

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
1884

Compiled by
William Bauman
C & O Canal Association Volunteer
wdbauman1086@gmail.com

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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.

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.

William Bauman
Transcribed April 2022
wdbauman1086@gmail.com

Canal Trade – 1884

Sun, Tue. 1/1/84, p. 4. **Washington County Affairs** – On Sunday morning James Coudy, an old and prominent citizen of Washington county and a resident of Hancock, died in that place. Mr. Coudy had been one of the most prominent citizens of the county for the past half century. He was connected with the late E. W. Mealy and Howard Kennedy in the running of a stage line between Hagerstown and Cumberland before the completion of the Baltimore and Ohio Railroad to that place, and the same parties in the establishment of the Adams Express line along the National road to the West. He was always a democrat of the strictest order, and as such represented the county several terms in the House of Delegates of Maryland, as also in the board of county commissioners. He was for years intimately connected with the Chesapeake and Ohio Canal, at one time as superintendent of the Western Division, and at the time of his death, as collector of tolls at Hancock.

CR, Wed. 1/2/84, p. 4. **CHESAPEAKE & OHIO CANAL** – The special correspondent of the Baltimore *Sun*, writing from Annapolis, says: “The Chesapeake & Ohio Canal is a matter necessarily to be considered by every General Assembly of Maryland. The State has five millions invested in the stock of this work, two millions in its bonds, and over sixteen millions of dollars are due from it for interest. The constitution, by article 12, placing this interest directly in charge of the Board of Public Works, insures its continuance in politics as a disturbing element, and also its comparative mismanagement as a business enterprise. There is a rumor that at the present session of the Legislature a bona-fide effort will be made toward taking the work from politics; by what process, however, is not indicated, unless it be through a change in the constitution, which seems to be seriously contemplated. In 1878 the preferred bondholders made an effort to get the management of the canal for the satisfaction of their claims, and later on an

unsuccessful effort was made to put it in the hands of a receiver. The preferred bondholders have a strong claim on the canal. They came forward with \$1,700,000 to complete the work in 1850. The State waived its priority as mortgagee of the tolls and revenues in favor of the preferred bondholders. The interest on these bonds has been paid only to July, 1864. The last coupon was paid in January, 1877, out of the earnings of 1876. The freshet of 1877 called for the expenditure of \$250,000 for reconstruction. Repair bonds were authorized by act of 1878 to the extent of \$500,000. The security in this case went behind the preference hitherto waived by the State on the tolls and revenues, and pledged the corpus of the work, its appurtenances and its tolls and revenues. Only a very small amount of the bonds of 1878 were disposed of and the management was deterred from using them to lengthen the locks, which is considered the only means of enabling the canal to successfully compete with rail transportation. Nevertheless, the repair bonds of 1878 stand in the way of the preferred bondholders, who, in addition to being kept out of the interest on their bonds for so long a time, have had in 1882, 1883 and now in 1884, to contemplate the maturity of the bonds without hope of the return of the principal of their investment. The principal and interest of this debt is over three millions of dollars. One measure of relief proposed in quarters interested is to refund the principal and interest in new bonds equal in security to the repair bonds of 1878. The argument in favor of this course is strong, for if the loan of 1878 was so necessary to restore the work, that of 1844-50 was indispensable to its completion, and kept from being utterly lost the large loans and subscriptions previously made by the State and individuals. What form legislation will finally take in regard to the canal remains to be developed; but there is no doubt of the fact that the session begins with a stronger disposition than has ever before appeared of divorcing the canal from politics, either by sale or lease, and of making some just and equitable arrangement with the preferred bondholders.”

Sun, Fri. 1/4/84, p. 2. **The Death of Nelson** [sic Neilson] **Poe, Sr.** removes from among us an honored citizen, who, as journalist, lawyer, director of the Baltimore and Ohio Railroad and of the Chesapeake and Ohio Canal, and finally as Judge of the Orphans' Court, was prominently connected with Baltimore's history during the last half century. At the time of his death, Mr. Poe was in his seventy-fifth year, and though he had been ill for several months the hope was cherished by his wide circle of friends, who were acquainted with the vigor of his constitution of body as well as mind, that he would recover. But not since the 6th of November last was he able to leave his house, and yesterday he expired from general physical prostration.

SR, Sat. 1/5/84, p. 4. **BRIEFS**

James Coudy, for many years connected with the Chesapeake and Ohio Canal, and for ten years collector at Hancock, Md., died very suddenly at his residence in that place last Saturday night.

Assistant Collector Edwards, of the Chesapeake and Ohio Canal Company, has sent to headquarters his report for 1883, showing the heaviest yearly shipment since 1877, 707,466 tons. The gross revenue is about \$300,000. The coal shipped is from West Virginia, Pennsylvania and Maryland. There were shipped to Georgetown 639,800 tons, the remainder being sent to Williamsport, Hancock, Shepherdstown and other points on the canal.

Sun, Mon. 1/7/84, p. 1. **Death of a Citizen of Montgomery.** – Rockville, Md., Jan. 6. – Hon. John G. Stone, formerly of Washington county, but for the past fifteen years a resident of this county, died on Friday at his late residence, near Potomac, at the advanced age of eighty. Whilst residing in Washington county, Mr. Stone was prominently connected with the management of the Chesapeake and Ohio Canal and was a member of the State Senate from that county at the time the Legislature held its called sessions at

Frederick City under Gov. Hick's proclamation, and was active and influential in the support of all Union measures.

ES, Sat. 1/12/84, p. 2. **Alexandria Affairs.**

The Council and the Canal Lessees. – The city council were called together by the mayor last night to take action upon the application of the Alexandria Canal and Bridge company, lessee of the Alexandria canal. The lessees claim that the assessment of \$30,000 is, when considered in comparison with the adjacent property, an exorbitant assessment. They set out that they lose on the canal from \$2,000 to \$4,000 per annum, the tolls of the Aqueduct bridge alone saving them from loss. Under these circumstances, they think that they ought to have no tax, but are willing to pay \$183.50 per annum, and are not willing to pay \$600, and if a tax of \$600 is demanded, the toll on coal will be raised to eight cents per ton instead of three cents, as now, and the coal trade of Alexandria broken up. In the discussion of the subject, it was stated that unless council, before the 15th instant, acceded to the request of the lessees, one of the largest coal companies now in Alexandria, the American company, would make arrangements to remove to Georgetown. As the company pays the city some \$1,200 rent annually and brings a very large tonnage of coal here, the board agreed to reduce the tax on the canal to \$200 per annum, and adjourned without other business.

ES, Fri. 1/18/84, p. 5. **Affairs in West**

Washington. – Repairs – The new Central Coal company is making extensive repairs of the wharves and machinery, preparatory to an enlarged business next season. – The steam tug A. P. Gorman is being rebuilt at the foot of Potomac street.

Sun, Sat. 2/9/84, p. 1. The Governor's pronounced views on the subject of the sale of the Chesapeake and Ohio Canal are also interpreted as another move in the same direction, and various arguments are being used, it is said, to counteract

the effects of his statement about the matter. He maintains his former position, favoring the sale.

Sun, Fri. 2/15/84, p. 4. The directors of the Chesapeake and Ohio Canal at their meeting today discussed the condition and prospects of the canal preparatory to its opening for business next month. The subject of charges was discussed, and though no action was taken, it is considered pretty certain that the tolls will not be reduced from last year's figures. The canal did \$750,000 worth of business last year, and expects to do more this year, if more carrying capacity can be secured. Arrangements looking to getting more boats are being made, as the doubling of some of the locks has given much greater capacity on the canal.

SR, Sat. 2/16/84, p. 4. **BRIEFS**

A large coal trade is expected on the Chesapeake & Ohio Canal the coming season, and the canal company is preparing for an early opening, and loaded boats are expected to leave port by the 10th of March. The water will be turned in on the upper levels between the 20th and 25th instant, and on the lower levels between the 1st and 5th of March.

Mrs. Nancy Bowers, a character who was known probably to every boatman on the Chesapeake and Ohio Canal, died at her home at Mercerville, Md., last week. She was reared in a hard school, and though she had tough characters to deal with, she was generally able to take her own part either in battle with the tongue or with weightier weapons. It is said she was liberal and charitable to the needy. Her age was 72 years.

AG, Thu. 2/21/84, p. 3. The Secretary of War this morning instructed Col. Abert, of the Engineering department, to make a thorough inspection of the aqueduct bridge. This looks as if the Secretary thinks that that bridge will yet be the site of the proposed bridge. The lessees offered him every assistance in their power. If that site be selected, the bill provides that ten thousand dollars shall be

expended at once upon repairs to the present bridge.

It is expected that navigation on the Chesapeake and Ohio Canal will be resumed on the 15th proximo, and that on the Alexandria Canal about two weeks later.

AG, Tue. 2/26/84 p. 3. A memorial from the Chesapeake and Ohio Canal trustees, asking for relief for the preferred bondholders and suggesting the lease of the canal, has been submitted to Gov. McLane, of Maryland.

The water will be turned on the upper levels of the Chesapeake and Ohio canal Saturday next, first proximo, and the evening of the same day it will be drawn off the Georgetown level for the purpose of making some necessary repairs.

DC, Wed. 2/27/84, p. 2. **The Cumberland Coal Trade.** - The shipments from the mines of the Cumberland coal region for the week ending Saturday, February 23, 1884, were 32,058.06 tons, and the total shipments for the year to that date 233,890.07 tons, a decrease of 28,530 tons as compared with the corresponding period of 1883. The shipments to the Baltimore & Ohio Railroad were, for the week, 27,950 tons; for the year, 199,818 tons, a decrease of 4,737 tons as compared with last year. There were no shipments by the canal. . . .

ES, Sat. 3/1/84, p. 9. **Affairs in West Washington.** - **Ice on the Canal** - The canal froze over slightly last night.

AG, Mon. 3/3/84, p. 3. **The Canal** - The Cumberland papers say water was to have been let into the Chesapeake and Ohio Canal last Saturday, and they predict a lively boating season.

AG, Wed. 3/5/84, p. 3. **Governor McLean**, of Maryland, has advised the Legislature of his State to sell the Chesapeake and the Ohio Canal. If that advise be adopted, the railroads of which the canal

is a competitor would buy it for a song, and abandon it and the site of the free bridge across the Potomac would be a matter of no consequence. It is hardly probable, however, that the Governor's advice will be taken – yet awhile, at least.

Sun, Thu. 3/6/84, p. 1. **MR. GORMAN AND THE CANAL** – Annapolis, Md., - Senator Gorman came to Annapolis today for the first time during the session. His friends say he postponed the visit until after the appointments had been made so that he could not be accused of interfering with the prerogative of the executive. He was accompanied by Col. James G. Berrett, one of the directors of the Chesapeake and Ohio Canal Company. They went direct to the government house, where they had a long talk with Governor McLane on canal matters. The trustees of the preferred bondholders want to lease the canal. This is considered impracticable at this time by those who oppose the movement. They claim that the State did not waive its lien on the canal in favor of the bondholders further than to allow the net revenues to be applied to the payment of the preferred indebtedness. Senator Gorman favors redeeming the old preferred indebtedness by the issue of new bonds bearing a lower rate of interest. The preferred stock of 1849 amounts to about \$1,700,000. On this, no interest has been paid since 1864, and the accrued interest to date amounts to about \$2,000,000. These two sums, aggregating \$3,700,000, if taken up by 3 percent bonds would make the yearly interest about \$111,000. The interest on the debt at the present rate of 6 percent, amounts to \$101,000 annually. It is contended that the Court of Appeals has decided cases applicable to the present situation, by which the interest of the new bonds at the new rate cannot exceed the interest on the old bonds at the old rate.

A bill introduced by Mr. Gunther in the House today provides for leasing the canal. Mr. Gorman saw a number of friends at the canal office building, and was in consultation in the insurance commissioner's office with I. Freeman Rasin, Jesse K. Hines, Treasurer Barnes Compton

and others. He afterwards went to the Senate chamber, where he held a levee in the President's room. In addition to the gentlemen above named, others remaining over night in Annapolis are ex-Attorney-General Gwinn, Judge Brown and J. Frank Morrison. Senator Gorman and Mr. Gwinn dined with the Governor.

CR, Sat. 3/8/84, p. 5. **WEST WASHINGTON** According to the census of 1880, the population of Georgetown was 12,578. There has been considerable increase since the census was taken. So many people deserve consideration at the hands of the authorities.

It is the general impression among the commission merchants that the canal trade, this spring and summer, will be extraordinarily lively. Warehouses for the storage of grain are already undergoing repairs preparatory to the opening of the canal.

AG, Sat. 3/8/84, p. 3. In the Maryland Senate, yesterday, a petition was presented against selling or leasing the Chesapeake and Ohio canal.

AG, Mon. 3/10/84, p. 4. **Drawing off the Water in the Canal** – The water was drawn off the Georgetown level of the Chesapeake and Ohio canal on Saturday night for the purpose of cleaning it out. A great many men and boys were industriously engaged yesterday in picking up coal and other articles dropped from the boats during last season, and some of them secured considerable quantities of coal.

AG, Wed. 3/12/84, p. 4. **The Canal, &c.** – The work of turning the water into the Chesapeake and Ohio Canal for the season was begun on Monday. It will require at least a week to fill it, and it is not thought navigation can be commenced before the 20th. It is said several companies are ready to begin shipping as soon as the canal opens.

Before the season opens, the yearly troubles about freight and trippage have commenced, as will be seen by the following telegram from Cumberland: "The question of

freight to canal boatmen for the coming season is not yet settled, but it is reliably stated that one or two large shippers will offer eighty cents per ton. The rate last year was ninety cents. It is also stated that trippage will be correspondingly reduced.”

It is hoped these matters will be definitely settled at once, so that when the coal trade is opened, there may be no interruption caused by strikes, &c.

AG, Fri. 3/14/84, p. 4. **Canal Tolls** – The Chesapeake and Ohio Canal directors met at Annapolis yesterday and heard a number of people who asked for reductions of toll. The board unanimously authorized President Smith to notify all shippers that there will be no change in the tolls of the canal during the coming season of navigation. The Board adjourned to meet in Baltimore April 17.

SR, Sat. 3/15/84, p. 4. **BRIEFS**
The work of turning water into the Chesapeake and Ohio Canal for the season was begun at Cumberland the first of the week. It is said that several coal companies are ready to ship as soon as the canal is in readiness.

ES, Sat. 3/15/84, p. 6. **Affairs in West Washington.** – **Navigation on the Canal.** – The first way bills of the year were issued by the Chesapeake and Ohio Canal company today. Four boats have been loaded for Williamsport by the Consolidation Coal company. As the wharfage and tolls on the canal will be the same as last year, the boatmen leaving today will depart with the understanding that they will be paid the same rates per ton for carrying as may be agreed upon by the boatmen and the companies when active shipments by canal commence. The rate last year was 90 cents. The mill race from the canal to Herr & Cissel’s upper mill has been renewed and the mills are generally being put in thorough repair during this week, while the water is out of the canal. The water will be turned on this level tomorrow night and be on all along the line by the

20th instant. The Alexandria canal will not be opened until May 1st.

The Lookout for the Coal Trade is said not to be very encouraging, owing to the cut rates of the railroads, and it is said large contracts have been already made with them. There is every disposition to encourage trade on the canal boats as to freight and trippage, &c., owing to this fact.

AG, Mon. 3/17/84, p. 4. **A Break in the Canal** Information has been received that the berm side of Sideling Hill aqueduct on the Chesapeake and Ohio Canal, forty-eight miles from Cumberland, gave way Saturday night and all the masonry on that side was washed out. About one hundred and twenty-five feet of stone work is gone and the loss will be heavy. Repairs will probably occupy several weeks and the opening of navigation will be delayed for that time. No special cause is known for the accident, but it is supposed that the masonry, weakened by age, could not stand the pressure of water. The aqueduct was built when the canal was made.

DC, Wed. 3/19/84, p. 2. **The Cumberland Coal Trade.** - The shipments from the mines of the Cumberland coal region for the week ending Saturday, March 15, 1884, were 44,084 tons, and the total shipments for the year to that date 344,326 tons, a decrease of 14,713 tons as compared with the corresponding period of 1883. The shipments to the Baltimore & Ohio Railroad and local points were, for the week, 36,264 tons; for the year, 291,887 tons, increase over last year, 12,392 tons. The shipments by the Chesapeake & Ohio Canal – week, 690 tons; year, 690 tons; decrease as compared with last year, 1,400 tons. . .

ES, Thu. 3/20/84, p. 3. **Affairs in West Washington.** – **Another Break in the Canal** – The letting in of the water in the canal washed out the sills of the locks at Washington street. This does not interfere with navigation at present, but the water will have to be turned off this level when the repairs are made.

AG, Thu. 3/20/84, p. 3. A committee representing the trustees for the bondholders of the Chesapeake and Ohio Canal, were before the Maryland House committee on ways and means yesterday to urge the passage of a bill providing for the lease of the canal.

ES, Mon. 3/24/84, p. 4. **Affairs in West Washington. – Grain – Arrived** – Boat Samuel Jarboe, with 2,000 bushels of corn and 1,500 bushels wheat; boat Farmers' Friend, with 2,000 bushels wheat and 1,500 bushels corn.

Sun, Thu. 3/27/84, p. 4. **Cumberland Coal Trade.** - The shipments from the mines of the Cumberland coal region for the week ending Saturday, March 22, were 49,022 tons, and for the year to date 393,348 tons, a decrease of 9,703 tons as compared with the corresponding period of last year. The coal was shipped as follows: To Baltimore and Ohio Railroad, week, 39,792 tons; year, 331,679 tons, increase as compared with last year, 25,643 tons. To the Chesapeake and Ohio Canal, week, 1,437 tons; year, 2,127 tons; decrease from last year, 10,553 tons. . .

SR, Sat. 3/29/84, p. 4. **BRIEFS**
Boats are not running on the Chesapeake and Ohio Canal yet, owing to the break which occurred near Cumberland last week. It is expected, however, that the boats can start on their trips sometime next week.

AG, Sat. 3/29/84, p. 3. It is said at Georgetown today that the Chesapeake and Ohio Canal will not be ready for navigation before next Wednesday, if then, and the Alexandria Canal not before the 1st of May. It is also said there that a delegation of the coal companies and boatmen has been appointed to wait upon the President of the C. & O. Canal and see if the freight on coal cannot be made less than forty cents a ton, and if not, they say, that there will be little business done on the canal this season, as at present rates the advantage of Georgetown over Baltimore is only seven cents a ton.

ES, Wed. 4/2/84, p. 1. **Affairs in West Washington. – Grain Receipts** – Arrived boat Samuel Jarboe, with 2,500 bushels corn and 1,000 bushels wheat.

ES, Fri. 4/4/84, p. 5. **Affairs in West Washington. – For Toll Reduction.** – An effort is being made on the part of shippers of coal by the Chesapeake and Ohio canal to obtain a further hearing in reference to the reduction of toll during the season. The canal board, at its meeting March 31st, passed a resolution to the effect that there would be no change in the tolls during the season. The object of the shippers is to have a special meeting called, so as to give the matter due consideration. President Smith has not yet decided to call a special meeting. The canal board adjourned to meet in Baltimore on the 17th of April.

Grain – Arrived – Boat Mollie C. W. Boyer, with 3,800 bushels wheat.
The first coal boat for the season arrived today.

AG, Mon. 4/7/84, p. 4. **Canal Tolls** – President Smith, of the Chesapeake and Ohio Canal, has decided to call a special meeting of the directors for Thursday next at Baltimore to take action upon the question of tolls, which is being pressed by the boatmen. The regular meeting would not be until Thursday week, but President Smith deems the matter of such importance to warrant his calling the special meeting as indicated.

The First Boat – The first canal boat of the season – the George S. French – loaded with coal arrived here on Saturday evening to Messrs. W. A. Smoot & Co. The Alexandria canal not being open, this boat was locked into the river at Georgetown, whence it was towed to this city.

Sun, Thu. 4/10/84, p. 4. Mr. Benjamin Fawcett, secretary of the Chesapeake and Ohio canal, called on the Governor this afternoon to obtain a pardon for John Curran, who is serving out a ten years' sentence in the penitentiary for assault and

attempted highway robbery. Curran has already served out half of his sentence, and Mr. Fawcett, who was the assaulted party, thinks he has had enough punishment already.

AG, Fri. 4/11/84, p. 4. **Canal Tolls** – The board of directors of the Chesapeake and Ohio Canal held a special meeting at Baltimore yesterday, and were waited upon by a delegation of business men, boatmen and others, who asked for a reduction in the canal tolls. Messrs. Henry C. Winship, of Georgetown, and Park Agnew, of this city, both heavy coal shippers, were among those who urged a reduction of tolls from forty cents per ton to 25 cents. After several propositions had been voted down, it was decided to fix the rate at 33 cents for tolls and 3 cents wharfage charge, making 36 cents against 36 and 4 cents, or a total of 40 cents, which had been the rate heretofore. This is a reduction of but 4 cents per ton. The reduction will be effective when approved by the board of public works. President Smith said that for 30 days he had been waited upon by delegations and individuals in behalf of the reduction of tolls, and the special meeting of the board was called so that all persons interested could have a hearing before the directors. Mr. Winship and Mr. Mertens, large shippers and boat owners, stated that they are paying seventy-five cents a ton trippage and it is probable that this will be the uniform rate, with a reduction of the payment to the boat owners to about \$15 instead of \$20 per trip. There is a good deal of coal to be shipped outside of the large contracts, and he hoped the canal will get a fair share of it. Several prominent shippers say thirty-six cents is no better than forty. The chairman of the committee who waited on the canal directors has called a public meeting of citizens at Cumberland for tomorrow night in regard to the matter.

DC, Sat. 4/12/84, p. 2. **The Cumberland Coal Trade.** - The shipments from the mines of the Cumberland coal region for the week ending Saturday, March 29, 1884, were 51,507 tons, and for the year to that date 444,856 tons, a decrease

of 8,000 tons as compared with the corresponding period of last year. The coal was shipped as follows: To the Baltimore & Ohio Railroad – week, 40,080 tons; for the year, 371,768 tons, increase over last year, 35,564 tons. To the Chesapeake & Ohio Canal – week, 1,868 tons; year, 3,995 tons; decrease from last year, 22,763 tons. . . .

AG, Sat. 4/12/84, p. 3. From the action of the Board of Directors of the Chesapeake and Ohio Canal at Baltimore last Thursday, in reducing the tolls on the canal from 40 to 36 cents, instead of to 25 as asked for by every interest on the canal, it would seem that the members of the board are more interested in the welfare of the Baltimore and Ohio Railroad than in that of the canal, of which they are the directors, as by that action they have probably transferred the whole business of the canal to the railroad, because at that rate Cumberland coal can be put into Baltimore at cheaper rates by the railroad than into Alexandria by the canal.

It is probable that the bill for a free bridge across the Potomac at Georgetown will come up in the U. S. House of Representatives on Monday next. If so, it is hoped that all the Virginia members of that body will do what they can to have the proposed bridge built upon the piers of the Alexandria Canal aqueduct, and thus preserve that aqueduct and prevent the destruction of the coal trade of Alexandria, as the aqueduct is now kept in repair by the tolls of the present bridge, which, of course, will be reduced to little or nothing if, a short distance above it, there be a free bridge.

