A. PREFACE

This compilation of newspaper articles about the C. & O. Canal is one of a series. The Cumberland Civilian and The Daily Times, newspapers were found on microfilm at Frostburg State University, Frostburg, MD. The News, a Frederick, Md. newspaper, The Herald and Torch Light, a Hagerstown, Md., newspaper, The Baltimore Sun, a Baltimore, Md. newspaper and Evening Star, a Washington, D. C. newspaper were found on-line. Articles from The Daily Times are preceded by DT, those from The News are preceded by News, those from The Herald and Torch Light, are preceded by H&TL, those from The Baltimore Sun are preceded by Sun and those from the Evening Star are preceded by ES.

There will be some duplication in articles due to the several sources. I have included the grain receipts by schooner, whenever found, to contrast with the grain receipts by canal boat.

I have included the editorial articles from The Daily Times to illustrate to political atmosphere. Readers not interested, should just skip over those articles.

The departing boats were listed in a separate spread sheet to identify inconsistencies in spelling. Now Parrott always has two "ts," Fernsner always has two "ns," Embrey always has two "es," and Dunnigan always has three "ns." In some cases, the boat listing only had one name, e.g. "Shupp" in which case the spread sheet was searched to obtain the entire name, e.g. "M. A. Shupp." Thus, this compilation is considered an edited version which should be of help to subsequent researchers.

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
Revised October 2017
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Canal Trade 1887

DT, Mon. 1/3/87, p. 4. The Year’s Canal Trip – The annual statement of the shipments from the port of Cumberland on the Chesapeake and Ohio canal has been completed by Collector Edwards. It shows that for the year 1886 the total shipments were 295,415 tons, a decrease of 102,598 tons as compared with 1885. The tonnage by months was as follows:

<table>
<thead>
<tr>
<th>Month</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>March</td>
<td>1,573 03</td>
</tr>
<tr>
<td>June</td>
<td>33,977 18</td>
</tr>
<tr>
<td>July</td>
<td>48,084 18</td>
</tr>
<tr>
<td>August</td>
<td>56,350 08</td>
</tr>
<tr>
<td>September</td>
<td>54,201 17</td>
</tr>
<tr>
<td>October</td>
<td>51,057 17</td>
</tr>
<tr>
<td>November</td>
<td>48,022 04</td>
</tr>
<tr>
<td>December</td>
<td>2,146 19</td>
</tr>
</tbody>
</table>

295,415 04

Owing to the succession of breaks and washouts and the long strike there were no shipments during the months of April and May.

The Consolidation Coal company was the heaviest shipper, having sent out 114,601 tons, of which 48,142 tons were consigned to Williamsport. The following table shows the shipments of the different companies to the various ports:

<table>
<thead>
<tr>
<th>Port</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Georgetown</td>
<td>44,836 14</td>
</tr>
<tr>
<td>Borden</td>
<td>426 10</td>
</tr>
<tr>
<td>Blaen Avon</td>
<td>426 10</td>
</tr>
<tr>
<td>Consolidation</td>
<td>69,458 17</td>
</tr>
<tr>
<td>Despard Gas</td>
<td>1,841 00</td>
</tr>
<tr>
<td>George’s Creek</td>
<td>67,938 11</td>
</tr>
<tr>
<td>Gaston Gas</td>
<td>2,208 15</td>
</tr>
<tr>
<td>Maryland</td>
<td>46,852 17</td>
</tr>
<tr>
<td>Pennsylvania Gas</td>
<td>4,146 13</td>
</tr>
<tr>
<td>Waverly Gas</td>
<td>225 10</td>
</tr>
<tr>
<td>Yougihgleny Gas</td>
<td>3,806 13</td>
</tr>
<tr>
<td>Bigley Gas</td>
<td>776 07</td>
</tr>
</tbody>
</table>

239,518 07

Williamsport

American | 5,603 02

Consolidation | 47,278 09
George’s Creek | 443 11

Shepherdstown

Consolidation | 535 17
George’s Creek | 111 08
National | 102 16

Hancock

American | 624 12
Borden | 104 01
Consolidation | 328 08
George’s Creek | 519 16

1,576 17

Sundry Points

Borden | 24 11
Blaen Avon | 220 06

244 17

DT, Tue. 1/4/87, p. 1. THE CANAL’S PRESENT PERIL – Annapolis, Jan. 4 - Comptroller Turner submitted his annual report to the Governor yesterday. He states that “since he entered upon the duties as comptroller three years ago the State debt has been reduced $1,271,731.89, an average reduction of $423,916 per year. The total funded debt of the State is $10,960,535.56, which the comptroller sets off with the State’s productive assets and sinking fund deposits of $4,847,375.68, leaving a net State indebtedness of $6,113,159.68. He will recommend to the legislature a reduction of one and a half cents in tax rate, but wants at the same time the reduction of the debt to continue. The tobacco warehouses and the oyster navy continue to be burdens upon the State Treasury.”

Of the Chesapeake and Ohio canal the comptroller says: “Of the State’s claim against this work, $7,000,000 of it is principle and the residue is for interest. The treasury has derived no revenue from the canal company, yet it is an extremely useful channel of commerce. What is to be the future of the canal? is now the question
before the people of this State. It is conceded that the affairs of the canal have been well and economically administrated by President Baughman, and yet its revenues were insufficient to meet its running expenses for the year just closed by $30,000. Nearly all the repair bonds have been issued, and the revenues arising therefrom used in keeping the work in repair. It is evident that the time has come when something heroic must be done. Let a freshet come now, such as has frequently occurred in the past, and its fate is sealed.

“There is but one avenue of escape from the impending wreck and ruin that now stand ready to engulf it. An appeal once more to the State for aid by which it can be rescued from its present perilous condition. But will the people submit to taxation for such a work? It will be the duty of the next General Assembly to deal with the question in the manner which its importance demands.”

DT, Wed. 1/5/87, p. 1. A CRITICAL POINT REACHED – Annapolis, Jan. 5 - The annual meeting of the stockholders of the Chesapeake and Ohio canal was held here today. The directors were all present except Col. Barrett, who represents the United States. President Baughman’s annual report was read and approved.

It begins by referring to the floods of last Spring, stating the cost of repair of damages to have been eighty-two thousand dollars. It says the repair bonds were all sold at an average price of 80 cents on the dollar. The falling off in the shipments are placed at one hundred thousand tons; the reduction of tolls is pronounced a failure.

Attention is called to the contract with the Lock and Dock company of the District of Columbia, who now receive $20,000 per year for transporting boats to Alexandria. Immediate cancellation of this contract is advocated. Comment is made on increasing the indebtedness of the canal, and its insolvency is practically admitted. Further floods, the report says, will result in its abandonment. The report says the United States and the State of Maryland ought to make annual appropriation for the canal.

Two defaults of payment of interest on repair bonds of 1878 are admitted and the further one in July must be averted or the canal sold. The critical point of the canal’s career has been reached, says the report, and something must be done. The Piedmont and Cumberland railroad is stated to be a beneficial feeder. The early opening of the canal is announced. The telephone service is said to be unsatisfactory.

The reduction of expenses in 1886 over those of 1884 is placed at $50,000. In conclusion President Baughman says he will not employ hands unless they can be paid and denounces all statements that the canal has been used for political purposes.

Sun, Thu. 1/6/87, p. 5. Condition of the Chesapeake and Ohio Canal – The annual report of President Baughman to the stockholders sets forth briefly but in a clear and comprehensive manner the present critical condition of the Chesapeake and Ohio Canal. While the most rigid economy has been practiced, the occurrence of unusual freshets and the shrinking in tonnage caused by the strike of the George’s Creek coal miners have counterbalanced the reforms and economies put in practice by the present administration, and have precipitated difficulties from which, in the opinion of the president, it will be impossible to extricate the canal without assistance from the State and the general government, the latter of which, as the report shows, has pecuniary interests at stake through its connection with the District of Columbia, which is largely concerned in the maintenance of a waterway having its terminus within its borders. The situation is
not a new one, having been repeatedly foreshadowed by President Baughman in the course of the past year, and also clearly anticipated by all who have any acquaintance with canal affairs. The question naturally arises what expedient, if any, can be adopted to prevent foreclosure and sale of the canal property, which now seems to be impending. The great importance of the canal to the people of Western Maryland, not only for what it actually performs, but for what it is capable of being made to do in the way of cheapening transportation, is so evident that there will doubtless be practical unanimity on the part of the public in favor of any reasonable project for saving a waterway, which, while it has been a heavy burden to the State, has also conferred important benefits.

Sun, Fri. 1/11/87, p. 4. **President of Blaen-Avon Coal Company** – At the annual election of the Blaen-Avon Coal Company today Dr. G. E. Porter, Fred Mertens, James Little, W. L. Shaw, J. K. Shaw and John Sheridan were elected directors. Dr. G. E. Porter was chosen president to succeed the late Andrew Spicer.

In the Circuit Court today, the condemnation proceedings of the Piedmont and Cumberland Railroad vs. the Chesapeake and Ohio Canal Company, in which rights of way were condemned over the towpath and canal, and through the property on a part of which the Ogle establishment stands, were confirmed. Neither the railroad, the canal nor the trustees offered any objection. This disposes of two of the cases. In the third case, the railroad vs. the canal company and Walsh and the McKaig heirs, in which the right of way is condemned through a small strip of land to reach the canal wharf, objections have been filed on the part of Walsh and the McKaig heirs.

DT, Tue. 1/18/87, p. 4. **A Survey in Washington County** – A party of surveyors representing Hon. Stephen B. Elkins and ex-Senator Davis in their proposed new railroad from Hancock to Williamsport, along the line of the Chesapeake and Ohio canal, have been engaged near Millstone Point, Washington county, for the past week. A casual survey is being made, and an agent representing Mr. Elkins is prospecting and making an estimate of the cost of the right of way. It is rumored that the new road may leave the canal near Green Spring Furnace, and run around the foot of the mountain, in the Western portion of Washington county, to Clearspring and from thence to Hagerstown, where it would connect with the Western Maryland railroad, not touching at Williamsport at all. In this event a coaling depot would be established at the point where the road left the canal.

News, Wed. 1/12/87, p. 3. **A Week’s Coal Trade** – The shipments from the mines of the Cumberland coal region for the first week of the year ended Saturday, January 8th, 1887, were 54,737 tons, an increase of 126 tons as compared with the corresponding period of 1886. The coal was carried as follows: To Baltimore and Ohio Railroad 52,674 tons; increase 2,348 tons. Chesapeake and Ohio Canal, no shipments. To Pennsylvania Railroad, 2,063 tons; decrease 2,220 tons.

News, Tue. 1/25/87, p. 4. **Canal Cullings**

President L. Victor Baughman, of this city, sent Messrs. Stephen Gambrill, treasurer, and John P. Ayres, accountant, to Cumberland, yesterday, where they began paying off the employees of the Chesapeake and Ohio canal for the month of November. This disbursement will distribute about $10,000 among the canal employees. The December payroll is still due, but it is
expected will be paid in a few weeks, thus closing up the entire indebtedness of the canal for 1886, excepting interest on coupons past due. In the event of the soft coal pool making satisfactory arrangements, rates on the canal will be increased so as to enable the company to pay all its yearly liabilities, including interest on repair bonds of 1878.

Sun, Wed. 1/26/87, p. 1. **Cumberland Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ended January 22 were 41,290 tons, and for the year to that date 141,658 tons, an increase of 26,584 tons as compared with the corresponding period of last year. The coal was shipped as follows: To Baltimore and Ohio Railroad – Week, 38,662 tons; year, 135,335 tons; an increase of 31,093 tons. Pennsylvania Railroad – Week, 2,628 tons; year, 6,323 tons; decrease, 4,503 tons. No shipments by canal.

DT, Tue. 1/26/87, p. 1. **To Pay Off the Employees** – Secretary and Treasurer Gambrill and Superintendent Biser, of the Chesapeake and Ohio canal, reached here today where they will pay off the employees of the canal. This disbursement will distribute about $10,000 among the canal employees. The December pay roll is still due, but it is expected will be paid in a few weeks, thus closing up the entire indebtedness of the canal for 1886, excepting interest on coupons past due. In the event of the soft coal pool making satisfactory arrangements, rates on the canal will be increased so as to enable the company to pay all its yearly liabilities, including interest on repair bonds of 1878.

Sun, Fri. 1/28/87, p. 6. **President Baughman’s Reply** – In regard to the action of the city council of Cumberland a few evenings ago, on the subject of the alleged obstruction of the Chesapeake and Ohio Canal, in the interest of the Cumberland and Piedmont Railroad, President Baughman, who returned home today after an absence of a week, says that he is glad to hear that the citizens of Cumberland are taking steps to preserve the canal as a public waterway, and he desires it to be understood that he himself will go as far as they or anyone to bring about the result. Concerning the acquisition of certain property by the Cumberland and Piedmont Railroad, Colonel Baughman said that was a matter in which the canal company had no further voice than the citizens of Cumberland. All the lands acquired by the railroads were obtained by them through the instrumentality or agency of the laws of the State. Juries of condemnation composed of respectable and well-known citizens of Cumberland made the awards and ratified the action of the railroad in acquiring the property referred to. The canal trustees, Messrs. Geo. Brown, Lloyd Lowndes and James Sloan, Jr., who were appointed under the act of 1878, were perfectly satisfied with the awards made by the jury, as were also the authorities of the canal, and they were confirmed, too, by the courts. As to the public meeting which, it is intimated, will be held shortly, Col. Baughman says he is glad to hear of it, and will in all probability be on hand to participate in its proceedings.

DT, Sat. 1/29/87, p. 1. **Dam No. 6 Again Damaged** – A report was current here today that Dam No. 6, of the Chesapeake and Ohio canal, near Hancock, was damaged by the moving of the ice last week. The extent of the damage is not known. *Ibid*, p. 4. We have received from a correspondent at Oldtown, this county, an interesting article on the canal question, which we shall be pleased to publish when space will allow. Our correspondent assails Governor Hamilton for not suggesting some
way to save the canal. This we think is unjust. He also says the lockkeepers should be paid more and the directors less. This we think sensible and just. Further, our correspondent suggests that the president of the canal could just as well be paymaster, treasurer and superintendent as not, and so find some use for his expensive packet as well as save the salary of the secretary and treasurer and superintendents. This we know nothing about, but it would certainly be a desirable and novel economy if it be possible.

**News**, Tue. 2/1/87, p. 3. **Cumberland Coal Trade** – The official statement of the Cumberland coal trade, showing the entire amount mined during 1886, has been issued. It shows the total output for the year to have been 2,592,467 tons.

**News**, Thu. 2/3/87, p. 3. **A Week’s Coal Trade** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, Jan. 29 were 43,509 tons, and for the year to date 184,167 tons, an increase of 26,154 tons as compared with the corresponding period of 1886. The coal was shipped as follows: To Baltimore and Ohio Railroad – Week, 41,265 tons; year, 176,600 tons; an increase of 40,035 tons. Chesapeake and Ohio Canal, no shipments. To Pennsylvania Railroad – Week, 1,243 tons; year, 7,756 tons; decrease, 13,881 tons.

**DT**, Fri. 2/4/87, p. 1. **A Mad Railroader** – President Clarke, of the Illinois Central railroad, formerly president of the Chesapeake and Ohio Canal Company of this State, is reported as having suggested that a convention of railroaders be called to raise the rates of freight and fare 100 per cent, in retaliation for the enactment of the Inter State Commerce bill.

**DT**, Wed. 2/9/87, p. 1. **Looking After Canal Interests** – A special from Washington today states: “President Baughman of the Chesapeake and Ohio Canal, accompanied by Hon. C. J. M. Gwinn, Directors Dobbin and Payne, with Treasurer Gambrill, Frederick Mertens, of Cumberland, and Engineer W. L. Smith, were in the city today looking after canal interest. President Baughman is confident of the canal being able to establish its claims to the Potomac flats, and is determined to take such steps as will place all canal properties into its proper hands. The canal company has pending a large claim against the government for the occupancy of property of the canal by the government at the Great Falls. All these cases will be looked after and the property of the canal protected. The outlook for this year’s business is said to be very bright, and navigation will open early in March.”

**News**, Wed. 2/9/87, p. 4. **A Week’s Coal Trade** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, Feb. 5, were 45,657 tons, and for the year to date 229,824 tons, an increase of 33,849 tons as compared with the corresponding period of 1886. The coal was shipped as follows: To Baltimore and Ohio Railroad – Week, 44,266 tons; year, 220,867 tons; an increase of 55,423 tons. Chesapeake and Ohio Canal, no shipments. To Pennsylvania Railroad – Week, 1,391 tons; year, 8,957 tons; decrease, 21,574 tons.

**DT**, Mon. 2/14/87, p. 4. **The Canal Soon to be Opened** – The canal is to be opened early in March, and it is almost a settled thing that tolls are to be increased 10 cents per ton for the season of 1887, making the tolls, with the 4 cents wharfage, 36 cents per ton.

Collector Edwards has been engaged for the past few days in making repairs to
the wharf, and the water is to be drained off
from the canal basin to allow of some
necessary repairs there. It is expected that
some boats may be loaded on special order
even before the 1st of March. A good trade
is looked forward to.

News, Tue. 2/15/87, p. 4. Canal Matters
It is stated by the Cumberland
correspondent of the Sun that preparations
are being made there for the opening of the
Chesapeake and Ohio canal early in March.
The canal wharf is being put in repair, and
this week the water will be drawn off the
canal basin to facilitate the preparations for
the opening. It is probable that a few boats
will be towed with specially ordered coal
before the opening in March. It is generally
believed that the tolls on the canal will be
raised the coming season, and it is stated the
advance will probably be ten cents a ton.
Last year the tolls were twenty-two cents a
ton, with four cents wharfage on the basin
wharf.

News, Wed. 2/16/87, p. 4. A Week’s Coal
Trade - The shipments from the mines of
the Cumberland coal region for the week
ended Saturday, Feb. 12, were 69,005 tons,
and for the year to date 298,829 tons, an
increase of 73,256 tons as compared with
the corresponding period of 1886. The coal
was shipped as follows: To Baltimore and
Ohio Railroad – Week, 65,915 tons; year,
286,782 tons; an increase of 98,834 tons.
Chesapeake and Ohio Canal, no shipments.
To Pennsylvania Railroad – Week, 3,011
tons; year, 11,969 tons; decrease, 25,656
tons.

DT, Thu. 2/17/87, p. 4. COL.
BAUGHMAN’S DEFENCE – A sensation
has been created in political circles here
today, by the advance publication of an
extract from the Frederick Union of today,
in which Col. L. Victor Baughman,
president of the Chesapeake and Ohio canal,
and the late Democratic candidate for
Congress, in the Sixth Maryland district,
replies to an article in last week’s Union,
reprinted from the Washington
correspondence of the Chicago News, in
which it was charged that Colonel
Baughman, as president of the canal, went
into the market as a broker, and as a broker
for third parties, bought up claims at a
discount of from twenty-five to forty-five
per cent, against the very company of which
he is the president. These charges were
corroborated, editorially, by the Union, in
consequence of which Colonel Baughman
has written a letter, addressed to the editor
of the Union, Mr. O. C. Wareheim, in which
he says: “It would be natural for me to
express my surprise at the publication of
such articles, for the reason that you
personally have no cause of quarrel with me.
But a short time ago you came into this
community a stranger. At my hands you
have ever received the treatment of a
gentleman. At my personal request you
were placed upon the central committee of
this district, made a member of the State
Central committee, and further made
treasurer of the central committee of the
county. I mention this simply to show what
little cause you have to attempt even to do
me an injury in a community where I was
born and reside.”

Viewing the editorial of the Union,
and the Washington letter of the Chicago
News as anonymous communications,
Colonel Baughman goes on to say: “Now,
sir, as a rule, I should not notice an
anonymous communication, but pass it by
with silent contempt. There may be some of
your readers, however, who are ignorant
about the manner in which canal ‘time’ is
disposed of. When I assumed charge of the
canal, the ‘old time’ of my predecessors was
considered of hardly any value. Merchants
refused to take it at any price. As a matter
of fact, merchants and others along the canal have been dealing in ‘canal time’ ever since there has been a canal. The system the present administration has adopted, of promptly paying the labor, has to a great extent broken up this custom, and our ‘time’ is taken dollar for dollar by all merchants. A year ago, I was importuned to get merchants and others to take ‘time’ from those who were holding it and anxious to get rid of it. In our own city, I distinctly remember of being repeatedly called on by Mr. Mantz Besant, who had purchased some 'old time,' and who requested me to help to find a purchaser, which, after some delay, was accomplished. The same service, at the personal request of the same gentleman, was rendered Mr. Page. These gentlemen expressed their thanks for the favor, and surely will not say one cent was received by me from them, or from the purchaser of their ‘time.’ The present administration of the canal, since the sale of bonds, has paid over one hundred and thirty thousand dollars of this ‘old time,’ and here, sir, I wish to make this statement: I hereby defy you, or the cowardly writer of your anonymous communication, and the writer of your editorials on this subject, to produce one single individual who will state, under oath, that he knows I have received one cent, or anything of value, from any man or set of men, who have at any time or place purchased ‘canal time,’ and further I defy you and the writer above mentioned, to appear before the Board of Public Works and make these charges under oath."

DT, Fri. 2/18/87, p. 4. COL.

BAUGHMAN’S ACCUSERS – The interest naturally excited in this city by the publication by the Workman and other papers of an extract from the Chicago News and Frederick Union charging Col. L. Victor Baughman, President of the Chesapeake and Ohio canal, with acting as a broker in the sale of certificates of his canal company at a discount and the further publication in last night’s Times of Col. Baughman’s defiant answer to the same, today received additional zest from the circulation of the Frederick Union of Tuesday’s date containing not only Col. Baughman’s letter in his own defense but a reiteration of these charges and the following affidavit:

Frederick, Feb. 16, 1887.

During the incumbency of Col. L. V. Baughman, as President of the Chesapeake and Ohio Canal Company, I had a claim, consisting of three different accounts, for iron work and materials furnished said company, amounting to about four hundred and seventy-five dollars. I had an interview with President Baughman, at his printing office, in Frederick, concerning this claim. President Baughman said that there was a party in Washington or Georgetown (I don’t now distinctly recollect which) who would buy my claim at a discount; he produced and read to me a letter purporting to come from this party. I refused to sell at the amount offered me and insisted upon an advance (I think of about twenty dollars.) President Baughman said he did not know if the party would agree to give the advance, but that he would furnish the advance for said party. We then agreed upon the sale of the claim and I receipted the bills of account.

President Baughman then and there paid me in cash and took up the claim; the amount paid me was about Three Hundred and Forty dollars. To the best of my recollection the discount was between 20 and 30 cents.

State of Maryland, Frederick county, to wit:

I hereby certify that on this sixteenth day of February, 1887, before me, a Justice of the Peace of said State, in and for said county, personally appeared Dudley Page, and made oath according to law, that the foregoing statement is true to the best of his knowledge, recollection and belief.

James H. Besant, J.P.

The Union goes on to further reiterate its charges and announces that Mr. Page, the maker of the above affidavit, has purchased an interest in that paper and assumed the post of associate editor. Col.
Baughman is now in New York and has as yet made no further reply to the Union’s articles.

Mr. Fred Mertens, the well-known boat builder of this city, today called at the Times office and, after discussing the Union’s attack on Col. Baughman, said that he was convinced Col. Baughman was innocent of the foul charge against him. “When Col. Baughman took charge of the canal,” said Mr. Mertens, “he came to my father and myself and said that he did not see how he could get along without money, as the men would not take the ‘time’ orders any longer, as the merchants were already over loaded with them. My father then offered to advance the money on the security of the ‘time’ orders. This we did, and I now have the checks drawn to Col. Baughman’s order on the Third National bank of this city, and which show on their face that they were drawn for this ‘time’ of Besants and Page, of which they now speak. “Col. Baughman is perfectly innocent in this matter in my opinion.”

A Boom in Boat Building

Messrs. Mertens’ Sons have received an order from an Eastern firm for three canal boats and have begun work on them at once with a force of fifteen men. The boats will be similar to the canal boats generally in use, with the exception that they will be boarded inside, as they are to be used for transporting grain. These are the first boats made here for some years past, the old boat builders having been employed in the meanwhile in doing odd jobs for their livelihood. Should the canal business be brisk this season the firm above mentioned proposes to increase the number of workmen considerably.

DT, Sat. 2/19/87, p. 4. A Canal Boatman Comes to Blows – Yesterday evening near Point of Rocks on the line of the Chesapeake and Ohio canal, a boatman whose name is unknown, became involved in a difficulty in a hotel with John T. Haines, a resident of that place. After quarreling for some time, they agreed to go outside of the building and fight it out. When a certain point was reached the boatman drew a revolver and fired twice at Haines, one ball passing through his neck and the other lodging in his shoulder,inflicting, it is said, very dangerous, if not fatal wounds. Haines was lately an employee on the Baltimore and Ohio railroad. The name of the boatman could not be obtained this evening. He belonged, however, to a boat that was obliged to go into Winter quarters at the Point on account of being caught in the ice and unable to proceed further. The alleged mocking by the boatman of the stammering of a brother of Haines is said to be the origin of the difficulty.

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The Water Turned On.

The work of feeding water into the Cumberland level of the Chesapeake and Ohio canal was commenced today. The other levels will be filled in as fast as necessary repairs can be made. It is confidently expected that the water will be in the canal ready for navigation by the first week of March. There is now at the basin wharf a large quantity of coal ready for shipment by Mertens’ Sons.

Sun, Sat. 2/19/87, p. 1. Political Reminiscences – “The Chesapeake and Ohio Canal has, too, been a favorite object for attack by the reformers, and ‘the canal ring’ and their mismanagement have been their battle-cry for lo these dozen years. If there is one example more than any of numerous others that illustrates the necessity of needful legislation that will give the State at least some power over the corporations to which it gives munificent privileges and franchises, the history of the canal gives that
example. Years before coal transportation charges were lowered below the opportunity for profitable business for the canal, the scheme was organized that would give the railroad company the coal-carrying control in the Cumberland region. Then came the contest for a railroad in the coal region that would be a feeder to the canal, and the result was to give competition. The determination of the railroad to dry up the canal had become a fixed policy, and last year, with the closest economy, it was demonstrated that the canal would not be permitted to get enough business to earn its expenses. The railroad company has bought at a sacrifice the large portion of the repair bonds, which in its extremity the canal company was forced to sell, and as these are a mortgage upon the canal corpus the opportunity to foreclose and sell can be availed of when the railroad decides it so. With another bidder in the field, however, the foreclosure is not probable, and that event will be deferred to a more propitious season. The whole of this may be called the greed or the enterprise of corporations, according to taste, but the State of Maryland should have all these years been able to protect her own great public work from destruction at the hands of the great concern that enjoys such extraordinary immunities by gift of the Commonwealth. And yet there is reform opposition to a revision of the Maryland organic law that would adjust these things equitably.

"Neither the Baltimore and Ohio nor the Pennsylvania Railroad Company should be permitted to get the canal, and the question must be met as to its future. Thinking people who are disinterested in their faithfulness to the common weal must take the matter up. The Baltimore and Ohio concluded that it would go on to New York, and it is now a line that runs through Baltimore. The people of this city must and will in time have a line ending in Baltimore. The South Pennsylvania Railroad scheme bid fair at one time to be the connecting link of the Western Maryland Railroad to give the city this line. The Western Maryland is owned by the city of Baltimore, and in that respect, is under political control. But it is one of the best managed railroads to be found in Maryland or anywhere else, and who is there that would now do without it, with the important traffic it brings to Baltimore? The ability of its president, Mr. Hood, and the persistence of his efforts for the stretching out and development of this road, extorted the offer to him of the vice-presidency and $10,000 a year from his company’s rival, the Baltimore and Ohio. This he refused, preferring to remain and work out the development of the Western Maryland. It is a matter for serious consideration whether the State of Maryland, with the canal, on the one hand, and the city of Baltimore, with the Western Maryland railroad, on the other, may not eventually conclude it to be wise to unite their interests to the end that the city shall have a railroad that in the important item of cheap coal alone would give her a great advantage. The time is not far off when the railroad, by the force of the momentum given by this great city, must be driven forward to greater fields for traffic than it has yet reached."

Ibid, p. 6. Getting Ready for Canal Work – It is the intention of the Chesapeake and Ohio canal authorities to begin tomorrow the work of feeding water into the Cumberland level. The filling of the levels will not progress regularly, but will be done as rapidly as necessary repairs can be made. It is expected that the water will be on along the entire line in time for navigation to commence the first week in March. There is already some coal on the basin wharf, which will be loaded for Georgetown next week.
A Week’s Coal Trade - The shipments from the mines of the Cumberland coal region for the week ended Saturday, Feb. 19, were 61,945 tons, and for the year to date 360,774 tons, an increase of 101,413 tons as compared with the corresponding period of 1886. The coal was shipped as follows: To Baltimore and Ohio Railroad – Week, 58,456 tons; year, 345,238 tons; an increase of 131,421 tons. To Pennsylvania Railroad – Week, 2,991 tons; year, 14,960 tons; decrease, 30,522 tons. Chesapeake and Ohio Canal – Week, 499 tons; year, 567 tons; increase, 567 tons. 

The Canal Trade – The canal will be open for traffic on March 1. Messrs. Mertens’ Sons have already eight boats ready to start for Georgetown and are awaiting boats to ship further consignments for that place. Freight will probably be increased ten to fifteen cents a ton, but nothing certain is known until it can be ascertained whether or not the railroad companies are to make a rise in the rates, and the coal pool should be formed. The Williamsport people are anxious for coal from Cumberland, for the Western Maryland railway and other points. The above named firm have bought twenty-five boats of the American Coal company, which were not in service last season, and there will be about 300 boats on the canal this year. The canal has so far escaped damage from freshets, and if there is no bad luck of that kind later on President Baughman expects a better business year than in 1886. The tolls have not yet been fixed, and the action of the Baltimore and Ohio Railroad in the matter of rates will govern the policy of the canal.

Chesapeake and Ohio Canal Prospects – President Baughman, of the Chesapeake and Ohio Canal, states that water has already been let into the canal at Cumberland, and that navigation will be resumed earlier this year than ever before. The present outlook for the year, said he, is bright, and in the event of a satisfactory settlement of the coal interests a good business will be done. It seems to be generally understood that freight rates on the canal, which were reduced in accordance with the demand of the boatmen represented by Hon. Wm. Walsh and others a year ago, will be increased, inasmuch as it has now been demonstrated, after a fair trial, that the canal cannot pay expenses with tolls and wharfage at 26 cents. It is said, however, that whatever advances are made, the boatmen will not be neglected or overloaded. The first shipments of the season will be to Williamsport, and through shipments to Georgetown early in March. The Messrs. Mertens, of Cumberland, have purchased a number of boats from the American Coal Company which were not in use last year, and are also building some new ones at that point.

Chesapeake and Ohio Canal – The water on the Georgetown level of the Chesapeake and Ohio canal will be drawn on Monday or Tuesday next for repairs. Under the contract with the millers and others this must be done within ten days, and then the canal will be opened along the entire line. Some portions are now being put in boating condition, and boats will be moving next week, an earlier opening than has been made heretofore. Mr. Mertens has bought twenty-five boats of the American Coal Company, which were not in service last season, and there will be about 300 boats on the canal this year. The canal has so far escaped damage from freshets, and if there is no bad luck of that kind later on President Baughman expects a better business year than in 1886. The tolls have not yet been fixed, and the action of the Baltimore and Ohio Railroad in the matter of rates will govern the policy of the canal.
DT, Sat. 2/26/87, p. 4. **Alexandria Canal** – The Alexandria *Gazette* of yesterday says: “Messrs. J. B. Smoot, D. A. Windsor, C. E. Stewart, S. B. Brent, K. Kemper, H. Bryant and B. Wheat, the committee recently appointed by the city council to petition Congress to relieve the city of the canal stock indebtedness, went to Washington yesterday to see Senator Mahone and Mr. Barbour in reference to the matter. They were most courteously received and had very satisfactory conferences with both the gentlemen named, who promised that they would do all in their power for the relief of the city. It is feared, however, that it is too late in the session of Congress now for a bill relieving the city from the indebtedness to be passed, but Gen. Mahone, in the Senate today, introduced a bill for the desired object, which was referred to the Committee on Claims.

DT, Tue. 3/1/87, p. 4. **Special Meeting of the Canal Board** – A special meeting of the directors of the Chesapeake and Ohio canal will be held at the Arlington Hotel, Washington, on Friday, the 4th inst., at 11 o’clock. The question of raising the tolls for the coming year will be decided and other important affairs determined upon.

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**Movements on the Canal**

At the meeting of the canal board this week at Washington the question of tolls will be discussed. The general feeling of shippers is against an increase. General traffic throughout the canal will not be resumed until the end of next week, and no more boats will be loaded at present. The water has not been let in in the lower section of the canal, but the Cumberland section is full. A number of boats that were frozen in last winter are moving and are making their way into Williamsport.

Sun, Tue. 3/1/87, p. 6. **C. and O. Canal Affairs** – President Baughman, of the Chesapeake and Ohio Canal, has issued a call for a meeting of the directors of the company at the Arlington Hotel, Washington, on Friday next. The business to be transacted at this meeting will include the fixing of freight rates on the canal for the ensuing year, in which subject much interest is felt. It is the wish of the company to so arrange tolls as to give the boatmen 75 cents. Considerable reduction in expenditures will be reported, it is understood, for the months of December and January in comparison with the corresponding months of 1885-6. A number of minor appointments along the line of the canal will also be made at the meeting. The Potomac flats will be another subject that will receive considerable attention. President Baughman expresses himself as confident of his ability to establish a valid claim to that extensive tract of land. The canal company, he says, has possession already of a large portion of the property, and is the only claimant of the disputed ground which has any of it in actual possession.

DT, Wed. 3/2/87, p. 4. **The Cumberland Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ended February 26, 1887, were 62,678 tons, and for the year 423,452 tons, an increase of 119,833 tons as compared with 1886. The shipments to the Baltimore and Ohio railroad and local points were for the week, 59,827 tons; for the year, 405,064 tons, an increase of 152,840 tons as compared with last year. The shipments to the Pennsylvania railroad were for the week, 2,060 tons; year, 17,019 tons, a decrease of 34,876 tons as compared with last year. Chesapeake and Ohio canal, week, 792 tons; year, 1,368 tons; increase over last year, 1,368 tons.
Sun, Fri. 3/4/87, p. 6. **Chesapeake and Ohio Canal Meeting** – Messrs. Stephen Gambrill, secretary and treasurer, James P. Ayers, accountant, and other officials of the Chesapeake and Ohio Canal Company were at the Annapolis office today preparing for the canal meeting in Washington tomorrow. A number of important matters will be considered by the canal directors, including the fixing of freight rates for the ensuing year.

DT, Fri. 3/4/87, p. 1. **TOLLS FORTY CENTS A TON** – Washington, March 4. - The board of directors of the Chesapeake and Ohio canal met today at the Arlington hotel, this city. A full board was present as befitted the importance of the occasion. In addition to the board there were present Messrs. Mertens, Cropley, Spencer and other shippers; Hon. A. L. Greaves and Reuben Crawford, Esq., of Montgomery county. Mr. Greaves, in the interest of his constituency, and Mr. McCardell, of the Williamsport Leader, and myself as representatives of the press.

As a result of the deliberations of the board, tolls were fixed at 40 cents for the approaching year, which is just one cent per ton less than when the present management of the canal assumed charge. Col. Baughman, Messrs. Gwynn, Peters and others who were present, defended this action of the board with great eloquence and warmth. Mr. Mertens and myself opposed it as the result of the preparation of a scheduled statement for the sale of the repair bonds of 1878. Colonel Baughman stated that in October, 1885, he sold to Messrs. Baldwin & Co., of Baltimore, $189,000 worth of bonds at 86 cents. That in May, 1886, he sold to John A. Hambleton & Co., $75,000 of bonds at 75 cents, realizing therefrom $58,500, and in December, 1886, he further sold $38,000 worth of the bonds to Jas. Sloan, Jr., one of the trustees, as agent for the Farmers and Merchants’ National Bank, of Baltimore, at 78 cents on the dollar; and also, that in May, 1886, he sold to Mr. Sloan $38,000 worth at 76 cents. The remainder of the bonds, he says, were given to Coulehan & Co., of Cumberland, to Dr. Wooten, of Montgomery county, and to Mr. Williams, of Montgomery county, for claims they had against the canal. “$30,000 of this money,” he said, “I used in paying the first year’s deficiency on the canal, $80,000 I used in the repairs of the late freshets, and $28,000 to pay for the deficiencies of the second year of my administration.”

The board also took action with reference to the canal’s claims against the government for [land] on the Potomac flats. A break was reported at Oldtown, Allegany county, which may interfere with navigation. Other [illegible] will begin on the 10th instant.

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Ibid, p. 4. **Preparation for Boating**

A squad of men, with mules, left this city yesterday morning, for Williamsport, for the purpose of bringing up a number of canal boats, which have been lying at that place during the Winter, preparatory to the shipment of coal, as soon as the canal opens.

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**A Canal Boat Goes Through the Culvert**

When the top of the culvert on two mile level, a short distance below Oldtown, caved in yesterday morning about 9 o’clock, it took the bow of the boat Harry & Bessie, owned by Capt. Little, down with it breaking it in twain in the middle. There was one mule in the stable but was not hurt or injured, as the boat did not go quite to the bottom of the culvert. An eye witness says it was a very exciting time and sight when the boat first went in. The stern raised up out of the water about ten feet. Capt. Pierce was coming up alongside of Capt. Little
with boat W. H. Cooper, but was on the berm side and center of it therefore did not damage it any. The opening is about 30 feet long and the boat will have to be torn up to get it out. Some parties say, who had been fishing there at the culvert last Summer, that they saw pieces of brick dropping out of it.

Sun, Sat. 3/5/87, p. 5. At a meeting of Chesapeake and Ohio Canal directors yesterday at Washington, 40 cents a ton was fixed upon as the rate for tolls this season. A serious break in the canal at Oldtown will delay navigation from six to ten days.

Ibid, p. 6. C. and O. Canal
A meeting of the president and directors of the Chesapeake and Ohio canal was held at the Arlington Hotel today. There was a general discussion regarding the rights of the canal company to the Potomac flats, and other valuable rights along the line. Communications were received from Mr. Henry Dodge, who claims he obtained a contract from President Clarke by which he secured a lease of valuable canal property for fifty years, renewable forever. The present board contend that this was a usurpation of authority upon the part of their predecessors. The counsel for Messrs. Walsh & McKaig, of Cumberland, have accepted the award of condemnation by the jury in the Cumberland wharf case. The question of tolls for the season was generally discussed. It has been clearly demonstrated that the canal cannot be maintained with the tolls at twenty-six or even thirty cents. No one, it was argued, can question the present business management of the canal. It will be observed by reference to the report of the president and directors that the expenditures last year were fifty thousand dollars less than the lowest sum that the canal was ever managed for under former administrations. With the strictest economy last year, the receipts fell short nearly thirty thousand dollars. With tolls at forty cents, which schedule was agreed upon, and 400,000 tons of coal, it was said, the canal can be maintained and pay all its expenses, including the $30,000 interest due each year on repair bonds. The present management show that they have reduced expenditures during the months of December, January and February about ten thousand dollars over the corresponding months of last year. This is a very gratifying showing, and was likely commended by those interested in the canal who attended the meeting. The president has appointed the bosses along the line, numbering about eleven men. They will take charge of their respective sections about the 15th. Mr. Ruben W. Young, of Montgomery county, has been appointed boss carpenter at the Great Falls. The president states that there is still about thirty thousand dollars due to labor for services rendered during the years of 1883 and 1884. If not harassed by lawsuits, it is the hope of the company that this entire indebtedness can be wiped out in a few months, as the first money due will be appropriated for this purpose. It is the intention of the president to pay the months of December and January of this administration with one of the months of 1883 about the first of April. Interest will also be paid on one of the coupons due on the bonds of 1878. A serious break was reported to the president as having taken place at Old Town, which will delay navigation for six to ten days. This is most unfortunate, as boats were in readiness to leave Cumberland for Williamsport and Georgetown.

The next meeting of the canal directors will be held in Baltimore on the 14th of April. The appointment of bosses made by Col. Baughman is as follows: Georgetown division, Henry C. Bergen, James Morrow, C. Drenner, Wm. Allen, Charles Ranneberger, C. F. Elgen, Wm.
Riley, Frank Fisher; Cumberland division, Samuel Young, Peter Kelly, Randolph Sprigg, L. C. Hettenhouse, Samuel Sterling, James H. Anderson and James Hughes. R. Courtney McCardel was appointed lockkeeper at Williamsport and James Doyle at lock 56.

Sun, Tue. 3/8/87, p. 4. It is expected that the break on the Chesapeake and Ohio canal, near Old Town, will be repaired within two weeks.

DT, Wed. 3/9/87, p. 1. **The Cumberland Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ended March 5, 1887, were 37,855 tons, and for the year to date 481,307 tons, an increase of 121,660 tons as compared with 1886. The shipments to the Baltimore and Ohio railroad and local points were for the week, 54,036 tons; for the year, 459,100 tons, an increase of 156,529 tons as compared with last year. The shipments to the Pennsylvania railroad were for the week, 3,287 tons; year, 20,306 tons, a decrease of 36,769 tons as compared with last year. The shipments to the Chesapeake and Ohio canal, for the week, were 532 tons; year, 1,901 tons; increase over last year, 1,901 tons.

ES, Fri. 3/11/87, p. 4. **Affairs in West Washington** – Presented with a Medal for Kind Treatment of His Mules – Captain Knod, of canal boat M. C. W. Boyer, was presented with a gold medal yesterday afternoon by the Humane Society for having driven three mules steadily for twenty-two years, both of which are in good condition yet. Mr. F. L. Moore, in a few well-chosen words, presented the medal to the captain before a number of citizens in the office of J. G. and J. M. Waters.

Grain Receipts – Canal boat Samuel Jarboe arrived today with 3,800 bushels of corn for J. G. and J. M. Waters.

DT, Mon. 3/14/87, p. 1. **Water in the Canal** – The culvert on the canal below Oldtown was repaired this morning and the water was let in, and it is expected that the whole canal will be full in three or four days, and navigation will commence at the end of the week. The collector will commence issuing way bills about Friday or Saturday.

The following are the rates of toll for 1887: To Georgetown, 36 cents; Point of Rocks, 30 cents; Harper’s Ferry, 28 cents; Shepherdstown, 25 cents; Williamsport, 18 cents; Hancock, 15 cents; to which the shippers pay 4 cents per ton for wharfage over Cumberland wharves.

ES, Tue. 3/15/87, p. 1. **Coal Shipments by Canal About to Begin.** – The work of preparing the break in the canal culvert at Oldtown was finished yesterday and water was at once turned in. The level will be filled by Thursday, and the entire line will then be open for navigation. There are eighteen boats at Cumberland loaded with coal, which will go out first. The Maryland company will at once begin loading three boats a day at Cumberland, and the George’s Creek and others are expected to soon follow. The boats now ready to go out were loaded by Merten’s Sons with coal for this place. The schedule of tolls for the entire line of the canal is officially announced to be as follows: Georgetown, 38 cents; Point of Rocks, 30 cents; Harper’s ferry, 28 cents; Shepherdstown, 25 cents; Williamsport, 18 cents; Hancock, 15 cents. To these figures must be added four cents wharfage for companies shipping from the canal wharf.

Grain Receipts – Canal boat Beulah arrived with 4,000 bushels of corn, and canal boat Seneca with 650 bushels of corn
and 2,000 bushels of wheat for G. T. Dunlop.

DT, Wed. 3/16/87, p. 4. **The Cumberland Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ended March 12, 1887, were 66,491 tons, and for the year to date 547,797 tons, an increase of 179,496 tons as compared with 1886. The shipments to the Baltimore and Ohio railroad and local points were for the week, 61,367 tons; for the year, 520,467 tons, an increase of 209,288 tons as compared with last year. The shipments to the Pennsylvania railroad were for the week, 4,760 tons; year, 25,067 tons, a decrease of 32,055 tons as compared with last year. The shipments to the Chesapeake and Ohio canal, for the week, were 363 tons; year, 2,263 tons; increase over last year, 2,263 tons.

Wed, 3/16/87, p. 2.¹ The boatman’s horn will soon be heard on the raging C. & O. canal, notwithstanding the recent mishaps to that great waterway. The water will be turned on next Thursday, and navigation will extend over the whole line. President Baughman is a man of energy and always prepared for emergencies.

DT, Thu. 3/17/87, p. 1. **Canal Commerce**
The following boats, with way bills numbered from 1 to 9, left this port up to 3 o’clock p.m. today, March 17, 1887:
- L. W. Guinand Capt. Kelby 114 07
- Geo. L. Sheriff Capt. Cartwright 114 02
- E. A. King Capt. Mills 115 03
- To Williamsport:
  - Frankie & Fannie Capt. McCardell 111 04
  - Nellie & Davie Capt. Patton 111 18
  - W. D. L. Capt. McMullen 114 09
- Walbridge
  - M. A. Shupp Capt. Shupp 112 19
- J. P. Agnew & Co. – To Georgetown
  - G A Hoffman Capt. Shiflet 115 12
  - Judge Douglas Capt. Grooms 112 00
  - Ollie V. Capt. Stickel 110 03
  - A. H. Stump Capt. Helgoth 115 02
  - E. P. Cohill Capt. Gannon 113 18
  - W. H. Cooper Capt. Ward 112 00
  - J H Milstead Capt. Roof 113 00
  - J. E. Deyer Capt. Matters 112 13
  - C. W. Ridley Capt. Riley 115 00
  - Benj. Vaughn Capt. Sigler 113 00
  - Mississippi Capt. Linaburg 116 15
  - Ernst & Holland Capt. Thompson 108 00
  - Fred Williams Capt. Swain 115 08
  - Samuel Henry Capt. Allison 112 09
  - J. W. Veale Capt. McAnenny 114 19

¹ *The Capital*, Annapolis, Md., newspaper
Canal Trade 1887

Alleghany Capt. Dixon 113 03
A. Greenless Capt. Shives 110 03
Consolidation Co. – To Georgetown
J. P. Hewitt Capt. Swain 116 03
Z. Williams Capt. Kritzer 116 03
L. P Read Capt. Kane 119 07
To Williamsport:
Mary Capt. Tice 109 07
Ruby Capt. Sterling 92 12
River Nile Capt. Kimble 122 04
R. H. Jones Capt. Weaver 111 10
W. H. Loy Capt. Woltz 113 07
Borden Mining Co. – To Georgetown
F S Garnett Capt. Hassett 116 10
Percy Capt. Hassett 116 00
Here I Am Capt. Griffith 115 11
Herald Capt. Griffith 117 07
Gen. Garfield Capt. Griffith 115 08
Maryland – To Georgetown
Plough Boy Capt. Nuse 111 07
S Capt. Clendening 110 13
Individual – To Harper’s Ferry
Willie & Walter Capt. Moore 21 03

ES, Mon. 3/21/87, p. 2. Affairs in West
Washington. – Grain Receipts. – Canal boat
H. M. Talbot arrived with 200 bushels of corn, and 800 tons of baled hay for G. T. Dunlop.

DT, Tue. 3/22/87, p. 4. Canal Commerce
The following boats, with way bills
numbered from 42 to 62, left this port from
Friday up to 3 o’clock p.m. today, (March 22, 1887):
Consolidation Co. – To Georgetown
Leiper P Read Capt. Kune 119 07
N. C. Read Capt. Duninger 113 18
T. K. Stewart Capt. Penner 113 05
W. S. Jacques Capt. Gatrell 115 06
Thos. H Gibbs Capt. Gatrell 113 01
To Williamsport
R. H. Jones Capt. Weaver 111 10
W. H. Loy Capt. Woltz 113 07
Little Walter Capt. Ardinger 118 01
River Nile Capt. Kimble 122 04
James M Schley Capt. Artz 116 06
Missouri Capt. Ardinger 116 18
George’s Creek Co. – To Georgetown
A. Greenless Capt. Shives 110 03

Allegheny Capt. Dixon 113 13
E. P. Cohill Capt. Gannon 113 18
G. N. Shuman Capt. Bowers 111 05
T L Holbrook Capt. Snyder 111 00
Borden Mining Co. – To Georgetown
Gen. Garfield Capt. Griffith 115 08
Dakota Capt. Griffith 114 03
Harry & Ralph Capt. Griffith 110 04
Maryland – To Georgetown
S Capt. Clendening 110 13
Salina Capt. Zimmerman 111 04

DT, Wed. 3/23/87, p. 4. Canal Commerce
The following boats, with way bills
numbered from 63 to 72, left this port up to
3 o’clock p.m. today, (March 23, 1887):
George’s Creek Co. – To Georgetown
W. B. Lloyd Capt. Murray 111 14
Delaware Capt. Callan 109 11
Mary Mertens Capt. Conrad 111 18
John Spencer Capt. Renner 112 04
Consolidation Co. – To Georgetown
Jacob Bender Capt. Hall 114 11
A L Miller Capt. Piper 114 09
To Williamsport:
Susquehanna Capt. Stickel 113 11
Ruby Capt. Sterling 93 18
Borden Mining Co. – To Georgetown
Capella Capt. Hassett 117 05
Maryland – To Georgetown
E R Ladew Capt. Taylor 112 04

The Alexandria Canal Imbroglio
The House of Delegates of Virginia
has passed an act relinquishing to the city of
Alexandria, for transfer to the United States,
the 1,200 shares of Alexandria canal stock
about which so much trouble has recently
been made. By carelessness on the part of
both the United States officers and of the
city officials the delivery of this stock in
trust to the Secretary of the Treasury was not
made in 1836. As the United States will
soon get possession of all this stock and in
fact become the owner of the canal, citizens
here think that the government should repay
to the city of Alexandria the $152,000 with
interest due to Alexandria for money loaned
the canal company from time to time in
order to repair the canal, and not yet repaid.

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The Cumberland Coal Trade
The shipments from the mines of the
Cumberland coal region for the week ended
March 19, 1887, were 71,273 tons, and for
the year to date 619,071 tons, an increase of
249,438 tons as compared with 1886. The
shipments to the Baltimore and Ohio
railroad and local points were, for the week,
62,933 tons; for the year, 583,407 tons, an
increase of 271,771 tons as compared with
last year. The shipments to the
Pennsylvania railroad were for the week,
4,979 tons; year, 30,046 tons, a decrease of
27,076 tons as compared with last year. The
shipments to the Chesapeake and Ohio
canal, for the week were, 3,361 tons; year,
5,624 tons; increase over last year, 4,744
tons.

