COMPILATION OF CANAL TRADE ARTICLES FROM
*THE CUMBERLAND DAILY TIMES*
and
*THE CIVILIAN*
a Cumberland, Md. newspaper
and
*EVENING STAR*
a Washington, D. C. newspaper
and
*ALEXANDRIA GAZETTE*
an Alexandria, Va. newspaper
1888

Compiled by
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Revised MARCH 2017
A. PREFACE

This compilation of newspaper articles about the C. & O. Canal is one of a series. These newspapers were found on microfilm at Frostburg State University, Frostburg, MD. I did not include newspaper editorials about either of those topics because those were opinion pieces. *The Cumberland Daily Times* was published daily, except on Sundays. Whereas *The Civilian* was published on Sunday. Hopefully the two newspapers will yield a near-daily account of the operations of the canal in 1888.

This revision fills in the previously missing two months of canal information. The departing boats and incoming 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." This compilation is considered an edited version which should be of help to subsequent researchers.

Even a cursory look at the way bill numbers show an inconsistency that has not been resolved.

This revision also includes articles from the *Evening Star*, a Washington, D. C. newspaper and from *Alexandria Gazette* an Alexandria, Va. newspaper. Articles from the *Evening Star* are preceded by “ES” and those from the *Alexandria Gazette* are preceded by “AG.”

Readers not interested in Maryland politics may skip over January.

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

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Revised March 2017
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The Chesapeake and Ohio canal problem continues to receive attention. The proposition for relieving the canal and securing its reorganization is explained by one of its supporters. He says: “Under the act of 1884 the board of public works are authorized to invest in productive securities for the State sinking funds. This act was advocated by Governor McLane because the stocks and bonds of the State could not be purchased except at an extraordinarily high premium. If the canal repair bonds had been taken for the sinking fund when the interest upon them was being paid, the act of 1884 would have been complied with, for the point cannot be raised that the act is unconstitutional. Now that those bonds are in default, it would seem that a special act of the Legislature authorizing the board of public works to take a majority of the repair bonds for the sinking fund would cover the matter. That would be about $260,000 of the $500,000. The requirement is that there shall be three successive defaults of interest upon the repair bonds before the holders of a majority of the bonds can foreclose and sell the canal. If the payment of the interest due January 1, 1888, had been tendered the bondholders could have declined to accept it and asked that the money be applied to the payment of the largest overdue coupons, that of January 1, 1887. The tender of the payment of interest due January 1, 1888, would not have stopped proceedings on behalf of the holders of the bonds. Governor Lloyd in his message will cover the ground very well in his suggestions for rehabilitating the canal. It is a property worth about $3,000,000. It is charged up with an indebtedness, largely fictitious, I may say, of some $18,000,000, made up of defaulted interest on each year to securities that are worthless. The repair bonds of 1844, of the face value of $1,700,000, now by adding the defaulted interest, represent twice that amount of indebtedness, which is not worth 8 cents on the dollar. There should be a wiping out of this fictitious load of indebtedness by selling it to the intrinsic value of the property. By that means mixed control of the canal can be decreased and it can be taken out of the sphere of political influence. Let me illustrate: Suppose the indebtedness of the canal were scaled to $2,000,000. That would give the State an interest of about one-third of the property, or say, $600,000. No one has a particular scheme as to how the scaling is to be done, so that it can be accomplished. The State would get a representation in the board of directors from its holding a majority of the $500,000 repair bonds. The holders of the minority of the bonds or of the $240,000 would also have a representative, and so would the holders of the 1844 bonds and of the other scaled securities. The majority in the board of directors would not be the appointees of the State, and the canal would cease to be abused as a political machine. By lifting the burden of debt the canal would be rehabilitated, and should be able to earn 3 or 4 percent on its securities. Even putting its ability to pay at 2 percent, the State would get $12,000 a year on its $600,000 of holdings. If the canal should not, on the other hand, be able to pay any interest, the State would, nevertheless, be reimbursed by the increase in the value of the property along the canal, which would almost surely come after it was set upon its feet. These results can be accomplished at a cost to the State of $260,000. It is the cheapest, and, indeed, the only way to save the canal as a permanent waterway. It is not a pet scheme of anyone, and it will be for the Legislature, representing as it does the people of the State, to pass upon it. Gov. Lloyd concurs in the opinion that the repair bond interest coupons cannot be bought for the sinking funds, because the constitution prohibits the appropriation of money to works of internal improvement. The Legislature is not likely to pass a constitutional amendment striking out this prohibition, nor, in fact, any other amendment of the constitution; nor could the people of the State be relied upon to approve it at the polls. The repair bonds were sold at 86 to 80, as I understand. The so-called Baltimore and Ohio Railroad syndicate, who are said to hold the majority of them, paid 86 for the largest part of their holding, the same figures at which the Pittsburg and Connellsville 7 percent bonds were floated. For the remainder of the repair bonds, for which there was no market, the price was 84 to 80. It has been said that a syndicate in the interest of the Virginia Central or the Western Maryland Railroad took the minority
holding of the bonds. Suppose that there was a foreclosure of the canal, that would only bring it to a sale. Does anyone believe that the Baltimore and Ohio Railroad Company is in condition to buy the property, worth several millions, or that the minority side could buy it? Therefore, the foreclosure would only result in bringing buyers into the field, and neither the majority nor minority holders are prepared for that. It is reasonable to conclude that both sides would rather see the waterway maintained, whatever else they would like to do with it if they were able. There is an option for the canal company to redeem the repair bonds, and they can take the majority of them at par.”

Attorney-General Whyte is inclined to the proposition for an amendment of the constitution to permit the State to aid works of internal improvement in which it has an interest, so that they can be saved from annihilation. He believes that the purchase of enough repair bond coupons by the State to prevent a foreclosure sale would be admissible until the operations of a constitutional amendment would become effective, two years hence. Then the Legislature could give prudent aid to the canal until its future is finally demonstrated. That would give the canal a sure chance for its life.


Annapolis, Jan. 3. - The annual meeting of the stockholders of the Chesapeake and Ohio Canal company was held at the executive chamber yesterday. Treasurer Archer and Comptroller Turner, of the Board of Public Works, which holds the controlling stock, 10,008 shares, in the canal, were the only representatives present.

The stockholders, by resolution offered by Comptroller Turner and indorsed by Treasurer Archer, elected Stephen Gambrill president and a full board of directors, to serve for one year from January 12, to which date an adjournment was taken to receive the annual report of President Baughman now in course of preparation. The board of directors consists of Col. J. O. Berret, Patrick Hamill, R. A. Dobbin, John Humbird, who were re-elected; James A. L. McClure, elected in place of Col. Clinton P. Paine, and Buchanan Schley, elected in place of Spencer Watkins.

Mr. Hattersly Talbot, of Montgomery county, was a candidate for the presidency endorsed by Mr. A. Bowie Davis among others, but Mr. Gambrill’s application was indorsed by over 500 prominent men connected with the canal, among who may be numbered Hon. Henry G. Davis, Renter & Mallory, C. F. Mayer, president Consolidation Coal company; James Boyce, Gilmore, Meredith & Co., Stephen Lee & Son, Embrey & Stoneraker, S. M. Hamilton & Co., Mayor Latrobe, James Sloan, Jr., Robert Ober, Wm. Pinkney Whyte, Clayton Cannon, I. Freemen Rasin, J. P. Poe, Bernard Carter, N. Cushwa, T. Harrison Garrett, Wm. A. Fisher, A. Hunter Boyd, W. M. McKaig, R. H. Gordon, P. W. Avirett, and Mertens’ Sons.

Dr. Ed. Wootton, of Montgomery county, was on hand and arraigned the directors. Quite a spicy time was had for a few minutes between Mr. Archer and himself. Dr. Wootton opposed the re-election of Mr. Watkins.

Mr. Gambrill, the new president, is a brother-in-law of Senator Gorman; is 43 years old, having been born in Howard county on a farm near Ellicott City, October, 1844. He received a limited education at Rock Creek College. He was in business with his father, Richard Gambrill, at Ellicott City. He removed to Hagerstown, and was in the milling business for several years. He was appointed clerk in the canal office August, 1872, recommended for the position by Gen. George S. Brown, made paymaster several years afterwards.

In the freshets of 1878 he was put in charge of the repairs of the lower division of the canal. In the following Spring, he was made general superintendent and paymaster. In October, 1884, he was appointed treasurer and paymaster, with the position of assistant to the president. His 15 years experience in all departments of the canal makes him especially well fitted for his new position.

The salary is $3,000 a year and $1,000 for traveling expenses, and in view of the embarrassed condition of the canal finances, Mr. Gambrill may continue to perform the duties of paymaster. Further details will be arranged at the
meeting on the 12th, when President Baughman will make his report to the board.


C. and O. Canal Affairs

Mr. Stephen Gambrill, secretary and paymaster of the Chesapeake and Ohio Canal, was at Annapolis today settling up the affairs of the old management preparatory to taking charge as president, to which position he was elected by the stockholders on Monday last. The stockholders will meet on Thursday of next week, when President Baughman’s annual report will be submitted. The board of directors will have a meeting on the same day. The committee on accounts, consisting of Messrs. Hamill, Humbird and Watkins, will be at Annapolis on Tuesday to examine the yearly accounts of the canal. President Gambrill will, it is thought, be continued as superintendent and paymaster. The directors, who make the appointment, are said to be favorable to Mr. Spencer Watkins for the treasurership. The retirement of that gentleman from the directorship of the canal was said to have been effected with the understanding that he was to be made the treasurer.

AG, Fri. 1/6/88, p. 3. The Canal Claim – In the month of June, 1887, the United States, through special counsel H. H. Wells, filed a bill in equity in the U. S. Circuit Court against the Alexandria Canal Company, et. als., for the purpose of closing up the affairs of said company and to have the proceeds derived from the sale distributed among the stockholders. The bill also prayed for an injunction restraining the officers of said company from in any manner disposing of any of the properties of the company. The injunction was granted and W. W. Dungan was appointed receiver. Upon an examination of the papers in the auditor’s office, it was found that the canal company was indebted to the city of Alexandria for money loaned in the sum of $82,355.79, evidenced by the bonds of the canal company in the possession of the auditor. The City Council instructed the Commonwealth’s attorney by resolution to take such action as might be necessary to enforce the claim of the city against the company. Mr. Samuel G. Brent, Commonwealth’s attorney, in pursuance of the resolution passed by the City Council, this morning filed a petition, by leave of the court, praying that the amount above stated should be deemed to be due the city and that the same be paid out of the proceeds that may be realized from the sale of the canal. The petition was referred to special commissioner John S. Fowler, to take such evidence as might be produced before him and to report the exact sum due the city with interest from the dates that the same was loaned to the canal company.

The Canal Stock Matter – Mayor E. E. Downham yesterday went to the Solicitor of the Treasury, in Washington, to procure a certificate that this city had deposited with the Treasurer 1,220 shares of the capital stock of the Alexandria Canal Co., as required by a decree of Judge Hughes entered in 1882. This was the stock recently bought by the city from the State. The certificate was expected here today, when it was hoped the suit of the United States would be dismissed, but has not yet arrived, so that no action can be taken for a few weeks.
The Aqueduct Bridge – In Washington yesterday the Chesapeake and Ohio Canal company filed their answer to the petition of the United States for the condemnation of land for an approach to the new aqueduct bridge, admitting all the allegations of the bill and expressing a willingness that appraisers be appointed. The answer states that the abutment which it is proposed to take, was built between the years 1838 and 1846 at a cost of $40,060.36. Its present value is fixed at $40,000, and that of the land at $5,000. George S. Brown, James Sloan, jr., Lloyd G. Lowndes, trustees, also filed answers of the same tenor, and suggest that the draft issued ought to be made payable to them jointly with the Canal company.

C. and O. Canal Interests – A mass meeting of citizens of Montgomery County, Md., in the interests of the Chesapeake and Ohio Canal, was held in Rockville Saturday, and was well attended. Speeches were made by Oliver S. Manse, who presided; Col. Alfred Spates of Allegany County, who had been invited to attend the meeting; ex-Judge W. V. Bouic, N. J. Wagner and Dr. E. E. Wootton. It was determined to appoint committees to cooperate with committees of other counties in their efforts to save the canal and place it on a better basis. The chair appointed the following committees: To visit Annapolis – Howard Griffith, Upton Darby, Wm. Veirs Bouic, jr., John T. Deselum and R. G. Connell. To visit Congress – John T. Fletchell, A. B. Davis, Capt. John McDonald, Wm. Kilgour and N. D. Offutt.

The sentiment of the meeting favored the separation of the canal company from politics, and its management on business principles. The committee to visit was instructed to call on the Maryland Representatives and endeavor to secure aid from the General Government to save the canal from its present financial embarrassments. The Annapolis committee will visit the legislature at Annapolis and do all in their power to secure state aid and the passage of such laws as would insure the management of the canal upon a purely business basis.

Wed. 1/11/1888, p. 3. Mr. Gambrill will enter on duty as president of the Chesapeake and Ohio canal tomorrow, January 12.

THE CANAL

Comptroller-elect Baughman will enter upon the duties of his office January 17. It was well understood when the stockholders of the Chesapeake and Ohio canal met, January 2, at Annapolis, that Colonel Baughman, having been elected the comptroller of the State treasury, declined re-election as president of the canal company. It was the day set for the election of a president for the ensuing year, and therefore Colonel Baughman could not have sent in a resignation. It was known, and had been published weeks before, that he would not continue as president of the canal, and that Mr. Stephen Gambrill would be his successor. The board of public works in that matter did what it was known weeks before they would certainly do. At the adjourned canal meeting to be held in Annapolis today, Col. Baughman’s annual report will be presented. President Gambrill’s term of office will commence from January 12, and it is reported that ex-Director Spencer Watkins will succeed Mr. Gambrill as paymaster and treasurer. Mr. James A. L. McClure, who again goes into the board, will take an active part in looking after the welfare of the canal before the Legislature and in Congress, too, if it reaches there.

The Chesapeake and Ohio Canal – The State’s claim against the canal on the 30th day of September, 1887, amounted to the sum of $25,574,713.55. Of this sum $7,000,000 is the principal and the balance, $18,574,713.55, is for interest. This work, it is said, is in danger of being sold under the lien created by authority of the act of 1878, Chap. 58, authorizing the issue of $500,000 repair bonds. Comptroller Turner says: “Three successive defaults in the payment of interest by the canal company entitle the holders of a majority of these bonds to the right to institute foreclosure proceedings. In this event the whole lien of the State in the canal might be sacrificed. This should not be allowed if it is possible to prevent it. Foreclosure could easily be avoided by the passage of an act of Assembly authorizing the treasury officers to invest the
moneys belonging to the sinking funds in these bonds until a majority shall have been purchased. These bonds are a first lien on the canal, and are as good as the State’s own bond; besides in doing this the State would be protecting its own property rights from loss and injury. The act of 1884, chap. 383, confers upon the treasury officers the power to invest the moneys set apart to the credit of the various sinking funds of the State in productive stocks of bonds other than those of the State. But as these bonds, in the present condition of the canal, could not be classified as productive, the treasury officers, in the absence of any express authority upon the subject, would not probably purchase them for the sinking funds. That the interest on these bonds will be ultimately paid cannot be doubted. New York State has long since, I understand, recognized the impossibility of toll-paying canals competing with railroads, and has made its canals free by supporting them from its treasury. The Chesapeake and Ohio canal benefits the people of the whole State in the influence which it exercises upon freights on coal, thereby reducing the price of that commodity. In order to prevent a forced sale of the canal and a sacrifice, perhaps, of the State’s interest, it will only be necessary for the State to invest two hundred and fifty-one thousand dollars in order to give it absolute control of any foreclosure proceedings which could possibly arise under these bonds. There are other bondholders who have a lien upon the tolls of the canal. In the present condition of the canal these bonds possess but little, if any, value. But were a sale of the canal effected, the question would at once be raised. What is the status of these bonds? The principal of these bonds amount to some $1,700,000, and about as much more is due for interest. The State’s claim, as I have shown, principal and interest, is over twenty-five millions of dollars. The whole bonded indebtedness of the canal should be adjusted, so that in case an offer for purchase of the canal should be made the treasury officers would know exactly how much, in a given sum, the State would receive for its interest. As these matters now stand it would be difficult to determine, in the event of a sale, what share of the proceeds the holders of the lien upon the tolls would be entitled to. In a word, if the canal is to be maintained it should be reorganized.”

Thu. 1/12/88, p. 3. **MEETING OF THE CANAL BOARD. -- Watkins Chosen Treasurer - Baughman Wants State and Government Aid.** {Special telegram to the Times.} - Annapolis, Jan. 12. - The adjourned meeting of the Chesapeake and Ohio canal stockholders was held in the executive chamber this morning. The Governor, Jackson, presided. The attendance included the Senators and representatives of the canal counties, Attorney General Roberts, ex-Governors Lloyd and Whyte, Comptroller Turner and president Gambrill.

President Baughman read a lengthy report in which he suggested State and National aid for the relief of the present crisis. He said that the canal's obligations had not been paid during the last three months because the money had been used to avert the foreclosure of the mortgage. At a subsequent meeting of the directors Spencer Watkins was elected treasurer of the canal.

Sun, Thu. 1/12/88, p.5. **Chesapeake and Ohio Canal** – The canal problem is to be a leading source of trouble among members, and how to “whip the devil around the stump” to save it is the problem of the hour. The State has a large interest at stake, and everybody says it is worth preserving; it ought not to be sacrificed. There is some diversity of opinion touching the meaning of the constitutional provision which prohibits State aid to works of internal improvements. It is seriously urged by some that the provision refers only to such works as were to be constructed subsequent to the adoption of the constitution, and not those already in existence, and in which the State had invested its money, and which might at any time need its aid. Others say that the constitutional provision would be a most vicious piece of legislation if the prohibition did not apply to works in existence as well as to those hereafter to be constructed. One of the members said today that “assuming that the State may extend such aid as is necessary to prevent the canal from being sold by its creditors pending the proposal of a constitutional amendment, this would not for a moment justify the investment of the sinking fund in its repair bonds, for the reason that, apart from
any other objection, there is absolutely nothing to show that the earning capacity of the canal would be increased, or that its embarrassments would be more than temporarily warded off. To devote enough public money, if it can lawfully be done, to the payment of the future interest on these bonds, so that the people may decide whether to hold on to the canal or not, is one thing – but to buy up the bonds themselves, as is proposed, is, even if constitutional, such a monstrous raid on the public funds, and so profitless in its results, that the proposition, if made, will scarcely be seriously entertained by the Legislature.”

Fri. 1/13/88, p. 2. President Baughman's report is an able statement of the true state of the canal's critical condition. He showed by figures of a gloomy purport, that the earnings are not sufficient to pay even greatly reduced operating expenses. But he still maintained the correctness of the position, already taken, that the State must and the Government should at once assist. Once restore the confidence of the shippers and boatmen in a permanent business for the canal and new boats will be built and increased tonnage secured. The shipments from the West Virginia Central railroad will increase very materially the earnings of the canal.

Sun, Mon. 1/16/88, p. 6. Resignation of a Canal Director – Col. Buchanan Schley, who was recently elected a director of the Chesapeake and Ohio Canal, sent in his resignation of the position several days ago.

ES, Wed. 1/18/88, p. 6. The Aqueduct Bridge

The case of the United States ex. rel. Secretary of War Endicott against the Chesapeake and Ohio Canal Co., for the condemnation of the right of way to the Aqueduct bridge, was before Judge James yesterday. He made an order appointing Messrs. Thomas J. Fisher, James E. Fitch and Joseph C. Hornblower commissioners to assess the damages resulting from the condemnation of the ground and right of way described in the petition. The commissioners are to assess separately the damages sustained by the parties interested. First, by the taking of that part of the ground covered by the northern abutment of the Aqueduct bridge, which lies south of the south line of Water street; second, by the taking of the abutment proper, including that part of it which is upon public ground; third, by the maintenance, in perpetuity, of the right of way heretofore stated; and, fourthly, by the taking of the parcel of land on the north side of the Chesapeake and Ohio canal, known as Lot 7, &c.

ES, Fri. 1/20/88, p. 3. Notes

Col. L. Victor Baughman, formerly president of the Chesapeake and Ohio Canal, and now controller of the state of Maryland, was at the Capitol today.

ES, Sat. 1/21/88, p. 3. The Chesapeake and Ohio Canal – The committees on internal improvement of the Maryland legislature held a joint meeting Thursday evening in the house chamber, and Senator McKaig and Dr. Wootton, chairmen, heard delegations from Western Maryland in behalf of the Chesapeake and Ohio Canal. The members of the legislature from those counties and a number of others were present. Senator McKaig read the memorial of the canal union meeting recently held at Cumberland to show that the delegations were present as a legislative committee from that meeting to bring the canal question before the legislature.

Mr. Robert R. Henderson, of Allegany, first addressed the joint committee. He said the repair-bond lease of $500,000 is the first mortgage on the canal, and the constitution prohibits the state from appropriating money to relieve the canal. He understands a plan of relief is proposed by purchasing a majority of the repair bonds for the state sinking funds. He thought the state could buy at least $251,000 of these bonds, and would only be risking the interest on that amount. The canal last year was nearly self-sustaining, and there is a prospect for a better business. It will give the canal a chance to prove that by economical management it can be made self-sustaining. Capt. Friend, of Garrett, said he could speak for his county that they want the canal maintained. Mr. John T. De Sellman, of Montgomery, gave a history of the canal and the part the general government had in it.

Mr. W. V. Bouic, jr., of Montgomery, objected to the proposition of Mr. Henderson, of Allegany, to take a majority of the repair bonds of
the canal for the state sinking funds. The constitution prohibits the appropriation of money for the canal, and the sinking funds are sacredly set apart for other purposes. He proposed it should first be tried whether the present management can operate the canal for the next two years, or if they cannot do it, let the effort be made to lease or give the canal into the hands of persons who will pay the interest on the bonds and run the canal. Mr. Rice, of Frederick, approved of the project to buy the repair bonds.