AG, Mon. 4/14/84, p. 3. **The four-cent** reduction in the tolls on the Chesapeake and Ohio canal, as might have been well imagined, are not at all satisfactory to a single one of the various interests of that canal. Before the reduction was made, Cumberland coal could be sent to Baltimore by railroad cheaper than to Alexandria by the canal. The four-cent reduction does not alter that condition and is as important to change it as a drop

of water would be to satisfy a thirsty man. Instead of 36, the reduction should have been to 25 cents, as was asked for, and the sooner the Maryland Board of Public Works, who have the power to make that reduction, do so, the better it will be, not only for the canal and all its interests, and for Cumberland and the mines, but for Baltimore also, for otherwise the canal will be practically abandoned, and the railroads having a monopoly can raise the freightage to any figures they may choose.

AG, Thu. 4/17/84, p. 3. **CANAL TOLLS**
Baltimore, April 17. – The Chesapeake and Ohio Canal Board met at Barnum’s Hotel in this city, this morning, Lewis Cass Smith presiding, and nearly all the members present. The subject of a further reduction of the tolls was not touched on, the board preferring to wait for the action of the Board of Public Works, in session at Annapolis today, that board having the right to reduce the tolls even if the canal board does not. A recess was taken until 3 o’clock to hear from Annapolis.

At Annapolis, the Board of Public Works met and had a long discussion on the subject of the reduction of tolls, Governor McLean being present. Arguments were made pro and con and the board took a recess to await the arrival of President Smith of the Canal, who was telegraphed for from Baltimore. It is therefore probable the question will be decided this afternoon at Annapolis.

At the meeting of the Board of Public Works at Annapolis, Mr. McKaig was the first speaker, and argued at length that tolls could be reduced to twenty-five cents a ton and yet the canal produce revenue enough this year to pay all expenses and to leave \$40,000 over to meet the interest on bonded and other debts. It would require only 700,000 tons to manage to produce this sum, and next year the company would carry 1,000,000 tons.

The Governor asked him if he would expect the company to run the canal at a loss.

Mr. McKaig said he would not, but that the canal had better run this year, he thought, with a reduction to twenty-five cents. He did not expect it to be run at a loss, but all boatmen and boat owners would desert the canal because they were getting desperate at the rate at which they were working.

Mr. Frederick Mertens followed Mr. McKaig in favor of a reduction of tolls.

Hon. Lloyd Lowndes argued that the canal is a State work, in which not only Allegany county, but the whole western section of the State is virtually interested, and that a reduction in tolls should be made and the canal kept up even at a loss. When the canal and the Baltimore and Ohio Railroad were built, both were regarded as great State works, and it was not supposed that they would enter into competition. Competition had, however, arisen, and the canal must meet that competition.

The board then closed its doors and went into consultation. The board have telegraphed to President Smith to come to Annapolis and will decide the question of reduction in tolls tomorrow morning.

DC, Fri. 4/18/84, p. 4. **The Cumberland Coal Trade.** - The shipments from the mines of the Cumberland coal region for the week ending Saturday, April 12, aggregate 63,851 tons for the week, and for the year 568,694 tons, an increase of 22,364 tons as compared with the corresponding period of 1883. The coal was shipped as follows: To the Baltimore & Ohio Railroad and local points – week, 47,037 tons; year, 462,187 tons. Over Chesapeake & Ohio Canal – week, 5,330 tons; year, 15,063 tons; decrease from last year, 45,278 tons. . . .

SR, Sat. 4/19/84, p. 4. **Canal Tolls.** – A special meeting of the board of directors of the Chesapeake and Ohio Canal was held in Baltimore on Thursday of last week to act upon the petition of boatmen and business men to reduce the tolls on the canal. The freight on coal has been reduced to seventy-five cents per ton, fifteen cents lower

than last season, in order that the coal dealers would be able to meet competition, and the boatmen say that unless a corresponding reduction is made in tolls, they cannot do business. The board was asked to reduce the rates from forty to twenty-five cents, or thirty cents at the highest. At the meeting on Thursday, a hearing was given the boatmen, and the board of directors decided to make the toll thirty-six cents, a reduction of four cents. This is as unsatisfactory as the old rates, and at a public meeting held in Cumberland Saturday night it was decided to appeal to the Board of Public Works and ask it for a reduction.

CR, Sat. 4/19/84, p. 5. **CHESAPEAKE & OHIO CANAL TOLLS** – A special from Annapolis to the Baltimore *Sun*, dated yesterday, says: “The Board of Public Works, Governor McLane, Comptroller Turner and Treasurer Compton present, had a further consultation today over the reduction of Chesapeake & Ohio Canal tolls, and after a conference with President Lewis C. Smith, of the canal, adopted a resolution concurring in the action of the canal board which reduced the tonnage to 36 cents, and recommended to the directors the consideration of a further reduction. President Smith explained to the board the effect of the reduction. He said he would call an early meeting of the canal directors to take into consideration the conclusions arrived at by the Board of Public Works. It was stated that the cost of maintaining the canal a year is, in round numbers, \$200,000, allowing a margin for incidental repairs. It was contended that to reduce the tolls to 25 cents, as asked by the Cumberland people, estimating the tonnage at 700,000 for the year, would cause a loss to the canal of \$25,000 yearly. A total tonnage of 700,000 at 30 cents, which is a decrease of 6 cents on the present rates, would place the receipts at \$210,000 yearly, or a margin of at least \$10,000 over the estimated expenses for maintaining the canal for a year. It is thought that if the canal directors decide to make the reduction in accordance with the resolution of the Board of Public Works, thirty cents a ton will be accepted as the standard rate. It is argued as a

good reason for the reduction that if the Pennsylvania Railroad reduces its toll so as to get Cumberland coal, then the canal would lose its coal tonnage. The advocates of a reduction say there is no danger of competition from the Baltimore & Ohio Railroad, for that road has contracted for all the coal it can carry, and there is no danger of the coal going over to the canal. The Pennsylvania Railroad Company lost a good deal of Clearfield coal because of low rates fixed by the Baltimore & Ohio. The Pennsylvania Road touches the Cumberland mines as well as the Baltimore & Ohio. These were some of the reasons urged by the members of the canal board, who favored a reduction when the coal tonnage question was before it. The three members of the board who opposed the reduction to any figure, contended that there was no danger of that competition, and that the boatmen and boat builders were unnecessarily alarmed. The views as expressed by President Smith are said to have met the approval of the Board of Public Works, and although the latter are very much in favor of the reduction, recognizing the fact that the responsibility of fixing the canal tolls is vested wholly in the canal directors, and that the Board of Public Works have only revisionary power in the matter, the board addressed a letter to the canal directors in reference to the reduction. The letter is as follows:

“We acknowledge the receipt of your letter informing the board of the adoption of the schedule of tolls for the year 1884 of 33 cents per ton and 3 cents for wharfage. The board concurs therein and beg leave to suggest to you the consideration of a further reduction.’ It was at first thought advisable to also add to the communication, ‘whenever such reduction can, in their judgment, be made without destroying the equilibrium between the receipts and expenditures.’ but this latter clause was subsequently stricken out.”

ES, Mon. 4/21/84, p. 5. **Affairs in West Washington. – Grain – Arrived** – Boat Mollie C. W. Boyer, with 3,900 bushels wheat.

ES, Tue. 4/22/84, p. 2. **Affairs in West Washington. – Grain – Arrived** – Boat Farmers' Friend, with 2,300 bushels corn and 150 bushels wheat.

DC, Wed. 4/23/84, p. 4. **The Cumberland Coal Trade.** - The shipments from the mines of the Cumberland coal region for the week ending Saturday, April 19, aggregate 64,498 tons for the week, and for the year to date 633,102 tons, an increase of 45,348 tons as compared with the corresponding period of 1883. The coal was shipped as follows: To the Baltimore & Ohio Railroad and local points – week, 40,361 tons; year, 502,548 tons; increase over last year, 99,535 tons. To the Chesapeake & Ohio Canal – week, 13,295 tons; year, 28,259 tons; decrease from last year, 46,134 tons. . . .

WEST WASHINGTON

A lifelong resident of West Washington remarked to *The Critic* this morning that he feared the coal trade was leaving the city, just as the sugar, salt and fish trade left it. The amount of coal received was steadily decreasing.

ES, Wed. 4/23/84, p. 5. **Affairs in West Washington. – Cumberland Coal Trade** – The shipments from the Cumberland coal region last week were 64,498 tons, and for the year to April 19th, 633,102 tons, an increase of 45,348 tons as compared with the corresponding period of last year. To Chesapeake and Ohio canal – week, 13,295 tons; year, 28,359 tons; decrease from last year, 46,134 tons. . . .

Sun, Thu. 4/24/84, p. 2. **Anne Arundel County** The Chesapeake and Ohio Canal directors met at Annapolis Thursday to consider the resolution adopted by the board of public works meeting last week in reference to the reduction of canal tolls. Mr. James G. Berrett, of the canal directory, had an audience with the Governor this evening.

ES, Thu. 4/24/84, p. 5. **Affairs in West Washington. – Grain Receipts** – Arrived boat Beulah, with 3,000 bushels wheat.

CR, Fri. 4/25/84, p. 3. **No Further Reduction of Coal Tolls.** – The Chesapeake & Ohio Canal directors met at Annapolis yesterday, President Lewis C. Smith and Directors James G. Berrett, Patrick Hamill, John Humbird, James A. L. McClure and Spencer Watkins present. The board considered it unadvisable at this time to fall behind the rates now charged, 33 cents per ton and 3 cents for wharfage, and by a vote of 4 to 2 decided to adhere to its former resolution which refused to go below these figures. President Smith and Directors Berrett, Watkins and McClure voted for the resolution, and Directors Hamill and Humbird favored a further reduction. The Board of Public Works afterward approved the canal board's action.

AG, Fri. 4/25/84, p. 3. **The Action** of the Board of Directors of the Chesapeake and Ohio Canal, in refusing to reduce the tolls on that canal so that coal can be transported by it at as low rates as by the Baltimore and Ohio Railroad, shows that they are more interested in the prosperity of the railroad than in that of the canal.

The free-bridge bill will come up in the Senate today. It is understood that Mr. Riddleberger is not so keen set as he was upon having the proposed bridge at the Three Sisters. There will not be time enough to consider the bill today, as it is understood much opposition will be made to it in its present shape, as Mr. Ingalls and other Senators who have taken the trouble to look at the different sites, see that the Alexandria Canal aqueduct bridge is the proper one. In this connection it may be stated that a gentleman interested in the coal trade on that canal says that the refusal of the Chesapeake and Ohio Canal Company to reduce the tolls on their canal will practically close the coal trade of the canal this season, as coal is not only in better condition when it reaches Baltimore by railroad, but that it can be

carried there cheaper than it can be taken to Alexandria by canal at the present rates of toll.

SR, Sat. 4/26/84, p. 4. **BRIEFS**

Last week 13,295 tons of coal were shipped from Cumberland by the Chesapeake and Ohio Canal. A large portion was shipped to local points, and a comparatively small quantity to Georgetown.

The Board of Public Works of Maryland, in response to the urgent petitions of boatmen and others, has addressed a letter to the directors of the Chesapeake and Ohio Canal recommending a further reduction of tolls, if possible.

ES, Sat. 4/26/84, p. 5. **Affairs in West Washington. – Grain – Arrived** – Boat E. Lyons, Capt. Whiting, with 3,000 bushels wheat.

AG, Mon. 4/28/84, p. 3. Ex-Mayor Berrett of Washington, now a director of the Chesapeake and Ohio Canal, was at the Capitol today, and in a short talk with the *Gazette's* correspondent said that the same amount of coal would come over the canal with the tolls at 36 cents as would have come if the tolls had been reduced to 25 cents; that a certain amount of coal had been contracted for to be delivered by railroad, but that all the other would come over the canal; that neither the B. & O. nor the Pennsylvania railroad intended cutting freights in competition with the canal; that no coal company had asked for a reduction of freights, and that the sole askers were the boatmen, whose profits were fair at the rates determined upon. He said he had thoroughly investigated the whole subject and that he was convinced the action of the board was the best for all the interests of the canal.

ES, Thu. 5/1/84, p. 5. **Affairs in West Washington. – Grain Receipts** – Arrived boat G. T. Dunlop, with 3,000 bushels corn and 500 bushels wheat; boat Samuel Jarboe, with 1,600 bushels wheat and 2,200 bushels corn.

ES, Fri. 5/2/84, p. 4. **Affairs in West Washington. – Grain – Arrived** – Boat Mollie C.

W. Boyer, with 3,700 bushels wheat and 68 barrels flour.

First Arrival of Ice from the Kennebec – The W. O. Snow is now discharging for the Independent Ice company the first cargo of ice from the Kennebec river – the finest brought here for some time.

Alexandria Affairs.

The Canal Meeting – The annual meeting of the Alexandria canal company is fixed for Monday next. At the last annual meeting only twenty-six shares were represented. The state proxy, Judge W. B. Meade, declined to take part until he ascertained the instructions of the state authorities, and Mr. R. A. Bayley, who was present, and claimed to represent the United States, took no official part, and so the meeting adjourned *sine die*. This year the city council has appointed a proxy, but the injunction of Judge Hughes is understood to forbid them to act. In view of the present surroundings of the Aqueduct question, the meeting will be one of very considerable interest.

SR, Sat. 5/3/84, p. 4. **No Reduction** – There seems to be no further hope that the coal tolls on the Chesapeake and Ohio Canal will be reduced below 36 cents, the rate set by the directors a couple of weeks ago. The Board of Public Works of Maryland requested the canal directors to further reduce tolls, if possible, but the directors, at their last meeting, refused by a vote of four to two, to make the tolls any less. The Board of Public Works affirmed the action, and the matter may be considered completely settled.

ES, Sat. 5/3/84, p. 6. **Affairs in West Washington. – Grain Receipts** – Arrived boat Farmers' Friend, with 1,400 bushels wheat and 1,000 bushels corn.

DC, Tue. 5/6/84, p. 3. **The Cumberland Coal Trade.** - The shipments from the mines of the Cumberland coal region for the week ended

Saturday, April 26, were 60,444 tons, and for the year to date 693,545 tons, an increase of 61,880 tons as compared with the corresponding period of last year. The coal was shipped as follows: To the Baltimore & Ohio Railroad and local points – week, 38,800 tons; year, 541,348 tons; increase over last year, 117,982 tons. To the Chesapeake & Ohio Canal – week, 10,382 tons; year, 38,741 tons; decrease as compared with last year, 52,961 tons. . . .

During the debate on the proposed free bridge across the Potomac at Georgetown, in the Senate last Tuesday, Mr. Wilson said: “Now, I should like to understand this point in the case: What objection is there to an allowance of the use of the piers for the purposes of the aqueduct connecting the two sections of the canal, if such as does not interfere materially with the use for bridge purposes?”

To which Mr. Riddleberger replied: “The objection to it is that the aqueduct is not now used for any such purpose, all statements to the contrary notwithstanding. I have been upon that bridge time and again, and the water is backed up over the south side and is shut off from the north side, and what is called the aqueduct conserves no purpose but to hold up the rotten timbers that ought to have been thrown overboard so as to unload the bridge of that much weight.”

To those who know anything at all about the canal, this reply shows how utterly reckless in his assertions is the man who made it. To show the same thing to others, it is only necessary to say that the aqueduct connects the Alexandria with the Chesapeake and Ohio Canal, and is the only means by which the former canal is supplied with water, and that, consequently, if it be destroyed, water communication between Alexandria and the Cumberland coal fields, and all the intermediate points, will be cut off, and the Alexandria canal, to build which the State of Virginia and the city of Alexandria both subscribed large sums, be entirely ruined and left as a dry ditch. And this Mr. Riddleberger sits in the U. S. Senate, by the votes of scalawags and negroes, as one of two

representatives of the State of Virginia in that body.

Ibid, p. 4. **Commenced Shipping**

The Cumberland papers say that the American Coal Company loaded two boats for this city on Wednesday and are making arrangements to ship regularly to this port. This will be gratifying intelligence to the many in this city who are almost dependent on the coal trade for a livelihood.

The C. & O. Directors – The election of the Chesapeake & Ohio Canal directors occurs next month, and it is said that a very vigorous fight will be made against the re-election of those directors who voted against a reduction of canal tolls. The stockholders who were opposed to the B. & O. railroad controlling the canal company, it is said, will not vote for those directors whose action threw the major part of the coal traffic into the railroad’s hands. They claim that the canal is not being run in the interest of the stockholders, so the prospects for a spirited fight are extremely favorable.

SR, Sat. 5/10/84, p. 4. **BRIEFS**

The shipment of coal from Cumberland by the Chesapeake and Ohio Canal last week was 10,689 tons, and by the Baltimore and Ohio Railroad 47,435 tons.

A rock slide at the tunnel, on the Chesapeake and Ohio Canal, carried away about eighty feet of the tow-path Sunday morning. The damage was of such a nature as not to interrupt navigation. The necessary repairs were begun immediately.

The force of employees on the line of the Chesapeake and Ohio Canal has been cut down to the lowest possible minimum to insure efficiency, and also at the wharf. A reduction of 25 percent will also be made to the salaries of those employed in the collector’s office at Cumberland.

ES, Mon. 5/12/84, p. 4. **Affairs in West Washington.** – **Grain – Arrived** – Boat Samuel Jarboe, with 1,250 bushels wheat and 2,000 bushels corn.

DC, Thu. 5/15/84, p. 4. **The Cumberland Coal Trade.** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, May 10, were 60,566 tons, and for the year to date 822,798 tons, an increase of 91,791 tons as compared with the corresponding period of last year. The coal was shipped as follows: To the Baltimore & Ohio Railroad and local points – week, 36,947 tons; year, 625,729 tons; increase over last year, 158,895 tons. To the Chesapeake & Ohio Canal – week, 12,387 tons; year, 61,817 tons; decrease as compared with last year, 64,567 tons. . . .

ES, Thu. 5/15/84, p. 3. **Affairs in West Washington.** – **Grain Receipts** – Arrived boat Seneca, with 1,800 bushels of wheat and 300 bushels of corn.

Sun, Fri. 5/16/84, p. 4. **State Capital Affairs**
The directors of the Chesapeake and Ohio Canal, Lewis C. Smith president, met today. Canal shipments have been about half the usual volume this month. Business is reduced by competition. The stockholders and the board will meet in Annapolis June 2, when the president of the canal will be elected.

ES, Fri. 5/16/84, p. 2. **Affairs in West Washington.** – **Grain – Arrived** – Boat C. E. Gregory, with 3,000 bushels wheat.
Canal Break – A break in the canal occurred last Friday night at the 140-mile stake, near Hancock, Md., occasioned by the heavy fall of water in that region. Men are at work and the damage will be repaired by Wednesday.

Shipping News. – Schooner Ralph Sinnett, from Kennebec, arrived with 600 tons of ice.

SR, Sat. 5/17/84, p. 4. **BRIEFS**

The election of the Chesapeake & Ohio Canal directors occurs next month, and it is said that a very vigorous fight will be made against the re-election of those directors who voted against a reduction of canal tolls.

Sun, Tue. 5/20/84 p. 4. **From Washington County, Md.**, Hagerstown, May 19. – So far as the boatmen are concerned, affairs on the Chesapeake and Ohio Canal are far from being satisfactory. Considerable discontent exists among them on account of the low rate of freights. A number of boatmen residing in Washington and Frederick counties have tied up and gone into agricultural pursuits. This has aroused fears that before the season closes, difficulty will be experienced in obtaining transportation.

DC, Wed. 5/21/84, p. 2. **The Cumberland Coal Trade.** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, May 17, were 71,582 tons, and for the year to date 894,561 tons, an increase of 109,719 tons over the corresponding period of last year. The coal was shipped as follows: To the Baltimore & Ohio Railroad and local points – week, 48,491 tons; year, 674,220 tons; increase over last year, 184,286 tons. To the Chesapeake & Ohio Canal – week, 12,481 tons; year, 74,298 tons; decrease as compared with last year, 74,567 tons. . . .

Sun, Sat. 5/24/84, p. 4. **Frederick County Affairs**
Frederick, Md., May 23 – The appointment of Col. L. Victor Baughman to the presidency of the Chesapeake and Ohio Canal is favored and being urged by a large number of citizens of Frederick city and county. Senator Bowlus, of Frederick, is also a candidate, and it has been intimated in the Frederick county papers that Gov. McLane favors his election.

SR, Sat. 5/24/84, p. 3. The Chesapeake and Ohio Canal is again to be brought into court. The trustees of the bondholders who three years ago made common cause with Senator Gorman when he, as president of the canal, was charged by

Stewart and other bondholders with mismanagement of the canal, &c., are now thinking of going before the court, with an application for an order to sell the canal, under a foreclosure of mortgage, because it has defaulted in the interest of its first mortgage bonds. The matter has been discussed among the bondholders.

ES, Sat. 5/24/84, p. 6. **Affairs in West Washington.** – **The Body of a Drowned Woman Found in the Canal** – Shortly after 10 o'clock this morning the body of a white woman was found floating in the canal, near the Aqueduct bridge, by Mr. William H. Tenney, who immediately notified the police. Coroner Patterson was informed, and will probably hold an inquest this afternoon. She is described as being about thirty-five years of age, five feet eight inches high, with blue eyes, light red hair, broad face and prominent features. She was attired in a drab dress, had on a pair of new buttoned shoes and brown stockings. She had a scar over her left eye. It is supposed to be the body of Mary Neibel, of No. 707 4½ street southwest, who disappeared from her home on Thursday of this week.

Later – The body had not been identified up to two o'clock, but at that hour it was supposed to be that of a woman who lived on one of the canal boats, and it is thought may have been murdered some distance above Georgetown. There is an ugly gash over her left eye. In her pocket was found a five-cent piece, tied up in the end of a linen handkerchief, a small piece of a looking-glass and a razor. Dr. Hartigan made a post-mortem examination, and the body was viewed by the coroner, who decided to hold an inquest tomorrow at 11 o'clock a. m. The following jury was summoned: Henry W. Brewer, J. S. Probey, J. S. Bosworth, Rudolph Ulmer and Thomas Knowles. They viewed the body this afternoon.

Affairs in West Washington. – **Grain Receipts** – Arrived boat Samuel Jarboe, with 2,600 bushels of corn and 1,100 bushels of wheat.

ES, Mon. 5/26/84, p. 1. **Affairs in West Washington.** – **Grain Receipts** – Arrived boats Beulah and B. L. White, with 4,000 and 3,800 bushels of wheat respectively, for L. Hartley Bros.

DC, Wed. 5/28/84, p. 4. **The Cumberland Coal Trade.** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, May 24, were 68,647 tons, and for the year to date 963,208 tons, an increase of 178,866 tons as compared with the corresponding period of last year. The coal was shipped as follows: To the Baltimore & Ohio Railroad and local points – week, 47,948 tons; year, 722,168 tons; increase over last year, 232,234 tons. To the Chesapeake & Ohio Canal – week, 12,420 tons; year, 86,718 tons; decrease from last year, 69,796 tons. . . .

ES, Thu. 5/29/84, p. 5. **Affairs in West Washington.** – **Grain Receipts** – Arrived boat C. R. Gregory, with 2,000 bushels of wheat.

ES, Fri. 5/30/84, p. 5. **Affairs in West Washington.** – **River Notes** – The river presented a lively scene today, their being over 250 boats of all kinds.

Grain Receipts – Arrived canal boat E. L. White, with 4,000 bushels of wheat.