ES, Wed. 3/23/87, p. 4. Affairs in West
Washington – Coal Coming – The
shipments from the mines of the
Cumberland coal region during the week
ended Saturday, March 19, were 71,273
tons, and for the year to date 619,071 tons,
an increase of 249,438 tons as compared
with the corresponding period of last year. Of the amount shipped during the week,
3,361 tons were by the Chesapeake and Ohio
canal.

Grain Receipts – Canal boat Samuel
Jarboe arrived yesterday with 2,700 bushels
of corn and 900 bushels of wheat for J. G.
and J. M. Waters; and canal boat Seneca
arrived with 1,300 bushels of wheat and 375
barrels of flour for G. T. Dunlop.

DT, Thu. 3/24/87, p. 1. Canal Commerce
The following boats, with way bills
numbered from 73 to 86, left this port up to
3 o’clock p.m. today, (March 24, 1887):
Consolidation Co. – To Georgetown
Geo S. French Capt. Gannon 107 15
Daniel Linkin Capt. Gatrell 115 07
To Williamsport:
M. A. Shupp Capt. Shupp 113 01
Frankie & Fannie Capt. McCardell 113 18
McK Steffey Capt. McKelvey 115 09
Nellie & Davie Capt. Patton 113 06
Borden Mining Co. – To Georgetown
Cigarette Capt. Sensel 112 10
D Armstrong Capt. Marmaduke 116 13
E M Ginevan Capt. Hassett 114 04
Samuel M Reitzel Capt. Griffith 112 11
Eva Snyder Capt. Hassett 114 03
Maryland – To Georgetown
Enterprise Capt. Barncord 111 10

ES, Wed. 3/23/87, p. 6. Affairs in West
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Nellie & Davie Capt. Patton 113 06
Borden Mining Co. – To Georgetown
Cigarette Capt. Sensel 112 10
D Armstrong Capt. Marmaduke 116 13
E M Ginevan Capt. Hassett 114 04
Samuel M Reitzel Capt. Griffith 112 11
Eva Snyder Capt. Hassett 114 03
Maryland – To Georgetown
Enterprise Capt. Barncord 111 10

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The Canal Hands to be Paid Off
President Baughman, Treasurer
Gambrill and Accountant Ayres, will come
up the canal in the packet “Maryland” from
Georgetown next week, paying off the
employees as they proceed.

H&TL, Thu. 3/24/87, p. 3. Chesapeake
and Ohio Canal Matters – The canal was
opened for navigation and the issuing of
way bills from the collector’s office at
Cumberland began last Thursday. Ten boats
carrying 1,145 tons were sent out the same
day; on Friday seven boats carrying 783
tons; on Saturday twenty-six boats carrying
2,844 tons; on Monday nine boats carrying
1,027 tons; on Tuesday sixteen boats
carrying 1,809 tons. An agreement was
reached last Saturday between the shippers
and boatmen that the freight should be
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cents over that of last year. If the railroad
companies increase their rates sufficiently
the shippers offer an additional advance.

DT, Fri. 3/25/87, p. 4. Canal Commerce
The following boats, with way bills
numbered from 87 to 99, left this port up to
3 o’clock p.m. today, (March 25, 1887):
Consolidation Co. – To Georgetown
Geo S Guinand Capt. Sorrell 111 11
G M Winship Capt. Gatrell 114 04
Good News for Canal Employees

Three months’ pay to the canal company’s employees is coming. That for January, 1883; December, 1886 and January, 1887. The pay boat will leave Georgetown on Wednesday morning and will be here on Thursday in all probability.


DT, Sat. 3/26/87, p. 2. The Canal Tolls Too High – When the recent meeting of the directors of the Chesapeake and Ohio canal was held in Washington city some weeks since, the publisher of this paper attended a portion of the proceedings of the same at the invitation of the president, and then and there expressed to the president of the canal and to several of the directors the opinion that the rate to which it was proposed to raise the tolls on the canal was too high, and that while some increase was plainly demanded by the embarrassed condition of the canal’s finances, it should not be to the extent proposed, i.e., 40 cents per ton for tolls and wharfage.

The effect of this excessive increase, we said, would be to effectually stop almost all shipments via the canal to Baltimore, and so lose it. So large a portion of its income as to completely kill the canal as far as showing an earning of its expenses for the year was concerned. That this opinion, though expressed from no selfish interest, and by one comparatively a stranger to the mysterious workings of canals and freight pools, was correct and well founded, is witnessed by the condition of trade on the canal today, and by the following facts and figures.

Under the present pool price, Cumberland or George’s Creek coal, is quoted delivered f.o.b. in Baltimore for $2.50 per ton, when shipped by the Baltimore and Ohio railroad and its branches or connections, from the mouth of our mines. The same coal is delivered by the railroad or miner for $1.25 per ton at the canal company’s basin wharf.

As the miners were advanced 10 cents per ton this season so it was deemed just and right to advance the laborers on the canal from 65 to 75 cents per ton freights from here to Georgetown. Add to this, 40 cents per ton canal tolls, and wharfage, and 15 cents per ton for handling at Georgetown and we have a result of cost of coal at Georgetown which EXCEEDS the cost of the same coal, delivered by rail, in Baltimore FIVE CENTS PER TON.

This can be more plainly seen from the following:

<table>
<thead>
<tr>
<th>Coal by rail in Baltimore per ton</th>
<th>Coal on the canal Wharf, Cumberland, per ton</th>
</tr>
</thead>
<tbody>
<tr>
<td>$2.50</td>
<td>$1.25</td>
</tr>
<tr>
<td>Canal freights</td>
<td>.75</td>
</tr>
<tr>
<td>Canal tolls</td>
<td>.40</td>
</tr>
<tr>
<td>Handling at Georgetown</td>
<td>.15</td>
</tr>
<tr>
<td>Total</td>
<td>$2.55</td>
</tr>
</tbody>
</table>

Balance in favor of rail shipments five cents per ton. [illegible] Columbia was great enough to justify a loss of trade in Baltimore.
for canal shipped coal. This fallacy is also easily exposed. The total coal consumption of the District is 175,000 tons. The canal’s revenue from carrying this coal would be $60,00. This is all it can hope to earn at the present toll rates, and this will nearly all be shipped by two boating firms, Messrs. Mertens and Winship.

The carrying capacity of the Chesapeake and Ohio Canal is now placed at 500,000 tons a year. This at a rate of tolls of 34 cents a ton would produce the canal a revenue of $175,000 per year, or just $110,000 more than it can hope for from the District trade alone. If the tolls were 34 cents a ton, we could ship by canal 1 cent per ton lower than by rail. This is an item, and when this advantage is balanced against the present rate of loss of 5 cents per ton, makes a difference of 6 cents per ton in favor of the canal as it now stands.

The effect of the high tolls is already being felt. Our “canal trade reports” will show each day that with the exception of the Borden company the only coal going over the canal of any consequence is shipped by Messrs. Mertens or Winship, for use in the District of Columbia. The Maryland company’s shipments are trifling and are believed to be made only as a sort of menace to induce the railroads to grant it a better rate before beginning its serious shipments. But for the fact that the Borden company uses a greater portion of its coals on the Borden and Lovell lines of steamers, and so demand their coal to come by water, they could not afford to ship at the present rate of tolls any more than the other companies cannot.

The ultimate effects of this policy of the canal company are plainly to be seen. It will kill the canal. Drive the last nail in its coffin and make such a showing for it of profitless operations as will prevent the next Legislature offering it any aid. Unless the present president and directors of the canal

are prepared [to] bear the responsibility for this result, we advise them to be wise in time and reduce the tolls enough to enable the canal to compete, on equal terms, at least, with the railroad.

DT, Sat. 3/26/87, p. 4. Canal Commerce
The following boats, with way bills numbered from 100 to 122, left this port up to 3 o’clock p.m. today, (March 26, 1887):

Consolidation Co. – To Georgetown
R A. Driver Capt. Drenner 114 01
Chas R. White, Jr Capt. Stride 117 13
James Goddard Capt. Pennell 115 15
James B Thomas Capt. Spong 110 03
G A Melhenny Capt. Harper 118 08
To Williamsport:
James H Reid Capt. Shupp 111 00
River Nile Capt. Kimble 118 03
Mary Capt. Tice 111 18

Borden Mining Co. – To Georgetown
Altair Capt. Hassett 114 19
Oxford Capt. Hassett 111 08
W T Hassett Capt. Hassett 110 02
Mary L Miles Capt. Hassett 114 04
Dr. A Shank Capt. Griffith 109 02

Maryland – To Georgetown
Harry & Ralph Capt. Bowers 113 15
Chas R Gregory Capt. Grooms 111 15
Mary M Burgess Capt. Bowers 111 16
Pilot Boy Capt. Mosier 111 10
George’s Creek Co. – To Georgetown
Muskingum Capt. Cramer 111 14
Suwanee Capt. Bowers 112 00
Elberon Capt. Pare 108 14
Theodore Capt. Smith 111 15

American Co. – To Georgetown
Eugene Capt. Teach 110 03
Ivan Capt. Malotte 109 07


DT, Mon. 3/28/87, p. 4. Canal Commerce
The following boats, with way bills numbered from 123 to 135, left this port up to 3 o’clock p.m. today, (March 28, 1887):
Consolidation Co. – To Georgetown
W. R. Lewis Capt. Bender 112 17
H Roussel Capt. Swain 114 08
Zadock Williams Capt. Kreutzer 111 11
To Williamsport:
W H Loy Capt. Woltz 111 10
Ruby Capt. Sterling 90 06
Victor Capt. Kelley 107 17
Maryland Co. – To Georgetown
James R Eddy Capt. Eddy 111 17
Juniata Capt. Little 111 03
Margie E Grove Capt. Johnson 112 00
George’s Creek Co. – To Georgetown
A M White Capt. Reed 111 14
George Sherman Capt. Smith 111 18
M B Winship Capt. Miller 106 18
Borden Mining Co. – To Georgetown
Unexpected Capt. Hassett 113 15

ES, Mon. 3/28/87, p. 4. Affairs in West
Washington – Grain Receipts – Canal boat
Loudoun arrived with 4,000 bushels of corn
for G. T. Dunlop.

Police Court Cases – Elias and George
Easton, canal boatmen, from Cumberland,
Md., were arrested yesterday by Officer
Parker for skylarking on the street after
being warned against it. This morning, in
the Police Court, Judge Shell said that, as
they were brothers, he would only fine them
$2.50 each.

DT, Tue. 3/29/87, p. 4. Canal Commerce
The following boats, with way bills
numbered from 136 to 153, left this port up
to 3 o’clock p.m. today, (March 29, 1887):
Consolidation Co. – To Georgetown
John Leitch Capt. Hill 110 03
Allan Campbell Capt. Eddy 106 01
John Miller Capt. Moore 109 17
Geo A Pearce Capt. Moore 111 03
Charles Mann Capt. Moore 117 08
To Williamsport:
High Rock Line Capt. Beard 75 01
Frankie & Fannie Capt. McCardle 113 00
Little Walter Capt. Ardinger 113 14
M. A. Shupp Capt. Shupp 111 02
Maryland Co. – To Georgetown
Abram Kroon Capt. Ryan 111 08
N Capt. Kim 111 08
Borden Mining Co. – To Georgetown
Little Rob Capt. Griffith 114 04
Martha S Fernsner Capt. Hassett 110 09
Libby Capt. Hassett 110 00
J. P. Agnew & Co. – To Georgetown
Iowa Capt. Davis 112 00
J. P. Agnew Capt. Eaton 116 11
Eva Capt. Schopper 111 03

DT, Wed. 3/30/87, p. 4. Canal Commerce
The following boats, with way bills
numbered from 154 to 168, left this port up
to 3 o’clock p.m. today, (March 30, 1887):
J. P. Agnew & Co. – To Georgetown
Potomac Capt. Barger 111 11
Samuel Henry Capt. Alison 111 09
J. W. Thompson Capt. Bear 112 06
Youghiohenvy Capt. Castle 112 04
W D L Walbridge Capt. McMullen 111 08
Consolidation Co. – To Georgetown
G. M. Barroll Capt. J Murphy 113 18
Borden Mining Co. – To Georgetown
Lida Capt. Hassett 113 04
Walter Beall Capt. Griffith 116 14
Isabella Capt. Griffith 112 11
Detroit Capt. Griffith 120 18
Consolidation Co. – To Williamsport
McK Steffey Capt. McKelvey 115 00
S. M. Hamilton Capt. Sterling 97 04
W. O. Bowser Capt. Havermale 115 00
Savannah Capt. Morrison 116 05
Nellie & Davie Capt. Patton 113 12

News, Wed. 3/30/87, p. 3. A Week’s Coal
Trade - The shipments from the mines of
the Cumberland coal region for the week
ended Saturday, Mar. 26, were 66,289 tons,
and for the year to date 685,350 tons, an
increase of 315,717 tons as compared with
the corresponding period of 1886. The coal
was shipped as follows: To Baltimore and
Ohio Railroad – Week, 53,336 tons; year,
636,737 tons; an increase 325,106 tons. To
Pennsylvania Railroad – Week, 3,285 tons;
year, 33,331 tons; decrease, 23,791 tons.
Chesapeake & Ohio Canal – week, 9,658
tons; year, 15,282 tons; increase, 4,744 tons.
Canal Commerce
The following boats, with way bills numbered from 169 to 179, left this port up to 3 o’clock p.m. today, (March 31, 1887):

George’s Creek Co. – To Georgetown
Nannie & Willie  Capt. Poffenberger  108 09
A Wood  Capt. Atwell  110 02
G W Wallis  Capt. Noll  104 17
R. H. Jones  Capt. Weaver  111 12

Borden Mining Co. – To Georgetown
R P Mason  Capt. Hassett  113 16
J H Parrott  Capt. Hassett  113 03
Theo Dean  Capt. Hassett  114 19

Consolidation Co. – To Georgetown
Charles Darrow  Capt. Engle  116 19
W. J. Walker  Capt. Bowers  111 08

To Williamsport
Lutie & Monie  Capt. Shupp  115 14

Maryland Co. – To Georgetown
W T Coulehan  Capt. Mosier  111 10

ES, Thu. 3/31/87, p. 4. Affairs in West
Washington – Grain Receipts – Canal boat Maryland arrived with 2,000 bushels of corn and 15 tons of hay for G. T. Dunlop.

DT, Fri. 4/1/87, p. 4. Reduction in Tonnage – “For the past few days the shipments of coal over the canal have been steadily decreasing until it reached just about one half the ordinary tonnage. This was caused by the disinclination of the coal companies to pay the 75 cents tonnage, and further objection to the 40 cents toll, they claim that it is impossible to ship coal at these rates, and are holding back what they can until more favorable terms are made. On this account one of the boat owners, it is said, reduced the price of tonnage to 70 cents, and a further reduction was made by another to 65 cents. This is not liked by the boatmen, as it is practically a reduction to 60 cents, on account of things being five cents dearer than they were last year.” so said a South Cumberland merchant to a Times man. What will be done in the matter is not yet known. Tomorrow morning, at ten o’clock, the Maryland, with President Baughman on board, will be in the basin, and it will then be known definitely the steps that will be taken. The question now stands thus: “If the tolls and tonnage are not reduced we won’t ship over your canal.” say the coal companies. “If you reduce the tonnage and trippage, we won’t haul your coal.” say the boatmen. How President Baughman will adjust this state of affairs, the people are curious to learn.

Collector Edwards is still very weak, but is convalescent and the men along the canal will be glad to see him back among them again.

Canal Commerce
The following boats, with way bills numbered from 180 to 192, left this port up to 3 o’clock p.m. today, (April 1, 1887):

Consolidation Co. – To Georgetown
E A King  Capt. Mills  112 16
Wm. King  Capt. McCoy  114 16

To Williamsport
James M Schley  Capt. Artz  113 08
Mary  Capt. Tice  114 12
D W Malotte  Capt. Harris  112 05

Maryland Co. – To Georgetown
C F Mayer  Capt. Jas. Reed  110 19
A Jackson Clark  Capt. Jas. Reed  110 19
Helen V.  Capt. Dixon  111 18

Borden Mining Co. – To Georgetown
G. Berkebile  Capt. Griffith  112 04
Jas. C. Clarke  Capt. Griffith  115 03

George’s Creek Co. – To Georgetown
Walter Thompson  Capt. Lichty  110 06
Harry Wagner  Capt. James  111 08

Individual – To Harper’s Ferry
Ivan  Capt. Malott  109 10

Sun, Fri. 4/1/87, p. 6. Canal Tolls Ratified
The board of public works at their session today ratified the action of the Chesapeake and Ohio canal directors in increasing their rate of tolls.

ES, Fri. Fri. 4/1/87, p. 1. Affairs in West
Washington – Grain Receipts – Canal boat
Seneca arrived with 1,500 bushels of wheat, 500 bushels of corn and 100 barrels of flour for G. T. Dunlop.

DT, Sat. 4/2/87, p. 4. **THE PAY BOAT**  
**MARYLAND ARRIVES** – The steam packet “Maryland” of the Chesapeake and Ohio Canal company arrived here last night at 1 o’clock, having on board President Baughman, Paymaster Gambrill, Accountant Ayres, Superintendent Biser, Director Spencer Watkins and Mr. Offutt. They had a very quick trip considering the stoppages, having left Georgetown on Wednesday at noon. They paid off some $26,000 in checks and cash - $11,000 in checks to parties living away from the canal, and $15,000 in cool cash as they came along. This money was for the bills of January, 1883; December, 1886, and January, 1887.

Supt. Biser, with President Baughman and Messrs. Offutt and Watkins, left for home on the 10 o’clock train this morning. Messrs. Gambrill and Ayres went this afternoon on the 3:20 train. President Baughman is asserted as having said, regarding a reduction in the canal tolls, that he proposed calling a meeting of the directors in Baltimore for the 14th instant, when the matter would be discussed. What the reduction will be is not yet made known, but some mention of thirty two cents was made. This is not authentic but is attributable to Dame Rumor.

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**Canal Commerce**

The following boats, with way bills numbered from 193 to 209, left this port up to 3 o’clock p.m. today, (April 2, 1887):

- **Borden Mining Co. – To Georgetown**
  - Lafayette: Capt. Griffith 116 11
  - F. S. Garnett: Capt. Hassett 114 14
  - Percy: Capt. Hassett 113 04
  - J. P. Agnew Co. – To Georgetown
  - Nile: Capt. Kimble 106 18
  - J. K. Shaw: Capt. Bender 110 14
  - Giles Heath: Capt. Dolan 110 09

- **Maryland Co. – To Georgetown**
  - Altoona: Capt. Kelwelder 106 16
  - Harlow S. Dixon: Capt. Dixon 110 07
  - Sarah Kroon: Capt. Shaner 112 06

- **Consolidation Co. – To Georgetown**
  - M B Mayfield: Capt. Zimmerman 112 11
  - Ruby: Capt. Sterling 92 12
  - L. R. Fechtig: Capt. Ingram 112 15
  - B. C. Barroll: Capt. Taylor 116 08
  - J. M. Dove: Capt. Malone 110 15
  - To Williamsport:
    - Victor: Capt. Kelley 109 07
    - To Shepherdstown
      - Omega: Capt. Sanborn 108 12
      - Individual – To Harper’s Ferry
        - Eugene: Capt. Teach 114 05

DT, Mon. 4/4/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 210 to 220, left this port up to 3 o’clock p.m. today, (April 4, 1887):

- **Consolidation Co. – To Georgetown**
  - Sallie Burwell: Capt. Price 112 10
  - F. O. Beckett: Capt. Price 112 10
  - Josephine Barroll: Capt. Turner 117 07

- **To Williamsport:**
  - Nellie & Davie: Capt. Patton 114 10
  - S. M. Hamilton: Capt. Sterling 102 09
  - Frankie & Fannie: Capt. McCardell 109 11
  - McK Steffey: Capt. McKelvey 116 16
  - M. A. Shupp: Capt. Shupp 112 18
  - Borden Mining Co. – To Georgetown
    - Rainbow: Capt. Griffith 112 08
    - Katie Hassett: Capt. Hassett 115 19
    - W. J. Boothe: Capt. Hassett 111 12

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**Uses of the Alexandria Canal**

The Alexandria Gazette of Saturday says: “Mr. W. W. Dungan, the former lessee of the Alexandria Canal, when asked what would probably become of the canal said: ‘When it ceases to be used as a canal some of the grants of land given it for canal use will revert, and the owners will repossess the ground. It is quite likely that some of the present stockholders of the canal will file a bill, and that the canal be sold and the proceeds divided among the stockholders in the proportion of their stock.’”
DT, Tue. 4/5/87, p. 4. **Canal Commerce**
The following boats, with way bills numbered from 221 to 229, left this port up to 3 o’clock p.m. today, (April 5, 1887):

Consolidation Co. – To Williamsport
J. P. Hewitt Capt. John Swain 114 18
Leiper P Read Capt. Geo. Kune 116 18
Lutie & Monie Capt. W. Shupp 112 10
To Georgetown:
Zadock Williams Capt. Krutzer 110 02
W O Bowser Capt. Havermale 112 13
Borden Mining Co. – To Georgetown
Here I Am Capt. Griffith 113 18
Dakota Capt. Griffith 116 01
J. P. Agnew & Co. – To Georgetown
Wm. Gregory Capt. Kretzer 93 08
Individual – To Hancock
V Capt. Little 111 11

DT, Wed. 4/6/87, p. 1. **Canal Commerce**
The following boats, with way bills numbered from 230 to 240, left this port up to 3 o’clock p.m. today, (April 6, 1887):

Consolidation Co. – To Williamsport
W. H. Loy Capt. Woltz 110 05
Mary Capt. Tice 111 19
D. W. Malotte Capt. Harris 111 07
To Georgetown:
Elbe River Capt. Swain 112 13
Jacob Bender Capt. Hall 112 12
Geo. L. Sheriff Capt. Cartwright 112 10
T. K. Stewart Capt. Penner 116 02
Geo. S. French Capt. Gannon 110 18
Borden Mining Co. – To Georgetown
G. F. Smith Capt. Griffith 112 19
Eli Ginevan Capt. Hassett 119 17
Harry & Ralph Capt. Griffith 110 19

The Cumberland Coal Trade
The shipments from the mines of the Cumberland coal region for the week ended April 2, 1887, were 66,809 tons, and for the year to date 752,159 tons, an increase of 380,849 tons as compared with 1886. The shipments to the Baltimore and Ohio railroad and local points were, for the week, 53,566 tons; for the year, 690,302 tons, an increase of 376,994 tons as compared with last year. The shipments to the Pennsylvania railroad were for the week, 5,417 tons; year, 38,748 tons, a decrease of 18,374 tons as compared with last year. The shipments to the Chesapeake and Ohio canal, for the week, were 7,827 tons; year, 23,109 tons; increase over last year, 22,229 tons.

Sun, Thu. 4/7/87, p. 4. **An Alexandria Wharf Lease** – Judge Dennis, in the Circuit Court, heard argument on the demurrer in the case of Henry H. Wells and Wm. W. Dungan, trustees, and the Alexandria Canal, Railroad and Bridge Company against the Consolidation Coal Company of Maryland and the Cumberland Coal and Iron Company. By a deed dated April 1, 1853, the Alexandria Canal Company leased to the Cumberland Coal and Iron Company certain wharf property at Alexandria, Va., at $1,500 a year for 27 years, and covenanted to leave the premises in good repair, reasonable wear and tear excepted. On May 16, 1866, the property was leased to the Chesapeake and Ohio Canal Company for 99 years. On February 14, 1872, the Cumberland Coal and Iron Company transferred its lease for the remainder of the term to the Consolidation Coal Company of Maryland, which the bill alleges, has left the property in a ruinous condition. Judge Dennis reserved his decision.

ES, Thu. 4/7/87, p. 4. **Affairs in West Washington – Suspension of Coal Shipments** – The Borden, George’s Creek and Maryland Coal Co.’s have suspended shipments by canal. The Consolidation being the only company shipping, and they to a limited extent, only five boats cleared at Cumberland yesterday. The reason for the suspension by the three companies named is that the canal tolls, forty cents per ton, are too high for profitable shipment by the canal.
Grain Receipts – Canal boat
Loudoun arrived today, with 3,000 bushels of corn and 12 tons of hay for G. T. Dunlop.

DT, Fri. 4/8/87, p. 4. Canal Commerce
The following boats, with way bills numbered from 245 to 250, left this port up to 3 o’clock p.m. today, (April 8, 1887):
Consolidation Co. – To Georgetown
N. C. Read Capt. Dunnigan 109 05
W. J. Stevenson Capt. Moore 115 00
To Williamsport:
Victor Capt. Kelley 109 18
M. A. Shupp Capt. Shupp 112 11
Borden Mining Co. – To Georgetown
Antares Capt. Griffith 97 04
Individual – To Hancock
Enterprise Capt. Little 97 04

ES, Fri. 4/8/78, p. 3. Affairs in West Washington. – Grain Receipts. – Canal boat
H. M. Talbot arrived with 3,000 bushels of corn, and canal boat Beulah arrived with 4,200 bushels of wheat, for G. T. Dunlop.

DT, Sat. 4/9/87, p. 4. Canal Commerce
The following boats, with way bills numbered from 251 to 254, left this port up to 3 o’clock p.m. today, (April 9, 1887):
Consolidation Co. – To Georgetown
Jos. M Wheatly Capt. Lytton 112 08
To Williamsport:
McK Steffey Capt. McKelvey 110 02
American Co. – To Williamsport
Ivan Capt. Malotte 114 03
Individual – To Hancock
Judge J Douglas Capt. Grooms 79 08

ES, Sat. 4/9/87, p. 5. Affairs in West Washington. – Grain Receipts. – Canal boat
M. C. W. Boyer arrived with 3,800 bushels of wheat for J. G. & J. M. Waters and canal boat Maryland arrived with 1,800 bushels of corn and 2,500 bushels of wheat for G. T. Dunlop.

DT, Mon. 4/11/87, p. 4. Canal Commerce
The following boats, with way bills numbered from 255 to 264, left this port up to 3 o’clock p.m. today, (April 11, 1887):
Consolidation Co. – To Georgetown
C. D. Warfield Capt. Pierce 115 08
T. H. Gibbs Capt. Gatrell 113 14
W. S. Jacques Capt. Gatrell 113 12
W. R. Lewis Capt. Bender 111 17
Z. Williams Capt. Reynolds 116 05
To Williamsport:
Frankie & Fannie Capt. McCardell 115 18
Nellie & Dave Capt. Patton 114 01
Lutie & Monie Capt. Shupp 119 14
W. O. Bowser Capt. Havermale 111 14
J. P. Agnew & Co. – To Georgetown
John Spencer Capt. Renner 111 00

DT, Tue. 4/12/87, p. 4. Canal Commerce
The following boats, with way bills numbered from 265 to 269, left this port up to 3 o’clock p.m. today, (April 12, 1887):
Consolidation Co. – To Georgetown
S M Storm Capt. Huff 115 05
C F Raymond Capt. Shaw 114 04
G Winship Capt. Gatrell 113 01
To Williamsport:
W H Loy Capt. Wolf 105 04
American Co. – To Williamsport
Eugene Capt. Teach 112 09

DT, Wed. 4/13/87, p. 1. Canal Commerce
The following boats, with way bills numbered from 270 to 274, left this port up to 3 o’clock p.m. today, (April 13, 1887):
Consolidation Co. – To Georgetown
L. P. Huston Capt. Brubaker 110 10
H. Roussell Capt. Swain 114 12
A. L. Miller Capt. Piper 113 08
B. R. Mayfield Capt. Ingram 111 05
To Williamsport:
D. W. Malotte Capt. Haines 114 06

Ibid, p. 2. THE CANAL TOLL REDUCTIONS – The directors of the Chesapeake and Ohio Canal company meet tomorrow in Baltimore, at Barnum’s hotel, to consider the unfortunate condition of the canal’s affairs which has arisen out of the company’s injudicious action in raising the tolls.
tolls from 24 to 40 cents at the beginning of the boating season. In an interview in Frederick yesterday President Baughman is quoted as saying: “The present agitation of the question of low tolls on the canal is simply a renewal of the same old question that has come up every year to disorganize trade and create trouble among the boatmen employed in the transportation of coal from Cumberland to Georgetown. Two years ago, the president and directors of the canal, in compliance with a demand made by the people of Allegany county through Hon. William Walsh, the late Frederick Mertens and other prominent and well-known citizens of that section of the State, took the subject into consideration and reduced the toll and wharfage to twenty-six cents, four cents of which was for wharfage. After the greatest exercise of economy in the administration of the canal, which resulted in a reduction in the annual expenses of $50,000, more than was ever before accomplished in its history, it was found at the end of the year that the canal had failed to realize sufficient to provide for the payment of its bonded interest and expenses to the amount of $20,000, or, in other words, there was a deficiency to that extent between the receipts and expenditures for the year.”

“From a business standpoint,” said Col. Baughman, he did not think that any merchant would be willing to continue a business which would bring him $20,000 in debt at the end of each twelve months. The canal company, therefore, at its first meeting in this year determined not only to still reduce its current expenses but also to increase the tolls to such a figure as would meet its ordinary obligations, including the interest on its $500,000 of repair bonds. The sum necessary for these requirements was $140,000, and accordingly, in the belief that four hundred thousand tons of coal would be all that could be transported over the canal, and that at least 300 boats would be employed to do the work, the rate for 1887 was fixed at 40 cents including wharfage.

To comply with the demand now being made by the coal companies and boatmen, said Colonel Baughman, “means a lower rate of tolls, which likewise means the realization of a less sum than is supposed to be necessary to pay the annual expenses,” and he propounds the query, whether in the face of this fact the president and directors would be justifiable in adopting a line of policy which can only result in plunging the canal still deeper in debt. “It must be borne in mind,” said he, “that the assets of the company have been exhausted, and that there is no longer a surplus in hand to meet the deficiencies that may occur in running the canal.” “If,” he added, “there could be any guarantee obtained from the coal companies that they would ship a given amount of coal during the year, then there would be no difficulty in arriving at an easy and proper solution of this question. But up to this time the canal company has been used as a club against the different railroads, which have made in the past important concessions to favored shippers rather than allow the canal to obtain its due and just proportion of the trade from the Cumberland regions. The railroads now decline to continue the shipment of freight at a loss to themselves, and from the same standpoint the president and directors of the canal should be as anxious to bring about such business relations as will protect them from loss in the management of the canal.” Col. Baughman says he desires the situation, which is a very serious one, to be fully understood. There are now only about four boats being sent out from Cumberland daily, when there should be fully twenty.

The Cumberland Coal Trade
The shipments from the mines of the Cumberland coal region for the week ended April 9, 1887, were 61,487 tons, and for the year to date 813,647 tons, an increase of 442,337 tons as compared with 1886. The shipments to the Baltimore and Ohio railroad and local points were, for the week, 50,211 tons; for the year, 740,514 tons, an increase of 427,206 tons as compared with last year. The shipments to the Pennsylvania railroad for the week, 6,304 tons; year, 45,051 tons, a decrease of 12,071 tons as compared with last year. The shipments to the Chesapeake and Ohio canal, for the week, were 4,973 tons; year, 28,032 tons; increase over last year, 27,202 tons.

DT, Thu. 4/14/87, p. 4. A REDUCTION OF FOUR CENTS – Baltimore, Md., April
14. - The meeting of the Board of Directors of the Chesapeake and Ohio canal company, held here today was one of the most interesting in the history of the corporation. It was generally known that unless some reduction in tolls was made that the canal would be compelled to suspend operations for want of business. For this reason, the greatest anxiety was manifested by all interested in maintaining the existence of the work.

After organization and preliminary discussion, the following schedule of tolls was agreed on: Tolls on coal from Cumberland to District of Columbia fixed at 36 cents instead of 40 cents; on east bound and coastwise shipments, 34 cents; to Williamsport, 18 instead of 22 cents.

The reduction from rates prevailing before the Inter-State Commerce bill went into effect is made in hopes of influencing mine owners and railroads to ship by the canal.

President Baughman says the canal will not be operated at a loss to the State, and if the reduction does not induce increased business the canal will be sold.

The new rates will be submitted to the board of public works for confirmation.

Repair bond coupons due in July 1886, will be paid after July 1 at the Farmers and Planters Bank, Baltimore.

The action of the coal companies is now looked for with great interest. The general impression seems to be that the canal has reached a serious point in its history.

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A Week’s Coal Trade

The shipments from the mines of the Cumberland coal region for the week ended Saturday, April 9, 1887, were 61,487 tons, and for the year to date 813,647 tons, an increase of 442,338 tons as compared with the corresponding period of 1886. The coal was shipped as follows: To Baltimore and Ohio Railroad – Week, 52,211 tons; year, 740,514 tons; an increase 427,206 tons. To Pennsylvania Railroad – Week, 6,304 tons; year, 45,056 tons; decrease, 12,071 tons. Chesapeake & Ohio Canal – week, 4,973 tons; year, 28,082 tons; increase, 27,202 tons.

DT, Fri. 4/15/87, p. 2. THE MASK FALLEN – The present administration of the Canal has been loud in its professions of interest in the welfare of the people of Western Maryland. How it proposes to further that welfare was shown by its action on the subject of tolls yesterday. The Times in its issue of March 26 said, speaking of the increase from 24 to 40 cents per ton for tolls: “The effect of this excessive increase, we said, would be to effectually stop almost all shipments via the canal to Baltimore, and so lose it. So large a portion of its income as to completely kill the canal as far as showing an earning of its expenses for the year was concerned.”
The action of the coal companies and the present state of business on the canal shows whether we were right or not. We also showed that at the rate fixed it would cost more to ship by CANAL then by rail. This was shown by the following table:

<table>
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<tr>
<th></th>
<th>$2.50</th>
<th>$1.25</th>
<th>.75</th>
<th>.40</th>
<th>.15</th>
<th>$2.55</th>
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<td>Coal by rail in</td>
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<td>Coal on the canal</td>
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<td>Wharf, Cumberland, per ton</td>
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<td>Canal freights</td>
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<td>Canal tolls</td>
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<td>Handling at</td>
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<td>Georgetown</td>
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<tr>
<td>Balance in favor of rail shipments</td>
<td>five cents per ton</td>
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The Coal by rail in Baltimore cost $2.50 per ton, while the cost of Coal on the canal Wharf, Cumberland, per ton was $1.25. The following freights were charged:
- Canal freights: .75
- Canal tolls: .40
- Handling at Georgetown: .15

Total: $2.55
Balance in favor of rail shipments: five cents per ton.

Tolls have been reduced four cents, making the rate 36 instead of 40 cents, and still leaving a balance in FAVOR OF THE RAILROAD of one cent per ton. Now, what does this mean? Does the canal management wish to add insult to injury it has already inflicted on those interested in the canal? Does it suppose that any sane man supposes that the canal can compete with the railroad at even rates, to say nothing of higher? What does it take the people for? What has come over the spirit of the management? Can it be that any political or personal animus rankles in its breast? Ever since the last Congressional election – at which the Democracy of Western Maryland worked harder for its candidates than it has done for years – there has been evidenced a coldness toward the good citizens who are so unfortunate as to hail from this part of the State.

It is now claimed by some persons identified with the canal management, that tolls were reduced before, and still failed to secure an increase in shipments from the companies. But they forget to state that, by the temporizing policy of the canal, the reduction was put off until the companies had concluded other contracts for their shipments, and, of course, could not be expected to break them for the benefit of the canal. The utterances of the canal president yesterday clearly intimate a purpose to sell the canal.

There is no use mincing matters about it, it is apparent to all thinking men that the management is tired of the whole business, and having gotten all the golden eggs that can be extracted from the exhausted goose, it is now proposed to sell the fowl, to be killed or plucked as the buyer chooses. But have the people nothing to say to this? Are they prepared to stand quietly by and see this great feeder to the business of our community, deliberately strangled?

What have our merchants, who sell supplies to the boatmen, to say? What have the enterprising men who have built up the boat-building industry of Cumberland, to say? What have the farmers, who sell hay, corn and farm produce along the line of the canal, to say? And lastly, what have the boatmen who have passed, perchance, their whole life in the boating business to say? What will they do when their occupation is gone? When the business which they have been trained to from childhood, and which they naturally understand better than any other, is taken from them, and their wives and little children are to be fed, clothed and sheltered, and the canal is a thing of the past, what will they do? These are questions which may well cause the most callous canal official to look grave.

The excuse given by the president is that he will not run the canal at an expense to the State. No, he will kill it, or betray it into the hands of its enemies for a price, in this instance, considerably more than thirty pieces of silver. He will do nothing at the expense of the State, but he will carry out his implied threat at the expense of the happiness of the hard working boatman’s wife and little ones, at the expense of the hard earned living of those who follow the canal as an occupation, at the expense of the farmers of Western Maryland whose market is destroyed, at the expense of the merchants
along the canal whose business will be ruined, at the expense of all the business interests of Cumberland which will feel the palsyng effects of the withdrawal of thousands of dollars from circulation in our midst, at the expense of homeless families, hungry children, weeping wives and despairing husbands – he will do this deed at their expense, and it is only their misfortune that they are not like the body politic he exhibits such tender solicitude about, that they alas! have bodies to kick and souls to damn, and flesh to feel, and brains to whirl with the sight of the appalling outlook, and hearts to ache, and eyes to weep. He may mean no offence, but it is written that although, sometimes “it must need be that offences come, woe unto him, by whom the offense cometh!”

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Ibid, p. 4. Canal Commerce
The following boats, with way bills numbered from 278 to 282, left this port up to 3 o’clock p.m. today, (April 15, 1887):

Consolidation Co. – To Georgetown
R A Driver Capt. Drenner 113 03
J. P. Hewitt Capt. Swain 114 01
Amazon Capt. Ingram 116 01
To Williamsport:
Mary Capt. Tice 115 01
McK Steffey Capt. McKelvey 112 03

ES, Fri. 4/15/87, p. 2. Affairs in West
Washington. – Grain Receipts. – Canal boat Maryland arrived with 1,400 bushels of corn and 2200 bushels of wheat for G. T. Dunlop.

DT, Sat. 4/16/78, p. 4. Canal Commerce
The following boats, with way bills numbered from 283 to 287, left this port up to 3 o’clock p.m. today, (April 16, 1887):

Consolidation Co. – To Georgetown
M B Mayfield Capt. Zimmerman 113 14
Daniel Linkin Capt. Gatrell 114 02
Thames River Capt. McDowell 113 12
W O Bowser Capt. Havermale 113 18
American Co. - To Williamsport

News, Sat. 4/16/87, p. 4. Canal Matters
In an interview with a News representative today, Col. Baughman stated that the Baltimore papers made several errors yesterday in their reports of the meeting of the C. & O. canal directors. He states that the rate from Cumberland to Georgetown remains at 40 cents, as heretofore, and that tolls from Cumberland for all eastbound and coastwise points is now 34 cents, and not 40 cents, as heretofore. The changes have been made in eastbound rates only. The overdue July coupons of 1878 on repair bonds will be paid about the 1st of May and after, and not in July, as stated in the Baltimore papers.

DT, Mon. 4/18/87, p. 2. THE CHESAPEAKE AND OHIO CANAL
Under the above caption, our bright contemporary, the Annapolis Republican, thus humorously voices the sentiments of all public spirited Marylanders:

“The reduction of tolls upon the Chesapeake and Ohio canal will make that ancient water-way lively with the tramp, tramp, tramp upon its towpath and the tooting of horns at its various locks. Many an honest workingman will rub his hands with glee as the canal boats start to loading and the pay rolls lengthen. It is worth a good round tax upon the State, to add to the prosperity of so many worthy and industrious families. It is a sly and charitable way of giving support to many good people. It is better – considerably better than granting pensions, or building almshouses. It enables those people to assert their manly independence by working honestly and industriously for their living. It feeds a regiment or two of hungry young Marylanders, in those barren mountains that lie toward the sunset part of the State, and gives a start to many a hardy mountaineer in his race toward the White House, the goal of an American’s ambition! And though he never reaches a point where he can
recline within its shadow, still he starts to go there all the same, and may get somewhere, a place for him equally as good.

“Then by keeping down the freights, the remainder of the State and all the rest of mankind thereby get their coal at a price within reason and so the State at large is benefitted – who knows how much! So say we, let the old canal creep along quietly beside its ancient tow path; let the bony quadrupeds hie them on at the whistle of the teamster and the merry crack of his inspiring lash; let the rusty gates creak in the locks and the old boats bump up and down their slimy sides; let the banks break and be rebuilt again – work, heart inspiring work, does the costly ditch give to the bread-winners of Western Maryland. Let the old canal live, even if the State does pay a little something for it!

“Down with the tolls! It will start business upon the canal and the men can go to work. Down with the tolls! It will moderate and keep down the railroad tariffs and so put money in the pockets of our citizens. Farmers will be benefitted by giving lower rates to market upon their grain and non-perishable produce. The wealth of the State will be increased by infusing a general activity into business. And, although the State is obliged to square accounts with the canal at considerable loss, nevertheless citizens of Maryland will reap back and garner what the State has sown with bounteous hand. Therefore, we say down with the tolls! and so we say all!”

What! All? How about the president?

Sun, Mon. 4/18/87, p. 6. **Tolls on Canal**
President Baughman, of the Chesapeake and Ohio Canal, says that as the result of the meeting of the directors of the canal in Baltimore on Thursday to fix tolls, the rate from Cumberland to Georgetown remains at 40 cents, as fixed at the March meeting, but the tolls from Cumberland for all east-bound and coastwise points – that is, beyond Georgetown, have been changed to 34 cents.


ES, Tue. 4/19/87, p. 4. **Affairs in West Washington.** – Grain Receipts. – Canal boat Gregory arrived with 2,500 bushels of wheat and five tons of hay for J. G. & J. M. Waters.

DT, Wed. 4/20/87, p. 1. **A Very Self-Sacrificing Board of Canal Directors**
Fixes a Tariff of Tolls – The railroads should tender a vote of thanks to the canal board for its self-sacrificing action in fixing tolls at such a figure as to insure the diversion of all the canal business to the railway lines. It is seldom in this selfish age that such magnanimity is exhibited, and it should be cherished by the people of Western Maryland as a monumental specimen of the policy of what now seems likely to be the last board of directors of the Chesapeake and Ohio canal.

There is great dissatisfaction among the shippers here at the rates fixed by the Chesapeake and Ohio canal. The shippers were at first gratified by the action of the canal directors in reducing rates at the recent meeting in Baltimore to 34 cents, as they regarded that as promising a liberal policy. But now they are informed by President Baughman that that reduction only applies to East-bound shipments for coastwise points, and from Cumberland to Georgetown the old rate of 40 cents will remain. The coal men here say that this interpretation of the rates will have a most disastrous effect on business here.

Mr. J. Masters, manager of the Borden Mining Company, says: “I have not yet heard from our company since the last change of rates, so cannot speak definitely for it. But prior to the Baltimore meeting of
the canal directors our company decided that unless there was a very material reduction of the canal rates they could not and would not ship coal by the canal, because we could not pay the rates and compete with Baltimore prices. The reduction, even if applied to us, is too small to be of any real value, and I have no idea [if] the canal people will make any further reduction, for President Baughman has declared that the canal was losing money every day at the higher rates. Our company will probably ship all its coal by rail to Baltimore, Philadelphia and Amboy.”

“Well, the extra charge doesn’t affect grain very much,” said Mr. J. G. Waters. “Of course, the shippers will grumble at what they consider an exorbitant charge, but then, you know, an increase of $10 on 4,000 bushels of grain isn’t much and they won’t stop shipping on that account. The real point of anger is from the coal men. There is not grain enough to keep the canal running, and, of course, if the coal men stop shipping by the canal it must hang up its sign and stop business. This, of course, would be a great hardship on Georgetown millers, for they would be obliged to cart all the grain they use from the Baltimore and Ohio depot, a distance of about four miles, and the cost of this sort of transportation would be considerable.”

The manager of Agnew & Co. says the reduction of six cents amounts to nothing. It is only for east-bound freights. For this point we must pay 40 cents, and when we ship the coal from here we get a bill of lading from the captain of the schooner to prove that it was not for local use. On that evidence, we can get a rebate of six cents. That is a great deal of trouble. It seems to be settled among the canal people that they can’t make any further reduction. There ought to be an average of 300,000 tons of coal shipped for the coastwise trade yearly, but if present rates prevail we cannot compete with the many points that receive coal by rail. Our business at present on the canal amounts almost to nothing.”

The general opinion is that the result of the canal rates will be to force the shipments of coal by rail to Baltimore, and from there it will be distributed by vessels to the different points on the coast.

DT, Wed. 4/20/87, p. 2. **THE C. & O. CANAL EXTENSION** – We print an interesting communication in this issue on the extension of the canal to Baltimore City. There can be no doubt that such an extension would immensely benefit the trade of the canal and the people of the State. To be able to place freight, without breaking bulk, right at the side of an ocean steamer, and also to be able to bring back freight, gathered from all parts of the world, would be an advantage which all can conceive, as well as the difficulties in the way of achieving it. Probably the latter are perceived rather more plainly than the former. Of course, we don’t pretend to draw a parallel between our canal and the Great Erie canal, of New York, but the action of that State concerning its great artificial waterway shows that the experience of the most populous and the richest Commonwealth in the Union, is that the day of usefulness for canals as means of transportation is not gone by.

This idea of extending the canal to Baltimore is a favorite one with ex-Governor Hamilton, and, if we remember aright, one recommended by him in one of his public papers on State affairs. We should be glad to hear further from such a practical business man, as well as one possessing such a comprehensive grasp of political economy, as the ex-Governor. At all events, the subject is well worth the consideration of those sincerely anxious to preserve the existence of the canal, although
we do not admit, by any means, that the existence of the canal is dependent on the extension.

Ibid, p. 4. Canal Commerce

The following boats, with way bills numbered from 288 to 300, left this port up to 3 o’clock p.m. today, (April 20, 1887):

Consolidation Co. – To Georgetown
Geo. S. French Capt. Gannon 109 00
W. J. Walker Capt. Bowers 110 12
Z. Williams Capt. Kreitzer 113 10
F. O. Beckett Capt. Benner 116 19
J. B. Thomas Capt. Spong 109 08
James Goddard Capt. Pennell 116 19
G A McIlhenny Capt. Harper 115 18
Geo. Bogus Capt. Magruder 114 14
To Williamsport:
Victor Capt. Kelley 109 06
W. H. Loy Capt. Waltz 108 05
D. W. Malotte Capt. Harris 116 04
Frankie & Fannie Capt. McCordell 110 06
James M Schley Capt. Artz 112 19
M. A. Shupp Capt. Hull 111 15
American Co. – To Williamsport
Eugene Capt. Teach 113 04

DT, Thu. 4/21/87, p. 2. BIRTH AND LIFE OF THE CANAL – On the fourth day of July, 1828, a vast concourse of people assembled on the heights and surroundings of Georgetown. The President and Vice President of the United States, foreign Ministers, Senators, Members of Congress, citizens of several states and a large force of military were present to celebrate the commencement of the great Chesapeake and Ohio canal, which was intended to be one of the greatest inland water-ways in the world – a national work to connect the Ohio river with the Chesapeake bay. Five hundred thousand dollars had been appropriated by Congress as a commencement of the work, and President Adams had the honor of removing the first shovel of earth. It was said a hickory root obstructed his operations, but a few vigorous cuts removed the obstacle, amidst the deafening cheers of the spectators. (Unfortunately for the President, he did not kill it; in a few months, it grew so large that it rooted his Excellency out of the White House.)

This great undertaking was the conception of Washington and Jackson, who did not live to see it. After the engineers reported their survey across the mountains, Congress refused further appropriations, and Virginia and Maryland continued the work. In time Virginia refused further assistance, and it devolved upon Maryland, who, now determined to extend the improvement to the Allegany coal mines. They found the work too large and expensive for the service required, and reduced its width and depth. As the work progressed, funds were exhausted, and scrip was issued on the face of the corporation, which was accepted as bank notes. To redeem these notes, and continue the work, the citizens appealed to the Legislature for aid. This was granted; scrip cashed, and the work was pushed on with great vigor until 1835. Funds were again exhausted, and again the Legislature was asked for more money, which was reluctantly given. In 1836 the work was let from Cumberland to the tunnel, which had been previously let, to Lee Montgomery, an able contractor and also a preacher.

The people were rejoicing over the promise that in two years this long delayed work would be finished. Thousands of laborers were employed on the different sections. Now politicians like hungry locusts swoop down and take possession. Money is squandered, millions of bonds guaranteed by the State of Maryland can find no purchasers. Chief Justice Buchanan was appointed commissioner to visit England to negotiate these securities, but he could not get a fair price and returned home.

Scrip and bonds were again issued, and accepted by the contractors and merchants on the promise that they would be redeemed as the former issues. The people were unwilling to sacrifice the Maryland bonds, but would rather wait until a fair price could be obtained.

In the meantime, it rained scrip from Cumberland to the tunnel. A commercial panic occurs, which closes the banks and destroys confidence in business. In this state of affairs, the president of the canal hypothecates a large amount of Maryland bonds in New York at 50 cents in the dollar. This was more for political purpose than to benefit the canal. When the time expired to redeem these bonds, the company had no funds, and they were forfeited.
to the holders. Contractors were not paid, the scrip began to depreciate; the only hope was in the Legislature, which refused another appropriation. After lingering for a time, the work suspended. The officers, the cause of this disaster, retired leaving this wreck of squandered millions dead on the hands of the people.

Thousands of men were thrown out of employment, and hundreds of thousands of dollars in scrip and bonds were held by contractors, laborers and merchants as the fruit of their confidence in politicians, and remain on their hands to this day, and are not worth the paper they are printed on.

After a time, certain persons hailing from Boston, obtained possession of the great seal of the corporation, organized by electing a president and officers, and began work in the basin in Cumberland; but the people believing this was a mere speculation, compelled them to return the seal, and they knowing that the title would not hold in law, the president left, and the work was again abandoned, and this great undertaking, which, when started, was to astonish the world by its extent and magnificence, had dwindled down to a bankrupt ditch.

After years the State again becomes interested. A committee was appointed by the Legislature, to visit the mines and report on the feasibility of finishing the work. They were received by the citizens of Cumberland with great hospitality, and taken to the mines. Some of the honorable members were so well learned in geology, as to believe that coal laid on the surface like loose stones, and were surprised upon entering the mines to see the miners at work. (Fact.)