Mr. F. H. Darby, of Washington County, said he favored the lease of the canal in its entirety. A syndicate is ready to lease at least a portion of the canal. Mr. Isaac Gruber, of Washington County, said the purchase of the repair bonds would not relieve the canal. If a freshet occurs in the spring the retirement of these bonds would be of little service. The plan would be to lease the canal to the best advantage. The plan would be to lease the canal to the best advantage. The Sun also says: Legislators are considering the propriety of closing the canal from Cumberland to Williamsport and extending the Western Maryland Railroad track along the towpath from Williamsport to Cumberland. This would give Baltimore direct connection with Cumberland via the Western Maryland Railroad, and the Baltimore and Ohio, the Pennsylvania and the Western Maryland railroads would all run coal direct from the Maryland coal fields. Coal intended for canal shipment would be brought by Western Maryland cars through Cumberland and dumped into canal boats at Williamsport. The Western Maryland Railroad has offered, it is said, $40,000 per annum for the transfer and use of the canal from Williamsport to Cumberland. From this amount the interest on the repair bonds of the canal is to be paid. Already the scheme has many friends, and, though there are some obstacles to be overcome, it is thought the proposed extension of the Western Maryland can be successfully carried out. President Hood was interviewed about the matter yesterday. He said: “Such a proposition is under consideration, but it is a big subject and it will take some days yet to fully mature the plans. If the proposed arrangement is effected it will in no way be detrimental to the lower part of the canal, but will, on the contrary, confer on that portion renewed vitality by concentrating the present boat equipment of 184 miles on the lower 100 miles of the canal, thus nearly doubling its working strength. The danger from floods would
be reduced one-half on account of reduced length of canal.”

**Opposition to the Syndicate’s Project**

The Baltimore *American* says: The Montgomery people interested in the canal, as well as those from Allegany, are opposed to such a course, on the ground that tolls from Williamsport are not sufficiently large to maintain the canal. There are now about 200,000 tons of coal brought to Georgetown, on which the tolls, at 25 cents, would net about $50,000. This will not maintain the waterway. Coal is about the only freight brought down, and there is none other to realize from. There would be no objection to the proposition of maintaining only part as a waterway, if the syndicate would lease the entire canal. That portion, however, which the syndicate now wants to control is the most advantageous to the railroad companies, and of immense benefit to their freight traffic. The route from Cumberland to Williamsport is all downhill, and one engine can rush a train of cars of any length to that point in a short space of time, and at very little expense. From Williamsport, however, the grade is upward, and it will require fully three engines to pull the same train to tidewater. Those who are well posted here think it is the same old scheme of the West Virginia Central to get control of the best part of the canal. Dr. Wootton, the chairman of the committee on internal improvements, prefers to lease the whole canal, but he will fight any proposition to give up one portion at the expense of the other. After the entire property has been leased it is immaterial to his people whether they use it as a waterway or otherwise. “If the present management,” said he, “cannot make the canal self-supporting in its present condition, and the leasing as proposed shall not be accomplished, then let them step down and out, so that others more capable can do the work.”

**News of the Day.**

It is believed that the West Virginia Central and Western Maryland Railroad have formed a syndicate for the lease of a portion of the Chesapeake and Ohio canal.

Wed. 1/25/88, p. 1. **A Coal Company Elects Officers.** - Baltimore, Jan. 25. - The stockholders of the Cumberland Coal company met at their office, No. 3 East German street, yesterday, approved the financial report of the operations of the company for the past year and elected the following directors to serve the ensuing year: William H. Gorman, H. G. Davis, S. B. Elkins, Arthur P. Gorman and Robert Ober. Mr. Wm. H. Gorman was elected president and manager, and Arthur W. Sellman was elected secretary.


The Chesapeake and Ohio canal will very soon occupy a share of the attention of the Maryland Legislature, and it is understood the syndicate’s proposition to lease the eighty-five miles of the canal from Cumberland to Williamsport for a railroad will be taken to Annapolis this week with the backing of the Western Maryland Railroad Company. Colonel Charles Marshall, counsel of that company, is formulating a bill providing for the canal case. The details are not yet settled. The Baltimore *Sun* says an outside rumor has it that the syndicate have agreed to guarantee one million dollars of 5 percent bonds with which to build the railroad after the lease is secured. The indications are that several other canal schemes will come along. Dr. Wootton, of Montgomery county, will ask for a lease of the whole canal to the best bidders. The board of public works are said to incline toward the purchase of the canal repair bonds. The canal company will no doubt have a relief scheme also. The idea is advanced for the organization of a transportation company, made up of coal operators, shippers, boat-owners and others, to cooperate with the canal company, and make coal contracts direct with the Eastern consumers, the shipments to go to tidewater by way of the canal.

**Sun, Sat. 1/28/88, p. 5. Official Figures of the Coal Trade** – The official report of the Cumberland coal trade for year 1887 has just been issued from the office of the Cumberland and Pennsylvania Railroad. It gives the total output for the year as 3,375,796 tons, 48,265 tons more than the total shown by the statement of shipments to tidewater. The difference is due to the fact that the present statement contains the local consumption, including coal for locomotives, rolling mills, &c. The total output for 1887 exceeded that of the previous year by
783,329 tons, and that of 1884, the heaviest previous year in the history of the region, by 440,817 tons. The year was the first in the region’s history in which the output reached three million tons. The total output since the opening of the region in 1842 is 55,752,841 tons. Of the total output as given above 449,011 tons were from the Elk Garden region in West Virginia, comprising the Elk Garden mines, Atlantic and George’s Creek Company, Big Vein Coal Company and Davis mines. The outputs of the companies in the Cumberland region proper were: Consolidation 936,799 tons; George’s Creek Coal and Iron Company 394,012 tons; Maryland 316,518 tons; American 259,632 tons; Potomac 209,793 tons; Borden 192,636 tons; New Central 181,906 tons; Maryland Union 148,523 tons; National 117,658 tons; Davis & Elkins 82,687 tons; Swanton 61,610 tons; Blaen Avon 11,934 tons; Union Mining 75,000 tons; Atlantic & G. C. 3,608 tons; Hansel mine 1,989 tons.

Mon. 2/6/88, p. 1. **What the Canal Paid at Williamsport.** - There was seventeen thousand and six hundred dollars collected by Mr. Jonathan Spielman, toll collector of the Chesapeake and Ohio canal at Williamsport, during the past season.

AG, Thu. 2/9/88, p. 2. **News of the Day**

In the Maryland Legislature yesterday Dr. Wootton, on behalf of the bondholders of 1844, introduced a canal bill, directing the Attorney General to institute legal proceedings for a decree for the sale of the Chesapeake and Ohio Canal under the mortgages held thereon by the State.

ES, Fri. 2/10/88, p. 1. **To Save the Canal**

The Maryland house of delegates yesterday received from the board of public works an answer to the resolution adopted by the house asking for the board’s proposition relative to the Chesapeake and Ohio Canal. The report of the board together with an accompanying bill providing for the purchase by the State of $500,000 of canal repair bonds, under certain circumstances, was referred to the committee on internal improvements.

The reply of the board states that the report made to the stockholders on January 12 by the president and directors of the Chesapeake and Ohio Canal Co. shows that the interests of the state in that company are in danger. The circumstances under which the $500,000 repair bonds, to which all other liens were subordinated, were issued under a legislative act of 1878 are recited. The money was obtained, the report says, on the bonds thus issued upon the faith of the security offered by the state. So far, therefore, as the state is concerned, it is plain that it is its duty to see to it that these bonds, while they are outstanding, continue to possess all the rights and to be protected by all the security intended to be accorded to them by the agreement of the state expressed in the act authorizing their issue.

“In the ten years which have passed since 1878,” the report goes on, “the canal has on several occasions been seriously injured by freshets. The competition or railway lines, partly in this state and partly in other states, has diminished the revenue derived by the canal from the coal trade, which has long been its chief dependence. Two successive coupons on the bonds issued under the act of 1878, chap. 58, now remain unpaid. The third successive coupon will fall due in July, 1888. The general assembly will not then be in session. There is danger that the canal company may not be able to make that payment of interest, or to defer after July 1, 1888, the foreclosure of the mortgage executed under the act of 1878, chap. 58. The report of the president and directors of the company, lately made to the stockholders, makes it more than probable, indeed, that the contingency of the non-payment of the three successive coupons must arise before the general assembly will meet in 1890. The large ownership and interest of the state in the Chesapeake and Ohio Canal Company have been already adverted to. The state properly controls the work, because it owns $5,000,000 out of the $8,226,593, which is the entire capital stock of the canal company. It will be seen, therefore, that the whole mortgage debt and interest due by the canal company to the state, the stock owned by the state in the canal company, the control of the state over the canal, all are now in imminent danger of being wholly lost. It is plain, moreover, that if the canal is sold under the mortgage referred to there can be no assurance that it will be preserved as a waterway. These circumstances...
require that the duty imposed on this board by the constitution of the state of bringing to your attention all matters which affect any interest, which the state possessed in any work of internal improvement, and of indicating any remedy we may be able to suggest, should now be faithfully performed.”

The board urges that if the state wishes to keep its power of control over the canal, upon which it has expended so many millions; if it wishes even to possess the means of preserving the canal as a waterway and of reorganizing the canal company in such manner as to insure its usefulness, it must exercise its power of self-protection. The bill submitted to the board authorizes the treasurer of the state to invest any moneys set apart for the sinking funds of the state in the purchase of the bonds, provided that the rights of holders of bonds so purchased to any collaterals, issued under the act of December session, 1844, chapter 281, as securities therefor by the said Chesapeake and Ohio Co., shall also be acquired by the state by said purchase.

AG, Fri. 2/10/88, p. 2.  News of the Day
The Maryland board of public works has recommended to the Legislature the purchase of Chesapeake and Ohio canal repair bonds of 1878 out of moneys set apart for the sinking funds of the State treasury, and in the Maryland Legislature yesterday a bill was introduced looking to the sale of the Chesapeake and Ohio canal to 1844 bondholders.

AG, Thu. 2/16/88, p. 3.  Local Brevities
Messrs. John P. Agnew & Co., of Washington, have been awarded the contract for delivering a cargo of about four hundred tons of Cumberland coal at Eastport, Me., for the use of the revenue marine service, at $5.25 per ton.

Sat. 2/18/88, p. 3.  Canal Tolls for 1888.
Annapolis, Feb. 18. - The canal board has fixed the tolls on coal shipments for the coming season. The tolls and wharfage to Georgetown on coastwise shipments will remain at 34 cents per ton, as last year. On shipments for the District of Columbia the rates are to be 44 cents, an increase of 4 cents.

AG, Tue. 2/21/88, p. 2.  News of the Day
At a special meeting of the Merchants and Manufacturers’ Association of Baltimore, yesterday, the proposition of the Western Maryland Railroad to lease part of the Chesapeake and Ohio Canal was endorsed.

ES, Thu. 2/23/88, p. 4.  Western Maryland’s Offer for the Canal – At a meeting of the board of directors of the Western Maryland Railroad Co., in Baltimore, yesterday, the matter of the lease of a portion of the Chesapeake and Ohio Canal was discussed, and resolutions were adopted authorizing the special committee of the company to so amend the bills now before the legislature as to make $45,000 the amount of rent payable under the proposed lease, also to obligate the company to provide $15,000 to pay the coupons of the repair bonds maturing July 1st, to prevent foreclosure.

Tue. 2/28/88, p. 3.  The C. & O. Canal Company Sued. - Suit has been instituted by Mr. Wm. Brown and Thos. Mouse, residents of Four Locks, against the canal company. The claims are $735 and $800, respectively, for services rendered the company.

AG, Tue. 2/28/88, p. 3.  Local Brevities - A bill was reported favorably and read the first time in the Maryland House of Delegates yesterday to sell the Chesapeake and Ohio canal under certain contingencies.

Fri. 3/2/88, p. 1.  The First Bath of the Season.
Last evening a young man named Clive Hammond, son of Mr. E. E. Hammond, this city, was coming up the canal, and in place of walking the tow path he wished to try an experiment by crossing on the board walk which is used by the lock keeper in regulating the water in the canal. In his experiment, he fell into the river.

He had a light overcoat on which did not turn water, consequently he got very wet, and had it not been for the assistance of Mr. Charles Hughes, Robert Neill and John Dillon, Hammond would have drowned.

The parties named above saved him by the use of an iron hook which kept him up until a boat
could reach him, for which some distance had to be gone before securing it.

ES, Wed. 3/7/88, p. 5. **The Chesapeake and Ohio Canal** – The bill for the sale of the Chesapeake and Ohio Canal, reported from the committee on ways and means, known as house printed bill 99, passed its second reading tonight. This bill has been published. It provides for the sale of the canal by the state under certain contingencies. A prominent democrat, high in the counsels of his party, says the passage of this bill into a law will result in the ultimate transformation of the canal into a railway from the coal fields to Georgetown, and Alexandria will become a great coal-shipping place. The line of the canal is almost a down-grade all the way, and the same motive power could haul twice as much coal on this line as can be carried by the Baltimore and Ohio to Baltimore. This gentlemen says he sees in the bill a blow at Baltimore and the Baltimore and Ohio Railroad.

ES, Thu. 3/15/88, p. 1. **The Chesapeake and Ohio Canal Lease** – The Maryland house of delegates was occupied yesterday with the Western Maryland Railroad bills for the lease of a portion of the Chesapeake and Ohio Canal for a railway from Cumberland to Williamsport. An amendment that the railroad company should pay $75,000 a year for the lease, instead of $45,000 was lost by 30 to 36. Another amendment to require the railroad company to make good any deficit in operating the canal from Williamsport to Georgetown was defeated, as also was an amendment that the railroad should pay its pro rata of the canal floating debt. An amendment was accepted by Mr. Denny that if the railroad company shall at any time surrender the lease the canal must be restored to its present shape.

The Cumberland committee on manufactures held a meeting last night and adopted resolutions opposing the lease of the canal. It is proposed to send a representative to Annapolis to assist in the fight against the lease bills in the senate.

Fri. 3/16/88, p. 1. **When the Canal Will Open.** The water will be turned into the canal on Saturday or Monday, and will be filled its entire length in about ten days, weather permitting. Shipping is expected to commence on Monday, the 26th inst.

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**Canal Rates of Toll on Coal.**
The Canal company have fixed the toll on coal for the season of 1888 as follows: To Hancock, 16 cents; Williamsport, 20 cents; Shepherdstown, 25 cents; Harper's Ferry, 28 cents; Point of Rocks, 30 cents; Georgetown, 40 cents. There is a charge of 4 cents per ton for wharfage in addition to tolls. A rebate of 10 cents per ton will be given on all coastwise shipments.

AG, Sat. 3/17/88, p. 2. **C. & O. Canal** – The water will be turned on the C. & O. Canal next Monday, and the entire line is expected to be ready for the opening of navigation by March 26. The toll to Georgetown will be 40 cents – 4 cents wharfage will be added.

All opponents of monopoly, but especially the people of Maryland, should be thankful that the wheels that were rapidly running the Chesapeake and Ohio Canal into the hands of the railroads have been chocked, at least temporarily.

Mon. 3/19/88, p. 1. **Getting Ready for Shipments.** - The superintendents of the several divisions of the canal commenced today to turn the water into the canal. Superintendent John T. Edwards, of the canal company's wharf in this city, is making some needed repairs and expects, if the weather don't interfere, to be ready to accommodate shippers on or about the first of next week. Superintendent Edward Mulvaney, of the Cumberland division of the canal, has been busy for the past week in cleaning out the bars in the basin, and everything is beginning to look like business about the wharf and boat yards.

Wed. 3/21/88, p. 3. **On Their Way to Cumberland.** - Alexandria, Va., March 21. - The water was turned on in the canal yesterday and many of the boats which have been at Georgetown during the winter started for Cumberland. The water was turned on in the upper levels some days ago.
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AG, Thu. 3/22/88, p. 2. **Professor Ely**, in the Baltimore Sun, says: “Men living in Maryland know full well that they are not at liberty to pay their men what they will, to mine coal where they will, and in quantities which will suit their own convenience. They must do what they are told to do or suffer financial ruin. A pursuit not a natural monopoly has become an artificial monopoly through an alliance with a business on which it depended, and which is in its own nature a monopoly.”

The Professor refers to the influence the railroad companies have over the coal mining companies. All well informed men are aware of this influence. And yet there are members of the Maryland legislature who want to give the railroads more control than they already have over the coal companies in the Cumberland district, by destroying the Chesapeake and Ohio Canal, the only competitor the railroads have in coal transportation, and the destruction of which would give the railroads an entire monopoly of that business.

ES, Fri. 3/23/88, p. 3. **Grain Receipts** – Canal boat Loudoun arrived yesterday with 2,700 bushels of corn and 300 bushels of wheat for G. T. Dunlop.

*Ibid*, p. 6. **The Chesapeake and Ohio Canal** – Mr. Wootton, chairman of the committee on internal improvements of the Maryland house, yesterday introduced two more bills relating to the Chesapeake and Ohio Canal, in the interest of the Western Maryland Railroad. The main bill authorizes the Chesapeake and Ohio Canal Co. to contract with any corporation upon such term and for such time as they may think proper for the construction upon the property of said Chesapeake and Ohio Canal Co. of a railroad operated in connection with or independently of the boats upon the waterway, which may or may not be maintained, as may be found most practicable and advantageous to the interest of the stockholders and creditors of the said canal company. The bill provides that after the approval by the Maryland board of public works of the contract hereby authorized, all the liens of the state upon the property of the canal shall stand, and be waived and postponed in such manner as to give all rights created by said contract of all kinds priority over the liens of the state. The canal is empowered in selecting the corporation with which it will contract for the construction and operation of the railroad, to give the preference to the Western Maryland Railroad. Provided, first, that the contract shall not be made with any corporation owning and operating a railroad parallel and competing with the canal, or that would be parallel and competing with the railroad to be constructed under said contract. Provided, second, that said contract shall contain the stipulation that one-half the gross receipts of said railroad shall be paid to said canal company, to be applied in the first instance to pay the cost of maintaining said railroad in good repair; the other half to be retained by the corporation operating said railroad as compensation for such services. Provided, third, that said contract shall stipulate that the corporation which may build and operate the railroad to be constructed shall from time to time, at the request of the Western Maryland Railroad Co., make such agreement for the interchange of passengers and freight traffic as shall secure joint or through rates of traffic so interchanged, and a prorating between said proposed railroad and the Western Maryland Railroad Co. on all business interchanged between them. Provided, fourth, that the board of public works shall not approve the contract unless its provisions are ample for the protection of Maryland interests against discrimination. The canal is authorized to execute any mortgages or pledges created under said contract that may be deemed necessary, and the liens of the state upon the canal company are waived and postponed in favor of the said mortgages or pledges. The canal company may also pledge the whole or any part of its property, franchises, tolls and revenues other than those created or arising under said contract for the same purpose. The canal is authorized to enter into all arrangements with the creditors of 1844 for the payment of said creditors that may be agreed upon, and may secure any money agreed to be paid by creating a lien upon the property, &c., subject to the lien of the mortgages or pledges. This act shall not take effect unless accepted by a majority of the stockholders of the canal company, and the board of public works is directed to cast the vote of the State as a stockholder in favor of the acceptance of the act.
The other bill gives the Western Maryland Railroad Co. authority to enter into contract with the canal company in accordance with the provisions of the bill above recited.

AG, Fri. 3/23/88, p. 2. **The People** of New York and New Jersey, wiser than some of those of Maryland, are doing all they can to improve and protect their canals, well knowing that the preservation of those waterways is the surest protection they have against the increasing railroad monopolies. If the legislature of Maryland were wise, it would take possession of the Chesapeake and Ohio Canal, enlarge its locks, and extend it to the Ohio river, thus carrying out the design of the projectors of that work. The money required to do so would be a bagatelle to the benefit that would result to every resident of the State in the matter of the price of fuel alone.

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**Local Brevities**

It is expected that the Chesapeake and Ohio Canal will be ready for shipments by Monday.

Mon. 3/26/88, p. 1. **The First Boat Loaded.** The George’s Creek Coal company loaded the boat Benjamin Vaughn, at the basin wharf today, which is the first of the season. Several others were loaded this evening, and it is expected that they will clear for Georgetown tomorrow. Light boats from Georgetown are constantly coming in and everything begins to look like business in South Cumberland. Collector Edwards is now ready to accommodate shippers and will begin issuing way bills tomorrow morning. Mertens’ Sons also have boats loaded, which will leave tomorrow.

ES, Mon. 3/26/88, p. 1. **Canal Affairs** – The filling of the Chesapeake and Ohio Canal with water is about completed, and it is expected boats can leave Cumberland for this place tomorrow at the latest. Shipments will begin at once, as there are already eight boat loads of the George’s Creek Co.’s coal on the basin wharf. The companies that are expected to ship this season are the George’s Creek, Consolidation, Borden and West Virginia Central. The committee of citizens appointed by Mayor Shuck, of Cumberland, under the resolution passed by the city council in opposition to any lease of the canal to railroads, held a meeting Saturday evening to consider the bill introduced in the Maryland legislature Thursday, looking to the construction of a railroad on the canal. The committee deemed the measure about as objectionable as the original lease bill, and decided to oppose it. Ferdinand Williams and Col. Alfred Spates were authorized by Mayor Shuck to go to Annapolis as a committee to represent the city’s interest in the matter.