Sun, Sat. 5/31/84, p. 4. **The Chesapeake and Ohio Canal** – The stockholders of the Chesapeake and Ohio Canal will meet in Annapolis on Monday to elect directors and president. The board of public works, who cast the State's vote, have the controlling interest in the election. The present head of the canal is Mr. Lewis Cass Smith, of Washington county, and the directors are: James G. Berrett, of Washington; Spencer Watkins, of Montgomery; Patrick Hamill, of Garrett; John Humbird, of Allegany; James A. L. McClure, of Baltimore. There is one vacancy among the directors. Those mentioned for the position of president are Mr. Smith, the present incumbent; ex-Gov. Hamilton; ex-Gov. Thomas; Senator Bowlus, of Frederick; and Col. L. Victor Baughman, of the same county. The Western

Maryland people claim that the canal management should stay with Western Maryland, and there would be considerable opposition in that section to giving the presidency to the Eastern Shore.

SR, Sat. 5/31/84, p. 4. **BRIEFS**

Dr. Charles F. Russell, of Sharpsburg, for the past two years Superintendent of Telephone for second division, Chesapeake and Ohio Canal, has resigned from that position. This action on the part of Dr. Russell was made necessary because of impaired health and the need of rest.

Sun, Mon. 6/2/84, p. 1. **Affairs at Annapolis**

Ex-Gov. Thomas was at Annapolis today, and dined with Gov. McLane at the Executive Mansion. Gov. Thomas went to Baltimore this afternoon. Col. James G. Berrett and Secretary Fawcett, of the canal board, arrived tonight. Col. Berrett was the guest of Gov. McLane. President Smith, of the Chesapeake and Ohio Canal, has been here several days preparing his annual report for the stockholders' meeting tomorrow.

ES, Mon. 6/2/84, p. 5. **Affairs in West**

Washington. – River Notes – Divers were at work this morning blasting the large rocks in the river at the foot of High (32nd) street.

Grain Receipts – Arrived canal boat Mollie C. W. Boyer, with 4,000 bushels of wheat.

AG, Mon. 6/2/84, p. 3. **CANAL COMMERCE**

Arrived – Boats H. O. Claughton, W. E. Bell, William Walsh, James Green, J. W. Burke and J.

H. Platte, to American Coal Co.

Departed – Boats H. O. Claughton, W. E. Bell, William Walsh, James Green, J. W. Burke and J. H. Platte.

NR, Tue. 6/3/84, p. 5. **THE C. AND O. CANAL**

COMPANY – Annapolis, Md., June 2. – The stockholders of the Chesapeake and Ohio canal met today. There were present the board of public works, representing the state: Col. James G. Berrett and James A. L. McClure, representing private stock, and M. L. Noer, representing the

United States and the District of Columbia.

President Smith read his annual report (the fifty-fifth) showing the condition of the canal for the fiscal year ending Dec. 31, 1883. Revenues for the year, \$329,527.07; expenditures for operating canal, pay of officers, operating the basin wharf, outlet lock, &c., \$245,053.47; revenue over working expenses, \$84,473.60; law expenses, \$701.50; payments on basin wharf, \$3,750; interest on notes of basin wharf, temporary loans and coupons of repairing bonds, \$11,399.33. Total, \$15,910.83. Actual net revenue over all debts, other than for lengthening locks, \$68,562.77, a showing very gratifying, says the report, when compared with last year, when the balance was on the other side, expenses exceeding revenues \$42,365.26.

A resolution (proposed by the board of public works representing the State, which owns a controlling interest in the canal,) reducing the salary of the president to \$4,000 per annum, of directors to \$300, and continuing the present management until Dec. 1, 1884, was passed. The resolution also recommends the canal board to reduce all other salaries 10 percent, and to make such reduction in the number of employees as is consistent with an efficient administration of the canal.

AG, Tue. 6/3/84, p. 4. **CANAL COMMERCE**

Arrived – Boats Theo. L. Betts and Dr. M. M. Lewis, to American Coal Co.

Departed – Boats Theo. L. Betts and J. H. Platte.

AG, Wed. 6/4/84, p. 3. The action of the Maryland board of public works, who control the majority of the stock of the Chesapeake and Ohio Canal, in voting to retain the present president and directors of that canal, shows that the former, like the later, have any other object in view than the promotion of the canal's interest.

CANAL COMMERCE - Arrived – Boats P. G. Uhler and D. A. Lowe, to American Coal Co.
Departed - Boats Dr. M. M. Lewis, M. King and P. G. Uhler.

DC, Thu. 6/5/84, p. 4. **The Cumberland Coal Trade.** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, May 31, were 64,305 tons, and for the year 1,027,514 tons, an increase of 137,390 tons as compared with the corresponding period of last year. The coal was shipped as follows: To the Baltimore & Ohio Railroad and local points – week, 43,836 tons; year, 766,004 tons; increase over 1883, 227,071 tons. To the Chesapeake & Ohio Canal – week, 11,219 tons; year, 97,937 tons; decrease from last year, 86,574 tons. . . .

SR, Fri. 6/6/84, p. 3. **BRIEFS**

The annual meeting of the stockholders of the Chesapeake and Ohio Canal was held Monday in Annapolis. President Smith made his annual report, but the election of a president and directors was postponed until next December.

AG, Fri. 6/6/84, p. 3. **CANAL COMMERCE**
Arrived – Boats J. J. Swift, Samuel Lloyd, A. M. White and G. L. Boothe, to American Coal Co.; P. L. Slack, to A. M. Brandt.
Departed – Boats J. J. Swift, Samuel Lloyd and P. L. Slack.

AG, Sat. 6/7/84, p. 4. **CANAL COMMERCE**
Arrived – Boats W. C. Hunter, to American Coal Company.
Departed – Boats A. M. White, G. L. Boothe and W. C. Hunter.

ES, Mon. 6/9/84, p. 3. **Affairs in West Washington.** – **Grain Receipts** – Arrived boat Eli Whiting, with 3,800 bushels of wheat and 5 tons hay.
Shipping Notes – Schooner Allen Green cleared today for Somerset with 630 tons of coal.

AG, Mon. 6/9/84, p. 3. **CANAL COMMERCE**
Arrived – Boats William Smith, J. H. Parrott, Jr., John P. Moore, American Flag and Samuel Henry, to American Coal Co.

Departed – Boats William Smith, J. H. Parrott, Jr., John P. Moore and American Flag.

ES, Wed. 6/11/84, p. 3. **Affairs in West Washington.** – **Grain Receipts** – Arrived boat George T. Dunlop, with 4,000 bushels of corn.

AG, Thu. 6/12/84, p. 3. **CANAL COMMERCE**
Arrived – Boats John Wilson, to American Coal Co.; Giles Heath, to J. P. Agnew & Co.; Eugene, to A. M. Brandt; Dr. S. T. Knott, limestone, to E. Francis.
Departed – Boats John Wilson, Giles Heath, Eugene and Dr. S. T. Knott.

DC, Fri. 6/13/84, p. 4. **The Cumberland Coal Trade.** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, June 7, were 74,811 tons, and for the year to date 1,102,325 tons, an increase of 157,859 tons as compared with the corresponding period of last year. The coal was shipped as follows: To the Baltimore & Ohio Railroad and local points – week, 53,766 tons; year, 819,770 tons; increase over 1883, 255,502 tons. To the Chesapeake & Ohio Canal – week, 11,931 tons; year, 109,868 tons; decrease from last year, 94,036 tons. . . .

AG, Sat. 6/14/84, p. 3. **CANAL COMMERCE**
Arrived – Boats Charley and G. W. Wallace, to American Coal Co.
Departed – Boats Charley and John Wilson.

AG, Tue. 6/17/84, p. 3. **CANAL COMMERCE**
Arrived – Boats George Sherman, William B. Lloyd, Daniel Annan, Mary E. Hall, A. J. Clarke, Thomas Patton and W. L. Walbridge, to American Coal Co.; Charles Gregory, ties to B. & P. R. R.
Departed – Boats G. W. Wallace, George Sherman, William B. Lloyd, Daniel Annan, Mary E. Hall, A. J. Clarke and Charles Gregory.

ES, Wed. 6/18/84, p. 5. **Affairs in West Washington.** – **Grain Receipts** – Arrived canal boat George T. Dunlop, with 3,000 bushels of corn and 600 bushels of wheat.

AG, Wed. 6/18/84, p. 3. **CANAL COMMERCE**
Arrived – Boats A. J. Akin and J. Bradburn, to
American Coal Co.

Departed – Boats Thomas Patton, W. L.
Walbridge, A. J. Akin and J. Bradburn.

DC, Thu. 6/19/84, p. 4. **The Cumberland Coal
Trade.** - The shipments from the mines of the
Cumberland coal region for the week ended
Saturday, June 14, were 64,433 tons, and for the
year to date 1,168,758 tons, an increase of 171,184
tons as compared with the corresponding period of
last year. The coal was shipped as follows: To the
Baltimore & Ohio Railroad and local points –
week, 45,924 tons; year, 865,694 tons; increase
over 1883, 280,090 tons. To the Chesapeake &
Ohio Canal – week, 9,133 tons; year, 119,002
tons; decrease from last year, 108,906 tons. . . .

AG, Thu. 6/19/84, p. 3. **CANAL COMMERCE**
Arrived – Boats Michael Snow and Dr. G. E.
Porter, to American Coal Co.; Eva Cushwa, to
John P. Agnew & Co.; G. M. Barroll, to H. C.
Winship.

Departed – Boats Michael Snow, Dr. G. E. Porter,
Eva Cushwa and G. M. Barroll.

SR, Fri. 6/20/84, p. 4. **BRIEFS**
Mr. Lewis C. Smith, president of the Chesapeake
and Ohio Canal Company, was visited while in
Cumberland on Monday by a large number of
canal boatmen to urge a reduction of tolls on the
canal. They stated that the shippers declared the
present tolls to be too high, and gave that as a
reason for not shipping more coal. Mr. Smith
replied that the tolls would be reduced to twenty-
five cents if the shippers would give a substantial
guarantee that they would ship seven hundred
thousand tons by the canal for the balance of the
season. The boatmen left without feeling
satisfied. The canal board meets today.

ES, Fri. 6/20/84, p. 3. **Affairs in West
Washington.** – **Shipping News** – Cleared today –
Schooner Emma Achorn, with 500 tons coal for

Bath; schooner William L. White, with 900 tons of
coal for Bath; schooner Edward Ewing, light;
schooner Susan H. Ritchie, with 950 tons of coal
for Boston.

Grain Receipts – Arrived canal boats E. Lyons,
Capt. Whiting, with 3,800 bushels of wheat; and
Beulah, with 4,200 bushels of wheat.

AG, Fri. 6/20/84, p. 3. **The Board of Directors**
of the Chesapeake and Ohio Canal will meet today
and again consider the question of the reduction of
tolls. If the coal companies guarantee large
shipments, the board will be disposed to lower the
toll to 25 cents; otherwise, the present rate will
probably be retained.

AG, Sat. 6/21/84, p. 3. **CANAL COMMERCE**
Arrived – Boats M. D. Corse, W. E. Bell and
William Gregory, to American Coal Co.
Departed – Boats M. D. Corse, W. E. Bell and
William Gregory.

Ibid, p. 4. **C. & O. Canal** – The directors
of the Chesapeake and Ohio Canal Company met
in Baltimore yesterday. General Superintendent
Stephen Gambrill and Superintendents John P.
Moore and Lewis Stanhope were present, having
been summoned to confer with the board as to the
least possible force by which the canal could be
managed. The board adopted resolutions making
a general reduction of wages of all the employees,
to date from July 1st, an average 20 percent. This
reduction does not affect the laborers employed
along the canal, but the division superintendents,
section bosses and other employees are included
in the cutting down. In consideration of the
decreased tonnage going by the canal, a large
reduction was also decided upon in the number of
the employees, men being dropped wherever it
was practicable to do so. The details as to the
amount of the reduction in compensation and
number of employees will be elaborated for report
to the July meeting, when the amount to be saved
in the expense of operating the canal will be
definitely known. One of the directors said that
not one superfluous man will be retained. The

business of the canal is quite slow. It was stated that the coal companies, as believed by the board, have entered into a combination to try to drive down tolls to 25 cents, and to reach that end they will not ship coal by canal. President Smith, on behalf of the board, last week offered to reduce to 25 cents if the shippers would give a guarantee to make good their statement that they would ship 700,000 tons at that rate. This they declined to do, and the tolls remain at 36 cents.

ES, Mon. 6/23/84, p. 2. **Affairs in West Washington. – Grain Receipts** – Arrived canal boat Samuel Jarboe, with 2,700 bushels corn and 400 bushels of wheat.

ES, Tue. 6/24/84, p. 1. **Affairs in West Washington. – A Stolen Revolver** – Emanuel Johnson, colored, was arrested last night on a charge of stealing a revolver from Benjamin Johnson, colored, on board of a canal boat. In the Police Court this morning, restitution was ordered and Johnson got besides 30 days in jail.

Shipping News – Cleared – Schooner Maggie hart, with 900 tons coal for Bath; schooner George, Capt. C. S. Warner, with 260 tons of coal for Easton, Md.

AG, Tue. 6/24/84, p. 3. **CANAL COMMERCE**
Arrived – Boats James Green, John W. Burke, Richard Bender, S. S. Howison and William Walsh, to American Coal Co.
Departed – Boats James Green, John W. Burke, Richard Bender, S. S. Howison and William Walsh.

AG, Wed. 6/25/84, p. 3. **MARINE NEWS**
Memoranda – Schooner Delhi, from Georgetown, at Boston 24th.
Schooner Ruth Robinson, from Georgetown, at Fall River 24th.
Schooners Maggie J. Chadwick and Celina, for Washington, sailed from Gardiner 23rd.

THE C. AND O. CANAL

A petition was filed in the United States Circuit Court for the district of Maryland yesterday by the solicitors of W. W. Corcoran and others, trustees in the mortgage under the act of 1844 in the suit of Daniel K. Stewart against the Chesapeake and Ohio Canal, which was heard and partly decided in April, 1881, but left open for further proceedings. The petition is now filed for the sale of the canal and appointment of receivers for it by the trustees, who at the first hearing opposed the application for the same object. They recite that in the original bill filed by Stewart, a petition was filed by the present petitioners, W. W. Corcoran, Allen Bowie Davis, J. Bayard Smith, George S. Brown and George Hawkins Williams, trustees under the mortgage of the canal company given under the act of 1844, chapter 281, to secure construction bonds issued by virtue of the act, showing that the bill in this cause was filed by complainant on January 2, 1880, charging that the interest on the bonds issued under the act of 1844 had not been paid owing to the gross mismanagement of the canal, and praying for an injunction and receiver and for general relief. The court by its order of April 7, 1881, determined that the complainant was not at that time entitled to the injunction and receiver but also determined that the canal company held the position of trustee for the bondholders, secured by the mortgage to these petitioners, and therefore it retained the bill to afford such relief from the rendition of accounts as is usual for courts of equity to give in matters of trust, and it was also determined that if any of the parties to the cause should invoke the assistance of the court on any future matter within the scope of the bill liberty was given to come into court and do so by petition filed in the cause.

“That though these petitioners were at that time averse to the then granting of the relief prayed by injunction and receiver, yet they now aver that whereas under the mortgage only the revenues and tolls of the canal, and not the corpus thereof, were pledged as security for the payment of the bonds and interest, and to that extent all priority of other liens was waived, yet so long as any interest on the bonds was unpaid by reason of

deficiency of its resources from any cause except a failure of business without fault on the part of the company, which fault was to be made to appear by your petitioners as trustees and mortgagees, the company was to retain the management of the canal and receive its revenues; and they now also state that bonds in the amount of \$1,700,000 were issued, and interest coupons attached thereto, payable semi-annually; that no payment of any of said coupons maturing since July 1, 1864, have been made by the company, and at the filing of this petition was in arrear for the past 20 years; that in said order the company was required to file accounts every three months of its receipts and disbursements, and has filed thirteen of said accounts, and your petitioners charge that it is manifest from the most cursory examination of said accounts that any future payment of such interest is hopeless. They further charge that nearly all of said bonds so issued have matured since such decretal order was passed. "The petitioners also chare that the said canal itself as a security is grossly insufficient, and that the canal company is utterly insolvent, and that its works should be placed in the hands of your petitioners, or in the hands of a receiver or receivers, and that a decree for such sale should be passed by this court; and as your petitioners are remediless at law, and that they may have the relief hereby prayed, and that a decree for the sale of the right to collect the revenues and tolls of the canal may pass, and also to the right to the possession and management of the same as an incident thereto, and in the meantime as preparatory to said sale that receivers may be appointed to take charge thereof and collect the tolls thereof, and that a writ of injunction may issue commanding the company to deliver possession thereof to such receivers, and restraining all interference on the part of the company thereafter therewith, and that your petitioners may have all such other relief as this case may require, may it please the court to pass an order to be served on the company, its officers and agents, directing them to show cause on a day to be therein named, why receivers shall not be

appointed and an injunction should not issue as prayed for delivering up to them the possession of the canal with all its appurtenances and equipments and all its books, papers and assets of every kind, and that such receivers be empowered to operate and manage the canal under the supervision of this court until sold as aforesaid, and until said sale that they should pay into court its net profits and revenues, and that a decree be passed directing your petitioners to sell the canal at public sale to the highest bidder upon terms prescribed by the court."

Upon filing the bill, Judge Bond passed an order that the Chesapeake and Ohio Canal Company show cause, on or before August 1 next, why the prayer for the appointment of receivers and injunction and for a decree for the sale of its works should not be granted; provided a copy of this order be served on the company by the 15th of July. An exhibit was filed showing the amount of bonds for construction issued as stated to be \$1,700,000 between 1847 and 1850, inclusive.

DC, Thu. 6/26/84, p. 4. **The Cumberland Coal Trade.** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, June 21, were 64,152 tons, and for the year to date 1,280,910 tons, an increase of 183,103 tons as compared with the corresponding period of last year. The coal was shipped as follows: To the Baltimore & Ohio Railroad and local points – week, 47,490 tons; year, 913,184 tons; increase over 1883, 302,892 tons. To the Chesapeake & Ohio Canal – week, 7,430 tons; year, 126,432 tons; decrease from last year, 113,518 tons. . . .

SR, Fri. 6/27/84, p. 4. **BRIEFS**
Messrs. S. Teackle Wallis and George Hawkins Williams, as counsel for the trustees of the mortgage bondholders of the Chesapeake and Ohio Canal, Tuesday filed a petition in the United States Circuit Court of Baltimore in the old case of Stewart vs. Chesapeake and Ohio Canal Company, praying for an injunction and receiver, and for the sale of the canal.

AG, Fri. 6/27/84, p. 3. **CANAL COMMERCE** Arrived – Boats Mary Mertens and E. T. Woody, to John P. Agnew & Co.; J. H. Reid, to S. M. Hamilton & Co.; L. P. Hieston, to Mayfield & Hieston; Three Brothers, limestone to E. Francis. Departed – Boats Mary Mertens, J. H. Reid, L. P. Hieston and Three Brothers.

Sun, Sat. 6/28/84, p. 4. **The Chesapeake and Ohio Canal** – Ex-Gov. Philip Francis Thomas will be one of the counsels of the Chesapeake and Ohio Canal in the suit of the trustees for a receiver. In the last suit, he was their counsel, with S. T. Wallis, Bernard Carter and T. M. Lanahan. The lawyers in that suit got about \$5,000 each.

AG, Sat. 6/28/84, p. 4. **Break in the Chesapeake and Ohio Canal** – President Smith, of the Chesapeake and Ohio Canal, yesterday evening received information of a serious break in the canal near Harper’s Ferry. Besides the washout of two culverts near dam No. 4, a break of three hundred feet has occurred at Lefevre’s warehouse, where the earth, stone and lumber have been washed into the canal, filling it up from the berm bank to the tow path. This effectually closes navigation, which is likely to continue for a considerable length of time, as the repairs to be made are extensive.

AG, Mon. 6/30/84, p. 3. President Smith, of the Chesapeake and Ohio Canal, estimates that it will require the expenditure of \$20,000 to repair damages to the work, and that it will be at least two weeks before navigation can be resumed.

Ibid, p. 4. **The C. & O. Canal** – President L. C. Smith, of the Chesapeake and Ohio Canal, returned to Hagerstown on Saturday from an inspection of the damage done the canal by the late freshet. He reports the work in a deplorable condition, and the damages of such a nature as to require much time, labor and money to repair. Two miles above Harper’s Ferry, at the foot of the four-mile level, there is a break over 50 feet long;

while six miles above the Ferry 180 feet of the tow path is gone. This is a bad break, as its depth is some twenty feet below the bottom of the canal. Two culverts, one above and the other below Mercerville, have been washed out. Between these two culverts, the tow path has been badly damaged, and a bar, composed of sand and stones, over 200 feet in length, washed into the canal.

At other points along the line bars have been washed in, while the tow-path and river bank are covered with fallen trees, fence rails, posts and debris of all kinds. At Mercerville there is a sunken boat, which went down when the culvert gave way. Today work was begun in making the repairs, and with a force of hands as large as can be worked to advantage, it will take fully two weeks to place the canal in condition to permit of navigation.

It is estimated that it will cost \$20,000 to repair the damages done to the canal by the freshet.

Elevated Railway – The elevated railway from the wharf to the coal and wood yard of Mr. J. R. Zimmerman, north Union St., now in process of erection under the supervision of Mr. G. S. Coleman, is rapidly being completed. Mr. Z is also building a new engine house, it being his intention to run, load and unload the cars on his road by steam.

AG, Tue. 7/1/84, p. 3. **MARINE NEWS Memoranda** – Schooner Fred Walton, cleared at Boston 28th ult. for Kennebec river to load for Washington. Schooner Henry P. Mason, John R. Halladay and Charles W. Church for Washington, sailed from Bath 30th ult.

CANAL COMMERCE Arrived – Boats H. O. Claughton, Belle Humbird and J. H. Platte, to American Coal Co.; Charles Darrow, to H. C. Winship; Charles Clifton, to A. M. Brandt. Departed – Boats H. O. Claughton, Belle Humbird, J. H. Platte, Charles Darrow and Charles Clifton.

AG, Wed. 7/2/84, p. 3. **The Chesapeake and Ohio Canal** – Mr. Lewis C. Smith, president of the Chesapeake and Ohio Canal, who was in Baltimore yesterday, said that a large force of men are at work repairing the damages from the storm on the line between Williamsport and the Monocacy. The repairs will require two weeks and an outlay of about \$20,000. The work will be paid for when completed, and the money will be raised by individual notes if necessary. The damage by the storm and the loss of revenue by the canal, small as they are this season, are serious matters, but Mr. Smith says when he contemplated the damage that the continuance of the storm for an hour longer would have done, he concluded that matters were not so bad as they might have been. The twenty percent reduction in the pay of employees ordered by the board of directors went into effect yesterday. The salary of the president is reduced to \$3,000 a year. The board will hold its next meetings at Annapolis, July 24, when arrangements will be made for defending the canal company in the suit of the mortgage trustees to have a receiver appointed.

The *Cumberland Times* suggests the grant of the use of the tow-path of the canal to the Western Maryland Railroad Company, to lay tracks from Cumberland to Williamsport at an annual rental of \$100,000. This, it is claimed, would give a direct line to Baltimore, while steamboats could be employed at the same time the whole length of the canal to Georgetown. – *Baltimore Sun*.

Sun, Thu. 7/3/84, p. 1. **Cumberland Coal Trade.** Cumberland, Md., July 2. - The shipments from the mines of the Cumberland coal region for the week ended Saturday, June 29, were 56,766 tons, and for the year to date 1,287,676 tons, an increase of 191,840 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, 41,714 tons; year, 954,898 tons; increase over 1883, 371,342 tons. To Chesapeake and Ohio canal - week,

6,858 tons; year, 133,291 tons, decrease, as compared with last year, 130,841 tons. . . .

