the various wharves, great inconvenience will be felt if the strike continues. Some 10,000 tons of coal were to have been shipped this week for New England cities, but the transportation is now indefinitely postponed.

The strike is said to have been caused by a white laborer named William Whalen, who is reported to have had a conference with the men on Saturday after work. The strikers are all orderly, and show no disposition to be unruly. They claim, however, that they are underpaid.

Forty-eight boats, nearly all loaded with coal, arrived yesterday. Owing to the strike of the

laborers, no boats were unloaded; consequently, none left here on their return trip.

Ibid, p. 7. **ALEXANDRIA AFFAIRS**

Business is looking very lively at the wharves in this city. There are two large schooners unloading at William A. Smoot's, one of coal and the other of plaster; two loading coal at the American coal yard; one unloading plaster for Herbert Bryant, and four large schooners, light, in the stream waiting a chance to get to the wharf to load coal.

Inspector G. W. Hawxhurst reports arrivals as follows: Schooner W. P. Hood, -----, master, to load coal for Providence by American Coal company; schooner Robert H. Parker, C. D. Steelman, master, from Philadelphia, with coal for W. A. Smoot & Co.; schooner A. B. Lyons, S. Bunnell, master, to load coal for New Haven by American Coal company; schooner Cordelia Newkirk, to load coal for Providence by American Coal Company; schooner George R. Vreeland, William Vacluse, master, to load coal for Providence by American Coal company; schooner George Aery, to load coal for Providence by American Coal company; schooner Carrie S. Hart, G. Southard, master, to load coal for Providence by American Coal Company.

CR, Wed. 5/23/83, p. 5. **Cumberland Coal Trade** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, May 10, were 53,655 tons, and for the year to that date 784,842 tons, an increase of 298,598 tons as compared with the corresponding period of 1882. The coal was shipped as follows: To Baltimore and Ohio Railroad and local points - week, 23,099 tons; year, 489,934 tons; increase over last year, 83,093 tons. To Chesapeake and Ohio Canal - week, 20,841 tons; year, 147,515 tons; increase over last year, 142,955 tons. . . .

ES, Wed. 5/23/83, p. 5. **Affairs in West Washington** - End of the Strike - The coal-heavers strike ended this morning, the increase of 5 cents being granted.

The Coal Trade - The shipments from the mines of the Cumberland coal region for the week ended Saturday, May 19, were 53,655 tons, and for the year to that date 784,842 tons, an increase of 298,593 tons as compared with the corresponding period of 1882. To Chesapeake and Ohio Canal - week, 20,841 tons; year, 147,515 tons; increase over last year, 142,955 tons.

CR, Thu. 5/24/83, p. 5. It is understood that the Commissioners of the District have appointed Commissioner Edmonds as proxy of the District in the Chesapeake & Ohio Canal Company to vote upon the \$1,250,000 of stock held in that company by the cities of Washington and Georgetown. Major Morgan was long the proxy of this stock.

There arrived this morning at the wharves of the Great Falls Ice Company the three-masted schooner Emma F. Angel with a cargo of 1,200 tons of the best ice harvested last winter upon the Kennebec. This vessel is upon her first voyage, and made the passage from Gardiner, Me., to this port in the unprecedented time of six days.

NR, Thu. 5/24/83, p. 4. **Shipping News.**
AT GEORGETOWN

Arrived yesterday: Schooners Z. Sherman, Capt. Crawford, light, from Boston; R. H. Mitchell, light, from Washington.

Sailed: Schooner Helen Hasbrouk, Capt. Bennett, coal for Hoboken; Carrie Holmes, Capt. Holmes, coal for Hoboken; Emma Aery, Capt. Hull, coal for New York; B. L. Burt, Capt. Lent, coal for New Bedford.

CANAL MATTERS.

Twenty-eight boats, nearly all loaded with coal, arrived yesterday, and the following boats left for points above: L. W. Guinand, C. Tilghman, William J. Walker, M. B. Mayfield, John Wilson, Star No. 6, E. K. Johnson, Cigarette, R. A. Driver, P. J. Aiken, P. and Johnnie, E. L. Whiting, Thomas H. Faile, Lizzie A. Long, Bessie & Harry, Mississippi, B. C. Barroll, D. A. Lowe, W. J. Stevenson, Meredith, New Era, T. Fannon, W. M.

Mertens, C. Knode, T. L. Betts, John Spencer, William Smith, Park Agnew, J. P. Hewitt, T. H. Gibbs, J. H. Snyder, Little Nan, Roy & Edith, Hunter Lee, M. C. Waters and Mag McCleary.

The schooner A. C. Lyon cleared yesterday for Providence with a cargo of coal. The schooner Robert H. Parker is now taking on a cargo of coal for Newburyport. Both vessels were loaded by the American Coal company.

The schooner Hattie V. Kelsie, of New Haven, Conn., is at Agnew & Co.'s shipyard receiving slight repairs. Her tonnage has been reduced from gross to net.

The frame timbers for the second schooner being built at the Lower shipyard arrived yesterday. Capt. Crawford, superintendent of Agnew's yard, says there is a great scarcity of ship carpenters, many more of whom could find ready and steady employment at good wages.

ES, Thu. 5/24/83, p. 3. **The River Trade** – Harbormaster Sutton reports arrival at the river front as follows: Schooner Emma F. Angell, Capt. Garish, 1,038 tons ice, for Great Falls Ice Co.

NR, Fri. 5/25/83, p. 7. **CANAL MATTERS**
Twenty-four loaded boats arrived yesterday, and the following left for their various destinations up the canal: Benjamin Williamson, Osceola & Jakie, West Virginia, Jannetta, Lizzie K., William Jackson, Baltimore, G. F. Smith, Meyersdale, H. Hanekamp, O., G. N. Hoffman, Mattie, Emma Woltz, A. H. Stump, Cumberland, C. F. Myers, Altoona, Altair, Willie D., Potomac, F. M. Offutt, J. M. Schley, A. H. Bradt, Judge Douglas, J. J. Williams, W. J. Boothe, Jr., Plough Boy, Walter Bell, Benjamin Vaughan, Hollander, G. M. Ryan, J. E. Dyer & Bro. W. H. Marlow, Bertha Bender, Belle Humbird, Dr. Knott, Sallie Burwell, J. H. Farrow, J. H. Milstead, Mathew Kersey, J. M. Dove, Burton Brown, Berkerbill, Bernadetta and Cloud.

ALEXANDRIA AFFAIRS.

The schooner Ellen Tobin, of New York, cleared for Newburg with a load of coal by the American Coal Company yesterday.

ES, Fri. 5/25/83, p. 2. **Affairs in West Washington – Grain** – Arrived – Boat Samuel Jarboe, with 3,000 bushels wheat.

SR, Sat. 5/26/83, p. 3. **BRIEFS**
President Smith and Paymaster Gambrill, of the Chesapeake and Ohio Canal, left Cumberland on Wednesday with over \$33,000, which they will pay to the employees along the line for the months of January and February.

ES, Sat. 5/26/83, p. 6. **The River Trade** – Harbormaster Sutton reports arrivals at the river front as follows: Barge C. W. Brengle, Capt. Bowers, 115 tons of coal, for Potomac Steamboat Company's wharf; barge A. J. Johnson, Capt. Reed, 113 tons coal, for Potomac Ferry Co.; barge Highlander, Capt. Whitney, 115 tons of coal, for Potomac Ferry Co.; barge George S. Young, Capt. Blank, 115 tons of coal, for Potomac Ferry Co.; and barge Major B. Breckifle, Capt. Brown, 116 tons of coal, for G. L. Sheriff.

NR, Mon. 5/28/83, p. 4. **ALEXANDRIA AFFAIRS** – The schooner E. S. Levering cleared for Jersey City with a cargo of coal by the American Coal Company.

ES, Mon. 5/28/83, p. 1. **Affairs in West Washington. – Grain** – Arrived – Boat Ruby, with 3,500 bushels wheat.

NR, Tue. 5/29/83, p. 3. **ALEXANDRIA AFFAIRS** – Inspector G. W. Hawxhurst reports the following recent arrivals at this port: Schooner Edith E. Wright, J. H. Wright, master, to load coal for Norfolk by S. M. Hamilton; schooner N. B. Anderson, J. W. Caren, master, from Havre de Grace, with coal for T. J. Mehaffey & Co.; schooner W. D. Hilton, N. B. Horner, master, loading coal for Quincy Point, Mass., by

American Coal company; schooner Virginia Dare, Edward Delaney, master, from Havre de Grace, with coal for T. J. Mehaffey & Co.; schooner E. S. Levering, to load coal for Jersey City by American Coal company; schooner M. F. Angell, G. Tripp, master, to load coal for Providence by American Coal company; schooner S. F. Kirwan, L. S. Tall, master, to load grain for Baltimore by Capt. P. B. Hooe; and schooner E. C. Knight, T. W. Huntley, master, to load coal for Wareham, Mass., by American Coal company.

ES, Tue. 5/29/83, p. 5. **The River Trade** – Harbormaster Sutton reports arrivals at the river front as follows: Schooner America, Capt. West, 95 tons coal, for Johnson Bros.; schooner Wave of Wye, Capt. Harris, 84 tons of coal for Johnson Bros.; schooner J. B. Johnson, Capt. Rose, 220 tons coal, for city dealers; schooner Agnew Pepper, Capt. Lloyd, 201 tons coal, for Clark & Given; schooner G. C. A. Travers, Capt. McNamara, 255 tons of coal, for Clark & Given; schooner Mary & Francis, Capt. Levins, 232 tons of coal, for Clark & Given; schooner Tom Richards, Capt. Hopkins, 153 tons coal, for Samuel Emery; barge Sally A. Mayer, Capt. Mayer, 250 tons coal, for J. M. Bell; barge M. Newton, Capt. Fitzmorris, 260 tons coal, for J. E. Miller; barge M. A. Gunson, Capt. Gunson, 278 tons coal, for J. M. Wheatley; barge VanDusen, Capt. Gunson, 270 tons coal, for George Bogus; and barge Gratitude, Capt. Grant, 220 tons of coal, for J. M. Dove.

CR, Wed. 5/30/83, p. 3. **Cumberland Coal Trade** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, May 26, were 52,582 tons, and for the year to that date 837,424 tons, an increase of 345,492 tons as compared with the corresponding period of 1882. The coal was shipped as follows: To Baltimore and Ohio Railroad and local points – week, 24,577 tons; year, 514,510 tons; increase over last year, 101,989 tons. To Chesapeake and Ohio Canal – week, 17,012 tons; year, 164,528 tons; increase over last year, 159,969 tons. . . .

ES, Wed. 5/30/83, p. 8. **Affairs in West Washington** – A Boy Drowned – Charles Mayken, fifteen years old, from Williamsport, Md., fell off canal boat J. W. Stickney into the Alexandria canal last night and was drowned. The Coal Trade Active. – Some idea of the coal trade in this place can be formed when we state that while every dock is being worked to its utmost capacity, yet there is not less than three miles of loaded boats lying in the canal at this end awaiting their turn to unload. The shipments from the mines of the Cumberland coal region for the week ending Saturday, May 26th, 1883, were 52,581.17 tons, and the total shipments for the year to that date 837,423.16 tons, an increase of 345,492 tons as compared with the corresponding period of 1882. The canal shipments were for the week 17,012.13 tons; for the year 164,527.11 tons, an increase of 159,960 tons as compared with 1882.

Grain – Arrived by canal – To Hartley & Bro., boat Farmers' Friend, with 2,000 bushels of wheat and 1,500 bushels corn; to Waters & Bro., boat M. C. Bozer, with 3,600 bushels wheat.

DC, Thu. 5/31/83. p. 3. **WEST WASHINGTON** On Tuesday 3,085 tons of coal left Cumberland via Chesapeake & Ohio Canal. With the exception of 563 tons, all of the coal was destined to West Washington.

CR, Fri. 6/1/83, p. 5. **Chesapeake & Ohio Canal.** – The secretary and superintendent of the Chesapeake & Ohio Canal returned to Annapolis yesterday from paying off canal employees. Two months' arrearages were paid, leaving several months dues yet to be met. The arrearages to date on this account are about \$75,000. On Monday next the stockholders of the canal will hold the annual election for president. It is not known that there is any opposition to President Lewis C. Smith, who has been in the office not quite a year. Mr. Smith went to Annapolis yesterday evening to finish his report. He says the canal is in first-rate

condition and doing a fair share of business, considering the rivalries which exist in the coal trade, and the fact that the large business anticipated before the season began has not been realized by any of the transportation lines. Mr. Smith says the demand, whether for Cumberland or Clearfield, is measurably less than was expected. The fact is recognized, also, that this season Newport News has done a considerable business in coal brought to Hampton Roads by the Chesapeake & Ohio Railroad.

NR, Fri. 6/1/83, p. 7. **CANAL MATTERS** – Only fifteen boats were reported as having arrived yesterday, and the following boats left for above: Seven Sisters, J. S. Malott, Major L. L. Blake, Charles Mann, E. T. Woody, J. Barrall, A. Campbell, Carrie V., Star No. 8, W. B. Winship, R. J. Mitchell, McK. Steffey, D. Linkins, W. R. Lewis, Caledonia, J. P. Agnew, Wm. Jackson, Emma Julia, Elbe River, A. Wood, A. H. Agnew, A. River and M. C. Boyer.

ALEXANDRIA AFFAIRS

The schooner Helen H. Benedict, of New Haven, entered this port with 275 tons of salt, and the schooner William H. Kinzel, with a cargo of coal, both for William A. Smoot & Co.

ES, Fri. 6/1/83, p. 1. **Affairs in West Washington.** – **Grain** – Arrived – Boat Seneca, with 200 bushels wheat and 2,500 bushels corn, boat Farmers' Friend, with 2,650 bushels corn and 725 bushels wheat; and boat H. M. Talbot, with 2,800 bushels corn and 100 bushels wheat.

Ibid, p. 3. **The River Trade** – Harbormaster Sutton reports arrivals at the river front as follows: Schooner Ida L. Kennedy, Capt. Kennedy, 921 tons ice, for Great Falls Ice Company; schooner E. L. Martin, Capt. Winsor, 153 tons coal, for Johnson Bros.; and schooner Sarah Louisa, Capt. Wheeler, 70 tons coal, for Johnson Bros.

Sun, Sat. 6/2/83, p. 3. Jerome Duvall, a lock-tender on the Chesapeake and Ohio Canal near Sir John's Run, was arrested last week, and was charged with an assault with intent to rape Alice Watts, a twelve-year-old daughter of Alfred Watts, of the Hancock district, Washington county. It is alleged that Duvall enticed the girl, with a younger sister, into the woods, and by persuasions and offering her money, endeavored to accomplish his design.

Ibid, p. 4. A telegram from Cumberland to President Smith shows the business of the Chesapeake and Ohio canal for May was as follows: From Cumberland 741 boats started, with 83,809 tons of coal.

CR, Sat. 6/2/83, p. 4. **WEST WASHINGTON** There is again a great scarcity of vessels at the Georgetown docks, and it is impossible to ship coal as fast as it arrives by the canal. It is difficult to see why more vessels do not frequent the port, for there are always cargoes here to be transported to the North, and better prices are paid than in Baltimore. This morning, the line of loaded canal boats extended from the city to the outlet locks, a distance of one mile and a-half.

A number of men are still employed by the Chesapeake & Ohio Canal Company in dredging Rock Creek to deepen the water from the outlet locks to the river.

DC, Mon. 6/4/83, p. 1. **Chesapeake & Ohio Canal Directors.** – ANNAPOLIS, Md., June 4. The Board of Directors of the Chesapeake & Ohio Canal met here today. All were present except Mr. Spencer Watkins, of Montgomery County, Md., who is sick. The business was merely routine. The annual report was adopted, and they adjourned to meet in Baltimore the 13th instant.

ES, Mon. 6/4/83, p. 3. **Chesapeake and Ohio Canal.** – ANNAPOLIS, Md., June 4. The stockholders of the Chesapeake and Ohio canal met at 1 p. m. today. – Gov. Hamilton, president;

Benjamin Fawcett, secretary. The 55th report of the president was read and adopted. The report states that the earnings of the company for the year ending December 31st, 1882, were \$169,802.67; expenditures, \$180,408.12; thus showing the cost of working exceeded the gross revenues \$10,695.45. In addition to the ordinary expenses, there was paid for law expenses \$4,607; for deferred payments on purchase of basin wharf property, \$15,000; for interest on notes temporary loans and coupons on repair bonds, \$12,152.81; total, \$31,759.81; showing expenditures (other than for lengthening locks) over gross revenues to have been \$42,365.26. The report says the small earnings were due to strikers, and concludes by urging the necessity of lengthening the locks. The meeting then proceeded to the election of president and directors, and the board of public works retired to decide on state's vote.

Last year's president and directors were chosen, with the exception of Thomas P. Morgan, who declined re-election. In his stead, L. Victor Baughman was chosen.

Judge Edmonds nominated Gen. J. R. West, and claimed that the United States and District were entitled to official representation. This claim, the board of public works refused to acknowledge.

CR, Tue. 6/5/83, p. 2. Judge Edmonds returned to his office today, having been absent at the meeting of the Chesapeake & Ohio Canal Board at Annapolis.

ES, Wed. 6/6/83, p. 8. **Coal Trade** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, June 2, were 52,700 tons, and for the year to that date 890,124 tons, an increase of 392,274 tons as compared with the corresponding period of 1882. The coal was shipped as follows: To Baltimore and Ohio Railroad and local points - week, 24,422 tons; year, 538,932 tons; increase over last year, 120,523 tons. To Chesapeake and Ohio Canal - week, 19,975 tons; year, 184,502 tons; increase over last year, 179,843 tons. . . .

Affairs in West Washington. Grain - Arrived - Boats Ruby and Dunlop, with wheat and corn.

ES, Thu. 6/7/83, p. 4. **The River Trade** - Harbormaster Sutton reports arrivals at the river front as follows: Barge Lizzie French, Capt. Ewing, 274 tons coal, for G. L. Sheriff; barge J. C. Packard, Capt. Redmond, 271 tons coal, for J. E. Miller; barge Harvest Home, Capt. Dempsey, 272 tons coal, for P. Pollard; and schooner Enticer Bailey, Capt. Smith, 500 tons ice, for Rich & Co.

CR, Fri. 6/8/83, p. 4. **WEST WASHINGTON** Arrived - Schooners William Mason, Capt. Chase, to load coal for Fall River; Governor J. Y. Smith, Capt. Berry, to load coal for Providence. Departed - B. W. Hill, Capt. Higgins, coal for Boston; Alfred Baybrook, Capt. Berry, for Providence.

The Chesapeake & Ohio Canal is reported to be in excellent condition the entire distance to Cumberland, and loaded barges of the largest size can pass with ease. The recent inspection showed all the locks to be in perfect order, and the canal was never better than at present for traffic.

 The Transparent Ice Manufacturing Company is working a full force of hands and is now turning out an average of forty tons of ice per day. The factory has grown to be a prominent Georgetown industry, and the increasing demand for the manufactured ice in families causes the company to produce twice the quantity of last year.

ES, Fri. 6/8/83, p. 4. **Affairs in West Washington.** - A Coal Vessel Ashore - The signal corps station at Block Island, R. I., reports that the two-masted schooner Annie Whiting, Capt. A. Gray, with three hundred tons coal, from Georgetown, D. C., to Boston, Mass., went ashore on the southwest shore at 11 o'clock last night in a fog. The crew of six are safe. The vessel is full of water. It is doubtful if she will be raised. **Grain** - Arrived - Boat Mollie, Capt. C. W. Boyer, with 3,200 bushels wheat.

Sat. 6/9/83, p. 4.³ At a meeting of the stockholders of the Chesapeake and Ohio Canal, at Annapolis, on Monday, the statement of the president showed that the expenses of the canal were \$42,365.26 more than the receipts in the year 1882. If this condition of affairs is to continue, the State had better burn up the bonds held by her, and then fill up the canal or else rent it out for a fish pond.

SR, Sat. 6/9/83, p. 3. **BRIEFS**

The stockholders of the Chesapeake and Ohio Canal Company Monday re-elected Mr. Lewis Cass Smith, of Hagerstown, Md., president and all the directors except Mr. T. P. Morgan, of Washington City, D. C., who declined a re-election. Col. L. Victor Baughman, of Frederick City, was elected in Mr. Morgan's place.

ES, Sat. 6/9/83, p. 1. **Affairs in West Washington. – Grain** – Arrived – Boat E. Lyons, Capt. Wheeling, with 3,800 bushels wheat; boat Seneca, 1,700 bushels corn and 100 barrels flour.

ES, Mon. 6/11/83, p. 1. **Affairs in West Washington. – Grain** – Arrived – Boat Samuel Jarboe, with 3,000 bushels wheat, and 900 bushels corn; and boat Farmers' Friend, with 500 bushels wheat and 2,500 bushels corn.

CR, Tue. 6/12/83, p. 4. **Chesapeake & Ohio Canal Management.** – Commissioner Edmonds has addressed a letter to Secretary Folger protesting against the action of the Chesapeake & Ohio Canal Company in denying the Government and District a representative on the board of directors.

The letter shows great indignation at the course pursued by the company, claims that the United States and local government are entitled to a representative, and severely criticizes the management of the canal.

In contrasting the success of the Baltimore & Ohio Railroad and the failure of the canal, the

letter says: "The canal company makes a showing like a gigantic spendthrift of millions of stocks made worthless, long arrears of unpaid interest on its bonded debt of doubtful value, and discouraged creditors appealing to the court to condemn the management and take the canal under its guardianship through a receiver."

He then condemns the attitude of the board as unusual, unbusiness like and not demanded in the interest of the canal. Had the majority been brilliantly successful, it might claim that its absorption of all power was wise and for the common good, "but when failure is conspicuous, no reason can be found for jealousy of power save in considerations outside of canal interests."

ES, Tue. 6/12/83, p. 1. **Affairs in West Washington. – Grain** – Arrived, boat George T. Dunlop, with 4,000 bushels corn.

ES, Wed. 6/13/83, p. 1. **The Coal Trade** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, June 9, were 54,342 tons, and for the year to that date 944,466 tons, an increase of 439,077 tons as compared with the corresponding period of last year. To Chesapeake and Ohio Canal – week, 19,402 tons; year, 203,904 tons; increase over last year, 198,308 tons.

Grain – Arrived – Boat Caledonia, with 1,600 bushels wheat.

NR, Thu. 6/14/83, p. 2. **Chesapeake and Ohio Canal.** – Baltimore, June 13. – A meeting of the directors of the Chesapeake and Ohio canal was held in this city tonight. The question was a reduction of tolls, and at a late hour it was decided to reduce the toll on coal from 50 to 40 cents per ton between Cumberland and Georgetown, subject to the approval of the board of public works. This, it is expected, will be followed by a reduction of freight, which is now 90 cents per ton.

NR, Fri. 6/15/83, p. 7. **CANAL MATTERS**

³ Cecil Whig, Elkton, Md.

Fifteen loaded boats arrived yesterday, and the following left for points above: Hancock, W. T. Hassett, Caledonia, B. C. Barroll, T. K. Stewart, B. L. Bunnell, Samuel Henry, Robert Shriver, H., Alfred Wood, A. L. Miller, Dr. Knott, J., G. M. Barroll, H. M. Talbott, Veale & Leigh, Thomas H. Gibbs, A. H. Stump, J. Z. Williams and William Walsh.