AG, Mon. 3/26/88, p. 2. **Hambleton’s Circular,** of Baltimore, says: “It is regretted that the proposed lease of the Chesapeake and Ohio Canal to the Western Maryland Railroad failed to pass. It certainly appeared that the best interests of the State and the city that the lease should have been made and the measure was certainly very popular with business men of all classes. The canal has not only lost its usefulness, but is yearly becoming more hopelessly involved by its failure to pay its working expenses. So far the Legislature has made no arrangement to pay the coupon due July 1 on the repair bonds, and if this coupon is not paid the mortgage will mature, and no doubt steps will be taken for foreclosure. In event of a sale of the canal to the highest bidder, it is possible that the State may not only lose all of its interest, but, in addition, that the canal may fall into the hands of those who would be more interested in making Washington or Alexandria a terminus than Baltimore, and thus divert the coal trade from our city. The city of Alexandria, Va., the present terminus of the canal, with its fine harbor, and having the advantage of down grade from the coal regions, would be the natural outlet for a railroad using the canal, and unless the upper part of the canal is controlled by the Western Maryland Railroad, this company, which has to cross a mountain, could not compete with an opposition road having its terminus at Alexandria. We do not begrudge our friends and neighbors at Alexandria their natural advantages, but we realize the danger to the coal trade of Baltimore should the canal fall into the possession of a railroad having no interest in our city.”

The sale and destruction of the Alexandria Canal should never have been permitted, and could have been prevented had the proper steps
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been taken. But as the canal has been destroyed, the least now said about it the better. The people of Maryland, however, should thank fortune that a similar fate has not befallen their canal; for as long as it shall be kept in navigable condition, so long will it be an effectual barrier to a monopoly of the coal carrying trade.

Tue. 3/27/88, p. 1. **Canal Commerce.**

The following boats with way bills numbered from 1 to 2 inclusive, left this port up to 3 o'clock p. m. today (March 27, 1888):

- George's Creek Co. - To Georgetown
  A. M. White Capt. Reid 112.05
- Consolidation Co. - To Williamsport
  Victor Capt. Kelly 105.07

Tue. 3/27/88, p. 3. **The Sawyer Gold Mine**

Senator Sawyer has at last closed his bargain for the gold mine recently discovered near Washington, says a *Tribune* special. The discovery was made by a Georgia miner, who induced an ex-employee of Senator Sawyer to “grub stake” with him. The two together purchased options on all the property in the neighborhood and opened several shafts on one farm. The quartz which they mined produced from $12 to $40 a ton of actual rock. Senator Sawyer was induced to advance $2,000 with which to begin operations. He was thoroughly satisfied with the result and finally bought the farm upon which the quartz was discovered for about $2,000. He has taken out with crude machinery about 800 pennyweights of refined gold, and this week he purchased the interests of the discoverers and now controls the entire property.

The Senator’s investments in this venture foot up to about $60,000 thus far. He has contracted for 500,000 feet of lumber to be delivered by way of the Chesapeake and Ohio Canal, from his mills in Wisconsin, and is preparing to start a town around his property. The place is about fifteen miles from Washington, and every acre in the vicinity has been sold outright or on an option.

Wed. 3/28/88, p. 1. **Canal Commerce.**

The following boats with way bills numbered from 3 to 4 inclusive, left this port up to 3 o'clock p. m. today (March 28, 1888):

- George's Creek Co. - To Georgetown
  - Henry Hanekamp Capt. Bowers 111.03
  - A. Greenless, Jr. Capt. Shives 109.14
  - A. H. Stumps Capt. Helgoth 113.15
  - Youghiogheny Capt. Linaburg 113.04
  - T. L. Holbrook Capt. Snyder 114.02

Thu. 3/29/88, p. 1. **Coal Items.**

Winship & Son, of Georgetown, D. C., have secured the contract to furnish Washington Navy Yard with Cumberland coal.

A meeting of the George's Creek operators, held on Tuesday last, agreed upon an equitable adjustment of tonnages to the several companies in this district. - *Seward's Journal.*

Fri. 3/30/88, p. 1. **Canal Commerce.**

The following boats with way bills numbered from 13 to 17 inclusive, left this port up to 3 o'clock p. m. today (March 30, 1888):

- Consolidation Co. - To Georgetown
  E. A. King Capt. Mills 109.10
  Geo. L. Sheriff Capt. Cartwright 112.00
  Elbe River Capt. Swain 107.12
  N. C. Read Capt. Swain 109.01
  - George's Creek Co. - To Georgetown
    Emma Mertens Capt. Keesucker 110.09

Sat. 3/31/88, p. 1. **No Boats Loaded Today.** - Owing to the water being drawn off the Cumberland level to admit of the raising of a sunken boat at the Consolidation wharf, there were no boats loaded today. Shipments will not likely be resumed before Wednesday next.

Tue. 4/3/88, p. 1. **Canal Commerce.**

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The following boats with way bills numbered from 20 to 39 inclusive, left this port up to 3 o'clock p. m. today (April 3, 1888):

**Consolidation Co. - To Georgetown**
- W. R. Lewis Capt. Bender 107.16
- Zadock Williams Capt. Mose 110.17
- Daniel Linkins Capt. Kreitzer 112.14
- H Capt. Shives 105.17
- Jas. Z. Williams Capt. Reynolds 113.02
- H. Roussell Capt. Swain 114.17
- Geo. S. Renner Capt. Sorrell 114.00

**To Williamsport:**
- Unexpected Capt. Williams 109.11
- Mary Capt. Tice 107.06
- George's Creek Co. - To Georgetown
  - M. B. Winship Capt. Yost 121.16
  - Iowa Capt. Davis 116.09
  - Geo. A. Hoffman Capt. Hine 112.02
  - John H. Milstead Capt. Roof 110.17
  - W. B. Lloyd Capt. Murray 110.07
  - Judge J. Douglas Capt. McCarty 110.07
  - Ollie V. Capt. Kline 108.16
- W. Va. C. & P. R'y. Co. - To Georgetown
  - C. W. Ridley Capt. Barger 102.01
  - Benj. Vaughn Capt. Sigler 102.05
  - John P. Agnew Capt. Eaton 115.12
  - Borden Co. - To Georgetown
    - Percy Capt. Hassett 107.07
    - Dakota Capt. Young 112.11
  - Consolidation Co. - To Georgetown
    - McK Steffey Capt. McKelvey 114.14
    - Nellie & Davie Capt. Patton 110.06
    - George's Creek Co. - To Georgetown
      - Benj. Vaughn Capt. Sigler 102.05
      - Borden Co. - To Georgetown

**Wednesday, April 4, 1888.**

*Canal Commerce.*

The following boats with way bills numbered from 39 to 45 inclusive, left this port up to 3 o'clock p. m. today (April 4, 1888):

**Consolidation Co. - To Georgetown**
- F. O. Beckett Capt. Benner 108.10
- Josephine Barroll Capt. Penner 113.17

**To Williamsport:**
- Eugene Capt. Teach 103.17
- Mattie Capt. Bowers 103.15

**George's Creek Co. - To Georgetown**
- W. Va. C. & P. R'y. Co. - To Georgetown
  - C. W. Ridley Capt. Barger 110.01
  - Benj. Vaughn Capt. Sigler 110.05
  - John P. Agnew Capt. Eaton 115.12
  - Borden Co. - To Georgetown
    - Percy Capt. Hassett 107.07
    - Dakota Capt. Young 112.11
  - Consolidation Co. - To Georgetown
    - McK Steffey Capt. McKelvey 114.14
    - Nellie & Davie Capt. Patton 110.06
    - George's Creek Co. - To Georgetown
      - Benj. Vaughn Capt. Sigler 102.05
      - Borden Co. - To Georgetown

**Friday, April 6, 1888.**

*Canal Commerce.*

The following boats with way bills numbered from 53 to 63 inclusive, left this port up to 3 o'clock p. m. today (April 6, 1888):

**Consolidation Co. - To Georgetown**
- E. P. Cohill Capt. Pittman 108.10
- W. H. C. Bayley Capt. Hebb 110.13
- C. W. Adams Capt. Jackson 113.17
- T. K. Stewart Capt. Penner 111.13
- Charles Darrow Capt. Engle 114.05
- J. P. Hewitt Capt. Swain 113.16

**To Williamsport:**
- Victor Capt. Dick 106.13
- W. O. Bowser Capt. Havermale 111.00
- George's Creek Co. - To Georgetown
  - Plough Boy Capt. Kenney 109.18

The Times, by special arrangement with the responsible parties at the North Branch locks, will give a daily report of all boats passing that lock enroute to this city. This will be found a great convenience to all persons doing business with the canal.

North Branch Lock, April 5, 3 p.m. - The following light boats passed this lock since 3 o'clock yesterday enroute for Cumberland:
- E. M. Ginevan Capt. [Hassett]
- Katie Hassett Capt. [Hassett]
- River Nile Capt. [Kimble]

OUT-GOING BOATS

The following boats with way bills numbered from 46 to 55 inclusive, left this port up to 3 o'clock p. m. today (April 5, 1888):

**George's Creek Co. - To Georgetown**
- C. W. Ridley Capt. Barger 102.01
- Benj. Vaughn Capt. Sigler 102.05
- John P. Agnew Capt. Eaton 115.12

**Borden Co. - To Georgetown.**
- Percy Capt. Hassett 107.07
- Dakota Capt. Young 112.11

**Consolidation Co. - To Georgetown**
- McK Steffey Capt. McKelvey 114.14
- Eugene Capt. Teach 103.17

**To Williamsport:**
- Nellie & Davie Capt. Patton 110.06
- L. Gardner - To Georgetown
  - Mattie Capt. Bowers 103.05
INCOMING BOATS.

North Branch Lock, April 6, 3 p.m. The following light boats passed this lock since 3 o'clock yesterday enroute for Cumberland:

- G. W. Wallis
- Unexpected [Capt. Williams]
- J. Maury Dove [Capt. Malone]
- A. L. Meyers
- Deer Park
- G. M. Winship

After today the captains of the incoming boats will be given.

Sat. 4/7/88, p. 1. **Canal Commerce.**

The following boats with way bills numbered from 63 to 82 inclusive, left this port up to 3 o'clock p. m. today (April 7, 1888):

- **Consolidation Co. - To Georgetown**
  - John Leitch Capt. Spong 109.16
  - J. M. Wheatley Capt. Penner 110.02
  - Chas. R. White Capt. Stride 114.16
  - W. J. Walker Capt. Bowers 106.16
  - C. D. Warfield Capt. Pierce 112.00
  - Geo. S. French Capt. Gannon 108.14

- **To Williamsport:**
  - D. W. Malotte Capt. Malotte 107.13
  - Frankie & Fannie Capt. McCardell 111.07
  - M. A. Shupp Capt. Shupp 114.14
  - Unexpected Capt. Williams 114.08

- **Borden Co. - To Georgetown**
  - Lido Capt. Hassett 113.01
  - E. M. Ginevan Capt. Hassett 111.05
  - Dr. A. Shank Capt. Young 116.08
  - Martha S. Fernsner Capt. Hassett 116.09
  - George's Creek Co. - To Georgetown
    - J. E. Dyer & Bro. Capt. Neal 111.04
    - John K. Shaw Capt. Bender 110.13
    - Kittie Capt. Burns 109.07
      - Ruby Capt. Fahey 88.09

INCOMING BOATS

North Branch Lock, April 7, 3 p.m. The following light boats passed this lock since 3 o'clock yesterday enroute for Cumberland:

- Detroit Capt. Brookman
- Lido Capt. Mosier
- G. A. McIlhenny Capt. Hassett
- W. S. Jacques Capt. Davis
- E. R. Ladew Capt. Knopp
- W. T. Coulehan Capt. Taylor
- Oxford Capt. Mosier
- Mary & Harry Capt. Brubaker
- Nita K. Phelps Capt. Malone
- Libbie Capt. Smith

Mon. 4/9/88, p. 1. **Canal Commerce.**

The following boats with way bills numbered from 82 to 96 inclusive, left this port up to 3 o'clock p. m. today (April 9, 1888):

- **Consolidation Co. - To Georgetown**
  - R. A. Driver Capt. Drenner 111.05
  - Sally Burwell Capt. Taylor 111.16
  - S. M. Storm Capt. Huff 114.10

- **To Williamsport:**
  - Mary Capt. Tice 111.05
  - McK Steffey Capt. McKelvey 121.03

- **George’s Creek Co. - To Georgetown**
  - A. H. Brandt Capt. Mose 107.02
  - W. F. Creighton Capt. Neal 115.17
  - Antares Capt. Wilgus 86.14
  - James Clarke Capt. Wilgus 107.16

- **Borden Co. - To Georgetown.**
  - Gen. Garfield Capt. Young 113.19
  - Elizabeth Miller Capt. Hassett 114.03
  - Mary L. Miles Capt. Hassett 110.07
    - Ivan Capt. Castle 109.06

INCOMING BOATS

North Branch Lock, April 9, 3 p.m. The following light boats passed this lock since 3 o'clock yesterday enroute for Cumberland:

- Libbie Capt. Smith
- Mary Capt. Tice
- Ivan Capt. Castle
- L. P. Hieston Capt. Brubaker
- W. J. Stephenson Capt. Moore
- A. M. White Capt. Reid
- McK Steffey Capt. McKelvey
- L. R. Fechtig Capt. Bowers

Tue. 4/10/88, p. 1. **Canal Commerce.**

The following boats with way bills numbered from 96 to 101 inclusive, left this port up to 3 o'clock p. m. today (April 10, 1888):

- **Consolidation Co. - To Georgetown**
  - L. P. Read Capt. Dunnigan 110.13

- **To Williamsport:**
  - Charles Mann Capt. Moore 108.04
INCOMING BOATS.

No boats passed the North Branch lock enroute for Cumberland from 3 o'clock yesterday up to 3 o'clock today.

Wed. 4/11/88, p. 1. **Canal Commerce.**

The following boats with way bills numbered from 102 to 114 inclusive, left this port up to 3 o'clock p. m. today (April 11, 1888):

- **Consolidation Co. - To Georgetown**
  - Wm. King Capt. McCoy 110.03
  - Thomas H. Gibbs Capt. Grimm 114.12
  - Zadock Williams Capt. Mose 115.07
  - J. Maury Dove Capt. Malone 110.01
  - G. M. Winship Capt. Shaw 110.14
  - W. S. Jacques Capt. Davis 110.17

- **To Williamsport:**
  - James M. Schley Capt. Artz 111.04
  - Isabella Capt. Young 115.17
  - Eva Snyder Capt. Hassett 112.17
  - R. P. Mason Capt. Hassett 110.03
  - George's Creek Co. - To Georgetown.
  - Meyersdale Capt. Thompson 107.02
  - John Spencer Capt. Renner 110.05
  - Eugene Capt. Teach 105.11

INCOMING BOATS

North Branch Lock, April 11, 3 p.m. - The following light boats passed this lock since 3 o'clock yesterday enroute for Cumberland.

- John Spencer Capt. Renner
- Zadock Williams Capt. Mose
- Eugene Capt. Teach
- Harry Wagner Capt. James
- Potomac Capt. Riley
- B. R. Mayfield Capt. Mosier
- Amazon Capt. Ingram
- Ruby Capt. Fahey

Thu. 4/12/88, p. 1. **Canal Commerce.**

The following boats with way bills numbered from 114 to 126 inclusive, left this port up to 3 o'clock p. m. today (April 12, 1888):

- **Consolidation Co. - To Georgetown**
  - L. P. Hieston Capt. Brubaker 105.17
  - G. A. McIlhenny Capt. Kane 110.10

- **H. C. Winship Capt. Fisher 104.16**
- **L. R. Fechtig Capt. Bowers 112.02**
  To Williamsport:
- **Nellie & Davie Capt. Patton 109.01**
- **W. O. Bowser Capt. Havermale 109.01**
- **John P. Agnew & Co. - To Georgetown**
- **Mary Mertens Capt. Conrad 110.13**
- **Burke Spencer Capt. Kean 110.15**
- **Allegheny Capt. Dixon 110.14**
- **Borden Co. - To Georgetown.**
- **Marshall Wise Capt. Young 112.00**
- **Winter Capt. Young 111.00**
- **W. Va. C. & P. R'y. Co. - To Williamsport.**
- **Ruby Capt. Fahey 89.12**

INCOMING BOATS

North Branch Lock, April 12, 3 p.m. - The following light boats passed this lock since 3 o'clock yesterday enroute for Cumberland.

- Nellie & Davie Capt. Patton
- W. O. Bowser Capt. Havermale
- John W. Leech Capt. Grimm
- Geo. L. Sheriff Capt. Cartwright
- Omega Capt. Bowers


Fri. 4/13/88, p. 1. **Canal Commerce.**

The following boats with way bills numbered from 126 to 141 inclusive, left this port up to 3 o'clock p. m. today (April 13, 1888):

- **Consolidation Co. - To Georgetown**
  - M. B. Mayfield Capt. Reid 104.09
  - C. F. Mayer Capt. Reid 111.08
  - Cumberland Capt. Payne 109.14
  - Geo. L. Sheriff Capt. Cartwright 112.14
  - W. R. Lewis Capt. Bender 111.06

To Williamsport:
- Frankie & Fannie Capt. McCardell 107.05
- D. W. Malotte Capt. Malotte 110.08
- George's Creek Co. - To Georgetown
- Sarah Kroon Capt. Cramer 110.06
- George Sherman Capt. Myers 107.07
- A. M. White Capt. Reid 111.06
Nita K. Phelps Capt. Malone 111.02
James R. Eddy Capt. Eddy 110.09
Borden Co. - To Georgetown.
Detroit Capt. Young 116.09
Libbie Capt. Hassett 112.10

INCOMING BOATS
North Branch Lock, April 13, 3 p.m. - The
following light boats passed this lock since 3
o'clock yesterday enroute for Cumberland.
Frankie & Fannie Capt. McCardell
E. A. King Capt. Mills
D. W. Malotte Capt. Malotte
W. R. Lewis Capt. Bender
Suwannee River Capt. Marmaduke
L. W. Ginnand Capt. Zimmerman

The following boats with way bills
numbered from 141 to 153 inclusive, left this port
up to 3 o'clock p.m. today (April 14, 1888):
Consolidation Co. - To Georgetown
E. A. King Capt. Mills 112.17
J. B. Thomas Capt. Gray 113.19
Amazon Capt. Ingram 112.10
L. W. Ginnand Capt. Zimmerman 109.19
A. L. Miller Capt. Piper 110.13
To Williamsport:
M. A. Shupp Capt. Shupp 111.15
George's Creek Co. - To Georgetown
G. W. Wallis Capt. Neal 111.02
Herald Capt. Young 110.06
Elk Garden - To Georgetown.
S Capt. Eaton 106.04
Borden Co. - To Georgetown.
Mary Burgess Capt. Young 108.14

INCOMING BOATS
North Branch Lock, April 14, 3 p.m. - The
following light boats passed this lock since 3
o'clock yesterday enroute for Cumberland.
Ivan Capt. Castle
W. T. Hassett Capt. Spong
Abram Kroon Capt. Ryan
A. L. Miller Capt. Piper
Enterprise Capt. Kreitzer

The following boats with way bills
numbered from 154 to 167 inclusive, left this port
up to 3 o'clock p.m. today (April 16, 1888):
Borden Co. - To Georgetown
E. R. Ladew Capt. Young 114.04
Wm. T. Hassett Capt. Hassett 110.16
Consolidation Co. - To Georgetown
Geo. S. Renner Capt. Sorrell 118.06
Elbe River Capt. Swain 108.09
Daniel Linkins Capt. Kreitzer 110.01
B. R. Mayfield Capt. Ingram 107.09
To Williamsport:
McK Steffey Capt. McKelvey 112.05
Victor Capt. Dick 105.10
Lutie & Monie Capt. Shupp 110.12
Unexpected Capt. Williams 113.13
George's Creek Co. - To Georgetown.
Highlander Capt. Young 114.01
River Nile Capt. Kimble 118.03
Ivan Capt. Castle 106.01
Enterprise Capt. Curtis 105.06
To Hancock

ES, Mon. 4/16/88, p. 6. Grain Receipts - Canal
boat Wheatley Bros. arrived yesterday with 3,500
bushels of corn and 500 bushels of wheat for J. G.
& J. M. Waters.

The following boats with way bills
numbered from 167 to 174 inclusive, left this port
up to 3 o'clock p.m. today (April 17, 1888):
George's Creek Co. - To Georgetown
Potomac Capt. Riley 118.09
J. H. Reid Capt. Ensminger 114.09
David A. Lowe Capt. McCann 113.12
Borden Co. - To Georgetown
Deer Park Capt. Young 112.13
Altoona Capt. Young 108.19
Capella Capt. Hassett 111.17
W. Va. C. & P. R'y. Co. - To Georgetown
Mary E. Hall Capt. Leopold 108.19

INCOMING BOATS
North Branch Lock, April 17, 3 p.m. - The
following light boats passed this lock since 3
o'clock yesterday enroute for Cumberland.
Victor Capt. Dick
Youghiogheny Capt. Linaburg
Savannah Capt. Morris
G. A. Hoffman Capt. Hine
Emma Capt. Keesucker
A. H. Stumps Capt. Helgoth
Unexpected Capt. Williams
Sallie & Jessie Capt. Shupp
Lutie & Monie Capt. Shupp
G. M. Winship Capt. Jenkins
M. B. Mayfield Capt. Pitzer
Elbe River Capt. Swain
McK Steffey Capt. McKelvey
Jacob Bender Capt. Shields
G. N. Shuman Capt. Bowers
G. S. Renner Capt. Sorrell
Willie & Davie Capt. Patton
W. O. Bowser Capt. Havermale
N. C. Reed Capt. Dunnigan
James Goddard Capt. Penner
Jas. Z. Williams Capt. Reynolds
H Capt. Shields
Romeo Capt. Juliet
E. P. Cohill Capt. Pittman
W. H. C. Bayley Capt. Hebb
C. W. Adams Capt. Jackson
C. R. Gregory Capt. McLucas
Cigarette Capt. Pierce

Wed. 4/18/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 174 to 177 inclusive, left this port up to 3 o'clock p. m. today (April 18, 1888):

- W. Va. C. & P. R'y. Co. - To Georgetown
  - Jacob Bender Capt. Shields 110.01
- To Williamsport:
  - Eugene Capt. Teach 107.14
  - Borden Co. - To Georgetown
  - Here I Am Capt. Young 113.02
- George's Creek Co. - To Georgetown
  - J. W. Veale Capt. Groom 108.04

**INCOMING BOATS**

North Branch Lock, April 18, 3 p.m. - The following light boats passed this lock since 3 o'clock yesterday enroute for Cumberland.