Sun, Fri. 7/4/84, p. 4. **Personal** – Ex-Gov. Philip Francis Thomas has been appointed special counsel to the Chesapeake and Ohio Canal Company in the suit instituted against it by the bondholders.

SR, Fri. 7/4/84, p. 4. **The Canal in a Bad Way.** The Chesapeake and Ohio Canal was very seriously damaged by the great rain storm of last week. From Williamsport to Montgomery county are a large number of breaks, washouts, &c. The most serious damage is between Shepherdstown and Harper's Ferry, and it will require much time, labor and money to repair it. About six miles below this place there is a very bad break; about 180 feet of the tow-path is washed out to a depth of twenty feet below the level of the canal. Two miles above Harper's Ferry there is another bad break about fifty feet long. At Catocin, the canal was almost completely filled up with mud and sand. Two culverts, one above and the other below Mercerville, have been washed out. Between these two culverts, the tow-path has been badly damaged, and a bar, composed of sand and stones, over 200 feet in length, washed into the canal. At this point there is also a sunken boat, which went down when the culvert gave way.

At other points along the line, bars have been washed in, while the tow-path and river bank are covered with fallen trees, fence rails, posts and debris of all kinds. The work of repair was begun on Monday, and President Smith states that with a force of hands as large as can be worked to advantage it will take fully two weeks to place the canal in condition to permit of navigation. He estimates that it will take \$20,000 to repair the damage caused by the freshet.

Thomas O'Neil, aged thirty-eight, lock tender on the Chesapeake and Ohio Canal at South Branch, when returning home from Cumberland, was struck by the Pittsburg express, Baltimore and Ohio Railroad, and instantly killed, six miles east

of that city, about two o'clock Sunday morning. He leaves a wife and four children.

Sun, Wed. 7/9/84, p. 1. **THE HART-WALKER ASSAULT** – Frederick, July 8, - Further inquiry into the particulars of the outrageous assault said to have been committed by John Hart, colored, on Mary K. Walter, aged 19, daughter of George B. F. Walter, keeper of Lock No. 4 on the Chesapeake and Ohio Canal, fixes the 2nd of May last as the date of the alleged crime. Miss Walter is said to have kept the matter secret through fear, as she claims, until the 3rd of July, when she gave her parents their first information of what had happened. Hart, who, as heretofore stated in *The Sun*, is confined in jail at Rockville, is a mulatto, about five feet eleven inches in height, and weighs from 200 to 225 pounds. He had been partly raised by the Walter family, and had always been treated kindly by them. At the time of the alleged assault there was no one at home except Miss Walter. For this opportunity, according to her father's view of the affair, Hart had been waiting for some time. It is also stated that he was drunk, and, on finding the girl alone, overpowered her in the basement of the building. He made an effort to escape afterwards, but remained in the neighborhood until Wednesday last, when he went away, and, upon his return yesterday, was arrested and taken to Rockville. Miss Walter is said to be in a delicate condition.

Rockville, Md., July 8. – John Hart, in prison here on the charge of assaulting Miss Mary E. Walter, denies the assault, but admits an intimacy with the girl, who alleges she was deterred by threats from making any complaints against him. It is said she made no statement until after her mother had intimated that there was something wrong.

ES, Thu. 7/10/84, p. 5. **Affairs in West Washington. – The Paralyzed Canal Trade** – The shipments from the mines of the Cumberland coal region for the week ended Saturday, July 5, were 53,506 tons, and for the year to date 1,341,183 tons, an increase of 190,637 tons as

compared with the corresponding period of last year. To Chesapeake and Ohio canal- week, 3,341 tons; year, 136,632 tons, decrease, as compared with last year, 134,070 tons. Word was received through the canal office today that the repairs to the break near Harper's Ferry would be completed today or tomorrow, and as soon as repaired the water would be turned on and navigation resumed at once.

SR, Fri. 7/11/84, p. 4. **BRIEFS**

The Chesapeake and Ohio Canal authorities have a large force at work, and have announced that the necessary repairs will be completed to that thoroughfare by the 15th of July, at which time it is hoped that business will be resumed.

ES, Fri. 7/11/84, p. 4. **Affairs in West**

Washington. – The Break Repaired – The superintendent of the canal says that the break in the canal was completed last night, and they were feeding the levels above.

Grain Receipts – Arrived canal boat Seneca, with 200 bushels of wheat and 500 bushels of corn.

AG, Fri. 7/11/84, p. 4. **The C. & O. Canal** – The repairs to the Chesapeake and Ohio canal have been completed, and boats were permitted to pass at noon today.

Shipments of coal from Cumberland will not resume activity before the middle of next week, as there are no boats in port.

ES, Tue. 7/15/84, p. 4. **Affairs in West**

Washington. – Coal Trade – Mr. A. M. Brandt says that it is not true, as published, that the Maryland Coal company started their first boats from Cumberland last Saturday. He says that company have been shipping coal to him all summer.

Grain Receipts – Arrived schooner Commerce, with 3,000 bushels of wheat, and boat Giles Heath, with 1,000 bushels of wheat.

Sun, Wed. 7/16/84, p. 1. **Washington County**

President Smith, of the Chesapeake and Ohio Canal, was today served by a deputy United States marshal with a copy of the petition for the appointment of a receiver for that corporation recently filed in Baltimore in the United States District Court.

ES, Thu. 7/17/84, p. 3. **Affairs in West Washington.** – **Coal Trade by Canal** – Twenty-one boats, carrying 2,397.14 tons of coal, left Cumberland Tuesday. The shipments from the mines of the Cumberland region for the week ending Saturday, July 12th were 60,543 tons, and for the year to date, 1,401,725 tons, an increase of 191,372 tons as compared with the corresponding period of 1883. The shipments by the Chesapeake and Ohio canal were, for the week, 2,069 tons, and for the year, 138,701 tons, a decrease from last year of 147,719 tons.

Shipping News – Schooner Fred Walton arrived with 700 tons [of ice] from Kennebec. Schooner A. H. Peary cleared with 550 tons of coal for New York

Grain Receipts – Arrived boat Beulah, with 3,000 bushels of wheat.

AG, Thu. 7/17/84, p. 3. **FROM WASHINGTON** Mr. Mertens, of Cumberland, is in the city today. He says that had the board of directors of the Chesapeake and Ohio Canal Company reduced the tolls on that canal to 25 cents, one million tons of coal would have been brought to market by the canal this season, and the receipts been enough to have paid the outstanding claims against the company and left a nice little sum for interest account. Owing to their refusal to do so, he says, but little coal will be transported by the canal this year. He says that two-thirds of the boats on the canal are tied up, the stock running loose along the tow-path, and the families of boatmen suffering for the barest necessities of life. He also says that if Messrs. Gorman, Berrett, McClure and the other directors of the canal who refused to consent to a reduction of tolls would resign, others would be appointed to their places who would reduce the tolls, and that a reduction to 25 cents would so

increase the business of the canal that the receipts would be amply sufficient to keep it in good repair, and pay all its running expenses – indeed, he says, that he, Mertens, if he had control of the canal, could run it for 9 cents a ton, but that he would not carry on its rolls a long list of salaried officers. Mr. Mertens says that in conversation with Governor McLane, the latter told him that though the present directors of the canal are his personal friends, if they would not manage the canal satisfactorily, he would remove them. Mr. Mertens is of the opinion that the present directors want to sell the canal and turn it into a railroad, but that the coal companies are opposed to such a scheme, and that should the canal be sold, it is likely the [railroad] companies will buy it and keep it in running order, so as to secure themselves against a railroad monopoly.

SR, Fri. 7/18/84, p. 4. **BRIEFS**
The repairs to the Chesapeake and Ohio Canal have been completed and navigation resumed. The water was turned on last Sunday.

AG, Fri. 7/18/84, p. 3. **CANAL COMMERCE**
Arrived – Boats A. M. White, G. L. Boothe, John P. Moore and J. H. Parrott, Jr., to American Coal Co.; Olive V., Isabella and Sallie J. Kelly, to S. M. Hamilton & Co.; George S. French, to W. A. Smoot & Co.; Alabama, to John P. Agnew & Co.
Departed – Boats A. M. White, G. L. Boothe, John P. Moore, J. H. Parrott, Jr., Olive V., Isabella, Sallie J. Kelly and George S. French.

ES, Sat. 7/19/84, p. 8. **Affairs in West Washington.** – **Coal Trade** – Seventeen boats, carrying 1,916.07 tons of coal, left Cumberland yesterday.
Shipping News – Schooner Mabel Phillips cleared today, with 1,000 tons of coal, for Fall River. Schooner Laura E. Masser cleared today, with 650 tons of coal, for Boston.

AG, Mon. 7/21/84, p. 3. **MARINE NEWS**
Memoranda – Schooner B. R. Woodside, for Washington, sailed from Bath 18th.

Schooner May Grove, hence at Bath 19th.
Schooner Mary Sanford, for Washington, sailed from Bath 19th.
Schooner Carrie Holmes, from Georgetown, at Fall River 19th.

CANAL COMMERCE. Arrived – Boats P. G. Uhler, J. W. Morris, B. Bender, Samuel Lloyd, American Flag, Samuel Henry, J. J. Swift, R. H. Miller and G. W. Wallis, to American Coal Co.; J. H. Stickney and S. N. Shuman, to John P. Agnew & Co.; G. A. McIlhaney, to H. C. Winship; Dr. S. T. Knott, limestone, to E. Francis; Highlander, Exchange and Salina.
Departed – Boats P. G. Uhler, J. W. Morris, B. Bender, Samuel Lloyd, American Flag, Samuel Henry, J. J. Swift, R. H. Miller, G. W. Wallis, J. H. Stickney, S. N. Shuman, G. A. McIlhaney, Dr. S. T. Knott and Alabama.

ES, Tue. 7/22/84, p. 4. **Affairs in West Washington.** – **Canal Trade** – Twenty-one boats, carrying 2,414 tons of coal, left Cumberland Saturday.
Shipping News – Schooner James F. Lowell, arrived with 1,200 tons of ice, from Kennebec. Schooner Ella Barnes cleared today, with 300 tons of coal; schooner Harry Mason cleared today with 1,200 tons of coal, for Boston.

AG, Tue. 7/22/84, p. 4. **MARINE NEWS Sailed** – Schooner Charles W. Church, Portland, by American Coal Co.
Memoranda – Schooners M. E. Rockhill and Mary Sanford, for Washington, sailed from Bath 21st.

CANAL COMMERCE. - Arrived – Boats William Smith, John Wilson, Thomas Patton and A. J. Clarke, to American Coal Co.; C. R. Gregory, Little Orleans and L. Brown, R. R. ties, to B. & P. R. R.
Departed – Boats Isabella, S. J. Kelly, Highlander, William Smith, John Wilson, Thomas Patton and Enterprise.

ES, Wed. 7/23/84, p. 4. **Affairs in West Washington.** – **Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ending Saturday, July 19th were 67,967 tons, and the total shipments for the year to that date 1,469,692 tons, an increase of 207,891 tons as compared with the corresponding period of 1883. The shipments to the Chesapeake and Ohio canal company were 10,050 tons for the week, and the year, 148,751 tons; a decrease of 150,852 tons as compared with last year. Sixteen boats, carrying 1,768.01 tons of coal, left Cumberland yesterday.
Grain Receipts – Arrived boat Medley, with 2,000 bushels of wheat.
Shipping News – Schooner Bell Halladay cleared today, with 600 tons of coal, for Salem, Mass. Schooner Alfred W. Risk cleared today, with 650 tons of coal for Boston, Mass.

AG, Wed. 7/23/84, p. 4. **CANAL COMMERCE** Arrived – Boats William B. Lloyd, B. Williamson and Seven Sisters, to American Coal Co.; Cloud, Meyersdale and Charley, to S. M. Hamilton & Co.; W. H. Marlow and Alice P. Mayfield, to Mayfield & Hieston.
Departed – Boats Exchange, Salina, A. J. Clarke, G. V. Sherman, W. H. Marlow and Alice P. Mayfield.

ES, Thu. 7/24/84, p. 5. **Affairs in West Washington.** – **Break in the Canal** – Superintendent Stanhope, who was at Cumberland yesterday, received a telegram stating that another break had occurred in the canal culvert at Burnt Warehouse, near Dam No. 4. This culvert was washed out during the floods about a month ago and had just been rebuilt.
Canal Board – The canal directors will meet today at Annapolis in regular session. The recent damage to the canal, and the cost of repair will be the principal business before it.

Sun, Fri. 7/25/84, p. 1. **CHESAPEAKE AND OHIO CANAL** – Annapolis, Md., July 24 – The Chesapeake and Ohio Canal directors held their monthly meeting at Annapolis today. President

Lewis C. Smith and Messrs. Berrett, McClure, Dobbin, Hamill, Humbird and Watkins, directors, were present; also, Benjamin Fawcett, secretary and treasurer, Stephen Gambrell, paymaster, and J. P. Ayers, accountant. The board met at 10 o'clock in the morning and were in session three hours. When they adjourned at 1 o'clock, Secretary Fawcett gave out to the press that only routine business had been transacted, and that the board had adjourned to meet in Baltimore, August 21. Ex-State Senator George Pater, of Montgomery county, who is local counsel to the canal, saw the board in reference to a prosecution of the claim of the canal company against the federal government for the retention of certain land belonging to the canal on which the aqueduct at West Falls, in Montgomery county, was constructed. It is claimed that a valuable portion of the canal's water front was destroyed in consequence of the condemnation, and that a careful survey of the property has settled the right of the company to the land so taken, for which counsel thinks the canal has a good claim. The board directed Mr. Peter, in conjunction with their general counsel, to pursue the claim of the State at once.

The usual reports from the president, superintendents, &c., were received and approved. President Smith's report showed that the break on the canal near dam 4, which had been rebuilt, would cost between \$11,000 and \$12,000, though it was first thought the damage would exceed \$20,000. The culvert had not been put in thorough working order when another break was announced to the board today, which had occurred yesterday in the same locality. It was not known how much damage was done by the latter accident, which, it was stated, occurred from the pressure of water in the canal alone. A similar accident occurred to the same culvert in 1859. The financial statement submitted to the board showed that the canal was in as healthy condition as circumstances would allow.

The canal directors discussed the petition in the suit of the mortgaged trustees to have a receiver appointed, which President Smith read to them, and the general feeling was that the canal

would be successful in the controversy. President Smith was authorized to call a meeting of the counsel for the canal to take steps in defending the suit. The counsels are Messrs. Charles J. M. Gwinn, Thomas M. Lanahan and ex-Gov. Philip Francis Thomas. Mr. Henry Dodge, of Washington, saw the board in regard to his lease of water power for Seneca Mills, in Montgomery county. The other business transacted was of a purely routine character.

SR, Fri. 7/25/84, p. 4. **BRIEFS**

Samuel M. Kelley, a resident of Williamsport, Md., and who is engaged in boating on the Chesapeake and Ohio Canal, was arrested in that place and taken to Hagerstown Monday morning, at the direction of the United States Marshal, to answer the charge of selling liquor along the line of the canal without a license. He was taken before United States Commissioner Albert Small, and held on his own recognizance, in the sum of \$500, for a hearing.

ES, Fri. 7/25/84, p. 4. **Affairs in West**

Washington. – Coal Trade – Ten boats, carrying 1,114.11 tons of coal, left Cumberland yesterday. **Canal Board** – The canal directors met in Annapolis yesterday. The committee on accounts presented their report. The president reported a very encouraging outlook for trade on the canal during the remainder of the season. The reduction in the wages of salaried officers was discussed and a scale was presented for the board's consideration. Ex-State Senator George Peter, of Montgomery county, who is local counsel for the canal, was before the board in reference to a prosecution of the claim of the canal company against the federal government for the retention of certain land belonging to the canal on which the aqueduct at West Falls, in Montgomery county, was constructed. The board directed Mr. Peter, in conjunction with their general counsel, to pursue the claim of the state at once. Mr. Henry Dodge, of this city, saw the board in regard to his lease of water power for Seneca mills, in Montgomery county.

AG, Fri. 7/25/84, p. 3. **CANAL COMMERCE**
Arrived – Boats E. R. Ladew and Alleghany, to S. M. Hamilton & Co.; Mary E. Hall and Michael Snow, to American Coal Co.; George Hoffman, to John P. Agnew & Co.; W. Thompson, to A. M. Brandt.

Departed – Boats E. R. Ladew, Alleghany, Mary E. Hall, Michael Snow, George Hoffman and W. Thompson.

Ibid, p. 4. **Chesapeake and Ohio Canal**

The canal directors met at Annapolis yesterday and had a prolonged discussion over the question of reducing tolls, but the board came to no conclusion in the matter. The suit for a receiver for the canal was also discussed, and all matters relating to it were relegated to the counsel of the company. Routine business was transacted, and the board adjourned to meet in Baltimore, August 21st. President Smith has received word of the breaking of a culvert on the canal, near Mercerville, above dam 4.

ES, Sat. 7/26/84, p. 8. **Affairs in West Washington.** – **Shipping News** – Schooner Charles Lawrence arrived yesterday, with 600 tons of ice, from Kennebec.
Coal Trade – Seven boats, carrying 791.10 tons of coal, left Cumberland yesterday.

ES, Tue. 7/29/84, p. 4. **Affairs in West Washington.** – **Coal Trade** – Eighteen boats, carrying 2,046.10 tons of coal, left Cumberland Saturday.

Sun, Wed. 7/30/84, p. 1. **Reports from Hagerstown** – The storm and flood did no damage within forty miles of Hagerstown. President Smith has no knowledge of any new break on the Chesapeake and Ohio Canal. President Smith states that the break which occurred several days ago in the canal at the Burnt Warehouse is of a more serious nature than was at first reported, and that the indications now are that the repairs will not be completed before Friday.

Harper's Ferry, July 29 – The flooding caused by the heavy rains in this region made a break in the Chesapeake and Ohio Canal two miles this side of Dam No. 4.

DC, Wed. 7/30/84, p. 4. **The Cumberland Coal Trade.** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, July 26, were 65,836 tons, and for the year to date 1,535,528 tons, an increase of 219,165 tons as compared with the corresponding period of last year. The coal was shipped as follows: To the Baltimore & Ohio Railroad and local points – week, 49,861 tons; year, 1,148,809 tons; increase over 1883, 401,630 tons. To the Chesapeake & Ohio Canal – week, 8,577 tons; year, 157,328 tons; decrease as compared with last year, 160,838 tons. . . .

ES, Wed. 7/30/84, p. 4. **Affairs in West Washington.** – **Grain Receipts** – Arrived boat Seneca, with 2,500 bushels of wheat, for Hartley Bros.

ES, Thu. 7/31/84, p. 5. **Affairs in West Washington.** – **Coal Trade** – Five boats, carrying 570.15 tons of coal, left Cumberland yesterday.
Notes – The railing which once guarded the canal, on Jefferson street, has been by some means torn away, leaving it at present in a dangerous position.
Shipping News – Schooner Albert W. Smith arrived this morning with 900 tons of ice from Kennebec; schooner George B. Vreeland arrived from Philadelphia with 700 tons of coal.

AG, Thu. 7/31/84, p. 3. The damage along George's creek by the storm will amount to over \$100,000. The bodies of all the drowned have been recovered but one, and there are no further reports of loss of life except at Barton. There is said to be very little distress. The work of repairing the break on the Chesapeake and Ohio Canal is retarded by the storm.

Ibid, p. 4. **C. & O. Canal** – Advices from Hagerstown state that President Smith, of the Chesapeake and Ohio Canal, returned yesterday from the inspection of the repairs being made at the break at the Burnt Warehouse. High waters, occasioned by the recent heavy rains, have greatly interfered with the progress of the work, and Mr. Smith says it will be fully six days before the repairs are completed sufficiently to permit the resumption of navigation. Independent of this break, the canal is intact. The report of a break having occurred Tuesday at Harper’s Ferry is not verified.

Sun, Fri. 8/1/84, p. 4. **MARYLAND STATE AFFAIRS** - The State board of public works at their meeting today authorized the Governor to instruct the Attorney-General to give his attention to the cases against the Chesapeake and Ohio Canal and the Annapolis and Elkridge Railroad, and do whatever in his judgment the law and the interest of the State requires. The controversy over the canal is on a suit of the mortgage trustees for a receiver.

ES, Sat. 8/2/84, p. 9. **Affairs in West Washington. – Coal Trade** – Twelve boats carrying 1,378.03 tons of coal, left Cumberland yesterday.

Shipping News – Schooner Nathan Lawrence arrived from Kennebec with 1,100 tons of ice.

ES, Tue. 8/5/84, p. 4. **Affairs in West Washington. – Coal Trade** – Consequent on the break in the canal, last week’s coal trade was very dull. The total for the week was 4,092.08 tons; for the year to date 174,619.15 tons.

Grain Receipts – Canal boat Veale & Leigh arrived with 1,500 bushels of wheat, for Hartley Bros.

DC, Wed. 8/6/84, p. 4. **The Cumberland Coal Trade.** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, August 2, were 47,365 tons, and for the year to date 1,582,893 tons, an increase of 203,207

tons as compared with the corresponding period of last year. The coal was shipped as follows: To the Baltimore & Ohio Railroad and local points – week, 39,372 tons; year, 1,188,182 tons; increase over 1883, 409,090 tons. To the Chesapeake & Ohio Canal – week, 3,812 tons; year, 161,140 tons; decrease as compared with last year, 161,140 tons. . . .

ES, Wed. 8/6/84, p. 4. **Affairs in West Washington. – Canal Break** – The water had receded enough on Saturday to allow work to be resumed on the canal break near Dam No. 4. It will probably be completed by Saturday. **Coal Trade** – Three boats, carrying 344.09 tons of coal, left Cumberland for this place yesterday. The shipments from Cumberland by canal for the week ended Saturday, August 2, were 3,812 tons; year 161,140 tons; decrease from last year, 161,140 tons.

ES, Thu. 8/7/84, p. 5. **Affairs in West Washington. – Depression in the Coal Trade** The depression in the coal trade continues, and the schooners Addie M. Chadwick, Kate M. Hilton and W. G. Bradley left here yesterday for Baltimore, after waiting here vainly some days for coal. Five boats, carrying 572 tons of coal, left Cumberland for this port yesterday.

SR, Fri. 8/8/84, p. 4. **BRIEFS**
The break on the Chesapeake and Ohio Canal has not yet been repaired, and the mules of the boatmen are “eating their heads off.”

Up to this date, 161,140 tons of coal have been shipped from Cumberland by the Chesapeake and Ohio Canal – just half as much as was shipped during the same period last year.

ES, Fri. 8/8/84, p. 5. **Affairs in West Washington. – Coal Trade** – Four boats, carrying 430 tons of coal, left Cumberland yesterday. Benjamin Jackson, of Sharpsburg, Md., representing the consolidation boatmen, is here to ask for an increase from 65 to 80 cents per ton on

freight. It is understood that those employed in the other companies will ask the same increase. The boatmen say, if the increase is not made, they will tie up their boats and go into some other business.

Grain Receipts – Canal boat Seneca arrived with 400 bushels of corn and 1,600 bushels of wheat. Canal boat Samuel Jarboe arrived with 1,800 bushels of corn and 2,000 bushels of wheat.