ES, Fri. 6/15/83, p. 3. **The River Trade** – Harbormaster Sutton reports arrivals at the river front as follows: Schooner W. E. Woodhall, Capt. White, 100 tons coal to C. H. Frohbaugh; schooner T. C. Eaton, Capt. Phillips, 151 tons coal, for Johnson & Bros.; schooner Alethea, Capt. Mitchell, 171 tons coal, for Stephenson Bros.; schooner Virginia Dare, Capt. Delaney, 105 barrels fish, for S. Wander, and 188 tons coal, for Samuel Emery; schooner Celina, Capt. Adams, 903 tons ice, for Independent Ice company; and barge Kitty Cushman, Capt. Chopart, 115 tons coal, for Johnson Bros.

ES, Sat. 6/16/83, p. 8. **Affairs in West Washington.** – **Shipping News** – Arrived – Schooners Abby C. Stubb, Capt. Lewis, from Boston; Carrie Holmes, Capt. Crammer, from Jersey City; Rodney Parker, Capt. Parker, from New Haven; and J. M. Harlow, Capt. Soper, from New York.

Sailed – Schooners Abby C. Stubb, Capt. Lewis, for Boston; Carrie Holmes, Capt. Crammer, for Jersey City; Rodney Parker, Capt. Parker, for New Haven; and J. M. Harlow, Capt. Soper, for New York.

Grain – Arrived – Boat Ruby, with 3,000 bushels wheat.

Adjusting Canal Freights – As a result of the reduction in the canal tolls, and as the outgrowth of the plans discussed by boat owners and others at the recent canal meeting in Baltimore, there was a general reduction by coal companies in Cumberland yesterday of freights to boatmen from ninety-five to ninety cents per ton, with corresponding reduction in trippage paid to boat owners of from \$25 to \$20. These have been the

rates of the Consolidation company for some time past, and now the other companies having reduced, all are on equal footing. This reduction in freights meets the reduction in tolls, which also went into effect yesterday. The boatmen generally have accepted the reduction.

Drowned in Rock Creek – Peter Collins, a ten-year old son of Mr. Patrick Collins, living on Pennsylvania avenue, near the Aqueduct bridge, was drowned on Rock Creek about 10 o'clock this morning opposite Dowling's lime kiln, while bathing. The body was soon recovered and removed by Undertaker Clements to the home of the parents of the boy.

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

Shipping News – Arrived – Schooner Richard Vaux, Capt. Bartlett, from New York; and schooner Mary Miller, Capt. Dayton, from Norfolk.

Sailed – Schooner Selina, Capt. Adams, for Boston; and William R. Huston, Capt. Crowley, for Fall River.

Sun, Tue. 6/19/83, p. 4. **Storm in Washington County.** – Hagerstown, June 18. – A severe storm of wind, rain, hail and lightening passed over this county this afternoon, doing great damage. At Williamsport lightning struck a derrick at which twelve men were working, injuring all of them more or less, George Farmer and Nathaniel, white, seriously, and Moses Gray, colored, fatally. It is reported that five men were killed by lightening at Dam No. 5, on the Chesapeake and Ohio canal.

CR, Tue. 6/19/83, p. 4. **WEST WASHINGTON** Mr. James King, the well-known West Washington coal dealer, was made happy a few nights [ago] by the advent of a pretty baby into the family circle. Mrs. King is doing well.

Arrived: Schooner Richard Vaux, Capt. Bartlett, from New York; Mary Miller, Capt. Dayton, from Norfolk; barge Seneca, with 1,800 bushels corn.

Mr. Webster Sotheron, one of the board of directors of the Chesapeake & Ohio Canal, has arrived in the city.

ES, Tue. 6/19/83, p. 2. **Drowned in the C. & O. Canal.** – Charles Williams, a German, employed at P. Hein & Co.’s mills, near Okonoko, Md., was found dead in the canal yesterday morning. He had been missing since Saturday night. His two sisters live in Philadelphia. A jury of inquest rendered a verdict of accidental drowning.

The River Trade – Harbormaster Sutton reports arrivals at the river front as follows: Schooner Normandy, Capt. Percy, 831 tons ice, for Independent Ice Co.; barge Wm. Donaldson, Capt. Blake, 299 tons coal, for C. H. Burgess; barge Frank Killion, Capt. Killion, 298 tons coal, for city dealers; schooner George W. Covington, Capt. Myers, 160 tons coal, for Samuel Emery.

CR, Wed. 6/20/83, p. 4. **ALEXANDRIA AFFAIRS** – The four-masted schooner being built at the lower shipyard was yesterday inspected by Deputy Collector Johnston and her tonnage fixed at 943.33 gross. Her capacity will be about 1,500 tons, and she will bear the name of William T. Hart and hail from New York.

NR, Wed. 6/20/83, p. 6. **ALEXANDRIA AFFAIRS** – The gross tonnage of the new four-masted schooner at Agnew & Co.’s shipyard is 943 33/100 tons; net tonnage, 895 67/100 tons. She will bear the name of William T. Hart, and hail from New York. Capt. J. F. Davis, under whose personal supervision she has been built, will command her. It is expected she will be launched by the fourth of July, and will be rigged immediately and go into the coasting trade.

CR, Thu. 6/21/83, p. 4. **Cumberland Coal Trade** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, June 16, were 51,109 tons, and for the year to that date 995,574 tons, an increase of 482,138 tons as compared with the corresponding

period of 1882. The coal was shipped as follows: To Baltimore and Ohio Railroad and local points – week, 21,335 tons; year, 585,603 tons; increase over last year, 154,336 tons. To Chesapeake and Ohio Canal – week, 21,533 tons; year, 225,437 tons; increase over last year, 209,841 tons. . . .

ES, Thu. 6/21/83, p. 2. **Affairs in West Washington** – Canal Matters – The New York *Coal Trade Journal* says: “We notice a reduction in tolls on the Chesapeake and Ohio canal of 10 cents per ton, in order to permit ‘Cumberland’ coal being laid down as cheaply at Georgetown as at Baltimore by all rail. Why not enlarge the canal and the boats thereon, so that the water route could dictate to the railroad, instead of playing second? By the way, the Pennsylvania railroad might as well secure the George’s Creek and Cumberland road. Worked by that line, and its bonds guaranteed, it would be likely to do a much larger business.”

Grain – Arrived – Boat Samuel Jarboe, with 2,200 bushels of wheat and 1,400 bushels corn. **Shipping News** – Entered, schooner Mable L. Phillips, Capt. Gardner, from Boston; Charles Gibson, Capt. Emory, from Boston. Sailed – Schooner Wm. H. Jordan, Capt. Thrasher, for Boston; Charles Gibson, Capt. Emory, for Boston.

SR, Sat. 6/23/83, p. 3. **Reduction** – At a meeting of the Board of Directors of the Chesapeake and Ohio Canal in Baltimore last week, it was decided to reduce the canal tolls to 40 cents per ton from 50 cents, the reduction to go into effect as soon as the State Board of Public Works approves of its action, which approval was telegraphed immediately. This action was taken in order to be able to meet competition with the railroads.

As a result of the reduction in the canal tolls, and as the outgrowth of the plans discussed by boat-owners and others, there was a general reduction by the coal companies at Cumberland last Monday of freights to boatmen from 95 to 90 cents per ton, with corresponding reduction in trippage paid to boat-owners of from \$25 to \$20.

These have been the rates of the Consolidation Company for some time past, and now all the companies are on an equal footing. The boatmen generally have accepted the reduction. It is expected that these reductions will have the effect of largely increasing the business of the canal.

NR, Sat. 6/23/83, p. 3. **SHIPPING NEWS**

The following new arrival at the wharves has been reported by Harbormaster Sutton: Schooner Virginia Dare, Capt. Delaney, 183 tons coal, for Stephenson & Bros.

AT GEORGETOWN

Arrived: Schooner Jennie Rosalind, Capt. Tooker, from New York; Hattie S. Williams, Capt. Bray, from Boston; H. G. Rathburn, Capt. Crowell, from Kennebec.

Sailed: Schooners O. D. Wetherall, Capt. Garfield, for Boston; Clara E. Simpson, Capt. Sweat, for Portsmouth, N. H.; Richard Vaux, for New York.

CANAL MATTERS

Twenty-two coal-laden boats arrived yesterday, and the following left for above: Enterprise, U., T. L. Holbrook, Charlie, C. & O. C., Charles W. Miller, Claude, Mary & Ralph, Duncan Sinclair, A. H. Bradt, Arthur Lord, River Nile, Medley, Star No. 3, M. B. Mayfield, J. M. Wheatley, T. E. Porter, W. F. Creighton, Delaware, W. D. Walter, Alex. M. White, Zadok Williams, G. Meredith Winship, W. A. Cooper, L. & May, Wm. Foley, Theo. Dean, C. F. Dixon, Ed. Whiting, Abram Kuhn, Mabel, Iowa, Mary E. Waters, C. W. Brengle, Samuel Jarboe and F.

CANAL MATTERS

Thirty boats arrived by canal since our last report, and the following boats left this place: Osceola & Jakie, Col. J. C. Lynn, C. W. Miller, W. D. Wallridge, Star No. 1, Alexander M. White, C. & O. C., Muskingum, Theo. Dean, Dakota, P. E. Dawson, L. P. Hieston, P. L. Burwell, W. Darrow, G. P. Lloyd, Juniata, Cumberland, A. Greenless, Mattie C., Brooke Spencer, Samuel Henry, Benjamin C. Barrall, Potomac, Elizabeth, Miller, Rainbow, Bessie & Harry, Sallie E. Hassett, Savannah, W. T. Creighton, J. H. Platt, Burkbill,

Three Brothers, James Green, A.J. Clarke, Charles R. Hooff, Jacob R. Couter and Star No. 7.

ALEXANDRIA AFFAIRS.

The schooner William T. Hart, of Somerset, just built at this port, was successfully launched Saturday morning at 9:30, without accident, in the presence of about 1,000 spectators. The vessel was built by J. P. Agnew & Co. for Joseph Davis and others. She is the largest vessel ever built at this port, being 293 feet in length over all, 38 feet breadth of beam, and 19 feet registered depth, with a registered tonnage of 943 33/100 tons "gross," which will give her a carrying capacity of about 1,400 tons. She is a single deck proper, but has a lower deck extending from the fore-castle to the forward part of the after cabin, without bulkheads at the ends. This deck is 6 feet below the upper deck. She is to be a four-master. The spars were made here from square timber. She is supplied with a donkey engine for raising the sails and anchors, pumping, etc. The engine is an upright, and made at Newburyport. The engine house is located forward, and is 20 by 20 feet, with brick floor. The fore-castle and galley are just aft the forward hatchway, and are fitted up with every convenience. Under the galley is the fresh water tank, capable of holding 400 gallons of water. The after cabin has five staterooms, with stationary wash-stands, a saloon 12 by 15 feet, a dining room 12 by 16 feet, and a pantry. The woodwork is of oak, with black walnut trimmings, and gilt ornaments. The cost is about \$50,000. This is the eighth vessel built at this yard, and the frames of the ninth are now up. The master shipbuilder, William H. Crawford, was very highly complimented on the day of the launch for the successful manner in which he conducted it.

Joseph Davis is the managing owner, will be master of the vessel. His brother, C. R. Neal Davis, part owner and master of the Wm. P. Hood, is now contemplating the building of a five-masted schooner, and if he decides to do so, it will probably be built at this point.

ES, Sat. 6/23/83, p. 8. **The River Trade** – Harbormaster Sutton reports arrivals at the river front as follows: Schooner George M. Adams, Capt. Standish, 919 tons ice, for Great Falls Ice company; barge Mary Josephine, Capt. Smith, 265 tons coal, for Stephenson Bros.; and schooner Mary E. Morse, Capt. Jones, 1,102 tons ice, for Independent Ice company.

ES, Tue. 6/26/83, p. 8. **Affairs in West Washington.** – **Shipping News** – Arrived – Schooners B. R. Woodside, Capt. Reed, from Kennebec; Hellen Hasbrouck, Capt. Bennett, from Jersey City; Jessie W. Knight, Capt. Lawrence, from Bridgeport; Hunter, Capt. Nash, from Rockland.
Cleared – Schooner Alfred Braybrook, Capt. Briggs, for Providence; and Hellen Hasbrouck, Capt. Bennett, for Jersey City.
Grain – Arrived – Boat Ruby, with 2,400 bushels wheat.

CR, Thu. 6/28/83, p. 4. **Cumberland Coal Trade** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, June 23, were 52,233 tons, and for the year to that date 1,047,807 tons, an increase of 527,049 tons as compared with the corresponding period of 1882. The coal was shipped as follows: To Baltimore and Ohio Railroad and local points – week, 25,688 tons; year, 611,292 tons; increase over last year, 174,557 tons. To Chesapeake and Ohio Canal – week, 14,511 tons; year, 239,018 tons; increase over last year, 221,666 tons. . . .

NR, Thu. 6/28/83, p. 7. **CANAL MATTERS** – Eighteen coal-laden boats arrived by canal yesterday and the following left for above: Dr. A. Shanks, H. Hanekamp, J. J. Swift, Lizzie A. Long, Jeannette, Maj. L. L. Blake, J. F. A. Remley, Belle Humbird, Josephine Barroll, J. H. Stickney, Maggie Cleary and M. M. Myers.

ALEXANDRIA AFFAIRS. The schooner William P. Hood entered this port yesterday

morning, and has chartered to load coal by the American Coal company for New Bedford.

ES, Fri. 6/29/83, p. 1. **Affairs in West Washington.** – Accidents – About 6 o'clock yesterday evening a seven-year-old son of Capt. Sherman, of the canal boat E. R. Ladew, lying at the Borden company's wharf, while playing on the deck of the boat with a pair of scissors in his hand, fell over the water barrel and received a severe penetrating wound in the forehead from the scissors, and then fell into the canal, and was saved from drowning by his father.
Shipping News – Arrived – Schooner Charles W. Simons, Capt. Babbitt, from Providence; Elliot B. Church, Capt. Conary, from Fall River; and Elm City, Capt. Etheridge, from Kennebec.
Cleared – Hattie S. Williams, Capt. Bray, for Somerset; and Charles W. Simons, Capt. Babbitt, for New Bedford.
Grain – Arrived – Schooner Murray, Capt. Vandiver, with 8,000 bushels wheat.

Ibid, p. 3. **The River Trade** – Harbormaster Sutton reports arrivals at the river front as follows: Schooner Wm. L. Walker, Capt. Nicholson, 938 tons ice, for Great Falls Ice company; schooner Charles L. Jeffries, Capt. Bassett, 490 tons ice, for Rich & Co.; schooner Thomas Ellis, Capt. White, 89 tons coal, for Clark & Given; schooner Clara, Capt. Walker, 117 tons coal, for Clark & Given; schooner Walter W. Pharo, Capt. Treadmore, 442 tons coal, for city dealers; schooner Caroline, Capt. Todd, 137 tons coal, for George Bogus; barge Park Agnew, Capt. Shaw, 118 tons coal, for Inland Coasting Co.; and barge R. S. Grant, Capt. Maddon, 111 tons coal, for Potomac Steamboat company.

SR, Sat. 6/30/83, p. 3. **BRIEFS**
Trade on the Chesapeake & Ohio Canal is very brisk at the present time, and boats are running lively.

The pay boat of the Chesapeake and Ohio Canal left Cumberland Thursday to pay for the months

of October and April of last year. About \$30,000 will be disbursed along the line.

NR, Tue. 7/3/83, p. 4. **ALEXANDRIA AFFAIRS.** The schooner William P. Hood, enroute from this city to New Bedford with a cargo of coal loaded by the American Coal company, got aground at the Kettle bottoms on Saturday last, where she remained for a long time. It took the united efforts of six tugs to pull her off.

ES, Tue. 7/3/83, p. 4. Accident to the Long Bridge. – The four-masted schooner Ella B. Church, with a load of coal from Georgetown, while being towed by four tugs through the Virginia draw of the Long bridge this morning, collided with the south end of the draw, damaging it in such a manner as to prevent its being closed. This, of course, prevented the running of the trains over the bridge, as also travel by wagon. The local trains were at once stopped, but with the through trains to and from the south, arrangements were made for the transfer of passengers on the bridge. This was done under the personal supervision of Mr. H. F. Kinney, general superintendent, and Mr. J. K. Sharp, and a force of workmen under Mr. H. Selders set to work repairing damages. This progressed so rapidly that before noon wagons were enabled to cross, and this afternoon all the trains were running as usual. The schooner was apparently uninjured.

Affairs in West Washington.

Grain – Arrived – Boat Ruby, with 2,500 bushels wheat and 300 bushels corn.

Sun, Wed. 7/4/83, p. 1. **Cumberland Coal Trade.** The shipments from the mines of the Cumberland coal region for the week ended Saturday, June 30, were 48,000 tons, and for the year to that date 1,095,637 tons; an increase of 505,376 tons as compared with the corresponding period of last year. The coal was shipped as follows: To Baltimore and Ohio Railroad and local points - week 26,264 tons, year 637,558 tons; increase from last year 196,909 tons. To

Chesapeake and Ohio canal - week 14,129 tons, year 254,123 tons; increase over last year, 242,722 tons.

NR, Fri. 7/6/83, p. 7. **SHIPPING NEWS**
 The following new arrivals have been reported by Harbormaster Sutton: Schooner T. C. Eaton, Capt. Philips, 145 tons coal, for Frank Rumblet; barge Knickerbocker, Capt. Williams, 375 tons coal, for Dickson & Son; Edwin C. Ginnette, 155 tons coal, for A. G. Johnson & Bros.; barge Merkingdom, with Capt. Smith, 115 tons of coal, for A. B. Johnson & Bros.; schooner Flying Cloud, Capt. Meckins, 170 tons coal, for R. J. Collins; barge P. T. Burwell, Capt. Marr, 113 tons of coal, for W. H. Baum; schooner William L. Roberts, Capt. Bragg, 1,030 tons ice, for Great Falls Ice company; and schooner Josie R. Burt, Capt. Burt, 1,142 tons ice, for Independent Ice company. Sailed: Schooners Lillie Holmes, Capt. Holmes, coal for Jersey City; Addie Ryasson, Capt. -----, coal for Boston; Annie Gus, Capt. -----, coal for New Bedford, Mass.

CANAL MATTERS

Eighteen boats arrived by canal yesterday, and the following left this place: Katie Hassett, Bessie G., J. H. Farrow, Unexpected, Susan Charles, M. C. Waters, Pauline, A. Jackson Clark, Daisy, R. A. Farmer, Oxford, Mississippi, John Spencer, Wm. H. Creighton, Richard Bender, T. L. Betts, D. Armstrong, Capella, M. Kearney, A. G. M. White, M. M. Burgess, Baltimore, J. H. Parrott, J. R. Couter, R. H. Jones, C. W. Porter, Star No. 7 and Wm. E. Bell.

ES, Fri. 7/6/83, p. 5. **River Trade** – Harbormaster Sutton reports arrivals at the river front as follows: Schooner John Withers, Capt. Garrett, 124 tons coal, for Clark & Given; schooner Elizabeth Ann, Capt. Dove, 130 tons coal, for Stephenson Bros.; schooner B. Bradley, Capt. Bradley, 295 tons coal, for Clark & Given; and schooner A. H. Perry, Capt. Perry, 290 tons coal, for city dealers.

ES, Tue. 7/10/83, p. 3. **River Trade.**

Harbormaster Sutton reports arrivals at the river front as follows: Barge Charles A. Brady, Capt. Hughes, 239 tons coal, for C.H. Burgess; barge Charles W. Miller, Capt. Harper, 116 tons coal, for Stephenson Bros.; barge Oxford, Capt. Mosier, 119 tons coal, for G. L. Sheriff; barge Ellen M. McGovern, Capt. McGovern, 304 tons coal, for G. L. Sheriff; and barge E. T. Woodward, Capt. Crumbaugh, 109 tons coal, for L. L. Blake. Georgetown – Cleared – Schooner Hunter, Capt. Nash, 800 tons coal, for Portland, Maine; schooner A. J. Bentley, Capt. Rankin, 350 tons coal, for Stonington, Mass.; schooner Charles Jeffries, Capt. Bassett, 600 tons coal, for Boston; schooner Elm City, Capt. Ethendy, 1,000 tons coal, for Boston; schooner Joseph R. Burt, Capt. Burt, 1,150 tons coal, for Providence, R. I.; schooner D. M. Anthony, Capt. Chase, 800 tons coal, for Fall River, Mass.; schooner Thomas C. Eaton, Capt. Phillips, 142 tons coal, for Petersburg, Va.; schooner T. J. Steward, Capt. Tolly, 150 tons coal, for Norfolk, Va.; schooner R. B. Spedden, Capt. Thomas, 150 tons coal, for Norfolk Va.; schooner Annie T. Canlon, Capt. Smith, 950 tons coal, for Boston; and schooner Wm. L. Roberts, Capt. Bray, 1,120 tons coal, for Boston. Arrived – Barge Mamie Newton, Capt. Humes, 300 tons coal, for J. M. Dove.

ES, Wed. 7/11/83, p. 5. **Affairs in West Washington** – Cumberland Coal Trade – The shipments from the mines of the Cumberland coal region for the week ended Saturday, July 7, were 54,709 tons, and for the year to that date 1,150,545 tons, an increase of 613,269 tons as compared with the corresponding period of 1882. To Chesapeake and Ohio canal – week 16,570 tons; year, 270,701 tons; increase over last year, 259,184 tons. Port – Entered – Schooner Charles H. Morse, Capt. Getchell, from Kennebec River.

Sun, Thu. 7/12/83, p. 4. A break occurred early this morning in the Chesapeake and Ohio Canal on the tow-path side, a short distance below Williamsport. The break extended a distance of

about twenty-five feet, but is not of a serious character.

NR, Thu. 7/12/83, p. 4. **WEST WASHINGTON** Michael Parkerson, a white man, about 40 years of age, a hand on the canal boat Wm. Webber, was so severely injured by a kick from a mule that he was sent yesterday to the hospital through the sanitary office of the police department.

Two horses belonging to Capt. Barney McQuade, while towing his canal boat near Thirty-first street, fell into the canal, causing considerable excitement before they could be extricated, which was done by driving them into the lock and hoisting them out.

ES, Thu. 7/12/83, p. 1. **Affairs in West Washington** – Monday night, while Michael Parkerson, a white man about 40 years of age, employed on the canal boat Wm. Webber, was cleaning his mules, he was kicked in the abdomen by one of the animals, and severely hurt. He was sent to the Providence hospital yesterday in the police ambulance.

River Trade – Arrivals – Schooner Charles H. Morse, Capt. Gatchell, 900 tons ice, for Great Falls Ice Co.; schooner William & James, Capt. Williams, 149 tons coal, for Mayfield & Co.; schooner Martha E. Moore, Capt. Boyer, 85 tons coal, for Mayfield & Co.

Cleared – Schooner A. H. Perry, with Capt. Perry, 460 tons of coal, from Gilmore & Meredith Co. to Rhynecliff, N. Y.; schooner W. H. Kengle, Capt. Soper, 550 tons of coal, from Gilmore & Meredith Co., to Hoboken, N. Y.; schooner Carrie, Capt. Holmes, 480 tons coal, from Borden Mining Co. to Jersey City; schooner River Queen, Capt. Wilson, 217 tons coal, from J. P. Agnew Co., to Norfolk, Va.