- J. P. Hewitt Capt. Swain
- F. O. Beckett Capt. Benner
- W. F. S. Capt. Reitzell
- Little Walter Capt. Ardinger
- Ruby Capt. Fahey
- Iowa Capt. Davis

Fri. 4/20/88, p. 1. **Canal Commerce.**

The following boats with way bills numbered from 187 to 195 inclusive, left this port up to 3 o'clock p. m. today (April 20, 1888):

- Consolidation Co. - To Georgetown
  - F. O. Beckett Capt. Williams 113.06
  - E. P. Cohill Capt. Pittman 110.05
  - W. J. Stephenson Capt. Moore 111.07
- To Williamsport
  - D. W. Malotte Capt. Malotte 113.14
- George's Creek Co. - To Georgetown
  - R. H. Jones Capt. Wolf 112.13
- Emma Mertens Capt. Keesucker 115.19

**INCOMING BOATS**
North Branch Lock, April 20, 3 p.m. - The following light boats passed this lock since 3 o'clock yesterday enroute for Cumberland.

- A. G. Johnson Capt. Reid
- Katie Hassett Capt. Castle
- Lafayette Capt. Straffer
- Unexpected Capt. Bowers
- Zadock Williams Capt. Mose
- Josephine Barroll Capt. Penner
- G. M. Barroll Capt. McGruder
- Oxford Barroll Capt. Snyder
- B. C. Barroll Capt. McDonald

The canal boat Round Top loaded with cement from Hancock, Md., arrived here today to Messrs. Perry Smoot & Co.

Sat. 4/21/88, p. 1. **Canal Commerce.**

The following boats with way bills numbered from 195 to 201 inclusive, left this port up to 3 o'clock p.m. today (April 21, 1888):

- Consolidation Co. - To Georgetown
  - Zadock Williams Capt. Mose 112.17
  - Geo. S. French Capt. Gannon 105.02
  - Jas. Z. Williams Capt. Reynolds 113.17
- To Williamsport
  - Frankie & Fannie Capt. McCardell 115.00
  - M. A. Shupp Capt. Shupp 117.10
  - George's Creek Co. - To Georgetown
    - Maj. L. L. Blake Capt. Reid 114.18
    - John H. Parrott Capt. Dolan 112.19

**INCOMING BOATS**

Sun. 4/22/88, p. 8. **THE CANAL.**

The directors of the Chesapeake and Ohio Canal Company met at Barnum's Hotel Thursday. President Gambrill, James G. Berret, Patrick Hamill, John Humbird, Robert A. Dobbin and James A. L. McClure, the full board, were present, with Spencer Watkins secretary. The president made a report of the financial condition of the company. The floating indebtedness as it was on January 10, the date when President Gambrill entered upon his duties, was $101,000, including the overdue coupons on the $500,000 repair bonds of 1878. The current expenses for the past quarter were less than ever before. The lateness of the Spring has retarded coal shipments, and up to this time about 20,000 tons of coal have...
Canal Commerce.

The following boats with way bills numbered from 201 to 222 inclusive, left this port up to 3 o'clock p. m. today (April 23, 1888):

Consolidation Co. - To Georgetown

C. W. Adams Capt. Jackson 115.03
W. H. C. Bayley Capt. Hebb 112.00
James Goddard Capt. Pennell 112.07
H. Roussell Capt. Swain 114.09
H Capt. Shives 109.16
N. C. Read Capt. Swain 108.17
J. P. Hewitt Capt. Swain 111.09
Josephine Barroll Capt. Penner 111.00
T. K. Stewart Capt. Penner 110.10
Little Walter Capt. Ardering 113.17
L. P. Read Capt. Whitney 113.03

To Williamsport

Lutie & Monie Capt. Shupp 109.00
Unexpected Capt. Williams 108.19
U Capt. Malotte 105.12

George's Creek Co. - To Georgetown

John H. Milstead Capt. Roof 115.02
A. H. Stump Capt. Helgoth 113.17
Ollie V. Capt. Kline 115.06
John Spencer Capt. Renner 112.15
C. W. Ridley Capt. Barger 114.06
W. Va. C. & P. R'y. Co. - To Georgetown

Enterprise Capt. Curtis 108.02
Mattie Capt. Bowers 110.16
Borden Co. - To Georgetown

D. Armstrong Capt. Marmaduke 112.06

INCOMING BOATS

North Branch Lock, April 23, 3 p.m. - The following light boats passed this lock since 3 o'clock yesterday enroute for Cumberland.

John K. Shaw Capt. Bender
Rob Roy Capt. Kenney
John Spencer Capt. Renner
Elizabeth Miller Capt. Moore
G. M. Barroll Capt. Penner
Allen Campbell Capt. Mills
Victor Capt. Dick
Ivan Capt. Castle
E. M. Ginevan Capt. Hassett
W. R. Lewis Capt. Bender
Chas. R. White Capt. Bender
Dr. A. Shank Capt. Young
Enterprise Capt. Curtis


The following boats with way bills numbered from 222 to 227 inclusive, left this port up to 3 o'clock p. m. today (April 24, 1888):

George's Creek Co. - To Georgetown

W. J. Booth Capt. Smith 114.00
Harry Wagner Capt. James 112.08
Henry Hanekamp Capt. Bowers 113.05
Consolidation Co. - To Georgetown.

L. P. Read Capt. Whitney 113.03
John Leitch Capt. Spong 112.10


The following boats with way bills numbered from 227 to 235 inclusive, left this port up to 3 o'clock p. m. today (April 25, 1888):

W. Va. C. & P. R'y. Co. - To Georgetown

Plough Boy Capt. Kenney 110.09
T Capt. Clendening 110.12
To Williamsport

Ivan Capt. Castle 112.10
Consolidation Co. - To Georgetown.

W. R. Lewis Capt. Bender 111.18
To Williamsport

Victor Capt. Dick 106.18
McK Steffey Capt. McKelvey 116.14
George's Creek Co. - To Georgetown

**Canal Commerce.**

Thu. 4/26/88, p. 1.  The following boats with way bills numbered from 235 to 241 inclusive, left this port up to 3 o'clock p. m. today (April 26, 1888):

- **George's Creek Co.** - To Georgetown
  - Benj. Vaughn Capt. Sigler 113.09
  - W. B. Lloyd Capt. Murray 115.19
  - Judge J. Douglas Capt. McCarty 114.15
  - Theo Dean Capt. Young 114.00
  - Frankie & Jessie Capt. Young 117.03
  - Consolidation Co. - To Georgetown
  - W. J. Walker Capt. Bowers 110.10

Fri. 4/27/88, p. 4.  **Canal Commerce.**

The following boats with way bills numbered from 241 to 257 inclusive, left this port up to 3 o'clock p. m. today (April 27, 1888):

- **Consolidation Co.** - To Georgetown
  - Charles Darrow Capt. Engle 113.05
  - John Miller Capt. Artz 112.17
  - Daniel Linkins Capt. Kreitzer 111.03
  - J. M. Wheatley Capt. Penner 110.12
  - Chas. R. White Capt. Stride 111.12

Fri. 4/27/88, p. 3.  **Rock Slide at Canal Tunnel.**

A rock slide occurred last night at the East end of the canal tunnel which will require four or five days to remove. This will cause no interruption to the loading of coal as there are light boats at the wharf and this side of the slide. Superintendent Mulvaney is working a large force on the obstruction and says that by Tuesday the way will be open.

Fri. 4/27/88, p. 3.  **Work of the Police** – Hamilton Vass, a special policeman, was arrested yesterday by Officer Sutherland on complaint of Charles Fields, a boatman who charge Vass with
stealing a quantity of rope from his boat. Vas left collateral for his appearance at court.

**Notes About Town.**

The canal boat Loudoun arrived today with 3,000 bushels of corn and twenty tons of hay consigned to G. T. Dunlop.

Sat. 4/28/88, p. 1. **Mr. Gambrill at the Tunnel.** - President Gambrill, of the Chesapeake and Ohio canal, will arrive in Paw this evening on No. 1, and will give the work on the rock slide at the canal tunnel his personal supervision, and remain there until the work is completed.

**Canal Shipments.**

The shipments on the Chesapeake and Ohio canal for the month of April, 1888, will exceed those of the corresponding month of 1887, by over 8,000 tons. Orders on the canal are very slow and a temporary rush at the present accounts for this large increase over last April.

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For several years past the dredgings from the canal near the city have at various times been dumped into the basin of the dam below the crib in the Willis creek channel, and between it and the towpath this has been carried on to such an extent that where there used to be a channel 100 feet wide and 6 to 8 feet deep from the mule bridge to the breast of the dam, there is now at this stage of the river not more than an average depth across this channel of a foot, and as soon as the river is lower there will be a bar completely across the stream at this point.

This means a filling up of the creek in front of this bar and consequently in front of the lock and feeder gates of the canal, and ultimately a cutting off of the water supply of this cherished and dear public work. It means a good many other things, one of which is a lessening of our already scanty summer water storage capacity by every scow load of dredgings dumped into the basin, and, more than that a hundred fold, by every inch of deposit that these dredgings cause in the creek and in the parts of the river adjoining.

This is a very serious matter and demands some attention. It causes the creek channel to be diverted from its straight course (over the dam when the water flows over) and compels it to travel further up the basin and make foul our drinking water supply with the poisonous material gathered in its course through the city, added to the acid mine water that comes into it at Jenning's run, which is so strong that it kills every fish in the creek from there down to the city. The writer is sure that the calling attention to this matter will be enough to have it remedied, for there can be no wish on the part of the parties in charge of this work to either destroy the canal's water supply or impair that of the city.

p. 3.

**Canal Boat on Fire.**

The canal steamer Ruby, Capt. Fahey, while lying just this side of the canal tunnel, caught fire yesterday evening and the cabin was destroyed together with some of the machinery. Cause of fire and amount of damage unknown.

Sat. 4/28/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 257 to 268 inclusive, left this port up to 3 o'clock p. m., today (April 28, 1888):

Consolidation Co. -- To Georgetown
C. D. Warfield Capt. Pierce 109.14
G. M. Winship Capt. Shaw 113.00
Sally Burwell Capt. Taylor 112.17
S. M. Storm Capt. Huff 115.12
To Williamsport
Unexpected Capt. Williams 118.16
Nellie & Davie Capt. Patton 113.06
D. W. Malotte Capt. Malotte 109.03
Omega Capt. Bender 115.19
George's Creek Co. -- To Georgetown
G. N. Shuman Capt. Bowers 116.01
A. H. Brandt Capt. Mose 115.04
John K. Shaw Capt. Bender 116.00
Borden Co. - To Georgetown
Oxford Capt. Hassett 107.12

**INCOMING BOATS**

No boats passed the North Branch locks from 3 'clock yesterday to 3 o'clock today owing to the rock slide at the canal tunnel.

Mon. 4/30/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 268 to 278 inclusive, left this port up to 3 o'clock p. m., today (April 30, 1888):

George's Creek Co. -- To Georgetown
John P. Agnew Capt. Eaton 116.05
W. F. Creighton Capt. Neal 115.11
Park Agnew Capt. Weaver 114.11
Missouri Capt. Arding 113.13
Canal Trade 1888

J. E. Dyer & Bro. Capt. Neal 112.16
A. G. Johnson Capt. Reid 114.13
W. H. Cooper Capt. Bear 116.01
Consolidation Co. -- To Georgetown
W. S. Jacques Capt. Davis 111.18
Allen Campbell Capt. Crampton 109.17
Borden Co. - To Georgetown
Altair Capt. Hassett 113.15
T. J. Shiflet Capt. Young 114.09
INCOMING BOATS
No boats passed the North Branch locks from 3 'clock Saturday to 3 o'clock today owing to the rock slide at the canal tunnel.

ES, Mon. 4/30/88, p. 5. Notes – The office of the Chesapeake and Ohio Canal Co. is now located in the Farmers' and Mechanics' Bank building.

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

Tue. 5/1/88, p. 1. Another Slide on the Canal. Yesterday evening another rock slide occurred in the cut just East of the canal tunnel. Fully 400 tons of rock is now impeding canal navigation. Supt. Mulvaney was interviewed by a Times reporter in regard to the extent of the slide. He said it was much more extensive than the former one just removed and would take at least a week to remove. While the work is going on all loose or overhanging rocks will be removed so as to avoid any further trouble. Boats will continue to load here.

p. 4. Canal Commerce. The following boats with way bills numbered from 278 to 287 inclusive, left this port up to 3 o'clock p. m., today (May 1, 1888):

Consolidation Co. -- To Georgetown
Zadock Williams Capt. Mose 111 05
E. P. Cohill Capt. Pittman 114 01
T. H. Gibbs Capt. Grimm 112 05
R. A. Driver Capt. Drenner 112 11
To Williamsport
Victor Capt. Dick 110 09
George's Creek Co. - To Georgetown
Sarah Kroon Capt. Cramer 112 17
Susquehanna Capt. Stickles 118 04
Kittie Capt. Burns 114 12
W. Va. C. & P. R. R. - To Georgetown
S Capt. Eaton 109 16

INCOMING BOATS
North Branch Lock, May 1, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Sarah Kroon Capt. Cramer
U Capt. Malotte
R. A. Driver Capt. Drenner
T. H. Gibbs Capt. Grimm
E. P. Cohill Capt. Pittman
Zadock Williams Capt. Mose
Burke Spencer Capt. Kean
A. M. White Capt. Reid
Charles W. Millar Capt. Colbert
Mary Mertens Capt. Conrad
Nita K. Phelps Capt. Malone

Wed. 5/2/88, p. 1. The Slide at the Tunnel. President Gambrill has ordered the Packet Maryland to the tunnel and will use it to tow the loaded and light boats past the scene of the slip, by this arrangement he hopes to be able to pass boats by Saturday next, thus saving three or four day's time, as it will require that time to replace the towpath and railing for mule walk.

Mr. Gambrill has been giving this work his personal supervision and has made rapid progress and will remain at the spot until the channel is opened so as to allow boats to pass, when the packet will be used until the towpath is repaired.

This is good news to boatmen and shippers. Superintendent Mulvaney has been giving this slide his best licks in conjunction with the President. Mr. Gambrill will leave for his home on Saturday. Light boats are expected to be in to load Monday next.

p. 4. Canal Commerce. The following boats with way bills numbered from 287 to 292 inclusive, left this port up to 3 o'clock p. m., today (May 2, 1888):

George's Creek. -- To Georgetown
Burke Spencer Capt. Price 114 05
Mary Mertens Capt. Conrad 113 08
Borden Co. -- To Georgetown
Lafayette Capt. Young 117 02
Salina Capt. Young 115 06
Consolidation Co. - To Georgetown
A. P. Mayfield Capt. Moore 117 13

INCOMING BOATS
No boats passed the North Branch lock from 3 o'clock yesterday up to 3 o'clock today owing to the rock slide at the tunnel.

During April 262 boats carrying 29,109 tons of coal, left this port on the canal. The gross revenue was nearly $12,000. The increase of tonnage over April, 1887, was nearly 9,000 tons.

Collector Edwards informed a representative of this paper that the light boats which have been delayed by the rock slide at the tunnel will probably arrive here tomorrow. Special shipments of West Virginia coal were made today.

p. 4. Canal Commerce.
The following boats with way bills numbered from 292 to 295 inclusive, left this port up to 3 o'clock p.m., today (May 3, 1888):

<table>
<thead>
<tr>
<th>Company</th>
<th>Destination</th>
<th>Way Bill</th>
<th>Master</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Borden Co.</td>
<td>To Georgetown</td>
<td>114</td>
<td>Hassett</td>
<td>19</td>
</tr>
<tr>
<td>Elizabeth Miller</td>
<td>Capt. Hassett</td>
<td>113</td>
<td>06</td>
<td></td>
</tr>
<tr>
<td>Percy</td>
<td>Capt. Hassett</td>
<td>114</td>
<td>00</td>
<td></td>
</tr>
</tbody>
</table>

INCOMING BOATS
No boats passed North Branch Lock from 3 o'clock p.m. yesterday up to 3 p.m. today owing to the rock slide at canal tunnel.

The following boats with way bills numbered from 295 to 299 inclusive, left this port up to 3 o'clock p.m., today (May 4, 1888):

<table>
<thead>
<tr>
<th>Company</th>
<th>Destination</th>
<th>Way Bill</th>
<th>Master</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Borden Co.</td>
<td>To Georgetown</td>
<td>117</td>
<td>Ginevan</td>
<td>04</td>
</tr>
<tr>
<td>Lido</td>
<td>Capt. Hassett</td>
<td>115</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>George's Creek Co.</td>
<td>To Georgetown</td>
<td>114</td>
<td>03</td>
<td></td>
</tr>
<tr>
<td>W. Va. C. &amp; P. R. R.</td>
<td>To Williamsport</td>
<td>109</td>
<td>19</td>
<td></td>
</tr>
<tr>
<td>Nita K. Phelps</td>
<td>Capt. Malone</td>
<td>115</td>
<td>11</td>
<td></td>
</tr>
</tbody>
</table>

Sat. 5/5/88, p. 3. The Canal Open Again.
The second rock slide at the tunnel cut on the canal has been removed and boats are now being towed past the injured towpath by the tug Maryland. Collector Edwards went to the tunnel yesterday to pay off the hands who have been working on the slides. As all the loose and overhanging rocks have been removed, there is no fear of any further interruption from slides at this point.

The following boats with way bills numbered from 299 to 303 inclusive, left this port up to 3 o'clock p.m., today (May 4, 1888):

<table>
<thead>
<tr>
<th>Company</th>
<th>Destination</th>
<th>Way Bill</th>
<th>Master</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>W. Va. C. &amp; P. R. R.</td>
<td>To Georgetown</td>
<td>109</td>
<td>Nuse</td>
<td>19</td>
</tr>
<tr>
<td>Little Robb</td>
<td>Capt. Nuse</td>
<td>109</td>
<td>18</td>
<td></td>
</tr>
<tr>
<td>Detroit</td>
<td>Capt. Harper</td>
<td>109</td>
<td>18</td>
<td></td>
</tr>
<tr>
<td>Winter</td>
<td>Capt. Fox</td>
<td>109</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>George's Creek Co.</td>
<td>To Georgetown</td>
<td>110</td>
<td>19</td>
<td></td>
</tr>
<tr>
<td>Plough Boy</td>
<td>Capt. Young</td>
<td>116</td>
<td>19</td>
<td></td>
</tr>
</tbody>
</table>

The canal is now open its entire length.

ES, Sat. 5/5/88, p. 8. Canal Notes – The slide on the Chesapeake and Ohio Canal at the tunnel has been removed so as to allow the passage of boats. The steam packet Excelsior carried a large number of excursionists to Great Falls this morning. Canal boat Beulah has arrived with 2,000 bushels of wheat and 15 tons of hay for G. T. Dunlop.

Sun. 5/6/88, p. 6. THE CANAL.
Rock slides are the latest misfortune with which the Chesapeake and Ohio Canal has to contend. The work of removing the one which occurred at the east end of the canal tunnel last week was completed Monday and on the afternoon of the same day another and more extensive one occurred at the same place. It is estimated that this second slide deposited fully 400 tons of debris in the canal. The work of removal has commenced and will occupy a week.