An appropriation was made, and now the old work comes to life, and soon boats will float on her placid water in the imagination of all.

The contract was awarded to Messrs. Hunter & Co., who commence operations with great energy. Not having sufficient money, they issued bonds payable in thirty days. These bonds were promptly redeemed, as soon as the monthly estimates were paid. As soon as issued, they were purchased by speculators at a heavy discount. Suddenly one morning these buyers found a large amount on their hands on a par with canal scrip. The contractors had taken the work too low and failed, and again the improvement was stopped.

And now this long delayed work which promised a golden future is ready for the driver to revel on its towpath, the captain to awaken the silence of the mountains with his melodious horn, and the poetic mule to give forth his musical bray on its classic banks.

But whilst we write the sad news comes that misfortune still clings to this conception of Washington and Jefferson. It was too heavily burdened with extravagance and mismanagement in its construction. Economy comes too late. If it had been properly managed it would have filled the coffers of the State of Maryland.

As a last effort, it was determined not to let it by public contract, but place it in the hands of competent men, who by honesty and economy, finished this most unfortunate work 25 years after its commencement, and in the seventeenth year after the pick struck the basin at Cumberland. The people could hardly realize this fact. Its history was so full of failures and mismanagement that the opening of the locks to permit the water of the Potomac to flow into it was observed in a quiet manner. There was no booming of cannon, military display or civic procession with gay banners. The president, directors, and a few gentlemen from the lower counties, accompanied by a band of music to enliven the trip on the cars, and if possible to give some life to the ceremony, are joined by a few citizens, and they assemble on the towpath, and listen to the eloquent remarks of Lawyer William Price, formerly of Hagerstown. His services which he had rendered gratuitously in behalf of this work, were appreciated by the people who presented him with a massive silver pitcher.

Compare its history and fortunes with the Baltimore and Ohio railroad. The one, conducted on business and economic principles, stretches its arms to the lakes of the North, to the Gulf of Mexico South, and the Pacific in the West. Her stock is quoted today higher than any railroad in the United States, while the stock of the Chesapeake and Ohio canal is a myth. Hundreds of men do not know their grandfathers
Canal Trade 1887

subscribed and paid thousands of dollars and are stockholders today in this work.

We fear that it is only a question of time when this child of misfortune will be fettered in bands of iron, and engines will shriek in exultation as they fly over her hard-beaten towpath.

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Canal Commerce

The following boats, with way bills numbered from 303 to 307, left this port up to 3 o’clock p.m. today, (April 21, 1887):

Consolidation Co. – To Georgetown
Charles R. White Capt. Stride 115 04
G. M. Barroll Capt. Murray 115 05
To Williamsport:
McK Steffey Capt. McKelvey 113 02
Ruby Capt. Sterling 92 09
W O Bowser Capt. Havermale 116 19

News, Thu. 4/21/87, p. 3. The C. & O. Canal – The Washington correspondent of the Baltimore American states that a great deal of apprehension is felt by shippers over the Chesapeake and Ohio, especially those in Georgetown, at the increased rates of tolls and wharfage. In Georgetown, it is feared that the effect on local business will be disastrous. At a meeting of the directors March 4 last in Washington, an increase from twenty-six to forty cents was ordered, but at a meeting held in Baltimore last week the directors reduced the charges to thirty-four, which gave a more encouraging outlook. President Baughman says that the tolls will be thirty-four cents from Cumberland for eastward and coastwise points, or beyond Georgetown, but that from Cumberland to Georgetown it remains at forty cents, as fixed at the March meeting. Manager J. Masters, of the Borden Mining Company, said that he could not make any positive statements, as he had not heard from his company since the reduction in coastwise coal; but they had said some time ago that, not being able to compete with Baltimore prices, they could not ship by the canal unless a considerable reduction was made. The reduction made is so small that it is of no benefit, and the coal will, in all probability, have to be shipped to Baltimore, Philadelphia and Amboy by rail. President Baughman said at the last meeting that the canal was going in debt every day, and that rather than have that continue, he would shut it up. Mr. J. G. Waters said that grain would not be much affected by the change. Shippers,” he said, “all grumble at what they consider an exorbitant charge; but then, you know, an increase of $10 on four thousand bushels of grain isn’t much, and they won’t stop shipping on that account. The real point of danger is from the coal men. There is not grain enough to keep the canal running, and, of course, if the coal men stop shipping by the canal, it must hang up its sign and stop business. This, of course, would be a great hardship to Georgetown millers, for they would be obliged to cart all the grain they use from the Baltimore and Ohio depot, a distance of about four miles, and the cost of that sort of transportation would be considerable.” Mr. A. Greenless, of Agnew & Co., said: “The reduction of six cents amounts to nothing. It is only for eastward bound freight; we must pay the forty cents then when we ship the coal here, get a bill of lading from the captain of the schooner to prove it was not for local use, then we get our rebate of six cents. The canal people say they cannot make any further reduction, because they would just be running the thing into debt. There should be an average of 300,000 tons of coal shipped coastwise yearly; but of course, if the present rates prevail, we can’t hope to compete with points receiving their coal by rail. Our business at present on the canal is almost at a standstill.”

H&TL, Thu. 4/21/87, p. 3. Meeting of the Canal Board. – A meeting was held last Thursday at Barnum’s Hotel, Baltimore, of the board of directors of the Chesapeake and
Ohio Canal, President Baughman presiding and Mr. Stephen Gambrill, secretary. The rate of tolls on coal was readjusted as follows: From Cumberland to the District of Columbia 36 cents a ton, instead of 40 cents as fixed at the March meeting before the interstate commerce law went into effect. The tolls on eastern and coastwise shipments will be 34 cents. Tolls from Cumberland to Williamsport 18 cents, instead of the previous rate of 22 cents. The lower rate to Williamsport was made to encourage shipments by the Western Maryland R. R., and the expectation that the railroad company will meet the move of the canal people. The action of the canal board will be laid before the State board of public works for their approval. The coupons due July, 1886, on the canal repair bonds will be paid at the Farmers and Merchants’ National Bank of Baltimore on and after May 1 next, the interest to be disbursed amount to about $11,000. These bonds represent a mortgage on the corpus of the canal, and in the event of the default upon three successive coupons or interest on the loan for 18 months the bondholders could foreclose. The payment of the July, 1886, coupon obviates the possibility of a foreclosure in the near future. President Baughman says the tolls have been lowered so that the coal shippers may be induced to give the canal a liberal share of business. It remains to be seen whether the coal operators will respond. The canal is in good shape to handle a larger traffic, which he hopes it will get. He will not undertake to run the canal at a loss, and if the receipts do not meet the expenses, he will call a halt. The repair bonds have all been sold, and there is no surplus to fall back upon, and he will not be disposed to allow the canal to fall behind in the payment of the wages of its employees. Coal shipments to date have not been liberal.

Coal Shippers Dissatisfied

The Baltimore American’s Washington correspondent says: “A great deal of apprehension is felt by shippers over the Chesapeake and Ohio Canal, especially those in Georgetown, at the increased rates of toll and wharfage.

“Manager J. Masters, of the Borden Mining Company, said that he could not make any positive statements, as he had not heard from his company since the reduction in coastwise coal; but they had said some time ago that, not being able to compete with Baltimore prices, they could not ship by the canal unless a considerable reduction was made. The reduction made is so small that it is of no benefit, and the coal will, in all probability, have to be shipped to Baltimore, Philadelphia and Amboy by rail.

“Mr. J. G. Waters said that grain would not be much effected by the change. ‘Shippers,’ he said, ‘all grumble at what they consider an exorbitant charge; but then, you know, an increase of $10 on four thousand bushels of grain isn’t much, and they won’t stop shipping on that account. The real point of danger is from the coal men. There is not grain enough to keep the canal running, and, of course, if the coal men stop shipping by the canal, it must hang up its sign and stop business. This, of course, would be a great hardship on Georgetown millers, for they would be obliged to cart all the grain they use from the Baltimore and Ohio depot, a distance of about four miles, and the cost of this sort of transportation would be considerable.”

Mr. A. Greenless, of Agnew & Co. said: “The reduction of six cents amounts to nothing. It is only for eastward-bound freight; we must pay the forty cents, then when we ship the coal from here, get a bill of lading from the captain of the schooner to prove it was not for local use, then we get our rebate of six cents. The canal people say they cannot make any further reduction, because they would just be running the thing
into debt. There should be an average of 300,000 tons of coal shipped coastwise, but, of course, if the present rates prevail, we cannot hope to compete with points receiving their coal by rail. Our business at present on the canal is almost at a standstill.”

H&TL, Thu. 4/21/87, p. 2. **Cumberland Coal Trade** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, April, 16, were 66,778 tons, and for the year to that date 880,424 tons, an increase of 507,317 tons as compared with the corresponding period of last year. The coal was shipped as follows: To Baltimore and Ohio Railroad – Week, 58,950 tons; year, 799,463 tons; an increase 484,358 tons. To Pennsylvania Railroad – Week, 4,590 tons; year, 49,641 tons; decrease, 7,481 tons. Chesapeake & Ohio Canal – week, 3,238 tons; year, 31,320 tons; increase, 30,440 tons.

Sun, Thu. 4/21/87, p. 3. The interest on the Repair bonds of the Chesapeake and Ohio Canal Company, due 1st of July next, will be paid at the Farmers and Merchants’ National Bank, Baltimore, on 2nd May next.

DT, Fri. 4/22/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 308 to 312, left this port up to 3 o’clock p.m. today, (April 22, 1887):

- Consolidation Co. – To Georgetown
  - Josephine Barroll  Capt. Penner  117 17
  - E A King  Capt. Mills  117 08
  - To Williamsport:
    - Ruby  Capt. Sterling  92 09
    - J. P. Agnew & Co. – To Georgetown
      - L. L. Blake  Capt. Reid  116 16
      - A. G. Johnson  Capt. Reid  116 05

News, Fri. 4/22/87, p. 3. **The C. & O. Canal**

At a meeting of the board of public works held at Annapolis yesterday a resolution was adopted ratifying the action of the Chesapeake and Ohio canal directors on the 14th instant in regard to toll rates on the canal, which are now as follows: For all coal consumed within the District of Columbia, tolls 36 cents, wharfage 4 cents; for all coal to be shipped coastwise, tolls 30 cents, wharfage 4 cents.

Sun, Fri. 4/22/87, p. 1. **Senators to go Fishing** – Senators Vest, of Missouri, Don Cameron, of Pennsylvania, and others will soon go on a fishing excursion on the line of the Chesapeake and Ohio Canal, as the guests of Col. Baughman. Col. Baughman, Mr. Bixer, Mr. Stephen Gambrill, Mr. Spencer Watkins, Col. Peter, of Montgomery county, and many other prominent Marylanders were in the city today.


DT, Sat. 4/23/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 314 to 318, left this port up to 3 o’clock p.m. today, (April 23, 1887):

- Consolidation Co. – To Georgetown
  - Charles Darrow  Capt. Engle  113 02
- To Williamsport:
  - Wm. B. Lloyd  Capt. Wolfe  112 06
  - Nellie & Davie  Capt. Patton  117 12
- George’s Creek Co. – To Georgetown
  - C. W. Ridley  Capt. Riley  117 04

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**What High Tolls Have Done**

Since the action of the meeting of the canal board in Baltimore recently, which refused to reduce the tolls on the canal, the Maryland and Borden Companies have ceased shipping coal from this point by canal. Owing to this action, several boats have been ordered home empty by their owners, and canal traffic is at a low ebb.
AG, Sat. 4/23/87, p. 2. For the direct benefit of the northern part, and the indirect benefit of the whole, of the State, it is hoped the legislature, as soon after it shall reassemble as practicable, will pass the Mineral Railroad bill. The passage of that bill would soon restore to Alexandria, not only all the immense coal trade she once had, but a great deal more, and would make her the rival of the largest coal shipping ports on the Atlantic coast. Now that the coal trade of the C. 7 O. Canal has been almost suspended by reason of the tolls on that canal, the soft coal trade of nearly the whole of this section of the country has been monopolized by the Baltimore and Ohio Railroad. The proposed new road would break up that monopoly, and effect all the benefits necessarily attending full and free competition. The road would be a short one, connecting the coal fields of West Virginia with Strasburg, from which point there is a straight line of road already running to Alexandria. The distance from the coal fields to tide water would be shortened so much by the new road that coal could be shipped from here at lower rates than from any other port, and that fact would necessarily give Alexandria a large coal trade.

The C. & O. Canal – It is said in Cumberland that canal business is looking up a little, and there are those who believe the canal will still have a fair trade this season. The George’s Creek Company resumed shipments yesterday and sent out three boats. It is understood this company will ship at least two boats daily. The Consolidation company, who have shipped pretty steadily during the dull period, are doing more than they have been. Thirteen boats cleared yesterday – the largest number for over two weeks past. The daily average lately has not been over four or five boats. A well posted canal man yesterday expressed the belief that even at the present rate of tolls the canal would get a fair share of trade. He said no heavy sales of coal had yet been made, and the season had not fairly opened; when it did, the canal would, he thought, be found with a fair trade. The Consolidation Company, the largest shippers, have reduced freights to boatmen from seventy-five to seventy cents.

LOCAL BREVITIES

A canal boat from Hancock, Md., arrived here today via the C. & O. canal to Georgetown and by river from that city, loaded with hoops for Messrs. F. A. Reed & Co.

DT, Mon. 4/25/87, p. 1. CANAL AND COAL COMPANIES – A prominent citizen of this county today accosted a Times reporter and asked the news from the front of Cookerley’s, and then, “what is to become of the canal.” He said:

“I have read your editorial in Tuesday evening’s paper, in reference to the toll charge upon the canal, and, with all due respect, do not agree with you that there is any case for complaint against the late action of the canal company. The law of Virginia chartering the Canal company, which you quote, limits the average charge to two cents per ton per mile, but nowhere requires the Canal company in regulating the tolls, to do so by stating the average toll per ton per mile, instead of the whole amount from point to point on the canal. Is it not much more simple to say that the toll on coal from Cumberland to Georgetown shall be 34 cents, than that it shall be an average of one hundred and eighty thousand two hundred and eighty two millionths of a cent per ton per mile?

“Of course, it would be well if the charges were uniform, ratably for all distances, but we have to deal with matters as we find them, and must not forget that the canal is struggling for its very existence. The coal shipped over the canal by the coal companies is sent, for the most part, to Williamsport and Georgetown. That part of it which is shipped coastwise from Georgetown, or goes over the Western Maryland railroad to Baltimore, has to
meet the competition of other coal regions, and the toll must be fixed at such rates as will invite its shipment by canal rather than by railroad. It is a matter of the very smallest importance whether these rates are expressed at so much per ton, per mile or so much for the whole distance.

“The vital question for the canal company to consider is a perfectly plain, but, perhaps, a very difficult one. It is, what is the toll charge which will produce the greatest revenue to the company?

“So far as the wear and tear of machinery and roadway are concerned, the cost of carrying coal upon a railroad may be considered in direct proportion to the quantity carried; but this is not the case upon the canal. The cost to the company, so far as the ordinary expenses and cost of maintaining the canal are concerned, is about the same, whether 100,000 or 800,000 tons are carried over it. Now, the profit to the coal companies, on the coal mined and sent to market, is so small, by reason of the competition of other coal regions, that the difference of a few cents in the cost of freight will determine the manner or route by which it will be sent; it is a pure matter of business, without a particle of sentiment. If that coal only, which is to be used in Washington and along the line of the canal, is to be depended upon to furnish revenue to the canal company, the rate of toll may be placed as high as that market will bear, but this quantity evidently would not long keep the canal out of the clutches of its ancient enemy, the Baltimore and Ohio railroad.

“If that is to be done, the rate of toll must be lowered to a point which will make it pay the coal companies to send a large share of their coal by this route, or at least, such a quantity as would put and maintain the canal in good order and pay the interest and provide for the gradual extinction of the miserable lien on its ‘corpus.’

“It seems to me that a board of directors must be blind indeed, or worse, who cannot, or will not see that it is better for the canal company to have 600,000 tons of coal sent over the canal at a toll charge of 20 cents than 200,000 at 40 cents; and how vastly better for the boatmen and canal employees. Last year the toll charge to Georgetown was 26 cents, if this did not command a large trade upon the canal, it was still too high, and should not have been increased this year without using every means to ascertain the probable effect of the step.

“The coal companies are not the enemies of the canal company; they ought to be its friends. Three presidents, so far as I know them, are energetic, business gentlemen, who are managing well the interests of their respective companies and working together in harmony. They have to deal with the competition of the Clearfield, Pocahontas, Broadtop and other semi-bituminous coal regions, and have to scrutinize every source of expense. They have, this year, without solicitation, increased the rate for mining ten percent, and for freight on the canal 15 percent. Cannot these honorable gentlemen be trusted by the canal company to state what rate of toll ought to command a fair share of their transportation? There is evidently a preference on the part of the coal companies for an all-rail transportation to tide. Cannot this preference be reduced to a money value, and overcome by the canal company? There is surely some way to get at it, but it is not to be done by keeping the coal companies at a distance and shaking its fists at them.

“In the meeting of citizens to discuss the situation of the canal, held at the Academy of Music, President Baughman denounced the coal companies for procuring a reduction of toll by the Canal Company, and then using it as a club to beat down the charges of the Baltimore and Ohio Railroad. – Of course they did, and they succeeded. The Baltimore and Ohio Railroad Company wisely reduced its rates to a published rate of $1.75 from any point on George’s Creek, with a rebate of 40 cents, and we have heard nothing of its president complaining of ill treatment on the part of the coal companies.

“Now, in this matter of ill-treatment, how does the canal company stand? Some ten years ago, when the shipment of coal was controlled by the Consolidation Coal company, the owner of the Cumberland and Pennsylvania railroad, the rates charged were considered excessive by the other coal companies, causing a reduction in the quantity of coal moved, and affecting the tonnage upon the canal. This led to a compact between the canal company and the American and Maryland Coal companies, by which, in consideration of the building by these
companies of an independent railroad from George’s Creek as a feed to the canal, the canal company would reduce the toll on all coal from that road from 56 cents (the toll then charged) to 40 cents. This road, the George’s Creek and Cumberland railroad, was completed after a costly and tedious litigation with the Baltimore and Ohio Railroad company, to compel that company to fulfill its contract with the canal company in which, for very valuable considerations, it had agreed to furnish and maintain a track from the Eastern end of the viaduct to the canal basin, to be used for the conveyance of freight and passengers, presented by any railroad at the viaduct, intended to be transported upon the canal; - a suit which ought to have been maintained by the canal company, but in which they manifested so little interest that it was a matter of serious doubt whether they did not prefer the success of their very good friends, the Baltimore and Ohio Railroad Company. The road having been completed and the coal ready for transportation by the canal, what was the action of the canal company when, called upon by the American and Maryland Coal Companies to carry out their agreement as to the reduction of tolls? They refused on the ground that the road was not completed within the time specified; thus, by a miserable quibble alienating two heavy shippers of coal. The American Company sold its boats and shipped no coal by canal last year; and the Maryland Company was at the foot of the list of shippers.

“I am glad to see the interest in the welfare of the canal reviving. What it much need now is a President and board of directors who believe there is still some life in it; and who will work to resuscitate and not strangle it.”

It is understood that a meeting will be held in this city in a few days, and that steps will be taken to organize a canal league throughout the State, similar to that in New York State.

Ibid, p. 4. Canal Commerce

The following boats, with way bills numbered from 318 to 328, left this port up to 3 o’clock p.m. today, (April 25, 1887):

Consolidation Co. – To Georgetown
L R Fechtig Capt. Ingram 111 03
Charles Mann Capt. Moore 116 10
Wm. King Capt. McCoy 116 15
J Maury Dove Capt. Malone 113 18
Allan Campbell Capt. Eddy 110 12
Leiper P Read Capt. Mullen 113 11
T K Stewart Capt. Penner 114 10
Sallie Burwell Capt. Price 113 01
To Williamsport:
D W Malotte Capt. Harris 111 05
S M Hamilton Capt. Sterling 94 01
American Co. – To Williamsport
Ivan Capt. Malotte 113 03

Reduction in Canal Freights

It was learned at the Consolidation wharves this afternoon that the boats were loading at 70 cents per ton; the reduction comes out of the boatmen. It is not improbable that the other companies will resume shipments over the canal.

DT, Tue. 4/26/87, p. 1. Canal Commerce

The following boats, with way bills numbered from 329 to 335, left this port up to 3 o’clock p.m. today, (April 26, 1887):

Consolidation Co. – To Georgetown
W. R. Lewis Capt. Bender 112 01
To Williamsport:
Lutie & Monie Capt. Shupp 116 07
M. A. Shupp Capt. Hull 117 05
McK Steffey Capt. McKelvey 117 01
George’s Creek Co. – To Georgetown
Wheatley Bros. Capt. Hager 111 14
A. H. Bradt Capt. Mose 115 05
Wm. C Hunter Capt. Leopold 100 18


The following boats, with way bills numbered from 336 to 341, left this port up to 3 o’clock p.m. today, (April 27, 1887):

George’s Creek Co. – To Georgetown
J. W. Veale Capt. McAnenny 116 09
Samuel Lloyd Capt. Kearns 115 03
E. P. Cohill Capt. Gannon 114 13
Consolidation Co. – To Georgetown
W. H. C. Bayley Capt. Hebb 112 09
D W Adams Capt. Jackson 116 10
Jacob Bender Capt. Hall 117 04

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The Cumberland Coal Trade

The shipments from the mines of the Cumberland coal region for the week ended April 23, 1887, were 71,839 tons, and for the year to date 952,264 tons, an increase of 579,157 tons as compared with 1886. The shipments to the Baltimore and Ohio railroad and local points were, for the week 59,241 tons; for the year, 858,704 tons, an increase of 543,599 tons as compared with last year. The shipments to the Pennsylvania railroad were for the week 8,766 tons; year, 58,408 tons, a decrease of 1,286 tons as compared with last year. The shipments to the Chesapeake and Ohio canal, for the week, were 3,832 tons; year, 35,153 tons; increase over last year, 34,273 tons.


DT, Thu. 4/28/87, p. 4. Canal Commerce

The following boats, with way bills numbered from 342 to 347, left this port up to 3 o’clock p.m. today, (April 28, 1887):

Consolidation Co. – To Georgetown
G French Capt. Gannon 108 02
Elbe River Capt. Swain 112 19
Zaddock Williams Capt. Kreitzer 113 00
N. C. Read Capt. Cunningham 112 18
To Williamsport:
W O Bowser Capt. Havermale 111 05
George’s Creek Co. – To Georgetown
Park Agnew Capt. Krantz 115 05


DT, Fri. 4/29/87, p. 4. Canal Commerce

The following boats, with way bills numbered from 348 to 350, left this port up to 3 o’clock p.m. today, (April 29, 1887):

Consolidation Co. – To Williamsport
W H Loy Capt. Woltz 104 00
M B Mayfield Capt. Zimmerman 110 16
J. P. Agnew & Co. – To Georgetown
Emma Mertens Capt. Keesucker 116 02

DT, Sat. 4/30/87, p. 2. A REPUBLICAN OPINION OF OUR CANAL POSITION

The publisher of this paper has received the following personal and self-explanatory letter, which, while not written for publication, contains so important an opinion, that it is laid before our readers with our own most grateful acknowledgement of its encouraging contents and a sincere endorsement thereof:

Col. P. W. Avirett, Editor Daily Times – My Dear Sir: Your effort in behalf of the maintenance of the canal is most praiseworthy and deserving the commendation of the business men of Western Maryland. It hardly seems possible that there is a deliberate scheme on foot to wreck it, and yet it would seem to point that way. The business men of Western Maryland ought to protest loudly against it. Instead of being wrecked or sold it should be extended to Baltimore, even though State aid should be necessary to do it. There can, I think, be no question but that coal can be carried to the sea board far more cheaply by water than by rail, and under proper management the revenue from tolls would undoubtedly be ample for its maintenance.

“You would not expect a dog to swim with a stone tied to his neck, nor can the canal be expected to carry the immense load of old obligations, accumulated through years, and pay current expenses beside. Now that the Baltimore and Ohio seems to have passed out of control of those most interested in the State, it would be deplorable if the only distinctively State work should be wrecked, or pass into the hands of a foreign corporation. The State of New York has, by a wise system of fostering her canals, not only retained, but largely increased, her great carrying and shipping trade.
“It is a very narrow view to take of the matter to assert that money spent for and in aid of the canal benefits only the section of the State through which it passes. The whole State is not only interested, but benefitted by any industry that gives employment to so many persons and aids so largely to develop one of its great industries.

“I do not profess to know much of canal management, but it seems plain that 500,000 tons at 30 cents would produce $150,000, and it also seems probable that that amount could be secured by a little judicial effort. I enclose you two editorial items, from a late New York ‘Times,’ which are instructive and show how large a factor the canals are in the business of carrying in that state. Keep up your agitation of the matter, surely good will result from it.

“Very Truly Yours,

“B. L. Turner.”

If Mr. Turner were the foreman of a jury of Western Maryland tax-payers, called to render a verdict in this case, to his opinion we most certainly could say, and so say we all, “the canal must be maintained as a water way.”

Ibid, p. 4.  Canal Commerce

The following boats, with way bills numbered from 351 to 357, left this port up to 3 o’clock p.m. today, (April 30, 1887):

Consolidation Co. – To Georgetown
H. Roussell Capt. Swain 118 00
Jas M Wheatley Capt. Litton 111 19
John Leitch Capt. Hill 115 02
Geo L. Sheriff Capt. Cartwright 113 01
To Williamsport:
Victor Capt. Kelley 111 10
J. P. Agnew & Co. – To Georgetown
A. H. Stump Capt. Helgoth 115 14
Delaware Capt. Callan 114 01


Sunday, 5/1/87, p. 3. The Canal.

Canal business is improving and there are those who have hopes that the waterway will do a fair business this season, despite the discouraging flatness of the past three weeks. The George's Creek company resumed yesterday and it is said, will ship at least two boats daily. The Consolidation company, who have continued shipping through the dull season, are increasing their shipments and yesterday the respectable number of 13 boats cleared, which is good, compared to the 4 or 5 which has been the average of late.

A well-posted canal man yesterday expressed the belief that even at the present rate of tolls the canal stood a good show of getting a fair share of trade. He remarked that no large sales of coal had been made, and indeed, the season had not got yet fairly opened. When it did, he believed the canal would not be so far behind as some people supposed.

The Consolidation Coal company have reduced freights from 75 to 70 cents.

DT, Mon. 5/2/87, p. 4.  Canal Commerce

The following boats, with way bills numbered from 359 to 366, left this port up to 3 o’clock p.m. today, (May 2, 1887):

Consolidation Co. – To Georgetown
T H Gibbs Capt. Gatrell 114 00
W S Jacques Capt. Gatrell 115 19
To Williamsport:
Ruby Capt. Sterling 93 11
Eugene Capt. Teach 114 05
Mary Capt. Tice 113 11
D. W. Malotte Capt. Harris 111 10
J. P. Agnew & Co. – To Georgetown
J. H. Milstead Capt. Roof 115 02
Ernst & Holland Capt. Jones 109 10

DT, Tue. 5/3/87, p. 4.  Canal Commerce

The following boats, with way bills numbered from 368 to 372, left this port up to 3 o’clock p.m. today, (May 3, 1887):

Consolidation Co. – To Georgetown
Thames River Capt. Gatrell 112 13
W J Walker Capt. Bowers 111 04
George’s Creek Co. – To Georgetown
P M Burrell Capt. Latham 107 17
Ollie V Capt. Nicholl 111 10
A M White Capt. Reed 114 19

DT, Wed. 5/4/87, p. 4. Canal Commerce
The following boats, with way bills numbered from 374 to 377, left this port up to 3 o’clock p.m. today, (May 4, 1887):
Consolidation Co. – To Georgetown
F. O. Beckett Capt. Benner 118 18
Daniel Linkin Capt. MacDonald 113 18
D Hottig Capt. Kennell 113 18
Altoona Capt. Ingram 113 18

Coal Contract Awarded
The contract for supplying the Western Maryland Railroad company with coal for one year, from the 1st instant has been awarded to Messrs. Steffey & Findlay and Victor Cushwa, of Williamsport, shippers of the Consolidation Coal company’s George’s Creek coal.

DT, Thu. 5/5/87, p. 4. Old Boatmen Abandon the Canal – Joseph Rose and Charles Sellers, two old and well-known boatmen on the C. & O. canal, have left for Ohio to obtain work on the Moore & Co.’s packets, and the Ohio and State canal.

Canal Commerce
The following boats, with way bills numbered from 378 to 382, left this port up to 3 o’clock p.m. today, (May 5, 1887):
Consolidation Co. – To Georgetown
W King Capt. McCoy 114 11
D J Warfield Capt. Tier 116 16
W Watters Capt. Harding 114 08
L M Storm Capt. Huff 116 08
George’s Creek Co. – To Georgetown
Iowa Capt. Davis 114 17

News, Thu. 5/5/87, p. 3. A Week’s Coal Trade - The shipments from the mines of the Cumberland coal region for the week ended Saturday, April, 30, 1887, were 61,936 tons, and for the year to date 1,014,200 tons, an increase of 639,240 tons as compared with the corresponding period of 1886. The coal was shipped as follows:
To Baltimore and Ohio Railroad – Week, 46,912 tons; year, 905,615 tons; an increase 588,656 tons. To Pennsylvania Railroad – Week, 9,642 tons; year, 68,050 tons; increase, 10,928 tons. Chesapeake & Ohio Canal – week, 5,383 tons; year, 40,535 tons; increase, 39,655 tons.

Thu. 5/5/87, p. 4. West Washington – Canal boat M. C. W. Boyer has arrived with 1,700 bushels of wheat, 500 bushels of corn and seven tons of hay, consigned to J. G. & J. M. Waters. Canal boat Samuel Jarboe has arrived with 2,000 bushels of corn and 1,000 bushels of wheat, consigned to same.²

DT, Fri. 5/6/87, p. 4. Canal Commerce
The following boats, with way bills numbered from 383 to 385, left this port up to 3 o’clock p.m. today, (May 6, 1887):
Consolidation Co. – To Georgetown
G A McIlhenny Capt. Harper 115 17
J Z Wiggins Capt. Shoosmitt 111 14
M Bloomfield Capt. Gillerman 110 19

DT, Sat. 5/7/87, p. 4. Canal Commerce
The following boats, with way bills numbered from 402 to 412, left this port up to 3 o’clock p.m. today, (May 7, 1887):
Consolidation Co. – To Georgetown
Chas F Mayer Capt. Reed 114 10
E A King Capt. Mills 115 18
L P Read Capt. Mullen 114 03
Josephine Barroll Capt. Penner 115 05
G M Barroll Capt. Murphy 114 07
Chas. R. White Capt. Stride 115 18
To Williamsport:
Nellie & Davie Capt. Patton 117 03
M. A. Shupp Capt. Shupp 113 17
George’s Creek Co. – To Georgetown
A J Clark Capt. Reed 116 17
A Wood Capt. Atwell 114 13
Eva Capt. Schopper 114 13

² Critic-Record, Washington, D.C.
DT, Mon. 5/9/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 414 to 415, left this port up to 3 o’clock p.m. today, (May 9, 1887):

- Consolidation Co. – To Georgetown
  - G. S. French Capt. Gannon 109 04
- To Williamsport:
  - Lutie & Monie Capt. Shupp 104 10


DT, Tue. 5/10/87, p. 4. **The Break on the Canal** – The break that occurred on the Chesapeake and Ohio canal on Sunday last, near Frederick, was one of the most severe in the annuals of the canal. It took place at Little Monocacy, just below the aqueduct over the Big Monocacy river, and about fifteen miles from Frederick. It is fully eighty feet long and from fifteen to twenty feet below the bed or ordinary bottom of the canal. President Baughman visited the scene and the work of repairing the break was commenced at once. A force of about seventy-five men are now employed, and it is expected that traffic will not be delayed longer than ten days.

News, Tue. 5/10/87, p. 3. **Another Break**

President Baughman ordered out a force of from fifty to seventy-five men today to proceed at once to the Chesapeake and Ohio Canal at Little Monocacy, about fifteen miles from this city, to repair a serious break which took place there Sunday evening owing to the heavy rain. The break is about seventy-five feet long and in depth extends below the ordinary level of the canal bottom, which makes an average depth of about 18 feet. Immediately upon being notified of the damage to the canal Col. Baughman proceeded to make an inspection. He hopes to have the break repaired in the course of two weeks, when navigation can again be resumed. The break was not unexpected, as the rains have been unusually severe.

Sun, Tue. 5/10/87, p. 1. A break eighty feet long and fifteen or twenty feet below the ordinary bed occurred in the Chesapeake and Ohio canal at Little Monocacy, about fifteen miles from Frederick, on Sunday evening; President Baughman took prompt measures to begin the work of repair.

DT, Wed. 5/11/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 416 to 418, left this port up to 3 o’clock p.m. today, (May 11, 1887):

- Consolidation Co. – To Georgetown
  - J. M. Dove Capt. Malone 114 07
  - J. P. Agnew Capt. Null 115 19
- Charles Darrow Capt. Engle 113 01

News, Wed. 5/11/87, p. 3. **A Week’s Coal Trade** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, May 7, 1887, were 48,174 tons, and for the year to date 1,062,374 tons, an increase of 686,676 tons as compared with the corresponding period of 1886. The coal was shipped as follows: To Baltimore and Ohio Railroad – Week, 35,910 tons; year, 941,525 tons; an increase 623,829 tons. To Pennsylvania Railroad – Week, 6,646 tons; year, 74,695 tons; increase, 17,573 tons. Chesapeake & Ohio Canal – week, 5,618 tons; year, 46,153 tons; increase, 45,273 tons.

DT, Thu. 5/12/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 419 to 420, left this port up to 3 o’clock p.m. today, (May 11, 1887):

- George’s Creek Co. – To Georgetown
  - Giles Heath Capt. Dolan 114 16
**Repairing the Break** — Upward of seventy-five men are now at work upon the break which occurred in the Chesapeake and Ohio canal Monday night. The work was somewhat delayed Tuesday owing to the wet weather but the repairs will now be completed as soon as possible.

**Affairs in West Washington - Excursionists Delayed** — About seventy-five excursionists to the Great Falls on the steam packet Excelsior this morning were delayed in starting for about three hours on account of the water in the canal on this level having been drawn off for the purpose of raising a sunken canal boat.

**The Break in the Canal** — The break that occurred on the Chesapeake and Ohio canal on Sunday last, near Washington Junction, is more serious than at first supposed. It took place at Little Monocacy, just below the aqueduct over the big Monocacy river, and about fifteen miles from Frederick. It is fully eighty feet long and from fifteen to twenty feet below the bed or ordinary bottom of the canal. It is thought it will require at least three weeks to repair it and put the canal in navigable condition again.

**Canal Commerce**

The following boats, with way bills numbered from 421 to 425, left this port up to 3 o’clock p.m. today, (May 16, 1887):

<table>
<thead>
<tr>
<th>Boat</th>
<th>Capt.</th>
<th>Way Bill</th>
</tr>
</thead>
<tbody>
<tr>
<td>J. P. Agnew &amp; Co.</td>
<td>Reid</td>
<td>110 00</td>
</tr>
<tr>
<td>J. E. Dyer &amp; Bro.</td>
<td>Swain</td>
<td>117 08</td>
</tr>
<tr>
<td>Consolidation Co.</td>
<td>Bender</td>
<td>111 19</td>
</tr>
<tr>
<td>To Williamsport:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Savannah</td>
<td>Morris</td>
<td>115 07</td>
</tr>
</tbody>
</table>

**Nearing Completion** — The repairs on the break in the C. & O. Canal at the Little Monocacy, are progressing so finely that it is now thought navigation will be resumed on or about the 23rd of the present month.

**Narrow Escape of Col. Baughman** — While President Baughman was returning to Frederick Monday evening from the break on the canal over the Little Monocacy he met with an accident which came near resulting in the loss of his life. When at a very dangerous point in the vicinity of Noland’s Ferry, between the canal and the Potomac river, the yoke to which his two spirited horses were attached slipped down over the tongue and caused the buggy to run upon their heels. This caused them to become excited and unmanageable and to attempt to run away.

Mr. C. F. Arch, who was with Col. Baughman, in endeavoring to climb out of the back of the vehicle, fell and was caught near the wheel and dragged some distance. He fortunately escaped, however, with a number of painful bruises and scars only.

Col. Baughman remained in the buggy, but seeing his dangerous situation, managed to guide his horses toward a tree, against which he ran, and happily, with one on each side. When the vehicle stopped it was nearly jammed up against the tree, with Colonel Baughman leaning nearly over the dasher. One more plunge of the horses would in all probability have dashed him against it. As it was, he was fortunate enough to escape injury.

**Repairing the Canal Break**

Work is being pushed on the repair of the break in the Chesapeake and Ohio Canal, at the culvert over the Little Monocacy, a short distance below the Big Monocacy aqueduct. The canal will
probably be in condition to resume navigation on Friday evening or Saturday next. The work of repair is receiving the daily personal attention of President Baughman, Mr. Stephen Gambrill and Superintendent Biser, and in order to expedite it as much as possible, about 115 men are employed, with 30 to 40 horses and carts, and as many wheelbarrows. The scene is a busy and interesting one. The work has been most systematically arranged, and is being energetically pushed. A large number of those employed are boatmen, bound both Eastward and Westward, who were obliged to tie up in consequence of being left high and dry in the bed of the canal by the sudden and unexpected running off of the water.

As heretofore reported in the Times, the break occurred on the 8th instant, and was caused by the unprecedented rise in the Little Monocacy, which overflowed the high banks of the canal, and caused a washout of 90 feet in length and 20 feet below the bed of the canal. This break is said to have been the largest bottom break that has ever taken place on the Chesapeake and Ohio. To fill up the hole will require over 20,000 cartloads of dirt, all of which is dug and hauled from within a radius of about five hundred yards. After being dumped, the earth is tightly rammed, and to sustain the pressure a thick stone wall is being built back of the break.

A careful examination yesterday of the culvert revealed the fact that the pavement and the sides of that structure had also sustained a good deal of damage, and that to repair it would necessitate the building of another coffer-dam and troughs; and an additional expense of about $1,000, making the total cost of the break between $3,000 and $4,000.

Of the men employed about sixty are boarded by the canal at a cost of 40 cents per day. Good substantial food is furnished, consisting of bread, coffee, beef, pork, corn, tomatoes, potatoes, etc. All the workmen are paid at the rate of 11 cents an hour.

In the vicinity of the break can still be seen, in every direction, much evidence of the damage wrought by the storm to other property also.

The Cumberland Coal Trade

The shipments from the mines of the Cumberland coal region for the week ended Saturday, May 14, 1887, were 58,475 tons, and for the year to that date 1,120,849 tons, an increase of 744,170 tons as compared with 1886. The shipments to the Baltimore and Ohio railroad and local points were, for the week, 45,272 tons; for the year, 986,798 tons; an increase of 668,121 tons as compared with last year. The shipments to the Pennsylvania railroad were for the week, 8,105 tons; year, 82,801 tons; an increase of 25,679 tons as compared with last year. The shipments to the Chesapeake & Ohio canal, for the week, were 5,097 tons; year, 51,251 tons; increase over last year, 50,371 tons.

Fri. 5/20/87, p. 3.  

The Canal Break

Paymaster Stephen Gambrill and S. P. Ayer, accountant, and Director Robert A. Dobbin, of the Chesapeake and Ohio Canal were here today, arranging payrolls, &c., preparatory to the next meeting of the board which takes place in Washington, D. C., on Wednesday next, the 25th inst. Owing to the busy season among farmers and the scarcity of temporary labor along the line, the break which occurred some weeks ago near the Monocacy has been somewhat delayed, but we are informed, that the repairs will be completed tonight, and the water turned on in the morning. Those engaged on the present repair will be paid off immediately upon completion of the work. The pay boat will go over the line to pay off immediately.

3 The Capital, Annapolis, Md., newspaper
after the next meeting of the board of directors.

DT, Sat. 5/21/87, p. 4. **Coming Back to Maryland** – The many friends in Cumberland of Gen. James C. Clarke will be pleased to learn that he contemplates soon taking up his residence permanently in Maryland again. He left New York Wednesday evening for the West, and expects to meet his Maryland friends again before a long while. He has retained his Maryland citizenship, has an estate in Frederick county, and has frequently paid brief visits to his old friends when he could spare the time from his duties as the president of one of the important railway systems of the West. He had for a year or two contemplated retiring from the Illinois Central presidency, and it was the report quite recently that he contemplated a vacation of six months.

Mr. Clarke’s friends say he proposes to again make his home in Maryland. He is a director in the Illinois Central board until March, 1889. He has had a long and prominent career in the executive management of the Illinois Central company, formerly as general manager, with headquarters at New Orleans, and subsequently as the president, with his principal office in Chicago. Before leaving Maryland, he was prominent in public affairs, and filled the position of president of the Chesapeake and Ohio canal with credit. During his incumbency, he distinguished himself by the executive ability displayed in his administration and made many warm friends in Allegany county and Western Maryland.

ES, Sat. 5/21/87, p. 5. **Alexandria Affairs**

**The Funeral of the Canal Company.** - Messrs. B. Wheat, president, and S. E. Uhler, secretary, of the Alexandria Canal Co., have surrendered its books, papers, &c., to Mr. W. W. Dungan, the receiver of the property of the company appointed by the United States Court. This was the funeral of the canal company. It is impossible to over-estimate hopes that the people of Alexandria entertained of the canal when the company was organized in 1830. Phineas Janney, Robert I. Taylor, Thompson F. Mason, Hugh Smith, E. I. Lee, Chas. Bennett, Colin Auld, Jonathan Butcher and others were its first managers. It was the successor to the design of the old Potomac company that Gen. Washington had organized in 1785 to connect Alexandria with the Ohio River. Its first boat-load of flour, about 1842, was hailed with salutes. But it was never a success. It seldom paid expenses in any year. Coal came down for a while in considerable quantities, and this trade, interrupted by the war, was renewed when, after the war, Wells, Dungan and Quigley leased the canal; but the renewed trade was of short duration. The coal business diminished, the water was taken from the canal by the sale of the Aqueduct, and the company ends after an existence of fifty-seven years, having utterly failed in its purpose.

DT, Mon. 5/23/87, p. 4. **HOPE FOR THE CANAL** – Light seems to be breaking, for the immediate future, at least, for the Chesapeake and Ohio Canal. It is understood that at an early day the officials and friends of the Chesapeake and Ohio Canal will make a united and earnest effort to induce Congress to grant the necessary aid for the extension of that great waterway, as originally intended, to Westernport, twenty-seven or eight miles from Cumberland, and the center of the great coal fields of the Alleghanies. The consummation of this project would, it is believed, result in the success or salvation of the canal for at least many years to come. It is claimed that with a terminus
at Westernport, where the great fourteen-foot vein of coal crops out, and is so situated that coal could be run from the veins into a canal boat or railroad car, (should the latter mode of transportation be found cheaper to construct than an open canal or slack water communication,) the seat of the general government, and other eastern cities, as well as the Navy of the United States, could be supplied with superior coal more cheaply than for any other source.

A connection at that point would also enable the canal to be independent of the small veins and rival companies which have their center at Frostburg. With the present terminus, Washington alone, it is stated, effects a saving of about $500,000 per annum in the purchase of coal transported over the canal. President Baughman proposes soon to call the attention of members of both the Senate and House of Representatives to this subject, and to give them an opportunity of observing the practical operation of the canal, and of obtaining a good idea of the magnitude of the work, of which so few people appear to have a right conception.

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The Cumberland Coal Trade
The shipments from the mines of the Cumberland coal region for the week ended May 21, 1887, were 61,566 tons, and for the year to that date 1,182,415 tons, an increase of 783,363 tons as compared with 1886. The shipments to the Baltimore and Ohio railroad and local points were, for the week, 51,798 tons; for the year, 1,038,506 tons; an increase of 702,505 tons as compared with last year. The shipments to the Pennsylvania railroad were for the week, 7,016 tons; year, 89,816 tons; an increase of 27,838 tons as compared with last year. The shipments to the Chesapeake & Ohio canal, for the week, were 2,842 tons; year, 54,093 tons; increase over last year, 53,129 tons.

News, Wed. 5/25/87, p. 3. Paying Canal Hands – Paymaster Gambrill, of the Chesapeake and Ohio Canal, is making arrangements to pay off the employees immediately after the meeting of the directors, which took place in Washington today.

DT, Thu. 5/26/87, p. 4. Canal Commerce
The following boats, with way bills numbered from 435 to 449, left this port up to 3 o’clock p.m. today, (May 26, 1887):

    George’s Creek Co. – To Georgetown
    John Spencer            Capt. Renner      113 10
    Missouri                Capt. Artinger    116 02
    W F Creighton           Capt. Price       115 13
    M B Winship             Capt. Mills        113 05
    Borden Mining Co. – To Georgetown
    Cigarette               Capt. Hassett      113 11
    Sam’l M Reitzel          Capt. Griffith     114 08
    Little Rob              Capt. Griffith     112 18
    Capella                 Capt. Hassett      113 16

Consolidation Co. – To Georgetown
Canal Trade 1887

W J Walker  Capt. Bowers  110 02
John Leitch  Capt. Hill  114 19
J. P. Hewitt  Capt. Swain  114 07
G S Reiman  Capt. Sorrell  114 17
To Williamsport
D W Malotte  Capt. Haines  115 17
Frankie & Fannie  Capt. McCardell  113 08
W H Loy  Capt. Woltz  110 08

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Meeting of Canal Board
The board of directors of the Chesapeake and Ohio canal yesterday held a meeting at the Arlington Hotel, in Washington. A great deal of routine business was transacted, but there was nothing of special importance acted upon. Col. Baughman says he will now proceed to pay all the employees for the month of February. The repairs at the Little Monocacy have all been completed and the laborers paid off.

H&TL, Thu. 5/26/87, p. 2.  Again Navigable. - The repair work upon the canal was so far completed last Saturday that water was introduced throughout its entire length and navigation has again been resumed.

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A New Industry.
The Williamsport Transcript says that the Susquehanna Paper Company, of Pennsylvania, has begun the erection of a wood-pulp mill on the site of the old Honeywood mill, at Dam No. 5. Superintendent T. J. West secured about a dozen workers in Williamsport to aid in its construction. The mill will manufacture one hundred tons of wood-pulp per week, which will be shipped from Williamsport to their paper mills in Pennsylvania. Employment will be furnished to about fifty hands.

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The News from Green Spring Furnace.
May 21, 1887.
Mr. Editor: - The old Honeywood Mill, once the property of the Colstons, of Virginia, and which was destroyed by the Federals during the late war, has been purchased by a company of capitalists and is being refitted as a pulp mill. Power will be derived from three large turbine wheels, driven by the overflow of Dam No. 5.

It is reported that a quarry of brown stone has been opened on the National Pike, near Millstone Point. The stone will be shipped by canal to Washington and used in building a sea-wall.

Rex.

DT, Fri. 5/27/87, p. 4. Canal Commerce
The following boats, with way bills numbered from 488 to 495, left this port up to 3 o’clock p.m. today, (May 27, 1887):
Consolidation Co. – To Georgetown
A. L. Miller  Capt. Piper  113 08
W. S. Jacques  Capt. Gatrell  114 11
T. H. Gibbs  Capt. Gatrell  113 19
To Williamsport:
Nellie & Davie  Capt. Patton  114 09
George’s Creek Co. – To Georgetown
A. H. Bradt  Capt. Mose  114 05
Youghiogheny  Capt. Castle  116 04
Borden Mining Co. – To Georgetown
E. M. Ginevan  Capt. Hassett  118 12


DT, Sat. 5/28/87, p. 4. Canal Commerce
The following boats, with way bills numbered from 496 to 506, left this port up to 3 o’clock p.m. today, (May 28, 1887):
Consolidation Co. – To Georgetown
G M Winship  Capt. Gatrell  113 13
Amazon  Capt. Ingram  113 14
B R Mayfield  Capt. Ingram  108 08
Jos Z. Williams  Capt. Reynolds  112 14
A P Mayfield  Capt. Benner  115 08
Jos M Wheatly  Capt. Lytton  112 06
Geo. L. Sheriff  Capt. Carpenter  115 09

News, Mon. 5/30/87, p. 3. Paying off Canal Employees – Col. L. V. Baughman, president of the C. & O. Canal, returned home this morning after a trip over the canal. $900 was disturbed to the employees, being the amount of wages due them for the month of February.

DT, Tue. 5/31/87, p. 1. Canal Commerce
The following boats, with way bills numbered from 507 to 510, left this port up to 3 o’clock p.m. today, (May 31, 1887):
Consolidation Co. – To Georgetown
Chas. R. White Capt. Stride 114 07
W. J. Stevenson Capt. Moore 113 02
Z. Williams Capt. Kreitzer 114 11
To Williamsport:
Victor Capt. Kelley 114 01

DT, Wed. 6/1/87, p. 4. The Cumberland Coal Trade – The shipments from the mines of the Cumberland coal region for the week ended May 28, 1887, were 64,429 tons, and for the year to date 1,246,844 tons, an increase of 788,350 tons as compared with 1886. The shipments to the Baltimore and Ohio railroad and local points were, for the week 49,707 tons; for the year, 1,088,213 tons, an increase of 707,710 tons as compared with last year. The shipments to the Pennsylvania railroad were for the week, 8,571 tons; year, 98,387 tons, an increase of 24,048 tons as compared with last year. The shipments to the Chesapeake and Ohio canal, for the week were 6,151 tons; year 60,244 tons; increase over last year, 56,593 tons.


DT, Thu. 6/2/87, p. 1. Canal Commerce
The following boats, with way bills numbered from 511 to 520, left this port up to 3 o’clock p.m. today, (June 2, 1887):
Consolidation Co. – To Georgetown
Frankie & Fannie Capt. McCord 117 06
Geo S French Capt. Gannon 111 03
S. M. Barroll Capt. Murphy 117 08
To Williamsport:
W. O. Bowser Capt. Havermale 119 14
Borden – To Georgetown
Willie D. Capt. Griffith 120 06
Walter Beall Capt. Griffith 115 00
Percy Capt. Hassett 114 08
George’s Creek Co. – To Georgetown
Delaware Capt. Callan 115 09
S. Jarboe Capt. Hager 111 19
American Co. – To Williamsport
Ivan Capt. Malotte 112 16

It May Increase the Traffic on the Canal
Intelligence was received here yesterday to the effect that a syndicate has purchased the old Honeywood Mills, near Dam No. 5. The intention is to convert it into a paper mill, after remolding the interior, and as there is no line of railroad touching this point, it will effect, materially, the shipments over the Chesapeake and Ohio canal. This property has a capacity for 125 barrels of flour per day, and has the best
situation for a mill of any along the Potomac, Harper’s Ferry not excepted.