ES, Fri. 7/13/83, p. 4. **The Chesapeake and Ohio Canal** – The Baltimore *Sun* of today says: “President Smith, of the Chesapeake and Ohio canal, Messrs. J. G. Berrett and James A. L. McClure, directors, and Mr. Benjamin Fawcett, secretary and treasurer, were at Barnum’s

yesterday, where a meeting of the board was expected to be held. As there was no quorum, an adjournment was had to August 9 at Berkeley Springs, W. Va. Col. L. Victor Baughman, of Frederick, has notified Mr. Fawcett, the secretary of the stockholders' meeting that elected him a director, that he has declined that position. The vacancy will be filled by the next meeting of the stockholders. The canal is reported as doing a good business at the lower rates, which went into effect some time ago. One of the directors said yesterday that the canal is in good condition, and, notwithstanding everything has been brought down to the lowest figure to meet the competition for coal carrying, it is making some money.

River Trade – Harbormaster Sutton reports arrivals at the river front as follows: Georgetown – Cleared – Schooner William & James, Capt. Williams, 141 tons coal, for Norfolk, Va.; schooner Alfred Braywell, Capt. Briggs, 810 tons coal, for Providence, R. I.; schooner Rodney Parker, Capt. Parker, 700 tons coal, for New York; schooner John J. Ward, Capt. Inman, 450 tons coal, for Hoboken, N. J.; schooner Nathan Lawrence, Capt. Harper, 1,150 tons coal for Providence, R. I.

Arrived – barge Kitty Moore, Capt. Moore, 303 tons coal, for Daniel Lincoln; schooner Warren Sawyer, Capt. Sanders, 573 tons ice, for Great Falls Ice company; schooner Z. Sherman, Capt. Rodgers, 1,145 tons ice, for Independent Ice company; barge John J. Mathews, Capt. Pendergrass, 296 tons coal, for Clark & Given; barge Molly Poffenberger, Capt. Spong, 111 tons coal, for Potomac Steamboat company; barge J. S. Malott, Capt. Malott, 111 tons coal, for Potomac Steamboat company; and barge Maggie McCleary, Capt. Clark, 112 tons coal, for Potomac Steamboat company.

SR, Sat. 7/14/83, p. 3. **BRIEFS**
 Navigation on the Chesapeake and Ohio Canal was interrupted for a short time on Wednesday by a break below Williamsport, which was soon repaired.

NR, Sat. 7/14/83, p. 9. **SHIPPING NEWS.**
 The following new arrivals at the wharves are reported by Harbormaster Sutton: Schooner Warren Sawyer, Capt. Sanders, 473 tons ice, for Great Falls Ice Company; schooner Sherman, Capt. Rogers, 1,145 tons ice, for Independent Ice Company; barge John J. Mathews, Capt. Pendergrass, 296 tons coal, for Clark & Given; barge Molly Poffenberger, Capt. Spong, 111 tons coal, for Potomac Steamboat Company; barge J. S. Malott, Capt. Malott, 111 tons coal, for Potomac Steamboat Company; and barge Maggie McCleary, Capt. Clark, 112 tons coal, for Potomac Steamboat Company.

AT GEORGETOWN

Arrived, Schooner Hattie V. Kelsey, Capt. Randall, from Providence.
 Sailed – Schooners John Price and John J. Ward, for Boston,

CANAL MATTERS

Twenty loaded boats arrived by canal yesterday, and the following boats left this place: Dr. M. M. Lewis, B. Vaughan, M. S. Fernsner, J. M. Wheatley, S. Kroon, H. K. Shaner, W. J. Walker, W. L. Reid, R. B. Lynn, Areturus, Charles Darrow, Arthur Lovell, Three Sisters, B. L. Slack, J. W. Thompson, C. W. Ridley, Ernest & Holland, Elbe River, T. H. Gibbs, Sycorax, Libbie, J. H. Milstead, George S. French and L. Brown.

ES, Sat. 7/14/83, p. 8. **Affairs in West Washington.** – **Shipping News** – Arrived – Schooners Jefferson Borden, Capt. Patterson, from Boston; Baylis Wood, Capt. Coombs, from Alexandria; and Hattie D. Kelsey, Capt. Randall, from Norfolk.

Cleared – Ellen Tobin, Capt. Rose, for Providence; John J. Wood, for Hoboken; J. M. Harlow, Capt. Soper, for New Haven; and A. T. Cohen, Capt. Fisher, for Norfolk.
Grain – Arrived – Schooner Lizzie Ragan, from Alexandria, with 1,000 bushels of wheat.

ES, Mon. 7/16/83, p. 2. **River Trade** – Harbormaster Sutton reports arrivals at the river front as follows: Georgetown – Arrived – Schooner Baylis Wood, Capt. Corsey, light, from Boston; and schooner Elias Moore, Capt. Lewis, 449 tons coal, from Philadelphia. Cleared – Schooner Samuel Hart, Capt. Holbrook, 325 tons coal, for Fall River.

ES, Tue. 7/17/83, p. 4. **River Trade** – Cleared – Schooner Baylis Wood, Capt. Coombs, for Boston; schooner Eva L., Capt. Ferris, for St. John; schooner Samuel Hart, Capt. Holbrook, for Fall River.

NR, Wed. 7/18/83, p. 7. **ALEXANDRIA AFFAIRS.** – The schooner William P. Hood entered this port, light, yesterday from New Bedford to load coal by the American Coal company. While she is here, she will be drawn upon the ways and have her bottom caulked and painted.

ES, Wed. 7/18/83, p. 2. **Affairs in West Washington. – Cumberland Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ending Saturday, July 14, 1883, were 59,807.14 tons, and the total shipments for the year to that date 1,210,353.04 tons, an increase of 602,928 tons as compared with the corresponding period of 1882. The canal shipments were, for the week, 15,718.16 tons; for the year, 286,420.04 tons; an increase of 272,470 tons as compared with 1882.

Shipping News – Arrived – Schooner Wm. H. Jordan, Capt. Thrasher, from Boston; and schooner W. D. Marvel, Capt. O’Keefe, from New Bedford. Cleared – Schooner, Helen H. Benedict, Capt. Manson, for Boston.

ES, Thu. 7/19/83, p. 2. **Shipping News** – Cleared – Schooner William M. Jordan, Capt. Thrasher, for Boston.

Grain – Arrived – Schooner Kitty Ann, with 2,300 bushels wheat.

Ibid, p. 3. **River Trade** – Harbormaster Sutton reports arrivals at the river front as follows: Georgetown – Cleared – Schooner Charles H. Morse, Capt. Saunders, 800 tons of coal for Bath, Me.; steamer Ben Minder, Capt. Pickup, 100 tons coal for Norfolk, Va.; barge, Mars, Capt. Dean, 125 tons coal for Norfolk, Va. Arrived – Schooner B. F. Walker, Capt. Westgate, 1,010 tons ice, for Independent Ice Company.

Sun, Sat. 7/21/83, p. 4. A letter was sent today by the order of the commissioners of the District to the president of the Chesapeake and Ohio Canal Company notifying him that complaint has been made of the condition of the bridge over the canal at Twenty-ninth street, Georgetown, and requesting him to have the bridge at once repaired.

NR, Sat. 7/21/83, p. 7. **ALEXANDRIA AFFAIRS.** – Two canal boats loaded with coal arrived here yesterday, viz: Bertha Bender to American Coal company, and the Thomas Fanon to S. M. Hamilton & Co.

The schooner William P. Hood was launched from the ways at Agnew & Co.’s shipyard yesterday afternoon, and the schooner Hattie Williams will be drawn up this morning. This is the same schooner that was on the ways three years ago when the shaft of the mill broke, letting the vessel into the water, killing one man.

ES, Sat. 7/21/83, p. 5. **A BRIDGE REPORTED AS UNSAFE** – The Commissioners have notified the president of the Chesapeake and Ohio canal company of complaints made of the unsafe condition of the bridge over the canal at 29th street.

Affairs in West Washington. – Shipping News – Arrived – Schooner Charles M. Simmons, Capt. Babbitt, from New Bedford. Cleared – Schooners Emma C. Middleton, Capt. Banks, for Salem; Helen Hasbrook, Capt. Bennett, for Jersey City.

Grain – Arrived – Boat Lizzie Regan, with 1,100 bushels wheat.

ES, Mon. 7/23/83, p. 1. **Affairs in West Washington.** – **Grain** – Arrived – Boat Samuel Jarboe, with 2,600 bushels wheat and 550 bushels corn.

River Trade – Arrived – Schooner J. A. Curtis, Capt. Williams, 268 tons coal, for Mayfield & Hieston; schooner Lizzie Regan, Capt. Smith, 1,200 bushels wheat, for Hartley Bros. Cleared – Schooner Spot, Capt. Turner, 929 tons coal for Boston, Mass., schooner Elias Moore, Capt. Lewis, 460 tons coal, for New Haven, Conn.; schooner Annie J. Pardec, Capt. Crosby, 1,040 tons coal, for Boston; schooner Mattie A. Franklin, Capt. Soule, 808 tons coal, for Boston; schooner Laura Messer, Capt. Gregory, 650 tons coal, for Boston; schooner Jennie Roseline, Capt. Tasker, 480 tons coal, for Fall River, Mass.

Ibid, p. 4. **River Trade** – Harbormaster Sutton reports arrivals at river front as follows: Barge Western Star, Capt. Moore, 289 tons coal, for J. M. Door; barge D. C. Spencer, Capt. Holden, 272 tons coal, for J. E. Miller; barge Light Brigade, Capt. O'Brien, 292 tons coal, for A. B. Smith; barge E. L. Taylor, Capt. Barrett, 262 tons coal, for city dealers; barge Aunt Betty, Capt. Humm, 290 tons coal, for C. H. Burgess; barge Sally J. Kelly, Capt. Smith, 129 tons coal, for G. L. Sheriff; barge Louis Kneest, Capt. Rooney, 115 tons coal, for L. A. Littlefield; schooner R. H. Mitchell, Capt. Mitchell, 280 tons coal, for Johnson Bros.; schooner Elizabeth Ann, with Capt. Door, 133 tons coal, for George Bogus; and schooner J. H. Marvill, Capt. Layman, 170 tons coal, for Clark & Given.

ES, Tue. 7/24/83, p. 4. **Affairs in West Washington.** – **Grain** – Arrived – Schooner Kitty Ann, with 2,300 bushels wheat.

NR, Wed. 7/25/83, p. 6. **CANAL MATTERS** – There were twenty-two arrivals by canal yesterday, and the following departures: Sallie

Kelly, Little Rob, Mary L. Miles, W. Done, Ollie V., H. C. Hicks, Regulus, William Tobey, L. W. Guinand, A. H. Bradt, Richard Bender, W. B. Lloyd, Katie Hassett, Ivan, Meyersdale, R. H. Jones, M. Kersey, Allan Campbell, Samuel Lloyd, M. B. Winship and Samuel Jarboe.

Sun, Thu. 7/26/83, p. 4. **Cumberland Coal Trade.** The shipments from the mines of the Cumberland coal region for the week ended Saturday, July 21, were 51,448 tons, and for the year to that date 1,212,801 tons; an increase of 704,846 tons as compared with the corresponding period of last year. The coal was carried as follows: To Baltimore and Ohio Railroad and local points - week 25,884 tons, year 719,173 tons; increase from last year 252,880 tons. To Chesapeake and Ohio canal - week 12,183 tons, year 299,603 tons; increase over last year, 283,784 tons. . . .

NR, Thu. 7/26/83, p. 7. **SHIPPING NEWS.** The following new arrivals on the wharves have been reported by Harbormaster Sutton: Barge Major L. L. Blake, Capt. Reed, 116 tons coal, for Potomac Ferry company; barge Herald, 115 tons coal, for Potomac Ferry company; barge Baltimore, Capt. Lewis, 115 tons coal, for Potomac Ferry company; barge Altoona, Capt. Pierce, 116 tons coal, for Potomac Ferry company.

AT GEORGETOWN

Sailed: Schooners Charles N. Simmons, Capt. Babbitt, for Providence; Mary L. Allen, Capt. Butler, for Boston.

CANAL MATTERS

Only fifteen loaded boats arrived yesterday, and the following left this place: G. S. Young, New Boat, Mollie, E. K. Stewart, Hollander, Mattie, C. F. Mayer, J. E. Dyer & Bro., J. R. Cruzen, Arthur Lovell, Alpine Wood, M. S. Fernsner, S., E. K. Johnson. L. L. Blake, J. P. Hewitt, B. R. Mayfield, C. W. Brengle, Emma Julia, John Miller, G. M. Barroll, J. P. Agnew, M. D. Corse, Harry & Ralph, D. A. Love, S. Charles, J. P. Moore, George W. Wallis, Bernadetta, C. W. Keim, D. Stewart, C. Knode, J. W. Morris, W. J. Boothe, Salina,

Herald, J. M. Wheatley, Mattie C., N., Theodore L. Betts, Zadok Williams, Farmers' Friend, West Virginia, A. P. Mayfield, U. and Star No. 4.

ES, Thu. 7/26/83, p. 1. **Affairs in West Washington. – Grain** – Arrived – Schooner Lizzie Ragan, with 1,100 bushels wheat. Cumberland Coal Shipments – The shipments from the mines of the Cumberland coal region for the week ended Saturday, July 21, were 51,448 tons, and for the year to that date 1,261,801 tons, an increase of 704,846 tons as compared with the corresponding period of last year. To Chesapeake and Ohio canal – week, 12,188 tons; year, 299,603 tons; increase over last year, 283,784 tons.

Ibid, p. 4. **River Trade** – Harbormaster Sutton reports arrivals at river front as follows: Cleared – West Washington – Schooner Emma Heather, Capt. Fisher, 500 tons of coal, for Boston, Mass.; schooner Hattie S. Williams, Capt. Bray, 1,280 tons coal, for Portsmouth, N. H.; schooner Mary L. Allen, Capt. Butler, 600 tons coal, for Boston, Mass.
Arrived in West Washington – Schooner John A. Curtis, Capt. Smith, light, for Gilmore, Meredith & Co.; barge Salem, Capt. Smith, 115 tons coal, for A. G. Johnson.
Arrived in South Washington – Barge Oxford, Capt. Mosier, 121 tons coal, for Inland Seaboard Coasting Co.; barge Sallie E. Hassett, Capt. Monigan, 115 tons coal, for Inland Seaboard Coasting Co.; schooner R. W. Bodell, Capt. Church, 71 tons coal, for Stephenson Bros.

Thu. 9/27/83, p. 2.⁴ **TELEPHONE EXTENSION** – The latest extension of the telephonic connections is between Baltimore and Alexandria, Va., by a continuation of the line from Baltimore to Washington. About 60 miles of wire are talked over in conversing with parties in Alexandria. The Chesapeake and Ohio Canal telephone is a private line, and was one of the first lines put up in the State. It runs from Georgetown to Cumberland, a distance of 185 miles. The

Chesapeake and Potomac Telephone Company expect to make arrangements to have the wires of the canal company connected with their wires, so as to have commercial connections throughout the canal company's line and Western Maryland. The canal company's line will also be used as a through line to reach distant points, and will be connected with a system to reach all points in Maryland and probably many outside of the State. Hagerstown, Cumberland, Frederick, Annapolis and numerous other places will be connected with Baltimore.

NR, Fri. 7/27/83, p. 7. **WEST WASHINGTON** Yesterday afternoon a team, of a horse and a mule, while towing the canal boat, Belle Humbird, over the Alexandria canal aqueduct, broke through the rotten flooring of the tow path, and were only rescued with the greatest difficulty, but fortunately without any serious injury.

ALEXANDRIA AFFAIRS. – J. P. Agnew & Co. expect to have their ship ways in working order by Monday next. Several vessels that came to this place expecting to go on the ways to be overhauled were obliged to go away without the repairs needed. The riggers now at work on the schooner William Hart have the four masts in place. The schooner Samuel H. Walker arrived at this port yesterday afternoon with a cargo of ice for F. A. Reed & Co.

Inspector G. W. Hawxhurst reports recent arrivals at the river front as follows: Schooner William P. Hood, Emmerson, master, to load coal for Providence by American Coal company; and schooner Ann E. Valentine, Chamber, master, to load coal for American Coal company.

ES, Thu. 7/27/83, p. 1. **Deaths in West Washington** – Mrs. Mary A. Godey, relict of the late Wm. H. Godey, died after a short illness at her home on K street, at an early hour this morning – Mr. Albert H. Bradt, the well-known grocer and ship chandler, doing business on Water street, died

⁴ *The Herald and Torch Light*, Hagerstown, Md.

suddenly of apoplexy this morning, at 4:50 o'clock, at his residence, No. 3601 M street, aged 60 years.

Sat. 7/28/83, p. 5.⁵ Col. L. Victor Baughman, editor of the *Frederick Citizen*, declines the position he was recently elected to as a Director of the Chesapeake and Ohio Canal. The Col. didn't say why. The next meeting of the Board will be held at Berkley Springs, W. Va., on August 9th, when, no doubt, action will be taken on his resignation, and his successor chosen.

ES, Sat. 7/28/83, p. 8. **Affairs in West Washington** – Canal Men Want Their Wages Paid – Joseph West, W. T. Duley, J. W. Field and forty-one other Chesapeake & Ohio canal employees have transmitted to President Smith, president of the canal company, a petition in which they set forth the hardships they have endured by reason of the non-payment of their wages, and ask now, that the company has a revenue of from \$30,000 to \$40,000 per month, that they be paid at least two months' back pay before the 10th of August next and prompt payment thereafter for each and every month as it falls due, and in case of a refusal so to do that they will refuse to work longer or give possession of the lock-houses, which any one of them may hold until they are paid.

The River Trade – Harbormaster Sutton reports arrivals at the river front as follows: *West Washington* – Arrived, schooner S. H. Travers, Capt. Wheatley, 161 tons of coal, for Mayfield & Hieston; schooner Millie, Capt. Bannock, 230 tons coal, for A. G. Johnson Bros.; schooner Agnes & Grace, Capt. Small, 700 tons of ice, for Mutual Ice Co.

South Washington – Arrived, schooner Walter, Capt. Galloway, 201 tons of coal, for Clark & Given; schooner Normand, Capt. Pierce, 887 tons ice, for Independent Ice Co.; barge T. H. Gibbs, Capt. Gatherel, 116 tons of coal, for J. E. Miller.

ES, Mon. 7/30/83, p. 3. **Affairs in West Washington**. – **Grain** – Arrived – Boats Seneca and Dunlop, with 7,000 bushels wheat.

NR, Tue. 7/31/83, p. 7. **SHIPPING NEWS**
 The following new arrivals on the wharves have been reported by Harbormaster Sutton: Schooner John H. Travers, Capt. Fall, 138 tons coal for Samuel Emery; schooner Charm, Capt. Starr, 117 tons coal, for Stephenson & Bros.; schooner Carrie L., Capt. Colson, 145 tons of coal, for P. Pollard; barge Triville, Capt. Murry, 240 tons of coal for Samuel Emery; barge Acker, Capt. Redman, 260 tons of coal for S. Emery; schooner Saran D. Tell, Capt. Seveling, 735 tons of ice, for Independent Ice company; schooner Mamie E. Rockhill, Capt. Anderson, 400 tons of ice, for Rich & Co.; and schooner Abbie G. Stubbs, Capt. Lewis, 562 tons of ice, for Rich & Co.

AT GEORGETOWN

Arrived: Schooner Jacob Read, Capt. Nickerson, from Boston.

Sailed: Schooners Ellen M. Golden, Capt. McCloud, for Boston; George H. Mills, Capt. Tillotson, for Providence; Ellen Montague, Capt. Green, for Boston; Nellie, Capt. Bannock, for Norfolk; T. N. Biggs, Capt. -----, for Norfolk.

CANAL MATTERS.

Eighteen loaded boats arrived yesterday, and the following left this place: Wm. T. Hassett, James Clark, Little Eddy, O., W. R. Lewis, A. Sherman, J. H. Milstead, Wm. L. Read, Lillie & Mary, T., C. P. Cohill, M. C. Waters, J. F. Remley, W. H. Marlow, Wm. Gregory, D. Annon, Ben Vaughan, Capella, Susquehanna, Consolidation, Antares, D. Armstrong, Seneca, S. Long, Wm. C. Hunter, R. S. Grant, J. S. Mallott, G., L. P. Hieston, C. F. Dixon, W. O. Claughton, W. J. Boothe, Jr. and Exchange.

ES, Wed. 8/1/83, p. 5. **Affairs in West Washington** – **CANAL MATTERS** – The employees on the canal who have notified President Smith that two months of their back pay must be paid by the 10th of August, and that in

⁵ *Republican*, Oakland, Md.

refusal they will quit work and refuse to give possession of the lock-houses, mean business. They have, through their representative leader, reiterated their assertion, and say that no jury can be found to oust them under the circumstances. **SHIPPING NEWS.** – Arrived – Schooner S. H. Walker, Capt. Higgins, Alexandria. Cleared – Schooners Helen Montague, Capt. Green, for Boston; Lewis Bliss, Capt. Strong, Weymouth.

ES, Thu. 8/2/83, p. 5. The police of Georgetown yesterday arrested Billy Connell, who, it is stated, was a short time ago released from the Maryland penitentiary, where he served a term for a highway robbery on Mr. Fawcett, treasurer of the Chesapeake and Ohio Canal company. In the Police Court this morning Connell pleaded guilty and was released on his personal bonds.

Affairs in West Washington.

Coal By Canal – During July, 661 boats, carrying 74,530 tons of coal, cleared from Cumberland on the canal. The revenue was about \$30,000. The tonnage was over 6,000 tons less than in June.

The River Trade – Harbormaster Sutton reports arrivals at the river front as follows: - *South Washington* – Arrived: Barge Chesapeake, Capt. Leamy, 271 tons coal, for city dealers; barge Wm. J. Stephenson, Capt. Bluebeck, 114 tons coal, for Inland Seaboard company; schooner Murry Vandiver, Capt. Galloway, 175 tons coal, for Samuel Emery; schooner Annie Edwards, Capt. Jones, 202 tons coal, for G. L. Sheriff; barge Alleghany, Capt. Stall, 118 tons coal, for Potomac Steamboat company; schooner Edwin C., Capt. Bennett, 156 tons coal, for Stephenson & Co.; barge E. A. King, Capt. Smith, 115 tons coal, for Inland [Seaboard] company; schooner A. T. Ross, Capt. Griffin, 168 tons coal, for A. G. Johnson Bros.; schooner J. C. King, Capt. Jones, 205 tons coal, Mayfield & Hieston; schooner T. J. Seward, Capt. Tolley, 150 tons coal, for D. Linkins.

ES, Fri. 8/3/83, p. 4. **Affairs in West Washington – The River Trade** – Harbormaster Sutton reports arrivals at the river front as follows: *West Washington* – Cleared, schooner S. A. Travers, Capt. Tall, 133 tons coal, for Norfolk, Va.; schooner Laura Wolf, Capt. Ridson, 250 tons coal, for Norfolk, Va.; schooner R. Bowers, Capt. Thompson, 740 tons of coal, for Boston, Mass.; schooner Agnes I. Trace, Capt. Small, 650 tons coal, for Boston, Mass. **Grain** – Arrived, Samuel Jarboe, with 2,000 bushels wheat and 1,700 bushels corn. **Shipping News** – Arrived, schooner Fannie Brown, Capt. Shard, Richmond; Alfred Braybrook, Capt. Briggs, Providence. Cleared – S. R. Mulford, Capt. Jenree, for Boston; Ignas L. Grace, Capt. Small, for Boston.