Sun, Tue. 8/12/84, p. 4. Paymaster Gambrell and other officials of the Chesapeake and Ohio Canal will leave Washington tomorrow afternoon on a pay tour of the canal. He will first pay the Georgetown division hands.

ES, Tue. 8/12/84, p. 4. **Affairs in West Washington.** – **Coal Trade** – The repairs on the break in the Chesapeake and Ohio canal near dam No. 4 were completed Saturday, and water let on that level. During the past week thirty-four boats, carrying 3,849.09 tons of coal, left Cumberland. The shipments for the year to date are 178,469.04 tons, carried by 1,558 boats. Six boats, carrying 676.07 tons of coal, left Cumberland yesterday.

AG, Tue. 8/12/84, p. 4. **MARINE NEWS Memoranda** – Schooner John R. Halladay, for Georgetown, sailed from Providence 9th.

AG, Wed. 8/13/84, p. 4. **The C. & O. Canal** – A supplementary bill in the case of Stewart vs. the Chesapeake and Ohio Canal Company, was filed in Baltimore yesterday in the United States Circuit Court by Joseph Bryan, solicitor of Daniel K. Stewart, the complainant. The paper states that the complainant continues to be the holder of the bonds of the company specified in the bill and called preferred bonds under the act of 1844, and that since the filing of the bill, nearly all of the bonds have become overdue and are still unpaid, and that the rest are about to become due and payable, and that the complainant is entitled to a decree of foreclosure and sale of the canal. The validity of the act of 1878 authorizing a loan for repairs and giving such loan a preference over all

others is denied, because it could only be valid if the repairs were necessary. The company was out of money and the money was actually applied to such necessary repairs alone. and the lender should see that the money should be supplied. It is denied that any of these conditions existed at the time. It is further held that the pledging of the body of the canal for the benefit of the lenders under the act of 1878 was in violation of the rights of prior mortgages. It is therefore asked that James Sloan, Jr., George S. Brown and Lloyd Lowndes, Jr., be enjoined from any further issue of such repair bonds, and that the act of 1878 be declared null and void; that a receiver be appointed to take charge of the canal and that the trustees be directed to sell it. It will be remembered that when the suit was in court before, Judge Bond refused the application for a receiver and injunction. The bonds then were not due, and all the points involved in the supplementary bill were not passed upon. At that time the trustees of the canal opposed a sale. A few months ago, they changed their course, and filed a petition for a sale.

DC, Thu. 8/14/84, p. 4. **The Cumberland Coal Trade.** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, August 9, were 55,994 tons, and for the year to date 1,638,887 tons, an increase of 208,203 tons as compared with the corresponding period of last year. The coal was shipped as follows: To the Baltimore & Ohio Railroad and local points – week, 47,169 tons; year, 1,235,341 tons; increase over 1883, 427,914 tons. To the Chesapeake & Ohio Canal – week, 3,971 tons; year, 167,111 tons; decrease from last year, 224,711 tons. . . .

ES, Thu. 8/14/84, p. 5. **Affairs in West Washington.** – **Grain Receipts** – Canal boat Medley arrived, with 1,000 bushels of wheat for Hartley Bros.
Coal Trade – Two boats, carrying 225 tons of coal, left Cumberland yesterday.

Sun, Fri. 8/15/84, p. 4. Cumberland, Md., Aug. 14. – It is reported here today that another break has occurred in the Chesapeake and Ohio canal near Hancock. The canal officials knew nothing of it, careful investigation failed to show any foundation for the story, and it is believed to be a hoax.

The Chesapeake and Ohio Canal pay boat left Georgetown on Tuesday, with Paymaster Stephen Gambrill and Mr. John P. Ayers, bookkeeper. They will reach Cumberland today. The line of the canal, which has been closed nearly six weeks pending the repair of the storm damages, was opened on Monday of this week, and light boats commenced running. President Smith is in Virginia on legal business connected with the canal. There are said to be assurances that the canal will have a good trade for the remainder of the year.

SR, Fri. 8/15/84, p. 4. **BRIEFS**
The blockade on the Chesapeake and Ohio Canal, caused by the break near Dam No. 4, has been lifted. Navigation was resumed last Sunday.

It is said that Paymaster Gambrill and other officials of the Chesapeake and Ohio Canal left Washington on Tuesday on a tour to pay off the employees of the canal. This will be good news to those aforesaid employees.

ES, Fri. 8/15/84, p. 4. **Affairs in West Washington. – Grain Receipts** – Canal boat Beulah arrived with 1,500 bushels of wheat for Hartley Bros.
Shipping News – Schooner Charles Lawrence cleared today with 600 tons of coal for Somerset.
Canal Affairs – The Chesapeake and Ohio canal pay boat, which left here on Tuesday, with Paymaster Gambrill and Mr. John P. Ayer, bookkeeper, will reach Cumberland today. President Smith is in Virginia on legal business connected with the canal. There are said to be assurances that the canal will have a good trade for the remainder of the year.

Seven boats, carrying 784.10 tons of coal, left Cumberland yesterday.

AG, Fri. 8/15/84, p. 4. **The Free Bridge** – A free bridge over the aqueduct piers on the Potomac river at Georgetown is now almost assured. The Senate at its last session passed an act declaring that a bridge should be built at the Three Sisters, unless within ninety days a title to the aqueduct piers was conveyed to the United States, but this was defeated in the House, when negotiations for a conveyance under the Act passed by Congress in 1881 was begun. The necessary authority to do this was given the president of the Alexandria Canal by the board of directors on July 29 in conformity to a resolution adopted previously by the Canal Company in general meeting.

This conveyance was made yesterday, and was today delivered to the Secretary of the Treasury in accordance with the law, thus securing a free bridge from Rosslyn to the head of Bridge street, Georgetown. The deed of conveyance is made by B. Wheat, the president of the Alexandria Canal Company, all the directors of that company and its clerk, as well as by Wells, Dungan & Quigley, the Alexandria Canal, Railway and Bridge Company, who have a lease of the canal and aqueduct for 99 years. Both owner and lessee unite in the deed of fee simple conveyance which vests the absolute ownership of the piers and bridge in the United States. The conveyance is made subject to the act of February 23, 1881, the Alexandria Canal Company and its lessees still retaining the right to attach an aqueduct to the piers in order that water may be conveyed and boats pass from the Chesapeake and Ohio Canal to the Alexandria Canal. The appropriation is \$140,000, of which the United States pays \$85,000 to Wells, Dungan & Quigley. Part of the latter sum is to be used in paying off certain judgments against and encumbrances on the Alexandria Canal. The abandonment of toll on the present bridge is probably a question of a short time, but the construction of the new bridge is one of some months, at least, provided, of course that the Secretary of the Treasury is satisfied that the

title, &c., given the Government to the piers is all right.

ES, Sat. 8/16/84, p. 8. **Affairs in West Washington.** – **Shipping News** – Schooner Dannenhower cleared today with 300 tons of coal for Norfolk; schooner Mary E. Morse cleared today, with 1,000 tons of coal for Boston. **Coal Trade** – Twenty-three boats carrying 2,637.07 tons of coal, left Cumberland yesterday.

AG, Tue. 8/19/84, p. 3. **MARINE NEWS Arrived** – Schooner Oakes Ames, Jersey City, to American Coal Co. Schooner Emma C. Middleton, Gloucester, Mass., to American Coal Co. **CANAL COMMERCE.** Arrived – Boats Richard Bender, William Walsh, A. J. Akin, J. Bradburn, John W. Burke and H. O. Claughton, to American Coal Co.; Maude & Lena, to A. M. Brandt. Departed – Boats Richard Bender, William Walsh, A. J. Akin, J. Bradburn, J. W. Burke, H. O. Claughton, Maude & Lena.

DC, Wed. 8/20/84, p. 4. **The Cumberland Coal Trade.** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, August 16, were 65,045 tons, and for the year to date 1,703,932 tons, an increase of 209,023 tons as compared with the corresponding period of last year. The coal was shipped as follows: To the Baltimore & Ohio Railroad and local points – week, 49,815 tons; year, 1,285,158 tons; increase over 1883, 445,812 tons. To the Chesapeake & Ohio Canal – week, 9,833 tons; year, 174,044 tons; decrease as compared with last year, 203,543 tons. . . .

ES, Thu. 8/21/84, p. 5. **Affairs in West Washington.** – **Grain Receipts** – Canal boat Samuel Jarboe arrived with 2,700 bushels of wheat and 1,300 bushels of corn. **Shipping News** – Schooner C. A. White cleared today for New Bedford, with 1,200 tons of coal.

Schooner Wiannares cleared today for Portland, with 550 tons of coal. **Coal Trade** – Twenty-two boats, carrying 2,508.10 tons of coal, left Cumberland yesterday.

AG, Thu. 8/21/84, p. 3. **CANAL COMMERCE Arrived** – Boats A. M. White, G. L. Boothe, John P. Moore, J. H. Parrott, Jr., M. Kersey, George Sherman and J. H. Platte, to American Coal Co.; Three Brothers, limestone, to E. Francis. Departed – Boats Theo. L. Betts, D. A. Lowe, A. M. White, G. L. Boothe, John P. Moore, J. H. Parrott, Jr., Major L. L. Blake, Harry Wagner, Three Brothers, M. Kersey and George Sherman.

ES, Fri. 8/22/84, p. 4. **Affairs in West Washington.** – **Coal Trade** – Ten boats, carrying 1,111.08 tons of coal, left Cumberland yesterday. **Grain Receipts** - Canal boat Seneca arrived with 800 bushels of corn and 1,800 bushels of wheat.

AG, Fri. 8/22/84, p. 4. **MARINE NEWS Sailed** – Schooner Ida A. Bullard, Portland, by American Coal Co. **CANAL COMMERCE.** Arrived – Boats Mary E. Hall, to American Coal Co.; Exchange, to S. M. Hamilton & Co.; Lucy & Willie, to John P. Agnew & Co.; W. R. Lewis, to Mayfield & Hieston. Departed – Boats Mary E. Hall, J. H. Platte, Exchange and W. R. Lewis.

ES, Sat. 8/23/84, p. 2. **Affairs in West Washington.** – **Coal Trade** – Twenty-one boats, carrying 2,399.07 tons of coal, left Cumberland yesterday. **Shipping News** – Schooner Everett, Capt. Webster, cleared today with 700 tons of coal for Fall River. Schooner Carrie Morton cleared today with 850 tons of coal for Bath.

AG, Sat. 8/23/84, p. 4. **MARINE NEWS Sailed** – Schooner Henry P. Havens, Quinsy Point, by American Coal Co. **Memoranda** – Schooners Governor and Emma Aery, from Georgetown, at New York 22nd.

CANAL COMMERCE. Arrived – Boats J. J. Swift and Samuel Henry, to American Coal Co.; Highlander, to S. M. Hamilton & Co.; T. H. Gibbs, to H. C. Winship.

Departed – Boats Lucy & Willie, J. J. Swift, Samuel Henry, Highlander and T. H. Gibbs.

AG, Mon. 8/25/84, p. 4. **CANAL COMMERCE**
Arrived – Boats Daniel Annan, to American Coal Co.; Little Rob, to S. M. Hamilton & Co.
Departed – Boats Daniel Annan and Little Rob.

ES, Tue. 8/26/84, p. 4. **Affairs in West Washington. – Rolled off his Boat and was Drowned** – Levi Kane, captain of the canal boat James A. Garfield, was drowned at Darkey's lock [Lock No. 67], twenty-three miles below Cumberland, Sunday night. His boat was tied up for the night, and he laid down on deck to sleep. It is supposed he rolled off into the canal, as his body was found in the waterway yesterday morning.

A Little Boom in the Coal Trade – The business of the Chesapeake and Ohio canal last week was larger than in any week for several months. The total of the shipments for the week was 12,886 tons, carried by 114 boats. The total for the year to date was 200,786.16 tons, carried by 1,655 boats.

Shipping News – Schooner Charles C. W. Church arrived with 1,300 tons of ice from Kennebec.

AG, Tue. 8/26/84, p. 4. **CANAL COMMERCE**
Arrived – Boats John Wilson, to American Coal Co.; A. Greenless, Jr., to John P. Agnew & Co.
Departed – Boats John Wilson and A. Greenless, Jr.

Sun, Wed. 8/27/84, p 2. **Cumberland Coal Trade**
The shipments from the mines of the Cumberland coal region for the week ended Saturday, Aug. 23, were 69,506 tons, and for the year to date 1,773,435 tons, an increase of 222,785 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, 51,324 tons; year, 1,333,482 tons; increase over last year, 468,382 tons. To Chesapeake and Ohio canal - week, 10,939 tons; year, 185,383 tons, decrease from last year, 215,598 tons. . . .

ES, Wed. 8/27/84, p. 4. **Affairs in West Washington. – Grain Receipts** – Canal boat Maryland arrived with 1,500 bushels of wheat and 2,500 bushels of corn. Canal boat E. Lyons, Capt. Whiting, arrived with 2,500 bushels of wheat and 1,500 bushels of corn.

Shipping News – Schooner Nathan Lawrence cleared today for Fall River, with 1,200 tons of coal. Schooner Mary Sanford cleared today for Boston with 700 tons of coal.

Coal Trade – Twenty-seven boats, carrying 3,073.04 tons of coal, left Cumberland yesterday.

ES, Thu. 8/28/84, p. 4. **Affairs in West Washington. – Grain Receipts** – Canal boat Mollie C. W. Boyer arrived with 4,000 bushels of wheat.

Coal Trade – Thirty boats, carrying 3,237.13 tons of coal, left Cumberland Tuesday.

SR, Fri. 8/29/84, p. 4. **Drowned in the Canal**
Levi Kane, captain of the canal boat James A. Garfield, of the Borden line, was drowned in the Chesapeake and Ohio Canal last Sunday night at Darkey's lock [Lock No. 67], 23 miles below Cumberland. His boat was tied up for the night, and he lay down on the deck to sleep. He either rolled off in his sleep or was attacked by an epileptic fit, to which he has been subject, and fell into the water and was drowned. His body was found in the canal the next morning. He was about 30 years old, unmarried, and his home was at Cherry Run. He had been on the canal for several years.

Chesapeake and Ohio Canal – The monthly meeting of the board of directors of the Chesapeake and Ohio Canal was held in Baltimore last Thursday. The resignation of Mr. Benjamin Fawcett, of Montgomery county, clerk and treasurer, who has been connected with the canal

for about twelve years, was presented, and also the resignation of Mr. George Smith, of Howard county, engineer. These were accepted, to take effect Oct. 1st. Mr. Stephen Gambrill general superintendent and paymaster, will succeed Mr. Fawcett as clerk and treasurer, and will continue also as paymaster. The salary is \$2,100. President Smith will take upon himself the duties of general superintendent without additional pay to his \$3,000 salary. The position of engineer was abolished. The salary of general superintendent, \$2,000, and of the engineer, who had \$900, are cut off the expense accounts by the new arrangement. The working force of the canal has been reduced more than one-half under the order of the board to that end, which went into effect July 1, and all the salaries above \$900 have been reduced 20 percent or more. It was stated that the force is now as small as it is practicable to have it and operate the canal at all, but the condition of the business makes the retrenchment necessary. The canal is in good working order and coal shipments are increasing.

ES, Fri. 8/29/84, p. 5. **Affairs in West Washington.** – **Grain Receipts** – Canal boat Beulah arrived with 4,400 bushels of wheat. Canal boat H. M. Talbot arrived with 800 bushels of corn and 600 bushels of wheat. **Shipping News** – Schooner Dora Allison cleared today with 500 tons of coal, for Boston. **Coal Trade** – Twenty-nine boats, carrying 3,165.13 tons of coal, left Cumberland yesterday.

AG, Fri. 8/29/84, p. 4. **MARINE NEWS Memoranda** – Schooner Mabel L. Phillips, from Fall River for Georgetown, at Providence 28th. **CANAL COMMERCE.** Arrived – Boats R. H. Miller and G. W. Wallis, to American Coal Co.; Giles Heath, to John P. Agnew & Co.; F. O. Beckett, to Mayfield & Hieston. Departed – Boats R. H. Miller and F. O. Beckett.

ES, Sat. 8/30/84, p. 9. **River Trade** – Harbormaster Sutton reports arrivals at the river front as follows: Schooner Minnie Spedden, 168

tons coal, for Stephenson Bros.; schooner Caroline Hall, Capt. Tollis, 326 tons of coal, for Clark & Given. Six barges arrived today with 1,110 tons soft coal for District dealers. Schooner Charles G. Joyce, Capt. Wheatley, 154 tons ice.

Affairs in West Washington.

A Vessel Sunk and two Residents of this Place Drowned. – An Annapolis, Md., dispatch says that the three-masted schooner William Henry, Capt. John Taylor, of Baltimore, bound to Providence, R. I., from this place, loaded with coal sank off Cape Henry Wednesday morning in a storm. Two of the crew, both colored, named Williams, who lived in Georgetown, were drowned. Three white men took [to] the boats and were rescued. The schooner sank in a few minutes after the small boats left. The survivors were picked up by a Norfolk boat.

Coal Trade – Twenty boats, carrying 2,286 tons of coal, left Cumberland yesterday.

Grain Receipts – Canal boat Samuel Jarboe arrived with 1,200 bushels of corn and 2,200 bushels of wheat.

AG, Sat. 8/30/84, p. 3. **CANAL COMMERCE** Arrived – Boat Michael Snow, to American Coal Co. Departed – Boats G. W. Wallis, Giles Heath and Michael Snow.

ES, Mon. 9/1/84, p. 4. **Affairs in West Washington.** – **Grain Receipts** – Canal boat Loudoun arrived with 2,000 bushels of corn and 2,200 bushels of wheat. **Coal Trade** – The business of the Chesapeake and Ohio canal last week was the heaviest of the season, 158 boats having left Cumberland, carrying 17,108.03 tons of coal. During the year to date 1,807 boats left that port, carrying 217,895.01 tons of coal.

ES, Tue. 9/2/84, p. 2. **Affairs in West Washington.** – **The Canal** – Mr. Lewis C. Smith, president of the Chesapeake and Ohio canal, arrived in Baltimore today to meet the counsel of

the company for the purpose of preparing an answer to the bill filed in the United States circuit court for the appointment of a receiver and for the sale of the canal.

During August 44,748 tons of coal left Cumberland on the canal. The revenue was \$15,000.

Grain Receipts – Canal boat Seneca arrived with 2,100 bushels of wheat.

Shipping News – Schooner cleared: Major Tantun, for Richmond, with 300 tons of coal; B. W. Morse, for Portland, with 900 tons of coal; The Only Son, for Norfolk, with 150 tons of coal; A. H. Peary, for Bristol, with 500 tons of coal.

AG, Tue. 9/2/84, p. 3. **CANAL COMMERCE**
Arrived – Boats A. J. Clarke, Thomas Patton, Seven Sisters, W. E. Bell, William Gregory and James Green, to American Coal Co.; Meyersdale, to S. M. Hamilton & Co.; Suwannee River to John P. Agnew & Co.

Departed – Boats A. J. Clarke, Thomas Patton, Seven Sisters, W. E. Bell, William Gregory, James Green and Suwannee River.

AG, Wed. 9/3/84, p. 3. **MARINE NEWS**
Arrived – Schooner B. G. Terry, Washington, to American Coal Co.

CANAL COMMERCE. Arrived – Boats William Smith, A. M. White and G. L. Boothe, to American Coal Co.; George F. Smith and Pilot Boy, to S. M. Hamilton & Co.; G. T. Dunlop, to A. M. Brandt; A. L. Miller, to Gilmore, Meredith & Co.

Departed – Boats Meyersdale, William Smith, A. M. White, G. T. Dunlop and A. L. Miller.

Ibid, p. 4. **The Chesapeake and Ohio Canal Suit** – President Lewis C. Smith, of the Chesapeake and Ohio Canal, was in Baltimore yesterday in consultation with counsel for the canal company in the pending suit in the United States Court for foreclosure of mortgage, injunction and receivership. The canal counsel will file answers to the petition and bill in the case, one by Sept. 15 and the other by the first

Monday in October. The case will be tried upon points in law, there being no charge of misappropriation, etc., involved. The suit rests on the claim that the referred bonds have nearly all become due or are about to become due, and are unpaid, and that foreclosure and ultimate sale of the canal should follow. The canal counsel were in consultation for some hours on their answers.

ES, Thu. 9/4/84, p. 4. **Affairs in West Washington.** – **Grain Receipts** – Canal boat C. R. Gregory arrived with 4,000 bushels of wheat. **Coal Trade** – Twenty boats, carrying 2,264.06 tons of coal, left Cumberland Tuesday.

AG, Thu. 9/4/84, p. 4. **MARINE NEWS**
Sailed Schooner B. C. Terry, New Haven, by American Coal Co.

Memoranda – Schooner Eliza Ann, from Washington, at Boston 3rd.
Schooner William Mason, for Georgetown, sailed from Fall River 3rd.

Schooner Yankee Doodle, from Georgetown, at Richmond, Va., 3rd.

CANAL COMMERCE. Arrived – Boats Lizzie A. Long and S. S. Howison, to American Coal Co.; E. M. Stanhope, to John P. Agnew & Co.; Three Brothers, limestone, to E. Francis.
Departed – Boats George F. Smith, Lizzie A. Long, S. S. Howison, Pilot Boy, Three Brothers and E. M. Stanhope.

SR, Fri. 9/5/84, p. 4. **BRIEFS**
The business of the Chesapeake and Ohio Canal last week was the heaviest of the season, 153 boats having left Cumberland, carrying 17,108.05 tons of coal.

ES, Sat. 9/6/84, p. 9. **Affairs in West Washington.** – **Grain Receipts** – Canal boat Samuel Jarboe arrived with 1,800 bushels of corn and 1,800 bushels of wheat; canal boat E. Lyons, Capt. Whiting, arrived, with 4,000 bushels of wheat.

Coal Trade – Twelve boats, carrying 1,381 tons of coal, left Cumberland Thursday.

AG, Sat. 9/6/84, p. 3. **MARINE NEWS Sailed** – Schooner Lottie, Jersey City, by American Coal Co.

Memoranda – Schooner Emma Aery, for Washington, cleared at Philadelphia 5th.

CANAL COMMERCE. Arrived – Boats Richard Bender and William Walsh, to American Coal Co.; W. F. Creighton and A. H. Brandt, to John P. Agnew & Co.

Departed – Boats Richard Bender, William Walsh, W. F. Creighton and A. H. Brandt.

ES, Mon. 9/8/84, p. 5. **Affairs in West Washington.** – **Grain Receipts** – Canal boat Mollie C. W. Boyer arrived with 4,000 bushels of wheat.

The Canal – Business at Cumberland, Md., by the Chesapeake and Ohio canal last week was, for the season, quite brisk, Saturday's shipments having been the heaviest of the year. One hundred and twenty-five boats, carrying 14,186.11 tons of coal, left that port, against 152 boats and 17,408.15 tons the previous week. For the year to date 1,932 boats left Cumberland, carrying 232,081.12 tons. During the month of August 395 boats left Cumberland, carrying 44,748.03 tons of coal.

River Trade – Harbormaster Sutton reports arrivals at the river front as follows: six barges with 1,110 tons hard coal, for dealers; and eight barges with 1,000 tons Cumberland coal, for District dealers.

AG, Mon. 9/8/84, p. 3. **MARINE NEWS Memoranda** – Schooner J. B. Vandusen, from Georgetown, at New York 7th.

Schooners Spartan, Emma Heather and C. T. Parker, for Washington, sailed from Bath 5th.