Mon. 5/7/88, p. 4. Canal Commerce.
The following boats with way bills numbered from 303 to 323 inclusive, left this port up to 3 o'clock p.m., today (May 7, 1888):

<table>
<thead>
<tr>
<th>Company</th>
<th>Destination</th>
<th>Way Bill</th>
<th>Master</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Consolidation Co.</td>
<td>To Georgetown</td>
<td>107</td>
<td>French</td>
<td>13</td>
</tr>
<tr>
<td>Geo. S. French</td>
<td>Capt. Gannon</td>
<td>113</td>
<td>King</td>
<td>01</td>
</tr>
<tr>
<td>A. L. Miller</td>
<td>Capt. Piper</td>
<td>110</td>
<td>16</td>
<td></td>
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<tr>
<td>W. R. Lewis</td>
<td>Capt. Bender</td>
<td>110</td>
<td>16</td>
<td></td>
</tr>
<tr>
<td>G. S. Renner</td>
<td>Capt. Sorrell</td>
<td>111</td>
<td>11</td>
<td></td>
</tr>
<tr>
<td>L. R. Fechtig</td>
<td>Capt. Bowers</td>
<td>110</td>
<td>16</td>
<td></td>
</tr>
<tr>
<td>Geo. Bogus</td>
<td>Capt. Davis</td>
<td>111</td>
<td>11</td>
<td></td>
</tr>
<tr>
<td>Geo. L. Sheriff</td>
<td>Capt. Cartwright</td>
<td>115</td>
<td>05</td>
<td></td>
</tr>
<tr>
<td>Victor</td>
<td>Capt. Kelly</td>
<td>106</td>
<td>02</td>
<td></td>
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<tr>
<td>McK Steffey</td>
<td>Capt. McKelvey</td>
<td>117</td>
<td>14</td>
<td></td>
</tr>
<tr>
<td>Frankie &amp; Fannie</td>
<td>Capt. McCardell</td>
<td>108</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>George's Creek Co. - To Georgetown</td>
<td>Altoona</td>
<td>Capt. Young</td>
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<tr>
<td>Potomac</td>
<td>Samuel Henry</td>
<td>Capt. Allison</td>
<td></td>
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<tr>
<td>Capt. Riley</td>
<td>Garnet F. S.</td>
<td>Capt. Young</td>
<td></td>
<td></td>
</tr>
<tr>
<td>116 02</td>
<td>E. R. Ladew</td>
<td>Capt. Young</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Allegheny</td>
<td>W. T. Coulehan</td>
<td>Capt. Young</td>
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<tr>
<td>Capt. Dixon</td>
<td>A. Jackson Clark</td>
<td>Capt. Smith</td>
<td></td>
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<tr>
<td>121 00</td>
<td>John Spencer</td>
<td>Capt. Renner</td>
<td></td>
<td></td>
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<tr>
<td>Capt. Renner</td>
<td>L. P. Hieston</td>
<td>Capt. Brubaker</td>
<td></td>
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</tr>
<tr>
<td>109 13</td>
<td>George's Creek Co. - To Georgetown</td>
<td>Capt. Yost</td>
<td></td>
<td></td>
</tr>
<tr>
<td>G. A. Hoffman</td>
<td>Borden Co. - To Georgetown</td>
<td>Capt. Ensminger</td>
<td></td>
<td></td>
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<tr>
<td>Capt. Hine</td>
<td>Dakota</td>
<td>Capt. Young</td>
<td></td>
<td></td>
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<tr>
<td>116 09</td>
<td>Dr. A. Shank</td>
<td>Capt. Young</td>
<td></td>
<td></td>
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<tr>
<td>Eva</td>
<td>112 12</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Capt. Schoppert</td>
<td>W. Va. C. &amp; P. R. R. -- To Georgetown</td>
<td>116 04</td>
<td></td>
<td></td>
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<tr>
<td>Rainbow</td>
<td>Isabella</td>
<td>Capt. Brookman</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Capt. Young</td>
<td>111 00</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>C. W. Millar</td>
<td>INCOMING BOATS</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Capt. Driscoll</td>
<td>North Branch Lock, May 7, 3 p.m.</td>
<td></td>
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<tr>
<td>The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Wm. King</td>
<td>Capt. McCoy</td>
<td></td>
<td></td>
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<tr>
<td>Ivan</td>
<td>Capt. Castle</td>
<td></td>
<td></td>
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<tr>
<td>Frankie &amp; Fannie</td>
<td>Capt. McCardell</td>
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<tr>
<td>A. L. Miller</td>
<td>Capt. Piper</td>
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<tr>
<td>Herald</td>
<td>Capt. Fields</td>
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<tr>
<td>Meyersdale</td>
<td>Capt. Russell</td>
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<tr>
<td>Potomac</td>
<td>Capt. Riley</td>
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<tr>
<td>Geo. S. Renner</td>
<td>Capt. Sorrell</td>
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<tr>
<td>Allegheny</td>
<td>Capt. Dixon</td>
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<tr>
<td>Mississippi</td>
<td>Capt. Byroads</td>
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<td></td>
<td></td>
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<tr>
<td>L. R. Fechtig</td>
<td>Capt. Bowers</td>
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<tr>
<td>River Nile</td>
<td>Capt. Kimble</td>
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<tr>
<td>Geo. L. Sheriff</td>
<td>Capt. Cartwright</td>
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<tr>
<td>J. Maury Dove</td>
<td>Capt. Malone</td>
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<tr>
<td>Highlander</td>
<td>Capt. Eaton</td>
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<tr>
<td>George A. Hoffman</td>
<td>Capt. Hine</td>
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<tr>
<td>Charles Mann</td>
<td>Capt. Rhodos</td>
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<tr>
<td>Geo. S. French</td>
<td>Capt. Gannon</td>
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<tr>
<td>W. R. Lewis</td>
<td>Capt. Bender</td>
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<tr>
<td>John Spencer</td>
<td>Capt. Renner</td>
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<tr>
<td>Victor</td>
<td>Capt. Dick</td>
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<td></td>
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<tr>
<td>Eva</td>
<td>Capt. Schoppert</td>
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<tr>
<td>Jacob Bender</td>
<td>Capt. Shields</td>
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<tr>
<td>G. A. McIlhenny</td>
<td>Capt. Kane</td>
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<tr>
<td>James R. Eddy</td>
<td>Capt. Eddy</td>
<td></td>
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<tr>
<td>M. E. Grove</td>
<td>Capt. Little</td>
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<tr>
<td>V</td>
<td>Capt. Little</td>
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<td></td>
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<tr>
<td>Lutie &amp; Monie</td>
<td>Capt. Shupp</td>
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<tr>
<td>McK Steffey</td>
<td>Capt. McKelvey</td>
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<tr>
<td>G. M. Barroll</td>
<td>Capt. Murphy</td>
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<tr>
<td>G. M. Winship</td>
<td>Capt. Fisher</td>
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<tr>
<td>F. O. Beckett</td>
<td>Capt. Ritter</td>
<td></td>
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<tr>
<td>C. R. Gregory</td>
<td>Capt. McLucas</td>
<td></td>
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</tr>
</tbody>
</table>

Tue. 5/8/88, p. 4. Canal Commerce.
The following boats with way bills numbered from 323 to 334 inclusive, left this port up to 3 o'clock p.m., today (May 8, 1888):

<table>
<thead>
<tr>
<th>Consolidation Co. -- To Georgetown</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>M. E. Grove</td>
<td>Gen. Garfield</td>
<td>Capt. Young</td>
</tr>
<tr>
<td>Capt. Little</td>
<td>Libbie</td>
<td>Capt. Hassett</td>
</tr>
<tr>
<td>112 07</td>
<td>Charles Mann</td>
<td>Capt. Moore</td>
</tr>
<tr>
<td>J. Maury Dove</td>
<td>R. P. Mason</td>
<td>Capt. Hassett</td>
</tr>
<tr>
<td>Capt. Malone</td>
<td>114 19</td>
<td></td>
</tr>
<tr>
<td>George's Creek Co. - To Georgetown</td>
<td>Youghiogheny</td>
<td>Capt. Linaburg</td>
</tr>
<tr>
<td>Capt. Hine</td>
<td>Eva</td>
<td>Capt. Schoppert</td>
</tr>
<tr>
<td>121 00</td>
<td>112 12</td>
<td></td>
</tr>
<tr>
<td>Borden Co. - To Georgetown</td>
<td>W. Va. C. &amp; P. R. R. -- To Georgetown</td>
<td>Capt. Castle</td>
</tr>
<tr>
<td>Capt. Young</td>
<td>110 17</td>
<td></td>
</tr>
</tbody>
</table>

INCOMING BOATS

North Branch Lock, May 8, 3 p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

| John W. Thompson                   | Capt. Staley |

The following boats with way bills numbered from 334 to 349 inclusive, left this port up to 3 o'clock p.m., today (May 9, 1888):

<table>
<thead>
<tr>
<th>Consolidation Co. -- To Georgetown</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>G. A. McIlhenny</td>
<td>G. A. McIlhenny</td>
<td>Capt. Kane</td>
</tr>
<tr>
<td>Capt. Kane</td>
<td>C. W. Adams</td>
<td>Capt. Jackson</td>
</tr>
<tr>
<td>111 18</td>
<td>W. H. C. Bayley</td>
<td>Capt. Hebb</td>
</tr>
<tr>
<td>C. W. Adams</td>
<td>112 07</td>
<td></td>
</tr>
<tr>
<td>Capt. Jackson</td>
<td>H. C. Winship</td>
<td>Capt. Fisher</td>
</tr>
<tr>
<td>113 16</td>
<td>L. P. Hieston</td>
<td>Capt. Brubaker</td>
</tr>
<tr>
<td>W. H. C. Bayley</td>
<td>108 10</td>
<td></td>
</tr>
<tr>
<td>Capt. Hebb</td>
<td>L. P. Hieston</td>
<td>Capt. Brubaker</td>
</tr>
<tr>
<td>113 16</td>
<td>G. M. Barroll</td>
<td>Capt. Murphy</td>
</tr>
<tr>
<td>G. M. Barroll</td>
<td>111 13</td>
<td></td>
</tr>
<tr>
<td>Capt. Murphy</td>
<td>George's Creek Co. - To Georgetown</td>
<td>Capt. Yost</td>
</tr>
<tr>
<td>George's Creek Co. - To Georgetown</td>
<td></td>
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<tr>
<td></td>
<td>Herald</td>
<td>Capt. Young</td>
</tr>
<tr>
<td></td>
<td>111 19</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Meyersdale</td>
<td>Capt. Young</td>
</tr>
<tr>
<td></td>
<td>121 00</td>
<td></td>
</tr>
</tbody>
</table>
Thu. 5/10/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 349 to 363 inclusive, left this port up to 3 o'clock p.m., today (May 10, 1888):

- **Consolidation Co. -- To Georgetown**
  - E. A. King Capt. Penner 111 02
  - J. B. Thomas Capt. Gray 109 00
- Elbe River Capt. Swain 111 04
- B. C. Barroll Capt. McLucas 112 04
- Cumberland Capt. Payne 108 11

  **To Williamsport:**
  - Mary Capt. Tice 108 18
  - M. A. Shupp Capt. Shupp 113 14
  - George's Creek Co. - To Georgetown
  - W. J. Booth Capt. Smith 113 09

Fri. 5/11/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 363 to 370 inclusive, left this port up to 3 o'clock p.m., today (May 11, 1888):

- **Consolidation Co. -- To Georgetown**
  - J. P. Hewitt Capt. Swain 115 03
  - L. W. Ginnand Capt. Zimmerman 112 08
  - Chas F. Mayer Capt. Reid 113 02
  - M. B. Mayfield Capt. Reid 108 08

  **To Williamsport:**
  - W. O. Bowser Capt. Havermale 110 17
  - Unexpected Capt. Williams 114 06
  - Nellie & Davie Capt. Patton 110 16
  - D. W. Malotte Capt. Malotte 105 05

- **George's Creek Co. - To Georgetown**
  - A. Jackson Clark Capt. Kerns 114 00
  - A. H. Stump Capt. Helgoth 113 13
  - Abram Kroon Capt. Ryan 112 04
  - J. W. Veale Capt. Groom 114 00
  - Here I Am Capt. Young 113 09
  - George Sherman Capt. Myers 113 00

- **INCOMING BOATS**

  **North Branch Lock, May 9, 3. p. m.**

  The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

  - Highander Capt. Young 117 14
  - Juanita Capt. Little 117 15
  - A. Greenless, Jr. Capt. Shives 114 15
  - W. Va. C. & P. R. R. Co. - To Williamsport
  - Eugene Capt. Teach 108 01
  - To Wood's Lock:
    - G. Berkebile Capt. Fisher 34 14
    - Borden Co. -- To Georgetown
  - Mary L. Miles Capt. Hassett 113 17

  **INCOMING BOATS**

  **North Branch Lock, May 10, 3. p. m.**

  The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

  - F. M. Reitzell Capt. Snyder
  - W. T. Hassett Capt. Hassett
  - M. Bogus Capt. Zimmerman
  - B. R. Mayfield Capt. Ingram
  - Emma Mertens Capt. Keesucker
  - E. R. Armstrong Capt. Marmaduke
  - W. O. Bowser Capt. Havermale
Canal Trade 1888

Nellie & Davie
Capt. Patton
G. W. Wallis
Capt. Lowe


Sat. 5/12/88, p. 4. Canal Commerce. The following boats with way bills numbered from 377 to 388 inclusive, left this port up to 3 o'clock p. m., today (May 12, 1888):

Consolidation Co. -- To Georgetown
H Capt. Shives 110 08
H. Roussell Capt. Swain 113 13
L. P. Read Capt. Dunnigan 113 11
Jas. Z. Williams Capt. Reynolds 112 12
T. K. Stewart Capt. Penner 113 11
George's Creek Co. - To Georgetown
Ollie V. Capt. Kline 113 08
Emma Mertens Capt. Keesucker 114 19
Alfred Wood Capt. Atwell 113 12
Altoona Capt. Bowers 113 05

INCOMING BOATS
North Branch Lock, May 12, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
Suwannee Capt. Grey
David A. Lowe Capt. McCann
L. P. Read Capt. Whitney
H Capt. Shives
J. H. Milstead Capt. Roof
H. Hanekamp Capt. Yost
Geo. Williams Capt. Mills
Winter Capt. Fox
Detroit Capt. Harper
T. K. Stewart Capt. Penner
T. L. Holbrook Capt. Snyder
C. W. Ridley Capt. Barger
Cow Boy Capt. Penner

Mon. 5/14/88, p. 4. Canal Commerce. The following boats with way bills numbered from 388 to 402 inclusive, left this port up to 3 o'clock p. m., today (May 14, 1888):

Consolidation Co. -- To Georgetown
Zadock Williams Capt. Mose 114 08
E. P. Cohill Capt. Pittman 111 10
W. J. Stephenson Capt. Moore 112 00
James Goddard Capt. Penner 111 16
Daniel Linkins Capt. Kreitzer 112 18

Tue. 5/15/88, p. 1. To North Branch. The Cumberland City band with some of their friends enjoyed an excursion to North Branch last evening on the steamer "Endeavor."

p. 4. Canal Commerce. The following boats with way bills numbered from 403 to 414 inclusive, left this port up to 3 o'clock p. m., today (May 15, 1888):

Consolidation Co. -- To Georgetown
Josephine Barroll Capt. Penner 115 09
N. C. Read Capt. Swain 110 02
To Williamsport:
Victor Capt. Kelly 110 01
U Capt. Malotte 113 18
George's Creek Co. - To Georgetown
C. W. Ridley Capt. Barger 117 15
D. Armstrong Capt. Marmaduke 111 00
W. Va. C. & P. R'y. Co. -- To Georgetown
Jacob Bender Capt. Shields 111 14

INCOMING BOATS
North Branch Lock, May 15, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Victor Capt. Kelly
Benj. Vaughn Capt. Sigler

ES, Tue. 5/15/88, p. 5.  **Grain Receipts** - Canal boat Seneca arrived with 800 bushels of wheat, 400 bushels of corn, 100 barrels of flour, 3 tons of hay, for G. T. Dunlop, and 600 bushels corn for J. G. & J. M. Waters.

Wed. 5/16/88, p. 4.  **Canal Commerce.**
The following boats with way bills numbered from 414 to 423 inclusive, left this port up to 3 o'clock p.m., today (May 16, 1888):

Consolidation Co. -- To Georgetown
A. P. Mayfield Capt. Moore 113 13
Allen Campbell Capt. Crampton 112 17
To Williamsport:
Mary Capt. Tice 110 12
M. A. Shupp Capt. Shupp 112 07
W. Va. C. & R. R. -- To Williamsport
Beulah Capt. Crow 107 09
Ivan Capt. Kimble 118 15
Eugene Capt. Teach 114 13
George's Creek Co. -- To Georgetown
John P. Agnew Capt. Eaton 113 17
Judge J. Douglas Capt. McCarty 114 03
A. M. White Capt. Reid 114 04

INCOMING BOATS
North Branch Lock, May 16, 3 p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Harry Wagner Capt. James
Eugene Capt. Teach
A. P. Mayfield Capt. Moore
W. B. Lloyd Capt. Bowers
Mary Capt. Tice
M. A. Shupp Capt. Shupp
Allen Campbell Capt. Crampton
Ruby Capt. Fahey
S Capt. Clendenin
A. H. Brandt Capt. Mose
W. J. Walker Capt. Bowers
M. B. Winship Capt. Yost
Deer Park Capt. Young

with 2,000 bushels of wheat and 2,000 bushels of corn for G. T. Dunlop.

Thu. 5/17/88, p. 4.  **Canal Commerce.**
The following boats with way bills numbered from 423 to 427 inclusive, left this port up to 3 o'clock p.m., today (May 17, 1888):

George's Creek Co. -- To Georgetown
Benj. Vaughn Capt. Sigler 114 08
Consolidation Co. --To Williamsport:
Little Walter Capt. Ardinger 112 17
Nellie & Davie Capt. Patton 110 05

INCOMING BOATS
North Branch Lock, May 17, 3 p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

James M. Schley Capt. Artz
W. F. Creighton Capt. Neal
Nellie & Davie Capt. Patton
Burke Spencer Capt. Kirk
Park Agnew Capt. Weaver
Little Walter Capt. Ardinger
G. M. Winship Capt. Penner
W. O. Bowser Capt. Havermale
R. A. Driver Capt. Drenner
Enterprise Capt. Curtis

Fri. 5/18/88, p. 4.  **Canal Commerce.**
The following boats with way bills numbered from 428 to 438 inclusive, left this port up to 3 o'clock p.m., today (May 18, 1888):

Consolidation Co. -- To Georgetown
W. R. Lewis Capt. Bender 110 07
John Miller Capt. Artz 110 13
Enterprise Capt. Curtis 113 02
To Williamsport:
D. W. Malotte Capt. Malotte 115 14
Frankie & Fannie Capt. McCardell 114 00
Nellie & Davie Capt. Patton 110 05
George's Creek Co. -- To Georgetown
Garnet F. S. Capt. Long 114 01
Delaware Capt. Manning 108 18
Harry Wagner Capt. James 116 12
W. Va. C. & P. R'y. Co. -- To Georgetown
Plough Boy Capt. Kenny 113 03
To Williamsport:
Ruby Capt. Fahey 95 12

INCOMING BOATS
North Branch Lock, May 18, 3 p.m.

ES, Wed. 5/16/88, p. 5.  **Grain Receipts** – Canal boat Maryland arrived with 2,000 bushels of corn for G. T. Dunlop. Canal boat Loudoun arrived
Canal Trade 1888

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

- John Miller Capt. Artz
- Frankie & Fannie Capt. McCardell
- W. R. Lewis Capt. Bender
- D. W. Malotte Capt. Malotte
- Lutie & Monie Capt. Shupp
- Geo. S. French Capt. Gannon

Canal Commerce.
The following boats with way bills numbered from 439 to 455 inclusive, left this port up to 3 o'clock p.m., today (May 19, 1888):

<table>
<thead>
<tr>
<th>Consolidation Co. -- To Georgetown</th>
</tr>
</thead>
<tbody>
<tr>
<td>John Miller Capt. Artz 110 13</td>
</tr>
<tr>
<td>D. W. Malotte Capt. Malotte 113 14</td>
</tr>
<tr>
<td>W. S. Jacques Capt. Davis 113 18</td>
</tr>
<tr>
<td>Chas. R. White, Jr. Capt. Stride 114 11</td>
</tr>
<tr>
<td>Geo. Bogus Capt. Davis 114 16</td>
</tr>
<tr>
<td>T. H. Gibbs Capt. Grimm 112 15</td>
</tr>
<tr>
<td>M. E. Grove Capt. Little 111 04</td>
</tr>
<tr>
<td>Geo. S. French Capt. Gannon 111 04</td>
</tr>
</tbody>
</table>

To Williamsport:

- Unexpected Capt. Williams 112 09
- W. Va. C. & P. R'y. Co. -- To Georgetown
  - Plough Boy Capt. Kenny 113 03
  - Mary E. Hall Capt. Leopold 115 11
  - George's Creek Co. -- To Georgetown

Burke Spencer Capt. Price 113 08

INCOMING BOATS

North Branch Lock, May 19, 3 p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

- M. E. Grove Capt. Little
- Unexpected Capt. Williams
- B. F. Spear Capt. Grimm
- R. H. Jones Capt. Wood
- John K. Shaw Capt. Bender
- W. S. Jacques Capt. Davis
- Geo. Bogus Capt. Davis
- Chas. R. White Capt. Stride
- McK Steffey Capt. McKelvey
- G. N. Shuman Capt. Bowers
- T Capt. Clendening
- W. H. C. Bayley Capt. Bender
- Sarah Kroon Capt. Cramer

INCOMING BOATS

North Branch Lock, May 21, 3 p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

- M. E. Grove Capt. Little
- Unexpected Capt. Williams
- B. F. Spear Capt. Grimm
- R. H. Jones Capt. Wood
- John K. Shaw Capt. Bender
- W. S. Jacques Capt. Davis
- Geo. Bogus Capt. Davis
- Chas. R. White Capt. Stride
- McK Steffey Capt. McKelvey
- G. N. Shuman Capt. Bowers
- T Capt. Clendening
- W. H. C. Bayley Capt. Bender
- Sarah Kroon Capt. Cramer

Canal, have returned from a pay trip to Cumberland, during which $13,000 was expended in salaries to employees.