Sat. 8/4/83, p. 3.⁶ Hon. J. H. Gordon, of Cumberland, has been appointed by the Governor to fill the vacancy caused by the death of Judge Pearre. Mr. Gordon is 66 years of age, a native of Franklin county, Pa., but has been a resident of Cumberland for forty-two years. He is a Democrat, was a member of the Legislature of 1860 and was sent to Fort Warren with other Democratic members. In 1869 he was chosen president of the Chesapeake & Ohio canal, and served one year.

SR, Sat. 8/4/83 p. 3. **BRIEFS**
 Paymaster Gambrill of the Chesapeake and Ohio Canal this week paid off the canal employees for March of last year and April of this year. He was accompanied by President Smith and others.

 Thursday morning a boatman on the Chesapeake and Ohio Canal opposite this town ran a large nail entirely through his foot. The nail entered at the bottom and came out through the top of his foot, making an ugly wound. Dr. Butler dressed the wound, and the man proceeded on his way.

ES, Sat. 8/4/83, p. 8. **Affairs in West Washington** – Overcome by the Heat. –

⁶ *Democratic Advocate*, Westminster, Md.

Yesterday a white man named Caesar, employed at the Borden Mining company's coal wharf, was overcome by the heat and fell down the hold of the vessel upon which he was working. He was taken home, but this morning returned to his work all right.

Shipping News – Arrived, schooner Wm. C. Green, Capt. Hawes, from Boston.

Cleared – schooner Alfred Braybrook, Capt. Briggs, for Providence; Sarah D. Tell, for Boston.

ES, Mon. 8/6/83, p. 4. **Affairs in West**

Washington – River Trade – Harbormaster Sutton reports arrivals at the river front as follows:

East Washington – Schooner, Flying Cloud, Capt. Meekins, 100 tons coal, for Z. Williams; schooner Ida McCabe, Capt. Riggins, 184 tons coal, for T. B. Cross; barge Amazon River, Capt. Smith, 114 tons coal, for Z. Williams; barge Detroit, Capt. Jones, 115 tons coal, for Z. Williams,

South Washington – Schooner Ida A. Hull, Capt. Hull, 776 tons ice, for Independent Ice Co.

West Washington – Schooner Clara Rankin, Capt. Cordas, 288 tons coal, for Mayfield & Hieston.

West Washington – Cleared – Schooner Rodney Parker, Capt. Parker, 700 tons coal, for New Haven, Conn.; schooner Wm. C. Green, Capt. Hawes, 500 tons coal, New Bedford, Mass.; schooner Anna M. Edwards, Capt. Smith, 200 tons coal, for Norfolk, Va.; schooner River Queen, Capt. Wilson, 200 tons coal, for Norfolk, Va.; schooner Robert E. King, Capt. Noel, 200 tons coal, for Norfolk, Va.; schooner Alvina, Capt. Coleman, 126 tons coal, for Petersburg, Va.; schooner Julia, Capt. Coleman, 142 tons coal, for Petersburg, Va.; schooner Alfred Braybrook, Capt. Briggs, 810 tons coal, for Providence, R. I.; schooner Wm. Mason, Capt. Chase, 700 tons coal, for Fall River, Mass.; schooner Milford, Capt. Laska, 350 tons coal, for Hoboken, N. J.; schooner S. H. Walker, Capt. Smith, 965 tons coal, for New Bedford, Mass.

ES, Tue. 8/7/83, p. 3. **Affairs in West**

Washington – River Trade – The harbormaster reports arrivals at the river front as follows: *West*

Washington – Arrived – Barge G. T. Dunlop, Capt. Reed, 4,000 bushels corn, for Hartley Bros.; barge Buhler, Capt. Crow, 4,000 bushels wheat, for Hartley Bros.

South Washington – Arrived – Barge Sallie J. Kelly, Capt. Grooms, 115 tons coal, for L. L. Blake.

ES, Wed. 8/8/83, p. 5. **Affairs in West**

Washington – Canal Matters – The Talk of a Strike, &c. – The paymaster of the Chesapeake and Ohio canal arrived here on the company's steamer last Saturday from Cumberland, after paying to each employee on the line two months' salary. In relation to the threatened strike of the lock-keepers on the lower division of the canal President Smith says he has no apprehension of trouble. If any of the employees of the company wanted to quit its service they could do so, and their places would be immediately filled. There are numerous applications for the various positions along the line, and the new appointees would be put in the vacant places. The law does not contemplate that the canal authorities shall resort to the slow process through which the landowner dispossesses a tenant, but makes provision for a summary proceeding against all those who refuse to surrender the company's property.

Cumberland Coal Trade – The business of the Cumberland coal region for the week ended Saturday, August 4, was the heaviest of any week this year, the shipments aggregating 63,323 tons, making the total for the year 1,379,686 tons, an increase of 796,143 tons as compared with the corresponding period of last year. Shipped to Chesapeake and Ohio canal – week, 20,588 tons; year, 338,753 tons; increase over last year, 317,218 tons.

The large draughts of water from the Chesapeake and Ohio canal by the mills near Georgetown has lessened considerably the supply afforded the Alexandria canal.

ES, Thu. 8/9/83, p. 4. **Affairs in West Washington – Grain** – Arrived – Boat Seneca, with 1,400 bushels of wheat.

River Trade – Harbormaster Sutton reports arrivals at the river front as follows: *South Washington* – Arrived – Schooner R. B. Spedden, Capt. Thomas, 157 tons coal, for Stephenson Bros.; schooner Charm, Capt. Starr, 114 tons coal, for Stephenson Bros.; barge Mercer B. Mayfield, Capt. Pendel, 115 tons coal, for Wm. H. Baum; barge C. W. Brengle, Capt. Bowers, 115 tons coal, for L. L. Blake.

West Washington – Cleared – Schooner Mary L. Morse, Capt. Jones, 1,000 tons coal, for Portland, Me.; schooner Fanny Brown, Capt. Chariot, 819 tons coal, for Hoboken, N. J.; schooner Helen Hasbrook, Capt. Bennett, 613 tons coal, for Fall River, Mass.; schooner S. M. Thomas, Capt. Kelley, 1,109 tons coal, for Fall River, Mass.; schooner James Boyce, Capt. Crosley, 558 tons coal, Providence, R. I.; schooner John Shay, Capt. Clog, 442 tons coal, Providence, Me. schooner Active, Capt. Hornet, 360 tons coal, for Boston, Mass.; schooner Clara Simpson, Capt. Smith, 600 tons coal, Portsmouth, Va.

East Washington – Arrived – Schooner R. Seaman, Capt. Seaman, light, for Gilmore, Meredith & Co.; schooner Wm. D. Mornel, Capt. O’Keefe, light, for Gilmore, Meredith & Co.; schooner Thomas C. A. Travers, Capt. McNamara, 260 tons coal, for Johnson Bros.; schooner Mary Williams, Capt. Reed, 820 tons ice, for Great Falls Ice Co.

Sun, Fri. 8/10/83, p. 1. **Chesapeake and Ohio Canal Company.** – Berkeley Springs, W. Va., Aug. 9. – A full board was present at the meeting of the Chesapeake and Ohio Canal Company today. The business transacted was routine. The break in the canal near Old Town has been repaired and travel resumed. The threatened strike has been arrested, with good feeling on both sides.

ES, Fri. 8/10/83, p. 5. **Affairs in West Washington – Canal Affairs** – At Berkeley Springs, W. Va., a full board was present at the

meeting of the Chesapeake and Ohio canal company yesterday. It was announced that the break in the canal near Old Town had been repaired, and travel is resumed, and that the threatened strike has been averted, with good feeling on both sides.

Grain – Arrived - Boat G. T. Dunlop with 3,400 bushels wheat.

River Trade – Harbormaster Sutton reports arrivals at the river front as follows: *East Washington* – Barge Eugene, Capt. Smith, 115 tons coal, for Z. Williams.

South Washington – Barge New York, Capt. Carr, 238 tons coal, for Geo. Bogus; barge D. T. Walker, Capt. Joy, 280 tons coal, for J. M. Wheatley; barge L. Dempsey, Capt. Miles, 283 tons coal, for Clark & Given; barge Unexpected, Capt. McKeiron, 115 tons coal, for Inland Seaboard Coasting Co.; barge James R. Eddy, Capt. Eddy, 115 tons coal, for L. L. Blake.

West Washington – [Arrived] - Barge Seneca, Capt. Taylor, 1,500 bushels wheat and 1,000 bushels corn, for Hartley Bros.

West Washington – Cleared – Schooner William B. Houston, Capt. Crowley, 900 tons coal, for Sommerset; schooner Ann Turner, Capt. Marshall, 190 tons coal, for Norfolk, Va.; Col. S. W. Rayee, Capt. Treadmore, 460 tons coal, for New Haven, Conn.

SR, Sat. 8/11/83, p. 3. **BRIEFS**

At an early hour on Tuesday morning, a break occurred in the Chesapeake and Ohio Canal at a point near Oldtown, not far from Cumberland. The break was fifteen feet in width and extended to the bottom of the canal.

Dam No. 6, on the Chesapeake and Ohio Canal, is undergoing repairs under the supervision of J. W. Burgess, of Hancock, and Samuel Sterling, of Indian Spring.

During the month of July, 661 loaded boats left port at Cumberland by the Chesapeake and Ohio Canal, carrying 74,530.10 tons of coal. The revenue was about \$30,000.

NR, Sat. 8/11/83, p. 1. **Affairs in West Washington.** – **Grain** – Arrived – Boat H. M. Talbott, with 3,000 bushels wheat.

Ibid, p. 7. **SHIPPING NEWS**

The following new arrivals at the wharves have been reported by Harbormaster Sutton: Barge Eugene, Capt. Smith, 115 tons coal, for Z. Williams; barge New York, Capt. Carr, 238 tons coal, for George Bogue; barge D. T. Walker, Capt. Joy, 280 tons coal, for J. M. Wheatley; barge L. Dempsey, Capt. Miles, 283 tons coal, for Clark & Given; barge Unexpected, Capt. McKeiron, 115 tons coal, Inland and Seaboard Coasting company; barge James R. Eddy, Capt. Eddy, 115 tons coal, for L. L. Blake.

AT GEORGETOWN

Arrived: Schooners Carrie Holmes, Capt. Cranmer, from Providence; Lemuel Hall, Capt. Tripp, from Boston; Abbie Stearns, Capt. Kelley, from Boston; Wild Pigeon, Capt. Duane, from Boston; Albert Fiske, Capt. ----, from Providence.

CANAL MATTERS

Twenty-five boats arrived by canal yesterday, and the following boats left this place: River Nile, D. Armstrong, Cowton & Tilghman, W. Foley, James H. Read, Seneca, Delaware, H., J. H. Parrott, E. P. Cohill, M. Snow, Susan Charles, Hunter Lee, W. H. Marlow, New Era, Little Eddie, William E. Bell, Deer Park, Plow Boy, Dr. M. M. Lewis, J. J. Moore, Areturus, Eva S., Susquehanna, Wave, Consolidation V., and West Virginia.

WEST WASHINGTON

It appears that the much talked of strike of the lockkeepers on the Chesapeake and Ohio canal never has assumed the proportions of even an appearance of a strike. A young man from Montgomery county, formerly an employee of the company, for purposes of his own, visited the lockkeepers and attempted to create dissatisfaction among them, succeeding at the start in persuading several of them to fall into his hands, but as soon as they fairly saw into the matter, they refused to

have anything further to do with him, and have never entertained any serious idea of striking.

NR, Mon. 8/13/83, p. 7. **WEST WASHINGTON**
Mrs. Jarboe, wife of Mr. J. Lambert Jarboe, of the collector's office, Chesapeake and Ohio canal, died at her residence on P street, on Saturday afternoon of embolism, after an illness of a few days.

**SHIPPING NEWS
AT GEORGETOWN**

Arrived on Saturday – Schooners Jefferson Borden, Capt. Paterson, from Boston; Robert Haley, Capt. Brooks, from Havre de Grace. Sailed – Schooners William L. Walker, Capt. Nickerson, for Boston.

CANAL MATTERS

Thirteen boats arrived by canal on Saturday, and the following left this place: William Gregory, Altair, Willie D., Lillie & May, C. W. Ridgeley, J. W. Veale, M. M. Burgess, Star No. 1, Detroit, G. A. Hoffman, R. H. Jones, John Miller, Enterprise, W. B. Winship, Zadok Williams, Ellen V. Dixon, J. M. Dove, Chesapeake and Ohio Canal, L. Brown, George Bogus, Star No. 7, Lizzie A. Long, George S. Reman, C. W. Porter, T. L. Betts, Three Brothers, Lizzie K., G. T. Dunlop, Farmers' Friend, Clinton, Knode and R. S. Grant.

ES, Tue. 8/14/83, p. 1. **Affairs in West Washington.** – **Grain** – Arrived – Boats K. Lyons, Capt. Whiting, with 3,800 bushels of wheat, and Samuel Jarboe with 3,600 bushels wheat.

Ibid, p. 5. **River Trade of Washington.** – Harbormaster Sutton has made his annual report to Major Dye, superintendent of police, to June 30, last. He calls attention to the necessity of amending the law as to the speed of vessels in the harbor, and recommends that all vessels anchoring in the channel be required to move by kedge anchors, and that all boats carrying passengers be required to carry grappling irons at the gangways,

for use in case of accident. He submits tabular statements showing the number of arrivals and material of cargoes, as follows: Hard coal, 364 – 78,548 tons; Cumberland coal, 176 – 20,254 tons; ice, 77 – 62,406 tons. . . .

A Lively Harbor.

Harbormaster Sutton reports as follows:
Cleared – West Washington – Schooner W. L. Walker, Capt. Nickerson 950 tons of coal, for Boston, Mass.; schooner Mary Williams, Capt. Reed, 850 tons coal, Providence, R. I.; schooner Clyde, Capt. Smith, 750 tons coal, for Boston; schooner Regina, Capt. Hussey, 700 tons coal, for Spain; schooner Lillie Holmes, Capt. Holmes, 650 tons coal, Jersey City.
Arrived – West Washington – Schooner Howard W. Hunt, Capt. Bucnalin, 450 tons coal, for J. M. Dove; schooner Robert Healy, Capt. Philips, 170 tons coal, for D. Lincoln; barge Mary & Laura, Capt. Lynch, 262 tons coal, for Mayfield & Hieston; barge E. A. Allen, Capt. Jones, 250 tons coal, for A. J. Johnson; and barge H. M. Talbott, Capt. Thrasher, 3,860 bushels wheat, for Hartley Bros.
Arrived – South Washington – Schooner James Lockwood, Capt. Bolend, 668 tons of ice, for Great Falls Ice Co.; brig Daisy Read, Capt. Mitchell, 750 tons ice, to Independent Ice Co.; schooner R. H. Parker, Capt. Steelman, 659 tons ice, to Rich & Co.; schooner Robert McClennan, Capt. McClennan, 261 tons coal, to dealers; barge D. Walker, Capt. Hayes, 269 tons coal to J. M. Wheatley; barge Killion, Capt. Killion, 294 tons coal to P. Pollard; barge Maretaway, Capt. Adams, 269 tons coal to Stephenson Bros.; barge Wm. Donaldson, Capt. Lydev, 275 tons coal to Johnson & Bro.; schooner Virginia Dare, Capt. Delaney, 178 tons coal to city dealers; schooner W. F. Leighton, Capt. Brown, 152 tons coal to George Bogus; schooner S. Galce, Capt. Connolly, 77 tons coal to Samuel Embry.
Arrived – East Washington – Barge Z. Williams, Capt. Smith, 115 tons coal to Z. Williams.

ES, Wed. 8/15/83, p. 1. **Affairs in West Washington.** – **Grain** – Arrived – Boat Seneca, with 1,800 bushels wheat; boat George T. Dunlap, with 3,000 bushels wheat.

NR, Thu. 8/16/83, p. 3. **Business of the Canal.** Annapolis, Aug. 15. – The total shipments by the Chesapeake and Ohio Canal company for last week were the largest of the season, aggregating 21,646 tons. The regular monthly meeting of the board will be held Sept. 6 in Baltimore.

Ibid, p. 4. **ALEXANDRIA AFFAIRS**

The schooner Wm. T. Hart is still at Agnew's yard. She will begin taking in a cargo of coal today at the American Coal Company's wharf. Her cargo is destined for Providence.

A colored man named Shirley, canal boatman, dropped dead yesterday morning while working on the canal boat Wm. Darrow.

Sun, Fri. 8/17/83, p. 4. **Montgomery County.** J. S. Kemp, who has so long been connected with the management of the Chesapeake and Ohio Canal, continues seriously ill at his residence near Clarksburg.

NR, Fri. 8/17/83, p. 7. **SHIPPING NEWS.** The following new arrivals at the wharves have been reported by Harbormaster Sutton: Schooner W. Larman Roberts, Capt. Bray, 1,050 tons ice, for Independent Ice Company; and schooner William Clayton, Capt. Creighton, 162 tons coal, for George Bogus.

AT GEORGETOWN

There were no arrivals by river yesterday. Sailed: Fannie Whitmore, Capt. Whitmore, for Boston; C. H. Trickey, Capt. Kelly, for Dover, N. H.; Lemuel Hall, Capt. Tripp, for Boston; Emma Aery, Capt. Hall, for Boston.

CANAL MATTERS

Coal is arriving very slowly by canal, only twelve boats being reported yesterday. The following left here: G. L. Sheriff, Benjamin, Vaughan, Altoona, Baltimore, Roy & Edith, O., William King,

Hollander, J. B. Thomas, Ollie V., Samuel Jarboe, Potomac, Sarah Kroon, H. Ronsell, B. L. Slack, Elbe River, Charles Darrow, E. F. Wood, Mary Mertens, James A. Garfield, West Virginia and G. W. Winship.

NR, Mon. 8/20/83, p. 3. **ALEXANDRIA AFFAIRS.** – The schooner W. T. Hart finished taking in cargo, which consists of 1,425 tons of coal, Saturday afternoon. She has again gone to Agnew’s shipyard for finishing touches. She will clear from the custom house today and sail tomorrow, destined to Providence.

Receipts of coal at the American Coal company’s wharf for the week ending Aug. 19 was 3,500 tons; shipments were 4,000 tons.

Coal freight rates are: Boston, \$1.50; Providence, \$1.35; and New York, \$1.25.

W. A. Smoot & Co. have received since Aug. 1, 4,000 tons of domestic grain from New York and other points north by vessels.

The schooner Zack Sherman is on the ways at Agnew’s yard having her bottom scraped and painted. She is the largest vessel ever hauled up there.

Inspector Wm. Ayre, Jr., reports the following recent arrivals at this port: Schooner B. B. Church, C. R. Cushing, master, loading coal by American Coal company; and schooner Golden Gate, John H. Justus, master, cargo of coal consigned to Atchison & Co.

ES, Mon. 8/20/83, p. 2. Death of a Prominent Marylander – James Kemp, who was for many years prominent in the politics of Montgomery county, Md., and widely known among the politicians of the state, and for the past twenty years connected with the management of the Chesapeake and Ohio canal, died Friday evening at his late residence, near Clarksburg, in the fifty-second year of his age. Mr. Kemp leaves a widow and no children.

Ibid, p. 4. **Affairs in West Washington.**

The Coal Trade – During the past week – twenty-second of the season – 190 boats left Cumberland,

Md., carrying 20,834.13 tons of coal, which is above the average. The shipments by the Chesapeake and Ohio canal for the year, up to and including Saturday, August 18, aggregate 3,447 boats and 389,287.13 tons, averaging twenty-nine boats per day.

River Trade – Harbormaster Sutton reports arrivals at the river front as follows: *West Washington* – Arrived – Schooner Edward Ewing, Capt. Walker, 298 tons coal, for Wm. King & Son; barge J. Mason, Capt. Nuse, 115 tons coal, for New York Steamship Co.; barge Oxford, Capt. Mosler, 115 tons coal, for New York Steamship Co.; barge Farmers’ Friend, Capt. Bevans, 3,800 bushels wheat, for Hartley Bros.

Cleared – Schooner Albert J. Stevens, Capt. Kelly, 991 tons coal, to Fair Haven; steamer Sarah Brown, 210 tons coal, for Norfolk; schooner T. Morris Perot, Capt. Smith, for New Bedford; schooner Elm City, Capt. Eastridge, 950 tons coal, for Boston; schooner G. H. Trichey, Capt. Kelly, 350 tons coal, for Dover; schooner J. F. Baker, Capt. Davis, 621 tons coal, for Boston; schooner Thomas Clyde, Capt. Biddle, 450 tons coal, for Boston; schooner Howard Hunt, Capt. Buckatio, 425 tons coal, for Boston; schooner E. M. Wright, Capt. Chase, 615 tons coal, for Fall River.

South Washington – Arrived – Schooner Eva B. Hall, Capt. Hall, 655 tons of ice, for Great Falls Ice Co.; schooner S. P. Hitchcock, Capt. Reed, 959 tons ice, Independent Ice Co.; schooner E. D. Endicott, Capt. Bowen, 470 tons coal, for city dealers; schooner G. W. Covington, Capt. Myers, 152 tons coal, for P. Pollard; barge G. Berkebile, Capt. Brown, 112 tons coal, for Inland Co.; barge E. R. Tadew, Capt. Jones, 115 tons of coal, for Potomac Steamboat Co.

ES, Tue. 8/21/83, p. 5. **ALEXANDRIA AFFAIRS.** The Foreign Trade of Three Years – The summary of the custom house operations here for the last year was published yesterday. . . In the coastwise trade 406 vessels entered in 1859, 160 in 1882 and 175 in 1883. These, however, do not represent the greater portion of the coastwise trade, for few of the vessels engaged in it are

obliged to enter at the custom house. The immense coal trade, which makes up so large a portion of the coastwise trade, is not included in this statement; but it is estimated that over 1,000 vessels are loaded annually here in the coal trade. There hailed from this port in 1882 78 sail and steam vessels with a tonnage of 2,430 tons, and in 1883 97 vessels, of 4,576 tons.

Sun, Wed. 8/22/83, p. 4. **Cumberland Coal Trade.** The shipments from the mines of the Cumberland coal region for the week ended Saturday, August 18, were 59,225 tons, and for the year to that date 1,494,909 tons; an increase of 885,130 tons as compared with the corresponding period of last year. The coal was carried as follows: To Baltimore and Ohio Railroad and local points - week 31,918 tons, year 839,345 tons; increase from last year 334,230 tons. To Chesapeake and Ohio canal - week 19,522 tons, year 378,457 tons; increase over last year, 378,492 tons. . . .

ES, Wed. 8/22/83, p. 1. **Affairs in West Washington.** – Port – Cleared – Schooner H. B. Hitchcock, Capt. Reed, for Boston; schooner Earl P. Mason, Capt. Nicholson, for Boston. **Grain** – Arrived – Boat G. T. Dunlop, with 3,800 bushels wheat.