H&TL, Thu. 6/2/87, p. 3. **Canal Employees Paid** – The employees of the Chesapeake and Ohio Canal Company were paid last week for the month of February. On his trip up the canal, President Baughman met Mr. McComas in Washington and invited him on the steamer Maryland. McComas accepted and came up as far as Catoctin, where he took the train on Friday evening for Hagerstown.

DT, Fri. 6/3/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 521 to 535, left this port up to 3 o’clock p.m. today, (June 3, 1887):

- **George’s Creek Co. – To Georgetown**
  - J Jesse Moore Capt. Pear 109 17
  - Elberon Capt. Pear 106 04
  - J. H. Milstead Capt. Roof 116 02
  - Ernst & Holland Capt. Thompson 109 16
  - A. M. White Capt. Reed 116 07
  - Ben Vaughn Capt. Sigler 114 14
- **Consolidation Co. – To Georgetown**
  - W. King Capt. McCoy 116 09
  - R. H. Driver Capt. Drenner 112 11
  - L. P. Heston Capt. Blubaker 112 03
  - E. A. King Capt. Mills 114 12
  - To Williamsport:
    - Ruby Capt. Sterling 92 08
    - W. H. Loy Capt. Woltz 105 14
    - Borden – To Georgetown
      - R. P. Mason Capt. Hassett 117 01
      - Gen. Garfield Capt. Griffith 117 16
      - Detroit Capt. Griffith 119 02

DT, Sun. 6/5/87, p. 2. **A Month's Canal Business** - During the month of May 154 boats, carrying 17,514 tons of coal, cleared from this port on the canal. The revenue was about $6,000.


DT, Sat. 6/4/87, p. 4. **The Canal Trade Improving** – The George’s Creek Coal Company are now loading four and five boats a day, this is a gratifying increase over the shipments made by this company last week, which amounted to but two boats daily. The Maryland Coal Company is now the only one not shipping by canal.

DT, Tue. 6/7/87, p. 1. **Canal Commerce**

The following boats, with way bills numbered from 556 to 560, left this port up to 3 o’clock p.m. today (June 7, 1887):

- **Consolidation Co. – To Georgetown**
  - F. O. Beckett Capt. Benner 118 19
  - H. Roussell Capt. Swain 115 06
  - Charles Darrow Capt. Engle 112 14
- **To Williamsport**
  - Mary Capt. Tice 111 00
  - Borden – To Georgetown
  - Mary L. Miles Capt. Hassett 116 09

DT, Thu. 6/9/87, p. 4. **A Maryland Boatman Heard From** – Mr. Chas. A. Fox, one of our well-known Maryland boatmen, now employed on the Erie canal, writes to a friend in this city, and says, that New York State canal are prospering. Seven million bushels of grain were shipped into the Empire City by canal boats during the month of May.

**Canal Commerce**
The following boats, with way bills numbered from 562 to 567, left this port up to 3 o’clock p.m. today (June 9, 1887):

George’s Creek Co. – To Georgetown
Theodore Capt. Smith 111 15
Allegheny Capt. Dixon 117 17

Consolidation Co. – To Georgetown
J. P. Hewitt Capt. Swain 113 16
A. L. Miller Capt. Piper 112 14

To Williamsport:
W. H. Loy Capt. Woltz 111 06

Borden – To Georgetown
G. Berkebile Capt. Zimmerman 116 10

H&TL, Thu. 6/9/87, p. 2. Cumberland Coal Trade - The shipments from the mines of the Cumberland coal region for the week ended June 4 were 58,456 tons, and for the year to that date 1,305,300 tons, an increase of 777,128 tons as compared with last year. The coal was shipped as follows: To Baltimore and Ohio Railroad – Week, 42,289 tons; year, 1,130,502 tons; increase 701,307 tons. Pennsylvania Railroad – Week, 9,137 tons; year, 107,524 tons; increase, 20,068 tons. Chesapeake & Ohio Canal – week, 7,029 tons; year, 67,273 tons; increase, 55,752 tons.

ES, Fri. 6/9/87, p. 4. Affairs in West Washington – Drowned in the Canal – Yesterday afternoon a little boy, six years old, named George Artz, of the canal boat James S. Schley, was accidentally drowned off the boat at Water’s Wharf, on the C. and O. Canal. His body was recovered by W. H. Quackenbush.

Grain Receipts – Canal boat
Wheatley Bros. arrived yesterday with 600 bushels of wheat and 3,000 bushels of corn for J. G. and J. M. Waters.

DT, Fri. 6/10/87, p. 1. Canal Commerce
The following boats, with way bills numbered from 570 to 576, left this port up to 3 o’clock p.m. today (June 10, 1887):

George’s Creek Co. – To Georgetown
Theodore Capt. Smith 111 15
Allegheny Capt. Dixon 117 17

Borden – To Georgetown
Katie Capt. Hassett 117 06
Winter Capt. Hassett 113 19

Consolidation Co. – To Georgetown
Thames River Capt. Gatrell 113 08
G. S. Reiman Capt. Gatrell 115 12
Z. Williams Capt. Kreitzer 112 00

DT, Sat. 6/11/87, p. 6. Canal Commerce
The following boats, with way bills numbered from 577 to 582, left this port up to 3 o’clock p.m. today (June 11, 1887):

George’s Creek Co. – To Georgetown
G. A. Hoffman Capt. Shipley 116 13
E. P. Cohill Capt. Gannon 115 11

Borden – To Georgetown
Unexpected Capt. Hassett 119 05
Dakota Capt. Griffith 116 00

Consolidation Co. – To Georgetown
Jos Williams Capt. Reynolds 117 02

To Williamsport:
M. A. Shupp Capt. Shupp 118 16


DT, Mon. 6/13/87, p. 1. Canal Commerce
The following boats, with way bills numbered from 577 to 581, left this port up to 3 o’clock p.m. today (June 13, 1887):

Consolidation Co. – To Georgetown
Jos M Wheatly Capt. Lytton 111 07
Chas. R. White Capt. Stride 115 03

George’s Creek Co. – To Georgetown
A. Kroon Capt. Ryan 115 14
Iowa Capt. Davis 116 15

Consolidation Co. - To Williamsport
McK Steffey Capt. McKelvey 117 01

DT, Tue. 6/14/87, p. 4. Canal Commerce The following boats, with way bills numbered from 582 to 588, left this port up to 3 o’clock p.m. today (June 14, 1887):

- Borden – To Georgetown
  - Theo. Dean Capt. Hassett 119 02
  - J. H. Parrott Capt. Hassett 116 01
  - Consolidation Co. – To Georgetown
    - Amazon Capt. Ingram 120 19
    - B. R. Mayfield Capt. Ingram 113 11
    - W. R. Lewis Capt. Bender 114 14
    - Chas. Mann Capt. Moore 114 08

To Williamsport

- W. O. Bowser Capt. Havermale 113 00

DT, Wed. 6/15/87, p. 1. Cumberland Coal Trade – The shipments from the mines of the Cumberland coal region for the week, ended June 11, 1887, were 70,667 tons, and for the year to date 1,375,967 tons, an increase of 779,419 tons as compared with 1886. The shipments to the Baltimore and Ohio railroad and local points were, for the week, 52,186 tons; for the year, 1,182,688 tons, an increase of 698,657 tons as compared with last year. The shipments to the Pennsylvania railroad were for the week, 10,610 tons; year, 118,135 tons, an increase of 21,699 tons as compared with last year. The shipments to the Chesapeake and Ohio canal, for the week, were 7,871 tons; year, 75,144 tons; increase over last year, 59,162 tons.


Canal Arrival – Canal boat Round Top arrived yesterday with 800 barrels of cement for J. G. & J. M. Waters.

DT, Thu. 6/16/87, p. 4. Canal Commerce The following boats, with way bills numbered from 589 to 608, left this port up to 3 o’clock p.m. today (June 14, 1887):

- Borden – To Georgetown
  - W. J. Booth Capt. Hassett 114 12
  - Herald Capt. Griffith 119 16
  - Isabella Capt. Griffith 111 10
  - Capella Capt. Hassett 117 17

- Consolidation Co. – To Georgetown
  - G. L. Sheriff Capt. Cartwright 116 17
  - B. C. Barroll Capt. Taylor 115 17
  - A. P. Mayfield Capt. Benner 111 04

To Williamsport

- Nellie & Davie Capt. Patton 116 03
- W. H. Loy Capt. Woltz 117 03
- Ivan Capt. Malotte 114 06

- George’s Creek Co. – To Georgetown
  - G. W. Wallis Capt. Null 115 09
  - Muskingum Capt. Cramer 116 03
  - A. Greenless Capt. Shives 116 15
  - W. H. Cooper Capt. Pierce 114 16
  - Juniata Capt. Little 116 11
  - J. E. Dyer Capt. Matters 116 16
  - Eva Capt. Schopper 114 15
  - A. Wood Capt. Atwell 116 04
  - River Nile Capt. Kimble 118 18
  - John Spencer Capt. Renner 116 06

H&TL, Thu. 6/16/87, p. 3. Obituary

Mr. Theodore Embrey died on June 9, 1887, at his home in Williamsport, lamented by the community where he spent his whole life, by the people of this county and a large circle of friends in Western Maryland. He was only a little more than fifty-five years old and had been so uniformly robust that his death was a shock to the people who deplore his loss.
In his early manhood, Mr. Embrey was an efficient superintendent on the Chesapeake and Ohio Canal. For a quarter of a century, first as partner of Judge Charles Embrey, his father, and later, as partner of Mr. Victor Cushwa, Mr. Embrey was an extensive canal forwarder and shipping merchant. For a single term – from 1871 until 1873 – he was a County Commissioner and displayed great zeal and ability in building for this county, at a reasonable cost, the present court house. He was a business man of great energy, broad views and honorable character. Few men were more popular or more charitable. Without stint his help was freely given to those who won his confidence, and to the poor or afflicted he was ever kind and generous. As a son, husband, brother and father he was a model, and the large concourse gathered at Williamsport on Friday afternoon to follow his remains to the grave, while the business houses of the town were closed as a mark of respect, attest the hold he had on the people he loved.

Mr. Embrey was born in Washington, D. C., January 13, 1832, his family removing to Williamsport during the following year. He was a member of Medairy Lodge, A. F. A. M., and the Royal Arcanum. He leaves a widow and one child and the memory of a honest, useful life.

DT, Fri. 6/17/87, p. 4. **Boat Launched**

The canal grain boat, *Capt. John Kenah*, was launched from Mertens’ boat yard, last Monday. It was built to the order of J. G. Waters, of Georgetown, and has a capacity of 4,300 bushels. It is named after John Kenah, the man who worked a team of mules for over fifteen years without a scratch on them.

**Canal Commerce**

The following boats, with way bills numbered from 609 to 617, left this port up to 3 o’clock p.m. today (June 17, 1887):

- **George’s Creek Co. – To Georgetown**
  - L. L. Blake Capt. Reid 114 11
  - A. H. Bradt Capt. Mose 114 19

- **Borden – To Georgetown**
  - E. M. Ginevan Capt. Hassett 116 18
  - S. M. Reitzel Capt. Griffith 113 14
  - Cigarette Capt. Sensel 115 03

- **Consolidation Co. - To Georgetown**
  - T. K. Stewart Capt. Renner 112 16
  - L. W. Guinand Capt. Neal 114 11
  - G. S. French Capt. Gannon 112 00
  - To Williamsport
    - D. W. Malotte Capt. Haines 115 02

DT, Sat. 6/18/87, p. 1. **Canal Commerce**

The following boats, with way bills numbered from 618 to 630, left this port up to 3 o’clock p.m. today (June 18, 1887):

- **George’s Creek Co. – To Georgetown**
  - R. H. Jones Capt. Weaver 110 12
  - H. H. Lowe Capt. McClure 114 10
  - Savannah Capt. Morrison 116 10
  - Jno. W. Veale Capt. Weaver 117 13

- **Borden – To Georgetown**
  - W. D. L. Capt. 112 11
  - Walbridge McMullen
  - Ollie V. Capt. Ellenberger

- **Susquehanna Capt. Strickels 113 02**
  - Borden – To Georgetown

- **Little Rob Capt. McCall 116 00**
  - Consolidation Co. - To Georgetown

- **J. Barroll Capt. Penner 115 03**

To Williamsport:

- **M. A. Shupp Capt. Shupp 115 05**
- **Ruby Capt. Sterling 92 07**
- **Lutie & Monie Capt. Shupp 112 01**

DT, Mon. 6/20/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 702 to 709, left this port up to 3 o’clock p.m. today (June 20, 1887):

DT, Mon. 6/20/87, p. 4. **Canal Commerce**
The following boats, with way bills numbered from 702 to 709, left this port up to 3 o’clock p.m. today (June 20, 1887):

Consolidation Co. – To Georgetown
Z. Williams Capt. Krietzer 112 01
James Goddard Capt. Pennell 116 14
E. A. King Capt. Mills 114 14
To Williamsport:
McK Steffey Capt. McKelvey 116 07
High Rock Lime Capt. Beard 70 13
J. P. Agnew & Co. – To Georgetown
M. B. Winship Capt. Yost 114 07
W. F. Creighton Capt. Price 115 03
A. M. White Capt. Reed 116 06

ES, Mon. 6/20/87, p. 4. Affairs in West Washington. – Canal Trade. – Canal boat M. C. W. Boyer arrived with 2,700 bushels of wheat, 5 tons of hay and 400 bushels of corn for G. T. Dunlop.

DT, Tue. 6/21/87, p. 4. Break in the Canal
A slight break is reported in the canal on the four-mile level, below Dam No. 6, the exact character and dimensions of which have not yet been ascertained. Superintendent Mulvaney left for that point this afternoon.

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Canal Commerce
The following boats, with way bills numbered from 710 to 719, left this port up to 3 o’clock p.m. today (June 21, 1887):

Consolidation Co. – To Georgetown
N. C. Read Capt. Dunnigan 112 02
Daniel Linkin Capt. McDonald 114 17
R. A. Driver Capt. Drenner 111 15
Wm. King Capt. McCoy 112 18
To Williamsport
W. O. Bowser Capt. Havermale 110 18
George’s Creek Co. – To Georgetown
Missouri Capt. Ardinger 114 01
J. H. Milstead Capt. Roof 115 10
Youghiogheny Capt. Castle 115 10

ES, Tue. 6/21/87, p. 1. Affairs in West Washington – Cruelty to Canal Mules – On the towpath of the Chesapeake and Ohio Canal, above the Aqueduct Bridge, yesterday, several mules covered with sores on their necks, shoulders and backs were found by Agent Key, of the Humane Society, but as the disabled animals were tied to posts and not at work he could not prosecute the owners or drivers of the mules for cruelty to animals. Mr. Key said to a Star reporter that the canal men have been in the habit of driving their mules until they reach a point just outside the District limits, when the disabled ones are put into the boat, and the others draw the boat through that portion of the canal in the District.

Grain Receipts – Canal boat Beulah arrived yesterday with 4,000 bushels of corn and nine tons of hay for G. T. Dunlop.

DT, Wed. 6/22/87, p. 1. Cumberland Coal Trade – The shipments from the mines of the Cumberland coal region for the week ended June 18, 1887, were 61,396 tons, and for the year to date 1,437,462 tons, an increase of 775,026 tons as compared with 1886. The shipments to the Baltimore and Ohio railroad and local points were, for the week, 46,811 tons; for the year, 1,122,449 tons, an increase of 695,591 tons as compared with last year. The shipments to the Pennsylvania railroad were for the week, 7,835 tons; year, 125,970 tons, an increase of 19,876 tons as compared with last year. The shipments to the Chesapeake and Ohio canal, for the week, were 6,751 tons; year, 81,895 tons; increase over last year, 19,876 tons.

Ibid, p. 4. Canal Commerce
The following boats, with way bills numbered from 720 to 732, left this port up to 3 o’clock p.m. today (June 22, 1887):

Consolidation Co. – To Georgetown
Oxford Capt. Hassett 114 00
W. T. Hassett Capt. Hassett 115 00

The following boats, with way bills numbered from 702 to 709, left this port up to 3 o’clock p.m. today (June 20, 1887):

Consolidation Co. – To Georgetown
Z. Williams Capt. Krietzer 112 01
James Goddard Capt. Pennell 116 14
E. A. King Capt. Mills 114 14
To Williamsport:
McK Steffey Capt. McKelvey 116 07
High Rock Lime Capt. Beard 70 13
J. P. Agnew & Co. – To Georgetown
M. B. Winship Capt. Yost 114 07
W. F. Creighton Capt. Price 115 03
A. M. White Capt. Reed 116 06

ES, Mon. 6/20/87, p. 4. Affairs in West Washington. – Canal Trade. – Canal boat M. C. W. Boyer arrived with 2,700 bushels of wheat, 5 tons of hay and 400 bushels of corn for G. T. Dunlop.
Canal Trade 1887

L. P. Hieston Capt. Brubaker 110 03  
John Leitch Capt. Hill 112 03  
H. Roussel Capt. Swain 113 16  
F. O. Beckett Capt. Benner 111 06  
To Williamsport:  
Mary Capt. Tice 113 18  
Wm. H. Loy Capt. Waltz 110 18  
Frankie & Fannie Capt. McCardell 112 09  
George’s Creek Co. – To Georgetown  
B. Spencer Capt. Bowers 114 08  
Ernst & Holland Capt. Thompson 111 10  
G. N. Shuman Capt. Bowers 114 13  
A. H. Stump Capt. Helgoth 114 17  
Samuel Henry Capt. Repp 113 12  
James H. Reid Capt. Ensminger 116 02  

News, Wed. 6/22/87, p. 3. **Break in the Canal** – A break is reported in the C. & O. canal on the four-mile level, near dam No. 9 [sic, 6?]. Owing to indistinct working of the canal telephone, it could not be clearly ascertained whether the trouble is a break in the body of the canal or a washout waste weir. It is believed to be the latter. It is thought interruption to navigation will be short.

ES, Wed. 6/22/87, p. 1. **Affairs in West Washington – The Coal Trade** – The shipments from the mines of the Cumberland coal region during the week ending Saturday, June 18, were 61,396 tons, and for the year to that date 1,437,363 tons, an increase of 775,026 tons as compared with the corresponding period last year. By Chesapeake and Ohio Canal – week, 6,751 tons; year, 81,895 tons; increase, 59,560 tons. A break is reported in the canal on the four-mile level, near dam No. 6, but no definite information has been received.

**Fined for Profanity** – Edward McQuade, charged by Officer Hall with swearing on Jefferson street, forfeited $5 collateral in the Police Court today.

News, Thu. 6/23/87, p. 3. The broken waste weir on the Chesapeake and Ohio canal, near dam No. 6, was repaired yesterday.

DT, Thu. 6/23/87, p. 4. **Canal Commerce** The following boats, with way bills numbered from 734 to 745, left this port up to 3 o’clock p.m. today (June 23, 1887):

George’s Creek Co. – To Georgetown  
Emma Mertens Capt. Keesucker 110 04  
J. M. Schley Capt. Artz 115 08  
Elberon Capt. Piper 109 03  
H. Hanekamp Capt. Fields 114 01  
Delaware Capt. Callan 114 14  
Borden – To Georgetown  
Walter Beall Capt. Griffin 117 17  
Percy Capt. Hassett 112 13  
R. P. Mason Capt. Hassett 114 11  
Consolidation Co. – To Georgetown  
J. Maury Dove Capt. Malone 113 18  
W. H. C. Bayley Capt. Hebb 113 00  
W. J. Stevenson Capt. Moore 113 16  
American Co. – To Williamsport  
Eugene Capt. Teach 114 00  

H&TL, Thu. 6/23/87, p. 3. **Break in the Canal** – It is reported that a break has occurred in the Chesapeake and Ohio canal at the four mile level, near dam No. 6. The nature and extent of the damage have not yet been learned here, although the latest information received indicates that it is not very extensive and that navigation will be interrupted but a short time.

DT, Fri. 6/24/87, p. 1. **A Dinner by Treasurer Stephen Gambrill** – The board of directors of the Chesapeake and Ohio Canal company held a meeting yesterday at the residence of Mr. Stephen Gambrill, the secretary and treasurer, on his farm about a mile from Laurel, Prince George’s county. Mr. Gambrill made it the occasion for having a company of gentlemen not connected with the canal directory to dine with him. The meeting was held first and the dinner took up the remainder of the
afternoon. The canal was reported to be in good boating shape, with the prospect of much larger coal shipments the balance of the Summer, and the confident expectation that the earnings for the season will meet all the expenses. A new telephone is being put up along the line of the canal. The company at dinner included Senator A. P. Gorman, Hon. Chas. J. M. Gwinn, Governor Henry Lloyd, State Comptroller J. Frank Turner, State Treasurer Stevenson Archer, James A. L. McClure, Hon. Barnes Compton, Col. L. Victor Baughman, R. A. Dobbin, Gen. James G. Berret, Spencer Watkins, Judge I. Thomas Jones, Hon. P. Hamill, John Humbird, Dr. De Wilton Snowden, Wm. Snowden, James P. Ayers, Samuel D. Young, Jesse D. Moore, Benjamin Fawcett, Edward Mulvaney, J. P. Biser, Dr. Cronmiller, John T. Edwards, Charles H. Stanley, John L. Jordan, P. C. Gorman, Thomas Marriott, James Albert Clark and D. W. Snowden. A handsome floral design of a canal boat, with mules on the towpath, formed the centerpiece for the table. The affair was a social gathering, and politics was discussed in a general way, but no political significance attached to the gathering. Senator Gorman today moved to his country place near Laurel from Washington.

Ibid, p. 4. Canal Commerce

The following boats, with way bills numbered from 746 to 755, left this port up to 3 o’clock p.m. today (June 24, 1887):

Consolidation Co. – To Georgetown
W. J. Walker Capt. Bowers 111 17
Elbe River Capt. Swain 109 11
C. W. Adams Capt. Jackson 114 16
To Williamsport
S. M. Hamilton Capt. Sterling 95 01
D. W. Malotte Capt. Harris 114 15
George’s Creek Co. – To Georgetown
C. W. Ridley Capt. Riley 116 06
Kittie Capt. Eaton 113 02
Benj. Vaughn Capt. Sigler 115 04

J. P. Agnew Capt. Eaton 113 10
Borden – To Georgetown
Gen. Garfield Capt. Griffith 116 00

ES, Fri. 6/24/87, p. 3. Affairs in West

DT, Mon. 6/27/87, p. 4. Canal Commerce

The following boats, with way bills numbered from 756 to 766, left this port up to 3 o’clock p.m. today (June 27, 1887):

George’s Creek Co. – To Georgetown
A. B. Turner Capt. Weaver 106 06
F. Williams Capt. Swagger 104 01
W. Thompson Capt. Lichy 111 03
E. P. Cohill Capt. Gannon 109 14
H. Wagner Capt. James 114 16
J. W. Thompson Capt. Bear 115 14
Mississippi Capt. Linaburg 114 12

Borden – To Georgetown
Eva Snyder Capt. Hassett 113 14
Libbie Capt. Hassett 115 16
Detroit Capt. Griffith 117 05

Individual – To Georgetown
T. L. Holbrook Capt. Snyder 117 08

DT, Tue. 6/28/87, p. 4. Canal Commerce

The following boats, with way bills numbered from 767 to 769, left this port up to 3 o’clock p.m. today (June 28, 1887):

Consolidation Co. – To Georgetown
C. D. Warfield Capt. Pierce 115 01
G. S. Reiman Capt. Sorrel 119 03
G. M. Winship Capt. Gatrell 113 08


The following boats, with way bills numbered from 773 to 732, left this port up to 3 o’clock p.m. today (June 29, 1887):

Consolidation Co. – To Georgetown
Allan Campbell Capt. Swain 110 14
W. R. Lewis Capt. Bender 113 01
Geo. Bogus Capt. Magruder 113 03
M. B. Mayfield Capt. 111 06
Cumberland Coal Trade

The shipments from the mines of the Cumberland coal region for the week ended June 25, 1887, were 54,809 tons, and for the year to date 1,492,172 tons, an increase of 750,856 tons as compared with 1886. The shipments to the Baltimore and Ohio railroad and local points were, for the week, 38,942 tons; for the year, 1,268,411 tons, an increase of 669,590 tons as compared with last year. The shipments to the Pennsylvania railroad were for the week, 8,301 tons; year, 134,271 tons, an increase of 22,147 tons as compared with last year. The shipments to the Chesapeake and Ohio canal, for the week, were 7,566 tons; year, 59,119 tons.

DT, Thu. 6/30/87, p. 1. Sale of Canal Stock

The sinking fund officers came here from Richmond at noon today and sold the State’s stock in the Alexandria Canal in blocks of one hundred shares at auction. The stock sold from 30 cents to 70 cents per share, the par value being $100. The State reserved the right to sell its 2,720 shares in block, and choose between the sale by part or by whole.

Ibid, p. 4. Affairs in West


DT, Fri. 7/1/87, p. 1. Canal Commerce

The following boats, with way bills numbered from 795 to 810, left this port up to 3 o’clock p.m. today (July 1, 1887):

Consolidation Co. – To Georgetown

Chas. R. White Capt. Stride 113 07
S. M. Storm Capt. Huff 115 17
Jos M Wheatly Capt. Lytton 108 17
W. S. Jacques Capt. Davis 114 13
Thos. H. Gibbs Capt. Gatrell 113 10
A. L. Miller Capt. Piper 113 08
Geo. S. French Capt. Gannon 116 07

To Williamsport:

Nellie & Davie Capt. Patton 115 03
McK Steffey Capt. McKelvey 114 17
Victor Capt. Hudson 109 18

J. P. Agnew & Co. – To Georgetown

Potomac Capt. Barger 116 07

ES, Thu. 6/30/87, p. 1. Sale of Canal Stock

The sinking fund officers came here from Richmond at noon today and sold the State’s stock in the Alexandria Canal in blocks of one hundred shares at auction. The stock sold from 30 cents to 70 cents per share, the par value being $100. The State reserved the right to sell its 2,720 shares in block, and choose between the sale by part or by whole.

Ibid, p. 4. Affairs in West


DT, Fri. 7/1/87, p. 1. Canal Commerce

The following boats, with way bills numbered from 795 to 810, left this port up to 3 o’clock p.m. today (July 1, 1887):

Consolidation Co. – To Georgetown

Sallie Burwell Capt. Price 115 19
Geo. L. Sheriff Capt. Cartwright 116 05
Charles Darrow Capt. Engle 111 01
T. K. Stewart Capt. Penner 113 16
J. B. Thomas Capt. Spong 113 15
L. R. Fechting Capt. Ingram 112 19
G A McIlhenny Capt. Harper 114 01
Omega Capt. Sanborn 108 11

To Williamsport:

Mary Capt. Tice 114 09
W. O. Bowser Capt. Havermale 110 09

Borden – To Georgetown

Jas. C. Clarke Capt. Griffith 121 11
Harry & Ralph Capt. Griffith 109 17
Lafayette Capt. Griffith 113 12

J. P. Agnew & Co. – To Georgetown

Jas. E. Dyer Capt. Matters 114 06
Park Agnew Capt. Crampton 116 06

American Co. – To Georgetown

Ivan Capt. Malotte 113 09
DT, Sat. 7/2/87, p. 1. **Canal Commerce**
The following boats, with way bills numbered from 815 to 819 inclusive, left this port up to 3 o’clock p.m. today (July 2, 1887):
- Consolidation Co. – To Williamsport
  - Ruby Capt. Sterling 94 13
  - D. W. Malotte Capt. Haines 112 11
  - Frankie & Capt. McCardell 118 06
  - Fannie
- George’s Creek Co. – To Georgetown
  - Lutie & Monie Capt. Shupp 111 16
- W. H. Cooper Capt. Pierce 115 04

DT, Tue. 7/5/87, p. 4. **Canal Commerce**
The following boats, with way bills numbered from 829 to 836 inclusive, left this port up to 3 o’clock p.m. today (July 5, 1887):
- Consolidation Co. – To Georgetown
  - Josephine Barroll Capt. Penner 112 17
  - B. C. Barroll Capt. Taylor 111 03
  - Charles Mann Capt. Moore 113 10
  - To Williamsport:
    - Nellie & Davie Capt. Patton 112 08
    - M. A. Shupp Capt. Shupp 111 18
- George’s Creek Co. – To Georgetown
  - A. H. Bradt Capt. Mose 113 18
  - Giles Heath Capt. Dolan 113 00
- Borden – To Georgetown
  - Lida Capt. Hassett 115 17

DT, Wed. 7/6/87, p. 4. **Canal Commerce**
The following boats, with way bills numbered from 837 to 850 inclusive, left this port up to 3 o’clock p.m. today (July 6, 1887):
- Consolidation Co. – To Georgetown
  - Zadock Williams Capt. Krutzer 111 12
  - L. W. Guinand Capt. Neal 109 12
  - E. A. King Capt. Mills 110 10
  - James Goddard Capt. Pennell 112 09
  - N. C. Read Capt. Dunnigan 111 16
  - To Williamsport:
    - S. M. Hamilton Capt. Sterling 93 11
    - Victor Capt. Hudson 106 07

George’s Creek Co. – To Georgetown
- Sarah Kroon Capt. Ryan 110 15
- Abram Kroon Capt. Ryan 115 01
- Mary Mertens Capt. Conrad 116 18
- Eva Capt. Schopper 116 11

Borden – To Georgetown
- Elizabeth Miller Capt. Hassett 113 01
- G. Berkebile Capt. Griffith 114 04
- Salina Capt. Griffith 114 08

DT, Thu. 7/7/87, p. 1. **Canal Commerce**
The following boats, with way bills numbered from 851 to 860 inclusive, left this port up to 3 o’clock p.m. today (July 7, 1887):
- Borden Co. – To Georgetown
  - Katie Hassett Capt. Hassett 113 07
  - Winter Capt. Hassett 112 10
  - Unexpected Capt. Hassett 113 10
  - G. F. Smith Capt. Griffith 113 16
  - Dakota Capt. Griffith 110 12
- George’s Creek Co. – To Georgetown
  - W. B. Lloyd Capt. Murray 111 03
  - A. Greenless Capt. Manning 114 11
- Consolidation Co. – To Williamsport
  - Frankie & Capt. McCardell 110 17
  - Fannie
- American Co. – To Williamsport
  - Eugene Capt. Teach 111 03
- Individual – To Mercerville
  - David Knode Capt. Knode 83 09

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**Ibid**, p. 4. **Cumberland Coal Trade**
The shipments from the mines of the Cumberland coal region for the week ended July 2, 1887, were 59,990 tons, and for the year to date 1,552,162 tons, an increase of 730,320 tons as compared with 1886. The shipments to the Baltimore and Ohio railroad and local points were, for the week, 43,212 tons; for the year, 1,311,653 tons, an increase of 653,507 tons as compared with last year. The shipments to the Pennsylvania railroad were for the week, 9,789 tons; year, 144,060 tons, an increase of 21,636 tons as compared with last year.
The shipments to the Chesapeake and Ohio canal, for the week, were 6,989 tons; year, 96,449 tons; increase over the last year, 55,176 tons.


DT, Sat. 7/9/87, p. 6. Canal Commerce The following boats, with way bills numbered from 867 to 883 inclusive, left this port up to 3 o’clock p.m. today (July 9, 1887):

J. P. Agnew & Co. – To Georgetown
Muskingum Capt. Cramers 115 03
Geo. Sinerman Capt. Meyers 112 05
Emma Mertens Capt. Keesucker 114 07
C. W. Ridley Capt. Riley 114 17
A. J. Clark Capt. Kerns 114 19
A. M. White Capt. Read 115 00
J. M. Schley Capt. Artz 113 19
A. H. Stump Capt. Helgoth 113 07
Samuel Henry Capt. Allison 114 08
Consolidation Co. – To Georgetown
William King Capt. McCoy 114 05
Geo. S. French Capt. Gannon 106 03
To Williamsport:
McK Steffey Capt. McKelvey 113 05
W. H. Loy Capt. Waltz 110 18
W. O. Bowser Capt. Havermale 111 00
Lutie & Monie Capt. Shupp 111 19
Mary Capt. Tice 108 18
American Co. – To Williamsport
Ivan Capt. Malott 113 00

Sun, Mon. 7/11/87, p. 6. Pay for Canal Employees – President Baughman and Paymaster Gambrill will start on a trip over the Chesapeake and Ohio canal on Tuesday or Wednesday of this week, and will pay off the employees between Georgetown and Cumberland. The amount to be distributed will be about $9,000.

Work on the culvert under the canal near the mouth of the Monocacy, which was damaged by the freshet in June, has just been completed. The entire expense incurred in repairing the canal at that point, including the big washout, will probably aggregate between $4,000 and $5,000.

DT, Tue. 7/12/87, p. 4. Canal Commerce The following boats, with way bills numbered from 901 to 913 inclusive, left this port up to 3 o’clock p.m. today (July 12, 1887):

Consolidation Co. – To Georgetown
C. W. Adams Capt. Jackson 115 01
W. H. C. Bayley Capt. Hebb 112 01
R. A. Driver Capt. Drenner 113 06
Daniel Linkin Capt. McDonald 112 09
Canal Trade 1887

To Williamsport:
M. A. Shupp Capt. Shupp 114 01
George’s Creek Co. – To Georgetown
Juniata Capt. Little 115 02
Benj. Vaughn Capt. Sigler 111 13
John Spencer Capt. Renner 113 18
Elberon Capt. Piper 108 19
E. P. Cohill Capt. Gannon 112 11
Delaware Capt. Callan 115 08
D. A. Lowe Capt. McCann 115 17

Borden – To Georgetown
G. F. Smith Capt. Griffith 110 00

DT, Wed. 7/13/87, p. 4. Canal Commerce
The following boats, with way bills numbered from 914 to 923 inclusive, left this port up to 3 o’clock p.m. today (July 13, 1887):

George’s Creek Co. – To Georgetown
Kittie Capt. Eaton 115 02
G. N. Shuman Capt. Bowers 112 12
Burke Spencer Capt. Bowers 112 13
J. P. Agnew Capt. Eaton 114 14
Consolidation Co. – To Georgetown
L. P. Hieston Capt. Brubaker 110 18

To Williamsport:
Frankie & Fannie Cap McCardell 112 11
S. M. Hamilton Capt. Sterling 92 19

Borden – To Georgetown
Cigarette Capt. Sensel 113 08
Capella Capt. Hassett 114 16
W. J. Booth Capt. Hassett 119 01

DT, Thu. 7/14/87, p. 1. Canal Commerce
The following boats, with way bills numbered from 924 to 928 inclusive, left this port up to 3 o’clock p.m. today (July 14, 1887):

J. P. Agnew & Co. – To Georgetown
J. W. Veale Capt. Weaver 112 07
R. H. Jones Capt. Weaver 112 00
Consolidation Co. – To Georgetown
J. P. Hewitt Capt. Swain 113 04

To Williamsport:
Lutie & Monie Capt. Shupp 101 06

Borden – To Georgetown
Sam’l M. Reitzel Capt. Griffith 113 04

DT, Fri. 7/15/87, p. 1. Canal Commerce
The following boats, with way bills numbered from 929 to 940 inclusive, left this port up to 3 o’clock p.m. today (July 15, 1887):

Consolidation Co. – To Georgetown
Geo. S. Reiman Capt. Sorrel 112 07
A. P. Mayfield Capt. Benner 110 03
Chas. F. Mayer Capt. Reed 111 16
F. O. Beckett Capt. Benner 113 14
Z. Williams Capt. Kreitzer 112 09

To Williamsport:
Mary Capt. Tice 107 15
W. O. Bowser Capt. Havermale 112 04
J. P. Agnew & Co. – To Georgetown
M. B. Winship Capt. Yost 111 03
Mississippi Capt. Linaburg 114 08
J. H. Reid Capt. Ensminger 111 00

Borden – To Georgetown
C. & Tilghman Capt. Hassett 115 12
Isabella Capt. Griffith 116 02

Ibid, p. 4. $7,000 Paid to Canal Employees – A special to the Times states that President Baughman, Treasurer Gambrill and party left the packet boat “Maryland” at Dam No. 6 this morning and returned home, after a pay trip over the

News, Wed. 7/13/87, p. 3. A Week’s Coal Trade - The shipments from the mines of the Cumberland coal region for the week ended Saturday, July 9, 1887, were 46,507 tons, and for the year to date 1,598,669 tons, an increase of 711,155 tons as compared with the corresponding period of 1886. The coal was shipped as follows: To Baltimore and Ohio Railroad – Week, 33,326 tons; year, 1,344,979 tons; an increase 639,337 tons. To Pennsylvania Railroad – Week, 6,139 tons; year, 150,199 tons; increase, 16,547 tons. Chesapeake & Ohio Canal – week, 7,042 tons; year, 103,491 tons; increase, 55,271 tons.
canal. Seven thousand dollars were distributed to canal employees in payment for services for the month of March.

DT, Sat. 7/16/87, p. 4. **Pleasure Boat Launched** – Mertens’ Sons today launched a pleasure barge at their yards, of most unique design. It is doubtful if ever there was one constructed like it. It is ninety-four feet long and fourteen feet beam, built after the pattern of a canal boat, but what space in the canal boat is devoted to freight is in this divided up into cabins. It is decked over from end to end excepting the space used in the stern for the steersman, underneath which are lockers to contain refrigerators. Going forward you pass through two roomy cabins fitted up for the ladies, which will be furnished with patent cots; further on, amidships, is the dining cabin, a spacious enclosure, which will be divided longitudinally by curtains, one portion of which will contain folding cots; this will be the gentlemen’s cabin. Forward of this is the cook’s galley, 10x14, and you reach the bow, under the decking of which are lockers for stowing ice boxes, etc. Around to the right is a companion ladder leading to the upper deck, which is surrounded by a high rail and fastened benches, leaving plenty of room in the middle for dancing. Attached to the railing are posts over which will be stretched a canvass awning. In each of the posts, sets of hooks will be driven to which hammocks can be swung, making it one of the most complete, solid comfort boats that has ever been built.

It is named the Jennie and was built to the order of Cols. Sensenbaugh and McCarty, of the Patent office in Washington, at a cost of $1,500. It leaves here this evening for Georgetown, D. C.

**Canal Commerce**
The following boats, with way bills numbered from 943 to 955 inclusive, left this port up to 3 o’clock p.m. today (July 16, 1887):

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Way Bill</th>
</tr>
</thead>
<tbody>
<tr>
<td>Consolidation Co.</td>
<td>Capt. Swain</td>
<td>110 16</td>
</tr>
<tr>
<td>Elbe River</td>
<td>Capt. Penner</td>
<td>113 05</td>
</tr>
<tr>
<td>W J Stephenson</td>
<td>Capt. Moore</td>
<td>113 19</td>
</tr>
<tr>
<td>J Maury Dove</td>
<td>Capt. Malone</td>
<td>111 10</td>
</tr>
<tr>
<td>A. L. Miller</td>
<td>Capt. Piper</td>
<td>111 18</td>
</tr>
<tr>
<td>To Williamsport:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nellie &amp; Davie</td>
<td>Capt. Patton</td>
<td>106 16</td>
</tr>
<tr>
<td>Ruby</td>
<td>Capt. Sterling</td>
<td>89 09</td>
</tr>
<tr>
<td>W. H. Loy</td>
<td>Capt. Woltz</td>
<td>108 12</td>
</tr>
<tr>
<td>J. P. Agnew &amp; Co.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Susanne</td>
<td>Capt. Bowers</td>
<td>110 09</td>
</tr>
<tr>
<td>J. E. Dyer</td>
<td>Capt. Matters</td>
<td>111 00</td>
</tr>
<tr>
<td>J. W. Thompson</td>
<td>Capt. Bear</td>
<td>115 04</td>
</tr>
<tr>
<td>Borden – To Georgetown</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dr. A. Shank</td>
<td>Capt. Griffith</td>
<td>111 01</td>
</tr>
<tr>
<td>Here I Am</td>
<td>Capt. Griffith</td>
<td>115 11</td>
</tr>
</tbody>
</table>

**Painful Accident to Capt. Tice**
John T. Tice, Esq., of this place, captain of the canal boat “Nellie & Davie,” while preparing his boat for unloading at Cushwa’s wharf, this morning, was struck on the head, shoulder and breast by the falling arm of a derrick, and for a brief time rendered unconscious. He was conveyed to his residence, and Dr. D. T. Lesher summoned, who rendered necessary aid. His injuries are painful though not serious. – Williamsport, Transcript.

**Arrival of the Pay Boat**
The canal steam packet “Maryland” arrived here this morning about 11 o’clock in charge of Mr. Mulvaney, who paid the men off from Sir John’s Run up. Messrs. Baughman and Gambrill having left at that place. The total amount of money distributed was $9,000, which is for the month of March alone.
this port up to 3 o’clock p.m. today (July 19, 1887):

J. P. Agnew & Co. – To Georgetown
T. L. Holbrook Capt. Snyder 110 15
A. G. Johnson Capt. Reid 106 15
W. Thompson Capt. Lichty 106 05
Missouri Capt. Ardinger 109 09
F. Williams Capt. Swagger 101 00
W. F. Creighton Capt. Price 108 10
H. Hanekamp Capt. Fields 104 17
Borden Co. – To Georgetown
Oxford Capt. Hassett 118 03
W. F. Hassett Capt. Hassett 106 13
Consolidation Co. – To Georgetown
Thames River Capt. Gatrell 110 15
C. D. Warfield Capt. Pierce 109 14
To Williamsport:
Victor Capt. Hudson 101 16

The following boats, with way bills numbered from 970 to 976 inclusive, left this port up to 3 o’clock p.m. today (July 19, 1887):

J. P. Agnew & Co. – To Georgetown
Potomac Capt. Barger 107 17
Harry Wagner Capt. James 106 19
Ollie V. Capt. Mitchell 106 05
J. K. Shaw Capt. Bender 109 01
Consolidation Co. – To Georgetown
T. H. Gibbs Capt. Gatrell 106 07
W. S. Jacques Capt. Gatrell 109 13
Borden Co. – To Georgetown
Walter Beall Capt. Griffith 111 02

Down the Canal
The S.S. Peter and Paul’s band, after their reception of the officials of the Davis Road last evening, went on board a steam tug and proceeded down the canal on an excursion, returning about half past ten o’clock.

To Meet Tomorrow Night
A meeting of all persons interested in the future of the Chesapeake and Ohio canal will be held at the council chamber, City Hall, tomorrow evening at eight o’clock. Important business will be transacted.

Death of an Old Citizen
An old gentleman, who has, for several years past, been a resident of this city, passed peacefully away at his late residence, on Green street, last night. Mr. John B. Meier, the gentleman in question, was born in Germany in 1805, hence was in his eighty-second year. He came to this country in 1842 and settled in Everett, Pennsylvania. Not being satisfied with that region, he removed to this city, after a few years, and obtained employment on the Chesapeake and Ohio canal, since which time he has remained in this city. Mr. Meier was a man of sterling character, and, with his honesty of purpose and uprightness of character, gained the respect and esteem of all who
knew him. He leaves a widow and four grown children to mourn his loss. The funeral took place today, the interment being at the German Lutheran cemetery.

DT, Wed. 7/20/87, p. 1. **Canal Commerce**
The following boats, with way bills numbered from 978 to 992 inclusive, left this port up to 3 o’clock p.m. today (July 20, 1887):

- J. P. Agnew & Co. – To Georgetown
  - W. H. Cooper Capt. Pierce 106 08
  - Theodore Capt. Smith 105 17
  - W. B. Lloyd Capt. Murray 105 11
  - Emma Mertens Capt. Keesucker 105 05
  - A. H. Bradt Capt. Mose 106 17
  - Judge Douglas Capt. Grooms 102 05
  - Giles Heath Capt. Dolan 106 13
  - Consolidation Co. – To Georgetown
    - G. M. Winship Capt. Gatrell 109 00
    - L. P. Read Capt. Mullen 109 07
    - W. R. Lewis Capt. Bender 106 16

To Williamsport:
- S. M. Hamilton Capt. Sterling 88 15
- Frankie & Fanni Capt. McCordell 105 13
- McK Steffey Capt. McKelvey 104 19
- Lutie & Monie Capt. Shupp 107 17
- Borden Co. – To Georgetown

Percy Capt. Hassett 108 18

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**The Canal Meeting**
The canal meeting at the City Hall tonight should be attended by all interested in the prosperity of Cumberland. That the welfare of our city is closely bound up in that of the canal has been so often called to the attention its readers by the *Times*, that it would seem almost a work of supererogation to reiterate it here, but the subject is one of such vital importance that, far from offering apology for dwelling on the matter, we feel that we should be delinquent in our duty toward the people whose happiness and prosperity we have so much at heart, were we to neglect to raise our voice when the imperiled livelihoods of many of our honest and hard-working fellow-citizens are already crying aloud for help.

We may be accused of sensationalism, of manufacturing dangers to supply a dearth of journalistic texts, of being mere alarmists and of other motives of like nature, but we know our own sentiments on the subject, and we think we know those of the great mass of citizens of Allegany on the subject also; but be that as it may, we have enlisted in the campaign, for the war; we have come to stay, and stay we will until some definite action is taken which shall remove the feeling of apprehension and uncertainty now unsettling the business interests of the community.

Subjects of great importance will be considered at the meeting; not the least among them will be the approaching canal convention at Rochester, N.Y. The interest taken by the Empire State in canal affairs is both encouraging and important, as it shows that the largest, wealthiest, most populous and progressive of the Atlantic States does not regard canals as effete industries, and that she by no means admits the assertion by certain enemies that their day of usefulness has gone by.

By reason of her commanding influence in the business affairs of the nation, New York will do much by her stand taken in favor of the preservation of cheap and safe transportation. Much valuable information will, doubtless, be developed at the convention concerning canals of the present day, and the best method of insureing their success and extension.

Allegany county is especially interested in being intelligently represented in this convention, and her delegates should be men of thorough sympathy with its objects and who, by their known character, would guarantee to our people substantial benefit by their participation in the proceedings at Rochester.
The meeting tonight is not a partisan or factional one in any sense, but a gathering in which every citizen, whatever his creed, belief or politics, can feel and should feel himself equally interested. Let there be a full turnout, therefore, and the demonstration of public feeling on this most important topic be such that the dullest ear cannot fail to hear or the most stolid intellect to comprehend.

News, Wed. 7/20/87, p. 3.  A Week’s Coal Trade - The shipments from the mines of the Cumberland coal region for the week ended Saturday, July 16, 1887, were 54,492 tons, and for the year to date 1,655,161 tons, an increase of 694,130 tons as compared with the corresponding period of 1886. The coal was shipped as follows: To Baltimore and Ohio Railroad – Week, 39,212 tons; year, 1,384,191 tons; an increase 621,612 tons. To Pennsylvania Railroad – Week, 9,498 tons; year, 159,696 tons; increase, 21,221 tons. Chesapeake & Ohio Canal – week, 7,782 tons; year, 111,274 tons; increase, 57,297 tons.

DT, Thu. 7/21/87, p. 4.  CANAL MEETING LAST NIGHT – Quite a number of persons interested in the welfare of the Chesapeake and Ohio canal met in the council chamber of the City Hall last evening to reorganize the Union for the Improvement of the Canals of the State of Maryland, and to select delegates to attend the convention in Rochester, N. Y., on the 28th of this month.

Col. Alfred Spates called the meeting to order, stated what its objects were, and expressed the opinion that before long people would awake to the importance of giving the water-way their energetic support. After which the following gentlemen were made officers: T. L. Patterson was made president, G. L. Wellington and Col. Horace Resley, vice presidents, and E. Shriver, secretary.

Mr. Wellington then addressed the meeting and in an able discourse, touched upon the points of vital import to the canal, and its successful future. He said the meeting was called to take some step for the Chesapeake and Ohio canal’s salvation, and specifically, with a view to sending a delegation to Rochester. In answer to a question as to what was to be accomplished by this step, he would reply that the Erie canal had been laboring under the same difficulties as our canal, and it seemed that if we send a delegation from this section to present our case, a bond of sympathy will at once be formed and draw us together. The list of vice-presidents of the Rochester convention includes a number of Congressmen from New York State. If we acquaint these gentlemen with the existence and condition of our canal, we will be enabled to gain their sympathy. Then let us hold a mass-meeting and arouse the people and let the people of the district demand at the hands of their Congressman, whoever he may be, that he directs his energies toward securing as appropriation for the canal. If Congress can give money to little attenuated streams, about as important as our Dry Run, they can extend aid to a waterway running into the National Capital. We may do something in this direction.

Upon motion the following gentlemen were selected as delegates to attend the convention in Rochester. All reside in Cumberland except Mr. O’Conner: R. D. Johnson, Frederick Mertens, G. L. Wellington, P. W. Avirett, Alfred Spates, W. T. Coulehan, Hon. T. G. McCulloh, W. F. Cowden, William Young, Felix Bareis and P. O’Connor (Mt. Savage).

Col. Avirett offered a resolution to the effect that the meeting, through W. F. Cowden, whom he named as corresponding secretary, communicate with the friends of
the canal in Frederick, Washington and Garrett counties, inviting them to unite with Allegany in sending delegates to Rochester.

Mr. Wellington moved to amend by adding Garrett and the District of Columbia, and the resolution, as amended, was adopted.

Some further remarks were made by those present. Col Spates said that sooner or later the question of saving the canal must come before Congress.

Mr. Wellington said he had no faith in securing aid from the State, first, because the constitution prohibited it; and second, because, owing to the fact that the people of the Eastern Shore and Baltimore City are not interested in the canal, a large sentiment in the State is against it. He thought, however, something might be accomplished when the new constitution was framed; after which the meeting adjourned, subject to the call of the president.

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**The One Thousandth Boat**
The one thousandth boat left the wharf this morning laden with coal, for Georgetown. This day last year only six hundred and six had been consigned, an increase this year over last of four hundred and one.