Schooner Mima A. Reed, cleared for Portland 5th for Kennebec, to load for Washington.

Schooner Ida B. Gibson, from Georgetown, at New York 6th.

Schooner Col. S. W. Razee, from Georgetown, at Fall River 6th.

Schooner B. C. French, for Georgetown, sailed from Portsmouth, N. H. 5th.

CANAL COMMERCE. Arrived – Boats P. G. Uhler, H. O. Claughton and J. W. Burke, to American Coal Co.; Deer Park, to S. M. Hamilton & Co.; George S. French, to W. A. Smoot & Co. Departed – Boats P. G. Uhler, H. O. Claughton, J. W. Burke, Deer Park and George S. French.

ES, Tue. 9/9/84, p. 2. **Affairs in West Washington.** – **Grain Receipts** – Canal boat Seneca arrived with 2,500 bushels of wheat.

AG, Tue. 9/9/84, p. 3. **CANAL COMMERCE** Arrived – Boats Theo. L. Betts, J. H. Parrott, Jr. and John P. Moore, to American Coal Co. Departed – Boats Theo. L. Betts, J. H. Parrott, Jr. and John P. Moore.

ES, Wed. 9/10/84, p. 5. **Affairs in West Washington.** – **Grain Receipts** – Canal boat Beulah arrived with 4,400 bushels of wheat; canal boat Maryland arrived with 2,000 bushels of corn and 2,000 bushels of wheat.

AG, Wed. 9/10/84, p. 3. **CANAL COMMERCE** Arrived – Boats Samuel Lloyd, D. A. Lowe, J. J. Swift and Samuel Henry, to American Coal Co. Departed – Boats Samuel Lloyd, D. A. Lowe and J. J. Swift.

Ibid, p. 4. It is announced that the pay boat of the Chesapeake and Ohio Canal left Cumberland yesterday, and will pay off all the employees for the month of July, 1884.

Reports from up the C. & O. Canal say that unless rain comes soon, navigation will be seriously threatened. At dam No. 6, the water is very low and the dam leaking badly. Boats are unable to take full cargoes.

DC, Thu. 9/11/84, p. 2. **The Cumberland Coal Trade.** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, September 6, were 49,055 tons, and for the year to date 1,887,570 tons, an increase of 210,956 tons as compared with the corresponding period of last year. The coal was shipped as

follows: To the Baltimore & Ohio Railroad and local points – week, 30,926 tons; year, 1,409,181 tons; increase over 1883, 478,047 tons. To the Chesapeake & Ohio Canal – week, 12,378 tons; year, 214,456 tons; decrease as compared with last year, 229,888 tons. . . .

A Canal Lock Damaged – Word was received this morning from Great Falls that a lock gate in that vicinity had been misplaced by a canal boat, which will necessitate the stoppage of all navigation on that canal in that section for a short time. It is most likely that the repairs will be made this afternoon or tomorrow morning.

Shipping News. Schooner Freddie L. Porter cleared today with 530 tons of coal for Portland.

The Canal. Reports from up the canal say that unless rain comes soon, navigation will be suspended. At dam No. 6, the water is very low and the dam is leaking badly. Boats are unable to take full cargoes. Twenty-three boats, carrying 2,510.18 tons of coal, left Cumberland Tuesday.

AG, Thu. 9/11/84, p. 4. **MARINE NEWS**

Memoranda – Schooners Wild Pigeon and Addie C. Stubbs from Georgetown, at Fall River 10th. Schooner Col. S. W. Razee, from Georgetown for Somerset, sailed from Fall River 10th.

CANAL COMMERCE. Arrived – Boats Daniel Annan, to American Coal Co.; Theodore, to John P. Agnew & Co.

SR, Fri. 9/12/84, p. 4. **BRIEFS**

Paymaster Gambrell, of the Chesapeake and Ohio Canal, has been paying the employees of the canal for the month of July, during the past week.

Tuesday evening a boat on the Chesapeake and Ohio Canal, loaded with lime, while nearing the aqueduct at Williamsport, was discovered to have water in the hold, and before the water could be reached, the boat bursted and sank crossways in the canal. The boat was owned by Wm. H. Beard, of Williamsport, and valued at \$500.

AG, Fri. 9/12/84, p. 4. **MARINE NEWS**

Arrived – Schooner John M. Brown, Washington, to American Coal Co.

Schooner Alexander Harding, Boston, to American Coal Company.

Memoranda – Schooner B. C. Terry, hence for New Haven, at New York 11th.

CANAL COMMERCE. Arrived – Boats George Sherman and M. Kersey to American Coal Co.; R. H. Jones, to A. M. Brandt.

Departed – Boats Daniel Annan, George Sherman, M. Kersey and R. H. Jones.

ES, Mon. 9/15/84, p. 5. **Affairs in West**

Washington. – **Business of the Canal.** – The business on the Chesapeake and Ohio canal during the past week was for the season quite brisk. 117 boats having left Cumberland, carrying 12,765.10 tons of coal, against 125 boats and 14,186.11 tons the previous week. For the year to date 2,049 boats have left this port, carrying 245,847.02 tons of coal.

Shipping News. – Schooner Charles N. Simmons arrived with 1,100 tons of ice from Kennebec. Schooner Spartan arrived with 800 tons of ice from Kennebec.

ES, Tue. 9/16/84, p. 5. **Affairs in West**

Washington. – **Shipping News.** – Schooner Crissin Wright arrived with 650 tons of ice from Kennebec; schooner Addie M. Bird arrived with 450 tons of ice from Kennebec; schooner Orville Howurtz arrived with 1,000 tons of ice from Kennebec; schooner W. H. Allison arrived with 740 tons of ice from Kennebec; schooner Maggie G. Hart arrived with 800 tons of ice from Kennebec; schooner Charles A. Briggs arrived from Boston, light; schooner B. C. French arrived from Portsmouth, N. H., light.

Grain Receipts. – Canal boat Seneca arrived with 1,600 bushels of wheat and 300 bushels of corn.

DC, Wed. 9/17/84, p. 2. **The Cumberland Coal Trade.** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, September 13, were 64,510 tons, and for the year to date 1,952,080 tons, an increase of

214,044 tons as compared with the corresponding period of last year. The coal was shipped as follows: To the Baltimore & Ohio Railroad and local points – week, 44,045 tons; year, 1,458,226 tons; increase over 1883, 490,773 tons. To the Chesapeake & Ohio Canal – week, 12,932 tons; year, 227,388 tons; decrease as compared with last year, 237,572 tons. . . .

ES, Thu. 9/18/84, p. 5. **Affairs in West Washington.** – **Grain Receipts** – Canal boat Loudoun arrived with 4,000 bushels of wheat; and canal boat Maryland arrived with 3,500 bushels of wheat and 600 bushels corn.

Shipping News. – Schooner Charles A. Briggs cleared this morning for Fall River with 1,100 tons of coal, and schooner John Proctor cleared with 900 tons [of coal] for Bath.

SR, Fri. 9/19/84, p. 4. **BRIEFS**
The protracted drought has made water in the Chesapeake and Ohio Canal very low, and unless there is rain soon, navigation may be seriously impeded. It is reported that at some points on the canal only lightly-loaded boats can pass, and that near Dam No. 6, a number of boatmen have tied up, not caring to drive to Cumberland and go out without full loads.

AG, Fri. 9/19/84, p. 4. **MARINE NEWS**
Memoranda – Schooner John M. Brown, hence for Allyn's Point, passed through Hell Gate 18th. Schooner John F. Merrow, from Georgetown, at Portland 18th.
CANAL COMMERCE. Arrived – Boats William B. Lloyd, B. Bender, R. H. Miller, G. W. Wallis and Michael Snow, to American Cal Co.; steamer Star No. 8, to John P. Agnew & Co.
Departed – Boats William B. Lloyd, B. Bender, R. H. Miller, G. W. Wallis, Extenuate and Eva Cushwa.

AG, Sat. 9/20/84, p. 3. **MARINE NEWS**
Sailed – Schooner Nellie W. Craig, Providence, by American Coal Co.

CANAL COMMERCE. Arrived – Boats W. C. Hunter, M. D. Corse and C. R. Hooff, to American Coal Co.; Sarah Kroon and Helen V., to A. M. Brandt.

Departed – Boats Michael Snow, W. C. Hunter, M. D. Corse, C. R. Hooff, steamer Star No. 8, Sarah Kroon and Helen V.

AG, Mon. 9/22/84, p. 4. **MARINE NEWS**
Memoranda – Schooners Mable L. Phillips and William Mason, from Georgetown, at Fall River 20th.

DC, Tue. 9/23/84, p. 3. **WEST WASHINGTON**
There were no grain receipts or arrivals or clearances of vessels today. Little coal is coming in and business in the commercial line was emphatically dull.

AG, Tue. 9/23/84, p. 3. **MARINE NEWS**
Sailed – Schooner Henry B. Haven, Jersey City, by American Coal Co.
CANAL COMMERCE. Arrived – Boats A. J. Clarke, Thomas Patton, Seven Sisters, Dr. M. M. Lewis, W. E. Bell and William Gregory, to American Coal Co.; C. W. Keim, to H. C. Winship; Three Brothers, limestone, to E. Francis.
Departed – Boats A. J. Clarke, Thomas Patton, Seven Sisters, Dr. M. M. Lewis, W. E. Bell, William Gregory, C. W. Keim and Three Brothers.

Sun, Wed. 9/24/84, p. 4. **Affairs at Annapolis**
President Lewis C. Smith, of the Chesapeake and Ohio Canal, has been sick for a week at his home in Hagerstown.

ES, Wed. 9/24/84, p. 2. **Affairs in West Washington.** – **Cumberland Coal trade** – The shipments from the mines of the Cumberland coal region for the week ending Saturday, September 20th, 1884, were 66,822 tons, and the total shipments for the year to that date 2,018,902 tons, an increase of 221,718 tons as compared with the corresponding period of 1883. The shipments to the Chesapeake and Ohio Canal company were

4,719 tons for the week, and the year 232,108 tons, a decrease of 254,011 tons as compared with last year.

Grain Receipts – Canal boat Mollie C. W. Boyer arrived with 3,800 bushels of wheat for J. G. & J. M. Waters. Canal boat Seneca arrived with 1,600 bushels of wheat for Hartley Bros.

SR, Fri. 9/26/84, p. 4. **BRIEFS**
Suit has been brought in the United States Court of Claims by the Chesapeake and Ohio Canal Company, claiming \$600,000 damages from the United States, alleged to have been caused by the construction of the Washington aqueduct and its proposed extensions. General B. F. Butler has also entered suit for the Great Falls Manufacturing Company, claiming damages from the same cause.

ES, Fri. 9/26/84, p. 5. **Affairs in West Washington. – Grain Receipts** – Canal boat Maryland arrived with 4,000 bushels of wheat for Hartley Bros.
Shipping News. – Schooner Mary E. Morse arrived with 1,049 tons of ice from Kennebec. Schooner Henry Culver arrived with 1,000 tons of ice from Kennebec. Schooner Emma Aery cleared yesterday with 600 tons of coal for Fall River.

AG, Fri. 9/26/84, p. 4. **MARINE NEWS Memoranda** - Schooner Milford and Charles A, Briggs, from Georgetown at Fall River 25th.
CANAL COMMERCE. Arrived – Boats Lizzie A. Long and S. S. Howison, to American Coal Co.; Medley, to John P. Agnew & Co.
Departed – Boats Lizzie A. Long, S. S. Howison and Medley.

Sun, Sat. 9/27/84, p. 4. **The Chesapeake and Ohio Canal** – The regular monthly meeting of the directors of the Chesapeake and Ohio Canal was held yesterday at Barnum's Hotel. President Smith was absent because of sickness and Hon. Patrick Hamill, of Garrett county, was in the chair. Business was mainly routine, and some matters were laid over until President Smith can be present. Judge Hamill said the drought is having a

serious effect on the canal operations. The steam pump on the level below Cumberland is worked day and night, and it is practicable to pass partly laden boats. Nine boats left Cumberland on Thursday with part cargoes. A much longer continuance of the dry spell would stop boating altogether.

ES, Sat. 9/27/84, p. 6. **Affairs in West Washington. – The Paralyzed Canal Trade** – Low water in the Chesapeake and Ohio canal, caused by the drought, has nearly paralyzed traffic, and no boats cleared from Cumberland yesterday. There was a meeting of the canal directors in Baltimore yesterday, but on account of the absence of President Smith, nothing but routine business was transacted.

**District Government Affairs
Maritime Arrivals**

Harbormaster Sutton reports arrivals at the riverfront as follows: Schooner Henry S. Calling, Capt. Crowley, 1,075 tons of ice, for Great Falls Ice company. Schooner Mary E. Morse, Capt. Jones, 1,041 tons ice, for Great Falls Ice company.

AG, Sat. 9/27/84, p. 3. **MARINE NEWS Sailed** – Schooner B. H. Jones, Newark, by American Coal Co.
Memoranda – Schooner Alexander Harding, hence at Boston 26th.
Schooner Maggie G. Hart, from Washington, at Baltimore 26th.
Schooner Nellie W. Craig, hence at Providence 26th.
Schooner Uranus, from Windsor, for this port, sailed from Vineyard Haven 25th.
CANAL COMMERCE. Arrived – Boats Belle Humbird, Richard Bender and Mary E. Hall, to American Coal Co.
Departed – Boats Belle Humbird, Richard Bender and Mary E. Hall.

Ibid, p. 4. **The C. & O. Canal** – A dispatch from Cumberland says that the low water has nearly paralyzed the Chesapeake and Ohio

canal trade. A few light boats come in, and those that load carry very light loads. There has been a collection of boats above dam No. 6, and these, it is reported, are being moved by flushing from the levels above. It is thought shipping will cease if rain does not soon come. No boats cleared today. At the meeting of directors in Baltimore yesterday, Judge Hamill said the drought is having a serious effect on the canal operations. The steam pump on the level below Cumberland is worked day and night, and it is practicable to pass partly laden boats. Nine boats left Cumberland on Thursday with part cargoes. A much longer continuance of the dry spell would stop boating altogether.

ES, Mon. 9/29/84, p. 2. **Affairs in West Washington. – Grain Receipts** – Canal boat Samuel Jarboe arrived with 1,500 bushels of corn, for J. G. & J.M. Waters.
Shipping News. – Schooner George M. Adams arrived with 1,000 tons of ice from Kennebec.

ES, Tue. 9/30/84, p. 5. **Affairs in West Washington. – Grain Receipts** – Canal boat H. M. Talbot arrived with 1,800 bushels of wheat for Hartley Bros.

AG, Tue. 9/30/84, p. 4. **MARINE NEWS Memoranda** – Schooner G. A. Brainard, from Georgetown, at Portland 29th.
Schooner John Proctor, from Georgetown, for Bath, at Vineyard Haven 28th.

AG, Wed. 10/1/84, p. 4. **The Canal** – A coal man who arrived at Cumberland on Monday after having been down the canal several days, reports that 59 loaded boats which had been blockaded at Dam No. 6 were getting away from there by flushing last week. There was a collection of 22 loaded boats at Orleans, which it was proposed to move that day. The Williamsport (Md.) *Leader*, speaking of the distressing situation of the Chesapeake and Ohio canal, caused by the drought, says: “The extremely low freights and small shipments of coal through to tide water the past season never had its parallel, and now the

long and continued drought causes the suspension of business entirely, owing to the extreme low water in the Potomac, the only feeder for the canal. Hundreds of boats are lying along the line with not water enough to float them, with the pasture burnt up and the boatmen without feed for their stock or provisions for themselves and no money to buy with, although these necessary articles are both plentiful and cheap. With the summer almost gone without any returns, and the winter fast approaching, the outlook for these unfortunate people is anything but promising.”

ES, Thu. 10/2/84, p. 1. **Affairs in West Washington. – The Falling Off in the Canal Trade** – The shipments from the mines of the Cumberland coal region for the week ended Saturday, September 27, 1884, were 61,820 tons, and for the year to date 2,080,722 tons, an increase of 219,370 tons as compared with the corresponding period of 1883. The shipments to the Chesapeake and Ohio canal were: for the week, 3,502 tons; for the year, 235,610 tons; a decrease from last year of 272,092 tons. Water in the canal and river at Cumberland rose about one foot more yesterday, and two boats were loaded with less than ninety-eight tons. More may be loaded today. Several light boats came in yesterday. More water is needed before canal resumption can be general.
Grain Receipts – Canal boat Loudoun arrived, with 4,000 bushels of wheat, for Hartley Bros.

ES, Fri. 10/3/84, p. 4. **Affairs in West Washington. – Grain Receipts** – Canal boat Maryland arrived with 1,500 bushels of corn and 3,000 bushels of wheat; canal boat Seneca arrived with 2,000 bushels of wheat, for Hartley Bros.
Coal Trade – Two boats left Cumberland yesterday for this port, carrying 193 tons of coal. Both were dispatched by the Consolidation company.

AG, Fri. 10/3/84, p. 3. **MARINE NEWS Arrived** - Schooner R. H. Rathbun, Washington [N. C.], to American Coal Co.

Schooner, A. C. Buckley, Washington, to American Coal Co.

Memoranda – Schooner Helen Montague, of Rockland, Me., now here, has changed its trade from foreign to coastwise and will load with coal for some Eastern port, and go thence to Windsor, N. S., for plaster returning to this port the latter part of November.

Schooner John Proctor, from Georgetown, at Bath 2nd.

ES, Sat. 10/4/84, p 5. **Affairs in West Washington. – River Trade** – Harbormaster Sutton reports arrivals at the river front as follows: Schooner Walter Galloway, 263 tons coal, for Clark & Given; and six barges with 680 tons Cumberland coal, for various dealers.

AG, Sat. 10/4/84, p. 4. **MARINE NEWS Sailed** – Schooner R. H. Rathbun, New Haven, by American Coal Co.

ES, Mon. 10/6/84, p. 4. **Affairs in West Washington. – Grain Receipts** – Canal boat E. Lyons, Capt. Whiting arrived with 3,800 bushels of wheat.

AG, Mon. 10/6/84, p. 4. **MARINE NEWS Memoranda** – Schooner Emma Aery, from Georgetown, at New York 5th.
Schooner Alice B. Phillips, from Georgetown, at Boston 5th.
Schooner Laura E. Messer, from Georgetown, at Portland 5th.

AG, Tue. 10/7/84, p. 4. **MARINE NEWS Sailed** – Schooner Helen Montague, New Haven, by American Coal Co.
Memoranda – Schooner Ariadne, cleared at Portland for this port 6th.

DC, Wed. 10/8/84, p. 4. **The Cumberland Coal Trade.** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, October 4, were 59,950 tons, and for the year to date 2,140,672 tons, an increase of 221,900

tons as compared with the corresponding period of last year. The coal was shipped as follows: To the Baltimore & Ohio Railroad and local points – week, 49,978 tons; year, 1,611,113 tons; increase over last year, 556,042 tons. To the Chesapeake & Ohio Canal – week, 5,230 tons; year, 240,869 tons; decrease as compared with last year, 334,651 tons. . . .

SR, Fri. 10/10/84, p. 4. **Drowned in the Canal**
A special dispatch from Cumberland, Md., to the Baltimore *American*, dated October 7th, says: “A most distressing drowning accident occurred about 5:30 this evening about three miles east of this city, on the Chesapeake and Ohio Canal. William P. Campbell, druggist, aged about twenty-eight; George Gilpin, a son of Col. Chas. Gilpin; and Daniel Loy, a painter – about the same age – left Cumberland about 1 o’clock this afternoon in a skiff, and went fishing, intending to return home about 6 o’clock. Seeing an empty canal boat coming up, they tried to get alongside of it, so as to tie their skiff and ride home in the boat, but paddled too fast, and got just in front of the boat, which struck the skiff and turned it over. All three tried to climb up on the canal boat, but Loy, who could not swim, fell in the water nearly up to his neck and called to Gilpin, who could swim, to save him. Gilpin, with the aid of a boatmen, pulled Loy up, and then went to Campbell’s assistance. Campbell was about eight feet from the side of the boat, holding up apparently by two fishing-rods. Poles were pushed out from the boat, but Campbell failed to grab them, and the tow-path boy belonging to the canal boat following, held a fishing-rod out, which Campbell caught hold of, but the rod came apart, and Campbell was drowned in ten feet of water. When the body was found, about 8:30 o’clock tonight, the fishing-hook was found caught in his clothes. Campbell was married about eighteen months ago to Miss Duke, of Charlestown, W. Va. He was a son of the late Sheriff Campbell, of that place, who hung John Brown in 1859, but was raised here by Campbell & Bro., druggists, and succeeded that firm after the death of E. N.

Campbell three years ago under the name of W. P. Campbell & Co. Campbell's wife, who has an infant child a few months old, is almost distracted."

AG, Sat. 10/11/84, p. 3. **MARINE NEWS Arrived** – Schooner Electra Bailey, Washington [N. C.], to American Coal Co.

DC, Mon. 10/13/84, p. 4. **Cumberland**
The canal trade was brisk last week. Over 15,000 tons of coal were shipped from Cumberland by canal during the week.

ES, Tue. 10/14/84, p. 5. **Affairs in West Washington.** – **Shipping News.** – Schooner Cal Milligan cleared for New York, with 350 tons of coal.

AG, Tue. 10/14/84, p. 4. **CANAL COMMERCE**
Arrived – Boats John P. Moore, J. H. Parrott, J. Bradburn, Bessie & Harry, B. Bender and Seven Sisters, to American Coal Co.; H. S. Dixon, to John P. Agnew & Co.; Highlander, to A. M. Brandt.
Departed – Boats John P. Moore, J. H. Parrott, J. Bradburn, Bessie & Harry, B. Bender, Seven Sisters, H. S. Dixon and Highlander.

DC, Wed. 10/15/84, p. 4. **The Cumberland Coal Trade.** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, October 11, were 72,854 tons, and for the year to date 2,213,526 tons, an increase of 240,933 tons as compared with the corresponding period of last year. The coal was shipped as follows: To the Baltimore & Ohio Railroad and local points – week, 50,480 tons; year, 1,662,102 tons; increase over last year, 579,670 tons. To the Chesapeake & Ohio Canal – week, 15,520 tons; year, 256,389 tons; decrease as compared with last year, 288,820 tons. . . .

AG, Wed. 10/15/84, p. 3. **Coal Trade**
The shipments from the mines of the Cumberland coal region for the week ended October 11 were

72,854 tons. The shipments by the Chesapeake and Ohio canal for the week were 15,520 tons.

Ibid, p. 4. **CANAL COMMERCE**

Arrived – Boats H. O. Claughton, J. W. Burke and Theo. L. Betts, to American Coal Co.

Departed – Boats H. O. Claughton, J. W. Burke and Theo. L. Betts.

ES, Thu. 10/16/84, p. 3. **Affairs in West Washington.** – **Grain Receipts** – Canal boat Maryland arrived with 2,000 bushels of wheat and canal boat E. Lyons, Capt. Whiting arrived with 2,500 bushels of corn, for Hartley Bros.

AG, Thu. 10/16/84, p. 3. **CANAL COMMERCE**
Arrived – Boats A. J. Clarke, Thomas Patton, M. D. Corse, William B. Lloyd and Dr. M. M. Lewis, to American Coal Co.; Robert Shriver, to H. C. Winship.
Departed – Boats A. J. Clarke, Thomas Patton, M. D. Corse and Robert Shriver.