Mon. 5/21/88, p. 4. Canal Commerce.
The following boats with way bills numbered from 455 to 465 inclusive, left this port up to 3 o'clock p.m., today (May 21, 1888):

<table>
<thead>
<tr>
<th>Consolidation Co. -- To Georgetown</th>
</tr>
</thead>
<tbody>
<tr>
<td>F. O. Beckett Capt. Benner 115 15</td>
</tr>
<tr>
<td>A. L. Miller Capt. Piper 112 09</td>
</tr>
<tr>
<td>W. H. C. Bayley Capt. Hebb 110 12</td>
</tr>
</tbody>
</table>

To Williamsport

- Mary Capt. Tice 109 06
- Victor Capt. Kelly 105 17
- M. A. Shupp Capt. Shupp 113 03
- McK Steffey Capt. McKelvey 114 02

George's creek Co. - To Georgetown

- W. T. Coulehan Capt. Young 114 02
- W. D. Walbridge Capt. McMullen 109 13
- Park Agnew Capt. Weaver 116 06
- W. Va. C. & P. R'y. Co. -- To Georgetown
  - Mattie Capt. Bowers 112 04
  - Irene Capt. Kimble 116 14

INCOMING BOATS

President Gambrill, Treasurer Watkins and Accountant Ayer, of the Chesapeake and Ohio Canal, have returned from a pay trip to Cumberland.
Victor Capt. Kelly


Tue. 5/22/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 466 to 478 inclusive, left this port up to 3 o'clock p.m., today (May 22, 1888):

- **Consolidation Co. -- To Georgetown**
  - Zadock Williams Capt. Mose 115 00
  - C. W. Adams Capt. Jackson 114 00
  - G. M. Winship Capt. Shaw 110 00
  - Charles Darrow Capt. Engle 108 01

To Williamsport:
- Victor Capt. Kelly 109 09
- Nellie & Davie Capt. Patton 106 00

George's Creek Co. -- To Georgetown
- John K. Shaw Capt. Sorrell 117 10
- G. N. Shuman Capt. Bowers 112 16
- John Spencer Capt. Renner 111 17
- W. Va. C. & P. R'y. Co. -- To Georgetown
  - W. Beall Capt. Eddy 105 03

To Williamsport:
- Ruby Capt. Fahey 88 02
- Eugene Capt. Teach 111 03

**INCOMING BOATS**
North Branch Lock, May 22, 3. p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
- Allegheny Capt. Dixon
- Frankie & Fannie Capt. McDowell
- G. M. Barroll Capt. Murphy
- Missouri Capt. Ardinger
- W. T. Hassett Capt. Snyder
- U Capt. Malotte
- Wm. King Capt. McCoy
- Cigarette Capt. Gay
- L. R. Fechtig Capt. Bowers
- W. H. Cooper Capt. Bear

ES, Wed. 5/23/88, p. 6. **Grain Receipts** – Canal boat Seneca arrived yesterday with 1,800 bushels of corn, 300 bushels of wheat and five tons of hay for G. T. Dunlop.

Washington, and from there the Arions will go by rail to Baltimore. If the Maryland is secured the trip will be made by water the entire way. From Cumberland to Georgetown via the canal and from there via the Potomac river and Chesapeake bay to Baltimore. About forty members will go, and a jolly good time is anticipated.

p. 4. **Canal Commerce.**
The following boats with way bills numbered from 478 to 487 inclusive, left this port up to 3 o'clock p.m., today (May 23, 1888):

- **Consolidation Co. -- To Georgetown**
  - G. M. Barroll Capt. Murphy 111 10
  - J. P. Hewitt Capt. Swain 111 19
  - G. S. Renner Capt. Sorrell 112 16
  - S. M. Storm Capt. Huff 113 16

To Williamsport
- U Capt. Malotte 109 19
- Frankie & Fannie Capt. McDowell 112 18

George's Creek Co. -- To Georgetown
- Sarah Kroon Capt. Cramer 113 09
- Mississippi Capt. Byroads 113 04
- R. H. Jones Capt. Weaver 111 06

**INCOMING BOATS**
North Branch Lock, May 23, 3. p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
- Allegheny Capt. Dixon
- Frankie & Fannie Capt. McDowell
- G. M. Barroll Capt. Murphy
- Missouri Capt. Ardinger
- W. T. Hassett Capt. Snyder
- U Capt. Malotte
- Wm. King Capt. McCoy
- Cigarette Capt. Gay
- L. R. Fechtig Capt. Bowers
- W. H. Cooper Capt. Bear

ES, Wed. 5/23/88, p. 6. **Grain Receipts** – Canal boat Seneca arrived yesterday with 1,800 bushels of corn, 300 bushels of wheat and five tons of hay for G. T. Dunlop.

Thu. 5/24/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 487 to 496 inclusive, left this port up to 3 o'clock p.m., today (May 24, 1888):

- **Consolidation Co. -- To Georgetown**
  - L. R. Fechtig Capt. Bowers 110 09
  - E. P. Cohill Capt. Pittman 112 15
Sally Burwell Capt. Taylor 113 03
Geo. A. McIlhenny Capt. Kane 124 01
To Williamsport
Lutie & Monie Capt. Shupp 114 08
Borden Co. -- To Georgetown
E. R. Ladew Capt. Young 114 01
Cigarette Capt. Gay 108 00
W. Va. C. & P. R'y. Co. -- To Georgetown
S Capt. Eaton 111 05
George's Creek Co. -- To Georgetown
Mary Mertens Capt. Conrad 113 17
INCOMING BOATS
North Branch Lock, May 24, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
D. W. Malotte Capt. Shupp
L. P. Hieston Capt. Kane
E. P. Cohill Capt. Pittman
Geo. A. McIlhenny Capt. Kane
Geo. L. Sheriff Capt. Cartwright
Youghiogheny Capt. Linaburg
J. Maury Dove Capt. Malone
Daniel Linkins Capt. Kreitzer
Plough Boy Capt. Hager


Fri. 5/25/88, p. 4. Canal Commerce.
The following boats with way bills numbered from 496 to 500 inclusive, left this port up to 3 o'clock p. m., today (May 26, 1888):
Consolidation Co. -- To Georgetown
Elbe River Capt. Swain 108 12
E. A. King Capt. Mills 115 06
L. W. Ginnand Capt. Zimmerman 111 03
J. Maury Dove Capt. Malone 109 06
Daniel Linkins Capt. Kreitzer 109 11
To Williamsport
Mary Capt. Tice 111 00
George's Creek Co. -- To Georgetown
G. A. Hoffman Capt. Hine 112 09
Mary Burgess Capt. Zimmerman 114 15
A. G. Johnson Capt. Reid 112 14
Borden Co. -- To Georgetown
S. M. Reitzell Capt. Young 114 16
W. Va. C. & P. R. R. Co. -- To Williamsport
Ivan Capt. Kimble 109 09
INCOMING BOATS
North Branch Lock, May 25, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
Mary Capt. Tice
Elbe River Capt. Swain
Ivan Capt. Kimble
E. A. King Capt. Mills
L. W. Ginnand Capt. Zimmerman
River Nile Capt. Kimble


Sat. 5/26/88, p. 4. Canal Commerce.
The following boats with way bills numbered from 508 to 515 inclusive, left this port up to 3 o'clock p. m., today (May 26, 1888):
Consolidation Co. -- To Georgetown
Wm. King Capt. McCoy 112 11
H. Roussell Capt. Swain 113 13
To Williamsport:
Nellie & Davie Capt. Patton 111 07
W. Va. C. & P. R. R. -- To Georgetown
T Capt. Clendening 113 11
To Williamsport:
Ruby Capt. Fahey 85 16
Eugene Capt. Teach 107 00
George's Creek Co. -- To Georgetown
Potomac Capt. Riley 118 00
INCOMING BOATS
North Branch Lock, May 26, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
H. Roussell Capt. Swain
Nellie & Davie Capt. Patton
Eugene Capt. Teach
Theo. Dean Capt. Zimmerman
C. W. Ridley Capt. Barger
W. R. Lewis Capt. Bender
Rainbow Capt. Pear
Frankie & Jessie Capt. Smith

The following boats with way bills numbered from 515 to 526 inclusive, left this port up to 3 o'clock p. m., today (May 28, 1888):
Consolidation Co. -- To Georgetown
M. E. Grove Capt. Little 112 15
W. H. C. Bayley Capt. Hebb 112 05
INCOMING BOATS
North Branch Lock, May 28, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
M. B. Mayfield Capt. Reid
Victor Capt. Kelly
W. O. Bowser Capt. Havermale
A. Jackson Clark Capt. Parran
Mattie Capt. Malone
J. H. Reid Capt. Ensminger
M. E. Grove Capt. Little
W. H. C. Bayley Capt. Hebb
W. T. Hassett Capt. Snyder
H. C. Winship Capt. Clinton
Frankie & Fannie Capt. McCandell
D. W. Malotte Capt. Malotte
L. P. Read Capt. Dunnigan
C. D. Warfield Capt. Pierce

The following boats with way bills numbered from 527 to 533 inclusive, left this port up to 3 o'clock p. m., today (May 29, 1888):
Consolidation Co. -- To Georgetown
James M. Schley Capt. Bender 111 14
Alleghany Capt. Dixon 112 00
Consolidation Co. -- To Williamsport
Mary Capt. Tice 109 10
Unexpected Capt. Williams 112 19
W. Va. C. & P. R. R. -- To Williamsport
Eugene Capt. Teach 109 15

INCOMING BOATS
North Branch Lock, May 30, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
J. B. Thomas Capt. Gray
P. Hines Capt. Rhinehart
Charles Mann Capt. Miller
Geo. & Michael Capt. Smith
Mahaney
Ruby Capt. Fahey
Cigarette Capt. Moore
Meyersdale Capt. Keller
Lutie & Monie Capt. Shupp
Mississippi Capt. Mahaney

Wed. 5/30/88, p. 4. Canal Commerce.
The following boats with way bills numbered from 534 to 537 inclusive, left this port up to 3 o'clock p. m., today (May 30, 1888):
Consolidation Co. -- To Williamsport
Lutie & Monie Capt. Shupp 115 00
W. Va. C. & P. R. R. -- To Georgetown
Isabella Capt. Brookman 114 08
To Williamsport:
Ivan Capt. Kimble 113 07

INCOMING BOATS
North Branch Lock, May 30, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
J. B. Thomas Capt. Gray
P. Hines Capt. Rhinehart
Charles Mann Capt. Miller
Geo. & Michael Capt. Smith
Mahaney
Ruby Capt. Fahey
Cigarette Capt. Moore
Meyersdale Capt. Keller
Lutie & Monie Capt. Shupp
Mississippi Capt. Mahaney

Wed. 5/30/88, p. 1.³ Off to Great Falls
The packet boat Excelsior carried a large crowd of excursionists up to the Great Falls today and many coach loads of picnic parties went to the same place this morning.

The following boats with way bills numbered from 539 to 543 inclusive, left this port up to 3 o'clock p. m., today (May 31, 1888):
Consolidation Co. -- To Georgetown
James M. Schley Capt. Bender 111 08
Alleghany Capt. Dixon 112 00
Consolidation Co. -- To Williamsport
Mary Capt. Tice 109 10
Unexpected Capt. Williams 112 19
W. Va. C. & P. R. R. -- To Williamsport
Eugene Capt. Teach 109 15

North Branch Lock, May 31, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

A. H. Stump Capt. Helgoth
J. H. Parrot Capt. Smith
Eugene Capt. Teach
Highlander Capt. Eaton
Cumberland Capt. Payne
Unexpected Capt. Williams
Mary Capt. Tice
Samuel Henry Capt. Allison
Nellie & Davie Capt. Patton

United States Commissioner Fowler yesterday commenced taking testimony in the Alexandria canal case, at Alexandria, Va., with reference to the city's claim against the canal. Messrs. S. G. Brent and F. L. Smith represented the city's interest, and Gen. H. H. Wells appeared for Mr. W. W. Dungan, the receiver for the canal. Notice was served on Mr. Dungan to produce on Wednesday next the books, papers, etc., of the canal. The bonds held by the city against the canal company were introduced and several witnesses examined.

p. 4. Canal Commerce.  
The following boats with way bills numbered from 544 to 550 inclusive, left this port up to 3 o'clock p. m., today (May 31, 1888):

John P. Agnew & Co. - Georgetown
John P. Agnew Capt. Burns 111 06
Missouri Capt. Ardinger 112 05
W. H. Cooper Capt. Bear 112 15
Susquehanna Capt. Stickles 113 13
Nellie & Davie Capt. Patton 112 07
Consolidation Co. - To Georgetown
T. K. Stewart Capt. Penner 113 06
Geo. S. French Capt. Gannon 109 19

INCOMING BOATS

North Branch Lock, June 1, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Ollie V. Capt. Kroon
Juanita Capt. Little
Geo. S. French Capt. Gannon
Nellie & Davie Capt. Patton
Muskingum Capt. Penner
Zadock Williams Capt. Renner
T. L. Holbrook Capt. Snyder

T. K. Stewart Capt. Penner
J. H. Milstead Capt. Roof
Libby Capt. Manning
Susquehanna Capt. Stickles


Sat. 6/2/88, p. 4. Canal Commerce.  
The official figures from the office of Canal Collector Edwards show that during the month of May 265 boats, carrying 29,711 tons of coal, cleared from this port on the canal. The revenue was about $11,500. The tonnage was a slight increase over April, and an increase of over 10,000 tons as compared with May of last year.

The following boats with way bills numbered from 550 to 564 inclusive, left this port up to 3 o'clock p. m., today (June 2, 1888):

Consolidation Co. - To Georgetown
Jas. Z. Williams Capt. Reynolds 115 05
Zadock Williams Capt. Mose 112 02
F. O. Beckett Capt. Benner 115 05
H Capt. Shives 109 06
E. P. Cohill Capt. Pittman 111 03
Josephine Barroll Capt. Penner 114 01
Daniel Linkins Capt. Kreitzer 115 16
To Williamsport
McK Steffey Capt. McKelvey 116 06
George's Creek Co. - To Georgetown
John Spencer Capt. Renner 112 12
Youghiogheny Capt. Linaburg 117 05
John W. Thompson Capt. Staley 114 14
A. Jackson Clark Capt. Kerns 114 17
W. Va. C. & P. R. R. - To Williamsport
Ruby Capt. Fahey 89 19
Borden Co. - To Georgetown
Cigarette Capt. Gay 109 12

INCOMING BOATS

North Branch Lock, June 2, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

A. M. White Capt. Reid
Zadock Williams Capt. Mose
The official figures from the office of Canal Collector Edwards show that during the month of May 265 boats, carrying 29,711 tons of coal, cleared from this port on the canal. The revenue was about $11,500. The tonnage was a slight increase over April, and an increase of over 10,000 tons as compared with May of last year.

The following boats with way bills numbered from 565 to 574 inclusive, left this port up to 3 o'clock p.m., today (June 4, 1888):

Consolidation Co. - To Georgetown
C. W. Adams Capt. Jackson 111 18

To Williamsport:
M. A. Shupp Capt. Shupp 116 16
W. O. Bowser Capt. Havermale 112 12
Frankie & Fannie Capt. McCardell 115 19
Victor Capt. Kelly 112 15

George's Creek - Georgetown
James H. Reid Capt. Ensminger 110 11
J. W. Veale Capt. Groom 111 12
River Nile Capt. Burns 118 16

Elk Garden - To Georgetown
Harry & Ralph Capt. Wools 111 05
Ivan Capt. Kimble 114 00

INCOMING BOATS
North Branch Lock, June 4, 3. p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
C. W. Ridley Capt. Barger
Martha S. Fernsner Capt. Kimball
Elizabeth Miller Capt. Kintzell
M. A. Shupp Capt. Shupp

Tue. 6/5/88, p. 1. SUDDEN DEATH OF JOHN HUMBIRD. - At Five O'clock This Morning, In His 79th Year, of Failure of the Heart.
The entire community was shocked this morning by the announcement by the Times bulletins, that John Humbird had died suddenly at 5 o'clock at the Summer residence of his brother Jacob, near the five-mile house, on the National pike.

Yesterday afternoon, Mr. Humbird, accompanied by his wife, drove out to his brother's to spend several weeks. He had not been feeling well and thought the fresh air of the country would do him good. About four o'clock they reached the house. Soon after Messrs. S. J. Edwards, Joshua Knight and James Willison, of the county commissioners, called and spent several hours in pleasant conversation with the deceased and his brother. At six o'clock they returned to this city and say they never saw Mr. Humbird more full of fun and companionable. This is a saying a great deal, as there are few more companionable men than he.

At half-past six he ate a very hearty supper and sat up until 10:15 chatting with the family. He was devoted to his home and family and enjoyed such occasions very much. After retiring to the northwest room of the house he complained of indigestion and nausea. At 12 o'clock he was in great pain and desirous of vomiting, but insisted upon his wife not calling anyone as he said he should soon feel better. David, his nephew, soon after brought him some brandy, which he took with soda mint lozenges, and became easier.

Between four and five o'clock he again complained of nausea and pain. Dr. Carr was sent for at once. The trouble about the heart increased, and suddenly, at fifteen minutes past five, its
failure caused an instantaneous and painless death, before the doctor had arrived. The body will be brought to his home on Frederick street tonight, and the funeral will take place on Thursday at an hour hereafter to be announced.

**Sketch of his Life.**

John and Jacob Humbird today among the most wealthy and honored of Cumberland's citizens were early thrown upon their own resources. Their enviable positions and stainless reputations are striking comments upon what a plucky American boy can do.

John Humbird was born in Liganore Valley, Westmoreland county, Pa., on April 23rd, 1810, sixteen months before his brother Jacob. His father, Solomon Humbird, was a native of Bedford county, and came of a race of stalwart farmers, his grandfather having lived to the great age of 104 years. When eight years old the mother of John Humbird died, and he and his brother began their struggle upward. He was employed by a Mr. Boyd, near his home, and afterwards learned the wheelwright trade, which he carried on for a time. Jacob turned his attention to railroad building, and his first work was on the Portage incline railroad at Hollidaysburg, Pa., when in his twentieth year. John soon joined him, but quickly became foreman for Sterritt & Lockwood, on the Reading and Philadelphia railroad, after working for a time in Cumberland county, Pa.

**Comes to Cumberland.**

September, 1837, he came to this city taking contracts on the canal at its entrance into Cumberland, under Wm. Lockwood, of Lockwood & Sterritt. In November Jacob joined him and they worked together until Jacob went to Brazil in 1859. In April, 1838, they had the section along the Kuykendall farm, when work stopped on the canal. In 1840 they contracted on the Baltimore and Ohio railroad, building the Evitts creek bridge. In 1841 work was begun in this city on the Cumberland and Pennsylvania railroad and the Humbirds worked there until the rails were laid to Mt. Savage. Among other railroad contracts may be mentioned one on the Pennsylvania Central about 1847, the construction of the big cut east of this city on the Baltimore and Ohio, and sections 20, 21, 28, 29, 30 and others between here and Wheeling. After the road reached Wheeling contracts were taken on the Parkersburg branch, and afterwards on the Sand Patch tunnel of the Pittsburg and Connellsville railroad. Just prior to the war the brothers had completed a tunnel under the Blue Ridge for the Covington and Ohio railroad, and were at work on the Raven's gap railroad, in South Carolina, when Jacob decided to go to Brazil. This was in January, 1859. John worked on this contract till the war put a stop to all railroad work.

**Mayor of Cumberland.**

In 1860 he was elected Mayor of Cumberland which position he also held in 1866-68 and 1875, being chosen in the last instance to fill the vacancy caused by the death of Wm. R. McCulley, who died December 4, 1874. In 1870 he was a member of the board of commissioners that introduced the Holly water system in Cumberland. It was during his administration in '68 and '69, that the present site of the rolling mill was deeded to the railroad company.

He was one of the founders of the Trinity M. E. Church South, organized in this city in May, 1868, in which were associated with him Messrs. Asa Willison, John E. Buck, Levi Wickard and Mr. Longabaugh. The church edifice was erected on Union and Centre streets and dedicated in 1870, the Rev. Williamson Harris being pastor. It was afterwards sold to the Reformed Episcopal congregation and is now known as Christ Reformed Episcopal church. Mr. Humbird afterward joined the Centre street M. E. church.

August, 1872, he became a director in the organization of the Queen City Savings bank, which opened business on South Mechanic street in the Spates property, and continued under that name until March 10, 1879, when it was changed to the Third national bank, under the same management. The bank has since moved its quarters to the Humbird building, corner of Baltimore and Centre streets.

**As A Merchant.**

Many years ago he bought the hardware store of Jonathan W. Magruder, and associated with him in the business Hampton Long, the firm name being Humbird & Long. The store was located on Mechanic and Baltimore streets, and became so long established there that the location is, to this day, known as "Humbird's corner" to the
older residents of the county. At the death of Mr. Long, Mr. Humbird took James Carleton into partnership, the firm name being Humbird & Carleton, which continued so for a number of years until Mr. Carleton went to St. Louis. His son Jacob was then taken into the business, which was continued several years until purchased by Mr. D. W. Bussard who now controls the establishment. Mr. Humbird was also interested in the Cumberland steel works which have been in operation at intervals for ten years past, and are now in a flourishing condition.

**Canal Director.**

In June, 1876, he was elected a director in the Chesapeake and Ohio canal, which position he held at the time of his death. He had always been a staunch friend of the enterprise he helped construct.

**His Private Life.**

In his private life, Mr. Humbird was a quiet unassuming man, fond of his home and family, and ever ready to lend a helping hand to all who asked it. He married Miss Jane McKee, daughter of Thomas McKee, well known to the old residents of this city, and aunt of the late Thomas McKee, who survives him with the following children: Jacob B. and John A., both married, Mrs. Lidia Hitchcock, widow of L. D. Hitchcock; Mrs. Sue Morris, wife of R. I. Morris; Mrs. Sallie Swartzwelder, wife of H. Clay Swartzwelder, and Mrs. Anna DeVries, widow of the late Capt. Wm. DeVries. The cause of his death was failure of the heart, brought about by dyspepsia.

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**Canal Commerce.**

The following boats with way bills numbered from 579 to 581 inclusive, left this port up to 3 o'clock p.m., today (June 5, 1888)

- **John P. Agnew & Co.** - To Georgetown
  - Pilot Boy Capt. Young 113 09
  - Muskingum Capt. Zellers 117 10
  - Sarah Kroon Capt. Kroon 116 07
- **Consolidation Co.** - To Williamsport
  - Lutie & Monie Capt. Shupp 114 05
  - D. W. Malotte Capt. Malotte 113 02
- **W. Va. C. & P. R. R.** - To Georgetown
  - Plough Boy Capt. Kenny 108 01
  - To Williamsport
  - Ruby Capt. Fahey 88 16

**INCOMING BOATS**

North Branch Lock, June 5, 3 p.m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

- **Harry Wagner**
- **Park Agnew**
- **W. R. Lewis**
- **D. W. Malotte**
- **Lutie & Monie**
- **Her I Am**
- **Maj. L. L. Blake**

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AN AWARD CONFIRMED

NR, Wed. 6/6/88, p. 4. An Award Confirmed

Yesterday morning Justice James made an order confirming the report of the commissioners in the case of United States, ex. rel. Wm. C. Endicott, Secretary of War, against the Chesapeake and Ohio Canal Company, unless cause to the contrary be shown before the 15th instant. The award of the commissioners was for property condemned for the abutment of the aqueduct bridge, and amounted to $29,500.