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**Canal Commerce**
The following boats, with way bills numbered from 993 to 1007 inclusive, left this port up to 3 o’clock p.m. today (July 21, 1887):

<table>
<thead>
<tr>
<th>J. P. Agnew &amp; Co. – To Georgetown</th>
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</thead>
<tbody>
<tr>
<td>W. B. Lloyd Capt. Murray</td>
</tr>
<tr>
<td>105</td>
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<tr>
<td>11</td>
</tr>
<tr>
<td>Alleghany Capt. Dixon</td>
</tr>
<tr>
<td>105</td>
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<tr>
<td>17</td>
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<tr>
<td>Eva Capt. Schopper</td>
</tr>
<tr>
<td>111</td>
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<tr>
<td>16</td>
</tr>
<tr>
<td>S. Kroon Capt. Ryan</td>
</tr>
<tr>
<td>88 18</td>
</tr>
<tr>
<td>A. Kroon Capt. Ryan</td>
</tr>
<tr>
<td>105</td>
</tr>
<tr>
<td>05</td>
</tr>
<tr>
<td>A. J. Clark Capt. Kerns</td>
</tr>
<tr>
<td>104</td>
</tr>
</tbody>
</table>

| A. H. Stump Capt. Helgoth         |
| 104                               |
| 16                                |
| Park Agnew Capt. Crampton         |
| 106                               |
| 06                                |

**Consolidation Co. – To Georgetown**

| M. B. Mayfield Capt. Zimmerman    |
| 107                               |
| 05                                |
| G. L. Sheriff Capt. Cartwright    |
| 107                               |
| 09                                |
| Allan Capt. Swain                 |
| 105                               |
| Campbell                          |
| 19                                |
| G. S. Reid Capt. Mullen           |
| 109                               |
| 07                                |

**To Williamsport:**

| Little Walter Capt. Ardinger      |
| 105                               |
| 13                                |
| D. W. Malotte Capt. Harris        |
| 103                               |
| 08                                |
| Mary Capt. Tice                   |
| 106                               |
| 06                                |

DT, Fri. 7/22/87, p. 4. **Canal Commerce**
The following boats, with way bills numbered from 1008 to 1020 inclusive, left this port up to 3 o’clock p.m. today (July 22, 1887):

<table>
<thead>
<tr>
<th>J. P. Agnew &amp; Co. – To Georgetown</th>
</tr>
</thead>
<tbody>
<tr>
<td>Libby Capt. Manning</td>
</tr>
<tr>
<td>106 00</td>
</tr>
<tr>
<td>Nile Capt. Kimble</td>
</tr>
<tr>
<td>110 00</td>
</tr>
<tr>
<td>Ernst &amp; Holland Capt. Fields</td>
</tr>
<tr>
<td>97 13</td>
</tr>
<tr>
<td>J. H. Parrott Capt. Hasset</td>
</tr>
<tr>
<td>106 17</td>
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<tr>
<td>Samuel Henry Capt. Repp</td>
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<tr>
<td>105 15</td>
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<tr>
<td>Mary Mertens Capt. Conrad</td>
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<tr>
<td>105 18</td>
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<tr>
<td>G. A. Hoffman Capt. Shipley</td>
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<tr>
<td>106 03</td>
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<tr>
<td>A. B. Turner Capt. Weaver</td>
</tr>
<tr>
<td>104 00</td>
</tr>
</tbody>
</table>

**Consolidation Co. – To Georgetown**

| Jos M Wheatly Capt. Lytton        |
| 107 09                            |
| G. S. French Capt. Gannon         |
| 102 18                            |
| Charles Darrow Capt. Engle        |
| 106 19                            |
| Chas. R. White Capt. Stride       |
| 107 00                            |

**To Williamsport:**

| Nellie & Davie Capt. Patton       |
| 105 05                            |

H&TL, Thu. 7/21/87, p. 3. **Heat Kills A Horse** – On Monday Noah Thomas, of
Keedysville district, was returning from Snyder’s warehouse, on the Chesapeake and Ohio Canal, with a six-horse wagon load of coal. When he had gotten about halfway between Sharpsburg and Keedysville a young horse, valued at two hundred dollars, dropped dead from the effects of heat.

ES, Thu. 7/21/87, p. 4. Affairs in West
Washington – Grain Receipts – Canal boat Maryland arrived with 3,300 bushels of corn and 700 bushels of wheat for G. T. Dunlop.

DT, Sat. 7/23/87, p. 4. Canal Commerce
The following boats, with way bills numbered from 1021 to 1026 inclusive, left this port up to 3 o’clock p.m. today (July 23, 1887):

- J. P. Agnew & Co. – To Georgetown
  Detroit Capt. Harper 106 06
- C. W. Ridley Capt. Riley 106 06
- Benj. Vaughn Capt. Sigler 105 10
- A. M. White Capt. Read 104 18
- Youghiogheny Capt. Castle 105 17
  Consolidation Co. – To Williamsport
- M. A. Shupp Capt. Shupp 105 02

A Boom for the Canal
The West Virginia Central Railroad will next week commence shipping coal to the Eastern market via the Chesapeake and Ohio canal. This may call into service more boats and boatmen, and will boom things along that waterway to a certain extent.

ES, Sat. 7/23/87, p. 1. Affairs in West

DT, Mon. 7/25/87, p. 4. Canal Commerce
The following boats, with way bills numbered from 1027 to 1037 inclusive, left this port up to 3 o’clock p.m. today (July 25, 1887):

- George’s Creek Co. – To Georgetown
  A. Wood Capt. Atwell 103 10
- P. L. Burwell Capt. Clendening 101 14
- Jas M. Schley Capt. Artz 105 00
- Muskingum Capt. Cramer 110 17
  Consolidation Co. – To Georgetown
- Z. Williams Capt. Mose 111 02
- Sallie Burwell Capt. Price 109 11
To Williamsport:
  Victor Capt. Kelley 104 03
- Lutie & Monie Capt. Shupp 110 16
- Ruby Capt. Sterling 86 04
  Borden Co. – To Georgetown
- R. P. Mason Capt. Hassett 108 16
- Mary L. Miles Capt. Hassett 110 02

DT, Tue. 7/26/87, p. 4. BIG BREAKS IN THE CANAL – The bank of clouds that had gathered in the Southern horizon from which flashes of lightning could be seen at short intervals, and the continuous roll of thunder heard pealing through the sky last evening, spent its force along the canal in the region of the Fourteen-mile level, and made things lively, for people and things. At about half-past seven o’clock the rain came down in torrents and continued to pour until far into the night. It was one of the most terrific storms of rain that has ever visited that section of country. Great gutters were washed out in the roads and creeks nearly dry were turned into torrents.

Early this morning some boatmen discovered that a great gap had been washed out in the side of the canal, on the Fourteen-mile level near the Big Pool, washing away the embankment for a distance of seventy-five feet and tearing out the bottom to the depth of seven feet.

A mile and a-half further down, there is another break, the dimensions of which could not be ascertained.

The rain damaged the culvert and made some further inroads not worth mentioning. These particulars are all that can be obtained up to time of going to press.
Other damage is apprehended, but to what extent is not known.

The boats now in the basin will be loaded at once and sent as far as practicable down the canal, in order that services of the men may be obtainable to assist in repairs. This unfortunate accident will result in an impediment to the traffic of from ten days to two weeks.

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**First Shipments Over the Canal**

The first shipments of coal over the canal from the West Virginia coal fields were made today. Canal boats *Ivan*, Capt. Malotte, and *Eugene*, Capt. Teach, carrying the cargo, which was consigned to Stonebraker & Embrey, at Williamsport.

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**Gone to Rochester**

Mr. W. F. Cowden left on the 2:30 train for the Canal convention, to be held at Rochester, N. J., on the 28th inst. Mr. Cowden will go via Huntington, and the Times will keep its readers informed as the convention progresses with the business.

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**Ceased Shipping Over the Canal**

The Maryland Coal Company’s office, on South Mechanic street, has been closed. The books and papers packed and forwarded to the head office in New York. This action is due to a decision to stop shipping over the canal. All shipments hereafter will be by rail.

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**Canal Commerce**

The following boats, with way bills numbered from 1038 to 1047 inclusive, left this port up to 3 o’clock p.m. today (July 26, 1887):

- George’s Creek Co. – To Georgetown
  - L. L. Blake Capt. Reid 110 01
  - J. P. Agnew Capt. Eaton 114 12
  - A. Greenless Capt. Shives 112 15
  - C. W. Miller Capt. Colbert 110 11
  - John Spencer Capt. Renner 109 05
  - Geo. Sherman Capt. Myers 114 18
  - Consolidation Co. – To Georgetown
  - G A Mellhenny Capt. Harper 117 01
  - James B. Thomas Capt. Spong 109 18
  - To Williamsport:
  - Frankie & Fannie Cap McCordell 110 12
  - Borden Co. – To Georgetown
  - Lafayette Capt. Griffith 116 16

DT, Wed. 7/27/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 1048 to 1053 inclusive, left this port up to 3 o’clock p.m. today (July 27, 1887):

- George’s Creek Co. – To Georgetown
  - E. A. King Capt. Mills 111 18
  - Jas Z. Williams Capt. Reynolds 112 13
  - Josephine Barroll Capt. Penner 113 12
  - J. P. Agnew & Co. – To Georgetown
  - Geo. W. Wallis Capt. Mills 113 16
  - Elk Garden Co. – To Georgetown
  - Ivan Capt. Malott 112 04
  - Borden Co. – To Georgetown
  - D. Armstrong C. Marmaduke 115 12

**A Week’s Coal Trade** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, July 23, 1887, were 59,532 tons, and for the year to date 1,714,692 tons, an increase of 678,082 tons as compared with the corresponding period of 1886. The coal was shipped as follows: To Baltimore and Ohio Railroad – Week, 44,711 tons; year, 1,428,902 tons; an increase 608,452 tons. To Pennsylvania Railroad – Week, 7,215 tons; year, 166,911 tons; increase, 20,625 tons. Chesapeake & Ohio Canal – week, 7,606 tons; year, 118,880 tons; increase, 49,007 tons.

DT, Thu. 7/28/87, p. 1. **CLOSE OF THE CONVENTION – Unanimous for Little Vic** – The chair then declared nominations for Comptroller in order, and upon motion it was determined to have the roll called by
counties, and to have each delegation announce its nominee. When the first county, Allegany, was called, Mr. J. N. Willison, amidst great applause, nominated L. Victor Baughman. Michael Bannon also nominated Baughman. The First and Second legislative districts also nominated Mr. Baughman, and Mr. John Gill, Jr., then moved that the further calling of the roll be dispensed with, and moved that Mr. Baughman be nominated by acclamation. There were a dozen seconds to the motion, and it prevailed, the galleries joining in the enthusiasm.

L. Victor Baughman

Col. Baughman was born in Frederick, in 1845, and is a son of the late J. W. Baughman, who as editor and proprietor of the Frederick “Citizen” attracted much attention throughout the war by his earnest advocacy of the Southern cause. His bold criticism of the conduct of the war led to his banishment to the South. Col. Baughman, though then a youth, became a member of Company D, First Maryland Confederate Cavalry, and served with credit throughout the war. He was captured at the battle of Moorefield, and was for nine months a prisoner at Camp Chase. After being paroled at the close of the war he returned to Frederick and was engaged for several years in reconstructing the fortunes of the “Citizen.” During that period, he was deputy register of wills under Mr. S. G. Cockey. In 1870, he went to New York and entered the law office of Lowe & Morgan, remaining there until 1872, when he went home to take the direction of the “Citizen” on the death of his father.

He has always taken active interest in politics, not only in the county and State contests, but also in national campaigns, having spoken with success in West Virginia and Ohio. Under his leadership, the Democrats carried Frederick county in 1885, notwithstanding the fact that Frederick had been considered a Republican stronghold.

In 1884 he was elected president of the Chesapeake and Ohio canal by the board of public works, and his administration of its affairs has been remarkably successful, having paid off about $100,000 of back debts, besides repairing the great damages done by the freshets in the Spring of 1886. His efforts to do justice to the canal men has made him very popular among them. On September 23, 1886, he was nominated for Congress in the Sixth District against Louis E. McComas, and succeeded in reducing that gentleman’s majority of 1884 by over 1,200 votes.

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Ibid, p. 4. The Poor Old Canal

The canal is fighting the recent storms like the veteran she is, but last night a weak spot was found by King Storm, below the breaks recently reported and situated along the 14-mile level. Fifty feet by 12 is the size of it and the work of repairing has been already commenced. No additional delay in traffic will result as far as is known.

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Canal Commerce

The following boats, with way bills numbered from 1054 to 1062 inclusive, left this port up to 3 o’clock p.m. today (July 28, 1887):

George’s Creek Co. – To Georgetown
Katie Capt. Eaton 111 01
E. P. Cohill Capt. Gannon 113 03
Juniata Capt. Little 117 07

Borden Co. – To Georgetown
Harry & Ralph Capt. Griffith 110 07
Altair Capt. Hassett 113 19

Elk Garden - To Williamsport:
Eugene Capt. Teach 112 00

Consolidation Co. – To Georgetown
Geo A. Pearre Capt. Moore 106 10
John Miller Capt. Moore 112 19
N. C. Read Capt. Dunnigan 108 13
The Canal Damaged Again – On Monday night the heavy rains caused two large breaks in the towpath of the Chesapeake and Ohio Canal, one of the fourteen-mile level at the Big Pool and the other at Cherry Run, about a mile below. They are about sixty feet in length and extend to the bottom of the canal. It is believed that it will require two weeks work to repair the damage and a correspondingly long interruption will result to navigation.

Will Have to Wait for Boats – The last empty boat was filled yesterday and sent down the canal, which clears the docks here. Until the breaks in the canal are repaired and the up boats now delayed on the lower side are allowed to come on up, no shipments can be made. This explains the small list in the canal trade in another column.

Canal Commerce
The following boats, with way bills numbered from 1063 to 1064 inclusive, left this port up to 3 o’clock p.m. today (July 29, 1887):
George’s Creek Co. – To Georgetown
Susquehanna Capt. Stickel 110 02
J. H. Milstead Capt. Roof 114 01

Damage to the Canal – According to the reports received by President Baughman today, the damage on the fourteen-mile level of the Chesapeake and Ohio canal, between Hancock and Williamsport, from the effects of the recent heavy rains, is of a much more serious nature than first reported. One break at Big Pool is seventy-five feet and the other eighty feet long, and below the bottom of the canal. One-half of the towpath for one hundred and fifty yards has slipped in. The walls of both culverts at McCoy’s ferry are almost completely undermined, and the culvert is liable, it is stated, to fall at any moment. The branch culvert at the same place is also badly damaged. A large number of men have been put to work, with necessary carts, &c., and it is hoped that the damage can be sufficiently repaired to enable the resumption of navigation in about ten days. Col. Baughman expects to go up to the break tomorrow and personally see that everything is done that can be done to expedite the work.

Will Have to Wait for Boats – The last empty boat was filled yesterday and sent down the canal, which clears the docks here. Until the breaks in the canal are repaired and the up boats now delayed on the lower side are allowed to come on up, no shipments can be made. This explains the small list in the canal trade in another column.

Canal Commerce
The following boats, with way bills numbered from 1063 to 1064 inclusive, left this port up to 3 o’clock p.m. today (July 29, 1887):
George’s Creek Co. – To Georgetown
Susquehanna Capt. Stickel 110 02
J. H. Milstead Capt. Roof 114 01

Damage to the Canal – According to the reports received by President Baughman today, the damage on the fourteen-mile level of the Chesapeake and Ohio canal, between Hancock and Williamsport, from the effects of the recent heavy rains, is of a much more serious nature than first reported. One break at Big Pool is seventy-five feet and the other eighty feet long, and below the bottom of the canal. One-half of the towpath for one hundred and fifty yards has slipped in. The walls of both culverts at McCoy’s ferry are almost completely undermined, and the culvert is liable, it is stated, to fall at any moment. The branch culvert at the same place is also badly damaged. A large number of men have been put to work, with necessary carts, &c., and it is hoped that the damage can be sufficiently repaired to enable the resumption of navigation in about ten days. Col. Baughman expects to go up to the break tomorrow and personally see that everything is done that can be done to expedite the work.

Will Have to Wait for Boats – The last empty boat was filled yesterday and sent down the canal, which clears the docks here. Until the breaks in the canal are repaired and the up boats now delayed on the lower side are allowed to come on up, no shipments can be made. This explains the small list in the canal trade in another column.

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Susquehanna Capt. Stickel 110 02
J. H. Milstead Capt. Roof 114 01

Damage to the Canal – According to the reports received by President Baughman today, the damage on the fourteen-mile level of the Chesapeake and Ohio canal, between Hancock and Williamsport, from the effects of the recent heavy rains, is of a much more serious nature than first reported. One break at Big Pool is seventy-five feet and the other eighty feet long, and below the bottom of the canal. One-half of the towpath for one hundred and fifty yards has slipped in. The walls of both culverts at McCoy’s ferry are almost completely undermined, and the culvert is liable, it is stated, to fall at any moment. The branch culvert at the same place is also badly damaged. A large number of men have been put to work, with necessary carts, &c., and it is hoped that the damage can be sufficiently repaired to enable the resumption of navigation in about ten days. Col. Baughman expects to go up to the break tomorrow and personally see that everything is done that can be done to expedite the work.

Will Have to Wait for Boats – The last empty boat was filled yesterday and sent down the canal, which clears the docks here. Until the breaks in the canal are repaired and the up boats now delayed on the lower side are allowed to come on up, no shipments can be made. This explains the small list in the canal trade in another column.
of next week before navigation can be resumed. The flood of July 25th made a break in the ditch at Earnstville seventy-five feet long and ten feet below the bottom of the canal. Work was commenced on Wednesday of last week, Mr. Samuel Sterling being in charge. Picks, shovels and carts had to be secured. Over fifty men with fifteen carts were put to work, and as much as fifteen hundred cartloads of dirt were placed in the break each day. Although the weather was excessively warm, the men drove along without a murmur, and by Tuesday morning the work was finished.

The break at the big pool was one hundred feet long and ten feet below the bottom of the canal. Over fifty men, under James Hughes, with twenty-three carts, started on the work, and by this evening everything will be finished. The sink on the towpath, some distance below the Club House, extends for over one hundred and fifty yards. About fifty men, under James Anderson and Peter Kelly, from this city, have charge of the work, and by tomorrow morning it will be completed.

The road culvert at McCoy’s Ferry was undermined to such an extent that serious fears were entertained as to its being able to hold the water. The flooring was washed out and both walls damaged to an alarming extent. Mr. Solomon Troup, with over forty men, was stationed at this point. It will require some time to finish the work. The branch culvert at the same point is also badly damaged. President Baughman and Mr. Gambrill have their headquarters at the Club House. It will require some time to repair the towpath and washouts which have occurred at different points.

The boatmen with their mules have been given the preference in securing workmen, and the most perfect order and system have been adopted at all points. Superintendent Mulvaney has the entire work in charge. President Baughman has been here in person, visiting each of the points where the men have been at work. Secretary Gambrill left on Tuesday, and will return tomorrow ready to pay off the men engaged in the breaks.

The work has been pushed with great energy, and the delay in navigation will be from twelve to fifteen days. This has been a surprise to not only boatmen but to every one along the line, as many supposed the work would require at least a month. It is stated that the entire cost of the damage will be between $5,000 and $6,000.

No boats are at the Cumberland port to load and it will probably be Saturday one week before navigation is actively resumed, notwithstanding the active and well-directed work of repairs.

_A Week’s Coal Trade_ - The shipments from the mines of the Cumberland coal region for the week ended Saturday, July 30, 1887, were 56,784 tons, and for the year to date 1,771,476 tons, an increase of 657,430 tons as compared with the corresponding period of 1886. The coal was shipped as follows: To Baltimore and Ohio Railroad – Week, 44,957 tons; year, 1,473,859 tons; an increase 594,677 tons. To Pennsylvania Railroad – Week, 7,361 tons; year, 174,272 tons; increase, 21,419 tons. Chesapeake & Ohio Canal – week, 4,466 tons; year, 123,345 tons; increase, 41,334 tons.

_Affairs in West Washington._ – Repairing Canal Breaks – The breaks in the 14-mile level of the Chesapeake and Ohio Canal have been of a most serious character. President Baughman has been on the ground visiting each of the points where the men have been at work making repairs. The work has been pushed with great energy, and the delay in navigation will be from twelve to fifteen days. It will require some time to repair the
towpath and washouts which have occurred at different points.

Coal trade on the Canal – For the week ended last Saturday, 4,466 tons of coal were shipped from the Cumberland coal regions by the Chesapeake and Ohio Canal, and for the year to that date 123,345 tons were shipped, an increase of 41,334, as compared with last year.

H&TL, Thu. 8/4/87, p. 3. Repairing the Canal Breaks. - A Cherry Run correspondent of the Baltimore Sun gives the following information concerning the recent damages to the canal and their repair. The correspondence is dated August 2.

"The flood here on the 25th ultimo, was unprecedented, and great damage was done to fencing and roads throughout this section. The sawmill below Green Spring Furnace was completely destroyed, and the road leading to the culvert was made impassable. The break at Ernstville was seventy-five feet long and ten feet below the bottom of the canal. Work was commenced on Wednesday of last week, Mr. Samuel Sterling being in charge. Picks, shovels and carts had to be secured. Over fifty men with fifteen carts were put to work, and as much as fifteen hundred cart-loads of dirt were placed in the break each day. Although the weather was excessively warm, the men drove along without a murmur, and by Tuesday morning the work was finished. The break at the big pool was one hundred feet long and ten feet below the bottom of the canal. Work was commenced on Wednesday of last week, under James Hughes, with twenty-three carts started on the work, and by Wednesday evening everything will be finished. The sink on the towpath, some distance below the Club House, extends for over one hundred and fifty yards. About fifty men under Jas. Anderson and Peter Kelly, from Cumberland, had charge of this work and by Thursday morning it will be completed. The road culvert at McCoy's ferry was undermined to such an extent that serious fears were entertained to its being able to hold the water. The float ring was washed out and both walls damaged to an alarming extent. Mr. Solomon Troop, with over forty men was sent at this point. It will require some rime to finish the work. The branch culvert at the same point is also badly damaged. The water was let into the canal from dam No. 6 on Tuesday night.

DT, Fri. 8/5/87, p. 4. Navigation on the C. & O. Canal – In Hagerstown yesterday Colonel Baughman speaking of the canal said: “The work on the bridge at the big pool on the Chesapeake and Ohio Canal was completed last night. The water was turned in night before last, but it will be several days before the pool is full enough for navigation. Boats will commence loading in Cumberland next Wednesday.”

And that settles it.

ES, Fri. 8/5/87, p. 4. Affairs in West Washington – The Repairs to the Canal – President Baughman, of the Chesapeake and Ohio Canal, who was at Hagerstown yesterday, stated that the work on the bridge at the big pool on the Chesapeake and Ohio Canal was completed Wednesday night. The water was turned in Tuesday night, but it will be several days before the pool is full enough for navigation. Boats will commence loading in Cumberland next Wednesday.

Grain Receipts – Schooner Lizzie Regan arrived from Alexandria today with 1,100 bushels of wheat for G. T. Dunlop.

DT, Mon. 8/8/87, p. 4. The Canal Shipments – It was reported in a daily paper – not the Times – that shipments by the canal would be resumed today. Inquiry at the canal office today by a Times reporter elicited the information that shipments will
not be resumed until Thursday or Friday next. Meanwhile, the boats are on their way up and it is expected that by Wednesday a large lot of them will be in the basin.


DT, Wed. 8/10/87, p. 4. The Canal Shipments – The Consolidation Coal Company and the West Virginia Central Railway Co., each sent out two boats yesterday being the first to clear this port since the recent breaks. A Times reporter, as usual, went to the canal office today to get the regular report, but the office was closed, and as far as could be learned no boats cleared today. Shipments by the George’s Creek and Borden companies will likely begin tomorrow.

News, Wed. 8/10/87, p. 3. A Week’s Coal Trade - The shipments from the mines of the Cumberland coal region for the week ended Saturday, Aug. 6, 1887, were 52,196 tons, and for the year to date 1,823,672 tons, an increase of 641,686 tons as compared with the corresponding period of 1886. The coal was shipped as follows: To Baltimore and Ohio Railroad – Week, 38,392 tons; year, 1,512,251 tons; an increase 582,979 tons. To Pennsylvania Railroad – Week, 13,074 tons; year, 187,346 tons; increase, 28,512 tons. Chesapeake & Ohio Canal – week, 730 tons; year, 124,075 tons; increase, 30,195 tons.

DT, Thu. 8/11/87, p. 1. Canal Commerce The following boats, with way bills numbered from 1084 to 1086 inclusive, left this port up to 3 o’clock p.m. today (Aug. 11, 1887):

- Consolidation Co. – To Georgetown
  - W. J. Walker Capt. Bowers 111 02
  - Wm. King Capt. McCoy 116 05
- To Williamsport:
  - W. H. Loy Capt. Woltz 108 19

DT, Fri. 8/12/87, p. 4. Canal Commerce The following boats, with way bills numbered from 1087 to 1098 inclusive, left this port up to 3 o’clock p.m. today (Aug. 12, 1887):

- Consolidation Co. – To Georgetown
  - James Goddard Capt. Pennell 113 14
  - G. M. Winship Capt. Murphy 114 15
  - B. C. Barroll Capt. Taylor 111 19
  - S. M. Storm Capt. Huff 113 19
  - John Leitch Capt. Hill 115 16
- To Williamsport:
  - McK Steffey Capt. McKelvey 114 05
  - Mary Capt. Tice 113 18
  - Nellie & Davie Capt. Patton 113 18
  - George’s Creek Co. – To Georgetown
  - Mississippi Capt. Linaburg 116 18
  - M. B. Winship Capt. Yost 110 13
  - Potomac Capt. Barger 113 03
  - T. L. Holbrook Capt. Snyder 113 00

Sun, Fri. 8/12/87, p. 1. Col. Baughman Accepts – Col. L. Victor Baughman, the democratic nominee for the office of comptroller of the State treasury, sent the following letter of acceptance today to the committee appointed to notify him of his nomination:

“Frederick City, Md., Aug. 11. – Honorable Robert F. Brattan, Col. H. K. Douglass, Hon. Michael Bannon. – Gentlemen: I have received your letter of the 29th ultimo, formally notifying me that I have been unanimously nominated by the democratic State convention a candidate for comptroller of the treasury. Pressing public duties have prevented me from acknowledging its receipts at an earlier date.
“The position of comptroller of the treasury is one which I did not seek and did not desire. The convention has, however, seen fit to nominate me. That nomination was made with a unanimity which leaves me no excuse to decline. I am constrained through a sense of loyalty to the party and of obedience to the voice of its representatives to accept the nomination.

“I shall therefore enter with all my energy into the campaign, and bear my full share of its labors and responsibilities.

“If the choice of the convention shall be sanctioned by the votes of the people, I pledge myself to a faithful and scrupulously exact administration of the duties of the office.

“I indorse with the most emphatic approval the selection of Hon. E. E. Johnson as candidate for Governor, and the selection of Hon. Wm. Pinkney Whyte for attorney-general, and I cordially adopt the platform of principles formulated by the convention. I am, very respectfully.

“L. Victor Baughman.”

Col. Baughman has been closely occupied during the past several months with matters pertaining to the affairs of the Chesapeake and Ohio canal and other duties. He will leave with his family tomorrow for Long Branch, and go thence to Saratoga, for the purpose of obtaining needed recreation and rest.

DT, Sat. 8/13/87, p. 1. Canal Commerce
The following boats, with way bills numbered from 1099 to 1111 inclusive, left this port up to 3 o’clock p.m. today (Aug. 13, 1887):

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Consolidation Co.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A. L. Miller</td>
<td>Capt. Piper</td>
<td>111 05</td>
</tr>
<tr>
<td>Daniel Linkin</td>
<td>Capt. McDonald</td>
<td>109 03</td>
</tr>
<tr>
<td>To Williamsport:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lutie &amp; Monie</td>
<td>Capt. Shupp</td>
<td>110 15</td>
</tr>
<tr>
<td>S. M. Hamilton</td>
<td>Capt. Sterling</td>
<td>92 15</td>
</tr>
<tr>
<td>W. O. Bowser</td>
<td>Capt. Havermale</td>
<td>107 02</td>
</tr>
</tbody>
</table>

M. A. Shupp  Capt. Shupp  111 08
George’s Creek Co. – To Georgetown
A. J. Clark  Capt. Kerns  113 08
Emma Mertens  Capt. Keesucker  112 12
Iowa  Capt. Davis  110 00
J. E. Dyer  Capt. Matters  114 09
Giles Heath  Capt. Dolan  112 14
Elk Garden Co. – To Georgetown
Plough Boy  Capt. Kenney  111 07
Borden Co. – To Georgetown
Herald  Capt. Griffith  114 05

DT, Mon. 8/15/87, p. 1. Canal Commerce
The following boats, with way bills numbered from 1112 to 1123 inclusive, left this port up to 3 o’clock p.m. today (Aug. 15, 1887):

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Consolidation Co.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Geo. S. French</td>
<td>Capt. Gannon</td>
<td>109 03</td>
</tr>
<tr>
<td>Geo. S. Reiman</td>
<td>Capt. Sorrell</td>
<td>111 16</td>
</tr>
<tr>
<td>W. R. Lewis</td>
<td>Capt. Bender</td>
<td>109 01</td>
</tr>
<tr>
<td>T. K. Stewart</td>
<td>Capt. Penner</td>
<td>110 06</td>
</tr>
<tr>
<td>Thames River</td>
<td>Capt. Gatrell</td>
<td>111 16</td>
</tr>
<tr>
<td>Chas. F. Mayer</td>
<td>Capt. Reed</td>
<td>111 08</td>
</tr>
<tr>
<td>To Williamsport:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D. W. Malotte</td>
<td>Capt. Woltz</td>
<td>109 19</td>
</tr>
<tr>
<td>Victor</td>
<td>Capt. Hudson</td>
<td>104 19</td>
</tr>
<tr>
<td>Beulah</td>
<td>Capt. Crow</td>
<td>107 09</td>
</tr>
<tr>
<td>W. H. Loy</td>
<td>Capt. Anderson</td>
<td>107 18</td>
</tr>
</tbody>
</table>
| W. Va. C. & P. R. R. Co. – To Williamsport
| Ivan                | Capt. Malotte | 106 19 |
| J. P. Agnew & Co. – To Georgetown
| A. H. Stump         | Capt. Helgoth | 113 00 |

Sun, Mon. 8/15/87, p. 4. Our Canal Interests – Ever since the days of George Washington, when dykes and dams and slack-water navigation of the Potomac river gave place to the canal project, the people of Maryland have had a deep interest in all that concerns this important western waterway. Before the days of railroad and steam power, the towpath was the great highway towards which the rising and competing commercial centres of the country looked for reaching the virgin soil and forests and mineral
wealth of the interior, and more especially of the great grain-producing regions of the West. In those days Pittsburg was in the far West, so that when the Chesapeake and Ohio Canal got to Cumberland, Md., near the coal fields, the first stage of one of the greatest national works of the period had been reached. The achievement was a great one, and its consummation had enlisted the capital and the energy of the State, supplemented by very material help from the sister State of Virginia and the District of Columbia. The interest of Maryland in the canal amounts today to many millions of dollars, to say nothing of private interests of our own people or the holdings of our neighbors. Unfortunately for canals, however, and for those who had put their money in such works, the development of these lines reached an encouraging stage just about the time that railroads with their more rapid transportation facilities began to demonstrate that the canal boat and the mule would have to stand aside for the locomotive. No one now is competent to fully appreciate the distress which followed the wreck of hopes built upon canal development; thus, rudely shattered by the newer and better mode of transportation. But the spirit of Maryland did not quail before the crisis which presented itself. The emergency was promptly met by embarking with as liberal hands in railroad enterprises as had hitherto characterized our people in regard to the canal, but it involved a strain which was felt by the second or third generation of those who have succeeded the resolute pioneers. Ever since that time canal stocks and bonds have been a very heavy weight in Maryland; yet hope has continued in spite of years of default that at some time the Chesapeake and Ohio Canal could be made and kept as a “living, going concern.” Life has been preserved by one mode or another from time to time, and there are many good reasons why the work should be maintained as a going concern; but there is no doubt that another crisis in the affairs of the canal has been reached which will call very soon for prompt and decisive action by the people of Maryland. It is well known that the $500,000 of repair bonds of 1878 have all been sold to meet emergencies arising within the past nine years, and that while the bonds of 1844 were in the nature of bottomry bonds, and a lien only on the revenues of the canal, these new repair bonds are a lien on the corpus of the work, and default in two successive payments of interest will warrant the holders in foreclosing. It is understood that the bulk of the new bonds is held by a single banking firm. The floating debt of the canal is yet $30,000, although $146,000 of similar indebtedness has been paid within the past two or three years. The State and other stockholders have long ceased to hope for any returns from their investments, and interest payments on the 1844 bonds have been long suspended. The questions, therefore, narrow down to consideration of how long the concern can run on its own bottom; how far can it pay its current expenses and meet the interest on the bonds which pledge the corpus of the work, and what are its resources for meeting disasters, liable to come at any time from freshets? The subject forces itself upon the consideration of the people of the State and their representatives, and it would be well for us all to realize the fact and consider carefully, on the eve of possible action, what it would be best to advise or to do when the time for decisive action arrives, as it must arrive now very shortly. There are several solutions, among them the sale of the canal; but to whom would it be the interest of Maryland to sell; the lease of the work, which is not encouraging in view of a similar experiment with the Susquehanna and Tidewater canals; its conversion into a free water highway maintained by taxation,
as the Erie Canal is in New York State; but will the State of Maryland submit to taxation for such a purpose? These are all considerations which the near future is bound to bring forward; they are of prime importance to the whole people of the State, who will, no doubt, in some form or other have to deal with them in a conclusive way, and they should be well weighed, as we have said, before the time for action arrives.

DT, Tue. 8/16/87, p. 1. **Canal Commerce**
The following boats, with way bills numbered from 1125 to 1135 inclusive, left this port up to 3 o’clock p.m. today (Aug. 16, 1887):

<table>
<thead>
<tr>
<th>Company</th>
<th>Captain</th>
<th>Way Bill</th>
</tr>
</thead>
<tbody>
<tr>
<td>Consolidation Co.</td>
<td>Capt. Gatrell</td>
<td>113 13</td>
</tr>
<tr>
<td>T. H. Gibbs</td>
<td>Capt. Gatrell</td>
<td>112 18</td>
</tr>
<tr>
<td>C. D. Warfield</td>
<td>Capt. Pierce</td>
<td>110 14</td>
</tr>
<tr>
<td>Elbe River</td>
<td>Capt. Swain</td>
<td>110 14</td>
</tr>
<tr>
<td>To Williamsport:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Theo. L. Butts</td>
<td>Capt. Homsley</td>
<td>100 02</td>
</tr>
<tr>
<td>Margie Grove</td>
<td>Capt. McCardell</td>
<td>116 11</td>
</tr>
<tr>
<td>R</td>
<td>Capt. Ensminger</td>
<td>103 19</td>
</tr>
<tr>
<td>C. R. Gregory</td>
<td>Capt. Grooms</td>
<td>114 15</td>
</tr>
<tr>
<td>J. P. Agnew &amp; Co.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dr. A. Shank</td>
<td>Capt. Gerhart</td>
<td>111 19</td>
</tr>
</tbody>
</table>

**Ibid**, p. 4. **Cumberland Coal Trade**
The shipments from the mines of the Cumberland coal region for the week ended August 13, 1887, were 66,645 tons, and for the year to date 1,890,317 tons, an increase of 631,569 tons as compared with 1886. The shipments to the Baltimore and Ohio railroad and local points were, for the week, 52,324 tons; for the year, 1,554,575 tons, an increase of 578,202 tons as compared with last year. The shipments to the Pennsylvania railroad were for the week, 10,434 tons; year, 197,780 tons, an increase of 32,132 tons as compared with last year. The shipments to the Chesapeake and Ohio canal, for the week were 3,887 tons; year, 127,962 tons, increase over last year, 21,235 tons.

DT, Wed. 8/17/87, p. 1. **Canal Commerce**
The following boats, with way bills numbered from 1136 to 1154 inclusive, left this port up to 3 o’clock p.m. today (Aug. 17, 1887):

<table>
<thead>
<tr>
<th>Company</th>
<th>Captain</th>
<th>Way Bill</th>
</tr>
</thead>
<tbody>
<tr>
<td>Consolidation Co.</td>
<td>Capt. Gatrell</td>
<td>113 14</td>
</tr>
<tr>
<td>W. S. Jacques</td>
<td>Capt. Gatrell</td>
<td>113 10</td>
</tr>
<tr>
<td>G. M. Winship</td>
<td>Capt. Gatrell</td>
<td>111 18</td>
</tr>
<tr>
<td>J. P. Hewitt</td>
<td>Capt. Swain</td>
<td>111 12</td>
</tr>
<tr>
<td>L. P. Read</td>
<td>Capt. Mullen</td>
<td>111 01</td>
</tr>
<tr>
<td>J. Maury Dove</td>
<td>Capt. Malone</td>
<td>111 04</td>
</tr>
<tr>
<td>H. Roussell</td>
<td>Capt. Swain</td>
<td>108 15</td>
</tr>
<tr>
<td>Allan Campbell</td>
<td>Capt. Swain</td>
<td>108 15</td>
</tr>
<tr>
<td>L. P. Hieston</td>
<td>Capt. Brubaker</td>
<td>111 04</td>
</tr>
<tr>
<td>To Williamsport:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kate Hassett</td>
<td>Capt. Castle</td>
<td>111 06</td>
</tr>
<tr>
<td>Little Walter</td>
<td>Capt. Ardinger</td>
<td>113 12</td>
</tr>
<tr>
<td>S. M. Hamilton</td>
<td>Capt. Sterling</td>
<td>92 12</td>
</tr>
<tr>
<td>Mary</td>
<td>Capt. Tice</td>
<td>112 00</td>
</tr>
<tr>
<td>J. P. Agnew &amp; Co.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>To Williamsport:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A. Kroon</td>
<td>Capt. Ryan</td>
<td>96 14</td>
</tr>
<tr>
<td>J W Thompson</td>
<td>Capt. Bear</td>
<td>109 02</td>
</tr>
<tr>
<td>River Nile</td>
<td>Capt. Kimble</td>
<td>114 17</td>
</tr>
<tr>
<td>Susanne</td>
<td>Capt. Bowers</td>
<td>109 04</td>
</tr>
<tr>
<td>Dakota</td>
<td>Capt. Eaton</td>
<td>107 03</td>
</tr>
<tr>
<td>M. M. Burgess</td>
<td>Capt. Zimmerman</td>
<td>107 19</td>
</tr>
<tr>
<td>To Williamsport:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dr. A. Shank</td>
<td>Capt. Gerhart</td>
<td>111 19</td>
</tr>
</tbody>
</table>

**Ibid**, p. 4. **Canal Commerce**
The following boats, with way bills numbered from 1155 to 1172 inclusive, left this port up to 3 o’clock p.m. today (Aug. 18, 1887):

<table>
<thead>
<tr>
<th>Company</th>
<th>Captain</th>
<th>Way Bill</th>
</tr>
</thead>
<tbody>
<tr>
<td>Consolidation Co.</td>
<td>Capt. Gatrell</td>
<td>113 14</td>
</tr>
<tr>
<td>Z. Williams</td>
<td>Capt. Mose</td>
<td>113 14</td>
</tr>
<tr>
<td>R. A. Driver</td>
<td>Capt. Drenner</td>
<td>113 07</td>
</tr>
</tbody>
</table>
H&TL, Thu. 8/18/87, p. 3. **Death of Ex-Judge Gordon** – Hon. Josiah H. Gordon dropped dead near his residence on Prospect street, Cumberland, on Saturday evening while out walking with his wife. His death was caused by apoplexy and was very unexpected, although he had been in failing health for some time. He was nearly seventy-two years of age and a native of Pennsylvania, from which state he came to Maryland in 1838 and worked at his trade of wheelwright on the line of the Chesapeake and Ohio canal.

DT, Fri. 8/19/87, p. 4. **Canal Commerce**
The following boats, with way bills numbered from 1173 to 1191 inclusive, left this port up to 3 o’clock p.m. today (Aug. 19, 1887):

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Bill No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>F. O. Beckett</td>
<td>Capt. Benner</td>
<td>111 19</td>
</tr>
<tr>
<td>W J</td>
<td>Capt. Moore</td>
<td>110 14</td>
</tr>
<tr>
<td>Stephenson</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Geo. L. Sheriff</td>
<td>Capt. Cartwright</td>
<td>115 08</td>
</tr>
<tr>
<td>To Williamsport:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lutie &amp; Monie</td>
<td>Capt. Shupp</td>
<td>110 19</td>
</tr>
<tr>
<td>M. A. Shupp</td>
<td>Capt. Shupp</td>
<td>111 05</td>
</tr>
<tr>
<td>Ruby</td>
<td>Capt. McCardell</td>
<td>90 07</td>
</tr>
<tr>
<td>Missouri</td>
<td>Capt. Ardinger</td>
<td>113 13</td>
</tr>
<tr>
<td>D</td>
<td>Capt. Little</td>
<td>111 01</td>
</tr>
<tr>
<td>McK Steffey</td>
<td>Capt. McKelvey</td>
<td>112 15</td>
</tr>
<tr>
<td>J. P. Agnew &amp; Co. – To Georgetown</td>
<td></td>
<td></td>
</tr>
<tr>
<td>F. Williams</td>
<td>Capt. Swagger</td>
<td>108 08</td>
</tr>
<tr>
<td>Alleghany</td>
<td>Capt. Dixon</td>
<td>109 16</td>
</tr>
<tr>
<td>W. B. Lloyd</td>
<td>Capt. Murray</td>
<td>110 11</td>
</tr>
<tr>
<td>Delaware</td>
<td>Capt. Callan</td>
<td>113 02</td>
</tr>
<tr>
<td>Eva</td>
<td>Capt. Schopper</td>
<td>112 10</td>
</tr>
<tr>
<td>Theodore</td>
<td>Capt. Smith</td>
<td>110 00</td>
</tr>
<tr>
<td>W. Va. C. &amp; P. R. R. Co. – To Williamsport</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ivan</td>
<td>Capt. Malotte</td>
<td>111 09</td>
</tr>
<tr>
<td>To Williamsport:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>T. J. Shiflet</td>
<td>Capt. McAnenny</td>
<td>113 07</td>
</tr>
<tr>
<td>Victor</td>
<td>Capt. Hudson</td>
<td>110 16</td>
</tr>
<tr>
<td>W O Bowser</td>
<td>Capt. Havermale</td>
<td>115 02</td>
</tr>
<tr>
<td>Frank &amp; Jessie</td>
<td>Capt. Smith</td>
<td>111 18</td>
</tr>
<tr>
<td>Judge Douglas</td>
<td>Capt. Grooms</td>
<td>111 01</td>
</tr>
<tr>
<td>J. P. Agnew &amp; Co. – To Georgetown</td>
<td></td>
<td></td>
</tr>
<tr>
<td>M C W Boyer</td>
<td>Capt. Tingstum</td>
<td>110 11</td>
</tr>
<tr>
<td>J. W. Veale</td>
<td>Capt. Weaver</td>
<td>111 13</td>
</tr>
<tr>
<td>R. H. Jones</td>
<td>Capt. Weaver</td>
<td>110 03</td>
</tr>
<tr>
<td>Burke Spencer</td>
<td>Capt. Bowers</td>
<td>109 10</td>
</tr>
<tr>
<td>W F Crighton</td>
<td>Capt. Price</td>
<td>114 08</td>
</tr>
<tr>
<td>John Spencer</td>
<td>Capt. Renner</td>
<td>106 09</td>
</tr>
<tr>
<td>G. N. Shuman</td>
<td>Capt. Bowers</td>
<td>110 10</td>
</tr>
<tr>
<td>Borden Co. – To Four Locks</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oxford</td>
<td>Capt. Newkirk</td>
<td>114 12</td>
</tr>
<tr>
<td>W. Va. C. &amp; P. R. R. Co. – To Georgetown</td>
<td></td>
<td></td>
</tr>
<tr>
<td>G F Smith</td>
<td>Capt. Pierce</td>
<td>111 16</td>
</tr>
</tbody>
</table>


DT, Sat. 8/20/87, p. 1. **Canal Commerce**
The following boats, with way bills numbered from 1192 to 1209 inclusive, left this port up to 3 o’clock p.m. today (Aug. 20, 1887):

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
<th>Bill No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>W. H C Bayley</td>
<td>Capt. Hebb</td>
<td>113 07</td>
</tr>
<tr>
<td>Geo. Bogus</td>
<td>Capt. Hebb</td>
<td>112 17</td>
</tr>
<tr>
<td>A. P. Mayfield</td>
<td>Capt. Benner</td>
<td>111 03</td>
</tr>
<tr>
<td>C W Adams</td>
<td>Capt. Jackson</td>
<td>115 09</td>
</tr>
<tr>
<td>Charles Mann</td>
<td>Capt. Moore</td>
<td>111 00</td>
</tr>
<tr>
<td>To Williamsport:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>W. H. Loy</td>
<td>Capt. Anderson</td>
<td>109 19</td>
</tr>
<tr>
<td>M. E. Grove</td>
<td>Capt. McCardell</td>
<td>113 08</td>
</tr>
<tr>
<td>D. W. Malotte</td>
<td>Capt. Woltz</td>
<td>111 13</td>
</tr>
<tr>
<td>Enterprise</td>
<td>Capt. Patton</td>
<td>111 15</td>
</tr>
<tr>
<td>Capella</td>
<td>Capt. Mosier</td>
<td>114 15</td>
</tr>
<tr>
<td>Nellie &amp; Davie</td>
<td>Capt. Patton</td>
<td>112 01</td>
</tr>
<tr>
<td>Frankie &amp;</td>
<td>Capt. McCardell</td>
<td>114 17</td>
</tr>
<tr>
<td>Fannie</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jos M Wheatly</td>
<td>Capt. Lytton</td>
<td>107 09</td>
</tr>
<tr>
<td>George’s Creek Co. – To Georgetown</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Sarah Kroon Capt. Cramer 110 04
Benj. Vaughn Capt. Sigler 114 02
J. H. Reid Capt. Snyder 102 06
W. H. Cooper Capt. Pierce 110 05
Samuel Henry Capt. Alison 114 09
A. M. White Capt. Reed 112 15
H. Wagner Capt. James 113 14
A. Greenless Capt. Manning 114 15
W. Va. C. & P. R. R. Co. – To Georgetown
S. M. Reitzell Capt. Snyder 106 17

DT, Mon. 8/22/87, p. 1. Canal Commerce
The following boats, with way bills numbered from 1210 to 1228 inclusive, left this port up to 3 o’clock p.m. today (Aug. 22, 1887):

Consolidation Co. – To Georgetown
Josephine Capt. Penner 114 18
Barroll
Charles R Capt. Stride 113 09
White, Jr.
W. J. Walker Capt. Bowers 113 07
Jos Z. Williams Capt. Reynolds 114 13
N. C. Read Capt. Whitney 111 18
E. A. King Capt. Mills 113 06
L. W. Guinand Capt. Neal 112 03
William King Capt. McCoy 114 05

To Williamsport:
C. R. Gregory Capt. Grooms 108 01
Mary Capt. Tice 110 05
McK Steffey Capt. McKelvey 114 02
Cowton & Tilghman Capt. O’Neal 115 13

R. P. Mason Capt. Mouse 113 03
J. P. Agnew & Co. – To Georgetown
Ollie V. Capt. Mitchell 109 10
H. Hanekamp Capt. Hager 113 00
W. J. Booth Capt. Taylor 112 13
Youghiogheny Capt. Castle 116 12
W. Va. C. & P. R. R. Co. – To Georgetown
Ivan Capt. Malotte 107 14
Eugene Capt. Teach 110 03

DT, Tue. 8/23/87, p. 1. Canal Commerce
The following boats, with way bills numbered from 1230 to 1235 inclusive, left this port up to 3 o’clock p.m. today (Aug. 23, 1887):

J. P. Agnew & Co. – To Georgetown
C. W. Ridley Capt. Riley 110 02
G. W. Wallis Capt. Mills 112 09
J. P. Agnew Capt. Eaton 113 01
Consolidation Co. – To Georgetown
James B. Capt. Spong 109 09
Thomas
To Williamsport
Lutie & Monie Capt. Shupp 113 08
S M Hamilton Capt. Sterling 94 15

Ibid, p. 4. Good News for Canal Employees – The canal employees along the line of the canal and in this city, will probably be paid off next week.


DT, Wed. 8/24/87, p. 1. Canal Commerce
The following boats, with way bills numbered from 1236 to 1258 inclusive, left this port up to 3 o’clock p.m. today (Aug. 24, 1887):

Consolidation Co. – To Georgetown
G. W. Barroll Capt. Murphy 111 15
James Goddard Capt. Pennell 112 18
L. R. Fethig Capt. Kinsel 111 13
G A McIlhenny Capt. Harper 113 13
Sallie Burwell Capt. Price 114 09
A. L. Miller Capt. Piper 109 19
Geo. S. Reiman Capt. Sorrell 113 00
Daniel Linkin Capt. McDonald 111 00
V Capt. Little 110 04

To Williamsport:
R Capt. Ensminger 105 14
Little Walter Capt. Ardinger 112 19
Victor Capt. Hudson 107 02
M. A. Shupp Capt. Shupp 111 16

78
George’s Creek Co. – To Georgetown
Savannah Capt. Morrison 112 16
E. P. Cohill Capt. Gannon 114 03
J. M. Schley Capt. Artz 113 05
M. Mertens Capt. Conrad 113 11
Mississippi Capt. Linaburg 113 00
Ernst & Capt. Payne 109 05
Holland
J. H. Milstead Capt. Roof 113 16
W. Va. C. & P. R. R. Co. – To Georgetown
Nita K. Phelps Capt. Malone 108 11
Here I Am Capt. Sensel 111 19
To Hancock
Cigarette Capt. Sensel 107 15

Sun, Wed. 8/24/87, p. 6. Mr. Stephen Gambrill, secretary and treasurer of the Chesapeake and Ohio Canal, has returned from Saratoga. His brother-in-law, Senator Gorman, will remain away until about September 1.

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Cumberland Coal Shipments
The shipments from the mines of the Cumberland coal region for the week ended Saturday, Aug. 20, 1887, were 64,391 tons, and for the year to that date 1,955,308 tons, an increase of 625,188 tons as compared with the corresponding period of last year. The coal was shipped as follows: To Baltimore and Ohio Railroad – Week, 44,666 tons; year, 1,609,241 tons; increase 567,957 tons. Pennsylvania Railroad – Week, 8,833 tons; year, 206,613 tons; increase, 36,321 tons. Chesapeake & Ohio Canal – week, 11,491 tons; year, 139,454 tons; increase, 20,310 tons.