ES, Fri. 10/17/84, p. 4. **Affairs in West Washington.** – **Grain Receipts** – Canal boat Loudoun arrived with 2,000 bushels of wheat and 500 bushels of corn for Hartley Bros.
Shipping News – Schooner James S. Lowell arrived with 1,159 tons of ice, from Kennebec. Schooner William Mason arrived, light, from Fall River.

AG, Fri. 10/17/84, p. 3. **MARINE NEWS Memoranda** – Schooner Benjamin C. Terry, from Georgetown, at Baltimore 16th.
Schooner E. A. Smyrk, for Georgetown, sailed from Baltimore 16th.
CANAL COMMERCE, Arrived – Boats James Green and Weyand Doerner, to American Coal Co.
Departed – Boats Dr. M. M. Lewis, James Green and Weyand Doerner.

ES, Sat. 10/18/84, p. 9. **Affairs in West Washington.** – **Shipping News** – Schooner John

E. Sandford cleared today with 600 tons of coal for Fall River.

ES, Mon. 10/20/84, p. 5. **Affairs in West Washington.** – **Low Water in the Canal** – The water in the Chesapeake and Ohio canal is getting very low again, and boats cannot now load much over 100 tons. It is reported that at some points loaded boats have difficulty in getting through, and if rain does not soon come, navigation will again be virtually suspended.

Grain Receipts – Canal boat H. M. Talbot arrived with 1,200 bushels of wheat and 35 barrels of ear corn. Canal boat E. Lyons, Capt. Whiting also arrived with 3,800 bushels of wheat.

AG, Mon. 10/20/84, p. 4. **CANAL COMMERCE**
Arrived – Boats Belle Humbird, C. R. Hooff and J. Wilson, to American Coal Co.; J. W. Veale, to John P. Agnew & Co.; Mary M. Burgess and A. Kroon, to A. M. Brandt; Dr. S. T. Knott, limestone, to E. Francis.

Departed – Boats Belle Humbird, J. W. Veale, Mary M. Burgess, A. Kroon and Dr. S. T. Knott.

ES, Tue. 10/21/84, p. 2. **Affairs in West Washington.** – **Alleged Larceny from a Canal Boat** – Noble Dean, his son William and John Westbrook, canal boatmen, were arrested yesterday afternoon on a charge of larceny. It is alleged that they broke into the canal boat Morning Star near Point of Rocks and stole several small articles, the property of Baker Brothers, owners of the boat. In the Police Court this morning the case was continued until next Thursday; bonds \$100.

Grain receipts – Canal boat Seneca arrived with 2,000 bushels of wheat and 700 bushels of corn.

Shipping News – Schooner Norman cleared today with 575 tons of coal for Boston.

AG, Tue. 10/21/84, p. 3. **CANAL COMMERCE**
Arrived – Boats W. C. Hunter and P. G. Uhler, to American Coal Co.; Maj. L. L. Blake, to John P. Agnew & Co.

Departed – Boats C. R. Hooff, J. Wilson, W. C. Hunter, P. G. Uhler and Maj. L. L. Blake.

DC, Wed. 10/22/84, p. 4. **The Cumberland Coal Trade.** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, October 18, were 66,703 tons, and for the year to date 2,280,228 tons, an increase of 250,336 tons as compared with the corresponding period of last year. The coal was shipped as follows: To the Baltimore & Ohio Railroad and local points – week, 49,053 tons; year, 1,711,135 tons; increase over last year, 599,257 tons. To the Chesapeake & Ohio Canal – week, 11,463 tons; year, 267,853 tons; decrease as compared with last year, 300,148 tons. . . .

AG, Wed. 10/22/84, p. 5. **CANAL COMMERCE**
Arrived – Boats Giles Heath and Suwannee River, to John P. Agnew & Co.; Daniel Annan, to American Coal Co.

Departed – Boats Giles Heath, Suwannee River and Daniel Annan.

SR, Fri. 10/24/84, p. 4. **BRIEFS**

Last Friday morning the new dwelling-house of Mr. Peter S. Brewer, residing near Four Locks, Chesapeake and Ohio Canal, Washington county, Md., was totally destroyed by fire, together with nearly all of his furniture and \$200 in money. The fire was caused by a defective flue. Loss about \$2,000, with no insurance.

The water in the Chesapeake and Ohio Canal, fed by the Potomac river, is getting very low again, and boats cannot now load over 100 tons. It is reported that at some points loaded boats have difficulty in getting through, and matters are rapidly growing as serious as they were before the last rain, several weeks ago. If rain does not come soon, navigation will again be virtually suspended.

ES, Fri. 10/24/84, p. 4. **Affairs in West Washington.** – **The Chesapeake and Ohio Canal** – The full board of directors of the Chesapeake and Ohio canal met yesterday in

Baltimore, President L. C. Smith in the chair. It was stated that during the late drought the canal did a dragging business for about three weeks, but several rains in Western Maryland gave a fairly good boating stage for the past two weeks, and the coal moved amounted to about 28,000 tons. The water was getting low again, but it is believed the rain of Wednesday will give a rise in the Potomac and help canal navigation.

Grain Receipts – Canal boat Mollie C. W. Boyer arrived, with 3,800 bushels of wheat, for J. G. & J. M. Waters.

ES, Sat. 10/25/84, p. 9. **Affairs in West Washington.** – **Nineteen Boats**, carrying 1,953.13 tons of coal, left Cumberland yesterday.

ES, Mon. 10/27/84, p. 4. **Affairs in West Washington.** – **Grain Receipts** – Canal boat Samuel Jarboe arrived with 4,000 bushels of wheat and 200 bushels of corn, for J. G. & J. M. Waters.

Shipping News – Schooner American, Capt. Team, arrived with 600 tons of ice from Kennebec; and schooner B. L. Burt arrived from Fall River, light.

AG, Mon. 10/27/84, p. 4. **CANAL COMMERCE** Arrived – Boats A. M. White, G. L. Boothe and W. E. Bell, to American Coal Co.; E. P. Cohill, to John P. Agnew & Co.; J. R. Eddy, to H. C. Winship.
Departed – Boats A. M. White, G. L. Boothe, W. E. Bell, E. P. Cohill and J. R. Eddy.

ES, Tue. 10/28/84, p. 5. **Affairs in West Washington.** – **Grain Receipts** – Canal boat Loudoun arrived with 2,000 bushels of wheat and 2,000 bushels of corn; and canal boat Beulah arrived with 4,300 bushels of wheat for Hartley Bros.

Shipping News – Schooner Charles A. Briggs arrived, light, from Fall River.

Coal Trade – The business of the canal last week was fair for the season. The total amount of tonnage for the week was 12,352.13 and for the

year to date was 302,050.14. Twenty-six boats, carrying 2,605 tons of coal, left Cumberland, Saturday. The water in the canal is quite low and boats cannot carry over 100 tons of coal.

AG, Tue. 10/28/84, p. 4. **MARINE NEWS Memoranda** – Schooner S. R. Vreeland, for this port, cleared at Philadelphia 25th.

Schooner Sarah D. J., for Georgetown, cleared at Bangor 27th.

Schooners Lemuel Hall and W. B. Hinton, from Georgetown for Somerset, at Fall River 27th.

Schooner William Mason, from Georgetown, at Fall River 27th.

Schooner Yankee Doodle, from Georgetown, at Richmond, Va., 27th.

AG, Wed. 10/29/84, p. 3. **CANAL COMMERCE** Arrived – Boats J. J. Swift and Samuel Lloyd, to American Coal Co.; West Virginia, limestone, to E. Francis.

Departed – Boats J. J. Swift, Samuel Lloyd and West Virginia.

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

The pay-boat of the Chesapeake and Ohio canal company left Georgetown yesterday morning and is expected to arrive at Cumberland on Friday.

ES, Thu. 10/30/84, p. 1. **Affairs in West Washington.** – **Grain Receipts** – Canal boat Mollie C. W. Boyer arrived with 4,000 bushels of wheat, for J. G. & J. M. Waters; canal boat Beulah arrived with 4,600 bushels of wheat, for Hartley Bros.

AG, Thu. 10/30/84, p. 3. **MARINE NEWS Memoranda** – Schooner John E. Sanford, for Georgetown, sailed from Fall River 29th.

SR, Fri. 10/31/84, p. 4. **BRIEFS**

There were shipped from Cumberland last week by Chesapeake and Ohio Canal 10,000 tons of coal. During the year there has been shipped 277,861 tons, a decrease from the corresponding period of last year of 309,904 tons. It will be seen

that the coal shipped thus far this year is less than one-half last year's shipments. [Transcriber's Note: Not true.]

ES, Fri. 10/31/84, p. 5. **Affairs in West Washington.** – **Grain Receipts** – Canal boat Seneca arrived with 2,000 bushels of wheat and 200 bushels of corn, for Hartley Bros.

AG, Fri. 10/31/84, p. 3. **MARINE NEWS Memoranda** – Schooner Emma Aery, for this port, sailed from Perth Amboy 30th. Schooner Norman Smith, from Georgetown, at Boston 30th. Schooner William Mason, for Georgetown, sailed from Fall River 30th. **CANAL COMMERCE.** Arrived – Boats W. H. Marlow, to Mayfield & Hieston; Eugene, to A. M. Brandt. Departed – Boats W. H. Marlow and Eugene.

AG, Sat. 11/1/84, p. 4. **CANAL COMMERCE** Arrived – Boats John H. Parrott and John P. Moore, to American Coal Co. Departed – Boats John H. Parrott and John P. Moore.

ES, Mon. Fri. 11/3/84, p. 3. **Affairs in West Washington.** – **Grain Receipts** – Canal boat Maryland arrived with 3,700 bushels of wheat and 500 bushels of corn, for Hartley Bros. **Shipping News** – Schooner Spartan arrived with 1,000 tons of ice, from Kennebec. Schooner C. B. Church arrived with 1,100 tons of ice, from Kennebec.

AG, Mon. 11/3/84, p. 3. **CANAL COMMERCE** Arrived – Boats Dr. M. M. Lewis, J. Bradburn, Bessie & Harry and Four Sisters, to American Coal Co.; George S. French, to W. A. Smoot & Co. Departed – Boats Dr. M. M. Lewis, J. Bradburn, Bessie & Harry, Four Sisters and George S. French.

ES, Wed. 11/5/84, p. 4. **Affairs in West Washington.** – **Grain Receipts** – Canal boat Beulah arrived with 1,600 bushels of corn and 600 bushels of wheat.

AG, Thu. 11/6/84, p. 3. **MARINE NEWS Sailed** – Schooner Gay Thomas, New Haven, by American Coal Co. Schooner G. R. Vreeland, Allen's Point, by American Coal Co. Schooner Henrietta Simmons, Newark, by American Coal Co. **CANAL COMMERCE.** Arrived – Boats A. H. Brandt and Alleghany, to John P. Agnew & Co.; Ivan, to A. M. Brandt; Three Brothers, limestone, to E. Francis. Departed – Boats A. H. Brandt, Alleghany, Ivan and Three Brothers.

ES, Fri. 11/7/84, p. 4. **Affairs in West Washington.** – **Grain Receipts** – Canal boat E. Lyons, Capt. Whiting, arrived with 1,500 bushels of corn and 2,000 bushels of wheat, for Hartley Bros.

AG, Fri. 11/7/84, p. 4. **CANAL COMMERCE** Arrived – Boats M. D. Corse, C. R. Hooff and William B. Lloyd, to American Coal Co. Departed – Boats M. D. Corse, C. R. Hooff and William B. Lloyd.

ES, Sat. 11/8/84, p. 8. **Affairs in West Washington.** – **Grain Receipts** – Canal boat H. M. Talbot arrived with 2,000 bushels of wheat and 1,000 bushels of corn, for Hartley Bros.

ES, Mon. 11/10/84, p. 2. **Affairs in West Washington.** – **Grain Receipts** – Canal boat Samuel Jarboe arrived with 3,100 bushels of wheat and 600 bushels of corn; and canal boat Mollie C. W. Boyer arrived with 3,800 bushels of wheat, for J. G. & J. M. Waters. **Shipping News** Schooner Emily & Jenny arrived with 500 tons of coal, from Philadelphia.

AG, Mon. 11/10/84, p. 3. **MARINE NEWS**

Memoranda – Schooner Elm City, from Kennebec for Washington, at Dutch Island Harbor 8th.

Schooner Belle Halladay, for Georgetown, sailed from Fall River 8th.

Schooner B. L. Burt, from Georgetown, at Fall River 9th.

CANAL COMMERCE. Arrived – Boats J. W. Burke, H. O. Claughton, P. G. Uhler and John Wilson, to American Coal Co.; H. Wagner, to John P. Agnew & Co.

Departed – Boats H. O. Claughton, P. G. Uhler, H. Wagner and John Wilson.

ES, Tue. 11/11/84, p. 5. **Affairs in West Washington.** – **Grain Receipts** – Canal boat Seneca arrived with 1,200 bushels of wheat and 1,000 bushels of corn and 50 barrels of flour.

Alexandria Affairs

Drowned – A white boy, named George Smith, residing near Portner's brewery, was drowned in the Alexandria Canal, near Georgetown, on Sunday last, by falling from a canal boat. His body was recovered yesterday.

AG, Tue. 11/11/84, p. 3. **MARINE NEWS Memoranda** – Schooner John R. Halliday, from Kennebec river for Washington, cleared at Boston 10th.

Schooner Elm City, for Washington, sailed from Dutch Island Harbor 10th.

CANAL COMMERCE. - Arrived – Boats William Gregory, A. J. Clarke, Mary E. Hall, S. S. Howison, Richard Bender and William Walsh, to American Coal Co.; E. P. Cohill and John P. Agnew, to John P. Agnew & Co.; Maj. G. Berksbill, Exchange and James R. Eddie, to H. C. Winship.

Departed – Boats William Gregory, A. J. Clarke, Mary E. Hall, S. S. Howison, E. P. Cohill, John P. Agnew, Maj. G. Berksbill, Exchange and James R. Eddie.

AG, Wed. 11/12/84, p. 3. **MARINE NEWS**

Memoranda – Schooner Lizzie Babcock, for Georgetown, sailed from Fall River 11th.

ES, Thu. 11/13/84, p. 2. **Affairs in West Washington.** – **Grain Receipts** – Canal boat H. M. Talbot arrived with 1,700 bushels of corn; and canal boat Omega arrived with 3,500 bushels of wheat, for J. G. & J. M. Waters; and the canal boat Beulah arrived with 4,400 bushels of wheat, for Hartley Bros.

Shipping News – Schooner Emma Aery cleared for Fall River with 600 tons of coal. Schooner George M. Brainard cleared with 400 tons of coal for Boston.

AG, Thu. 11/13/84, p. 3. **MARINE NEWS Sailed** – Schooner C. B. Church, Providence, by American Coal Co.

CANAL COMMERCE. Arrived – Boats James Green, to American Coal Co.; George S. French, to W. A. Smoot & Co.

Departed – Boats James Green and George S. French.

AG, Fri. 11/14/84, p. 4. **MARINE NEWS Memoranda** – Schooner Lulu, from Georgetown, at Boston 13th.

CANAL COMMERCE - Arrived – Boats A. M. White and G. L. Boothe, to American Coal Co. Departed – Boats A. M. White and G. L. Boothe.

ES, Mon. 11/17/84, p. 4. **Affairs in West Washington.** – **Grain Receipts** – Canal boat Maryland arrived with 3,500 bushels of wheat and 700 bushels of corn; and canal boat Veale & Leigh arrived with 1,600 bushels of corn, for Hartley Bros.

Shipping News – Schooner Elm City arrived Saturday with 900 tons of ice, from Kennebec.

AG, Mon. 11/17/84, p. 4. **MARINE NEWS Memoranda** – Schooner Orvetta, cleared at New Haven, for this port 15th. Schooner John R. Halliday, for Washington, sailed from Bath 15th.

CANAL COMMERCE - Arrived – Boats Samuel Lloyd and M. Kersey, to American Coal Co.

Departed – Boats Samuel Lloyd and M. Kersey.

AG, Tue. 11/18/84, p. 3. **MARINE NEWS**
Arrived – Schooner B. & S. Carson, Washington, to American Coal Co.

CANAL COMMERCE - Arrived – Boats George Sherman, to American Coal Co.; Pilot Boy, to John P. Agnew & Co.

Departed – Boats J. W. Burke and Pilot Boy.

AG, Wed. 11/19/84, p. 4. **MARINE NEWS**
Sailed – Schooner H. & S. Corson, Somerset, by American Coal Company.

CANAL COMMERCE - Arrived – Boats W. C. Hunter, W. J. Boothe and D. A. Lowe, to American Coal Co.

Departed – Boats George Sherman, W. C. Hunter and W. J. Boothe.

SR, Fri. 11/21/84, p. 4. **BRIEFS**
The business of the Chesapeake and Ohio Canal last week was good, having been considerably above the average of the season. During the week 137 boats left Cumberland, carrying 15,667 tons of coal. During the year, to date, 2,964 boats left that port, carrying 343,595.13 tons of coal.

ES, Fri. 11/21/84, p. 5. **Affairs in West Washington.** – **Grain Receipts** – Canal boat Loudoun arrived with 2,000 bushels of corn and 2,200 bushels of wheat, for Hartley Bros.

ES, Sat. 11/22/84, p. 9. **Affairs in West Washington.** – **A Canal Boat on Fire** – A canal boat lying at the mouth of Rock Creek caught fire last night about 10 o'clock, caused by a fire being left in the cabin of the boat. Damage to an extent of about \$100 was done. Charles Dowling is the owner of the boat.

Grain Receipts – Canal boat Beulah arrived with 4,400 bushels of wheat for Hartley Bros.

Shipping News – Schooner Elm City cleared today with 900 tons of coal, for Boston. Schooner

Henry S. Culver cleared today with 1,100 tons of coal, for Boston.

AG, Sat. 11/22/84, p. 4. **MARINE NEWS**
Arrived – Schooner Eva J. Smith, Washington, to American Coal Co.

Memoranda – Schooners Ellen Tobin and Mary F. Godfrey, from Georgetown, at New York 21st.
CANAL COMMERCE - Arrived – Boats W. E. Bell, Dr. M. M. Lewis and Weyand Doerner, to American Coal Co.; Giles Heath, to John P. Agnew & Co.; Three Brothers, limestone, to E. Francis.

Departed – Boats W. E. Bell, Dr. M. M. Lewis, Weyand Doerner, C. W. Miller, Giles Heath and Three Brothers.

ES, Mon. 11/24/84, p. 5. **Affairs in West Washington.** – **Grain Receipts** – Canal boat E. Lyon, Capt. Whiting, arrived with 2,600 bushels of corn and 2,000 bushels of wheat; canal boat Maryland arrived with 2,000 bushels of wheat and 2,000 bushels of corn; canal boat Veale & Leigh arrived with 4,200 bushels of corn, for Hartley Bros.

AG, Mon. 11/24/84, p. 3. **MARINE NEWS**
Sailed – Schooner Eva I. Smith, New Haven, by American Coal Co.

CANAL COMMERCE - Arrived – Boats A. J. Clarke, M. D. Corse and C. R. Hooff, to American Coal Co.; Eva, to S. M. Hamilton & Co.; E. P. Cohill, to John P. Agnew & Co.

Departed – Boats A. J. Clarke, M. D. Corse, C. R. Hooff and E. P. Cohill.

Ibid, p. 4. **Chesapeake and Ohio Canal.** A Cumberland, Md., dispatch says: "Considerable interest is manifested here in regard to the action of the Board of Public Works on December 1 in electing a president and board of directors of the canal. The postponement was made, it is supposed on account of the Presidential election, but little hopes are entertained of any relief being obtained which will benefit the coal trade because the tolls were not reduced to 25 cents per ton in

the early part of the season. Although the total shipments by the Baltimore and Ohio Railroad show for the year, up to Saturday, November 15, 1,895,178 tons, an increase of 638,596 tons over the corresponding period of last year, the total shipments by canal to the same date were only 314,878 tons, a decrease of 328,426 tons as compared with last year.

“Col. L. Victor Baughman has been mentioned as the possible successor of President Smith. Had he remained in the board of directors after he had been appointed, and had favored a reduction in the tolls to twenty-five cents, he would have been very acceptable to the boatmen along the canal, and also to the people of Allegany county. But now Allegany wants the presidency, of the naming of the man who will keep up the trade on the canal for the benefit of the people of the State, and especially Western Maryland, which has so many interests at stake. The revenue to the canal this year is said to be less than for many years, which was the principal cause for reducing the president’s salary from \$5,000 to \$3,000 per year. Boats, many of them, are tied up for the winter, and the boatmen that do go out are complaining of their season’s work, notwithstanding the region has sent more coal to market than any season in its history. When the pay boat comes here, one month’s pay is given to the men who have several back month’s pay due them. If they want their back pay, they can get it by selling out at a heavy discount. The Consolidation Coal Company is the principal shipper now by canal, and Friday it sent out to Williamsport eleven boats. John P. Agnew & Co., shipped seven boats to Georgetown, and the Maryland and American Companies are shipping only two or three boats a day. Mild weather has come again, and the canal will keep open as long as it lasts. Old boatmen tell me the canal is growing beautifully less each year, and they never expect to see much more life on the old tow-path, where they have trod so many years trying to save money and to support their families comfortably.”

AG, Tue. 11/25/84, p. 3. **MARINE NEWS**

Memoranda – Schooner Helen Montague, for this port, sailed from Rockland 22nd.

CANAL COMMERCE - Arrived – Boats Suwannee River, to John P. Agnew & Co.; Bessie & Harry, to American Coal Co.
Departed – Boat Suwannee River.

Sun, Wed. 11/26/84, p. 2. **Cumberland Coal Trade** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, November 22, were 53,573 tons, and for the year to date 2,601,054 tons, an increase of 218,262 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, 44,869 tons; year, 1,999,847 tons; increase over 1883, 701,419 tons. To Chesapeake and Ohio canal - week, 10,801 tons; year, 223,769 tons, decrease from 1883, 393,839 tons. . . .

AG, Wed. 11/26/84, p. 4. **MARINE NEWS Arrived** – Schooner W. L. Walker, Washington [N. C.], to American Coal Co.
CANAL COMMERCE - Arrived – Boats John Bradburn and Seven Sisters, to American Coal Co.; Robert Shriver, to Mayfield & Hieston.
Departed – Boats C. R. Hooff, John Bradburn, Bessie & Harry, Robert Shriver and Seven Sisters.

Sun, Thu. 11/27/84, p. 4. **Affairs at Annapolis** The Chesapeake and Ohio Canal directors meet at Annapolis tomorrow (Thursday) night, at 8 o’clock to dispose of routine matters. Messrs. McClure, Humbird and Hamill, the committee on accounts, will remain over Friday to examine the financial showing of the canal, which will be included in the report to be submitted to the stockholders’ meeting, which takes place at the executive chamber Monday noon. It is thought the directors will remain at Annapolis for the stockholders’ meeting, which will elect a president and board of directors for the canal in accordance with a resolution adopted at the June meeting, which continued the present officials until December.

SR, Fri. 11/28/84, p. 4. **BRIEFS**

One night last week, Mr. Charles Miller, a farmer living near the Chesapeake and Ohio Canal, had fourteen barrels of corn stolen from a field. He followed the corn to Sir John's Run, and there effected the arrest of the entire crew of the canal boat "Exchange," against whom he preferred the charge of the theft of his corn.

AG, Fri. 11/28/84, p. 3. **MARINE NEWS**

Arrived – Schooner Ida L. Hull, Washington, to American Coal Company.