Thu. 6/7/88, p. 1. **DEATH OF JOS. W. H. POLLOCK. - Another Old Citizen Gone - Funeral Tomorrow - His Life.**

At his beautiful farm, on the Potomac, one mile this side of North Branch station on the Baltimore and Ohio railroad, Jos. W. H. Pollock, this morning at 3 o'clock, died in the 74th year of his age, after a lingering illness of softening of the brain. He was one of the best known, most highly esteemed and universally beloved men in the county. He never held public office though it often sought him. Once only was his name before the people and then without his consent. It was four years ago when his friends ran him for judge of the Orphans' Court.

Mr. Pollock was born in Liganore Valley, Pa., in 1814. His father was a large land owner in that section and gave his son a good education. After graduating at law Mr. Pollock practiced in Woodstock, Va. From there he went to Old Fields, Hardy county, Va., where he taught school. There he married Miss Hannah C. Vanmeter, daughter of Garrett Vanmeter. She owned half-interest in the farm where she died. Mr. Pollock bought out the other heirs and in 1840 moved there and has since made it his home.

Mrs. Vanmeter, who survives the deceased, is a first cousin of Mrs. Capt. McNeil, of Confederate cavalry fame. Four children survive him - James D. and Robert S.; Mrs. Sallie High, wife of Daniel High, of this city and Mrs. Bettie Everett, wife of William Everett, who lives on an adjoining farm. In 1883 Edward L., another son, died. The deceased has two brothers - one, Abraham, a Presbyterian minister at Warrenton, Va., the other a merchant of Plattsmouth, Nebraska.

The funeral takes place from the residence tomorrow at eleven o'clock, with the following pall bearers: Messrs. Alex King, George Rawlings, Michael Long, Addison Martin, Isaac Vanmeter and John Lynn, Sr. Rev. Mr. Moffatt, of the Presbyterian church will officiate.

[Transcriber's Note: The Pollock farm lies between Lock 75 and the Potomac River. It is still owned by the family, is still an active farm, and the family cemetery is within easy walking distance from Lock 75. Mr. Pollock and Mr. Bloss, one of the Lock 75 lockkeepers were contemporaries; Mr. Pollock is mentioned in the Bloss Family History.]

*Ibid.* p. 4. **Canal Commerce.**

The following boats with way bills numbered from 597 to 601 inclusive, left this port up to 3 o'clock p. m., today (June 7, 1888):

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Owner</th>
<th>Way Bill</th>
</tr>
</thead>
<tbody>
<tr>
<td>John P. Agnew &amp; Co.</td>
<td>To Georgetown</td>
<td>112</td>
</tr>
<tr>
<td>Henry Hanekamp</td>
<td>Capt. Bowers</td>
<td>113</td>
</tr>
<tr>
<td>John H. Parrott</td>
<td>Capt. Dolan</td>
<td>117</td>
</tr>
<tr>
<td>Consolidation Co.</td>
<td>To Georgetown</td>
<td>114</td>
</tr>
<tr>
<td>W. R. Lewis</td>
<td>Capt. Bender</td>
<td>114</td>
</tr>
<tr>
<td>J. M. Wheatley</td>
<td>Capt. Lyttor</td>
<td>115</td>
</tr>
<tr>
<td>W. Va. C. &amp; P. R. R.</td>
<td>To Georgetown</td>
<td>109</td>
</tr>
</tbody>
</table>

**INCOMING BOATS**

North Branch Lock, June 7, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
</tr>
</thead>
<tbody>
<tr>
<td>Delaware</td>
<td>Capt. Mathers</td>
</tr>
<tr>
<td>W. D. Walbridge</td>
<td>Capt. Mullen</td>
</tr>
<tr>
<td>R. M. Quigley</td>
<td>Capt. Knight</td>
</tr>
<tr>
<td>Suwannee</td>
<td>Capt. Bowers</td>
</tr>
<tr>
<td>Mary E. Hall</td>
<td>Capt. Leopold</td>
</tr>
<tr>
<td>Winter</td>
<td>Capt. Fox</td>
</tr>
</tbody>
</table>

ES, Thu. 6/7/88, p. 5. **Grain Receipts** – Canal boat Beulah arrived with 4,000 bushels of wheat and 3 tons hay for G. T. Dunlop. Canal boat Seneca arrived with 1,000 bushels of wheat and 700 bushels of corn for G. T. Dunlop.

Fri. 6/8/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 601 to 614 inclusive, left this port up to 3 o'clock p. m., today (June 8, 1888):

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Owner</th>
<th>Way Bill</th>
</tr>
</thead>
<tbody>
<tr>
<td>George's Creek &amp; Co.</td>
<td>To Georgetown</td>
<td>113</td>
</tr>
<tr>
<td>Judge J. Douglas</td>
<td>Capt. McCarty</td>
<td>113</td>
</tr>
<tr>
<td>George Sherman</td>
<td>Capt. Myers</td>
<td>116</td>
</tr>
<tr>
<td>Savannah</td>
<td>Capt. Cramer</td>
<td>114</td>
</tr>
<tr>
<td>Rainbow</td>
<td>Capt. Young</td>
<td>115</td>
</tr>
<tr>
<td>C. W. Ridley</td>
<td>Capt. Barger</td>
<td>115</td>
</tr>
<tr>
<td>John P. Agnew</td>
<td>Capt. Eaton</td>
<td>115</td>
</tr>
<tr>
<td>J. E. Dyer &amp; Bro.</td>
<td>Capt. Neal</td>
<td>111</td>
</tr>
<tr>
<td>Benj. Vaughn</td>
<td>Capt. Sigler</td>
<td>117</td>
</tr>
<tr>
<td>Consolidation Co.</td>
<td>To Georgetown</td>
<td>111</td>
</tr>
<tr>
<td>W. H. C. Bayley</td>
<td>Capt. Hebb</td>
<td>111</td>
</tr>
</tbody>
</table>
Sat. 6/9/88, p. 1. **$39,500 for the Canal.**

The District of Columbia has agreed with the canal company upon a price for the abutment of the aqueduct bridge in Georgetown. The abutment is used for the free bridge recently decided upon between Georgetown and the Virginia shore. The sum agreed upon is $39,500. This includes title to the ground on which the abutment stands.

p. 4. **Canal Commerce.**

The following boats with way bills numbered from 614 to 620 inclusive, left this port up to 3 o'clock p.m., today (June 9, 1888):

George's Creek & Co. -- To Georgetown
- Elberton Capt. Eaton 115 01
- Alfred Wood Capt. Atwell 114 06
- A. H. Brandt Capt. Mose 114 10
- Consolidation Co. -- To Georgetown
- B. R. Mayfield Capt. Ingram 111 14
- Amazon Capt. Ingram 118 08
- W. Va. C. & P. Ry. Co. -- To Williamsport
- Eugene Capt. Teach 111 06

**INCOMING BOATS**
North Branch Lock, June 9, 3 p.m.

Mon. 6/11/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 620 to 636 inclusive, left this port up to 3 o'clock p.m., today (June 11, 1888):

George's Creek & Co. -- To Georgetown
- Maj. L. L. Blake Capt. Reid 112 14
- John Spencer Capt. Renner 112 02
- Meyersdale Capt. Young 111 16
- Herald Capt. Young 113 16
- Delaware Capt. Manning 117 12
- David A. Lowe Capt. McCann 113 19
- Harry Wagner Capt. James 113 09
- Park Agnew Capt. Weaver 116 03
- Consolidation Co. -- To Georgetown
- Zadock Williams Capt. Mose 113 01
- N. C. Read Capt. Swain 113 16
- James Goddard Capt. Pennell 113 11

To Williamsport:
- Unexpected Capt. Williams 116 00
- Nellie & Davie Capt. Patton 111 03
- W. Va. C. & P. R. R. - To Georgetown
- Mary E. Hall Capt. Leopold 106 13
- Mattie Capt. Leopold 106 09

**INCOMING BOATS**
North Branch Lock, June 11, 3 p.m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

- Eugene Capt. Teach
- Mattie Capt. Bowers
- Mississippi Capt. Atwell
- Jacob Bender Capt. Shields
- Ruby Capt. Fahey
- Nellie & Davie Capt. Patton
- Garnet F. S. Capt. Young
- James Garlitz Capt. Penner

**INCOMING BOATS**
North Branch Lock, June 8, 3 p.m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

- U Capt. Malotte
- W. H. C. Bayley Capt. Hebb
- T. L. Holbrook Capt. Snyder
- W. T. Coulehan Capt. Taylor
- M. B. Winship Capt. Yost
- Mary Capt. Tice
- Ivan Capt. Kimble
- W. J. Stephenson Capt. Moore
- W. B. Lloyd Capt. Stride
- Burke Spencer Capt. Price
- G. N. Shuman Capt. Bowers
- Amazon Capt. Ingram
- B. R. Mayfield Capt. Ingram

**INCOMING BOATS**
North Branch Lock, June 8, 3 p.m.
Sun, Mon. 6/11/88, p. 6. A man named Bowers, who, it is supposed, came from an asylum in Baltimore, took a fir on a canal boat, near Shepherdstown, a few days ago, and fell into the canal and was drowned. His body was afterwards recovered. He was about 23 years of age.

Tue. 6/12/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 636 to 644 inclusive, left this port up to 3 o'clock p.m., today (June 12, 1888):

- **Consolidation Co. -- To Georgetown**
  - E. P. Cohill Capt. Pittman 111 12
  - R. A. Driver Capt. Drenner 114 02
  - A. P. Mayfield Capt. Moore 113 12

- To Williamsport:
  - Victor Capt. Kelly 110 18

- **George's Creek Co. -- To Georgetown**
  - G. A. Hoffman Capt. Hine 116 00
  - W. D. Walbridge Capt. McMullen 118 10
  - W. Va. C. & P. R. R. - To Georgetown
  - Jacob Bender Capt. Shields 115 05

- To Williamsport:
  - Ruby Capt. Fahey 88 16

**INCOMING BOATS**

North Branch Lock, June 12, 3. p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

- Iowa Capt. Davis
- Allen Campbell Capt. Crampton
- E. P. Cohill Capt. Pittman
- R. A. Driver Capt. Drenner
- W. T. Hassett Capt. Snyder
- Ruby Capt. Fahey
- T Capt. Clendening
- M. E. Grove Capt. Little
- W. J. Walker Capt. Bowers

Wed. 6/13/88, p. 2. Some days since we stated in our news columns that the Chesapeake and Ohio canal and the United States had agreed upon $39,500 as the price at which the canal would relinquish her title to the abutment of the aqueduct bridge in Georgetown. Fuller investigation disclosed the following facts. The United States through Secretary Endicott, appointed a commission to condemn the abutment for the use of the free bridge between Georgetown and Virginia. Their award was $29,500. Judge James issued an order confirming the award unless cause to the contrary was shown by the 15th instant. If the award is confirmed the canal company will get $10,000 at once, but the remaining $19,500 will require an additional appropriation by Congress. The item that appeared in our news columns may have led to the belief that President Gambrill of the canal had or would shortly have this sum in hand. We only wish it were so, for then the pay boat would make an extra trip and the "back time" be taken up. Mr. Gambrill is managing economically and well the affairs of the canal. His earnest efforts in its behalf will meet with success, we hope, - certainly it elicits the admiration of all unbiased observers.

Ibid, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 644 to 659 inclusive, left this port up to 3 o'clock p.m., today (June 13, 1888):

- **George's Creek Co. -- To Georgetown**
  - W. B. Lloyd Capt. Stride 111 18
  - Suwannee River Capt. Gray 117 00
  - G. N. Shuman Capt. Bowers 118 10
  - Altoona Capt. Young 112 04
  - D. Armstrong Capt. Marmaduke 117 05
  - Mississippi Capt. Byroads 115 08
  - W. J. Booth Capt. Smith 113 17
  - Potomac Capt. Riley 117 14
  - Burke Spencer Capt. Price 116 01
  - M. B. Winship Capt. Yost 114 01
  - Highlander Capt. Young 116 03

- **Consolidation Co. -- To Georgetown**
  - W. J. Walker Capt. Bowers 109 09
  - M. E. Grove Capt. Little 114 05
  - Daniel Linkins Capt. Kreitzer 112 02

- To Williamsport:
  - M. A. Shupp Capt. Shupp 116 10

**INCOMING BOATS**

North Branch Lock, June 13, 3. p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

- W. J. Walker Capt. Bowers
- Youghiheney Capt. Linaburg
- M. A. Shupp Capt. Shupp
- Daniel Linkins Capt. Kreitzer
- Ivan Capt. Kimble
- M. M. Burgess Capt. Zimmerman
- Allegheny Capt. Dixon
Thu. 6/14/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 659 to 672 inclusive, left this port up to 3 o'clock p.m., today (June 14, 1888):

George's Creek Co. -- To Georgetown
- Iowa Capt. Davis 116 16
- Youghiogheny Capt. Linaburg 120 13
- Allegheny Capt. Dixon 117 16
- T. J. Shiflet Capt. Young 119 02
- Here I Am Capt. Young 113 04
- Mary Mertens Capt. Conrad 111 18
- A. Jackson Clark Capt. Kerns 114 11
- A. G. Johnson Capt. Reid 111 12
- Consolidation Co. -- To Georgetown
- Allen Campbell Capt. Crampton 107 03
- W. S. Jacques Capt. Davis 116 06
- Geo. Bogus Capt. Davis 111 08
- To Williamsport:
  - W. O. Bowser Capt. Havermale 117 06
  - Frankie & Fannie Capt. McCardell 112 12

**INCOMING BOATS**
North Branch Lock, June 14, 3. p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
- Eugene Capt. Teach
- W. O. Bowser Capt. Havermale
- Frankie & Fannie Capt. McCardell
- John W. Thompson Capt. Staley
- John Miller Capt. Artz

Fri. 6/15/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 672 to 683 inclusive, left this port up to 3 o'clock p.m., today (June 15, 1888):

George's Creek Co. -- To Georgetown
- W. F. Creighton Capt. Edwards 113 11
- John W. Thompson Capt. Staley 116 04
- W. Va. C. & P. Ry. Co. -- To Williamsport
- Ruby Capt. Fahey 84 11

**INCOMING BOATS**
North Branch Lock, June 14, 3. p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
- C. W. Adams Capt. Jackson
- Ruby Capt. Fahey
- Susquehanna Capt. Stickles
- Missouri Capt. Ardinger
- J. W. Veale Capt. Groom
- Geo. S. French Capt. Gannon
- A. Greenless, Jr. Capt. Shives
- D. W. Malotte Capt. Malotte
- Nita K. Phelps Capt. Malone

Sat. 6/16/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 683 to 696 inclusive, left this port up to 3 o'clock p.m., today (June 16, 1888):

George's Creek Co. -- To Georgetown
- Missouri Capt. Ardinger 113 16
- J. W. Veale Capt. Groom 111 12
- Susquehanna Capt. Stickles 113 10
- A. Greenless, Jr. Capt. Shives 116 03

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**Drowned in the Canal –**
James Reilly, Jr., whose home was formerly at Mercerville, in Tilghman district, was drowned in the Chesapeake and Ohio canal between twelve and one o’clock on Wednesday of last week. The accident occurred at the outlet lock about a half mile below Shepherdstown. Reilly was coming home on the canal boat Potomac, James Reilly, of Cumberland, captain. The boat was going upstream Reilly being seated on the taffrail, when he was seized with spasms, to which he is subject, and fell overboard. Before assistance could reach him, he was drowned. His mother was on the boat at the time. As the cause of his death was evident, no inquest was held. Deceased was twenty-three years, three months and three days old. He was buried last Thursday at Bakersville. For a number of years Reilly was an inmate of an insane asylum, from which he escaped and was being brought home by James Reilly, the captain of the Potomac, who is a relative of the deceased.
W. T. Coulehan Capt. Young 111 14
Garnet F. S. Capt. Young 112 09
Lafayette Capt. Young 118 05
Deer Park Capt. Young 118 05
Consolidation Co. -- To Georgetown
Geo. S. French Capt. Gannon 110 11
W. R. Lewis Capt. Bender 110 19
To Williamsport
U Capt. Malotte 111 07
D. W. Malotte Capt. Malotte 113 14
W. Va. C. & P. Ry. Co. -- To Williamsport
S Capt. Eaton 111 10

INCOMING BOATS
North Branch Lock, June 16, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
W. R. Lewis Capt. Bender
U Capt. Malotte
P. Hein & Co. Capt. Reinhardt
Samuel Henry Capt. Hart
Muskingum Capt. Zellers
W. H. C. Bayley Capt. Hebb
River Nile Capt. Whorl
Salina Capt. Gerhard


Mon. 6/18/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 696 to 710 inclusive, left this port up to 3 o'clock p. m., today (June 18, 1888):
George's Creek Co. -- To Georgetown
Samuel Henry Capt. Hart 112 11
A. H. Stump Capt. Helgoth 116 10
Theo Dean Capt. Young 113 06
Muskingum Capt. Zellers 115 07
River Nile Capt. Burns 117 07
Consolidation Co. -- To Georgetown
T. H. Gibbs Capt. Grimm 112 18
W. H. C. Bayley Capt. Hebb 109 10
To Williamsport
Unexpected Capt. Williams 112 12
Lutie & Monie Capt. Shupp 111 10
W. Va. C. & P. Ry. Co. -- To Williamsport
Ivan Capt. Kimble 111 12
Ruby Capt. Fahey 88 19

INCOMING BOATS
North Branch Lock, June 16, 3. p. m.


Tue. 6/19/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 711 to 712 inclusive, left this port up to 3 o'clock p. m., today (June 19, 1888):
John P. Agnew Co. -- To Georgetown
John H. Milstead Capt. Roof 111 19

INCOMING BOATS
North Branch Lock, June 19, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
Juanita Capt. Little
Wed. 6/20/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 716 to 720 inclusive, left this port up to 3 o'clock p.m., today (June 18, 1888):

- Consolidation Co. -- To Georgetown
  - W. J. Booth Capt. Smith 112 14
  - J. M. Wheatley Capt. Lytton 110 03

To Shepherdstown

- Omega Capt. Benner 111 10
- W. Va. C. & P. Ry. Co. -- To Williamsport
  - Eugene Capt. Teach 111 15
- John P. Agnew & Co. - To Georgetown
  - T. L. Holbrook Capt. Snyder 113 02

**INCOMING BOATS**

North Branch Lock, June 20, 3. p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

- R. H. Jones Capt. Weaver
- Eugene Capt. Teach
- J. M. Wheatley Capt. Lytton
- Omega Capt. Benner
- G. S. Renner Capt. Sorrel
- A. H. Brandt Capt. Mose

Thu. 6/21/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 724 to 729 inclusive, left this port up to 3 o'clock p.m., today (June 21, 1888):

- W. Va. C. & P. Ry. Co. -- To Williamsport
  - Ruby Capt. Fahey 88 04
  - To Shepherdstown
    - Detroit Capt. Harper 115 09
    - John P. Agnew & Co. - To Georgetown
      - W. H. Cooper Capt. Bear 112 07
      - Juanita Capt. Little 118 17
      - Consolidation Co. -- To Georgetown
        - Chas. R. White Capt. Stride 112 07
        - To Williamsport
          - M. A. Shupp Capt. Shupp 115 19

**INCOMING BOATS**

North Branch Lock, June 21, 3 p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

- M. A. Shupp Capt. Shupp
- Ollie V. Capt. Cline
- C. W. Miller Capt. Driscoll
- Harry & Ralph Capt. Wools
- Savannah Capt. Cramer

Fri. 6/22/88, p. 1. **Washout on the Canal.**
Yesterday afternoon about two o'clock there was a severe rainstorm at Okonoko. There were two washouts on the canal, but not so serious as to interfere with the traffic. Three bridges were also washed out on the Mertens' Sons railroad that runs to their mill from that point.

p. 2. **Election of Canal Directors.**
The Board of Public Works, at their meeting held yesterday in Annapolis, elected as directors in the Chesapeake and Ohio canal, Daniel Annan, of Allegany county, vice, John Humbird, deceased, and John D. Aultz, of Frederick county, vice Buchanan Schley, resigned.