DT, Thu. 8/25/87, p. 1. Canal Commerce
The following boats, with way bills numbered from 1259 to 1278 inclusive, left this port up to 3 o’clock p.m. today (Aug. 25, 1887):


DT, Fri. 8/26/87, p. 4. Canal Commerce
The following boats, with way bills numbered from 1279 to 1292 inclusive, left this port up to 3 o’clock p.m. today (Aug. 26, 1887):

Geo. S. French Capt. Gannon 106 19
John Miller Capt. Moore 115 10
Geo. A. Pearre Capt. Moore 107 07
L. P. Read Capt. Mullen 113 14
To Williamsport:
Judge Douglas Capt. Grooms 114 09
Enterprise Capt. Patton 112 02
Frankie & Fannie Capt. McCardell 112 08
Fannie D. W. Malotte Capt. Woltz 111 00

George’s Creek Co. – To Georgetown
A. H. Stump Capt. Helgoth 107 00
Muskingum Capt. Zellers 110 07
Giles Heath Capt. Hart 107 13
Potomac Capt. Barger 114 17
L. L. Blake Capt. Reid 110 04
Kittie Capt. Eaton 108 01

ES, Fri. 8/26/87, p. 1. Affairs in West

DT, Sat. 8/27/87, p. 4. Canal Commerce
The following boats, with way bills numbered from 1294 to 1317 inclusive, left this port up to 3 o’clock p.m. today (Aug. 27, 1887):

George’s Creek Co. – To Georgetown
Juniata Capt. Little 109 00
M. B. Winship Capt. Yost 105 02
A. Wood Capt. Atwell 103 14
D. A. Lowe Capt. McCann 106 09
J. E. Dyer Capt. Matters 105 14
Susquehanna Capt. Stickel 103 01
Iowa Capt. Davis 103 15
Missouri Capt. Ardinger 105 12
A. Kroon Capt. Ryan 108 15
J. K. Shaw Capt. Bender 108 13

Consolidation Co. – To Georgetown
Amazon Capt. Ingram 112 14
B. R. Mayfield Capt. Ingram 112 03
J. P. Hewitt Capt. Swain 114 03
G. M. Winship Capt. Gatrell 113 18

To Williamsport:
M. E. Grove Capt. McCardell 112 09
Lutie & Monie Capt. Shupp 112 02
T. L. Butts Capt. Hornsley 101 02
W. H. Loy Capt. Anderson 110 15
Mary Capt. Tice 110 10

W. Va. C. & P. R. R. Co. – To Georgetown
Isabella Capt. Nuse 106 02
Little Rob Capt. Nuse 107 10
Lafayette Capt. Shaffer 106 12
J. A. Garfield Capt. Myers 105 11

To Williamsport:
Ivan Capt. Malotte 100 12

Sun, Sat. 8/27/87, p. 6. Col. Baughman will start on a pay trip over the Chesapeake and Ohio canal from Georgetown to Cumberland during the coming week. The month for which the employees will be paid will be April and May, and the sum to be distributed will amount to about $20,000.

ES, Sat. 8/27/87, p. 8. Affairs in West
Washington – Grain Receipts – Canal boat Seneca arrived yesterday with 1,500 bushels of wheat and 1,000 bushels of corn.

DT, Mon. 8/29/87, p. 1. Canal Commerce
The following boats, with way bills numbered from 1318 to 1334 inclusive, left this port up to 3 o’clock p.m. today (Aug. 29, 1887):

George’s Creek Co. – To Georgetown
Emma Mertens Capt. Keesucker 109 04
T. L. Holbrook Capt. Snyder 106 17
River Nile Capt. Kimble 110 09
A. H. Bradt Capt. Mose 109 04
A. M. White Capt. Reed 110 17
Samuel Henry Capt. Allison 105 02
W. B. Lloyd Capt. Murray 105 11
Judge Douglas Capt. McCarty 105 19

Consolidation Co. – To Georgetown
Thames River Capt. Gatrell 112 09
T. H. Gibbs Capt. Gatrell 111 03
W. S. Jacques Capt. Gatrell 112 13
Z. Williams Capt. Mose 111 12
S. M. Storm Capt. Hoff 115 02

To Williamsport:
S. M. Hamilton Capt. Sterling 93 02
Victor Capt. Hudson 107 11
C. R. Gregory Capt. Grooms 110 06
Eugene Capt. Teach 107 12
Ibid, p. 4. Good Shipments

Last week’s shipments by canal were the heaviest for the season of 1887, there being 109 boats cleared, carrying 11,963 tons 12 cwt. of coal. The West Virginia Central is shipping a fair amount by canal; their trade by canal for August will aggregate over 3,000 tons.

ES, Mon. 8/29/87, p. 5. Affairs in West Washington – Reckless Shooting Up the River – Yesterday afternoon several ladies and gentlemen on a canal boat which was opposite the Potomac Landing were compelled to seek refuge in the cabin from bullets being fired from pistols on the Virginia side of the Potomac. It is said that more then one bullet struck the boat.

DT, Tue. 8/30/87, p. 1. Canal Commerce

The following boats, with way bills numbered from 1336 to 1347 inclusive, left this port up to 3 o’clock p.m. today (Aug. 30, 1887):

George’s Creek Co. – To Georgetown
A. G. Johnson Capt. Reid 108 06
W. Thompson Capt. Lichthy 106 07
Theodore Capt. Smith 109 04
Benj. Vaughn Capt. Sigler 104 11
Suwanee Capt. Bowers 108 13
J W Thompson Capt. Bear 109 14
John Spencer Capt. Renner 102 19
W. Va. C. & P. R. R. Co. – To Georgetown
Detroit Capt. Harper 106 09
Dr. Shank Capt. Gerhart 106 19
Consolidation Co. – To Williamsport
Unexpected Capt. Shaffer 110 09
M. A. Shupp Capt. Shupp 112 09
Omega Capt. Sanborn 109 18

Consolidation Co. – To Georgetown
H. Roussell Capt. Swain 114 02
R. C. Barroll Capt. Taylor 111 09
R. A. Driver Capt. Drenner 112 15
C. D. Warfield Capt. Pierce 113 00
W. J. Capt. Moore 111 00
Stephenson
L. P. Hieston Capt. Brubaker 108 11
To Williamsport:
Frankie & Fannie
W. O. Bowser Capt. Havermale 109 13
T. J. Shiflet Capt. McAnenny 114 05
Nellie & Davie Capt. Patton 112 00
George’s Creek Co. – To Georgetown
Harry & Ralph Capt. Fields 106 05
Frank & Jessie Capt. Smith 110 12
Walter Beall Capt. Manning 109 00
Allegheny Capt. Dixon 105 02
Herald Capt. Taylor 105 00
Salina Capt. Zimmerman 108 17

Cumberland Coal Trade

The shipments from the mines of the Cumberland coal region for the week ended August 27, 1887, were 65,598 tons, and for the year to date 2,021,266 tons, an increase of 617,374 tons as compared with 1886. The shipments to the Baltimore and Ohio railroad and local points were, for the week 44,598 tons; for the year 1,653,840 tons, an increase of 553,360 tons as compared with last year. The shipments to the Pennsylvania railroad were for the week, 9,237 tons; year 215,851 tons, an increase of 44,226 tons as compared with last year. The shipments to the Chesapeake and Ohio canal, for the week were 12,122 tons; year, 151,575 tons; increase over last year, 19,789 tons.

ES, Wed. 8/31/87, p. 5. Affairs in West Washington – The Coal Shipments – During the week ended last Saturday 12,122 tons of coal were shipped from the
Cumberland region by the Chesapeake and Ohio Canal, and during the year 151,576 tons were shipped.

**Grain Receipts** – Canal boat
Wheatley Bros. arrived with 4,000 bushels of corn for J. G. and J. M. Waters.

DT, Thu. 9/1/87, p. 1. **Canal Commerce**
The following boats, with way bills numbered from 1365 to 1377 inclusive, left this port up to 3 o’clock p.m. today (Sept. 1, 1887):

- **Consolidation Co.** – To Georgetown
  - F. O. Beckett Capt. Benner 111 03
  - W. J. Walker Capt. Bowers 107 05
  - Elbe River Capt. Swain 103 17

- **To Williamsport:**
  - Little Walter Capt. Ardinger 111 15
  - D. W. Malotte Capt. Woltz 108 16
  - Lutie & Monie Capt. Shupp 106 11
  - R Capt. Ensminger 102 03
  - R. P. Mason Capt. Mouse 112 06

- **George’s Creek Co.** – To Georgetown
  - M. E. Hall Capt. Leopold 105 03
  - A. Greenless Capt. Manning 105 04
  - Dakota Capt. Eaton 106 19
  - Pilot Boy Capt. Bowers 105 18
  - W. Va. C. & P. R. R. Co. – To Georgetown
    - Plough Boy Capt. Kenney 107 12

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**The August Canal Trade**
Collector Edward’s official report of the trade on the canal for August, shows that 293 boats, carrying 32,302 tons of coal, cleared from this port on the canal. The revenue was about $11,000. The month was the heaviest of the present year, June having come nearest with 31,000 tons. The West Virginia Central company shipped 3,000 tons last month. The shipments during August were materially affected by the break, as about 24,000 tons were sent out during two weeks, and at that ration the month’s clearances should have reached 50,000 tons. If no accidents occur it is thought this year’s shipments will reach 300,000 tons. A private dispatch from President Baughman received today says that his pay boat will be here tonight. About $20,000 will then be disbursed on account of April and May.

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**Pay for April and May, 1887**
The steam packet “Maryland” will arrive here not later than 6 o’clock this evening. President L. V. Baughman, Paymaster Gambrill and Accountant Ayers are on board, accompanied by Hon. Lloyd Lowndes, Postmaster Willison and Superintendent Mulvaney. Messrs. Lowndes and Willison having joined the party at North Branch, and Superintendent Mulvaney at Williamsport. Paymaster Gambrill will commence paying off as soon as the boat arrives, but it is not likely he can complete the list till morning.


DT, Fri. 9/2/87, p. 4. **The Pay Trip on the Canal** – The packet “Maryland” arrived on the canal yesterday evening about six o’clock and anchored at the basin wharf. There were on board President Baughman, Paymaster Gambrill, Accountant Ayers, J. B. Whiteside, Esq., of Laurel, Masters Stephen and Arthur Gambrill, Hon. Lloyd Lowndes, Postmaster Willison and Supt. Edward Mulvaney.

In conversation with a representative of this paper, yesterday evening, President Baughman said about $22,000 had been distributed on the trip in payments of the rolls for April and May, and $4,000 for the recent breaks near Sir John’s Run. This
money was out of the actual earnings of the canal for the present season. If no further accidents occurred, President Baughman said, he thought the canal could pay its actual operating expenses for the year. The future of the canal, he said, was a matter he was not able to say much upon. Now was the time for the coal companies to come forward, however, if they wanted it kept alive. New boats must be built. The present carrying capacity was taxed to its utmost limits, so far as boats was concerned.

Concerning his successor as president of the canal, in the event of his election as Comptroller, Col. Baughman said he had not given the matter any thought. He would hold the office himself until the first of January, when he expected to be sworn in as Comptroller. One point, however, he was decided upon, and that was that the president of the canal ought to come from Western Maryland.

Col. Baughman and party went East at 1:50 this morning. The Colonel expects to open the Democratic State campaign in this county in a few days from now.

Canal Commerce
The following boats, with way bills numbered from 1378 to 1393 inclusive, left this port up to 3 o’clock p.m. today (Sept. 2, 1887):

<table>
<thead>
<tr>
<th>George’s Creek Co. – To Georgetown</th>
</tr>
</thead>
<tbody>
<tr>
<td>B. Spencer</td>
</tr>
<tr>
<td>J. P. Agnew</td>
</tr>
<tr>
<td>Delaware</td>
</tr>
<tr>
<td>G. N. Shuman</td>
</tr>
<tr>
<td>Pilot Boy</td>
</tr>
<tr>
<td>M. C. Boyer</td>
</tr>
<tr>
<td>E. R. Ladew</td>
</tr>
<tr>
<td>Sarah Kroon</td>
</tr>
</tbody>
</table>

Consolidation Co. – To Georgetown

| J. Maury Dove                     | Capt. Malone | 105 18 |
| Josephine                         | Capt. Penner | 106 16 |

Barroll
To Williamsport:

| Ruby                              | Capt. McCardell | 86 16 |
| Margie E.                         | Capt. McCardell | 108 18 |
| Grove                             | Capt. Tice      | 105 16 |
| Mary                              | Capt. Anderson  | 108 14 |
| W. Va. C. & P. R. R. Co. – To Williamsport |
| Ivan                              | Capt. Malotte  | 102 16 |
| Eugene                            | Capt. Teach     | 108 05 |

ES, Fri. 9/2/87, p. 3. Affairs in West Washington – Canal Employees Paid Off – The canal pay boat, with President Baughman, Paymaster Gambrill, Accountant Ayers and Mr. Whiteside, of Laurel, arrived at Cumberland last night. During the trip the employees were paid off for April and May, 1887, and about $21,000 was disbursed.

DT, Sat. 9/3/87, p. 1. Low Water in the C. & O. Canal – Rain is badly needed here; the water is so low in the canal that boats can scarcely leave port. The tug Emma Mertens is kept busy towing the boats out from Basin wharf. Late yesterday evening, the “Delaware,” Captain Callan, carrying 105 tons of coal for Georgetown, stuck in the mud near the Johnson Milling company’s mill, and could not be pulled out by the joint exertion of the tug and 12 mules until much of the coal was taken out.

Canal Commerce
The following boats, with way bills numbered from 1394 to 1414 inclusive, left this port up to 3 o’clock p.m. today (Sept. 3, 1887):

Consolidation Co. – To Georgetown

| Geo. L. Sheriff                   | Capt. Cartwright | 109 08 |
| Allan Campbell                    | Capt. Swain     | 104 14 |
| W. King                           | Capt. McCoy     | 108 18 |
| Jos M Wheatly                     | Capt. Lytton    | 107 00 |
| Charles Mann                      | Capt. Moore     | 106 11 |
| W. H. C.                          | Capt. Hebb      | 107 17 |
| Bayley                            |                 |       |
| C. W. Adams                       | Capt. Jackson   | 108 16 |
To Williamsport:

- Unexpected Capt. Shaffer 109 12
- Victor Capt. Hudson 101 02
- M. A. Shupp Capt. Shupp 107 01
- C. R. Gregory Capt. Lucas 108 11
- Enterprise Capt. Woltz 107 02
- McK Steffey Capt. McKelvey 112 02
- Capella Capt. Mosier 108 16
- Katie Hassett Capt. Castle 106 12

George’s Creek Co. – To Georgetown

- Eva Capt. Schopper 107 17
- Elberon Capt. Pierce 100 11
- W. H. Cooper Capt. Pierce 106 00
- G Capt. Hine 103 07
- Fred Williams Capt. Swagger 102 09
- W. Va. C. & R. R. Co. – To Williamsport
- Jacob Bender Capt. Shipley 106 13

DT, Mon. 9/5/87, p. 1. **Canal Commerce**

The following boats, with way bills numbered from 1415 to 1428 inclusive, left this port up to 3 o’clock p.m. today (Sept. 5, 1887):

- Consolidation Co. – To Georgetown
  - E. A. King Capt. Mills 107 08
  - N. C. Read Capt. Dunnigan 107 05
  - A. P. Mayfield Capt. Benner 105 06
  - Jos Z. Williams Capt. Reynolds 102 08
  - W. R. Lewis Capt. Bender 103 11
  - Zadock Capt. Moore 104 10

- Williams
  - Geo. Bogus Capt. McGruder 99 08
  - A. L. Miller Capt. Piper 99 17

To Williamsport:

- W. O. Bowser Capt. Havermale 104 19
- Nellie & Davie Capt. Patton 104 05
- J. P. Agnew & Co. – To Georgetown
- Harry Wagner Capt. James 106 00
- Mississippi Capt. Linaburg 105 04
- W. Va. C. & R. R. Co. – To Georgetown
- M. M. Burgess Capt. Zimmerman 100 00
- G. F. Smith Capt. Pierce 97 17

DT, Tue. 9/6/87, p. 1. **Canal Commerce**

The following boats, with way bills numbered from 1429 to 1439 inclusive, left this port up to 3 o’clock p.m. today (Sept. 6, 1887):

- George’s Creek Co. – To Georgetown
  - C. W. Ridley Capt. Riley 100 15
  - J. H. Parrott Capt. Mose 100 02
  - A. J. Clark Capt. Kerns 100 00
  - Youghiogheny Capt. Castle 102 00
  - J. H. Reid Capt. Ensminger 102 09
  - Potomac Capt. Barger 100 13
  - J. H. Milstead Capt. Roof 101 19

- Consolidation Co. - To Williamsport
  - Theo. L. Betts Capt. Horsley 96 13
  - D. W. Malotte Capt. Woltz 101 13
  - J. M Schley Capt. Artz 100 16
  - Frankie & Capt. McCardell 100 00
  - Fannie

DT, Wed. 9/7/87, p. 1. **A Delightful Moonlight Barge Party** – A most delightful moonlight excursion was given to some of his numerous friends by Canal Collector John T. Edwards, last evening. The packet Maryland left the Basin wharf of the canal at half past seven o’clock, and made a safe and smooth run down the canal as far as the North Branch lock, when she was turned about and headed for home, where Mr. Edward’s guests were landed about the “witching hour” of midnight. A most enjoyable time was had and the beautiful scenery along the canal was thoroughly enjoyed in the moonlight by the gay and jovial party. Refreshments were served at North Branch and on the boat as it returned.

Among those on board were: Misses Eddie and Daisy Jameson, of Westernport; Clerie Woodrow and Annie Graham, of Piedmont; Alma Dettor and Cora Cherry, of Baltimore, Md.; Clara and Emma Butler, Mary and Jennie McCormick, Maggie and Lilie Brengle, Georgia and Mai Deetz, Gertie Elder, Mollie and Fannie Brengle, Susie Norris, Ettie and Jennie Russell, Mrs. Russell, Grace Lowdermilk, Bessie Luman,

Mr. Edwards made a most courteous and dignified host, and the numerous chaperones were charming. The Misses Jamison, Miss Woodrow and Miss Graham spent today in the city as the guests of the Misses Russell.

Canal Commerce
The following boats, with way bills numbered from 1440 to 1459 inclusive, left this port up to 3 o’clock p.m. today (Sept. 7, 1887):

Consolidation Co. – To Georgetown
Daniel Linkin Capt. McDonald 97 03
L. R. Fechtig Capt. Kinsel 97 07
G. M. Barroll Capt. Murphy 101 07
L. W. Guinand Capt. Neal 96 19
Chas R. White Capt. Stride 99 14
Geo S. Reiman Capt. Sorrell 99 11
Geo S. French Capt. Gannon 96 02

To Williamsport:
Marshall Wise Capt. Griffith 98 00
M. E. Grove Capt. McCardell 99 00
Lutie & Monie Capt. Shupp 99 16

George’s Creek Co. – To Georgetown
J. E. Dyer Capt. Matters 96 17
W. J. Booth Capt. Taylor 97 07
Giles Heath Capt. Hart 100 00
M H Creighton Capt. Price 100 14
Samuel Henry Capt. Alison 96 16

Borden Co. – To Georgetown
G. Berkebile Capt. Griffith 99 03
Jas. C. Clarke Capt. Griffith 105 12
Antares Capt. Griffith 74 14

W. Va. C. & P. R. R. Co. – To Georgetown
C. F. Mayer Capt. Reed 97 01
Ivan Capt. Malotte 94 12

Meeting of the Canal Board
The Chesapeake and Ohio canal directors will hold a meeting, the first of June, in Baltimore on the 13th instant, at Barnum’s Hotel.

News, Wed. 9/7/87, p. 3. A Week’s Coal Trade - The shipments from the mines of the Cumberland coal region for the week ended Saturday, Sept. 3, 1887, were 63,496 tons, and for the year to date 2,084,762 tons, an increase of 615,328 tons as compared with the corresponding period of 1886. The coal was shipped as follows: To Baltimore and Ohio Railroad – Week, 44,224 tons; year, 1,698,063 tons; an increase 546,702 tons. To Pennsylvania Railroad – Week, 9,415 tons; year, 225,266 tons; increase, 50,118 tons. Chesapeake & Ohio Canal – week, 9,857 tons; year, 161,433 tons; increase, 18,507 tons.

DT, Thu. 9/8/87, p. 4. Canal Commerce
The following boats, with way bills numbered from 1460 to 1483 inclusive, left this port up to 3 o’clock p.m. today (Sept. 8, 1887):

George’s Creek Co. – To Georgetown
W. B. Lloyd Capt. Murray 96 10
A. Kroon Capt. Ryan 97 06
Muskingum Capt. Zellers 97 05
Judge Douglas Capt. McCarty 101 11
P. L. Burwell Capt. Clendening 96 14

Geo. A. Capt. Shipley 97 02
Hoffman
Mary Mertens Capt. Conrad 97 09
J. W. Veale Capt. Wolf 96 12
R. H. Jones Capt. Weaver 96 09
Savannah Capt. Morrison 97 06

Consolidation Co. – To Georgetown
E. P. Cohill Capt. Gannon 101 17
<table>
<thead>
<tr>
<th>Captain</th>
<th>Town</th>
<th>Date</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>T. K. Stewart</td>
<td>Capt. Penner</td>
<td>99 03</td>
<td></td>
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<tr>
<td>M. B. Mayfield</td>
<td>Capt.</td>
<td>92 05</td>
<td></td>
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<td></td>
<td>Zimmerman</td>
<td></td>
<td></td>
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<tr>
<td>Charles Darrow</td>
<td>Capt. Engle</td>
<td>99 00</td>
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<tr>
<td>Lida</td>
<td>Capt. Kreitzer</td>
<td>96 08</td>
<td></td>
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<tr>
<td>James Goddard</td>
<td>Capt. Pennell</td>
<td>99 04</td>
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<tr>
<td>T. J. Shiflet</td>
<td>Capt. McAneny</td>
<td>100 05</td>
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<tr>
<td>W. H. Loy</td>
<td>Capt. Anderson</td>
<td>95 06</td>
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<tr>
<td>Mary</td>
<td>Capt. Tice</td>
<td>99 15</td>
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<td>R. P. Mason</td>
<td>Capt. Mouse</td>
<td>100 00</td>
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<tr>
<td>Libbie</td>
<td>Capt. Hassett</td>
<td>99 12</td>
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<tr>
<td>Eva Snyder</td>
<td>Capt. Hassett</td>
<td>96 10</td>
<td></td>
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<tr>
<td>Cigarette</td>
<td>Capt. Sensel</td>
<td>99 15</td>
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<tr>
<td>W. Va. C. &amp; P. R. R. Co.</td>
<td>To Georgetown</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Eugene</td>
<td>Capt. Teach</td>
<td>91 09</td>
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</tbody>
</table>

ES, Thu. 9/8/87, p. 3. **Affairs in West**


DT, Fri. 9/9/87, p. 1. **Canal Commerce**

The following boats, with way bills numbered from 1484 to 1503 inclusive, left this port up to 3 o’clock p.m. today (Sept. 9, 1887):

<table>
<thead>
<tr>
<th>Company</th>
<th>Captain</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>George’s Creek Co.</td>
<td>Capt. Myers</td>
<td>92 19</td>
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<tr>
<td>Ernst &amp; Holland</td>
<td>Capt. Payne</td>
<td>89 01</td>
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<tr>
<td>J. K. Shaw</td>
<td>Capt. Bender</td>
<td>98 00</td>
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<tr>
<td>W. D. L.</td>
<td>Capt. McMullen</td>
<td>91 11</td>
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<tr>
<td>Walbridge</td>
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<tr>
<td>A. H. Stump</td>
<td>Capt. Helgoth</td>
<td>93 07</td>
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<tr>
<td>H. Hanekamp</td>
<td>Capt. Mertens</td>
<td>93 04</td>
</tr>
<tr>
<td>A. M. White</td>
<td>Capt. Reed</td>
<td>97 01</td>
</tr>
<tr>
<td>Iowa</td>
<td>Capt. Davis</td>
<td>96 04</td>
</tr>
<tr>
<td>G. W. Wallis</td>
<td>Capt. Mill</td>
<td>97 08</td>
</tr>
<tr>
<td>Consolidation Co.</td>
<td></td>
<td></td>
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<tr>
<td>Enterprise</td>
<td>Capt. Bannock</td>
<td>97 03</td>
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</table>

DT, Sat. 9/10/87, p. 1. **A Day on the Canal**

Mr. R. R. Henderson gave a most pleasant excursion to many of his friends on yesterday. The steam packet *Maryland* left the basin wharf at 8:30 a. m., with the following ladies and gentlemen on board: Mr. and Mrs. T. L. Patterson, Mr. A. S. Bender, Mr. and Mrs. R. R. Henderson and Miss May Henderson, Misses Tappan, Magruder, Mary Robbins, Fannie Robbins, Louise Roman, Johnson, Plummer, Anderson, Bruce, Bell, Millholland and Thruston; Messrs. L. G. Patterson, W. O. Sprigg, W. Devecmon, J. W. Thomas, A. R. Lewis, R. Cleary, Paul Millholland and J. J. Muncaster.

The boat was in charge of Capt. Hy Detrick and no accident occurred to mar the pleasure of a perfect day. The party reached a point opposite Sir John’s Run at 10:30, and considerable fun was occasioned by the crossing of the river in the small skiff. Baltimore and Ohio train No. 7 was taken from Sir John’s Run, and the party reached here at 1:15 this morning.

It is spoken of as a most beautiful trip, and Mr. Henderson made a most attentive and agreeable commandant of the *Maryland* and her crew of brave men and fair women. The packet went on to Williamsport.

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Canal Commerce
The following boats, with way bills numbered from 1504 to 1518 inclusive, left this port up to 3 o’clock p.m. today (Sept. 10, 1887):

George’s Creek Co. – To Georgetown
C. W. Miller Capt. Colbert 92 17
River Nile Capt. Kimble 98 02
M. B. Winship Capt. Yost 88 13
Kittie Capt. Eaton 92 17
Benj. Vaughn Capt. Sigler 91 16
W T Coulehan Capt. Crampton 91 16
Consolidation Co. – To Georgetown
G A McIlhenny Capt. Harper 96 17
To Williamsport:
C. R. Gregory Capt. Lucas 92 05
Nellie & Davie Capt. Patton 91 05
M. A. Shupp Capt. Shupp 93 15
Borden Co. – To Georgetown
Here I Am Capt. Griffith 96 13
Mary L. Miles Capt. Hassett 92 19
Oxford Capt. Hassett 94 08
W. T. Hassett Capt. Hassett 90 10
W. Va. C. & P. R. R. Co. – To Georgetown
Jacob Bender Capt. Staley 93 00

Ibid, p. 4. The Drowning in the Canal – The mysterious drowning case on the canal at brick house level noted in this paper a day or so ago is to some degree explained by the Williamsport Leader of yesterday, which says: “As Captain John Tice of the canal boat Mary, was passing down the three mile level below the Tunnel, better known to boatmen as the ‘brick house’ level, on Saturday morning last, his boat stirred up the body of a man. From what Mr. Tice could learn of the drowned man he was an umbrella fixer and hailed from Baltimore. He had taken passage on the boat Walter Thompson, Captain Dan Lichty, while intoxicated and fell from that boat into the canal on the Wednesday night before. The body was taken from the water and buried, but nothing was found to identify him and his name is unknown.”

Sun, Sat. 9/10/87, p. 4. Low Water in the Canal – The water in the Chesapeake and Ohio canal is so low that boats are forced to load at an average of 93 tons. The usual average is 113 tons.


DT, Mon. 9/12/87, p. 4. Canal Commerce The following boats, with way bills numbered from 1519 to 1537 inclusive, left this port up to 3 o’clock p.m. today (Sept. 12, 1887):

George’s Creek Co. – To Georgetown
C. W. Miller Capt. Colbert 92 17
Deer Park Capt. Lucas 92 11
Susquehanna Capt. Stickel 88 12
Theodore Capt. Smith 91 17
A. H. Bradt Capt. Mose 92 15
J. P. Agnew Capt. Eaton 105 02
A. G. Johnson Capt. Reid 102 04
Juniata Capt. Little 105 12
Consolidation Co. – To Georgetown
John Leitch Capt. Hill 90 02
G. M. Winship Capt. Gatrell 100 08
L. P. Read Capt. Mullen 91 01
To Williamsport:
W. O. Bowser Capt. Havermale 90 17
Frankie & Fannie Capt. McCardell 94 01
Fannie
M. E. Grove Capt. McCardell 103 13
D. W. Malotte Capt. Woltz 101 17
Lutie & Monie Capt. Shupp 103 11
W. Va. C. & P. R. R. Co. – To Georgetown
Mattie Capt. Davis 91 10
To Williamsport
Ivan Capt. Malotte 100 12
Borden Co. – To Georgetown
Mary L. Miles Capt. Hassett 92 19
Canal Trade 1887


DT, Tue. 9/13/87, p. 1. Canal Commerce The following boats, with way bills numbered from 1538 to 1549 inclusive, left this port up to 3 o’clock p.m. today (Sept. 13, 1887):

Consolidation Co. – To Georgetown
V Capt. Little 103 13
Thames River Capt. Gatrell 107 15
Jas B. Thomas Capt. Spong 102 17
To Williamsport:
S. M. Hamilton Capt. Sterling 91 12
Mary Capt. Tice 106 08
Cowton & Tilghman Capt. O’Neal 113 17

George’s Creek Co. – To Georgetown
A. Wood Capt. Atwell 105 08
J. M. Schley Capt. Artz 113 00
Alleghany Capt. Dixon 114 00
Mary E. Hall Capt. Leopold 100 18
John Spencer Capt. Renner 103 04
W. Va. C. & P. R. R. Co. – To Williamsport
Eugene Capt. Teach 101 05

Ibid, p. 4. THE FUTURE OF THE CANAL – The president and directors of the canal met at Barnum’s today, and transacted general business. Considerable interest was manifested in regard to the future of the canal, and the general feeling was that the State and general government should at least make such provision as would ensure all necessary repairs and keep the canal a living, going concern.

The low water has been the means of some loss of tonnage. The probabilities are that about three hundred thousand tons of coal will be shipped this year.
Arrangements will be made to pay for the month of June about the last of this month.

ES, Tue. 9/13/87, p. 4. Affairs in West Washington – The Canal – A dispatch from Cumberland says two inches of rain fell there Sunday, and more last evening. This will raise the water in the canal to its customary level. The Cumberland level is already up, and boats will load as usual today.

Grain Receipts – Canal boat Beulah arrived with 4,000 bushels of wheat for G.T. Dunlop. Canal boat Col. L. Victor Baughman arrived with 4,000 bushels for G. T. Dunlop.

DT, Wed. 9/14/87, p. 1. The Canal Meeting Yesterday – At the canal meeting in Baltimore yesterday, a full board was present. In addition to the proceedings reported in yesterday’s issue, President Baughman said: “There is a scarcity of boats on the canal, and no new ones are being built. In the uncertainty that exists concerning the future of the canal, capital will not go into new boats, and unless something is done there will not be 200 boats on the canal next year. I am in favor of the proposition to have the State and general government make such provision as will insure all the necessary repairs of the canal, and to keep it a living, going concern. By this means the canal will be saved to the great Western Maryland interest and be prevented from falling into the hands of any railroad corporation.”

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Canal Commerce
The following boats, with way bills numbered from 1550 to 1569 inclusive, left this port up to 3 o’clock p.m. today (Sept. 14, 1887):

George’s Creek Co. – To Georgetown
D. A. Lowe Capt. McCann 114 03
A. Greenless Capt. Manning 109 18
T. L. Holbrook Capt. Snyder 115 15
W. H. Cooper Capt. Pierce 114 12
Park Agnew Capt. Weaver 115 04
Canal Trade 1887

Walter Thompson Capt. Lichty 107 05
L. L. Blake Capt. Reid 112 13
Emma Mertens Capt. Keesucker 114 07
J W Thompson Capt. Bear 110 15
Consolidation Co. – To Georgetown
W. J. Walker Capt. Bowers 108 09
To Williamsport:
W. H. Loy Capt. Anderson 104 19
Enterprise Capt. Banzhof 109 13
Ruby Capt. McCardell 86 15
Unexpected Capt. Shaffer 110 09
Katie Hassett Capt. Castle 112 12
Borden Co. – To Georgetown
Theo Dean Capt. Hassett 107 17
Gen Garfield Capt. Griffith 117 06
Salina Capt. Griffith 111 13
W. Va. C. & P. R. R. Co. – To Georgetown
Frank & Jessie Capt. Smith 115 16
G. F. Snyder Capt. Eaton 109 01

News, Wed. 9/14/87, p. 3. The C. & O.
Canal – The Sun has the following report of a meeting of the C. & O. Canal people in Baltimore yesterday. A meeting of the directors of the Chesapeake and Ohio Canal Company was held yesterday at Barnum’s Hotel, at which there were present Col. L. Victor Baughman, president, Messrs. Hammill, Humbird, Berret, Watkins and Dobbin, directors; C. J. M. Gwinn, counsel, Gambrill, secretary; Ayers, accountant; and Biser, superintendent of the lower division. A good deal of routine business was transacted. It was stated that the late rains have given the canal a good boating stage, and the boats can carry their full complement of 113 tons of coal. During the low water, the boats reduced their carrying to 93 and 95 tons. The canal will carry about 300,000 tons of coal this season. The June payments will be made the latter part of this month. President Baughman said: “There is a scarcity of boats on the canal, and no new ones are being built. In the uncertainty that exists concerning the future of the canal, capital will not go into new boats, and unless something is done, there will not be 200 boats on the canal next year. I am in favor of the proposition to have the State and general government make such provision as will insure the necessary repairs of the canal, and to keep a living, going concern. By this means the canal will be saved to the great Western Maryland interest and be prevented from falling into the hands of any railroad corporation.”

ES, Wed. 9/14/87, p. 3. Affairs in West Washington. – Grain Receipts. – Canal boat Seneca arrived with 1,400 bushels of wheat and 1,000 of corn for G. T. Dunlop.

DT, Thu. 9/15/87, p. 1. Canal Commerce The following boats, with way bills numbered from 1570 to 1581 inclusive, left this port up to 3 o’clock p.m. today (Sept. 15, 1887):
Consolidation Co. – To Georgetown
J. P. Hewitt Capt. Swain 113 13
H. Roussel Capt. Swain 113 19
W. S. Jacques Capt. Gatrell 110 04
T. H. Gibbs Capt. Gatrell 111 11
To Williamsport:
Victor Capt. Hudson 108 19
Nellie & Davie Capt. Patton 113 18
Frankie & Fannie Capt. McCardell 115 08
Fannie
McK Steffey Capt. McKelvey 111 00
George’s Creek Co. – To Georgetown
Suwanee Capt. Bowers 113 13
Dakota Capt. Eaton 115 09
Borden Co. – To Georgetown
Herald Capt. Griffith 112 19
W. Va. C. & P. R. R. Co. – To Williamsport
Jacob Bender Capt. Staley 106 17

Ibid, p. 4. The North Branch
Picnic – A very pleasant picnic, under the management of Messrs. Lewis Peacock, Charles Valentine and William Riphorn, will take place at North Branch on Saturday, the
Canal Trade 1887

24th inst. Good Music and dancing, and a pleasant time generally is promised. The steamers Emma Mertens and Endeavor will run between Basin Wharf and North Branch every 2 hours during the day.

H&TL, Thu. 9/15/87, p. 2. - The shipments from the mines of the Cumberland coal region for the week ended Saturday, September 10, were 66,252 tons, and for the year to that date 2,151,014 tons, an increase of 609,679 tons as compared with the corresponding period of last year. The coal was shipped as follows: To Baltimore and Ohio Railroad – Week, 46,047 tons; year, 1,744,110 tons; increase 535,731 tons. To Pennsylvania Railroad – Week, 9,079 tons; year, 234,345 tons; increase, 56,860 tons. Chesapeake & Ohio Canal – week, 11,126 tons; year, 172,559 tons; increase, 17,107 tons.


DT, Fri. 9/16/87, p. 1. Canal Commerce
The following boats, with way bills numbered from 1582 to 1606 inclusive, left this port up to 3 o’clock p.m. today (Sept. 16, 1887):

Consolidation Co. – To Georgetown
J. P. Hewitt Capt. Swain 113 13
H. Roussel Capt. Swain 113 19
T. H. Gibbs Capt. Gatrell 111 11
W. S. Jacques Capt. Gatrell 110 04
R. A. Driver Capt. Drenner 112 17
Geo A. Pearre Capt. Moon 104 06
John Miller Capt. Moore 112 14
F. O. Beckett Capt. Benner 112 11
To Williamsport:
M. A. Shupp Capt. Shupp 114 02
Victor Capt. Hudson 108 19
T. L. Butts Capt. Hornsley 103 03
P Capt. Poffenberger 109 05
Frankie & Fannie Capt. McCordell 115 08
McK Steffey Capt. McKelvey 111 00
L. M. Dory Capt. Patton 113 18
J. P. Agnew & Co. – To Georgetown
T. J. Shiflet Capt. McAnenny 118 12
Dakota Capt. Eaton 115 09
Suwanee Capt. Bowers 113 13
Sarah Kroon Capt. Cramer 112 17
G. N. Sherman Capt. Bowers 115 12
B. Spencer Capt. Bowers 115 11
C. R. Gregory Capt. Lucas 113 08
Borden Co. – To Georgetown
Elizabeth Capt. Hassett 114 11
Miller
Herald Capt. Griffith 112 19
Elk Garden Co. – To Williamsport
Jacob Bender Capt. Staley 106 17

Ibid, p. 4. Col. Baughman’s Hospitality – Messrs. Harvey S. Ladew, George Snyder and George Holzen, of this city, who visited Frederick on the occasion of the baseball match between the Cumberland and Frederick clubs, were received by Col. L. Victor Baughman, and very pleasantly and agreeably entertained at his residence. Mr. William met them at his brother’s residence and drove them out to the Baughman stock farm, which is one of the finest in the State. Mr. Charles Baughman then entertained them at the Democratic Club room.

In conversation with the Republican portion of the delegation who visited Mr. Baughman’s residence and were so hospitably received, the remark was made that they might be converted to vote the Democratic ticket this Fall. The Times hopes so, at any rate.

DT, Sat. 9/17/87, p. 4. Canal Commerce
The following boats, with way bills numbered from 1607 to 1615 inclusive, left this port up to 3 o’clock p.m. today (Sept. 17, 1887):

Consolidation Co. – To Georgetown
Z. Williams Capt. Mose 113 09

To Williamsport:
Lutie & Monie Capt. Shupp 108 12
M. E. Grove Capt. McCardell 113 11
W. O. Bowers Capt. Havermale 115 14
J. P. Agnew & Co. – To Georgetown
Lafayette Capt. Shafer 114 08
Samuel Henry Capt. Allison 114 02
Potomac Capt. Barger 117 19
W. Va. C. & P. R. R. Co. – To Williamsport
Ivan Capt. Malotte 113 00
Little Walter Capt. Ardinger 112 05

DT, Mon. 9/19/87, p. 4. **Canal Commerce**
The following boats, with way bills numbered from 1606 to 1635 inclusive, left this port up to 3 o’clock p.m. today (Sept. 19, 1887):

George’s Creek Co. – To Georgetown
C. W. Ridley Capt. Riley 114 10
Missouri Capt. Ardinger 113 13
J. J. Douglas Capt. McCarty 109 12
Ollie V. Capt. Zimmerman 113 12
A. J. Clark Capt. Kerns 111 02
Eva Capt. Schopper 112 12
Mississippi Capt. Linaburg 114 15
A. M. White Capt. Reed 109 02
A. Kroon Capt. Ryan 113 00
Consolidation Co. – To Georgetown
Z. Williams Capt. Mose 113 09
W. R. Lewis Capt. Bender 109 14

To Williamsport:
Mary Capt. Tice 106 10
Ruby Capt. Rohrer 82 15
W. H. Loy Capt. Anderson 107 10
R Capt. Ensminger 105 14
W. O. Bowser Capt. Havermale 115 14
S. M. Hamilton Capt. Shaw 92 17

DT, Tue. 9/20/87, p. 4. **Canal Commerce**
The following boats, with way bills numbered from 1636 to 1653 inclusive, left this port up to 3 o’clock p.m. today (Sept. 20, 1887):

George’s Creek Co. – To Georgetown
Harry Wagner Capt. James 105 08
Muskingum Capt. Sellers 109 01
J. H. Reid Capt. Snyder 105 11
Highlander Capt. Ellenberger 109 00

Consolidation Co. – To Georgetown
Jos. M Wheatly Capt. Lytton 105 05
William King Capt. McCoy 108 03
E. P. Cohill Capt. Gannon 105 03

To Williamsport:
Enterprise Capt. Banzack 106 10
Unexpected Capt. Shaffer 104 07
Katie Hassett Capt. Castle 102 14
Borden Co. – To Georgetown
D. Armstrong Capt. McDonald 107 19
Cigarette Capt. Sensel 108 03
W. Va. C. & P. R. R. Co. – To Georgetown
W. H. C. Capt. Hebb 106 07
Bayley
C. W. Adams Capt. Jackson 104 06

Sun, Tue. 9/20/87, p. 4. **Body Identified**
On the 3rd of September, the body of a man was found in the Chesapeake and Ohio canal, at the Brick House Level, near Orleans, Allegany county. As no one could recognize the remains they were buried on the side of the canal, but his name was supposed to be McCusker. His brother, reading in *The Sun* that a slip of paper bearing the name McCusker had been found in the dead man’s pocket, went up to
Orleans, and, identifying the body, had it, with the aid of several citizens, removed on Saturday to the Catholic burying-ground at that place. The man was Mark McCusker, who left Baltimore for the West ten years ago, and had not communicated with his family since. He was forty years old, and while on his way home fell overboard from a canal boat on which he was travelling and was drowned. His mother, Mrs. Mary A. McCusker, lives in Baltimore, on McMechen street, near Pennsylvania avenue. His brother, Mr. L. C. McCusker, was a Delegate in the last Legislature of Maryland from this city.

DT, Wed. 9/21/87, p. 4. **Canal Commerce**
The following boats, with way bills numbered from 1654 to 1669 inclusive, left this port up to 3 o’clock p.m. today (Sept. 21, 1887):

- George’s Creek Co. – To Georgetown
  - Delaware Capt. Callan 105 19
  - J. H. Milstead Capt. Roof 109 14
  - E. R. Ladew Capt. Knode 104 19
  - W. B. Lloyd Capt. Murray 103 15
  - Youghiogheny Capt. Castle 109 05
  - P. L. Burwell Capt. Clendening 108 15

- Fred Williams Capt. Dick 100 05

Consolidation Co. – To Georgetown

- S. M. Storm Capt. Huff 106 05
- B. C. Barroll Capt. Taylor 106 01
- C. D. Warfield Capt. Pierce 106 00

To Williamsport:

- Nellie & Davie Capt. Patton 106 08
- McK Steffey Capt. McKelvey 111 10

Borden Co. – To Georgetown

- Libbie Capt. Hassett 104 11
- Jas. C. Clarke Capt. Griffith 109 05
- Antares Capt. Griffith 85 11

W. Va. C. & P. R. R. Co. – To Williamsport

- Ivan Capt. Malotte 105 05

For the week ending September 17, 1887, the shipments from the mines of the Cumberland coal regions were, 68,146 tons, and for the year to date 2,219,160 tons, an increase of 610,056 tons as compared with 1886. The shipments to the Baltimore and Ohio railroad and local points were, for the week, 48,183 tons; for the year, 1,792,293 tons, an increase of 532,794 tons as compared with last year. The shipments to the Pennsylvania railroad were for the week, 10,415 tons; year, 214,820 tons, an increase of 62,897 tons as compared with last year. The shipments to the Chesapeake and Ohio canal, for the week, were 9,487 tons; year, 182,046 tons, increase over last year, 14,363 tons.

ES, Wed. 9/21/87, p. 4. **Affairs in West**


DT, Thu. 9/22/87, p. 1. **Canal Commerce**
The following boats, with way bills numbered from 1670 to 1688 inclusive, left this port up to 3 o’clock p.m. today (Sept. 22, 1887):

- Consolidation Co. – To Georgetown
  - Geo. S. French Capt. Gannon 103 03
  - L. P. Hieston Capt. Brubaker 102 19
  - W. J. Capt. Moore 104 10
  - Stevenson
  - Elbe River Capt. Swain 106 03

To Williamsport:

- S. M. Hamilton Capt. Shaw 90 16
- Frankie & Capt. McCordell 101 15
- Fannie

- D. W. Malotte Capt. Shire 107 17
- Victor Capt. Kelley 97 17

Borden Co. – To Georgetown

- Winter Capt. Hassett 109 16
- Detroit Capt. Griffith 109 19
- Eva Snyder Capt. Hassett 106 03
- Isabella Capt. Griffith 103 16
- Little Rob Capt. Griffith 106 07
Canal Trade 1887

George’s Creek Co. – To Georgetown
Pilot Boy Capt. Bowers 105 17
J. W. Veale Capt. Wolf 104 10
Benj. Vaughn Capt. Sigler 105 14
M. C. Boyer Capt. Lingstrim 101 15
W. Va. C. & P. R. R. Co. – To Georgetown
Eugene Capt. Teach 102 15
Jacob Bender Capt. Staley 102 11

ES, Thu. 9/22/87, p. 4. Affairs in West
Washington – Grain Receipts – Schooner
Kitty Ann arrived, from Alexandria, with
1,500 bushels of wheat for J. G. and J. M.
Waters.

DT, Sat. 9/24/87, p. 1. Canal Commerce
The following boats, with way bills
numbered from 1689 to 1708 inclusive, left
this port up to 3 o’clock p.m. today (Sept.
24, 1887):

Consolidation Co. – To Georgetown
Josephine Capt. Penner 105 12
Barroll
N. C. Read Capt. Dunnigan 103 00
E. A. King Capt. Mills 105 10
A. L. Miller Capt. Miller 105 01
B. R. Mayfield [Capt. Ingram] 107 02
Amazon River Capt. Ingram 109 14

To Williamsport:
W. H. Loy Capt. Anderson 100 01
Ruby Capt. Rohrer 83 16
W. O. Bowser Capt. Havermale 107 03
Mary Capt. Tice 104 05

Borden Co. – To Georgetown
R. P. Mason Capt. Hassett 109 01
Salina Capt. Griffith 108 12
Harry & Ralph Capt. Griffith 104 16
Percy Capt. Hassett 105 00
E. M. Ginevan Capt. Hassett 105 11

George’s Creek Co. – To Georgetown
C. R. Gregory Capt. Lucas 105 02
John Spencer Capt. Renner 106 01
Mary Mertens Capt. Conrad 105 10
W. Va. C. & P. R. R. Co. – To Georgetown
G. L. Sheriff Capt. Cartwright 105 05

Little Walter Capt. Ardinger 107 08

ES, Sat. 9/24/87, p. 9. Affairs in West
Washington – Grain Receipts – Canal boat
Wheatley Bros. arrived with 2,600 bushels
of wheat, 200 bushels of corn and 500
bushels of rye, for J. G. & J. M. Waters.

DT, Mon. 9/26/87, p. 4. Canal Commerce
The following boats, with way bills
numbered from 1709 to 1732 inclusive, left
this port up to 3 o’clock p.m. today (Sept.
26, 1887):

George’s Creek Co. – To Georgetown
W. D. L. Capt. McMullen 89 19
Walter Beall Capt. Manning 80 08
A. H. Bradt Capt. Mose 101 07
L. L. Blake Capt. Reid 93 01
River Nile Capt. Kimble 109 03
Plough Boy Capt. Kenney 103 18
Theodore Capt. Smith 104 17
Savannah Capt. Morrison 102 11
A. H. Stump Capt. Helgoth 105 15
Consolidation Co. – To Georgetown
G. S. Reiman Capt. Sorrell 102 03
Allan Campbell Capt. Swain 98 08
Jos. Z. Capt. Reynolds 103 12
Williams

To Williamsport:
R Capt. Ensminger 102 00
Nellie & Davie Capt. Patton 104 18
McK Steffey Capt. McKelvey 106 10
S. M. Hamilton Capt. Shaw 83 18
Frankie & Capt. McCaggell 100 16
Fannie

Borden Co. – To Georgetown
Mary L. Miles Capt. Hassett 102 00
Gen. Garfield Capt. Griffith 102 03
W. T. Hassett Capt. Hassett 103 07
Oxford Capt. Hassett 105 07
W. Va. C. & P. R. R. Co. – To Georgetown
M. M. Burgess Capt. Zimmerman

Unexpected Capt. Shaffer 104 08

To Williamsport:
DT, Tue. 9/27/87, p. 4. **Canal Commerce**
The following boats, with way bills
numbered from 1733 to 1744 inclusive, left
this port up to 3 o’clock p.m. today (Sept.
27, 1887):

- J. P. Agnew & Co. – To Georgetown
  Susquehanna Capt. Stickel 100 09
- Geo. W. Wallis Capt. Null 101 08
- Suwannee Capt. Bowers 101 10
- Samuel Henry Capt. Alison 100 15
- W. T. Coulehan Capt. Crampton 105 00
- R. H. Jones Capt. Weaver 99 00

- Borden Co. – To Georgetown
  Altair Capt. Hassett 100 03
  J. F. Smith Capt. Griffith 101 01
- W. Va. C. & P. R. R. Co. – To Georgetown
  Frank & Jessie Capt. Smith 101 11
  Deer Park Capt. McLucas 99 05
  Consolidation Co. – To Williamsport
  Victor Capt. Kelley 97 05
  Katie Hassett Capt. Castle 104 01

ES, Tue. 9/27/87, p. 5. **Affairs in West**

- Washington – Canal Notes – Canal boat
  Col. L. Victor Baughman arrived with 25
tons of hay for G. T. Dunlop; canal boat
  Round Top Cement arrived with 800 barrels

DT, Wed. 9/28/87, p. 1. **Canal Commerce**
The following boats, with way bills
numbered from 1749 to 1774 inclusive, left
this port up to 3 o’clock p.m. today (Sept.
28, 1887):

- Consolidation Co. – To Georgetown
  Z. Williams Capt. Mose 107 06
  To Williamsport:
  D. W. Malotte Capt. Shire 103 12
  Lutie & Monie Capt. Shupp 101 01
  W. Va. C. & P. R. R. Co. – To Georgetown
  C. Mann Capt. Moore 99 04

**Ibid**, p. 4. **The Weekly Coal Trade**

Report - For the week ended September 24,
1887, the shipments from the mines of the
Cumberland coal region were 68,233 tons,
and for the year to date 2,287,393 tons, an
increase of 617,928 tons as compared with
1886. The shipments to the Baltimore and
Ohio railroad and local points were, for the
week, 49,669 tons; for the year, 1,841,962
tons, an increase of 528,007 tons as
compared with last year. The shipments to
the Pennsylvania railroad were for the week,
7,649 tons; year, 252,469 tons, an increase
of 65,246 tons as compared with last year.
The shipments to the Chesapeake & Ohio
canal for the week, were 10,916 tons; year,
192,962 tons; increase over last year, 14,675
tons.