Sailed – Schooner W. L. Walker, Providence, by American Coal Co.

Memoranda – Schooner Standard, from Georgetown, at Boston 26th.

Schooners H. R. Tilton and Carrie Holmes, from Georgetown, at New York 27th.

Schooners Lucie E. Friend and Emily & Jenny, from Georgetown, at Fall River 27th. The latter lost flying jib in a gale off Sandy Hook 23rd.

CANAL COMMERCE - Arrived – Boats H. O. Claughton, Theo. L. Betts and American Flag, to American Coal Co.; George S. French, to W. A. Smoot & Co.

Departed – Boats H. O. Claughton, Theo. L. Betts, American Flag and George S. French.

Ibid, p. 4. **C. & O. Canal Directors.**

The Chesapeake and Ohio Canal directors met at Annapolis last night but only routine business was transacted. It was stated that the canal is in fair working order, and when needed repairs are made, the business will be increased. President Smith's report to the stockholders' meeting will take the form of an annual statement covering the affairs of the canal and outlining the policy pursued by the present board. Today the committee on accounts will meet to prepare material for the stockholders' meeting. The directors will also have a session Monday before the stockholders meet and finish up their business.

AG, Sat. 11/29/84, p. 4. **MARINE NEWS**

Memoranda – Schooner Henry S. Culver, from Georgetown at Boston 28th.

Schooner Penobscot, from Georgetown, at Bangor 28th.

CANAL COMMERCE – Arrived – Boats Mary. E. Hall, William B. Lloyd and Samuel Henry, to American Coal Co.; R. M. Young, M. L. Miller and Lida, to S. M. Hamilton & Co.; Cumberland and Little Rob, to A. M. Brandt; L. W. Guinard, to Mayfield & Hieston.

Departed – Boats Mary E. Hall, William B. Lloyd, Samuel Henry, B. M. Young, M. L. Mills, Lida, Cumberland, Little Rob and L. W. Guinard.

AG, Mon. 12/1/84, p. 3. **FROM WASHINGTON**

On Saturday last Mr. Dungan, one of the lessees of the Alexandria Canal, had a long interview with the Secretary of War in reference to the location of the proposed free bridge across the Potomac at Georgetown, and received from him a paper declining to accept the piers of the canal aqueduct as the site of the proposed bridge on the title that was proposed to be given for them. There were five objections to that title, four of which were removed, but the fifth remains, and the proposed title will not be accepted until that one also be removed. That one relates to the pier at the northern abutment of the aqueduct. Mr. Dungan and his lawyers are still engaged in trying to find the papers that will remove the remaining objection, and it is still thought that the bridge, when built, will be constructed upon the piers of the aqueduct, as that is decidedly the most available point. It is understood that among the strongest opponents of the aqueduct site for the bridge is the Chesapeake and Ohio Canal Company; also that the company has commenced a suit against the Government for the use of its property at the Great Falls during the civil war, and is taking steps to sue the Alexandria Canal Company for bridging its canal at Georgetown.

Notwithstanding the fact that Attorney General Brewster declared that the matter of the title to the Aqueduct bridge at Georgetown had never been referred to his department by the Secretary of War, the report in the case sent to the

War Department from the Department of Justice had the signature of Mr. Brewster appended to it, and that, too, was written by his own hand. Engineers were engaged today in surveying the realty upon which the northern abutment of the Aqueduct bridge is located, so as to fix its former ownership in the Chesapeake and Ohio Canal Company, which paid the Alexandria Canal Company forty-odd thousand dollars when the latter built that abutment. When their report is made, General Wells will complete his last brief in the case and present it to the Secretary of War next Monday. The missing paper now wanted to make the title that can be given the Government to the northern abutment perfect is of the character of a contract dated April 3, 1839, in which the C. & O. Canal promised to pay the Alexandria Canal the amount above referred to, \$40,600. This paper was in Annapolis recently, but has mysteriously disappeared now that it is wanted for the purpose of securing a good and convenient free bridge across the Potomac at Georgetown.

Ibid, p. 4. **MARINE NEWS**

Memoranda – Schooner George H. Ames, for Washington, sailed from Bath 29th ult.

CANAL COMMERCE - Arrived – Boats D. Armstrong and Cigarette, to S. M. Hamilton & Co.; J. W. Thompson, to John P. Agnew & Co. Departed – Boats D. Armstrong, Cigarette and J. W. Thompson.

Sun, Tue. 12/2/84, p. 1. **Chesapeake and Ohio Canal Election** – At the meeting of the stockholders of the Chesapeake and Ohio Canal at Annapolis yesterday, Col. L. Victor Baughman was chosen president of that corporation for the ensuing year. Col. Baughman is one of the editors and proprietors of the *Frederick Citizen*, and for some years has been conspicuous among the young democracy of Western Maryland for his activity and zeal in party work. The present board of directors were continued in office for another year, and a resolution was adopted testifying to the zeal and fidelity with which the retiring president, Mr. Lewis C. Smith, has discharged his duties. In

speaking of the change involved in the election of Col. Baughman, Gov. McLane, who was present as one of the representatives of the State's interest in the canal, being ex-officio a member of the board of public works, said the board "hoped that the change proposed might redound to the advantage of the State in bringing to the administration of the canal energy and activity." In his report, the retiring president, Mr. Smith, attributes the present condition of the canal and its affairs in great measure to excessive competition between the railroad companies, causing them to carry coal at rates "with which shippers over the canal could not compete had the canal been a free highway." Mr. Smith defends the refusal of his administration to reduce tolls on the canal to 25 cents per ton in the hope of meeting the railroad competition on the ground that it would have resulted in diminishing the revenue of the canal at the rate of 11 cents per ton on the freight that would pass over the canal at 36 cents per ton. The freshets in Western Maryland in June and the recent droughts are also cited in the report as having caused great loss and interruption of traffic. The earnings of the company for the year, it is stated, will probably reach \$185,000, while the liabilities will approximate \$200,000.

Ibid, p. 2. **Affairs at Annapolis.**

Mr. Lewis C. Smith, retiring president of the Chesapeake and Ohio Canal Company, was still at Annapolis today settling up the affairs of his office preparatory to turning it over to his successor, Col. L. Victor Baughman. Mr. Smith will meet the new president and board of directors in Baltimore Monday, where the exchange will take place, and the first meeting of the new board will be held.

ES, Tue. 12/2/84, p. 4. **The C. and O. Canal.** The stockholders of the Chesapeake and Ohio Canal Company met yesterday in Annapolis, Md., pursuant to adjournment June 2nd last, and elected Col. L. Victor Baughman, of Frederick county, president of the canal for one year from the date of his qualification, and continued in office the present board of directors: Messrs. James G.

Berrett, James A. L. McClure, Patrick Hamill, John Humbird, Stephen Watkins and R. A. Dobbin – who are to serve for the same period. The vote of Maryland was cast for Mr. Baughman, and that decided the election without opposition. Mr. Smith did not expect a re-election. His report gave the history of the canal during the past year, and state: The earnings of the company will probably exceed \$165,000, whilst the liabilities incurred, including interest on notes, coupons or repair bonds, rent of outlet locks, money paid counsel in pending action of receiver, and all other demands, will approximate \$200,000.

Affairs in West Washington. – Grain Receipts

Canal boat H. M. Talbot arrived with 2,000 bushels of wheat and 200 bushels of corn, for Hartley Bros. Canal boat Loudoun arrived with 2,000 bushels of wheat and 2,000 bushels of corn; and canal boat Maryland arrived with 2,850 bushels of corn and 1,250 bushels of wheat, for Hartley Bros.

AG, Tue. 12/2/84, p. 4. **MARINE NEWS Memoranda** – Schooner Helen Montague, for this port, sailed from Rockland 1st.

Schooner Elm City, from Georgetown, at Boston 1st.

CANAL COMMERCE - Arrived – Boats Here I Am and Rainbow, to S. M. Hamilton & Co.; A. Dawson, to John P. Agnew & Co.; H. Roussel, to Mayfield & Hieston; John Leetch, to H. C. Winship; Eugene Brandt, to A. M. Brandt. Departed – Boats Here I Am, Rainbow, A. Dawson, H. Roussel, John Leetch and Eugene Brandt.

ES, Wed. 12/3/84, p. 9. **Affairs in West Washington. – Cumberland Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ended Saturday, November 29, were 71,099 tons, and for the year to that date 2,672,033 tons, an increase of 328,941 tons as compared with the corresponding period of 1883. To Chesapeake and Ohio canal – week,

12,259 tons; year, 338,928 tons; decrease from last year 336,366 tons.

AG, Wed. 12/3/84, p. 4. **MARINE NEWS Memoranda** – Schooner J. Waples Pender, cleared at Wilmington, N. C., for Georgetown, 2nd. **CANAL COMMERCE** - Arrived – Boats steamer Arcturus, T. Deane and Michigan, to S. M. Hamilton & Co.; Meyersdale, to John P. Agnew & Co.

Departed – Boats steamer Arcturus, T. Deane, Michigan and Meyersdale.

SR, Fri. 12/5/84, p. 4. **C. & O. Canal** – At a meeting of the stockholders of the Chesapeake and Ohio Canal last Monday, Mr. L. Victor Baughman was elected president of the canal in the place of Mr. Lewis C. Smith. Mr. Baughman is the editor of the Frederick (Md.) *Citizen*, is the son-in-law of Mr. A. S. Abell, owner of the Baltimore *Sun*, and is well-known as one of the most active young Democrats in Maryland. The report of the retiring president showed that the receipts for the past year were \$165,000, while the expenses will reach \$200,000.

AG, Sat. 12/6/84, p. 3. **MARINE NEWS Memoranda** – Schooner G. R. Vreeland, for this port, cleared at Philadelphia 3rd. Schooner President Johnston, for this port, cleared at Bath 3rd. Schooner Lois V. Charles, from Georgetown, at New York 5th.

Sun, Tue. 12/9/84, p. 3. **CHESAPEAKE AND OHIO CANAL** – The directors of the Chesapeake and Ohio Canal held a meeting yesterday at Barnum’s Hotel, at which Mr. Lewis C. Smith, the retiring president, and Col. L. Victor Baughman, the new president, were in attendance, together with Messrs. James G. Berrett, Patrick Hammill, John Humbird, Spencer Watkins, James A. L. McClure and Robert A. Dobbin, directors, and Mr. Stephen Gambrell, secretary and treasurer. The directors first met as the old board, and transacted a good deal of routine business in the

way of preparing for turning over the administration. Messrs. Smith and Baughman visited the Safe Deposit Company building, where the securities and other canal effects were examined and the accounts found correct. Subsequently Justice George McCaffery was summoned to Barnum's where Col. Baughman qualified as president, and each of the directors took the oath of office and were constituted as the new board.

Col. Baughman's letter of acceptance, dated at Frederick, December 6, and addressed to Mr. Stephen Gambrill, secretary of the recent meeting of stockholders, is as follows:

Dear Sir: Your letter of the 1st instant informing me of my election by the stockholders of the Chesapeake and Ohio Canal Company to the president of that corporation has been received. In accepting the responsibilities and arduous public trust I am not unmindful of the many difficulties which are to be encountered in the discharge of its exacting duties. I recognize the fact that assiduous and unremitting labor is involved in the position assigned me. At a season of universal and almost unparalleled business depression it is difficult, if not quite impracticable, to foreshadow the line of policy which may be pursued in the management of this great work of internal improvement. Circumstances may, and most likely will, arise in the near future which will influence or shape that policy. But whatever may be developed in that respect I can say with certainty now that I shall devote myself to the interests of the company and its stockholders, and shall keep a watchful supervision over every detail of the administration of its affairs.

"Whilst doing this it will be my purpose to carefully look after the interests of the employees and to do my utmost to secure the prompt payment of their earnings. With rigid economy and untiring application, and a desire to develop the facilities and capabilities of the canal, I shall leave nothing undone that will tend to the advancement of the interests committed to my charge, and those interests will be looked after purely from a business standpoint, wholly divorced from and not

allied in any manner with political influences. I mean it to be distinctly understood that my administration will be a business one and not a political one.

"Profoundly sensible of the confidence reposed in me, I accept the trust with a fixed purpose of administering the affairs of the canal in the interest of all concerned in them upon strictly business principles.

I am, very respectfully,

(Signed) L. Victor Baughman"

The board, upon the motion of Mr. McClure, adopted a series of resolutions complimenting the administration of Mr. Smith. They say that from August 17, 1882, when he entered upon his duties, his management of the affairs of the canal left nothing to be desired of its president; that for the year 1883 more than sixty thousand dollars was earned above liabilities, and no doubt the same result would have followed for 1884 had it not been for the railroad war of rates, the floods at one period and the drought at another.

The board will hold its regular monthly meeting at Barnum's December 16, when President Baughman will preside for the first time. The consideration of several business matters was deferred until that time. The coal shipping season by the canal is about over, but navigation will not be closed until cold weather comes.

ES, Tue. 12/9/84, p. 4. **Affairs in West Washington.** – **Grain Receipts** – Canal boat Maryland arrived with 4,500 bushels of wheat, for Hartley Bros.

ES, Wed. 12/10/84, p. 2. **Affairs in West Washington.** – **Shipping News** – Schooner A. H. Perry cleared today with 700 tons of coal for Rhine Cliff.

Grain Receipts – Canal boat E. Lyons, Capt. Whiting, arrived with 4,000 bushels of wheat, for Hartley Bros.

ES, Thu. 12/11/84, p. 5. **Affairs in West Washington.** – **Grain Receipts** – Canal boat

Loudoun arrived with 3,000 bushels of wheat and 5,000 bushels of corn, and canal boat Seneca arrived with 900 bushels of corn and 1,500 bushels of wheat, for Hartley Bros.

SR, Fri. 12/12/84, p. 4. **BRIEFS**

At a meeting of the newly-elected board of the Chesapeake and Ohio Canal, held in Baltimore on Monday, President Baughman said that under his management he would see that the employees were cared for and would administer the affairs of the canal in a business way, and entirely free from politics. He wanted it understood that the employees would be promptly paid. As long as the weather will permit, the canal will be kept open and do whatever business it can.

AG, Fri. 12/12/84, p. 4. **The C. & O. Canal.**

Col. L. V. Baughman, president of the Chesapeake and Ohio Canal, who has already received numerous applications of positions, states that no appointments of any kind will be made on the canal. Secretary Gambrill and the superintendents, in company with Mr. Polk Bizer, were in Frederick yesterday in consultation with Col. Baughman regarding the necessary repairs to be made during the winter. It was determined that only such work as is found to be absolutely necessary should be done, and nothing of an extra character until the wages of the employees have been paid. It is understood that a year or more has passed since the last payment of salaries of some of the men.

ES, Tue. 12/16/84, p. 5. **Affairs in West**

Washington. – Grain Receipts – Canal boat Maryland arrived with 4,500 bushels of wheat and canal boat Veale & Leigh arrived with 3,000 bushels of wheat, for Hartley Bros.

Sun, Wed. 12/17/84, p. 2. **THE CANAL BOARD**

The regular monthly meeting of the directors of the Chesapeake and Ohio Canal Company was held yesterday at Barnum's Hotel, Baltimore. Col. L. Victor Baughman, president; James G. Berrett, Spencer Watkins, Patrick Hammill, John

Humbird, James A. L. McClure, directors, and Stephen Gambrill, secretary and treasurer, were present. President Baughman addressed the meeting, as follows:

“Gentleman of the Board: Since my qualification as president of the Chesapeake and Ohio Canal, I have endeavored to inquire, as thoroughly as the brief interval would permit me, into its present condition, the estimated sources of its revenue, and the probable amount of income for the ensuing year.

“My information has of necessity been derived from the reports of superintendents and other employees, for I have yet been unable to make that personal inspection of the whole work which in the near future I propose to undertake. In the first place, I have been informed that material of every kind is lacking wherewith to make ordinary repairs when the water shall have been turned off from the canal. There are on hand neither the lumber, cement, spikes or other articles necessary for this work, and I would suggest that immediate provisions be made for their supply, the requisite quantities and amount to be more accurately determined upon after the close of navigation.

“Another subject to which I desire to call attention has reference to the practice of greater economy in the employment of men during the inactive months of winter. Whilst I am entirely hostile to any policy that would result in injury and injustice to the laborer and employee by involving an unnecessary reduction of his hard-earned wages, I can see no warrant for disbursing money held in trust by us when no actual service is rendered in return. I am impressed with the belief that a rigid and unrelaxing system of economy is indispensable in every branch and department of the management of the canal, and I think a considerable saving of money can be affected by a suspension or modification of the wages and salaries of those employees who during the winter months are not called upon to perform as much work as is done when the canal is in operation. This course is accordingly

recommended as being a measure of simple justice and necessity.

“Whilst the gross earnings of the canal in 1884 have fallen to about \$200,000, they were in 1871 nearly \$500,000, but the tolls in the latter year (1871) were 56 cents, whilst in 1883 they were 36 cents. During the year 1871, there were from 500 to 550 boats upon the canal; during the year 1884 but 300. During the year 1871 there was no sharp or competitive rivalry in the coal-carrying trade between the canal and the railroads. During the year 1884 there was. These and other influences have combined greatly to reduce the revenues of the canal, and have occasioned those arrears of indebtedness to its employees and creditors which have swollen to the large sum of \$160,000. This indebtedness to the men who have by their labor enabled the work to produce its revenues, ought to be fully and promptly liquidated before one dollar is expended, save for repairs that are absolutely necessary for the efficient working of the canal.

“Notwithstanding the existence of the causes producing the decrease in earnings to which I have alluded, I am hopeful that we shall be able to secure such share of tonnage in the coming season as will not merely swell the gross receipts, but will enable us to meet our obligations promptly and gradually liquidate accumulated debts. Certainly, if personal and assiduous application can accomplish this result, it will be done. As soon as the water is drawn off, I propose, in company with the treasurer and secretary, whose experience and capacity I generally rely on, to make a thorough inspection of the canal from Cumberland to Georgetown, and submit to you in detail the result, together with such suggestions as the examination may prompt.”

The board did a large amount of routine business. It was decided to give notice to coal shippers that the water will be turned off from the canal on December 31 for the winter. The traffic is light at this time, and the season is practically over except for local business on the line. On Friday morning the pay boat *Maryland* will leave Georgetown for Cumberland, with President

Baughman, Mr. Gambrill and Mr. Spencer Watkins. The employees will be paid for the month of November, and from \$10,000 to \$12,000 will be disbursed. This is the first payment made to the hands for some time.

ES, Wed. 12/17/84, p. 1. **Affairs in West Washington.** – **Cumberland Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ended Saturday, December 13, were 47,996 tons, and for the year to that date 2,768,595 tons, an increase of 355,910 tons as compared with the corresponding period of last year. To Chesapeake and Ohio canal – week, 1,824 tons; year, 345,782 tons; decrease from last year, 385,462 tons. . .

ES, Thu. 12/18/84, p. 3. **Affairs in West Washington.** – **Grain Receipts** – Canal boat H. M. Talbot arrived with 3,500 bushels of wheat, and canal boat Loudoun arrived with 4,200 bushels of wheat, for Hartley Bros.

SR, Fri. 12/19/84, p. 4. **BRIEFS**
President Baughman, of the Chesapeake and Ohio Canal, was in consultation with the superintendents a few days ago, and it was determined that during the winter only such work as is found to be absolutely necessary should be done, and nothing of an extra character until the wages of the employees have been paid.

This (Friday) morning the pay-boat on the Chesapeake and Ohio Canal will leave Georgetown, and will pay off all the employees along the line for the month of November. The water will be turned from the canal for the winter on the 31st of December.

ES, Tue. 12/23/84, p. 6. **Chesapeake and Ohio Canal Interests** – It is understood that President Baughman, of the Chesapeake and Ohio canal, will go to New York soon and there meet the representatives of the leading coal companies, in order to confer with them in regard to the question of canal freights, and endeavor to secure a fair

share of tonnage for the canal next season. President Baughman and Paymaster Gambrill, who arrived in Cumberland Sunday, left about \$3,000 yesterday with Collector Asahel Williams for employees of the canal at that point, and then went to Hancock by railroad. As the water is drawn off, Col. Baughman says he will ride from Cumberland to Georgetown and inspect the work in all of its details.

DC, Wed. 12/24/84, p. 3. **The Cumberland Coal Trade.** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, December 20, were 38,707 tons, and for the year to date 2,802,361 tons, an increase of 352,586 tons as compared with the corresponding period of 1883. The coal was shipped as follows: To the Baltimore & Ohio Railroad and local points – week, 31,081 tons; year, 2,103,684 tons; increase over last year, 753,421 tons. To the Chesapeake & Ohio Canal – week, 120 tons; year, 215,892 tons; decrease as compared with last year, 335,343 tons. . . .

Sun, Thu. 12/25/84, p. 1. President Baughman, of the Chesapeake and Ohio Canal, has finished paying off the employees. Water will be turned off the canal December 31.

ES, Fri. 12/26/84, p. 4. **Affairs in West Washington.** – **Canal News** – Every employee on the canal from this place to Cumberland has been paid for the month of November. The water in the canal will be turned off on the 31st instant. During the months of January and February, employees who receive high salaries will be put on half pay. The wages of the bosses and their men, however, will not be reduced. The next meeting of the canal board will take place in Frederick on the 22nd of January.

AG, Fri. 12/26/84, p. 3. **MARINE NEWS Memoranda** – Schooner John R. Halliday, from Georgetown, at Providence 25th.

Sun, Mon. 12/29, 84, p. 1. **Reduction in Wages.**

Colonel L. V. Baughman, President of the Chesapeake and Ohio Canal, has issued instructions to Paymaster Gambrill to notify the employees at Cumberland and Georgetown that they will be put on half-pay during the months of January and February. This order does not apply to the bosses and the men under them, who have considerable work to perform during the winter months, as all the repairs to the locks and the bed of the canal are made after the water is turned off. The lock-keepers have also been notified that they will be retained on half-pay, for while they will have nothing to do, it is necessary that the canal property should be protected; hence they are kept on police duty. Those at Cumberland who will be affected by the reduction in wages are Paymaster Willison, two clerks and the inspector and gauger. There is work to be done in Cumberland throughout the winter which will be in the hands of the collector and those above named. The collectors at Hancock and Williamsport, who have nothing whatever to do, will be dropped from the rolls during January and February. The two superintendents, Messrs. Moore and Stanhope, will each receive \$75 per month during the winter. Their regular monthly pay has been \$125. The collector at Georgetown, Mr. Snowden, and clerk, the harbor-master, engineer at the outer locks and dredge boss will also be put on half pay.

Col. Baughman expresses it as his belief that the pay-rolls of the canal have now been cleared of all unnecessary help, and that the force has been cut down so close that in the event of a brisk season it will require hard work to pull through. He is determined, however, to adhere strictly to the policy laid down in his letter of acceptance. In speaking of the counsel for the canal, over which there seems to be a disposition on the part of some to find fault, Col Baughman says it is distinctly stated that no general counsel has been appointed. Ex-Attorney-General Gwinn, as counsel for the company, he understood, had been receiving \$3,000 per annum, with no extra fee for trial cases. In reference to the appointment of Ex-Gov. Thomas and Mr. Thomas M. Lanahan as assistant counsel, he had not yet examined the

conditions under which they had received their appointments from his predecessor, Mr. Smith. As far as their pay as assistant counsel is concerned, President Baughman says that unless there is a special contract in existence, they will have to take their chances for payment along with the other employees of the canal, who deserve, in his estimation, much credit for their patience and loyalty to the company under very trying circumstances.