Ibid, p. 4. **Affairs in West Washington – Grain** – The canal boat Mollie C. Boyer arrived with 4,000 bushels wheat for J. G. & J. M. Waters. **Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ended Saturday, August 18, were 59,225 tons, and for the year ended to that date 1,494,909 tons, an increase of 885,130 tons as compared with the corresponding period of last year. To Chesapeake and Ohio canal – week, 19,522 tons; year, 378,487 tons; increase over last year, 378,492 tons. **River Trade** – Harbormaster Sutton reports arrivals at the river front as follows: Barge Kitty Hughes, 350 tons hard coal, for C. H. Burges; barge G. V. Veeder, Capt. Scupen, 235 tons coal, for Johnson Bros.; barge John Hobbs, Capt.

Hobbs, 256 tons coal, for J. E. Miller; barge Eugene Brand, Capt. Galbraith, 108 tons coal, for G. L. Sheriff, barge James, Capt. Clinton, 241 tons coal, for Clark & Given.

ES, Sat. 8/25/83, p. 1. **Affairs in West Washington – Grain** – Arrived – Boat Samuel Jarboe, with 2,800 bushels wheat and 1,050 bushels corn.

NR, Mon. 8/27/83, p. 6. **ALEXANDRIA AFFAIRS.** – William Ayre, who was lately appointed inspector of customs at this port, has been appointed deputy collector of internal revenue, vice G. L. Kenyon, who succeeded Capt. F. Beattie in that position a few days ago. As yet no one has been appointed to fill the inspector's position and probably will not be until the first of September, which is the date Mr. Ayre fully assumes the duties of his new office.

The schooner Mary Brown cleared from this port Saturday evening with a full load of locust treenails for vessels. There are large quantities of this timber in this state, which is much sought after by shipbuilders in the north and elsewhere. The schooner Sarah & Ellen, of Portland, entered yesterday morning with a cargo of Kennebec ice consigned to F. A. Reed & Co.

 Inspector Wm. Ayre, Jr., reports the following recent arrivals at this port: Schooner Golden Gate, John H. Insley, master, cargo of coal for Atchisson & Co.; schooner William T. Hart, J. F. Davis, master, loading coal for Providence by American Coal company; schooner Bertha Dean, George Tripp, master, loading coal for Providence by American Coal company; schooner George W. Adams, Standers, master, loading coal for Providence by American Coal company; and barge Tillie Hews, Gray, master, cargo anthracite coal for Wm. A. Smoot.

**SHIPPING NEWS
 AT GEORGETOWN**

Arrived: Schooners Angie S. Green, Capt. ----, from Boston; H. S. Shares, Capt. -----, from Alexandria.

CANAL MATTERS

Twenty boats arrived by canal on Saturday, and the following left this place: Bertha Bender, George W. Wallis, C. W. Williams, Kittie, Elba River, William Foley, F. M. Offutt, J. W. Veale, Beulah, J. W. Farrow, Eva S., Muskingum, G. L. Booth, F. M. Winship, A. P. Mayfield, W. R. Lewis, M. B. Winship, J. H. Stickney, James Green, M., Baltimore, Cloud, James Clarke, E. M. Greenbro, E. L. Whiting, James F. Hager, R. J. Mitchell, A. H. Agnew, C. W. Adams, H. C. Winship, Thomas Patton, R. H. Miller and C. R. Hooff.

ES, Wed. 8/29/83, p. 4. **Affairs in West Washington – Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ended Saturday, August 25, were 55,742 tons, and for the year to that date 1,550,651 tons, an increase of 922,188 tons as compared with corresponding period of last year. To Chesapeake and Ohio canal – week, 20,001 tons; year, 398,488 tons; increase over last year, 368,409 tons.

Ibid, p. 5. **River Trade** – Harbormaster Sutton reports arrivals at the river front as follows: *South Washington* – Arrived – Schooner Thomas W. Hyde, Capt. Sherman, 656 tons of ice, for Independent Ice company; barge George L. Sheriff, Capt. Smith, 115 tons of coal, for Inland Seaboard Coasting company; barge O., Capt. Carter, 108 tons of coal, for Inland Seaboard Coasting company; barge V., Capt. Peck, 110 tons coal, for Potomac Steamboat company; barge Anther Dawson, Capt. Hester, 110 tons of coal, for Potomac Steamboat company; barge D. C. Spencer, Capt. Holden, 277 tons of coal, for George L. Sheriff; schooner L. C. H. Travers, Capt. McNamara, 250 tons of coal, for Johnson Bros.; and schooner Wm. Oliver, Capt. Jones, 177 tons of coal, for Johnson Bros.
East Washington – Arrived – Barge Matthew Cummings, Capt. Cummings, 310 tons coal, for Z.

Williams; and barge Aunt Betty, Capt. Humon, 292 tons coal, for Richards & Son.

ES, Thu. 8/30/83, p. 4. **Affairs in West Washington. – Grain** – Arrived – Boat Seneca, with 3,500 bushels corn.

ES, Fri. 8/31/83, p. 5. **Affairs in West Washington – River Trade** – Harbormaster Sutton reports arrivals at the river front as follows: *South Washington* – Arrived – Schooner A. A. Benedick, Capt. Munson, 1,094 tons ice, for Great Falls Ice Co.; schooner Maggie Smith, Capt. Bennett, 950 tons ice, for Independent Ice Co.; and schooner W. L. Franklin, Capt. Thomas, 210 tons coal, for Clark & Given.

Sun, Sat. 9/1/83, p. 4. **Local Matters.** Mr. James A. L. McClure left last evening for his usual summer cruise with the Chesapeake pilots. He expects to return in time for a meeting with the Chesapeake and Ohio canal board, of which he is a member, on September 6.

ES, Sat. 9/1/83, p. 1. **Affairs in West Washington. – Grain** – Arrived – Boat George T. Dunlop, with 2,000 bushels wheat and 1,500 bushels corn.

ES, Mon. 9/3/83, p. 2. **Affairs in West Washington.** – The Cumberland Coal Trade – During the past week – the twenty-fourth of the season – 210 boats left Cumberland, Md., carrying 23,467.09 tons of coal, which is the heaviest week's shipment during the season, being an average of 35 boats per day. The shipments by the Chesapeake and Ohio canal for the month of August aggregated 862 boats, carrying 86,150 tons of coal, against 661 boats and 74,539.10 tons during the previous month. The revenue was about \$39,000. The shipments by canal for the year up to and including Saturday, September 1st, aggregated 3,852 boats and 434,765.02 tons. The revenue to the canal for the year so far is about \$180,000, and if the shipments during the next three months continue as well as during August,

the revenue for the year will be about \$300,000, which will be the most profitable year to the canal since 1873.

Grain – Arrived, boat Farmers’ Friend, with 2,500 bushels corn and 1,100 bushels wheat.

ES, Tue. 9/4/83, p. 5. **The River Trade.**

Harbormaster Sutton reports arrivals and departures at the river front as follows: *South Washington* – Arrived – Barge Regine, Capt. Smith, 110 tons coal, Potomac Steamboat Co.; schooner Flying Cloud, Capt. Meekin, 180 tons of coal, for Mayfield & Co.; schooner River Queen, Capt. Wilson, 212 tons coal, for Clark & Given; schooner T. B. Taylor, Capt. Hillman, 176 tons coal, for Samuel Emery; and schooner George & Martha, Capt. Fitzhugh, 124 bales hay, for Wilkins & Co.

West Washington – Arrived – Barge Farmers’ Friend, Capt. Beavers, 2,200 bushels corn and 1,200 bushels wheat, for Hartley Bros.

Cleared – schooner Wild Pigeon, Capt. Duane, 479 tons coal, for city dealers; schooner William M. Franklin, Capt. Mannell, 212 tons coal, for Petersburg, Va.; schooner Marion Rockhill, Capt. Smith, 460 tons coal, for Bridgeport, Conn.; schooner Rodney Parker, Capt. Parker, 1,140 tons coal, for New Haven, Conn.; schooner Leander V. Beebe, Capt. Beebe, 1,040 tons coal, for Boston, Mass.; schooner J. D. Dean, Capt. Chase, 267 tons coal, for New Bedford, Mass.; schooner T. W. Hyde, Capt. Sherman, 750 tons coal, for Boston, Mass.; schooner Alzena, Capt. Blair, 410 tons coal, for Boston, Mass.; and schooner Carrie Holmes, Capt. Cramer, 480 tons coal, for Jersey City, N. J.

Sun, Wed. 9/5/83, p. 4. **Cumberland Coal Trade.**

The shipments from the mines of the Cumberland coal region for the week ended Saturday, Sept. 4, were 62,154 tons, and for the year to that date 1,612,305 tons; an increase of 943,513 tons as compared with the corresponding period of last year. The coal was shipped as follows: To Baltimore and Ohio Railroad and local points - week 31,370 tons, year 893,481

tons; increase from last year 257,025 tons. To Chesapeake and Ohio canal - week 21,823 tons, year 430,417 tons; increase over last year, 376,730 tons. . . .

ES, Wed. 9/5/83, p. 1. **Affairs in West**

Washington. – **Grain** – Arrived – Boat Boyer, with 3,700 bushels wheat, and boat Ruby, with 4,100 bushels wheat.

NR, Thu. 9/6/83, p. 7. **SHIPPING NEWS**

AT GEORGETOWN

Sailed: Schooners L. V. Beebe, for Boston; Mabel Phillips, Capt. Gardner, for New Bedford. A great many vessels are in port at this time, but the coal is coming down slowly.

CANAL MATTERS.

Twenty-five boats arrived by canal yesterday, and the following left: A. Grimminger, Muskingum, J. P. Moore, Cumberland, Star No. 1, H. C. Winship, Benjamin Vaughan, M. S. Haines, T., E. H. Johnson, A. S. Johnson, Capella, Star No. 3, Bertha, Bender, G. S. Reiman, Star No. 8, L. P. Hieston, F. Williams, George Sherman, R. J. Mitchell, M. S. Fernsner, Ellen Brooks, J. M. Dove, Harry Wagner, Johnnie M., Altoona, Wave, Duncan Sinclair, Enterprise, C. J. C. Lynn, J. W. Carder, William King, Isabella, C. R. Hooff and M. C. Waters.

ES, Thu. 9/6/83, p. 4. **The River Trade Active.**

Harbormaster Sutton reports arrivals at the river front as follows: *South Washington* – Arrived – Barge, Exchange, Capt. Smith, 112 tons coal, for Johnson Bros.; barge Maggie B., Capt. Fox, 112 tons coal, for Potomac Steamboat Co.; schooner Virginia Dare, Capt. Delaney, 191 tons coal, for Clark & Given; and schooner Iowa, Capt. Curley, 120 tons coal, for William H. Baum.

West Washington – Cleared – Schooner, J. A. Travers, Capt. McNamara, 253 tons coal, for Petersburg, Va.; schooner William H. Jordan, Capt. Thrasher, 750 tons coal, for Portsmouth; schooner, William C. Green, Capt. Cauca, 509 tons coal, for New Bedford, Mass.; schooner Albert Stearns, Capt. Kelly, 960 tons coal, for

Boston, Mass.; schooner William O. Snow, Capt. Snow, 875 tons coal, for Boston, Mass.; schooner E. H. Cornell, Capt. Wylie, 525 tons coal, for Boston, Mass.; schooner Charles M. Summons, Capt. Babbitt, 1,675 tons coal, for Providence, R. I.; and schooner, Mable L. Philips, Capt. Gardner, 1,168 tons coal, for Fall River, Mass.
West Washington – Arrived – Barge Buhler, Capt. Crow, 4,590 bushels wheat, for Hartley Bros.

ES, Fri. 9/7/83, p. 5. **The Canal** – The Chesapeake and Ohio canal directors met in Baltimore yesterday. The report showed an increase of business on the canal, the receipts for August being \$43,000. The prospects are good for a heavy trade the balance of the season. The board directed the payment of the wages of the canal employees for June and July of this year, for which about \$38,000 will be disbursed.
Grain – Arrived – Boat Samuel Jarboe, with 3,500 bushels corn; boat H. M. Talbott, with 500 bushels corn and 1,500 bushels wheat.

SR, Sat. 9/8/83, p. 3. **BRIEFS**
The shipments on the Chesapeake and Ohio Canal for August were the heaviest of the year. During the month, 862 boats, carrying 96,250 tons of coal, left Cumberland. This is a large increase over the corresponding month of last year. The revenue was about \$39,000.

NR, Sat. 9/8/83, p. 7. **ALEXANDRIA AFFAIRS**
The schooner T. Morris Perot cleared yesterday for Jersey City with 460 tons of coal, loaded by the American Coal company.

The schooner William P. Wood cleared for Portland, Me., yesterday, with 1,110 tons of coal, which was loaded by the American Coal company.

The schooner Okos Ames entered this port yesterday to take a cargo of coal for the American Coal company.

The barkentine Henry Norval, J. K. Allen, master, changed her trade yesterday from foreign to coasting, and will go to Georgetown today to load coal for Boston.

NR, Mon. 9/10/83, p. 6. **ALEXANDRIA AFFAIRS.** – The schooner Okos Ames cleared for Newburg with a cargo of coal by the American Coal company.

Inspector W. H. Walker, for the port of Alexandria, reports the following recent arrivals: Schooner T. Morris Perot, New York, William F. Randolph, master, coal for American Coal company; and schooner L. Q. C. Wishart, Bridgeton, N. J., John Coleman, master, coal for J. P. Agnew & Co.

ES, Mon. 9/10/83, p. 4. **River Trade** – Harbormaster Sutton reports arrivals at the river front as follows: *South Washington* – Arrived – Schooner R. H. Mitchell, Capt. Mitchell, 280 tons coal, for Johnson Bros.; and barge James Lannon, Capt. Lannon, 105 tons coal, Inland Seaboard Coasting Co.

ES, Tue. 9/11/83, p. 1. **Affairs in West Washington.** – **Grain** – Arrived – Boat Seneca, with 2,300 bushels wheat, 200 bushels corn and 60 barrels flour; boat E. Lyons, Capt. Whiting, with 4,000 bushels wheat.

NR, Wed. 9/12/83, p. 3. **ALEXANDRIA AFFAIRS** – The schooner A. C. Buckley cleared for Jersey City with a cargo of coal by the American Coal company.

Ibid, p. 7. **SHIPPING NEWS.**
The following new arrivals at the wharves are reported by Harbormaster Sutton: Barge Eva S. Schneider, 117 tons coal, for G. L. Sheriff.

CANAL MATTERS.
Arrived – barges – Charles Barron, Capt. Sorrels; C. W. Adams, Capt. Jackson; D. Armstrong, Capt. Newse; Boat “S,” Capt. Clendening; Unexpected, Capt. Mouse; Extenuate, Capt. Mitchell; C. W. Porter, Capt. Fields; Pilot Boy, Capt. McDonald; Dr. Knott, Capt. Ingram; J. L. Reed, Capt. Grove; Arthur Lovell, Capt. Griffith; A. Wood, Capt. Jackson; Mollie, Capt. Spong; J. C. Hewitt, Capt.

Reinhart; Veale & Leigh, Capt. Tingstrum; G. M. Ryan, Capt. Brown; R. A. Duerr, Capt. Deming; W. J. Stevenson, Capt. Brubaker; John Leetch, Capt. Bush; Iven, Capt. Bootman; and Antares, Capt. Griffith.

ES, Wed. 9/12/83, p. 9. **ALEXANDRIA AFFAIRS.** - Attempt at Outrage. – Two canal boatmen named Edwin Lytton and Edward Casserly were arrested last evening charged with attempt at outrage upon Mary E. Foreman, wife of the captain of a canal boat, in the cabin of a canal boat at the basin, on Montgomery and Washington streets. The men were arrested, and are held at the station-house to await a hearing.

NR, Thu. 9/13/83, p. 3. **ALEXANDRIA AFFAIRS.** – W. W. Walker, inspector, reports the following arrivals since Sunday, Sept. 9: schooner Clare E. Simpson, James E. Sweet, master, from Portsmouth, ice for F. A. Reed & Co.; schooner A. C. Buckley, J. A. Crammer, master, from Greenport, loading coal by American Coal Company; and schooner Thomas Richards, F. J. Hopkins, master, Baltimore, coal for T. J. Mahaffey.

WEST WASHINGTON.

Five boats departed from this port yesterday.

Cumberland Coal Trade - The shipments from the mines of the Cumberland coal region for the week ended Saturday, Sept. 8, were 63,809 tons, and for the year to that date 1,676, 614 tons, an increase of 954,403 tons as compared with corresponding period of last year. To Chesapeake and Ohio canal – week, 23,928 tons; year, 444,344 tons; increase over last year, 383,234 tons.

The Pay Boat started up the canal on its welcome trip yesterday.

ES, Thu. 9/13/83, p. 1. **ALEXANDRIA AFFAIRS.** – The Outcome of the Outrage Case. – When the two men, Casserly and Lytton, charged with an assault with attempt to outrage Mary Foreman in a canal boat, were brought before Mr. Justice Taliaferro, who held the mayor's court

yesterday, no testimony was produced, and the accused having paid the costs of the case, were discharged and returned to their canal boats.

ES, Fri. 9/14/83, p. 2. **Affairs in West Washington – Canal Matters** – Water in the Potomac river and Chesapeake and Ohio canal is unusually low, and boats can only carry light loads of coal and other merchandise. The boatmen of the American company, who go to Alexandria, say it does not pay to carry light loads that distance, and many of them are in port at Cumberland waiting for improvement in the water.

A special meeting of the board of directors of the Chesapeake and Ohio canal was held yesterday in Baltimore with President Smith, Messrs. Hamill, Humbird, Berrett, McClure, Watkins and Fawcett present. The board was called together to act upon a matter relating to the presentation of the claims of the canal company for compensation for property to be taken by the government at Great Falls for water power. The Attorney-General had given notice that all claims for damages must be in by September 20, hence the special meeting. The canal claim was agreed upon by the board, and a committee was named to look after the interests of the company.

Grain – Arrived – Boat Omega, with 2,200 bushels of wheat; and boat G. T. Dunlop, with 2,300 bushels wheat.

Ibid, p. 3. **River Trade** – Harbormaster Sutton reports arrivals at the river front as follows:
South Washington – Arrived – Schooner R. B. Woodside, Capt. Reed, 790 tons ice, for Independent Ice company; schooner Nantasket, Capt. Richardson, 874 tons ice, for Great Falls Ice company; barge E. R. Ladue, Capt. Wills, 105 tons coal, for G. L. Sheriff; barge Eugene Brand, Capt. Gerhardt, 115 tons coal, for Potomac Steamboat company; and schooner Robert Healy, Capt. Phillips, 167 tons coal, for Samuel Emery.
West Washington – Arrived – Schooner Mary Augusta, Capt. A, 145 tons coal, for A. G. Johnson.

Cleared – Schooner Emma T. Angel, Capt. Tripp, 1,258 tons coal, for Portland, Me.; schooner Charles A. Buggs, Capt. Hammett, 1,000 tons coal, for Portland, Me.; schooner Maggie J. Smith, Capt. Bennett, 1,151 tons coal, for Hoboken, N. J.; schooner S. L. Thompson, Capt. Wright, 163 tons coal, for Norfolk, Va.; barge Western Starr, Capt. Moore, 270 tons coal, for Norfolk, Va.; barge Light Brigade, Capt. O'Brien, 279 tons coal, for Norfolk, Va.; barge Mary Hughes, Capt. Matthews, 286 tons coal, for Norfolk, Va.; barge S. B. Packer, Capt. Redmon, 280 tons coal, for Norfolk, Va.; schooner Elias Gibbs, Capt. Woods, 732 tons coal, for Providence, R. I.; and schooner William L. Walker, Capt. Nickerson, 960 tons coal, for Boston, Mass.
East Washington – Arrived - Barge Z. Williams, Capt. Williams, 114 tons coal, for Z. Williams & Son.

NR, Sat. 9/15/83, p. 7. **SHIPPING NEWS.**
 The following new arrivals at the wharves are reported by Harbormaster Sutton: Schooner R. B. Woodside, Capt. Reed, 790 tons ice, for Independent Ice company; schooner Nantasket, Capt. Richardson, 874 tons ice, for Great Falls Ice company; barge E. R. Ladue, Capt. Wills, 105 tons coal, for G. L. Sheriff; barge Eugene Brand, Capt. Gerhardt, 115 tons coal, Potomac Steamboat company; schooner Robert Healy, Capt. Philips, 167 tons coal, for Samuel Emery; and barge Z. Williams, Capt. Williams, 114 tons coal, for Z. Williams & Son.

AT GEORGETOWN.

Arrived – Schooners Mary Augusta, Capt. Augusta; T. Howard Daile, Capt. Philips; Centennial, from Boston.
 Sailed – Schooners Elias Gibbs, Capt. Woods, for Providence; S. C. Johnson, Capt. Johnson, for Baltimore; Clara E. Simpson, Capt. Sweat, for Boston; Jefferson Borden, Capt. Patterson, for Boston.

CANAL MATTERS.

Thirty boats arrived yesterday, and the following left this place: Kirby & Hubert, Star No. 3, Daisy, Lizzie A. Long, William Foley, Myendale,

William E. Bell, M. E. Hall, William Thompson, J. S. Malotte, M. McCleary, E. R. Ladew, River Nile, H. C. Hicks, J. E. Dyer, William R. Lewis, Willie D., Allegheny, J. Barrell, Thames River, Regulus, William Darrow, G. P. Lloyd, V., G. S. Reiman, J. H. Read, Delaware, M. A. Myers, Elizabeth Miller, Samuel Henry, C. F. Dixon, Cumberland, M. H. Hanekamp, E. P. Cohill, H. Bender, C. W. Brugle and G. Meredith.

ES, Sat. 9/15/83, p. 5. **River Trade.** – Harbormaster Sutton reports arrivals at the river front as follows: *South Washington* – Arrived – Schooner Mary E. Morse, Capt. Jones, 1,118 tons ice, for Great Falls Ice Co.; schooner Fanny Whitmore, Capt. Whitmore, 980 tons ice, for Independent Ice Co.

Ibid, p. 6. **Affairs in West Washington.**
Grain – Arrived – Boat Farmers' Friend, with 3,500 bushels wheat.

NR, Mon. 9/17/83, p. 4. **SHIPPING NEWS.**
AT GEORGETOWN

Sailed: Bark Henry Norwell, Capt. Allen and schooner Centennial, for Boston, and Mary Augusta, Capt. Foxwell, for Norfolk.

CANAL MATTERS

Twenty-seven boats arrived by canal on Saturday, and the following left this place: Benjamin Vaughan, Thomas Moore, J. Elliott, Sallie Burwell, George Bogus, Seneca, H. T. West, H. M. Offutt, J. W. Morris, W. H. Boothe, E. L. Whiting, Mississippi, Joseph H. Farrow, West Virginia, Johnnie M., B. M. Young, New Era, Eugene, William Beall, W. S. Haines, G. A. Hoffman, A. B. Winship, Dr. Lewis, P. E. Dawson, N. C. Read, Col. Lynn and D. Annan.

ES, Mon. 9/17/83, p. 2. **Affairs in West Washington.** – **Grain** – Arrived – Boat Samuel Jarboe, with 2,300 bushels corn, and 1,500 bushels wheat; boat Mollie, Capt. C. W. Boyer, with 4,000 bushels wheat; boat Beulah, with 4,000 bushels wheat.

Ibid, p. 3. **FOUND – A DARK BAY HORSE, ABOUT sixteen hands high, with white star in face. Apply to Moore Lock, C. and O. Canal.** [Transcriber’s Note: Lock B at the eastern end of the C&O branch canal to the Washington City Canal was known as the Moore lock at this time. The lock is gone, but the lockhouse is at 17th and Constitution, although it has been slightly moved twice.]