DT, Thu. 9/29/87, p. 1. **Canal Commerce**
The following boats, with way bills
numbered from 1749 to 1774 inclusive, left
this port up to 3 o’clock p.m. today (Sept.
29, 1887):

- J. P. Agnew & Co. – To Georgetown
  Ernst & Capt. Payne 92 07
  Holland
  J. M. Schley Capt. Ertz 109 10
  Enterprise Capt. Curtis 111 03
  J W Thompson Capt. Bear 113 02
  D. A. Lowe Capt. McCann 109 12
  A. Wood Capt. Atwell 113 03
  W. H. Cooper Capt. Fuller 109 09
  J. E. Dyer Capt. Neal 112 10
  W. Thompson Capt. Lichty 100 11
  M. B. Winship Capt. Yost 105 04
  Consolidation Co. – To Williamsport
  L. W. Guinand Capt. Zimmerman 106 05
  To Williamsport:
  G. M. Barroll Capt. Murphy 105 11
  L. P. Read Capt. John 113 04
  Miller
  A. P. Mayfield Capt. Benner 107 10
  C. R. White, Jr. Capt. Stride 107 00
  To Williamsport:
  M. A. Shupp Capt. Denton 114 06
  Shupp
  M. C. Grove Capt. E. D. 109 09
**Canal Trade 1887**

<table>
<thead>
<tr>
<th>Boat</th>
<th>Captain</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ruby</td>
<td>Capt. H. Rohrer</td>
<td>88 08</td>
</tr>
<tr>
<td>Borden Co. – To Georgetown</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lafayette</td>
<td>Capt. Griffith</td>
<td>106 03</td>
</tr>
<tr>
<td>Herald</td>
<td>Capt. Griffith</td>
<td>106 00</td>
</tr>
<tr>
<td>Sam’l W</td>
<td>Capt. Griffith</td>
<td>101 04</td>
</tr>
<tr>
<td>Retzell</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Capella</td>
<td>Capt. Hassett</td>
<td>106 07</td>
</tr>
<tr>
<td>Lida</td>
<td>Capt. Hassett</td>
<td>107 08</td>
</tr>
<tr>
<td>W. Va. C. &amp; P. Ry. Co. – To Georgetown</td>
<td></td>
<td></td>
</tr>
<tr>
<td>James Goddard</td>
<td>Capt. Pennel</td>
<td>105 05</td>
</tr>
<tr>
<td>To Williamsport:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>J. Bender</td>
<td>Capt. Staley</td>
<td>104 18</td>
</tr>
</tbody>
</table>

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**Ibid**, p. 4. **The Canal Booming**

Today promises to have the largest shipments on the canal so far this year, 25 boats having loaded up to 3 p.m., and Collector Edwards thinks at least 6 more will load this afternoon. The levels are all flush with water and boats are carrying full loads.

ES, Thu. 9/29/87, p. 4. **Affairs in West**


DT, Fri. 9/30/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 1774 to 1786 inclusive, left this port up to 3 o’clock p.m. today (Sept. 30, 1887):

- Consolidation Co. – To Georgetown:
  - F. O. Beckett Capt. Benner 111 07
  - John Leitch Capt. Hill 110 16
- To Williamsport:
  - S. M. Hamilton Capt. Shaw 91 10
  - Mary Capt. Tice 110 11
  - W. O. Bowser Capt. Havermale 112 09
  - T. L. Betts Capt. Horsley 101 03
- George’s Creek Co. – To Georgetown:
  - C. W. Millar Capt. Colbert 113 03
  - H. Hanekamp Capt. Hager 113 05
  - Emma Mertens Capt. Keesucker 113 07

- A. G. Johnson Capt. Reid 113 18
- Park Agnew Capt. Weaver 112 13
- W. Va. C. & P. R. R. Co. – To Georgetown:
  - J. P. Hewitt Capt. Swain 109 16
  - Little Walter Capt. Ardinger 112 00
- Borden Co. – To Georgetown:
  - Marshall Wise Capt. Griffith 109 03

DT, Sat. 10/1/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 1787 to 1799 inclusive, left this port up to 3 o’clock p.m. today (Oct. 1, 1887):

- Consolidation Co. – To Georgetown:
  - L. R. Fechtig Capt. Lizer 111 08
  - W. R. Lewis Capt. Bender 109 11
  - Daniel Linkin Capt. Kreitzer 109 12
  - T. K. Stewart Capt. Penner 109 17
- To Williamsport:
  - Nellie & Davie Capt. Patton 113 16
  - W. H. Loy Capt. Anderson 111 01
  - George’s Creek Co. – To Georgetown:
    - Juniata Capt. Little 113 04
    - W. F. Crighton Capt. Fin 111 16
    - W. Va. C. & P. R. R. Co. – To Georgetown:
      - G. M. Winship Capt. Gatrell 110 08
- To Williamsport:
  - Ivan Capt. Malotte 117 11
  - M. B. Mayfield Capt. Reid 99 14
  - Borden Co. – To Georgetown:
    - Eliz. Miller Capt. Hassett 115 00
    - Dakota Capt. Griffith 109 19

DT, Mon. 10/3/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 1800 to 1814 inclusive, left this port up to 3 o’clock p.m. today (Oct. 3, 1887):

- George’s Creek Co. – To Georgetown:
  - A. J. Clark Capt. Kerns 113 12
  - Giles Heath Capt. Dolan 113 18
  - T. L. Holbrook Capt. Snyder 113 03
  - A. M. White Capt. Reed 115 01
  - Allegheny Capt. Dixon 112 18
  - A. Greenless Capt. Shives 113 11

- Consolidation Co. – To Georgetown
Charles Darrow Capt. Winship 110 10
Geo. Bogus Capt. Magruder 111 00
To Williamsport:
Frankie & Capt. McCordell 112 04
Fannie
Victor Capt. Kelley 105 04
McK Steffey Capt. McKelvey 115 05
W. Va. C. & P. R. Co. – To Georgetown
G. F. Snyder Capt. Eaton 111 18
Eugene Capt. Teach 111 12
Mattie Capt. Davis 110 16
C. F. Mayer Capt. Reed 107 10

ES, Mon. 10/3/87, p. 1. Affairs in West
Washington – Grain Receipts – Canal boat
Maryland arrived with 2,500 bushels of
wheat and 500 bushels of corn for G. T.
Dunlop.

DT, Tue. 10/4/87, p. 4. Canal Commerce
The following boats, with way bills
numbered from 1833 to 1847 inclusive, left
this port up to 3 o’clock p.m. today (Oct. 5,
1887):
Consolidation Co. – To Georgetown
E. P. Cohill Capt. Gannon 111 15
W. J. Walker Capt. Bowers 112 04
To Williamsport:
Abram Kroon Capt. Ryan 67 04
Lutie & Capt. Shupp 108 09
Monnie
Ruby Capt. Rohrer 92 13

George’s Creek Co. – To Georgetown
G. N. Shuman Capt. Bowers 114 12
Burke Spencer Capt. Bowers 113 18
Eva Capt. Schopper 113 14
C. W. Ridley Capt. Shaner 113 13
Borden Co. – To Georgetown
Willie D. Capt. Griffith 116 14

ES, Tue. 10/4/87, p. 1. Affairs in West
Washington – Grain Market – Canal boat
David Knod arrived yesterday with 3,800

The following boats, with way bills
numbered from 1833 to 1847 inclusive, left
this port up to 3 o’clock p.m. today (Oct. 5,
1887):
Consolidation Co. – To Georgetown
Thames River Capt. Gatrell 109 19
Geo. S. French Capt. Gannon 110 12
G A McIlhenry Capt. Harper 117 08
To Williamsport:
D. W. Malotte Capt. Malotte 115 04
M. E. Grove Capt. McCordell 111 16
Cowton & Capt. O’Neal 118 15
Tilghman
George’s Creek Co. – To Georgetown
Muskingum Capt. Zellers 113 01
Sarah Kroon Capt. Cramer 113 08
J. P. Agnew Capt. Eaton 117 08
J. J. Douglas Capt. McCarty 113 15
Round Top Capt. Artz 108 18
Cement
Borden Co. – To Georgetown
Theo. Dean Capt. Hassett 113 19
D. Armstrong Capt. McDonald 113 11
W. Va. C. & P. R. Co. – To Georgetown
W. S. Jacques Capt. Gatrell 110 02
T. H. Gibbs Capt. Gatrell 113 01
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Ibid, p. 4. The Canal’s Increased
Traffic – During the month of September
434 boats, carrying 45,074 tons of coal, left
here on the canal. The gross revenue was
nearly $16,000. The month was the largest
this season, but was a decrease of 9,000 tons
as compared with corresponding month last
year. The total shipments of the year to
October 1 are 197,555 tons, and for the same
period in 1886, 194,188 tons, and increase
of over 3,000 tons. It will be remembered
that this coal has all been transported at the
increased rate of tolls.
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Found Dead Aboard His Boat
Mr. John Miller, mine prop
contractor, well known in this city, was
found dead in his boat, at the west end of the
Canal Tunnel, on Monday last. When found
he was alone on the boat. There were no marks of violence seen on his body. His remains were properly cared for and interred.

*News*, Wed. 10/5/87, p. 4. **Coal Shipments**

During September, 45,074 tons of coal were shipped from Cumberland by the C. & O. canal. The gross revenue was $16,000. The month was the heaviest this season in canal shipments. Total shipments for year to October 1 are 197,555 tons, an increase of over 3,000 tons as compared with the corresponding period last year.

DT, Thu. 10/6/87, p. 1. **Canal Commerce**

The following boats, with way bills numbered from 1848 to 1865 inclusive, left this port up to 3 o’clock p.m. today (Oct. 6, 1887):

Consolidation Co. – To Georgetown
- H. Russell Capt. Swain 116 17
- Wm. King Capt. McCoy 113 04
- R. A. Driver Capt. Drenner 114 00
- J. B. Thomas Capt. Spong 110 15
- C. W. Adams Capt. Jackson 113 02
- W. H. C. Capt. Hebb 115 17

Bayley
To Williamsport:
- Nellie & Davie Capt. Patton 114 02
- M. A. Shupp Capt. Shupp 117 04
- R Capt. Ensminger 107 05
- Mary Capt. Tice 110 17
- George’s Creek Co. – To Georgetown
- Mississippi Capt. Linaburg 117 06
- Benj. Vaughn Capt. Sigler 112 18
- John H. Parrott Capt. Nuse 113 18
- J. P. Agnew Capt. Eaton 117 08
- Borden Co. – To Georgetown
- Martha S. F. Capt. Hassett 113 14
- Eva Snyder Capt. Hassett 112 01
- G. Berkebile Capt. Griffith 111 02
- W. Va. C. & P. R. R. Co. – To Georgetown
- Jacob Bender Capt. Staley 111 08

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*Ibid*, p. 4. **A Canal Boatman Killed**

A dispatch from Rockville, Montgomery county, Md., says: John Brown, a young man employed on a canal boat, fell into the water at Seven Locks, on the Chesapeake and Ohio canal, yesterday evening, and was caught between the boat and the lock, and was so badly injured that his life is despaired of.

*News*, Thu. 10/6/87, p. 3. **A Week’s Coal Trade**

The shipments from the mines of the Cumberland coal region for the week ended Saturday, Oct. 1, 1887, were 82,720 tons, and for the year to date 2,370,113 tons, an increase of 614,156 tons as compared with the corresponding period of 1886. The coal was shipped as follows: To Baltimore and Ohio Railroad – Week, 62,343 tons; year, 1,904,305 tons; an increase 530,255 tons. To Pennsylvania Railroad – Week, 10,552 tons; year, 263,021 tons; increase, 70,424 tons. Chesapeake & Ohio Canal – week, 9,824 tons; year, 202,786 tons; increase, 13,476 tons.

DT, Fri. 10/7/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 1866 to 1884 inclusive, left this port up to 3 o’clock p.m. today (Oct. 7, 1887):

Consolidation Co. – To Georgetown
- John Miller Capt. Moore 113 07
- Jos M Wheatly Capt. Lytton 110 18
- Geo. A. Pearre Capt. Moore 105 15
- L. P. Hieston Capt. Brubaker 113 14
- E. A. King Capt. Moore 115 08
- Sallie Burwell Capt. Price 112 11

To Williamsport:
- W. O. Bowser Capt. Williams 110 01
- Frankie & Capt. McCardell 116 01
- Fannie
- Katie Hassett Capt. Castle 115 02
- George’s Creek Co. – To Georgetown
- Delaware Capt. Callan 117 08
- Missouri Capt. Ardinger 117 04
- J. W. Veale Capt. Wolf 113 02
Canal Trade 1887

Harry Wagner Capt. James 112 17
W. Va. C. & P. R. R. Co. – To Georgetown
M. E. Hall Capt. Leopold 111 08
Highlander Capt. 117 03
Allenberger
To Williamsport:
Little Walter Capt. Ardinger 118 10
Ivan Capt. Malotte 113 01
Borden Co. – To Georgetown
Cigarette [Capt. Sensel]

ES, Fri. 10/7/87, p. 5. Affairs in West
Washington – Grain Receipts – Canal boat
Beulah arrived with 4,000 bushels of wheat
and 10 tons of hay for G. T. Dunlop. Canal
boat Col. L. Victor Baughman arrived with
2,500 bushels of wheat and 10 tons of hay
for G. T. Dunlop.

DT, Sat. 10/8/87, p. 1. Canal Commerce
The following boats, with way bills
numbered from 1884 to 1902 inclusive, left
this port up to 3 o’clock p.m. today (Oct. 8,
1887):

Consolidation Co. – To Georgetown
B. C. Barroll Capt. Taylor 114 10
C. D. Warfield Capt. Pierce 111 11
S. M. Storm Capt. Huff 119 02
W J Capt. Moore 110 19
Stephenson
Geo S. Reiman Capt. Sorrell 114 12
Elbe River Capt. Swain 112 11
Josephine Capt. Penner 114 19
Barroll
J. Maury Dove Capt. Malone 112 00
To Williamsport:
V Capt. Little 110 00
C. R. Gregory Capt. Lucas 114 16
W. H. Loy Capt. Anderson 108 06
Ruby Capt. Rohrer 85 13

George’s Creek Co. – To Georgetown
P. L. Burwell Capt. 108 16
Clendening
Ollie V. Capt. 113 06
Zimmerman
J. H. Read Capt. Snyder 113 08

W. Va. C. & P. R. R. Co. – To Georgetown
Pilot Boy Capt. Bowers 110 08
To Williamsport:
Eugene Capt. Teach 111 06
Borden Co. – To Georgetown
Libbie Capt. Hassett 108 15
Jas. C. Clarke Capt. Griffith 119 01

DT, Mon. 10/10/87, p. 1. Canal Commerce
The following boats, with way bills
numbered from 1904 to 1923 inclusive, left
this port up to 3 o’clock p.m. today (Oct. 10,
1887):

Consolidation Co. – To Georgetown
A. L. Miller Capt. Piper 113 00
Z. Williams Capt. Mose 111 11
Geo. L. Sheriff Capt. Cartwright 113 16
To Williamsport:
Victor Capt. Kelley 105 02
McK Steffey Capt. McKelvey 115 18
T. J. Shiflet Capt. McNenn 117 10
Lutie & Monie Capt. Shearer 110 18
S. M. Hamilton Capt. Shaw 92 15
D. W. Malotte Capt. Malotte 115 05
M. E. Grove Capt. McCordell 115 18

George’s Creek Co. – To Georgetown
J. H. Milstead Capt. Roof 113 06
W. J. Booth Capt. Taylor 113 04
W. B. Lloyd Capt. Murray 113 17
River Nile Capt. Kimble 120 09
G. A. Hoffman Capt. Musgrove 113 10
Elberon Capt. Pear 113 07

Borden Co. – To Georgetown
Salina Capt. Griffith 114 01
Harry & Ralph Capt. Griffith 111 07
W. Va. C. & P. R. R. Co. – To Georgetown
Plough Boy Capt. Kenney 112 10
E. R. Ladew Capt. Knod 108 03

ES, Mon. 10/10/87, p. 6. Affairs in West
Washington – Grain Receipts – Canal boat
Loudoun arrived with 3,000 bushels of
wheat and 300 bushels of corn for G. T.
Dunlop.

DT, Tue. 10/11/87, p. 1. Canal Commerce
The following boats, with way bills numbered from 1924 to 1937 inclusive, left this port up to 3 o’clock p.m. today (Oct. 11, 1887):

Consolidation Co. – To Georgetown

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Way Bill</th>
</tr>
</thead>
<tbody>
<tr>
<td>W. R. Lewis</td>
<td>Capt. Bender</td>
<td>109 12</td>
</tr>
<tr>
<td>D. Tinkers</td>
<td>Capt. Krutz</td>
<td>110 18</td>
</tr>
<tr>
<td>John Leitch</td>
<td>Capt. Hill</td>
<td>112 06</td>
</tr>
<tr>
<td>L. W. Guiraud</td>
<td>Capt. Zimmerman</td>
<td>112 17</td>
</tr>
</tbody>
</table>

To Williamsport:

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Way Bill</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mary</td>
<td>Capt. Tice</td>
<td>111 16</td>
</tr>
<tr>
<td>Nellie &amp; David</td>
<td>Capt. Potter</td>
<td>114 17</td>
</tr>
<tr>
<td>J. P. Agnew &amp; Co.</td>
<td>Capt. Castle</td>
<td>113 09</td>
</tr>
<tr>
<td>Youghiogheny</td>
<td>Capt. Byrnes</td>
<td>113 19</td>
</tr>
<tr>
<td>Kitty</td>
<td>Capt. Allison</td>
<td>114 05</td>
</tr>
<tr>
<td>Sam Henry</td>
<td>Capt. Mose</td>
<td>114 18</td>
</tr>
<tr>
<td>A. H. Brandt</td>
<td>Capt. Renner</td>
<td>109 05</td>
</tr>
<tr>
<td>John Spencer</td>
<td>Capt. O’Neal</td>
<td>114 05</td>
</tr>
</tbody>
</table>

The shipments from the mines of the Cumberland coal regions were, for the week ended October 8, 1887, 81,615 tons, and for the year to date 2,351,728 tons, an increase of 622,442 tons as compared with 1886. The shipments to the Baltimore and Ohio Railroad and local points were, for the week, 59,043 tons; for the year, 1,963,348 tons, an increase of 530,819 tons as compared with last year. The shipments to the Pennsylvania railroad were for the week, 11,064 tons; year, 274,085 tons, an increase of 76,729 tons as compared with last year. The shipments to the Chesapeake & Ohio Canal for the week, were 11,509 tons; year, 214,295 tons; increase over last year, 14,895 tons.

DT, Thu. 10/13/87, p. 4. **An Abundance of Coal** – The canal wharf is heavily laden with cars filled with coal ready for transportation. The delay in shipment is caused by the low state of the water in the canal.

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**Land Slide on the Canal**
There was a slight landslide on the canal, near the tunnel, today. The pay boat is on the lower part of the slide and may not be able to reach here before tomorrow.

-------------------------------
**Killed by the Cars**
David Shaw, a former boatman on the Chesapeake and Ohio canal, was accidently killed by the cars, a few days since, in Colorado. He was raised in Washington county and ran a boat on the canal for a number of years, and had many friends in this section.

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**Canal Commerce**
The following boats, with way bills numbered from 1938 to 1947 inclusive, left this port up to 3 o’clock p.m. today (Oct. 12, 1887):

Consolidation Co. – To Georgetown

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Way Bill</th>
</tr>
</thead>
<tbody>
<tr>
<td>J. P. Hewitt</td>
<td>Capt. Swain</td>
<td>115 04</td>
</tr>
</tbody>
</table>

To Williamsport:

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Way Bill</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frankie &amp;</td>
<td>Capt. McCardell</td>
<td>117 10</td>
</tr>
<tr>
<td>Fannie</td>
<td></td>
<td></td>
</tr>
<tr>
<td>W. O. Bowser</td>
<td>Capt. Williams</td>
<td>115 10</td>
</tr>
<tr>
<td>Unexpected</td>
<td>Capt. Shaffer</td>
<td>117 05</td>
</tr>
<tr>
<td>Ruby</td>
<td>Capt. Rohrer</td>
<td>88 19</td>
</tr>
<tr>
<td>J. P. Agnew &amp; Co.</td>
<td>Capt. Staley</td>
<td>109 17</td>
</tr>
</tbody>
</table>

Last Week’s Coal Trade
Canal Trade 1887

Omega Capt. Sanborn 105 08
Victor Capt. Kelley 106 17
Theo. L. Betts Capt. Horsley 104 12
Borden Co. – To Georgetown
Oxford Capt. Hassett 113 02
R. M. Mason Capt. Hassett 111 07
J. P. Agnew & Co. – To Georgetown
Savannah Capt. Morrison 114 02
J W Thompson Capt. Bear 109 02
M. C. Boyer Capt. Tingstrum 105 03
W. Va. C. & P. R. R. Co. – To Georgetown
Eugene Capt. Teach 103 11

DT, Fri. 10/14/87, p. 4. Canal Commerce
The following boats, with way bills numbered from 1967 to 1973 inclusive, left this port up to 3 o’clock p.m. today (Oct. 14, 1887):

Consolidation Co. – To Georgetown
E. P. Cohill Capt. Gannon 105 11
To Williamsport:
Lutie & Monie Capt. Shearer 105 12
S. M. Hamilton Capt. Sterling 87 14
J. P. Agnew & Co. – To Georgetown
Giles Heath Capt. Dolan 110 07
W. D. L. Capt. McMullen 108 13
Walbridge
Suwanee Capt. Bowers 107 16
Potomac Capt. Barger 113 10

Pay Boat Arrived
The pay boat on the Chesapeake and Ohio canal arrived in this city last evening and paid off the employees for the month of June, 1887.


DT, Sat. 10/15/87, p. 4. Canal Commerce

The following boats, with way bills numbered from 1976 to 1981 inclusive, left this port up to 3 o’clock p.m. today (Oct. 15, 1887):

Consolidation Co. – To Williamsport
M. E. Grove Capt. McCardell 110 06
Cowton & Capt. O’Neal 113 13
Tilghman
Wm. H. Loy Capt. Anderson 105 17
C. R. Gregory Capt. Lucas 107 09
Borden Co. – To Georgetown
E. M. Ginevan Capt. Hassett 110 06
W. Va. C. & P. Ry. Co. – To Williamsport
Little Walter Capt. Ardinger 100 00

Sun, Sat. 10/15/87, p. 5. Canal Paymaster Gambrill has paid off Chesapeake and Ohio Canal employees for the month of June.

DT, Mon. 10/17/87, p. 1. A Canal Employee Gives Leg Bail – On Wednesday morning last, as the canal pay boat Maryland lay moored at Mr. F. H. Darby’s wharf, at Williamsport, paying off the canal employees, quite a little episode took place [illegible] Mr. Elias Cost and Zachariah Reader, one of the employees on the Maryland. Reader, it will be remembered, was indicted several years ago as being a party to the thieves who robbed a number of smoke houses and chicken roosts in that county and for which several parties are now serving terms in the penitentiary. Reader has dodged the officers ever since and having passed up and down the canal a number of times, he had concluded that the matter so far as he was concerned was ended, but on Wednesday morning he was confronted by Sheriff Cost and Deputy Lindsay, who boarded the boat and made search for Raeder, but while the officers were thus engaged he slipped out of a window of the packet into the water, swam to the towpath, ran out over the bottom and into the river, which was low enough to wade, and reached the Virginia shore in
safety and took leg bail over the hills of that commonwealth, while the officers looked on with disappointment pictured upon their countenances.

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Ibid, p. 4. **Canal Commerce**
The following boats, with way bills numbered from 1999 to 2004 inclusive, left this port up to 3 o’clock p.m. today (Oct. 17, 1887):

Consolidation Co. – To Georgetown
Charles Mann Capt. Moore 108 19

To Williamsport:
McK Steffey Capt. McKelvey 110 09
Nellie & Davie Capt. Patton 103 14
Frankie & Fannie Capt. McCardell 106 17

J. P. Agnew & Co. – To Georgetown
Walter Beall Capt. Manning 100 06
W. Va. C. & P. Ry. Co. – To Williamsport
Jacob Bender Capt. Staley 99 17


Sun, Wed. 10/19/87, p. 6. **Cumberland Coal Trade** - Shipments from the mines of the Cumberland coal region for the week ended October 17, were 63,639 tons, and for the year to date 2,515,368 tons, an increase of 615,383 tons as compared with last year. The coal was shipped as follows: To Baltimore and Ohio Railroad – Week, 44,788 tons; year, 2,008,136 tons; increase 520,651 tons. Chesapeake & Ohio Canal – week, 9,698 tons; year, 223,993 tons; increase, 12,154 tons. Pennsylvania Railroad – Week, 9,154 tons; year, 283,239 tons; increase, 82,581 tons.

DT, Thu. 10/20/87, p. 4. **Canal Commerce**

The following boats, with way bills numbered from 2032 to 2037 inclusive, left this port up to 3 o’clock p.m. today (Oct. 20, 1887):

Consolidation Co. – To Georgetown
Z. Williams Capt. Mose 110 04
To Williamsport:
M. A. Shupp Capt. Shupp 109 06
R. H. Jones Capt. Weaver 105 16
Borden Co. – To Georgetown
Sam’il M. Capt. Griffith 111 03
Reitzell
J. P. Agnew & Co. – To Georgetown
J. K. Shaw Capt. Bender 110 19
W. Va. C. & P. Ry. Co. – To Williamsport
Eugene Capt. Teach 106 13

H&TL, Thu. 10/20/87, p. 3. **Canal Employees Paid** – Last week the employees of the Chesapeake and Ohio Canal Company were paid for their services in June. About the first of November – just before the election – they will, in compliance with the annual custom of the managers, receive another payment.

ES, Thu. 10/20/87, p. 6. **Affairs in West Washington – A Canal Boat Captain Assaulted** – Thomas P. Thrasher, a canal boatman from Seneca, Md., left his boat last evening and went to the house of a negro on 13½ street. While there, he was struck in the eye with a brick by a colored man, named Columbus Kendall. Kendall was arrested by Officer Heller, and Judge Snell this morning fined him $10 or 30 days for the assault.

DT, Fri. 10/21/87, p. 4. **Canal Commerce**
The following boats, with way bills numbered from 2043 to 2046 inclusive, left this port up to 3 o’clock p.m. today (Oct. 21, 1887):

Consolidation Co. – To Georgetown
Charles R. Capt. Stride 111 16
White
Canal Trade 1887

A. P. Mayfield Capt. Benner 108 11
J. P. Agnew & Co. – To Georgetown
J. P. Agnew Capt. Eaton 109 14
A. Greenless Capt. Shives 106 11

DT, Sat. 10/22/87, p. 4. Canal Commerce
The following boats, with way bills numbered from 2052 to 2062 inclusive, left this port up to 3 o’clock p.m. today (Oct. 22, 1887):

Consolidation Co. – To Williamsport
Ruby Capt. Rohrer 89 00
Lutie & Monnie Capt. Shearer 105 10
Wm. O. Bowser Capt. Williams 113 10
Unexpected Capt. Shafer 111 10
Borden Co. – To Georgetown
Cigarette Capt. Sensel 107 00
Eva Snyder Capt. Hassett 114 17
J. P. Agnew & Co. – To Georgetown
Juniata Capt. Little 112 18
B. Spencer Capt. Bowers 111 00
G. N. Sherman Capt. Bowers 110 06
W. Va. C. & P. Ry. Co. – To Georgetown
C. F. Mayer Capt. Reed 108 16
M. B. Mayfield Capt. Reid 104 08

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Found Drowned in the Canal
William Mose, of Sharpsburg, Washington county, was drowned in the Chesapeake and Ohio canal on Thursday night last. Mose was employed by Savory & Co., and with other laborers boarded himself on the Maryland side of the Potomac.

Thursday night being very dark he called upon Messrs. A. Spencer & Co., and borrowed a lantern, saying he had business to attend to in Harper’s Ferry. The toll collector on the bridge says: Mose stopped on his return about one hour afterward, somewhat intoxicated and took a small drink in his presence.

Friday morning his hat was found in a fish-pot at Bull Ring Lock, and the lantern on the Harper’s Ferry Bridge with a broken globe. Superintendent Biser was informed, who drew the level and found the man’s body immediately under the bridge.

Mose served in the 1st Maryland Regiment, P. H. B., during the war with much credit, and since that time his principal occupation was that of boating.


DT, Mon. 10/24/87, p. 4. Canal Commerce
The following boats, with way bills numbered from 2072 to 2077 inclusive, left this port up to 3 o’clock p.m. today (Oct. 24, 1887):

Consolidation Co. – To Georgetown
W. R. Lewis Capt. Bender 109 07
E. P. Cohill Capt. Gannon 111 11
To Williamsport:
M. E. Grove Capt. McCordell 109 11
T. J. Shiflet Capt. McAnenny 108 02
S. M. Hamilton Capt. Sterling 90 02
W. Va. C. & P. Ry. Co. – To Georgetown
W. S. Jacques Capt. Gatrell 105 17
T. H. Gilmer Capt. Gatrell 104 00
J. P. Agnew & Co. – To Georgetown
J. H. Parrott Capt. Nuse

DT, Tue. 10/25/87, p. 4. Canal Commerce
The following boats, with way bills numbered from 2078 to 2091 inclusive, left this port up to 3 o’clock p.m. today (Oct. 25, 1887):

Consolidation Co. – To Georgetown
Thames River Capt. Gatrell 111 11
G A McIlhenny Capt. Harper 112 12
G. M. Winship Capt. Gatrell 106 16
Geo. Bogus Capt. Magruder 110 08
To Williamsport:
W. H. Loy Capt. Anderson 105 12
Mary Capt. Tice 105 15
Canal Trade 1887

W. Va. C. & P. Ry. Co. – To Georgetown
A. L. Miller Capt. Piper 98 08

To Williamsport:
Little Walter Capt. Ardinger 102 02
J. Bender Capt. Staley 109 02
Ivan Capt. Castle 104 03

George’s Creek Co. – To Georgetown
Muskingum Capt. Sellers 105 12
Mississippi Capt. Linaburg 108 14
Eva Capt. Schopper 105 00
T. L. Holbrook Capt. Snyder 104 02

DT, Wed. 10/26/87, p. 1. Last Week’s Coal Trade – The shipments from the mines of the Cumberland coal regions were, for the week ended October 22, 1887, 80,814 tons, and for the year to date 2,596,182 tons, an increase of 628,914 tons as compared with 1886. The shipments to the Baltimore and Ohio railroad and local points were, for the week, 63,896 tons; for the year, 2,072,032 tons, an increase of 532,725 tons as compared with last year. The shipments to the Pennsylvania railroad were for the week, 10,406 tons; year 293,645 tons, an increase of 88,693 tons as compared with last year. The shipments to the Chesapeake and Ohio canal, for the week, were 6,512 tons; year, 230,500 tons; increase over last year, 7,496 tons.

Ibid, p. 4. Canal Commerce

The following boats, with way bills numbered from 2099 to 2109 inclusive, left this port up to 3 o’clock p.m. today (Oct. 25, 1887):

Consolidation Co. – To Georgetown
E. A. King Capt. Mills 107 10
Daniel Linkin Capt. Kreitzer 108 04
R. A. Driver Capt. Drenner 108 02
Wm. King Capt. McCoy 109 14
L. P. Huston Capt. Brubaker 106 11

To Williamsport:
Ruby Capt. Rohrer 83 11
Victor Capt. Kelley 96 16
Frankie & Capt. McCordell 107 12

Fannie McK Steffey Capt. McKelvey 109 13
J. P. Agnew & Co. – To Georgetown
W. J. Boothe Capt. Taylor 105 19
Wm. B. Lloyd Capt. Murray 105 19

DT, Thu. 10/27/87, p. 4. Canal Commerce. The following boats, with way bills numbered from 2113 to 2124 inclusive, left this port up to 3 o’clock p.m. today (Oct. 26, 1887):

Consolidation Co. – To Georgetown
S. Burwell Capt. Price 109 03
John Miller Capt. Moore 105 07
W. J. Capt. Moore 108 07
Stevenson

To Williamsport:
M. A. Shupp Capt. Shupp 111 06
Unexpected Capt. Shaffer 113 09
James M. Capt. Artz 110 15
Schley

J. P. Agnew & Co. – To Georgetown
J. H. Reid Capt. Snyder 109 15
Missouri Capt. Ardinger 108 12
H. Wagner Capt. James 105 06
A. J. Clark Capt. Kerns 105 02
W. Va. C. & P. R. R. Co. – To Georgetown
Plough Boy Capt. Kenney 104 01
Eugene Capt. Teach 102 16

H&TL, Thu. 10/27/87, p. 3. Drowned in the Canal – Last Thursday evening, between nine and ten o’clock, William Mose, of Sharpsburg, was drowned in the Chesapeake and Ohio Canal near the railroad bridge at Harper’s Ferry, where Mose with a number of other laborers from the vicinity of Sharpsburg was employed at the pulp mills in process of erection by Savory & Co. He and a number of other men from Sharpsburg boarded and lodged on the Maryland side of the river.

Owing to the rain, all work was suspended on Thursday afternoon and Mose went to Harper’s Ferry, when he returned it was noticed that he had been drinking. Then
he went to Spencer’s store, and saying he was going across the river, borrowed a lantern, which was afterwards discovered at the Maryland end of the bridge, with its globe broken.

The absence of Mose from his work on Friday morning was noticed and commented upon by his fellow-laborers, but as it was understood he had been drinking the evening before, it was supposed he had gone home on a boat. Later in the day his hat was discovered in the canal near the Bull Ring lock, below Harper’s Ferry.

Superintendent Biser was telephoned for permission to draw off the level. He came up to Harper’s Ferry and superintended the search and was the first person to observe the body. This was on Friday evening.

The same night the remains were brought home and buried on Sunday, Rev. E. H. Jones, of the Lutheran church, preaching the funeral sermon. Deceased was 47 years, 8 months and 1 day old, unmarried and the sole support of a maiden sister.

During the rebellion Mose was a private in Company A, First Maryland Home Brigade Regiment, and since the war had been engaged in boating and such labor as could be obtained about Sharpsburg. He was very reticent in manner and bore a good reputation.


DT, Fri. 10/28/87, p. 4. A Canal Superintendent Dead – Mr. Richard Ricketts, who has been lying extremely ill with typhoid fever for about six weeks, died this morning, at his residence in the suburbs of Rockville, Montgomery county, in the 58th year of his age. He had been assistant superintendent of the Chesapeake and Ohio canal for a number of years, and was located at Great Falls, Montgomery county.

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Canal Commerce
The following boats, with way bills numbered from 2125 to 2136 inclusive, left this port up to 3 o’clock p.m. today (Oct. 28, 1887):

Consolidation Co. – To Georgetown
B. C. Barroll Capt. Taylor 107 06
J. B. Thomas Capt. Spong 106 18
Jos M. Wheatly Capt. Lytton 103 19

To Williamsport:
W. O. Bowser Capt. Williams 112 07
Lutie & Monie Capt. Shire 106 09

George’s Creek Co. – To Georgetown
P. L. Burwell Capt. Clendening 106 02
A. H. Bradt Capt. Mose 108 10
Delaware Capt. Callan 108 05
W. Va. C. & P. R. R. Co. – To Georgetown
J. M. Dove Capt. Malone 104 04
Elbe River Capt. Swain 99 10

Borden Co. – To Georgetown
D. Armstrong Capt. McDonald 108 15
Theo. Dean Capt. Hassett 109 11


DT, Sat. 10/29/87, p. 1. Canal Commerce. The following boats, with way bills numbered from 2137 to 2155 inclusive, left this port up to 3 o’clock p.m. today (Oct. 29, 1887):

George’s Creek Co. – To Georgetown
A. H. Stump Capt. Helgoth 108 12
J W Thompson Capt. Bear 109 03
J. H. Milstead Capt. Roof 107 02
Iowa Capt. Davis 104 15
Samuel Henry Capt. Alison 106 18
Giles Heath Capt. Dolan 108 16
### Canal Trade 1887

<table>
<thead>
<tr>
<th>Port</th>
<th>Captain</th>
<th>Waybill</th>
</tr>
</thead>
<tbody>
<tr>
<td>Potomac</td>
<td>Capt. Barger</td>
<td>108 05</td>
</tr>
<tr>
<td>R. H. Jones</td>
<td>Capt. Weaver</td>
<td>105 14</td>
</tr>
<tr>
<td>Consolidation Co. – To Georgetown</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C. D. Warfield</td>
<td>Capt. Pierce</td>
<td>107 11</td>
</tr>
<tr>
<td>Z. Williams</td>
<td>Capt. Mose</td>
<td>107 16</td>
</tr>
<tr>
<td>S. M. Storm</td>
<td>Capt. Hoff</td>
<td>107 15</td>
</tr>
<tr>
<td>W. J. Walker</td>
<td>Capt. Bowers</td>
<td>108 06</td>
</tr>
<tr>
<td>L. W. Guinand</td>
<td>Capt. Zimmerman</td>
<td>108 03</td>
</tr>
</tbody>
</table>

To Williamsport:
- M. E. Grove Capt. Grove 110 00
- T. L. Betts Capt. Horsley 102 19
- Katie Hassett Capt. Castle 109 11
  
  Borden Co. – To Georgetown
  
  Harry & Ralph Capt. Griffith 107 19
  - G. Berkebile Capt. Griffith 108 08
  - W. Va. C. & P. R. R. Co. – To Hancock

Enterprise Capt. Curtis 109 01

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### Mules Saved From Death

Mr. Chas. E. Widener was attending the speaking at the Academy of Music last night, and while on his way home, found two mules which were fastened to a feed trough. They had wandered with the trough to the center of the railroad tracks, near Green street crossing, where the trough became fastened between the rails, and had Mr. Widener not released them they would have been killed by the 1:15 train on the Baltimore and Ohio railroad. Mr. Widener, of course, did not attend the meeting because he was a member of the Independent Democratic party, but through curiosity and to see the people. Fortunately, on his return home he saw the poor mules in a bad predicament and released them.

DT, Mon. 10/31/87, p. 1. **Canal Commerce.** The following boats, with way bills numbered from 2156 to 2173 inclusive, left this port up to 3 o’clock p.m. today (Oct. 31, 1887):
- Consolidation Co. – To Georgetown
  - F. O. Beckett Capt. Benner 111 10
  - Jos Z. Williams Capt. Reynolds 106 11

<table>
<thead>
<tr>
<th>Port</th>
<th>Captain</th>
<th>Waybill</th>
</tr>
</thead>
<tbody>
<tr>
<td>J. P. Hewitt</td>
<td>Capt. Swain</td>
<td>102 15</td>
</tr>
<tr>
<td>Geo. L. Sheriff</td>
<td>Capt. Cartwright</td>
<td>107 19</td>
</tr>
</tbody>
</table>

To Williamsport:
- W. H. Loy Capt. Anderson 100 01
- Ruby Capt. Rohrer 83 18
- Nellie & Davis Capt. Patton 103 11
- P Capt. Malotte 103 18

George’s Creek Co. – To Georgetown
- Fred Williams Capt. Manning 105 06
- A. Kroon Capt. Ryan 105 08
- J. E. Dyer Capt. Neal 105 03

Borden Co. – To Georgetown
- Detroit Capt. Griffith 114 02
- Jas. C. Clarke Capt. Griffith 110 03
- Antares Capt. Griffith 85 04
- W. Va. C. & P. R. R. Co. – To Hancock
  - S. M. Hamilton Capt. Sterling 92 12

To Williamsport:
- Ivan Capt. Castle 97 04
- J. Bender Capt. Staley 109 10

Individual – To Georgetown
- Maryland Capt. Wetton


DT, Tue. 11/1/87, p. 4. **Canal Commerce.** The following boats, with way bills numbered from 2177 to 2190 inclusive, left this port up to 3 o’clock p.m. today, (Nov. 1, 1887):
- Consolidation Co. – To Georgetown
  - Geo. S. Reiman Capt. Sorrell 108 18
  - Geo. S. French Capt. Gannon 102 07
  - W. H. C. Capt. Hebb 108 11
  - Bayley
  - C. W. Adams Capt. Jackson 108 10
  - John Leitch Capt. Hill 105 14

To Williamsport:
Canal Trade 1887

Victor  Capt. Kelley  96 10
McK Steffey  Capt. McKelvey  107 15
Frankie & Fannie  Capt. McCardell  109 09
T. J. Shiflet  Capt. McAnenny  107 19
George’s Creek Co. – To Georgetown
Suwanee  Capt. Bowers  106 00
W. H. Cooper  Capt. Pierce  105 19
Kitty  Capt. Smith  101 14
To Hancock
Round Top  Capt. Athey  102 17
Cement
W. Va. C. & P. R. R. Co. – To Williamsport
Little Walter  Capt. Ardinger  95 13

DT, Wed. 11/2/87, p. 1. Canal Commerce. The following boats, with way bills numbered from 2192 to 2204 inclusive, left this port up to 3 o’clock p.m. today, (Nov. 2, 1887):

Consolidation Co. – To Georgetown
G. M. Barroll  Capt. Murphy  103 17
E. P. Cohill  Capt. Gannon  104 10
Allan Campbell  Capt. Swain  105 07
L. P. Read  Capt. Ellenberger  108 18

To Williamsport:
Lutie & Monie  Capt. Shire  106 08
M. A. Shupp  Capt. Shupp  108 05
R  Capt. Ensminger  98 17
J. P. Agnew & Co. – To Georgetown
Susquehanna  Capt. Stickel  105 00
Mary Mertens  Capt. Conrad  105 00
Savannah  Capt. Morrison  106 13
A. M. White  Capt. Reed  105 19
A. Greenless  Capt. Shives  106 07
W. Va. C. & P. R. R. Co. – To Williamsport
Eugene  Capt. Teach  104 06

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Ibid, p. 4. Last Week’s Coal Trade
The shipments from the mines of the Cumberland coal regions were, for the week ended October 29, 1887, 80,159 tons, and for the year to date 2,767,342 tons; an increase of 638,313 tons as compared with last year. The shipments to the Baltimore and Ohio railroad and local points were, for the week, 60,731 tons; for the year, 2,132,763 tons, an increase of 541,310 tons as compared with last year. The shipments to the Pennsylvania railroad were for the week, 8,695 tons; year, 302,340 tons, an increase of 90,612 tons as compared with last year. The shipments to the Chesapeake and Ohio canal, for the week, were 10,738 tons; year, 241,238 tons; increased over last year, 6,241 tons.

Sun, Wed. 11/2/87, p. 6. C. and O. Canal Shipments - During October, 41,421 tons of coal were shipped from this port [Cumberland] by canal, the revenue being about $14,000. From the present indications, the year’s shipments will reach about 280,000 tons.

ES, Wed. 11/2/87, p. 7. District Government Affairs – Miscellaneous – The Commissioners have ordered that the sunken canal boat which obstructs the channel of James Creel canal be removed at an expense not to exceed $150, payable out of the appropriations for harbor and river front.

DT, Thu. 11/3/87, p. 1. Mr. Gorman a Director Now – Senator Arthur P. Gorman has been appointed one of the State directors in the Baltimore and Ohio Railroad company, to succeed Mr. Richard Hynson, of Kent county, who has resigned. Mr. Hynson sent his resignation to the State board of public works, Governor Lloyd, Comptroller Turner and Treasurer Archer, and they at once appointed Senator Gorman to fill the vacancy. There are four State directors in the Baltimore and Ohio board to represent the important interests that Maryland has in the railroad company.

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Ibid, p. 4. Canal Commerce. The following boats, with way bills numbered
Canal Trade 1887

from 2205 to 2219 inclusive, left this port up to 3 o’clock p.m. today, (Nov. 3, 1887):

Consolidation Co. – To Georgetown
T. K. Stewart Capt. Penner 108 07
G. M. Barroll Capt. Murphy 103 17
Charles Mann Capt. Moore 105 11
James Goddard Capt. Pennell 106 17

To Williamsport:
Ruby Capt. Rohrer 77 15
M. E. Grove Capt. McCardell 104 19
W. O. Bowser Capt. Williams 110 09
Capella Capt. Mosier 103 05

George’s Creek Co. – To Georgetown
C. W. Ridley Capt. Shanner 106 02
Park Agnew Capt. Weaver 105 02
Alfred Wood Capt. Atwell 104 06
John K. Shaw Capt. Bender 107 02
Youghiogheny Capt. Crampton 107 09
W. D. L. Capt. McMullen 106 05
Walbridge
W. Va. C. & P. R. R. Co. – To Williamsport
S. M. Hamilton Capt. Sterling 86 02


DT, Sat. 11/5/87, p. 4. A Canal Boatman’s Bondage – Abraham Kroon, a well-known boatman on the canal who was on Monday granted a divorce at Washington by Judge Merrick, from his wife Sarah Kroon, was by profession a transporter of coal on the Chesapeake and Ohio canal, and often would he listen to the waves’ incessant lapping of the vessel’s prow, and muse and wonder whether Sarah had it in for him that day or not. At length, he abandoned seafaring life and took to keeping a saloon in West Washington, hoping that a change of climate would improve Sarah’s disposition. But matters were not bettered. He told the court in Washington how Sarah had pulled a pistol on him and sassed him in public. She had also gone West, and announced her intention of staying there. She has for more than two years been living in Iowa.

Canal Commerce.
The following boats, with way bills numbered from 2220 to 2232 inclusive, left this port up to 3 o’clock p.m. today, (Nov. 4, 1887):

Consolidation Co. – To Georgetown
Nita K. Phelps Capt. Dixon 105 06
Maggie Capt. Shield 102 18
McCleary
Chas. R. White, Jr.
Jas R. Eddy Capt. Dixon 104 18
A. L. Miller Capt. Piper 106 13
V Capt. Little 102 17
Martha S. F. Capt. Kinsel 109 03

To Williamsport:
R. P. Mason Capt. Mouse 105 19

Mary Capt. Tice 104 16
Unexpected Capt. Shaffer 111 15
George’s Creek Co. – To Georgetown
Mattie Capt. Davis 104 16
John Spencer Capt. Renner 107 14
W. Va. C. & P. R. R. Co. – To Williamsport
Ivan Capt. Castle 103 16

The following boats, with way bills numbered from 2233 to 2241 inclusive, left this port up to 3 o’clock p.m. today, (Nov. 5, 1887):

Consolidation Co. – To Georgetown
H. Roussell Capt. Swain 106 15
To Williamsport:
Nellie & Davie Capt. Patton 104 12
D. W. Malotte Capt. Malotte 105 04
James M. Capt. Artz 104 17
Schley
George’s Creek Co. – To Georgetown
G. A. Hoffman Capt. Shiflet 106 14
G. F. Smith Capt. Pearce 104 03
M. B. Winship Capt. Yost 103 04
W. Va. C. & P. R. R. Co. – To Williamsport
Here I Am  Capt. Sensel  102 16
Marshall Wise  Capt. Wilson  100 15

DT, Tue. 11/8/87, p. 4.  **Canal Commerce.**  The following boats, with way bills numbered from 2249 to 2253 inclusive, left this port up to 3 o’clock p.m. today, (Nov. 8, 1887):
   Consolidation Co. – To Georgetown
      W. J.  Capt. Moore  104 17
      Stevenson
      C. D. Warfield  Capt. Pierce  105 12
      L. R. Fechtig  Capt. Lizer  102 04
      T. H. Gibbs  Capt. Gatrell  105 09
      Charles Darrow  Capt. Winship  103 14
      C. F. Mayer  Capt. Reed  104 17
      M. B. Mayfield  Capt. Reid  103 07
      W. C. Read  Capt. Hine  101 13
      A. P. Mayfield  Capt. Benner  104 15
      Wm. King  Capt. McCoy  105 08
      Geo. Bogus  Capt. Magruder  102 16
      R. A. Driver  Capt. Denner  106 10
      L. P. Hieston  Capt. Brubaker  105 09
      Z. Williams  Capt. Mose  104 18
   To Williamsport:
      Lutie & Monie  Capt. Shearer  102 05
      T. J. Shiflet  Capt. McNenny  105 09
      J. P. Agnew & Co. – To Williamsport
      Mississippi  Capt. Lineberg  104 11
      A. H. Bradt  Capt. Mose  106 03
      A. G. Johnson  Capt. Reid  108 15
      D. A. Lowe  Capt. McCann  104 18
      Emma Mertens  Capt. Keesucker  105 00
      C. W. Miller  Capt. Colbert  107 04
      B. Vaughn  Capt. Sigler  105 07
      Elk Garden Co. – To Williamsport
      S. M. Hamilton  Capt. Staley  90 19
      Ivan  Capt. Castle  104 16
      Individual – To Hancock
      Cigarette  Capt. Sensel  99 02

DT, Wed. 11/9/87, p. 4.  **Last Week’s Coal Trade** – The shipments from the mines of the Cumberland coal regions were, for the week ended Nov. 5, 1887, 64,856 tons, and for the year to date 2,741,196 tons, an increase of 632,577 tons as compared with 1886.  The shipments to the Baltimore and Ohio railroad and local points were, for the week, 46,188 tons; for the year, 2,178,951 tons, an increase of 532,868 tons as compared with last year.  The shipments to the Pennsylvania railroad were for the week, 10,805 tons; year, 313,145 tons, an increase of 97,156 tons as compared with last year.  The shipments to the Chesapeake and Ohio canal, for the week, were 7,862 tons; year, 249,100 tons; increase over last year, 2,553 tons.


DT, Thu. 11/10/87, p. 4.  **Canal Commerce.**  The following boats, with way bills numbered from 2255 to 2280 inclusive, left this port up to 3 o’clock p.m. today, (Nov. 10, 1887):
   To Williamsport:
      W. J. Stevenson  Capt. Moore  104 17
      C. D. Warfield  Capt. Pierce  105 12
      L. R. Fechtig  Capt. Lizer  102 04
      T. H. Gibbs  Capt. Gatrell  105 09
      Charles Darrow  Capt. Winship  103 14
      C. F. Mayer  Capt. Reed  104 17
      M. B. Mayfield  Capt. Reid  103 07
      W. C. Read  Capt. Hine  101 13
      A. P. Mayfield  Capt. Benner  104 15
      Wm. King  Capt. McCoy  105 08
      Geo. Bogus  Capt. Magruder  102 16
      R. A. Driver  Capt. Denner  106 10
      L. P. Hieston  Capt. Brubaker  105 09
      Z. Williams  Capt. Mose  104 18
      Lutie & Monie  Capt. Shearer  102 05
      T. J. Shiflet  Capt. McNenny  105 09
      J. P. Agnew & Co. – To Williamsport
      Mississippi  Capt. Lineberg  104 11
      A. H. Bradt  Capt. Mose  106 03
      A. G. Johnson  Capt. Reid  108 15
      D. A. Lowe  Capt. McCann  104 18
      Emma Mertens  Capt. Keesucker  105 00
      C. W. Miller  Capt. Colbert  107 04
      B. Vaughn  Capt. Sigler  105 07
      Elk Garden Co. – To Williamsport
      S. M. Hamilton  Capt. Staley  90 19
      Ivan  Capt. Castle  104 16
      Individual – To Hancock
      Cigarette  Capt. Sensel  99 02


DT, Fri. 11/11/87, p. 4.  **Wants to Buy Our Canal** – As was noted in the *Times* on Wednesday, there is a scheme on foot to purchase the Chesapeake and Ohio canal.  The *Sun*’s Annapolis correspondent says: “Mr. W. Cornell Jewett, at present located in Washington, was at Annapolis yesterday on
business with the Board of Public Works. Comptroller Turner was the only member of the board present, and no action was taken on the proposition he made, which was said to be in reference to the purchase of the Chesapeake and Ohio canal. Mr. Jewett claims to represent capitalists in Europe, who he says are about to lay an ocean cable extending from Liverpool to Point Lookout. It was the intention of the syndicate he represents, he says, to build a railroad from Point Lookout to Washington and the coal fields of Allegany. The proposition of Mr. Jewett names $5,000,000 as the price he is willing to give for the canal.

“The Legislature would have to ratify any action taken by the board in the matter. Mr. Jewett expressed himself as delighted with the harbor at Point Lookout, which, he says, equals New York harbor. Comptroller Turner saw Treasurer Archer about the matter and they said it will be laid before the Board of Public Works when it meets next week.”


DT, Mon. 11/14/87, p. 1. Canal Commerce. The following boats, with way bills numbered from 2312 to 2323 inclusive, left this port up to 3 o’clock p.m. today, (Nov. 14, 1887):

George’s Creek Co. – To Georgetown
Dr. A. Shank Capt. Gerhart 103 09
G. W. Wallis Capt. Null 103 09
Isabella Capt. Nuse 106 05
L. L. Blake Capt. Reid 104 01
T. L. Holbrook Capt. Snyder 102 18
Giles Heath Capt. Dolan 103 16
River Nile Capt. Kimble 109 01
Little Rob Capt. Nuse 104 15
Consolidation Co. – To Georgetown
Mary M. Capt. 104 18
Burgess Zimmerman
To Williamsport:
M. E. Grove Capt. McCordell 109 03
R Capt. Ensinger 97 08
W. Va. C. & P. R. R. Co. – To Williamsport
Marshall Wise Capt. Wilson 102 12


DT, Tue. 11/15/87, p. 1. Canal Commerce. The following boats, with way bills numbered from 2334 to 2341 inclusive, left this port up to 3 o’clock p.m. today, (Nov. 16, 1887):

George’s Creek Co. – To Georgetown
J. W. Capt. Bear 106 16
Thompson
J. H. Milstead Capt. Roof 109 06
P. L. Burwell Capt. 105 06
Clendening
Ollie V. Capt. 109 05
Zimmerman
Samuel Henry Capt. Allison 109 11
H. Hanekamp Capt. Carty 106 02
Consolidation Co. – To Williamsport
Victor Capt. Kelley 95 00
Ruby Capt. Rohrer 85 10
W. Va. C. & P. R. R. Co. – To Williamsport

DT, Wed. 11/16/87, p. 1. Canal Commerce. The following boats, with way bills numbered from 2324 to 2334 inclusive, left this port up to 3 o’clock p.m. today, (Nov. 16, 1887):

George’s Creek Co. – To Georgetown
Missouri Capt. Ardinger 107 03
J. H. Parrott Capt. Nolan 105 02
A. H. Stump Capt. Helgoth 109 10
A. Kroon Capt. Ryan 109 13
J. M. Schley Capt. Eitz 103 17
The shipments from the mines of the Cumberland coal regions were, for the week ended Nov. 12, 1887, 78,366 tons, and for the year to date 2,819,563 tons, an increase of 653,210 tons as compared with 1886. The shipments to the Baltimore and Ohio railroad and local points were, for the week, 61,017 tons; for the year, 2,240,869 tons, an increase of 549,980 tons as compared with last year. The shipments to the Pennsylvania railroad for the week, 8,804 tons; year, 321,949 tons, an increase of 103,250 tons as compared with last year. The shipments to the Chesapeake and Ohio canal, for the week, were 7,645 tons; year, 256,746 tons; decrease over last year, 20 tons.

The following boats, with way bills numbered from 2335 to 2358 inclusive, left this port up to 3 o’clock p.m. today, (Nov. 17, 1887):

George’s Creek Co. – To Georgetown
Muskingum Capt. Zellers 106 07
Potomac Capt. Barger 109 18
Iowa Capt. Davis 105 02
Delaware Capt. Callan 109 00
J. E. Dyer Capt. Neal 109 18
W. H. Cooper Capt. Pierce 107 18
A. Greenless Capt. Shives 105 17
E. M. Ginevan Capt. Doyle 109 14
Consolidation Co. – To Georgetown
John Leitch Capt. Hill 107 05
Thames River Capt. Gatrell 115 01
Canal Trade 1887

arrived with 1,500 bushels of corn and 500 bushels of wheat for G. T. Dunlop.

DT, Fri. 11/18/87, p. 4. Canal Commerce. The following boats, with way bills numbered from 2358 to 2367 inclusive, left this port up to 3 o’clock p.m. today, (Nov. 18, 1887):

George’s Creek Co. – To Georgetown
John P. Agnew Capt. Eaton 108 12
John Spencer Capt. Renner 105 18
Walter Beall Capt. Manning 104 05
Suwannee Capt. Glass 109 00
R. H. Jones Capt. Weaver 106 06
A. Wood Capt. Atwell 109 02

Consolidation Co. – To Georgetown
J. Z. Williams Capt. Reynolds 107 07

To Williamsport:
P Capt. Leopold 105 03
Lutie & Monie Capt. Shupp 106 11
M. A. Shupp Capt. Shupp 113 12

DT, Sat. 11/19/87, p. 4. Canal Commerce. The following boats, with way bills numbered from 2368 to 2386 inclusive, left this port up to 3 o’clock p.m. today, (Nov. 19, 1887):

Consolidation Co. – To Georgetown
W. R. Lewis Capt. Bender 108 12
Geo. S. French Capt. Gannon 106 17
Geo. S. Reiman Capt. Sorrell 110 18
S. M. Storm Capt. Huff 110 16
Sallie Burwell Capt. Price 107 14
Elbe River Capt. Grove 109 16
James B. Capt. Spong 106 10
Thomas
Geo. L. Sheriff Capt. Cartwright 114 04

To Williamsport:
McK Steffey Capt. McKelvey 111 16
Frankie & Capt. McCardell 109 09
Fannie
Charles R. Capt. Lucas 49 13
Gregory

George’s Creek Co. – To Georgetown
Lafayette Capt. Shaffer 108 04
W. T. Coulehan Capt. Taylor 109 08
Mary L. Miles Capt. Farrell 110 08
John K. Shaw Capt. Bowden 110 08
Savannah Capt. Morrison 110 03
W. Va. C. & P. R. R. Co. – To Georgetown
Plough Boy Capt. Kenney 106 15
G. Berkebile Capt. Kenney 100 14

DT, Mon. 11/21/87, p. 4. Canal Commerce. The following boats, with way bills numbered from 2388 to 2399 inclusive, left this port up to 3 o’clock p.m. today, (Nov. 21, 1887):

Consolidation Co. – To Georgetown
Jos M Wheatly Capt. Lytton 106 11
Z. Williams Capt. Mose 115 08

To Williamsport:
Mary Capt. Tice 107 07
S. M. Hamilton Capt. Sterling 88 07
Capella Capt. Mosier 111 10
Katie Hassett Capt. Castle 110 07

George’s Creek Co. – To Georgetown
Susquehanna Capt. Stickel 109 07
Kitty Capt. Smith 108 19
W. D. L. Capt. McMullen 112 16
Walbridge

W. Va. C. & P. R. R. Co. – To Georgetown
James A. Capt. Bowers 107 15
Garfield
To Hancock
V Capt. Little 96 13

Individual – To Four Locks
Oxford Capt. Taylor 101 04

ES, Mon. 11/21/87, p. 1. Affairs in West Washington. – Grain Receipts. – Canal boat Maryland arrived with 2,000 bushels of corn and 2,000 bushels of wheat for G. T. Dunlop. Canal boat Loudoun arrived with 3,000 bushels of corn and 1,000 bushels of wheat for G. T. Dunlop.

DT, Tue. 11/22/87, p. 4. Canal Commerce. The following boats, with way bills numbered from 2400 to 2415 inclusive, left
this port up to 3 o’clock p.m. today, (Nov. 22, 1887):

Consolidation Co. – To Georgetown
J. P. Hewitt Capt. Swain 112 15
L. P. Huston Capt. Brubaker 100 17
Detroit Capt. Harper 116 12
John Miller Capt. Moore 108 18
G. A. Pearre Capt. Moore 103 15

To Williamsport:
Lida Capt. Dunnigan 114 16
W. T. Hassett Capt. Kelley 110 01
M. E. Grove Capt. McCardell 114 12
Cowton & Tilghman Capt. Anderson 120 09

W. H. Loy Capt. Anderson 112 03
George’s Creek Co. – To Georgetown
Park Agnew Capt. Weaver 114 11
A. H. Bradt Capt. Mose 110 12
Willie D. Capt. Zimmerman 109 11
Salina Capt. Zimmerman 113 17

W. Va. C. & P. R. R. Co. – To Georgetown
Winter Capt. Bowers 108 17
American Co. – To Harper’s Ferry
Mary Mertens Capt. Conrad 111 12

ES, Tue. 11/22/87, p. 1. Affairs in West
Brothers will not have gained much by the recent election. The salary of the canal president is better than that of comptroller.

Senator Gorman may have something to say. His brother-in-law, Stephen A. Gambrill, paymaster of the canal, is having circulated, in some of the counties, a memorial asking the Board of Public Works to appoint him president of the canal. What Senator Gorman’s opinions are as to who shall be president are not known; but it has not been his custom to keep his brother-in-law in the background when good things were being passed around.


Sun, Mon. 11/28/87, p. 4. Chesapeake and Ohio Canal – President Baughman, of the Chesapeake and Ohio canal, will shortly make a trip over the line with Paymaster Gambrill to pay the employees for August.


DT, Tue. 11/29/87, p. 1. Canal Commerce. The following boats, with way bills numbered from 2477 to 2487 inclusive, left this port up to 3 o’clock p.m. today, (Nov. 29, 1887):

Consolidation Co. – To Georgetown
L. R. Fichtig Capt. Lizer 114 01
W. J. Walker Capt. Bowers 111 18
Charles Darrow Capt. Winship 115 03

To Williamsport:
M. E. Grove Capt. McCordell 114 11
Katie Hassett Capt. Castle 112 05
Nellie & Davie Capt. Patton 112 01
P Capt. Poffenberger 110 10
J. P. Agnew & Co. – To Georgetown
W. J. Boothe Capt. Taylor 113 00
C. W. Ridley Capt. Barger 113 16
John Spencer Capt. Renner 102 13
W. Va. C. & P. Ry. Co. – To Williamsport
Enterprise Capt. Curtis 104 02

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Ibid, p. 4. Four Mules in the Canal
There were lively times in South Cumberland this afternoon when four mules which were pulling the canal boat Wm. J. Booth out from under the Consolidation company’s wharf, took fright, and in their frantic tuggings at the hawser binding them to the boat, threw themselves over the high embankment into the canal. Ropes were procured and fishing for the shivering and drenched beasts begun. Mr. James Taylor, owner of the imperiled animals, also took an involuntary bath and was badly bruised about the head. After a time three of the asinine mariners were hauled up to terra firma and one who had been injured in his fall, was left in the canal, drowned. He was a valuable and was very mild tempered for a canal mule; hence his loss is greatly to be deplored.

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DT, Wed. 11/30/87, p. 1. Canal Commerce. The following boats, with way bills numbered from 2488 to 2505 inclusive, left this port up to 3 o’clock p.m. today, (Nov. 30, 1887):

- Consolidation Co. – To Georgetown
  - T. H. Gibbs Capt. Gatrel
  - W. S. Jacques Capt. Gatrel
  - A. P. Warfield Capt. Kreiter
  - Daniel Linkin Capt. Kreiter
  - J. M. Dove Capt. Malone
  - B. R. Mayfield Capt. Ingram
  - Amazon Capt. Ingram

To Williamsport:
- River Nile Capt. Kimble
- Capella Capt. Mosier
- A. H. Stump Capt. Helgoth
- Ruby Capt. Sterling
- Dr. A. Shank Capt. Gerhart
- Lutie & Monie Capt. Brightwell
- M. M. Burgess Capt. Zimmerman

- George’s Creek Co. – To Georgetown
  - W. F. Capt. Neal

Creighton
- W. Va. C. & P. Ry. Co. – To Williamsport
  - Dakota Capt. Brookman
  - Herald Capt. Brookman
  - Ivan Capt. Castle

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Ibid, p. 4. Last Week’s Coal Trade

The shipments from the mines of the Cumberland coal regions were, for the week ended Nov. 26, 1887, 81,588 tons, and for the year to date 2,981,110 tons, an increase of 690,676 tons as compared with 1886. The shipments to the Baltimore and Ohio railroad and local points were, for the week, 61,757 tons; for the year, 2,366,722 tons, an increase of 581,269 tons as compared with last year. The shipments to the Pennsylvania railroad were for the week, 11,141 tons; year, 342,246 tons, an increase of 115,128 tons as compared with last year. The shipments to the Chesapeake and Ohio canal were, for the week, 8,640 tons; year, 279,141 tons, a decrease of 5,721 tons.


DT, Thu. 12/1/87, p. 4. Canal Commerce. The following boats, with way bills numbered from 2511 to 2512 inclusive, left this port up to 3 o’clock p.m. today, (Dec. 1, 1887):

- Consolidation Co. – To Georgetown
  - J. Z. Williams Capt. Reynolds

To Williamsport:
- M. A. Shupp Capt. Shupp

Sun, Thu. 12/1/87, p. 6. Aid for the C. and O. Canal – The executive committee of the Maryland Canal Union, with headquarters here[Cumberland], are considering the question of calling a public meeting, in concert with the people of the other canal counties of Maryland, to prepare a memorial to Congress asking government aid for the Chesapeake and Ohio canal. It is proposed to have a full meeting of the union in about two weeks to consider the matter and formulate a plan of action.

DT, Fri. 12/2/87, p. 4. The Canal’s Revenue for November – The report for the month of November, from Collector Edwards, gives 35,284 tons of coal, on 330 boats, as the shipments for the month. On this the revenue was about $11,000.

Owing to the uncertainty of the weather, or rather the certainty that the ice will soon close the canal, the company have ceased guaranteeing safe passage for the boats, and the season is practically over.

The Consolidation Coal company is still shipping to Georgetown and
Williamsport, and to this latter port the West Virginia Central are still shipping.

The George’s Creek company may send a few boats more to Williamsport, but their shipments are over for the season.

The low water prevailing during this season accounts for our decrease of 19,000 tons in the total shipments, as compared with last year. Notwithstanding this decrease in tonnage the higher tolls have increased the revenue over last year.

The total shipments to date are 274,261 tons. The shipments for September, 45,073, were the heaviest of any one month, October coming next with 41,421 tons.

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Paying Off on the Canal

The canal pay-boat left Georgetown yesterday morning, with President Baughman and Paymaster Gambrill on board. The trip is made for the purpose of paying off the canal employees for August of this year. It is doubtful if the party will reach Cumberland by boat, as a freeze on the canal is feared at any time.

News, Fri. 12/2/87, p. 3. President Baughman, of the Chesapeake and Ohio Canal, left Georgetown last evening to pay off the employees of the canal and to prepare for winter repairs.

ES, Fri. 12/2/87, p. 6. Affairs in West Washington. – The Cumberland Coal Trade by Canal. – During November 36,284 tons of coal were shipped from Cumberland by canal. The boating season is about closed. A freeze may come any day, and the canal officials will not guarantee passage through to cargoes shipped hereafter. The total shipments by canal for the year, to this date, are 274,260 tons. about 19,000 less than the same time last year.

Grain Receipts – Canal boat Seneca arrived with 2,000 bushels of corn and 100 barrels of flour for G. T. Dunlop. Canal boat David Knodle arrived with 4,900 bushels of wheat and 3 tons of hay for J. G. & J. M. Waters.

DT, Sat. 12/3/87, p. 4. The pay boat arrives – An Interview With President Baughman, of the Chesapeake and Ohio Canal – The canal packet “Maryland” arrived at Basin Wharf this afternoon, having on board President and Comptroller-elect Baughman, Paymaster Gambrill, Accountant Ayers, Superintendents Biser and Mulvaney, Director Spencer Watkins, of Montgomery county; Deputy Revenue Collector Col. E. P. Watkins, of Georgetown, and Mr. Wilson Offut, a prominent young farmer in Montgomery county. Hon. Lloyd Lowndes and Collector Edwards joined the party this morning at North Branch.

About $10,000 was disbursed on the trip, which was a remarkably quick run, the packet having left Georgetown at 9 o’clock on Thursday. When asked if he intended to be present at the meeting in the interest of the canal here tonight, President Baughman said that he had received no intimation that there was to be such a meeting and had made arrangements to leave for home on the afternoon train.

President Baughman is thoroughly in accord with our people in their efforts to secure aid for the future of the canal; he was one of first men to advocate government aid for the canal and will do all in his power to bring the matter before the attention of Congress. He will make every effort to have the coupons on the repair bonds paid on the first of January, which action on the part of the president will give a future lease of life to the canal and prevent it from going into the hands of the men who have a majority of the repair bonds.

Whilst this may work some hardship to the employees it is the only way by which there can be any future given to this great
work and it is to be hoped the president will be able to carry out his policy of paying the bondholders and thus continue life for at least eighteen months in the canal. In the meantime, our people can urge the claims of the canal before the State and the general government.

Col. Baughman and party left for home on the accommodation this evening.


DT, Mon. 12/5/87, p. 4. MEETING OF THE CANAL UNION – The Maryland Canal Union held an executive meeting in the council chamber at the City Hall Saturday evening. In the absence of President Patterson, Col. Horace Resley, one of the vice presidents of the Union, presided, and Col. Alfred Spates was secretary.

On motion of Philip W. Avirett, the chairman of the meeting was authorized to appoint a committee on arrangements for a public meeting to be held in this city at an early date, at which meeting a memorial to Congress will be presented and signed asking Congress to appropriate a sum sufficient to make needed repairs to the canal and to provide for its maintenance, and such other committees as might be necessary for the purposes of the meeting.

In making the motion, Col. Avirett said that he wished it distinctly understood that the present movement in aid of the canal was in no sense a political one, nor one in the interests of any man or set of men. That it was made in good faith for the purpose of obtaining from Congress the aid which the State of Maryland, by her present constitution was prohibited from extending. He had been assured on that day, he said by the president of the canal, of his hearty sympathy with the movement and his determination in the payment of the interest due upon the repair bonds of ’78 in January next to avert a foreclosure of the mortgage of them conveyed, until such time as all means of obtaining assistance for the canal had been tried.

As the present meeting was essentially preliminary to a larger one he only recited these facts that all might come together, regardless of political opinion and unite in an appeal to the general government on behalf of a work of general benefit and importance. This motion was adopted and the chairman authorized to appoint a committee on arrangements, on finance, on invitations and resolutions and memorials.

State Senator-elect Wm. McM. McKaig then made a few brief remarks avowing his interest in the canal, and the propriety and justice of an appeal to Congress on its behalf.

George L. Wellington, Esq., spoke briefly in the same strain, and urged upon his fellow members of the Union to exert themselves to the utmost in the canal’s behalf.

W. F. Cowden spoke of the service of the canal to the general government during the war, and gave some practical details as to its necessities and demands.

The meeting then adjourned.

DT, Tue. 12/6/87, p. 1. Closing of the Canal. – The canal will be closed to navigation on Saturday the 10th of December. During the season 2,540 boats will have been loaded and a revenue of nearly $90,000 received by the company.

Sun, Tue. 12/6/87, p. 6. Mr. Clarke’s New Berth – It is stated that Mr. James C. Clarke, a well-known railroad man, and at one time president of the Chesapeake and Ohio canal, is to become vice-president and general manager of the Mobile and Ohio
Railroad, extending from Columbus, KY., on the Ohio river, to Mobile, Alabama.


Sun, Wed. 12/7/87, p. 6. Cumberland Coal Trade - The shipments from the mines of the Cumberland coal region for the week ended December 3 were 78,915 tons, and for the year to date 3,060,024 tons, an increase of 713,415 tons as compared with last year. The coal was shipped as follows: Baltimore and Ohio Railroad – Week, 63,055 tons; year, 2,429,777 tons; increase 597,074. C. & O. Canal – week, 6,209 tons; year, 279,350 tons; decrease, 4,604 tons. Pennsylvania Railroad – week, 9,650 tons; year, 350,897 tons; increase, 120,945 tons.

DT, Thu. 12/8/87, p. 1. Some Mammoth Coal Cars – The coal cars of the Pennsylvania Railroad company now in use have capacities of from 25,000 to 40,000 pounds. The latter has always been considered a monster car. In the Altoona shops are now being constructed gondola cars of 60,000 pounds capacity. The plan of the new cars was drawn up and executed in the Altoona shops. Fifty cars daily is the output already attained, and the end is not yet.

The greatest change over the old style of cars is in the trucks. They will be lowered several inches and each will be supplied with three sets of wheels. In height, the new gondolas will almost equal that of a box car. The managers of the road are confident that by means of this massive rolling stock the car famine will soon be a thing of the past.

As a natural sequence to the heavy movements thus created, more powerful engines will have to be employed. The entire locomotive department of the Altoona shops is now employed in constructing mammoth engines of the “R” class. Their weight is 136,000 pounds, and they have the largest boiler surface of any engine built in the world. Every day sees a new one turned out of the Altoona shops.

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Ibid, p. 4. UNCLE SAM SUES OUR CANAL – Last evening district attorney Worthington in Washington, for the
United States Government, in the relation of W. C. Endicott, Secretary of War, filed a bill in equity against the Chesapeake and Ohio canal company, and George S. Brown, James Sloan, Jr., and Lloyd Lowndes, Jr., trustees, asking for the appraisement of certain ground, and that title and right of way be vested in petitioners.

The bill states that, in pursuance of the act of June 21, 1886, he has purchased the Aqueduct bridge, and is now in possession and about to reconstruct the same. It is deemed necessary to have a release and conveyance of the ground upon which will rest all the Northern abutments, except the wing walls, and it includes all the land upon which the abutment and its several piers are erected, including the foundations, and over which the spans or arches are constructed.

The width of the right of way is 49.37 feet, centered over the North face of the North pier, and to make effectual the said right of way it is deemed necessary to have on the North side of the canal sufficient land to erect a foundation and support for the Northern end of the bridge, said land being described as a part of lot 7, P. B. T. and D.’s addition to West Washington, on Lingan and Bridge streets, 172 square feet of ground.

The bill avers that a part of the ground covered by the piers and arches is public ground, and that the canal company had only the right to build abutments thereon and thereover, and had no estate in the land it claims to be owner of. The bill then recites the mortgage of the canal property to secure $2,000,000 in February, 1885, and the subsequent mortgage to the defendant trustees May 15, 1878. The petitioner, therefore, prays as above.

The decision of this case will be of great practical interest in this section, as it will involve the question of the ownership of other lands in the District of Columbia, claimed alike by the canal and the general government.

A Boy Drowned in the Canal
A ten-year-old boy, son of Mr. Nicholas Schoppert, of Sharpsburg, Washington county, fell off his father’s canal boat on which he was employed, when on the Long wall level about 13 miles above Georgetown, on Monday evening and was drowned. The body was recovered.

H&TL, Thu. 12/8/87, p. 3. Closing of the Canal – On Tuesday official notice was given at Cumberland that no waybills will be issued on the Chesapeake and Ohio canal after Saturday, December 10.

ES, Thu. 12/8/87, p. 6. Affairs in West Washington – Canal Matters – Official notice has been given that no way-bills will be issued on the Chesapeake and Ohio Canal after December 10. The shipments from the mines of the Cumberland coal region for the week ended December 3 were 78,915 tons, and for the year to date 3,000,024 tons, an increase of 713,413 tons as compared with last year. By Chesapeake and Ohio Canal, week 6,200 tons; year 279,350 tons; decrease 4,694 tons.


DT, Sat. 12/10/87, p. 1. Canal News
Colonel L. Victor Baughman was here yesterday. A meeting of the board of directors of the Chesapeake and Ohio canal
will be held in this city at Barnum’s Hotel next Tuesday. On January 1, a coupon on the $500,000 repair loan will fall due. Two previous coupons are in default, and the failure to pay the third would give the holders of the repair bonds the right to foreclose and sell the canal. The president proposes the payment of the coupons due January 1, 1887, which will head off foreclosure, even if it has to be done out of money that would otherwise go to the cost of operating. Mr. Stephen Gambrill is expected to succeed Col. Baughman.

Speaking of the government’s interest in the canal, Col. Baughman said: “Regarding the question of aid for the canal from the general government, our Representatives will find some strong points in favor of an appropriation being made to our great public work. The government itself is directly interested in its future, having been one of its contributors. The District of Columbia is also financially interested in the future of the canal. Maryland, of course, has many millions locked up in this great waterway. The appropriations made at different times will be lost entirely if something is not done at an early day to put the canal above the absolute necessities of want, a condition which has been forced upon it by railroad competition and natural causes of trade. There are valuable water rights in Georgetown which annually could be made to yield at least fifty thousand dollars, besides valuable real estate, all under lease, which yields now a fair revenue and could be utilized to a far greater extent than at present.”

Sun, Sat. 12/10/87, p. 6. The annual meeting of the stockholders of the Chesapeake and Ohio Canal has been called to take place in the executive chamber at Annapolis, on Monday, January 2, when the president’s report will be submitted. The present board of directors was elected to serve until Dec. 31, but it may be deemed necessary to postpone the election of directors, as well as the president, until later in January. No way bills will be issued on the canal after tomorrow. Navigation will close on the 20th instant.


News, Wed. 12/14/87, p. 5. A Week’s Coal Trade - The shipments from the mines of the Cumberland coal region for the week ended Saturday, Dec. 10, were 83,808 tons, and for the year to date 3,143,832 tons, an increase of 752,146 tons as compared with the corresponding period of 1886. The coal was carried as follows: To Baltimore and Ohio Railroad – Week, 72,471 tons; year, 2,502,248 tons; an increase of 627,057 tons. To Pennsylvania Railroad – Week, 9,867 tons; year, 360,763 tons; increase, 128,795 tons. Chesapeake and Ohio Canal – Week, 1,470 tons; year, 280,821 tons; decrease, 3,704 tons.

DT, Wed. 12/14/87, p. 1. The Canal Board Meeting – The board of directors of the Chesapeake and Ohio Canal Company, with President Baughman in the chair, held a meeting at Barnum’s Hotel yesterday. Messrs. Austin Herr and Arthur Cropley, of Georgetown, were in attendance to look after additional water rights on the canal. Considerable routine business was transacted. The reports of tonnage and receipts and expenditures for the year will not be completed before January. The ordinary expenses were $3,000 to $5,000 below last year. The stockholders will meet
in Annapolis the first Monday in January.
No more way bills will be issued on the
canal this season, and a general reduction in
expenses for the winter was authorized. The
directors concur in the proposition that the
general and State governments should help
the canal, as both are interested in its future
welfare.

The names of several aspirants for
the canal presidency to succeed Col.
Baughman have been talked of. Messrs.
Stephen Gambrill, the canal treasurer and
secretary; H. W. Talbott, of Montgomery
county; J. Frank Turner, the retiring State
comptroller; and Mr. Darby, of Washington
county, have been named in that connection.
The State being the largest stockholder, the
board of public works will make the new
president, and there is no doubt Mr.
Gambrill will be the man.

ES, Wed. 12/14/87, p. 1. Affairs in West
Washington – Canal Affairs – The board
of directors of the Chesapeake and Ohio
Canal Company, with President Baughman
in the chair, held a meeting in Baltimore
yesterday. Messrs. Austin Herr and Arthur
Cropley, of this place, were in attendance to
look after additional water rights on the
canal. The stockholders will meet in
Annapolis the first Monday in January. No
more way-bills will be issued on the canal
this season, and a general reduction in
expenses for the winter was authorized. The
directors concur in the proposition that the
general and State governments should help
the canal, as both are interested in its future
welfare. The coal shipments from
Cumberland last week by canal were, for the
week, 1,470 tons, and for the year, 208,820
tons, a decrease of 2,705 tons as compared
with the year 1886.
Grain Receipts – Canal boat Ruby arrived
with 3,000 bushels of wheat for G. T.
Dunlop.

ES, Thu. 12/15/87, p. 7. Affairs in West
Washington – Grain Receipts – Canal boat
Seneca arrived with 330 barrels of flour, 650
bushels of corn and 325 barrels of flour for
arrived with 2,500 bushels of wheat and
1,000 bushels of corn for J. G. & J.M.
Waters. Canal boat Maryland arrived with
1,100 bushels of wheat for J. G. & J.M.
Waters.

Sun, Fri. 12/16/87, p. 6. Canal Finances
In a discussion of the affairs of the
Chesapeake and Ohio Canal today, President
Baughman said: “The question as to whether
the State should guarantee the interest on the
repair bonds of the Chesapeake and Ohio
Canal for seven years, or whether the bonds
themselves, which amount to $500,000
should be added to the sinking fund, must be
decided at an early day. The amount that
would be paid out in seven years would be
two hundred and ten thousand dollars, at the
expiration of which time the State would
have nothing to show for this expenditure,
whereas if the bonds were added to the
sinking fund at a fair valuation, it would
represent that much accumulated capital.”
The aggregate revenue from tonnage on the
canal for the season just closing amounts to
nearly $100,000.

ES, Fri. 12/16/87, p. 7. Affairs in West
Washington – Grain Receipts – Canal boat
Loudoun arrived with 3,000 bushels of
wheat and 1,000 bushels of corn for G. T.
Dunlop. Canal boat Maryland arrived with
2,000 bushels of corn and 2,000 bushels of
wheat for G. T. Dunlop. Canal boat
Morning Star arrived with 4,000 bushels of
corn for G.T. Dunlop.

Sun, Sat. 12/17/87, p. 6. The Cumberland
Region’s Heavy Output - The output from
the mines of the Cumberland coal region for
the year 1887 will be the heaviest since the
region was opened, in 1842, and this year will be the first in which the production of there million tons has been accomplished. The shipment's from the region up to December 10 aggregated 3,143,832 tons, an amount exceeding by over 200,000 tons the total of the heaviest previous year, 1884, when the output was 2,934,979 tons, and the three millions point nearly but not quite reached. Averaging the three remaining weeks of the present year at 75,000 tons each, a reasonable estimate, this year’s output will reach fully 3,365,000 tons, or about 439,000 tons more than the heaviest previous year.

*Sun, Mon. 12/19/89, p. 4.*  
**The Maintenance of the Canal** — The maintenance of the Chesapeake and Ohio canal as a waterway promises to be an assured fact, if the wishes and purposes of the leading men in the democratic party are potent with the Legislature. The plans of relief for the canal are being discussed. One of these is for the comptroller to take the $500,000 of repair bonds for the State sinking fund, and to hold them in the treasury. They are a mortgage on the corpus of the canal, which is estimated to be worth in any event several times that amount. There is a five years’ option for calling in the bonds, which were issued in 1878. Once called in, the canal would be relieved of this $30,000 annual interest, which it cannot now earn, and would be in shape to keep going. The other suggestion, which is approved by the attorney-general, is for the Legislature to pass an amendment to the constitution striking out the words that prohibit the State from appropriation on money to meet such cases as this of the canal. It is argued that as help can be given to hospitals and other institutions as the exigencies arise, the people would willingly agree that the canal, an important work, in which the State has a large interest, should not fail for want of prudent help. In the two years before the people could pass upon and the next Legislature approve of the amendment, the treasury, so it is suggested, could take the coupons of one or more of the overdue repair bond interest payments for the sinking fund, and prevent the foreclosure sale of the property. The idea is to keep the canal going as a cheap means of transportation, and not to advance any large sums to it, but to look to it to earn operating expenses.

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**Col. Clarke to Take Charge of a New Railroad**

The statement comes from the West that Col. James C. Clarke, of Maryland, late president of the Illinois Central Railway company and formerly president of the Chesapeake and Ohio canal company will go into the management of the Mobile and Ohio, one of the important railroads of the South. A dispatch from St. Louis says: “The report telegraphed a few days ago that ex-President Clarke, of the Illinois Central, has been chosen vice-president and general manager of the Mobile and Ohio railroad is accepted in local railroad circles here, and it is argued that if Mr. Clarke has accepted this position on the Mobile and Ohio, it may be taken as proof that the Illinois Central company with which he has been so long and prominently connected, and with which his relations are still of the most intimate nature, has gained control of the Mobile and Ohio.

*ES, Mon. 12/19/87, p. 6.*  **Affairs in West Washington — Grain Receipts** — Canal boat Beulah arrived with forty tons of hay for G. T. Dunlop.

*News, Wed. 12/21/87, p. 3.*  **A Week’s Coal Trade** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, Dec. 17, were 72,712 tons, and for the year to date 3,216,544 tons, an
increase of 766,779 tons as compared with the corresponding period of 1886. The coal was carried as follows: To Baltimore and Ohio Railroad – Week, 62,752 tons; year, 2,565,000 tons; an increase of 637,278 tons. To Pennsylvania Railroad – Week, 9,960 tons; year, 370,723 tons; increase, 136,204 tons. Chesapeake and Ohio Canal – Week, none tons; year, 280,821 tons; decrease, 3,704 tons.

ES, Wed. 12/21/87, p. 6. **Affairs in West**


**News**, Thu. 12/22/87, p. 3. **About the Canal** – Interviews in regard to the maintenance of the Chesapeake and Ohio canal with the following gentlemen of this city have elicited from them views favorable to the preservation of the canal to the State. Those who think in this way are: Hon. M. G. Urner, Joseph D. Baker, Col. Chas. E. Trail, Thomas Gorsuch, W. Irving Parsons, D. C. Winebrener, Major E. Y. Goldsborough, Jacob Rohrback, D. H. Hargett, Dr. Fairfax Schley, George Wm. Smith [and] J. L. Jordan. Col. L. V. Baughman, president of the canal, states that he has made arrangements to pay the interest on the repair bonds of 1878, overdue since last January, on the first of January, 1888. The **Sun** today states that a public meeting in behalf of the maintenance of the Chesapeake and Ohio canal is to be held in Cumberland today under the auspices of the Canal Union, an organization that includes prominent citizens of the canal counties among its membership. Congressman McComas telegraphed that he would be present, and other prominent persons are expected to attend. It is stated that a proposed memorial to Congress will be based largely upon the services the canal rendered the general government during the war. The Canal Union has prepared a strong array of opinions of prominent Marylanders in defense of the canal. That the canal is of much importance to the District of Columbia in giving its people cheap coal transportation is well-known, and that the general government, which has a pecuniary interest in the work, would do well in giving it assistance cannot be successfully disputed. If this measure of relief can be furthered in Congress, without being loaded down with the other canal enterprises of the country, its merit will no doubt command attention. But it is insisted that the State cannot wait long for the general government to act, for the needs of the canal are imminent, and are commanding the attention of its friends. The statistics of the Cumberland coal trade for the present year show that there has been an output of over 3,200,000 tons of coal, the largest in the history of the region. Of this the canal carried 283,000 tons, or about the same as in 1886. All of the coal operators say they are friends of the canal, and that they want it maintained, but that in its present condition as to short supply of boats, &c., it cannot get large coal carrying contracts because of the uncertainty that might arise in its delivery. With the unpaid interest of the $500,000 of repair bonds hanging over the canal, and the fear of a foreclosure sale may result, new boats will not be built and the carrying facilities will steadily decline. President Baughman favors the movement for aid from the general government, because the important property rights the canal has in the District of Columbia should be protected and developed. He proposes to make one of the three matured repair bond interest payments in January, and thus prevent a foreclosure. But the Legislature will be called upon to take up the canal question in serious earnest. One plan is for the State treasury to take the
$500,00 repair loan for the sinking funds. Another is for a constitutional amendment to allow the State to protect its works of internal improvement, and then for the Legislature to appropriate moneys for the prudent and economical maintenance of the canal, freed from overshadowing debt. This, it is argued, will encourage boat building and enable the canal to pay its way. With the steadily increasing coal output of the region, the canal should get 400,000 tons of coal to carry next season – enough, even at the cheap tolls, to keep it going.

Sun, Thu. 12/22/87, p. 4. Western Maryland Opinions — What action will be taken by the State of Maryland through its Legislature within the next few months to save the Chesapeake and Ohio canal from being sold by the parties who now own a majority of the bonds of 1878, issued by an act of the General Assembly, and known as the “repair bonds,” is a subject that is attracting a good deal of attention here as well as in other parts of the State. According to the statement of the president of the canal some provision must be made by the State in the near future for its financial relief if it is to be maintained as a waterway. It has been fully demonstrated that it is impossible out of its current receipts to pay the interest, amounting to $30,000 per annum, on its repair bonds, and at the same time meet its ordinary as well as extraordinary expenses. That some means will be devised to continue it as a waterway is the almost universal hope of the people of Frederick county. The following expressions of opinion from prominent citizens of Frederick probably voice the sentiments of the general public of this section:

Hon. Milton G. Umer, republican, State Senator, said: “I want the canal saved to the people of Western Maryland as a waterway if it is possible to be done. I am not prepared, at present, however, to express an opinion as to the best means to be adopted to accomplish that end.” Mr. Joseph D. Baker, president of the Citizens’ National Bank of Frederick and of the Montgomery County National Bank, said: “I think the canal ought to be maintained by all means as a waterway. The State could easily provide for the purchase of the $500,000 repair bonds, paying a low rate of interest for the money, and place them in the sinking fund. That would meet the present urgent necessities of the canal, and such other legislative action could afterwards be taken as might be found necessary to provide for its maintenance.” Col. Charles E. Trail, president of the Farmers and Mechanics’ National Bank, thought the canal should be maintained if it could be done without being too much of a burden to the State. Twenty-five years ago, he said, he favored placing the canal in the hands of private persons, but the conditions have since changed. He now favors also the speedy severance of the canal from politics. Mr. Thos. Gorsuch, president of the First National Bank, said he thought the canal ought to be kept as a competing line with the railroad, and that the State should not allow it to pass out of its control. As far as the people of Frederick county are concerned he did not believe there would be a dissenting voice to its maintenance as a waterway, and the opposition to its going into other hands would be general. Without the canal, he believed the freight rate, especially on coal from the Alleganies, would be much higher than it is. He was unable just now to suggest what might be the best course for the State to pursue, as he had not given the matter sufficient consideration.

Mr. W. Irving Parsons, clerk to the Circuit Court and president of the Frederick County National Bank, though the canal should be maintained. Mr. D. C. Winebrenner, one of the leading merchants
of Frederick, expressed the same opinion, and added that it was to the interest of the people of Frederick that this be done. If the purchase of the repair bonds by the State was practicable, he favored it. Major E. Y. Goldsborough, ex-United States marshal, said he thought “it would be better for the State to appropriate the amount necessary to pay the interest on the repair bonds than to allow a foreclosure and the probable diversion of the canal from the purposes for which it was intended in the event of its falling into the hands of some private corporation.”

Mr. Jacob Rohrback, member of the House of Delegates, said that under present circumstances he favored an annual appropriation by the State for a few years at least to pay the interest on the repair bonds rather than the purchase of the bonds for the sinking funds, as the State has probably too much interest in the canal already. If, however, the general government can be induced to make an appropriation toward the support of the canal, then he would favor a direct purchase of the bonds. Frederick county, he said, wants to see the canal kept open as a waterway. Mr. D. H. Hargett, of the firm of P. L. Hargett & Co., thinks the national government ought to assume a portion of the canal’s indebtedness, as it is a national thoroughfare and affects the interests of several States, also that the canal should be extended to Baltimore.

Mr. Fairfax Schley, ex-president of the Frederick County Agricultural Society, said the canal should be maintained as a waterway, and “a competitor with the railroad at all hazards.” Mr. Geo. Wm. Smith, a prominent farmer of Frederick county, expressed it as his opinion that the State and national governments should appropriate equal amounts towards maintaining the canal as a waterway. The District of Columbia, he added, is greatly benefited by the canal. If the national government refuses to make an appropriation, then the canal should be sold, if possible, on condition that it be continued as a waterway.

Mr. J. L. Jordan, of the flouring firm of Jordan, Crampton & Co., Berlin, and a large shipper on the canal, thinks it should be maintained as a waterway by all means. “It will,” he said, “be a sad blow to the people of Western Maryland if it is not done. The Legislature has as much right to make an appropriation to the canal as to any other institution, and should make arrangements to pay the $30,000 annual interest on the repair bonds, or purchase the bonds and add them to the sinking fund. The valuable franchises connected with the canal make it a most valuable property, and it should not be sacrificed.”

Col. L. V. Baughman, president of the canal, stated today that he had made arrangements to pay the interest on the repair bonds of 1878, overdue since last January, on the first of January, 1888.

DT, Sat. 12/24/87, p. 4. THE YEAR’S CANAL REPORT – The Figures for the Year by Companies and by Months to the Different Ports. – The total shipments for the year by canal were 277,688.17 tons, consigned as follows:

<table>
<thead>
<tr>
<th>Company</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Borden Mining Co.</td>
<td>28,942 12</td>
</tr>
<tr>
<td>Consolidation Coal Co.</td>
<td>78,136 14</td>
</tr>
<tr>
<td>Elk Garden Coal Co.</td>
<td>6,773 00</td>
</tr>
<tr>
<td>George’s Creek Coal Co.</td>
<td>84,831 04</td>
</tr>
<tr>
<td>Despard (Gas) Coal Co.</td>
<td>227 04</td>
</tr>
<tr>
<td>Maryland Coal Co.</td>
<td>2,561 11</td>
</tr>
<tr>
<td>Total</td>
<td>201,472 05</td>
</tr>
</tbody>
</table>

To Williamsport, Md.

<table>
<thead>
<tr>
<th>Company</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>American</td>
<td>1,916 05</td>
</tr>
<tr>
<td>Borden</td>
<td>114 12</td>
</tr>
<tr>
<td>Consolidation</td>
<td>62,160 16</td>
</tr>
<tr>
<td>Elk Garden</td>
<td>8,474 15</td>
</tr>
<tr>
<td>George’s Creek</td>
<td>439 00</td>
</tr>
<tr>
<td>Total</td>
<td>73,105 08</td>
</tr>
</tbody>
</table>

124
Canal Trade 1887

To Hancock

<table>
<thead>
<tr>
<th>Company</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>American</td>
<td>114 03</td>
</tr>
<tr>
<td>Borden</td>
<td>310 12</td>
</tr>
<tr>
<td>Consolidation</td>
<td>159 13</td>
</tr>
<tr>
<td>Elk Garden</td>
<td>518 03</td>
</tr>
<tr>
<td>George’s Creek</td>
<td>950 10</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>2,053 01</td>
</tr>
</tbody>
</table>

To Shepherdstown

<table>
<thead>
<tr>
<th>Company</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Consolidation</td>
<td>431 11</td>
</tr>
<tr>
<td>Elk Garden</td>
<td>99 01</td>
</tr>
<tr>
<td>George’s Creek</td>
<td>180 14</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>711 06</td>
</tr>
</tbody>
</table>

To Harper’s Ferry, W. Va.

<table>
<thead>
<tr>
<th>Company</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>American</td>
<td>225 00</td>
</tr>
<tr>
<td>George’s Creek</td>
<td>121 17</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>346 17</td>
</tr>
</tbody>
</table>

The shipments by months were as follows:

<table>
<thead>
<tr>
<th>Month</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>March</td>
<td>20,565 08</td>
</tr>
<tr>
<td>April</td>
<td>20,884 15</td>
</tr>
<tr>
<td>May</td>
<td>17,514 01</td>
</tr>
<tr>
<td>June</td>
<td>31,504 06</td>
</tr>
<tr>
<td>July</td>
<td>29,710 19</td>
</tr>
<tr>
<td>August</td>
<td>32,301 18</td>
</tr>
<tr>
<td>September</td>
<td>45,073 12</td>
</tr>
<tr>
<td>October</td>
<td>41,421 05</td>
</tr>
<tr>
<td>November</td>
<td>35,284 08</td>
</tr>
<tr>
<td>December</td>
<td>3,428 05</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>277,688 17</td>
</tr>
</tbody>
</table>

The Elk Garden company make an excellent showing, having been shipping by canal only since August, and will be a great help towards swelling the shipments next year.

During the past year there were two hundred and sixty odd boats in active service.

This comparison of shipments for 1886 with 1887 shows the total decrease to be 17,726.07 tons. This was occasioned by the extreme low water during the entire Summer.

The Maryland Coal company did not ship any coal by canal after April 1st of this year, and the American Coal company did not ship any coal to Georgetown. The other companies’ reports compare favorably with their reports of 1886.

Total shipments of each company by canal were as follows:

<table>
<thead>
<tr>
<th>Company</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Consolidation</td>
<td>140,888 14</td>
</tr>
<tr>
<td>George’s Creek</td>
<td>86,523 05</td>
</tr>
<tr>
<td>Borden</td>
<td>29,367 16</td>
</tr>
<tr>
<td>Elk Garden</td>
<td>15,864 19</td>
</tr>
<tr>
<td>Maryland</td>
<td>2,561 11</td>
</tr>
<tr>
<td>American</td>
<td>2,255 08</td>
</tr>
<tr>
<td>Despard</td>
<td>227 04</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>277,688 17</td>
</tr>
</tbody>
</table>

Sun, Mon. 12/26/87, p. 4. Coal Shipments for the Year – The official report of the Chesapeake and Ohio canal shows that during 1887, 277,689 tons of coal were shipped from this port, a decrease of 17,726 tons as compared with 1886. The heaviest shipper was the Consolidation Company, sending out 140,890 tons. The West Virginia Central Railway acted for the first time as a feeder to the canal, shipping by the waterway 15,865 tons of Elk Garden coal. The road was not completed until July, and shipped by canal only about four months. The shipments by months were: March, 20,565 tons; April, 20,884 tons; May, 17,514 tons; June, 31,504 tons; July, 29,710 tons; August, 32,301 tons; September, 45,073 tons; October, 41,421 tons; November, 35,284 tons; December, 3,428 tons; total, 277,689 tons. The coal was shipped to the following points: Georgetown, D. C., 201,472 tons; Williamsport, Md., 73,105 tons; Hancock, Md., 2,053 tons; Shepherdstown, W. Va., 711 tons; Harper’s Ferry, W. Va., 346 tons; total, 277,689 tons. The water has been
drawn off the canal for the season. One reason why the year’s tonnage was not heavier was a protracted season of low water.

DT, Wed. 12/28/87, p. 1. **Montgomery to Appeal for the Canal** – A mass meeting of the people of this county has been called for the 7th of January, to take into consideration measures for the relief of the Chesapeake and Ohio canal. It is announced that Col Alfred Spates, of Allegany county, and Hon. I. E. McComas, of Washington county, will be present.

DT, Thu. 12/29/87, p. 2. **CANAL BONDS FOR THE SINKING FUND** – State Treasurer Archer says the Board of Public Works will take no positive action in regard to the Chesapeake and Ohio canal affairs until the Legislature shall have expressed itself on all the important question. As Mr. Archer is sure to be re-elected treasurer, his views on this question are doubly interesting. He thinks the purchase by the State of the $500,000 repair bonds for the sinking fund, a safe investment for the State and the salvation of the canal.

The intrinsic value of the canal’s water fronts and real estate in the District of Columbia is not less than $1,000,000. In addition to this there is an annual rental of $30,000 to $40,000 from water powers, and other water rights along the canal. Upon all of which these repair bonds are a lien. So, there is no question of security, independent of the continuance of the canal as a water way, which the purchase of these bonds by the State would tend to accomplish.

Mr. Archer looks forward to next July, when the Baltimore and Ohio railroad will pay into the State treasury $366,000 for the compro [illegible] 000 of the $500,000 repair bonds of the canal, held by the Baltimore and Ohio, were received in part payment of the compromise bonds, then the State would have funds sufficient to purchase all the remainder of the repair bonds for the sinking fund. Should the canal be able to redeem these bonds within five years from the date of their issue, it is privileged to do so.

Comptroller Turner says the canal is worth $4,000,000, while Mr. Archer believes it could be promptly sold for $2,000,000. The Times congratulates the friends of the canal upon the brighter outlook for the “old ditch,” and renders honor to whom honor is due for the improved state of its affairs.

Sun, Thu. 12/29/87, p. 4. **Cumberland Coal Trade** - The shipments from the mines of the Cumberland coal region for the week ended Saturday, Dec. 24, were 53,264 tons, and for the year to date 3,269,708 tons. The coal was shipped as follows: To Baltimore and Ohio Railroad – Week, 42,003 tons; year, 2,607,003 tons. Chesapeake and Ohio Canal – No shipments for week; year, 280,821 tons. Pennsylvania Railroad – Week, 11,161 tons; year, 381,884 tons. No comparisons are made this week with the corresponding period of last year because no report was issued for the corresponding week of 1886, it having been merged into the report for the last eleven days of the year. Next week’s report will show the comparisons for the year.