ES, Wed. 9/19/83, p. 5. **Affairs in West Washington.** – The Coal Trade – The shipments from the mines of the Cumberland coal region for the week ended Saturday, September 15th, were 61,420 tons, and for the year to that date 1,738,035 tons, an increase of 970,738 tons over the corresponding period of last year. To Chesapeake and Ohio canal – week, 20,615 tons; year, 464,960 tons; increase over last year, 388,071 tons. There is a great scarcity of vessels.

ES, Thu. 9/20/83, p. 4. **River Trade** – Harbormaster Sutton reports arrivals at the river front as follows: Schooner Sarah Fisher, Capt. Floyd, 166 tons coal, for George Bogus; and barge Carl, Capt. Raufman, 112 tons coal, for Potomac Steamboat company.

NR, Fri. 9/21/83, p. 4. **LATE LOCAL ITEMS** The little nine-year-old daughter of a captain of a canal boat fell overboard and was drowned above Georgetown yesterday. Her body was recovered.

ES, Fri. 9/21/83, p. 3. **River Trade.** – Harbormaster Sutton reports arrivals at the river front as follows: *South Washington* – Arrived – Schooner Mattie May, Capt. Mitchell, 290 tons coal, for Johnson Bros.; schooner Eva Stentor, Capt. Martins, 185 tons coal, for Samuel Emery; schooner Three Friends, Capt. Riggins, 225 tons coal, for Stephenson Bros.; and barge Sallie E. Hassett, Capt. Shires, 105 tons coal, for Inland Seaboard Coastwise Co.

West Washington – Arrived – Schooner William Oliver, Capt. Oliver, 171 tons coal, for Johnson & Bro.

Cleared – Schooner Samartine, Capt. Denver, 238 tons coal, for Richmond, Va.; schooner Oceanus, Capt. Young, 354 tons coal, Rhinecliff Falls, N. Y.; and schooner Fanny Whitmore, Capt. Whitmore, 901 tons coal, for Portland, Me.

SR, Sat. 9/22/83, p. 3. **BRIEFS** Water in the Potomac River and Chesapeake and Ohio Canal has recently been unusually low, and boats could only carry light loads of coal and other merchandise. The boatmen say it does not pay to carry light loads from Cumberland to Georgetown, and many of them are in port at Cumberland waiting for improvement in the water.

ES, Sat. 9/22/83, p. 5. **Affairs in West Washington. – Canal Matters** – There is anxiety felt on the part of those interested in the canal and canal navigation as to the effect of the new dam upon the water supply of the canal. It is said by some that the new dam for the water works being above the dam which feeds the canal will have a decided tendency to keep the water out of the canal at all times when the water is low; even now the water gets so low after a long drought that boats can only carry half a load.

Grain – Arrived – Boat Seneca, with 1,500 bushels of wheat and 1,400 bushels corn.

NR, Mon. 9/24/83, p. 7. **ALEXANDRIA AFFAIRS.** – The schooner Warren Sawyer, Saunders, master, has changed her papers from foreign to coasting, and will go to Georgetown to load coal. The coal rates to Sound ports is \$1.35 per ton, and Boston \$1.45 per ton.

W. H. Walker, inspector for the port of Alexandria, Va., reports the following recent arrivals: Schooner Carrie S. Hart, Godfrey Southard, [master], coal by American Coal company; and schooner George R. Vreeland, William Van Cleary, [master], from Portland, loading coal by American Coal company.

ES, Mon. 9/24/83, p. 3. **Affairs in West Washington.** – Accident – This morning a year-old child of Capt. Charles Sherman, of the steam

canal boat Andrews, having been left by the mother sitting in a high chair near a table in the cabin of the boat, where the mother was engaged in washing, was found on her return, after a few minutes absence, to have fallen into a tub of boiling water, and died in a few minutes. The coroner has been notified.

Grain – Arrived – Boat C. R. Gregory, with 3,800 bushels of wheat.

ES, Tue. 9/25/83, p. 4. **River Trade** Harbormaster Sutton reports arrivals and departures of river craft as follows: *South Washington* – Arrived – Schooner Howard Dale, Capt. Phillips, 140 tons coal, for Stephenson Bros.; schooner M. Welch, Capt. Birch, 416 tons coal, for J. M. Wheatley; schooner Joseph Beimore, Capt. Burch, 414 tons coal, for G. L. Sheriff; barge Americans, Capt. Grey, 319 tons coal, for Stephenson Bros.; barge Kate Moore, Capt. Moore, 204 tons coal, for Stephenson Bros.; and barge Edwin, Capt. Kotze, 267 tons coal, for Johnson Bros.

NR, Wed. 9/26/83, p. 7. **SERIOUS AFFRAY IN GEORGETOWN** – About 4 o'clock yesterday afternoon a serious affray occurred on the canal at Agnew's wharf. It appears that Charles Goddard, white, the steersman of the canal boat J. M. Schley, had a difficulty with some of the colored coal handlers, who, as he states, threatened to kill him, and pursued him to the boat, stoning him as he ran. On reaching the boat, Goddard ran into the cabin, and seizing a double-barreled shotgun, loaded with bird shot, fired into the crowd, wounding Silas Jackson and William H. Webster, both receiving the shot about the face and head without doing them any serious injury.

The crowd of coal handlers became infuriated at this and rushed upon Goddard to carry him to the station, and in the melee which ensued, he received an ugly cut on the head from a baling stick in the hands of one of the crowd, whose identity has not yet been established by the police. Goddard's wife rushed to his assistance and was knocked down and trampled upon, and, being in a delicate condition, is now lying quite ill

in the boat and attended by Dr. Louis Mackall. Goddard was taken to the third precinct station, and a charge of assault and battery, with intent to kill, being made against him by the wounded men, he was locked up for his appearance at the police court this morning. Dr. L. W. Ritchie examined his wounds and pronounced them not serious.

SHIPPING NEWS.

The following new arrivals at the wharves are reported by Harbormaster Sutton: Schooner Howard Dale, Capt. Phillips, 140 tons coal, for Stephenson Bros.; schooner M. Welch, Capt. Birch, 446 tons coal, for J. M. Wheatley; schooner Joseph Belmore, Capt. Burch, 444 tons coal, for G. L. Sheriff; barge American, Capt. Gray, 319 tons coal, for Stephenson Bros.; barge Kate Moore, Capt. Moore, 304 tons coal, Stephenson Bros.; and barge Edwin, Capt. Krotze, 267 tons coal, for Johnson Bros.

AT GEORGETOWN.

Arrived: Schooner Milford, Capt. Luke, from Maine.

Sailed: Schooners William L. Roberts, Capt. Bray, for Boston, and Helen Montague, Capt. Achorn, for Eastport, Me.

CANAL MATTERS.

Twenty-three boats arrived by canal yesterday, and the following left this place: J. C. Lynn, Allegheny, Jos. H. Farrow, A. B. Turner, J. P. Hewitt, Alexander, Charles Mann, M. M. Burgess, G. S. Reiman, L. P. Hieston, Star No. 4, T. K. Stewart, Burke Spencer, Thames River, Harry Borden, Lucy & Willie, Mattie C., G. W. Wallis, Eva S., Cigarette, J. M. Schley, Seven Sisters, David A. Low, J. P. Agnew, L. Brown, Wm. Smith, J. Wilson, F. W. Mintdrop, and Exchange.

Sun, Thu. 9/27/83, p. 4. **Cumberland Coal Trade.** The shipments from the mines of the Cumberland coal region for the week ended Saturday, Sept. 22, were 59,148 tons, and for the year to that date 1,797,183 tons; an increase of 978,582 tons as compared with the corresponding period of 1882. The coal was carried as follows: To Baltimore and Ohio Railroad and local points -

week 29,934 tons, year 982,337 tons; increase from last year 365,344 tons. To Chesapeake and Ohio canal - week 21,158 tons, year 485,113 tons; increase over last year, 392,766 tons. . . .

NR, Fri. 9/28/83, p. 7. **SHIPPING NEWS.**

AT GEORGETOWN

Arrived: Schooners Minnie Smith, Capt. Arey, from Kennebec; and Charles N. Simmons, Capt. Babbitt, from Providence.

Sailed: Schooners Annie J. Pardee, Capt. Crosby, for Boston; William T. Hart, Capt. Davis, for Fall River; Mattie May, Capt. Mitchell, for Norfolk, Va.; Irene, Capt. Morris, for Baltimore.

CANAL MATTERS.

Twenty-eight canal boats arrived by canal yesterday, and the following left: Baltimore, A. Shandon, Kirby & Hubert, Iowa, J. H. Holbrook, J. A. Alexander, J. H. Reed, H. C. Winship, Delaware, Benjamin Vaughan, Harry Wagner, Veale & Leigh, J. W. Eddy, Daniel Annan, Three Brothers, T., Altair, R. A. Driver, R. S. Grant, G. M. Barroll, C. R. Hooff, Juniata, Theo. Dean, Willie & Walter and Enterprise.

ES, Fri. 9/28/83, p. 1. **Affairs in West Washington. – Grain** – Arrived – Boat Beulah, with 4,500 bushels of wheat; boat G. T. Dunlop, with 1,800 bushels of wheat and 1,800 bushels corn.

SR, Sat. 9/29/83, p. 3. **BRIEFS**

A break occurred in the Chesapeake and Ohio Canal on Feeder Level, Dam No. 4, on Sunday morning, but was promptly repaired, the boats passing as usual on Monday.

ES, Sat. 9/29/83, p. 1. **Affairs in West Washington. – Grain** – Arrived – Boat Samuel Jarboe, with 2,600 bushels corn and 900 bushels wheat.

NR, Tue. 10/2/83, p. 4. **SHIPPING NEWS**

AT GEORGETOWN

Sailed: Schooners Charles N. Simmons, Capt. Babbitt, for Providence; Minnie Smith, Capt.

Arey, for New York; Joseph Bayman, Capt. Birge, for Richmond; Mabel L. Phillips, Capt. Gardner, for Fall River.

CANAL MATTERS.

Thirty-five boats arrived by canal yesterday, and the following left here: E. M. Ginevan, C. F. Myers, H. Freeland, Osceola & Jakie, B. R. Mayfield, Sarah Kroon, Muskingum, J. Z. Williams, Kate Hasset, Mollie, Isabella, Theo. L. Betts, Missouri, L. R. Fechtig, Samuel Jarboe. Chesapeake & Ohio Canal: C. F. Smith, J. W. Veal, Percy, Consolidation, Ollie V., James Gannon, L. Brown and L. W. Guinand.

ES, Tue. 10/2/83, p. 1. **Affairs in West Washington. – The Coal Trade** – During September, 845 boats, carrying 98,294 tons of coal, left Cumberland mostly for this port.

ES, Wed. 10/3/83, p. 1. **Affairs in West Washington. – The Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ending Saturday, September 29, were 64,169 tons; and for the year to that date 1,861,352 tons, an increase of 996,302 tons over the corresponding period of last year. To Chesapeake and Ohio Canal – week, 21,584 tons; year, 507,703 tons; an increase of 397,650 tons as compared with the corresponding period of last year.

Grain – Arrived – Boat Farmers' Friend, with 3,500 bushels of wheat.

ES, Fri. 10/5/83, p. 3. **River Trade** – Harbormaster Sutton reports arrivals at the river front as follows: Schooner Virginia Dare, Capt. Delaney, 200 tons coal, for Stephenson Bros.; barge Suwanee River, Capt. Lang, 117 tons coal, for Inland and Seaboard Coasting company; barge Z. Williams, Capt. Williams, 115 tons coal, for Z. Williams; and barge Oxford, Capt. Smith, 110 tons coal, for Z. Williams.

Sun, Mon. 10/8/83, p. 4. **SHIPPING INTELLIGENCE – MEMORANDA –**

Schooner William T. Hart, Capt. Davis, from Georgetown, at New Bedford, 4th instant.
Schooner William L. Roberts, Capt. ----, from Georgetown, at Providence 4th instant.
Schooner Carrie S. Hart, Capt. Davis, from Alexandria, at Providence, 4th instant.

ES, Tue. 10/9/83, p. 1. **Affairs in West Washington.** – **Sudden Death** – Mr. Webster Sothoron, deputy collector of the Chesapeake and Ohio canal company, was found dead in his bed at his place of residence, at Mr. H. E. Offley's, No. 3314 O street, at 8 o'clock this morning. Mr. Sothoron seemed in his usual health last evening. Dr. Mackall, a relative of he deceased, gave the cause of death as paralysis of the heart. The coroner viewed the body this morning and gave a certificate of death from natural causes. Mr. Sothoron was 41 years of age and a gentleman largely respected in this community. He was from St. Mary's county, Md.

ES, Wed. 10/10/83, p. 8. **Affairs in West Washington.** – **The Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ended Saturday, Oct. 6, were 57,419 tons, and for the year to that date 1,918,774 tons, an increase of 1,053,721 tons as compared with the corresponding period of last year. To Chesapeake and Ohio Canal – week, 19,815 tons; year, 527,517 tons; increase over last year, 417,465 tons.
Grain – 4,000 bushels of wheat arrived by canal today.

ES, Thu. 10/11/83, p. 5. **Affairs in West Washington.** – **Grain** – Arrived – Boat Samuel Jarboe, with 3,200 bushels wheat and 450 bushels corn.

Sun, Fri. 10/12/83, p. 4. **The C. & O. Canal Board** – The monthly meeting of the Chesapeake and Ohio Canal board was held yesterday at Barnum's. President L. C. Smith, J. G. Berrett, James A. L. McClure, Spencer Watkins, directors, Benjamin Fawcett and S. Gambrill of the canal

staff, were present. The canal is doing a brisk business, which is expected to continue until the close of the season, about Dec. 15. The next meeting of the board will be at the Arlington, in Washington, Nov. 15.

ES, Fri. 10/12/83, p. 1. **Affairs in West Washington.** – **Grain** - Arrived – Boat Seneca, with 2,670 bushels of wheat.

Sun, Sat. 10/13/83, p. 4. **Washington County Affairs.** – On Monday morning next President Smith will start the pay-boat along the line of the Chesapeake and Ohio canal to pay off the indebtedness for May and November, 1882, and August, 1883.

ES, Sat. 10/13/83, p. 6. **Affairs in West Washington.** – **Notes** – Five scows are about to be constructed for use at the Seneca stone quarries, which are soon to be again operated.
Grain – Arrived – Boat E. Lyons, Capt. Whiting, with 4,000 bushels of wheat.

Sun, Mon. 10/15/83, p. 4. **Allegany County News** Cumberland, Md., Oct. 14. – About noon Saturday, navigation on the Chesapeake and Ohio Canal was resumed, the obstruction near Hancock by the sinking of a boat having been overcome. Several light boats arrived in port Saturday night. It is expected shipments will be very heavy Monday, owing to the delay.

During the week ended Saturday, 4,990 boats, carrying 581,407 tons of coal, cleared from this point on the canal.

NR, Wed. 10/17/83, p. 3. The democratic county central committee have organized by the election of Dr. C. E. S. McKee as chairman, and R. J. Halm, esq., as secretary. As President Smith, of the Chesapeake and Ohio canal, has announced that there will be no canal funds for distribution this or any other year under his administration, it was not deemed necessary to select a treasurer.

Ibid, p. 6. **The River Trade** – Harbormaster Sutton reports arrivals and departures of river craft as follows: *West Washington* – Cleared – Schooner Continental, Capt. Willets, 877 tons coal, for Hoboken, N. Y., schooner William H. Kensel, Capt. Soper, 530 tons coal, for Hoboken, N. Y.; schooner Annie Millard, Capt. Steelman, 550 tons coal, for Cuba; schooner Charles A. Briggs, Capt. Hammett, 1,075 tons coal, for Fall River, Mass.; schooner Robert Healey, Capt. Phillips, 163 tons coal, for Richmond, Va. Arrived – Schooner Rachael Seaman, Capt. Seaman, 400 tons coal, for William King & Son; and barge William Calvin, Capt. Kelly, 250 tons coal, for Mayfield & Hieston.

Ibid, p. 7. **SHIPPING NEWS.
AT GEORGETOWN.**

Sailed: Schooner William H. Kenzel, Capt. Soper, for Hoboken.

CANAL MATTERS.

Fifteen boats arrived by canal yesterday, and the following left this place: Dr. Knott, N. C. Reid, West Virginia, M. D. Corse, Willie & Walter, William Darrow, G. P. Lloyd, Harlow Brothers, Johnnie M., George S. Reiman, B., C. W. Adams, William E. Bell, J. M. Dove, Consolidation and C. W. Keim.

Ibid, p. 8. **Affairs in West Washington.** **Grain** – Arrived – Boat H. M. Talbott, with 2,600 bushels wheat and 350 bushels corn; boat Farmers' Friend, with 1,200 bushels wheat.

ES, Wed. 10/17/83, p. 8. **Affairs in West Washington.** – **Grain** – Arrived – Boat H. M. Talbott, with 2,600 bushels wheat and 350 bushels corn; boat Farmers' Friend, with 1,200 bushels wheat.

Sun, Thu. 10/18/83, p. 4. **Cumberland Coal Trade.** The shipments from the mines of the Cumberland coal region for the week ended Saturday, Oct. 13, were 51,823 tons, and for the year to that date 1,972,393 tons; an increase of

1,017,242 tons as compared with the corresponding period of last year. The coal was shipped as follows: To Baltimore and Ohio Railroad and local points - week 27,361 tons, year 1,082,432 tons; increase from last year 399,353 tons. To Chesapeake and Ohio canal - week 17,693 tons, year 545,299 tons; increase over last year, 401,465 tons. . . .

NR, Thu. 10/18/83, p. 7. **ALEXANDRIA AFFAIRS** – Inspector W. H. Walker reports the following recent arrivals: Schooner Alice R. Chester, Capt. J. J. Tyler, from New York, loading coal by American Coal company; schooner Carrie S. Hart, Capt. Godfrey Southard, from New York, loading coal by American Coal company; schooner River Queen, John Wilson, master, from H. Dely, coal for Mahaffey & Co.; schooner William T. Hart, J. F. Davis, master, loading coal by American Coal company.

ES, Thu. 10/18/83, p. 4. **Colored Pugilists** – Alexander Wall and Henry Dawson, colored employees of the Chesapeake and Ohio canal, settled an old dispute yesterday as to which was the best man by having a prize fight for \$25 a side, on the Virginia side of the river, about a mile distant from Jackson City. Wall was knocked senseless in the second round and the fight ended.

River Trade – Harbormaster Sutton reports arrivals and departures of river craft as follows: Arrived – Barge Maretaway, Capt. Baum, 258 tons coal, for Clark & Given; barge Lawrence Dempsey, Capt. Dempsey, 280 tons coal, for Stephenson Bros.; schooner Thomas Richards, Capt. Thompson, 156 tons coal, for G. L. Sheriff; and barge Jennie, Capt. Jones, 277 tons coal, for G. L. Sheriff.

Affairs in West Washington. – Sunk in the Creek – A canal boat, loaded with stone, belonging to A. L. Barber & Co., sank in the creek, below the K street bridge, yesterday.

Fri. 10/19/83, p. 4.⁷ **Canal Collector Dead.** Mr. Webster Sotheron, deputy collector of the Chesapeake and Ohio canal company, was found dead in his bed at his place of residence, in Georgetown, Tuesday morning. The cause of death was paralysis of the heart. The coroner held an inquest, with the verdict stated above. Mr. Sotheron was 41 years of age and a gentleman largely respected in Georgetown. He was from St. Mary's county, and was a son of Col. John H. Sotheron and a brother-in-law of Hon. Barnes Compton. He was widely known and had a large circle of friends in this county.

NR, Fri. 10/19/83, p. 7. **SHIPPING NEWS.** Harbormaster Sutton has reported the following new arrivals at the wharves: Barge Maretaway, Capt. Baum, 258 tons coal, for Clark & Given; barge Lawrence Dempsey, Capt. Dempsey, 280 tons coal, for Stephenson Bros.; schooner Thomas Richards, Capt. Thompson, 156 tons coal, for G. L. Sheriff; barge Jennie, Capt. Jones, 277 tons coal, for G. L. Sheriff.

AT GEORGETOWN.

Arrived – schooners Cyrus Hall, Capt. White, from Providence; Walter F. Parker, Capt. Parker, from Boston; William R. Hunston, Capt. Chadwick, from Somerset; Fannie Brown, Capt. Sherrard, from Richmond, Va., and M. Luella Wood, Capt. Spaulding, from Boston. Sailed: Schooner Joseph M. Hayes, Capt. Litster, for New York.

CANAL MATTERS.

Twenty-six boats arrived by canal yesterday, and the following were the departures: L. Brown, Elberon, M. A. Myers, Savannah, G., Cigarette, Extenuate, Potomac, John Spencer, Star No. 1, Thomas T. McArdle, G. M. Winship, A. J. Clarke, Wave, M., Willie D., New Era, A. H. Stump, M. B. Mayfield, J. H. Stickney, G. L. Sheriff, Pinkie & Johnnie, Emma Mertens, William Gregory, N. and Three Brothers.

SR, Sat. 10/20/83, p. 3. **BRIEFS.**

The pay-boat of the Chesapeake and Ohio Canal left Georgetown last Monday on a trip over the line, paying the employees for the months of May and November, 1882, and August, 1883.

ES, Sat. 10/20/83, p. 8. **River Trade** Harbormaster Sutton reports arrivals and departures at the river front as follows: *East Washington* – Arrived – Schooner Ewing, Capt. Smith, 232 tons coal, for Z. Williams; barge Gratitude, Capt. Jones, 180 tons coal, for Z. Williams; barge Mary & Laura, Capt. Lynch, 266 tons coal, for T. B. Cross; barge New York & Philadelphia, Capt. Carr, 266 tons coal, for T. B. Cross; and schooner Casper Heft, Capt. Owings, 188 tons coal, for T. B. Cross. *South Washington* – Arrived – Schooner Clara A. Rankin, Capt. Corder, 250 tons coal, for Johnson Bros.; schooner J. H. Means, Capt. Crammer, 630 tons coal, for Clark & Given; schooner William Donnelly, Capt. Donnelly, 200 tons coal, for William H. Baum; schooner R. H. Mitchell, Capt. Mitchell, 287 tons coal, for George Burgess; schooner G. C. Joyce, Capt. Wheatley, 220 tons coal, for P. Pollard; and schooner Anna Camp. Capt. Camp, 129 tons coal, for P. Pollard.

ES, Tue. 10/23/83, p. 4. **River Trade** – Harbormaster Sutton reports arrivals and departures at the river front as follows: *South Washington* – Arrived – schooner William Ray, Capt. Ray, 650 tons coal, for Johnson Bros.; schooner Extra, Capt. Smith, 103 tons coal, for Johnson Bros.; barge J. J. McDevitt, Capt. McDevitt, 255 tons coal, for Johnson Bros.; barge Gillespie, Capt. Harrigan, 236 tons coal, for P. Pollard; barge M. A. McDevitt, Capt. McDevitt, 269 tons coal, for George Bogus; and barge D. F. Walker, Capt. Walker, 277 tons coal, for city dealers.

ES, Wed. 10/24/83, p. 9. **Affairs in West Washington – Coal Shipments** – The shipments from the mines of the Cumberland coal region for

⁷ *Port Tobacco Times and Charles County Advertiser*, Port Tobacco, Md.

the week ended Saturday, October 20, were 57,300 tons, and for the year to date 2,029,893 tons, an increase of 1,021,889 tons as compared with the corresponding period of last year. To Chesapeake and Ohio canal – week, 22,791 tons; year, 568,000 tons.

SR, Sat. 10/27/83, p. 3. **BRIEFS**

The Chesapeake and Ohio Canal is doing a large business now. The shipments of grain and merchandise have been unusually heavy, while the coal business is also good. It is expected that the activity will continue until the close of the season, about December 15th.

ES, Tue. 10/30/83, p. 4. **Affairs in West Washington. – Grain** – Arrived – Boat Mollie, Capt. C. W. Boyer, with 2,800 bushels wheat and 1,400 bushels corn.

NR, Wed. 10/31/83, p. 7. **SHIPPING NEWS. AT GEORGETOWN**

Sailed: Schooners Charles Noble Simmons, Capt. Babbitt, for Providence; J. Howell Leeds, for Fall River.

CANAL MATTERS

Thirty-one boats arrived by canal yesterday, and the following left this place: H. C. Winship, Star No. 7, A. J. Aiken, Thomas H. Faille, G. F. Dunlop, E. P. Cohill, Isabella, Snow, Theodore, William Boley, William Foley, James M. Schley, Here I Am, F., Mollie, J. Hewitt. Chesapeake and Ohio Canal: Exchange, Star No. 8, Libbie, Sycorax, Altoona, Robert Shriver, R. H. Jones, H. Hanekamp and E. T. Woody.

NR, Thu. 11/1/83, p. 3. **SHIPPING NEWS**
The following new arrivals at the wharves have been reported by Harbormaster Sutton: Schooner B. W. Morse, Capt. Gilchrist, 775 tons ice, for Great Falls Ice company; barge Kate Brady, Capt. Brady, 268 tons coal, for C. H. Burgess; barge Centennial, Capt. McNally, 270 tons coal, for C. H. Burgess; barge Mary, Capt. E. Gunson, 274 tons coal, for A. B. Smith; schooner Defiance,

Capt. McNally, 300 tons coal, for J. M. Dove; and barge C. W. Brengle, Capt. Brengle, 115 tons coal, for Johnson Bros.

CANAL MATTERS.

Twenty-one boats arrived yesterday, and the following left here: A. J. Clarke, S. M. Storm, William C. Hunter, Alleghany, New Era, M. S. Haines, Enterprise, E. M. Ginevan, William L. Read, H. T. Weld, A. Dawson, Lucy & Willie, James R. Eddy, West Virginia, E., M. A. Myers, H. C. Hicks, N., James Clarke, American Flag, M. C. Boyer, Savannah, G. M. Winship and A. D. Mayfield.

NR, Fri. 11/2/83, p. 7. **ALEXANDRIA AFFAIRS** – W. H. Walker, inspector for port of Alexandria, reports the following recent arrivals: Schooner William Oliver, Capt. Jones, from Baltimore, coal for T. J. Mehaffey & Co.; schooner Earl P. Mason, H. Nickerson, master, coal for American Coal company; schooner Mary H. Stockham, L. H. Reed, master, coal for J. P. Agnew & Co.

Sat. 11/3/83, p. 3.⁸ **ADDITIONAL LOCAL. Coal by the Canal** – To the first day of this month, 619,420.03 tons of coal have been shipped east *via* Chesapeake and Ohio canal. The *News* estimates that nearly 725,000 tons will be the record for 1883.

NR, Sat. 11/3/83, p. 4. **CANAL MATTERS**
Twenty-five boats arrived by canal yesterday, and the following left this place: J. A. Alexander, James Gannon, L. P. Hieston, D. Armstrong, Farmers' Friend, W. J. Walker, Peter G. Uhler, Emma Mertens, Mary Mertens, T. H. Gibbs, Cumberland, George S. French, Rainbow, Maggie McClary, J. H. Stickney, Detroit, Baltimore, G. F. Smith, Sallie E. Hassett, B., J. H. Parrott, William A. Smoot, William B. Lloyd, E. L. Whiting, Charles Mann and William King.

AG, Mon. 11/5/83, p. 4. **CANAL COMMERCE**

⁸ *Frostburg Mining Journal*, Frostburg, Md.

Arrived – Boats J. J. Swift, C. R. Hooff, G. W. Wallis and R. H. Miller, to American Coal Co.; and Muskingum, to J. P. Agnew & Co.

Departed – Boats J. J. Swift, C. R. Hooff, G. W. Wallis, R. H. Miller and Muskingum.

NR, Tue. 11/6/83, p. 4. **SHIPPING NEWS**
AT GEORGETOWN

Arrived: Schooners S. M. Thomas, Capt. Kelly, from Woods Hole; Gracie Chambers, Capt. Lane, from New York; R. Bowers, Capt. Thompson, from Norfolk.

CANAL MATTERS.

Since last report, forty-five boats have arrived by canal, and the following left this place: G. A. McIllhenny, Antares, Kittie, William E. Bell, Hollander, Willie & Walter, M. B. Mayfield, John Spencer, W. Cader, R. A. Farmer, J. H. Farron, W. T. Hassett, Charles, Echo, Pinkie & Johnnie, A. Greenless, George A. Hoffman, C. Clifton, Mattie, C. W. Adams, Daniel Kinkins, Harry Wagner, U., John Leetch, G. L. Sheriff, M. C. Waters, Samuel Lloyd, Percy, Theodore Deane, Elizabeth Miller, H., Areturus, G. S. Reiman, F. F. McArdle, Potomac, Susquehanna, Unexpected, J. P. Moore, Harry & Ralph, B. R. Mayfield, Maggie B., Samuel Jarboe, A., Rhoda Bell, Helen V., Herald, E. L. Whiting, F. S. Garrett, Ellen Brooks, Arthur Lovell, C. R. Hooff and B. M. Young.

ES, 11/7/83, p. 8. **Coal Trade** – As the shipping season on the Chesapeake and Ohio canal draws to a close, the following figures regarding the season's shipments will be found of interest: During October 852 boats, carrying 96,238 tons of coal, cleared from Cumberland, and the revenue was about \$38,000. The following shows the total shipments during each month of the present season: March, 22,613 tons; April, 72,018 tons; May, 83,809 tons; June, 80,664 tons; July, 74,530 tons; August, 96,250 tons; September, 93,293 tons; October, 96,238 tons; total, 619,420 tons. It is estimated that unless the weather is unexpectedly severe about 105,000 tons more will be shipped before the end of the year, which, added to the shipments thus far, would make

724,420 tons for the season. This would be over double last year's shipments by canal, which were only 316,648 tons.

AG, Wed. 11/7/83, p. 4. **CANAL COMMERCE**
Arrived – Boat F. A. Mertens, to J. P. Agnew & Co.

Departed – Boat F. A. Mertens.

NR, Thu. 11/8/83, p. 7. **SHIPPING NEWS**

The following recent arrivals at the wharves are reported by Harbormaster Sutton: Schooner C. H. Hoyt, 210 tons coal, for W. Hodges.

Ibid, p. 9. M. P. Key, the agent of the Society for the Prevention of Cruelty to Animals, yesterday had warrants issued for the arrest of Mahlon H. Bert for abandoning a poor old horse that he had tried to sell to the gypsies, and Albert Fortune, the dog catcher, for breaking the legs of a dog belonging to Mrs. Emily Wanes that had the tax paid on it. Also arrested Simon Piper, captain of the canal boat A. F. Miller, for cruelty to animals.

ES, Thu. 11/8/83, p. 3. In the Police Court this morning, Simon Piper, captain of the canal boat A. F. Miller, forfeited collateral in two cases for cruelty to a mule and a horse.

Ibid, p. 4. **River Trade** – Harbormaster Sutton reports arrivals of river craft as follows: *South Washington* – Barge Richard Bender, Capt. Bender, 116 tons coal, for Littlefield; barge Exchange, Capt. Smith, 115 tons coal, for Littlefield; barge Eugene, Capt. James, 116 tons coal, for Johnson Bros.

Affairs in West Washington
Grain – Arrived – Boat Mome Catharine Waters, Capt. Boyer, with 3,600 bushels wheat and 600 bushels corn; boat Farmers' Friend, with 2,000 bushels wheat and 1,000 bushels corn; also, boat -----, with 4,200 bushels wheat.

AG, Fri. 11/9/83, p. 3. **CANAL COMMERCE**

Arrived – Boats M. D. Corse and H. O. Claughton, to American Coal Co.; C. R. White, Jr., to Mayfield & Hieston; Carl, to A. M. Brandt; West Virginia, limestone, to E. Francis.

Departed – Boats M. D. Corse, H. O. Claughton, C. R. White, Jr., Carl and West Virginia.

NR, Sat. 11/10/83, p. 9. **SHIPPING NEWS.**
AT GEORGETOWN

Arrived – Schooner William D. Mason, Capt. Chase, from New Bedford.

Sailed – Schooner Mattie May, Capt. Mitchell, for Norfolk.

CANAL MATTERS.

The arrivals by canal yesterday numbered twenty-five, and the departures were as follows: Bertha Bender, M., Round Top, A. P. Mayfield, Seneca, Willie & Walter, G. M. Ryan, Katie Hassett, Salina, H. M. Talbott, Osceola & Jakie, Meyersdale, Mollie, C. R. Gregory, C. W. Ridley, M. S. Fernsner, Snow, J. B. Thomas, Burke, Spencer, Star No. 8, Charles F. Myers, J. W. Thompson, Lizzie A. Long, Phoebe & Johnnie and Youghiogheny.

ES, Sat. 11/10/83, p. 5. **Affairs in West Washington – Grain** – Arrived – Boat Omega, with 4,100 bushels wheat; boat George T. Dunlop, with 2,900 bushels wheat.

AG, Sat. 11/10/83, p. 4. **Receipts and Shipments of Coal** – The following were the receipts and shipments of coal during the past week:

RECEIPTS	Tons
To American Coal Co.	900
SHIPMENTS	
By American Coal Co.	1,064

NR, Mon. 11/12/83, p. 6. **Canal Matters** – Thirty-five boats arrived by canal since last report and the following left here: H. C. Winship, J. W. Morris, Wm. J. Boothe, A. H. Bradt, Dr. O. M. Shindle, O., Farmer’s Friend, F. H. Darby, M. D. Corse, M. G. Boyer, Consolidation, Theodore, E. R. Ladew, W. J. Walker, Altoona, M. S. Harris, Exchange, E. M. Ginevan, James Clark, H. O.

Claughton, Walter Thomson, M. A. Myers, Carl, L. L. Holbrook, Little Eddie, Pilot Boy, Here I Am, Julia Tyler, E. L. Whiting, L. R. Fechtig, H. A. Clark.

Ibid, p. 7. **ALEXANDRIA AFFAIRS**

W. H. Walker, inspector for the port of Alexandria, reports the following recent arrivals: Schooner M. H. Stockham, L. H. Reed, master, loading coal by American Coal company; schooner Christopher, Capt. Brower, Accomack, coal, by Hews & Aitchison; Emma Airy, D. M. Hall, master, Somers’ Point, coal, by American Coal company; Charles E. Gibson, Charles A. Emery, master, Boston, ice for F. A. Reed & Co.

SHIPPING NEWS.
AT GEORGETOWN

Arrived on Saturday: Schooners Three Brothers, Capt. Riggins, from Philadelphia. Robin Hood, Capt. Baker, from Philadelphia; Ida McCabe, Capt. Riggins, from Philadelphia.

Sailed: Schooner Charles A. Briggs, Capt. Hammett, for Fall River.

AG, Mon. 11/12/83, p. 3. **CANAL COMMERCE**
Arrived – Boats Daniel Annan, J. L. Reed and W. C. Hunter, to American Coal Co.; Three Brothers, limestone, to E. Francis.

Departed – Boats D. Annan, J. L. Reed, W. C. Hunter and Three Brothers.

Sun. Tue. 11/13/83, p. 3. **Drowned in the Chesapeake and Ohio Canal.** – Warner Jackson, a colored man, and resident of Alexandria, Va., who was employed as a deckhand on the canal boat *Alexandria*, while coming down the canal was attacked with a cataleptic fit on Saturday night and fell into the canal and was drowned, near Kreigh’s warehouse. The body was recovered on Sunday. The remains were buried in Williamsport on Sunday.

AG, Tue. 11/13/83, p. 3. **CANAL COMMERCE**
Arrived – Boats Dr. G. E. Porter, M. Snow and American Flag, to American Coal Co

Departed – Boats Dr. G. E. Porter, M. Snow and American Flag.

AG, Wed. 11/14/83, p. 3. **BOARD OF ALDERMEN** – At a regular meeting of the Board of Aldermen held November 13, 1883, there were present: E. E. Downham, Esq., President, and Messrs. Moore, Strauss, Marbury, Risheill and Smoot.

The Finance Committee on the petition of the Alexandria Canal Co. for the abatement of taxes, recommended that all tax bills against the Alexandria Canal Co., the Alleghany, Consolidation and Borden Mining companies due and unpaid to this date, be receipted on the payment of \$1,200, if paid on or before the 1st of January next, and that hereafter, or until otherwise changed, the property of the Alexandria Canal Co., shall be assessed, beginning at the river and Madison street, thence west with Madison street to Fairfax street, thence north to Montgomery street, thence west to Columbus street, thence north to First street, thence east along First street to the river, at \$30,000.

NR, Thu. 11/15/83, p. 7. Mr. Charles J. M. Gutner, of Baltimore, attorney for the Chesapeake and Ohio Canal company, in a communication to the commissioners, claims exemption to the property of that company situated in this city and Georgetown.

The commissioners reply that they find from the statutes, to which the attorney refers them, that in consideration in part of keeping the canal in repair, it and the other works of the canal are exempt. This exemption would seem not to apply to any property situated in the city of Washington, as there is no canal or works therein within the meaning of the law.

CANAL MATTERS

The arrivals of boats by canal yesterday were twenty, and the departures as follows: Antares, H. Hanekamp, Samuel Jarboe, G. M. Barroll, Oregon, M. C. Waters, Veale & Leigh, T. H. Gibbs, A. Berkbill, G. S. Reiman, L. Brown, J. H. Read,

Morning Star, Sallie E. Hassett, Echo, F. M. Offutt, J. Dugan & Bro., Enterprise, Dr. G. E. Porter, Capella, M. Snow, R. H. Jones, Amazon River, Major Anderson, Thomas Venners and J. A. Alexander.

Sun, Fri. 11/16/83, p. 4. The directors of the Chesapeake and Ohio Canal held a meeting at the Arlington today. The reports showed that the tonnage of the canal this year exceeded 700,000 tons, an increase over last year.

NR, Fri. 11/16/83, p. 7. **C. and O. Canal Commissioners.** – The Chesapeake and Ohio canal commissioners met yesterday at the Arlington, received statements of the month’s business, and made arrangements to close the canal on Dec. 15 for the winter. The commissioners say that the canal is in first rate condition, and they estimate that the tonnage for the year will be about 700,000. The receipts for tolls will be about \$280,000. This will be a much larger business than last year, and the best year’s work ever done on the canal, with one exception. There were present at the meeting: L. Cass Smith, president; James T. Berrett, Patrick Hamill, John Humbird, Spencer Watkins and J. A. McClure.

**SHIPPING NEWS.
AT GEORGETOWN**

Arrived – Schooners William H. Kenzel, Capt. Soper, from Hoboken; Dreadnaught, Capt. Griffin, from Alexandria; Henry S. Culver, Capt. Crowley, from Alexandria; and William R. Houston, Capt. Chadwick, from Providence.
Sailed – Schooners Helen Hasbrouck, Capt. Bennett, for Jersey City and A. H. Belden, Capt. Terry, for South Norwalk.

CANAL MATTERS

Twenty-eight canal boats arrived yesterday, and the following left here: Helen V., William T. Creighton, Percy, F. H. Darby, Three Brothers, West Virginia, James Gannon, Bessie & Harry, B. Humbird, Extenuate, Star No. 3, W. E. Hall, Missouri, Carrie V., Earnest & Holland, R. S. Grant, E. H. King, William Mertens, C. W. Porter,

Delaware, Willie & Walter, Allan Campbell, Unexpected, Sallie Burwell, P. G. Uhler, Oxford and C. W. Miller.

ALEXANDRIA AFFAIRS

The schooner Culver, which is now loading coal at Georgetown, when loaded, will come to this city and lay off Agnew's shipyard for the purpose of having her decks and cabins finished, and will then proceed to Providence, R. I. She has twenty-nine owners, who live in Massachusetts, Rhode Island, New York, Washington and Alexandria. She cost about \$40,000.

AG, Fri. 11/16/83, p. 3. **FROM WASHINGTON**

A gentleman interested in the business of the Chesapeake and Ohio Canal, in the city today, says the Borden Coal Company will cease shipping coal at Cumberland on the 20th instant, but that the agent of the American Company there has received orders to send all the coal it is possible for him to ship to Alexandria before the close of navigation.

SR, Sat. 11/17/83, p. 4. **BRIEFS**

Sanford W. Hamilton, lock-tender at the Ten-mile lock [Lock No. 72, it being 10 miles from Cumberland], near Paterson's Creek, Chesapeake and Ohio Canal, was drowned in the canal Saturday morning at about 5 o'clock. He fell in accidentally, being tripped over a windlass. He was about 26 years old.

NR, Sat. 11/17/83, p. 9. **SHIPPING NEWS**

AT GEORGETOWN

Sailed – Schooners William Kenzel, Capt. Soper, for Hoboken; William H. Lee, for Hoboken; Charles E. Gibson, Capt. Emery, for New Haven.

CANAL MATTERS

The arrivals by canal yesterday were twenty-three, and the departures were as follows: A. B. Winship, G. Meredith, W. R. Lewis, Harry & Ralph, A. B. Turner, Farmers' Friend, James T. Hager, Charles Mann, W. A. Smoot, M. L. Miles, Isaac Wilson, George Hughes, Wave, Dr. Knott, Maj. L. L. Blake, Libbie, Sycorax, Highlander,

William King, Cigarette, Little Nan, Ask the Captain and Dr. A. Shanks.

AG, Sat. 11/17/83, p. 3. **Receipts and Shipments of Coal** – The following were the receipts and shipments of coal during the past week:

RECEIPTS	Tons
To American Coal Co.	1,674
SHIPMENTS	
By American Coal Co.	2,075

CANAL COMMERCE

Arrived – Boats S. S. Howison, W. Walsh, A. J. Clark, Charley, J. P. Moore, T. H. Faile, A. J. Akin, T. L. Betts, W. L. Lloyd, Bertha Bender and A. M. White, to American Coal Co.; J. P. Agnew and Little Eddie, to J. P. Agnew & Co.
 Departed – Boats S. S. Howison, W. Walsh, A. J. Clark, Charley, J. P. Moore, T. H. Faile, A. J. Akin, T. L. Betts, A. H. Agnew and Little Eddie.

Ibid, p. 4. **LOCAL BREVITIES**

One of the cables at the outlet lock of the C. & O. Canal at Georgetown, broke yesterday, doing no special damage, but, it is said, suspending travel through it for the season.

NR, Mon. 11/19/83, p. 6. **ALEXANDRIA AFFAIRS**

– The schooner W. R. Houston is on the ways at Agnew & Co.'s shipyard for repairs. The schooner William T. Hart arrived here yesterday from Providence, R. I., and will take a cargo of coal for the American Coal company for that place. The captain reports encountering a severe gale while in the Delaware breakwater, but the vessel received no serious damage. The new schooner Henry S. Culver is lying off Agnew's shipyard receiving her sails, anchors, &c.

**SHIPPING NEWS
 AT GEORGETOWN**

Sailed – Schooner Thomas Borden, Capt. Cherbuck, for Hyannis; Henry S. Culver, Capt. Crowley, for Providence; and Sallie & Ella, Capt. Lloyd, for Norfolk.

CANAL MATTERS

Thirty boats arrived by canal since last report, and the following left this place: River Nile, Deer Park, Medley, John M. Veale, American Flag, Savannah, L. Kroon, H. K. Shaner, J. P. Moore, J. Bradburn, Hollander, G. W. Knott, Dr. M. M. Lewis, S. Henry, G. A. McIlhenny, E. L. Whiting, H. Bonsell, F., G. Garrett, A. H. Agnew, C. Darrow, Eugene, S. S. Howison, William Welsh, Willie D., Maggie B., Minnie & Pinkie, A. Sherman, James A. Garfield, Ivan, G. F. Smith, Potomac, A. J. Clarke, Dakota, Beulah, Charlie, Mattie C., J. Barrell and Hunter Lee.

AG, Mon. 11/19/83, p. 3. **CANAL COMMERCE**
Arrived – Boats Thomas Patton, W. E. Bell, J. Wilson, J. H. Stickney, Samuel Lloyd, C. R. Hooff and G. L. Boothe, to American Coal Co.; Elberon, to John P. Agnew & Co.; George S.. French, to W. A. Smoot & Co.
Departed – Boats W. B. Lloyd, Bertha Bender, A. M. White, Thomas Patton, W. E. Bell, J. Wilson, J. H. Stickney, Samuel Lloyd, Elberon and George S.. French.

Ibid, p. 4. **LOCAL BREVITIES**

The schooner William T. Hart arrived here yesterday from Providence, R. I., and will take a cargo of coal for the American Coal Company to that place. The captain reports encountering a severe gale while in the Delaware breakwater, but the vessel received no serious damage. This is the fourth trip the Hart has made since she was launched at Messrs. Agnew & Co.'s shipyard, in this city last July.

ES, Tue. 11/20/83, p. 5. **Affairs in West Washington – Grain** – Arrived – Boat Seneca, with 2,000 bushels wheat.

AG, Tue. 11/20/83, p 3. **FROM WASHINGTON**
The Borden and the George's creek Coal Companies will stop shipping coal by the Chesapeake and Ohio Canal on the 25th instant. The American and the Consolidation Companies will continue to ship as long as navigation remains

open. If not closed earlier by ice, the canal company will close navigation on the 15th proximo.

MARINE NEWS.
ARRIVED

Schooner Earl P. Mason, from Providence, to American Coal Co.
Schooner A. E. Valentine, from New York, to American Coal Co.

SAILED

Schooner William T. Hart, for Providence, by American Coal Co.

CANAL COMMERCE

Arrived – Boats J. W. Burke, to American Coal Co.; Lucy & Willie, to J. P. Agnew & Co.
Departed – Boats C. R. Hooff, G. L. Boothe, J. W. Burke and Lucy & Willie.

Ibid, p. 4. **LOCAL BREVITIES**

Five boats carrying 560 tons of coal left Cumberland for this city on Saturday, consigned to the American Coal Company.

NR, Wed. 11/21/83, p. 3. **ALEXANDRIA AFFAIRS** – W. H. Walker, inspector for the port of Alexandria, Va., reports the following recent arrivals: Schooner Charles H. Morse, Capt. -----, loading coal by American Coal company; L. S. Levening, loading coal for American Coal company; Kate E. Gifford, T. H. Wright, master, from Baltimore, coal for Mehaffey & Co.; and Carrie S. Hart, coal by American Coal company.

AG, Wed. 11/21/83, p. 4. **CANAL COMMERCE**
Arrived – Boats Charles Clifton, William Gregory, G. W. Wallis, Lizzie A. Long and William Smith, to American Coal Co.
Departed – Boats C. Clifton, William Gregory, G. W. Wallis, Lizzie A. Long and William Smith.

Ibid, p. 5. **LOCAL BREVITIES**

Seven boats carrying 787 tons of coal left Cumberland for this city on Monday, consigned to the American Coal Company.

Sun, Thu. 11/22/83, p. 1. A Certificate of Incorporation has been obtained from the secretary of State of West Virginia for the Valley Telephone Company, a corporation for the purpose of constructing and maintaining a system of telephone lines between Harper's Ferry, Charlestown, Shepherdstown, Middleway, Martinsburg and Ripon in the State of West Virginia, and Berryville, Winchester and Staunton in the State of Virginia, and intermediate points, connecting with a telephone line along the Chesapeake and Ohio Canal. The main office of the company is to be at Charlestown, West Va., and the capital is limited to \$10,000.

NR, Thu. 11/22/83, p. 7. **SHIPPING NEWS
AT GEORGETOWN**

Arrived – Schooners Kate E. Gifford, J. Jackson and Warren, from Boston.

Sailed – Schooners Mary C. Hart, Capt. Crowell, for Boston; and Lillie Holmes, Capt. Holmes, for New York

CANAL MATTERS

The arrivals by canal yesterday were twenty-five, and the departures were as follows: George W. Wallis, J. W. Burke, M. C. Waters, S. M. Storm, Samuel Jarboe, C. R. White, Snow, M. S. Fernsner, J. W. Carden, M. B. Mayfield, R., G. L. Boothe, Suwanee, W. H. Cooper, B. L. Slack, G., N. C. Read, Willie & Walter, A. Lovell, Plow Boy, American Flag, C. Clifford, J. K. Stewart, A. L. Miller, J. E. Dyer & Bro., Seneca, Mattie C., Z. Williams, John Leetch, W. H. C. Bayley, A. H. Stump, E. T. Woody, G. W. Barroll And W. Gregory.

AG, Thu. 11/22/83, p. 4. **LOCAL BREVITIES**
The American Coal Company shipped 680 tons of coal from Cumberland for this city via the canal on Tuesday.

NR, Fri. 11/23/83, p. 7. **SHIPPING NEWS.
AT GEORGETOWN**

Arrived – Schooners Charles N. Simmons, Capt. Babbitt, from Providence; William R. Houston, Capt. Chadwick, from Alexandria.

Sailed – Schooners Hattie Williams, Capt. Bray, for Hoboken; S. S. Hudson, Capt. -----, for New York.

CANAL MATTERS

Twenty-three boats arrived by canal yesterday, and the following left: Mollie, Lizzie A. Long, W. M. Smith, Osceola & Jakie, T., Detroit, P. E. Dawson, Mabel, A., B. R. Mayfield, B. M. Young, Mary Mertens, William S. Jacques, Veale & Leigh, G. L. Young, J. H. Milstead, Muskingum, George L. Sheriff, C. M. Ryan, Sabina and Herald.

AG, Fri. 11/23/83, p. 3. **MARINE NEWS
SAILED**

Schooner Rodney Parker, for Newburyport, by American Coal Co.

CANAL COMMERCE

Arrived – Boats M. D. Corse and J. H. Platte, to American Coal Co.; John Spencer and Juniata, to J. P. Agnew & Co.

Departed – Boats M. D. Corse, J. H. Platte, John Spencer and Juniata.

SR, Sat. 11/24/83, p. 4. **The Canal.** – At a meeting of the board of directors of the Chesapeake and Ohio Canal Company, held on Tuesday of last week, it was shown that this year's business exceeded (with one exception) that of any year since the construction of the work, the tonnage being for the year 700,000 tons, and the receipts for tolls \$280,000. The directors decided to close the canal earlier this winter than ever before, on the 15th of December. This will be done on account of the numerous repairs to be made.

NR, Sat. 11/24/83, p. 3. **SHIPPING NEWS.
AT GEORGETOWN**

Sailed – Schooners W. R. Houston, Capt. Chadwick, for Somerset; Kate Gifford, Capt. -----, for New York.

CANAL MATTERS

Arrived – twenty boats.

Left – B. C. Barrell, L. Brown, John Spencer, E., J. R. Eddy, Dr. Knott, Antares, Alwin, C. W.

Adams, M. S. Haines, Walter Thomston, W. J. Walker, Benjamin Vaughn, Walter Beall, H. C. Winship, E. R. Laden, O., J. W. Thompson, V., G. M. Winship, Little Rob, J. B. Thomas, G. S. Reiman, Three Sisters, Dunlop, E. M. Ginevan, New Era and Dr. Armstrong.

AG, Sat. 11/24/83, p. 3. **Receipts and Shipments of Coal** – The following were the receipts and shipments of coal during the past week:

RECEIPTS	Tons
To American Coal Co.	3,731
SHIPMENTS	
By American Coal Co.	2,664

CANAL COMMERCE

Arrived – Boats M. Kersey, J. J. Swift, Richard Bender and M. E. Hall, to American Coal Co.; J. J. Moore, to John P. Agnew & Co.; Three Brothers, limestone, to E. Francis.

Departed – Boats M. Kersey, J. J. Swift, M. E. Hall, J. J. Moore, Three Brothers and Richard Bender.

NR, Mon. 11/26/83, p. 3. **ALEXANDRIA AFFAIRS** – W. H. Walker, inspector for the port of Alexandria, reports the following recent arrivals: Schooner William T. Hart, J. F. Davis, master, from Somerset, coal by American Coal company; schooner Eva I. Smith, Richard Adams, master, from Lower Point, coal for W. A. Smoot & Co.; and schooner Earl P. Mason, Capt. Nickerson, master, loading coal for American Coal company; schooner Ann E. Valentine, E. Chambers, master, loading coal by American Coal company; R. H. Graham, Capt. Graham, master, coal for T. J. Mehaffey & Co.; Helen Benedict, Manson, master, loading coal by American Coal company; Howard Hunt, coal for T. J. Mehaffey & Co.

Ibid, p. 9. **SHIPPING NEWS AT GEORGETOWN**

Sailed on Saturday – Schooners Charles N. Simmons, Capt. Babbitt, for New Haven; Eva S. Smith, Job H. Jackson, Warren, for Somerset.

CANAL MATTERS

Arrivals by canal on Saturday were thirty, and the departures as follows: John Miller, Mississippi, George Hughes, Theodore, Juniata, T. H. Gibbs, R. P. Mason, Ruby, J. H. Snyder, Maggie McClary, M. D. Corse, C. W. Osborne, C. W. Brengle, R. J. Mitchell, R. B. Lynn, L. R. Fechtig, Three Brothers, Her I Am, William King, Mattie C., J. H. Platte, Oxford and W. R. Lewis.

NR, Tue. 11/27/83, p. 6. **CANAL MATTERS** Fifteen boats arrived by canal yesterday, and the following left: H. M. Talbot, Medley, Youghioghenny, Mary E. Hall, J. J. Moore, West Virginia, A. H. Bradt, Mattie, Star No. 1, Helen V., Deer Park, William F. Hassett, Unexpected, Rainbow, Consolidation, A. G. Johnson, Isabella, Kittie Alexander, Sallie E. Hassett, James Clark, Round Top, G. A. McIlhenny.

AG, Tue. 11/27/83, p. 3. **MARINE NEWS ARRIVED**

Schooner Nathan Lawrence, Capt. Bedford, to American Coal Co.
Schooner S. M. Thomas, from Fall River, to American Coal Co.
Schooner William P. Hood, from Providence, to American Coal Co.

SAILED

Schooner H. H. Benedict, for Boston, by American Coal Company.

CANAL COMMERCE

Arrived – Boats P. G. Uhler, J. H. Reid, Delaware, Daniel Annan, H. O. Claughton, J. W. Morris, Maj. G. Berkebile, W. J. Boothe, J. P. Moore, Savannah and R. S. Grant, to American Coal Co.; Daniel Webster, to John P. Agnew & Co.
Departed – Boats P. G. Uhler, J. H. Reid, Delaware, Daniel Annan, H. O. Claughton, J. W. Morris, Maj. G. Berkebile, W. J. Boothe, J. P. Moore, Savannah and Daniel Webster.

AG, Wed. 11/28/83, p. 3. **CANAL COMMERCE**

Arrived – Boats Bertha Bender, W. Doerner, J. H. Parrott, Jr., Seven Sisters, Charley, S. M. Retzell, Minnie & Pinky and Altair, to American Coal Co.
 Departed – Boats R. S. Grant, Bertha Bender, W. Doerner, J. H. Parrott, Jr., Seven Sisters, Charley and S. M. Retzell.

Ibid, p. 4. **LOCAL BREVITIES**

The shipments of coal from Cumberland to this city continue. On Monday, eight boats, carrying about 900 tons, left via the canal consigned to the American Coal Co.

ES, Fri. 11/30/83, p. 1. **Affairs in West Washington – Grain** – Arrived – boat Mollie, Capt. C. W. Boyer, with 3,500 bushels wheat.

AG, Fri. 11/30/83, p. 3. **CANAL COMMERCE**
 Arrived – Boats Harry Borden, Benjamin Williamson, J. W. Veal, Cowton & Tilghman, W. C. Hunter, J. L. Reid, Harry & Ralph and Maggie B., to American Coal Co.
 Departed – Boats Harry Borden, Benjamin Williamson, J. W. Veal, Cowton & Tilghman, W. C. Hunter and J. L. Reid.

SR, Sat. 12/1/83, p. 4. **BRIEFS**
 The pay-boat of the Chesapeake and Ohio Canal will leave Georgetown on Monday morning next on her regular monthly trip to pay the employees of the company. On this trip they will be paid for the months of June, July and December, 1882, and of September, 1883. This will clear up all the indebtedness left by the predecessor of Mr. Smith for wages, &c., for 1882, and leaves but one month of 1883 not settled for.

ES, Sat. 12/1/83, p. 5. **Affairs in West Washington – Grain** – Arrived – Boat Samuel Jarboe, with 3,200 bushels of wheat and 500 bushels of corn; boat George T. Dunlop, with 4,000 bushels wheat; and steamer Occoquan, with 1,600 bushels wheat.

AG, Sat. 12/1/83, p. 4. **Receipts and Shipments of Coal** – The following were the receipts and shipments of coal during the past week:

RECEIPTS	Tons
To American Coal Co.	6,160
SHIPMENTS	
By American Coal Co.	3,721

MARINE NEWS

ARRIVED

Schooner Emma Aery, from New York, to American Coal Co.
 Schooner Henry Lippitt, from Boston, to American Coal Co.

SAILED

Schooner William P. Hood, to Providence, by American Coal Co.

AG, Mon. 12/3/83, p. 4. **MARINE NEWS**
ARRIVED

Schooner M. P. Smith, Philadelphia, coal, to Hewes & Aitcheson.

SAILED

Schooner Emma Aery, to Jersey City, by American Coal Co.

AG, Tue. 12/4/83, p. 4. **CANAL COMMERCE**
 Arrived – Boats W. Gregory, M. Snow, W. B. Lloyd, J. Green, J. A. Garfield, H., Ask the Captain, Dr. A. Shanks, Capella and C. & O. C., to American Coal Co.: Extenuate, to John P. Agnew & Co.; G. M. Barroll, to Mayfield & Hieston.
 Departed – Boats W. Gregory, M. Snow, W. B. Lloyd, J. Green, J. A. Garfield, H., Ask the Captain, Dr. A. Shanks, Capella, C. & O. C., Extenuate and G. M. Barroll.

Sun, Wed. 12/5/83, p. 1. **Cumberland Coal Trade**. The shipments from the mines of the Cumberland coal region for the week ended Saturday, Dec. 1, were 60,230 tons, and for the year to that date 2,393,122 tons; an increase of 990,719 tons as compared with the corresponding period of last year. The coal was shipped as follows: To Baltimore and Ohio Railroad and local points - week 25,987 tons, year 1,364,416

tons; increase from last year 345,884 tons. To Chesapeake and Ohio canal - week 14,787 tons, year 674,394 tons; increase over last year, 407,122 tons. . . .

AG, Wed. 12/5/83, p. 4. **MARINE NEWS SAILED**

Schooner Henry Lippitt, for Portland, by American Coal Co.

CANAL COMMERCE

Arrived – Boats M. D. Corse, American Flag, D. A. Lowe, W. Smith, J. Wilson and D. Annan, to American Coal Co.; Ollie V. and W. F. Creighton, to John P. Agnew & Co., William R. Lewis, to Gilmore, Meredith & Co.

Departed – Boats M. D. Corse, American Flag, D. A. Lowe, W. Smith, J. Wilson, D. Annan, Ollie V., W. F. Creighton and William R. Lewis.

AG, Fri. 12/7/83, p. 3. **FROM WASHINGTON**

Mr. Dungan, one of the lessees of the Alexandria canal, in a short talk with the *Gazette* correspondent this morning, said that the municipal assessment upon the property of that canal within the corporation limits of Alexandria, was so exorbitant and positively unjust that the lessees could not stand it any longer without an attempt to have it reduced, and, if that failed, to resort to some other means of compensation. The latter process, he said, would be exceedingly disagreeable to the lessees, but that they must look to their own interests. He said that the property alluded to is assessed for \$30,000, while adjoining property, with equal water frontage, is either assessed at much lower rates or else not assessed at all. He also said that during the last two years, the expenses of the canal over receipts, for each year, were \$2,816, and for the two preceding years, their loss each year was \$4,109; and that as the lessees can maintain the fidelity of their lease and save \$3,000 a year, even if not a load of coal should go over the canal, in case the city refuse to lower the assessment they will be compelled to raise the tolls from 3 cents, the present rates, to 8 cents per ton.

CANAL COMMERCE

Arrived – Boats A. J. Akin, T. H. Faile, C. Clifton and A. Greenless, Jr., to American Coal Co.

Departed – Boats A. J. Akin, T. H. Faile, C. Clifton and A. Greenless, Jr.

SR, Sat. 12/8/83, p. 4. **Will Try to Keep it Open**

Owing to the decision of the directors of the Chesapeake and Ohio Canal Company to close the canal to navigation on the 15th inst., there is extraordinary activity now among the farmers along the line of the canal to push shipment of their grain to tidewater. An average of 15,000 bushels of wheat is being received daily. An effort will be made, if the weather continues good, to induce the Canal Company to hold the canal open until the first of January.

ES, Sat. 12/8/83, p. 1. **Alexandria Affairs.**

An Imbroglia – The Alexandria canal and bridge company complains that the tax upon the river front property, which is under lease to them, is too high, and they say that unless the city council reduces the tax, they will raise the toll on coal over the Alexandria canal from Georgetown to Alexandria from 3 cents to 8 cents per ton, thus substantially cutting off the coal trade of Alexandria. The subject will probably be brought to the attention of the city council at its next meeting.

AG, Sat. 12/8/83, p. 3. **Receipts and Shipments of Coal** – The following were the receipts and shipments of coal during the past week:

RECEIPTS	Tons
To American Coal Co.	2,516
SHIPMENTS	
By American Coal Co.	1,738

NR, Mon. 12/10/83, p. 2. **The Chesapeake and Ohio Canal to Close Down Saturday.**

Cumberland, Md., Dec. 9. – It is officially stated that no waybills will be issued on the Chesapeake and Ohio canal after Dec. 15, and the water will be drawn off Dec. 22. The date of closing is rather

late, but so far, the winter has not interfered with shipments.

AG, Mon. 12/10/83, p. 3. **CANAL COMMERCE**
Arrived – Boats W. Doerner, G. L. Boothe, Bertha Bender and R. S. Grant, to American Coal Co.; A. P. Mayfield & L. R. Hieston, to Mayfield & Hieston.

Departed – Boats W. Doerner, G. L. Boothe, A. P. Mayfield & L. R. Hieston.

ES, Tue. 12/11/83, p. 1. **Affairs in West Washington** – Grain – Arrived – Boat Veal & Leigh, with 4,000 bushels wheat.

AG, Tue. 12/11/83, p. 3. **CANAL COMMERCE**
Arrived – Boats Samuel Lloyd, to American Coal Co.

Departed – Boats Bertha Bender, R. S. Grant and Samuel Lloyd.

AG, Wed. 12/12/83, p. 4. **LOCAL BREVITIES**
The William B. Lloyd, consigned to the American Coal Company, was the only boat that arrived here by the canal today.

Although the canal trade is very nearly over for the season, the American Coal Company shipped three boats, carrying 333 tons of coal, from Cumberland for this city on Monday.

ES, Fri. 12/14/83, p. 2. **Affairs in West Washington** – Alleged Thieves Arrested – Officer Burrows arrested yesterday a colored man named Hilliary Johnson, charged with stealing a lot of rope some time ago from a canal boat.
Grain – Arrived – Boats H. M. Talbott and Seneca, with a cargo of wheat and corn.

Alexandria Affairs.

The Canal Tax Imbroglio – Mr. W. W. Dungan, secretary of the Alexandria Canal and Bridge Co., has addressed from the office of the company in Washington a communication to Chairman Smoot, of the city finance committee, protesting against the city tax of \$600 upon the property of the

company, and renewing the declaration that if the taxes are not reduced the C. and B. Co., which is the lessee of the canal, will increase the toll on coal from 3 to 8 cents per ton, even if that means the canal should not carry a single ton of coal to Alexandria. He lays down his ultimatum thus: “If asked what in our judgment would be equitable, we should say that we ought to pay no taxes, but we would be willing to pay \$600 in full for the claim now made upon us, and hereafter \$187 per year.” the assessment being thus reduced from \$30,000 to \$9,250.

Sat. 12/15/83, p. 3.⁹ Last week the laborers on the Chesapeake and Ohio Canal were paid off for three months last year and September of this year. The officials of the corporation are paid off regularly.

ES, Sat. 12/15/83, p. 6. **Affairs in West Washington** – Grain – Arrived – Boat E. Lyons, Capt. Whiting, with 3,800 bushels of wheat.

AG, Sat. 12/15/83, p. 3. **Receipts and Shipments of Coal** – The following were the receipts and shipments of coal during the past week:

RECEIPTS	Tons
To American Coal Co.	1,251
SHIPMENTS	
By American Coal Co.	730

Sun, Mon. 12/17/83, p. 1. **Close of Coal Shipments by Canal.** – Cumberland, Dec. 15. – Shipments by Chesapeake and Ohio Canal closed for the season today, although a few boats may leave next week. The water will be shut off December 22. The season has been a very good and prosperous one for the canal. From information obtained at the collector’s office here, it appears that during the season which just closed 6,283 boats, carrying 707,466 tons of coal, cleared from this port. The tonnage is over double that of the previous season (1882), when only 316,643 tons of coal were shipped from this point by canal. The gross amount of revenue collected at

⁹ *Baltimore County Union*, Towson, Md.

Cumberland during the season was about \$300,000. From this will be deducted a number of items, including wharfage, &c.

AG, Mon. 12/17/83, p. 4. **LOCAL BREVITIES**

A memorial asking Congress to compel the Alexandria Canal and Bridge Company (Wells, Dungan & Quigley) to reduce tolls on the Aqueduct bridge, between Virginia and the District of Columbia, is in circulation in this and Fairfax counties and in Washington.

NR, Tue. 12/18/83, p. 9. The commissioners have notified the Chesapeake and Ohio Canal company that they will have to erect a railway along the canal to prevent the use of tow lines unless the company cause the former railing to be replaced within fifteen days.

Sun, Wed. 12/19/83, p. 1. **State Capital Affairs.** President Smith and Messrs. McClure, Hamill and Humbird, directors of the Chesapeake and Ohio Canal, were at the canal office here today examining accounts preparatory to the meeting of the board on Thursday.

NR, Wed. 12/19/83, p. 2. **Cumberland Coal Shipments.** – Cumberland, Md., Dec. 18. The shipments from the mines of the Cumberland coal region for the week ended Saturday, Dec. 15, were 34,588 tons, and for the year to that date 2,412,686 tons, an increase of 973,588 tons as compared with the corresponding period of 1882. To Chesapeake and Ohio canal – week, 2,920 tons; year, 681,225 tons; increase over 1882, 411,236 tons. . . .

AG, Thu. 12/20/83, p. 3. **MARINE NEWS ARRIVED**

Schooner Earl P. Mason, from Providence, to American Coal Company.

SAILED

Schooner Earl P. Mason, for Providence, by American Coal Company.

NR, Fri. 12/21/83, p. 2. **ANNAPOLIS NOTES**

The Chesapeake and Ohio canal board met here today and decided to close navigation Dec. 22. There was a full attendance. Reports showed encouraging results of the year's operations. There are repairs to be made, which the superintendents are authorized to attend to.

Ibid, p. 4. **A Lock Keeper Fatally Shot.** –

John Kirby, a lock keeper on the Chesapeake and Ohio canal, was accidentally shot in the leg by his son yesterday afternoon. The large arteries of the leg were severed, and he died before they could be taken up. No blame is attached to the son.

ES, Fri. 12/21/83, p. 4. **Affairs in West**

Washington – The Canal – The Chesapeake and Ohio canal board met at Annapolis yesterday and decided to close navigation tomorrow night. Reports showed encouraging results of the year's operations. Necessary repairs during the winter were ordered.

Accidently Shot and Killed by his Son –

John Kirby, a lock-keeper at Seneca, on the C. and O. canal, was accidentally shot in the leg Wednesday afternoon by his son, who had just returned from a gunning expedition. The wounded man bled to death before a physician could be obtained.

C. & O. Canal Meeting – The canal board met at Cumberland yesterday, President Smith and a full board being present, and considered the question of repairs for the winter. It was determined to put the canal in complete condition for spring navigation. The usual routine business was transacted, and the board adjourned to meet on January 17.

The business for the season on the Alexandria Canal was finished today when the canal closed.

AG, Sat. 12/22/83, p. 3. **Receipts and Shipments of Coal** – The following were the receipts and shipments of coal during the past week:

RECEIPTS	Tons
To American Coal Co.	227

SHIPMENTS

By American Coal Co. 700

AG, Mon. 12/24/83, p. 3. **MARINE NEWS.**

ARRIVED

Schooner William T. Hart, from Providence, to American Coal Co.

A New Railroad Scheme – The Shenandoah Valley Railroad Company having purchased the unfinished Washington, Cincinnati and St. Louis Railroad, the report now comes from Harrisonburg, Va., that the new line is designed to extend between points on the Baltimore and Ohio and the Shenandoah Valley lines, thence into the coal fields of the Shenandoah Land and Coal Company. There has been no work done lately at the mines, owing to the inadequate means of transportation. The company owns, in fee, 10,000 acres of land, and the right to the minerals on 80,000 acres. It is said that work on the road will begin as soon as the weather permits. If the scheme is carried out, these fields will be within 185 miles of market.

Ibid, p. 4. **LOCAL BREVITIES**

The employees of the Alexandria Canal were all paid off today and each presented with a Christmas turkey.

Curious Coincidence – The four-masted schooner William T. Hart, recently built here, arrived at the wharf of the American Coal Company on Saturday and will sail as soon as she takes in a cargo of coal. Captain Davis reports that one day last week he entered Dutch Island Harbor and found lying at anchor the schooners James Boyce, Jr. and the Henry S. Culver, both of which were also built here, and that as he came out, he passed the schooner Ogden, also an Alexandria built vessel, on her way up the coast. On Wednesday the captains of the Hart, Boyce and Culver all dined together on the first named vessel.

AG, Wed. 12/26/83, p. 3. **MARINE NEWS**

SAILED

Schooner William t. Hart, for Providence, by American Coal Co. (yesterday).