*Ibid*, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 736 to 742 inclusive, left this port up to 3 o'clock p.m., today (June 22, 1888):

- John P. Agnew Co. -- To Georgetown
  - Geo. A. Hoffman Capt. Hine 112 09
  - Eva Capt. Schoppert 112 02
  - Henry Hanekamp Capt. Bowers 112 15
  - Savannah Capt. Cramer 112 42
  - J. E. Dyer & Bro. Capt. Neal 114 07
  - Consolidation Co. - To Georgetown
    - M. M. Clay Capt. Piper 103 17
    - Zadock Williams Capt. Mose 113 00

**INCOMING BOATS**

North Branch Lock, June 22, 3 p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

- Seneca Capt. Taylor
- Henry Hanekamp Capt. Bowers
- George Sherman Capt. Meyers
- Geo. A. Hoffman Capt. Hine
- W. O. Bowser Capt. Havermale
- McK Steffey Capt. McKelvey
- A. Wood Capt. Atwood
Sat. 6/23/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 743 to 751 inclusive, left this port up to 3 o'clock p.m., today (June 23, 1888):

- John P. Agnew & Co. -- To Georgetown
- Harry Wagner Capt. James 116 13
- Benj. Vaughn Capt. Sigler 114 01
- Salina Capt. Young 113 08
- Borden Co. - To Round Top
- Cigarette Capt. Gay 103 11
- Consolidation Co. -- To Georgetown
- E. P. Cohill Capt. Pittman 110 07
- To Williamsport
- D. W. Malotte Capt. Malotte 111 17
- Victor Capt. Kelly 109 10
- W. Va. C. & P. Ry. Co. -- To Williamsport
- Ivan Capt. Kimble 109 13

Sat. 6/23/88, p. 8. **The Suburban Railway**
A certificate of incorporation of the District of Columbia Suburban Railway Company was filed in the office of the secretary of State at Annapolis yesterday. The incorporators are Gilbert Moyers, James W. Denver, Thomas J. Myers and John T. Mitchell of this city, and Edward C. Peter, Nicholas D. Offutt, William I. Hill, Charles William Fields and John L. Brunett of Maryland. The company is organized for the purpose of constructing and operating a railway at a point at or near the Chesapeake and Ohio Canal in the vicinity of Chain Bridge and thence by the most eligible route to the vicinity of the Great Falls, on the Potomac river. The capital stock is to be $100,000.

Mon. 6/25/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 767 to 771 inclusive, left this port up to 3 o'clock p.m., today (June 25, 1888):

- John P. Agnew Capt. Eaton 112 09
- Elberton Capt. Young 113 17
- Little Walter Capt. Kreitzer
- Daniel Linkins Capt. Kreitzer
- G. B. Hamitt Capt. Swain
- Mary Capt. Tice
- Nellie & Dave Capt. Paton
- U Capt. Malotte
- W. D. Walbridge Capt. McMullen
- A. Jackson Clark Capt. Kerns
- Delaware Capt. Manning
- W. B. Lloyd Capt. Stride
- Eugene Capt. Teach
- Charles Darrow Capt. Ingall
- A. M. White Capt. Reid
- Potomac Capt. Wise
- Ivan Capt. McKinley
- Benjamin Hall Capt. Dinger
- W. T. Hassett Capt. Sweler

ES, Mon. 6/25/88, p. 6. **Grain Receipts** – Canal boat Beulah arrived yesterday with 2,000 bushels of wheat and 30 tons of hay for G. T. Dunlop.

Tue. 6/26/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 771 to 777 inclusive, left this port up to 3 o'clock p.m., today (June 26, 1888):

- George's Creek Co. -- To Georgetown
- Delawer Capt. Manning 114 01
- W. B. Lloyd Capt. Stride 116 11
- Potomac Capt. Riley 117 06
- E. R. Ladew Capt. Young 113 17
- Harry & Ralph Capt. Young 112 09
- W. Va. C. & P. R. R. -- To Georgetown
- Little Rob Capt. Teach 109 07

INCOMING BOATS

North Branch Lock, June 26, 3. p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

- Little Rob Capt. Nuse

Wed. 6/27/88, p. 1. **Canal Commerce.**

---

Canal Trade 1888

The following boats with way bills numbered from 777 to 784 inclusive, left this port up to 3 o'clock p.m., today (June 27, 1888):

George's Creek Co. -- To Georgetown
Pilot Boy Capt. Young 113 17
Little Rob Capt. Young 113 08
Plough Boy Capt. Young 118 17
Consolidation Co. -- To Williamsport
Charles Darrow Capt. Engle 113 06
M. E. Grove Capt. Little 114 02
To Williamsport
Unexpected Capt. Williams 112 12
W. Va. C. & P. Ry. Co. - To Williamsport
Ruby Capt. Fahey 88 08

INCOMING BOATS
North Branch Lock, June 26, 3. p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
John Spencer Capt. Renner
M. E. Grove Capt. Little
Ruby Capt. Fahey
M. B. Winship Capt. Yost
Unexpected Capt. Williams
Burke Spencer Capt. Price
F. O. Beckett Capt. Benner
Rainbow Capt. Eaton
Highlander Capt. Eaton
Youghiogheny Capt. Linaburg
Maj. L. L. Blake Capt. Reid
Meyersdale Capt. Fields
Herald Capt. Fields
L. R. Fechtig Capt. Bowers
G. N. Shuman Capt. Bowers
C. W. Adams Capt. Jackson
G. M. Winship Capt. Shaw
Altoona Capt. Bowers
W. R. Lewis Capt. Bender
Mary Mertens Capt. Conrad
A. G. Johnson Capt. Reid
M. A. Shupp Capt. Shupp
Geo. A. McIlhenny Capt. Kane

The following boats with way bills numbered from 784 to 800 inclusive, left this port up to 3 o'clock p.m., today (June 28, 1888):

George's Creek -- To Georgetown
M. B. Winship Capt. Yost 108 03
Burke Spencer Capt. Price 111 07
Youghiogheny Capt. Linaburg 112 19

Maj. L. L. Blake Capt. Reid 111 19
John Spencer Capt. Renner 112 16
A. G. Johnson Capt. Reid 112 07
Mary Mertens Capt. Conrad 112 19
W. J. Booth Capt. Smith 112 11
Allegheny Capt. Dixon 116 02
Consolidation Co. -- To Georgetown
G. A. McIlhenny Capt. Kane 112 14
F. O. Beckett Capt. Benner 113 03
C. W. Adams Capt. Jackson 110 00
W. R. Lewis Capt. Bender 109 08
To Williamsport
Lutie & Monie Capt. Shupp 110 03
M. A. Shupp Capt. Shupp 111 05
W. Va. C. & P. Ry. Co. - To Williamsport
Ivan Capt. Kimble 108 12

INCOMING BOATS
North Branch Lock, June 28, 3. p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
Here I Am Capt. Harper
Ivan Capt. Kimble
Allegheny Capt. Dixon
Lutie & Monie Capt. Shupp
Muskingum Capt. Zellers
A. Greenless, Jr. Capt. Shives
J. W. Veale Capt. Groom

The following boats with way bills numbered from 800 to 812 inclusive, left this port up to 3 o'clock p.m., today (June 29, 1888):

George's Creek -- To Georgetown
G. N. Shuman Capt. Bowers 114 01
Muskingum Capt. Zellers 113 01
Highlander Capt. Young 117 14
Rainbow Capt. Young 112 11
A. Greenless, Jr. Capt. Shives 111 14
J. W. Veale Capt. Groom 111 04
John W. Thompson Capt. Staley 109 05
Consolidation Co. -- To Georgetown
L. R. Fechtig Capt. Bowers 108 15
L. W. Ginnand Capt. Zimmerman 112 17
Wm. King Capt. McCoy 114 03
W. H. C. Bayley Capt. Hebb 112 00
To Williamsport
Frankie & Fannie Capt. McCardell 114 06

INCOMING BOATS
North Branch Lock, June 29, 3. p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

J. W. Veale Capt. Groom
Marshall Wise Capt. Wilson
John W. Thompson Capt. Staley
Geo. L. Sheriff Capt. Cartwright
W. H. C. Bayley Capt. Hebb
Wm. King Capt. McCoy
L. W. Ginnand Capt. Zimmerman
S. M. Storm Capt. House
Sally Burwell Capt. Taylor
Frankie & Fannie Capt. McCardell
Oxford Capt. Harper
Samuel Henry Capt. Hart
M. M. Burgess Capt. Zimmerman
C. F. Reitzell Capt. Snyder
T. J. Shiflet Capt. McIlhenny

Sat. 6/30/88, p. 4. Canal Commerce.
The following boats with way bills numbered from 812 to 820 inclusive, left this port up to 3 o'clock p.m., today (June 30, 1888):

George's Creek -- To Georgetown
Samuel Henry Capt. Hart 112 06
Herald Capt. Young 113 12
Meyersdale Capt. Young 113 16
Mississippi Capt. Byroads 114 12
T. J. Shiflet Capt. Young 116 15

Consolidation Co. -- To Georgetown
Sally Burwell Capt. Taylor 109 19

To Williamsport
McK Steffey Capt. McKelvey 113 12
W. O. Bowser Capt. Havermale 113 07

INCOMING BOATS

North Branch Lock, June 30, 3 p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Winter Capt. Fox
Mississippi Capt. Byroads
W. O. Bowser Capt. Havermale
McK Steffey Capt. McKelvey
S Capt. Eaton
Victor Capt. Kelly
D. W. Malotte Capt. Malotte

only 8 tons in tonnage. The George's Creek was the heaviest shipper. The canal is in good condition and larger shipments are expected for the present month.

The following boats with way bills numbered from 827 to 837 inclusive, left this port up to 3 o'clock p.m., today (July 2, 1888):

Consolidation Co. -- To Georgetown
J. M. Wheatley Capt. Lytton 111 10
H. Roussell Capt. Swain 112 10
L. P. Read Capt. Whitney 113 00
C. D. Warfield Capt. Pierce 111 08
Zadock Williams Capt. Mose 115 13

To Williamsport
U Capt. Malotte 108 10
Mary Capt. Tice 111 09

W. Va. C. & P. Ry. Co. - To Williamsport
Eugene Capt. Teach 108 08
Beulah Capt. Crow 109 09
Ruby Capt. Fahey 88 11

John P. Agnew & Co. - To Georgetown
Judge J. Douglas Capt. McCarty 113 16

INCOMING BOATS

North Branch Lock, July 2, 3. p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

G. M. Barroll Capt. Murphy
E. A. King Capt. Swain
Elbe River Capt. Swain
Ruby Capt. Fahey
C. D. Warfield Capt. Pierce
L. P. Read Capt. Whitney
Detroit Capt. Harper
H. Roussell Capt. Swain
Iowa Capt. Davis
W. F. Creighton Capt. Crampton
Suwannee Capt. Gray
Beulah Capt. Crow
Z. Williams Capt. Mose
J. Maury Dove Capt. Malone
Mary Capt. Tice
U Capt. Malotte
Eugene Capt. Teach
J. M. Wheatley Capt. Lytton
C. F. Mayer Capt. Read
B. R. Mayfield Capt. Reid
Judge J. Douglas Capt. McCarty
A. H. Stump Capt. Helgoth
T. K. Stewart Capt. Penner

The following boats with way bills numbered from 854 to 859 inclusive, left this port up to 3 o'clock p. m., today (July 5, 1888):

Consolidation Co. -- To Georgetown
Charles Mann Capt. Moore 111 07
Geo. S. French Capt. Gannon 109 13
Geo. L. Sheriff Capt. Cartwright 115 06

To Williamsport
Nellie & Davie Capt. Patton 108 15
John P. Agnew & Co. -- To Georgetown
Geo. A. Hoffman Capt. Hine 112 04
W. Va. C. & P. Ry. Co. - To Williamsport
Iowa Capt. Kimble 108 06

INCOMING BOATS
During the storm yesterday, the wires received such damage that it was impossible to get the light boats.


Fri. 7/6/88, p. 4. Canal Commerce.
The following boats with way bills numbered from 865 to 868 inclusive, left this port up to 3 o'clock p. m., today (July 6, 1888):

John P. Agnew Co. -- To Georgetown
C. W. Ridley Capt. Barger 115 06
Consolidation Co. -- To Georgetown
S. M. Storm Capt. Huff 113 17
W. Va. C. & P. Ry. Co. - To Williamsport
Ruby Capt. Fahey 88 17

INCOMING BOATS
Connection is not yet restored between canal basin wharf and South Branch; therefore, it is impossible to get an account of the light boats.

Sat. 7/7/88, p. 4. Canal Commerce.
The following boats with way bills numbered from 865 to 868 inclusive, left this port up to 3 o'clock p. m., today (July 7, 1888):

Consolidation Co. -- To Georgetown
E. A. King Capt. Murphy 114 03
F. O. Beckett Capt. Benner 111 14
Daniel Linkins Capt. Kreitzer 109 11

INCOMING BOATS
James Goddard Capt. Pennell 111 11
C. W. Adams Capt. Jackson 111 01
To Williamsport
Dr. A. Shank Capt. Young 113 18
John Spencer Capt. Renner 111 10
W. Va. C. & P. Ry. Co. - To Williamsport
Beulah Capt. Crow 109 14

ES, Sat. 7/7/88, p. 5. The Free Bridge
Condemnation -- Today Judge James had before him, as District judge, the case of the United States against the Chesapeake and Ohio Canal Co. The Government petitioned for the condemnation of the land and abutment of the aqueduct for the approach to the new bridge. A commission was appointed, and they awarded $29,500 damages to the defendants. The Government excepted to this award as excessive, &c., and on these exceptions the case comes up.


Mon. 7/9/88, p. 4. Canal Commerce.
The following boats with way bills numbered from 893 to 897 inclusive, left this port up to 3 o'clock p. m., today (July 9, 1888):

George's Creek -- To Georgetown
R. H. Jones Capt. Weaver 112 14
A. Jackson Clark Capt. Kerns 113 00
David A. Lowe Capt. McCann 112 17
Consolidation Co. -- To Georgetown
W. H. C. Bayley Capt. Hebb 106 18
To Williamsport
Mary Capt. Tice 108 12

Tue. 7/10/88, p. 4. Canal Commerce.
The following boats with way bills numbered from 897 to 902 inclusive, left this port up to 3 o'clock p. m., today (July 10, 1888):

George's Creek -- To Georgetown
Deer Park Capt. Young 112 17
Lafayette Capt. Young 113 08
Consolidation Co. -- To Georgetown
W. J. Stephenson Capt. Moore 111 17
A. P. Mayfield Capt. Moore 113 16
W. Va. C. & P. Ry. Co. - To Williamsport
Eugene Capt. Teach 108 15
INCOMING BOATS
North Branch Lock, July 10, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

<table>
<thead>
<tr>
<th>Name</th>
<th>Captain</th>
</tr>
</thead>
<tbody>
<tr>
<td>W. H. Masters</td>
<td>Capt. Laney</td>
</tr>
<tr>
<td>Mary E. Hall</td>
<td>Capt. Leopold</td>
</tr>
<tr>
<td>Jacob Bender</td>
<td>Capt. Shield</td>
</tr>
<tr>
<td>T. L. Holbrook</td>
<td>Capt. Snyder</td>
</tr>
<tr>
<td>D. A. Lowe</td>
<td>Capt. McCann</td>
</tr>
<tr>
<td>R. H. Jones</td>
<td>Capt. Weaver</td>
</tr>
<tr>
<td>Eugene</td>
<td>Capt. Teach</td>
</tr>
<tr>
<td>Mary</td>
<td>Capt. Tice</td>
</tr>
<tr>
<td>C. W. Millar</td>
<td>Capt. Driscoll</td>
</tr>
<tr>
<td>W. H. C. Bayley</td>
<td>Capt. Hebb</td>
</tr>
<tr>
<td>Enterprise</td>
<td>Capt. Curtis</td>
</tr>
<tr>
<td>A. Jackson Clark</td>
<td>Capt. Hine</td>
</tr>
<tr>
<td>Idle</td>
<td>Capt. McKinley</td>
</tr>
<tr>
<td>Benj. Vaughn</td>
<td>Capt. Sigler</td>
</tr>
<tr>
<td>Nellie &amp; Davie</td>
<td>Capt. Moore</td>
</tr>
<tr>
<td>W. J. Stephenson</td>
<td>Capt. Moore</td>
</tr>
<tr>
<td>A. P. Mayfield</td>
<td>Capt. Moore</td>
</tr>
<tr>
<td>Potomac</td>
<td>Capt. Riley</td>
</tr>
<tr>
<td>E. P. Cohill</td>
<td>Capt. Pittman</td>
</tr>
<tr>
<td>Ruby</td>
<td>Capt. Fahey</td>
</tr>
<tr>
<td>M. A. Shupp</td>
<td>Capt. Shupp</td>
</tr>
</tbody>
</table>

Thu. 7/11/88, p. 1. **SLIGHT DAMAGE TO CANAL - WATER OVER THE TOW PATH IN PLACES - WASHOUTS OF MINOR IMPORTANCE.**

The actual damage to the canal, incurred by the flood is comparatively slight, and when the violence of the storm and the unusual volume of water passing down is taken into consideration, it is a marvel that the injury to the banks was not greater.

As soon as the report of a probable injury to the canal was received, President Gambrill and Superintendent Mulvaney went at once to Hancock, where the towpath was at one time submerged to the depth of three feet. As soon as the waters subsided it was discovered that some two or three feet of the towpath, for a distance of sixty feet, had been washed away. A force of men will be at work upon the repairs as soon as practicable, and traffic will not be impeded for more than four days.

The waste weir at dam No. 5 was also washed away, but boats will be able to pass by tomorrow night. Small washouts of a slight nature have occurred along the canal between Cumberland and dam No. 5. The canal from dam No. 4 to Georgetown is all right and has sustained no injury.
The following boats with way bills numbered from 923 to 926 inclusive, left this port up to 3 o'clock p. m., today (July 12, 1888):

Consolidation Co. -- To Georgetown
Amazon Capt. Ingram 116 04
B. R. Mayfield Capt. Ingram 110 07
To Williamsport:
Lutie & Monie Capt. Shupp 111 08
Borden Co. -- To Georgetown
Salina Capt. Young 114 14

INCOMING BOATS
North Branch Lock, July 12, 3, p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
Samuel Henry Capt. Allison
Salina Capt. Young
W. B. Bowser Capt. Stride
W. J. Walker Capt. Bowers
Frankie & Fannie Capt. McCardell
Lutie & Monie Capt. Shupp
John Miller Capt. Artz
Muskingum Capt. Zellers
McK Steffey Capt. McKelvey

Fri. 7/13/88, p. 1. **The Canal Breaks.**
Intelligence was received here this afternoon that the repairs to the canal are being done in quick order. Boats will pass dam No. 4 tomorrow and dam No. 5 Monday next.

p. 4. **Canal Commerce.**
The following boats with way bills numbered from 927 to 932 inclusive, left this port up to 3 o'clock p. m., today (July 13, 1888):

Consolidation Co. -- To Georgetown
Chas. R. White, Jr. Capt. Stride 114 15
Allen Campbell Capt. Crampton 107 05
John Miller Capt. Artz 108 17
To Williamsport:
McK Steffey Capt. McKelvey 113 15
George's Creek -- To Georgetown
Muskingum Capt. Zellers 112 05
W. B. Lloyd Capt. Stride 113 00

INCOMING BOATS
North Branch Lock, July 13, 3, p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
Allen Campbell Capt. Crampton
Chas. R. White Capt. Stride
Kitty Capt. Friendly

Sat. 7/14/88. p. 4. **Canal Commerce.**
The following boats with way bills numbered from 942 to 944 inclusive, left this port up to 3 o'clock p. m., today (July 14, 1888):

Consolidation Co. -- To Georgetown
H Capt. Keesucker 110 17
J. Maury Dove Capt. Malone 110 00
George's Creek -- To Georgetown
Little Rob Capt. Young 114 17
Harry Wagner Capt. James 110 17

INCOMING BOATS
North Branch Lock, July 14, 3, p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
Victor Capt. Kelly

Mon. 7/16/88. p. 4. **Canal Commerce.**
The following boats with way bills numbered from 944 to 946 inclusive, left this port up to 3 o'clock p. m., today (July 16, 1888):

George's Creek -- To Georgetown
A. Greenless, Jr. Capt. Shives 112 03

INCOMING BOATS
North Branch Lock, July 16, 3, p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
A. Greenless, Jr. Capt. Otho Shives

Tue. 7/17/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 947 to 955 inclusive, left this port up to 3 o'clock p. m., today (July 17, 1888):

George's Creek -- To Georgetown
J. W. Veale Capt. Groom 114 03
A. H. Stumps Capt. Helgoth 116 03
Mary Mertens Capt. Conrad 112 01
A. G. Johnson Capt. Reid 116 00
Consolidation Co. -- To Georgetown
Jas. Z. Williams Capt. Reynolds 115 01
A. L. Miller Capt. Piper 111 12
To Williamsport
Katie Hassett Capt. Hassett 113 02
Borden Co. -- To Georgetown
Eva Snyder Capt. Hassett 112 14

INCOMING BOATS
North Branch Lock, July 17, 3, p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
Wed. 7/18/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 955 to 959 inclusive, left this port up to 3 o'clock p.m., today (July 18, 1888):

- **George's Creek -- To Georgetown**
  - G. W. Wallis Capt. Burke 114 09
  - T. J. Shiflet Capt. Wm. Young 113 12
  - John P. Agnew Capt. Eaton 114 07
- **Elberton**
  - Capt. Eaton 110 05

**INCOMING BOATS**
North Branch Lock, July 18, 3. p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

- D. W. Malotte Capt. Malotte
- Unexpected Capt. Malotte
- U Capt. Malotte
- M. B. Winship Capt. Mose
- Isabella Capt. Brookman
- M. M. Burges Capt. Johns
- James A. Garfield Capt. Morris
- Rainbow Capt. Eaton
- Elberton Capt. Eaton
- Ida Capt. Moles
- E. N. Gellenden Capt. Marsh
- Meyersdale Capt. McCleave
- Herald Capt. Fields
- Geo. Sherman Capt. Myers

Fri. 7/20/88, p. 1. **Canal Notes.**
President Gambrill and Treasurer Watkins are on the way up, paying for the month of October last. They are expected here early tomorrow. The boats are now moving both ways on the Williamsport division and lively shipments are expected next week. The Elk Garden company expect to resume shipments by canal on Monday and will have a rush for some time.

Ibid, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 967 to 972 inclusive, left this port up to 3 o'clock p.m., today (July 20, 1888):

- **Consolidation Co. -- To Georgetown**
  - J. P. Hewitt Capt. Swain 109 01
  - W. R. Lewis Capt. Bender 110 00
  - C. W. Adams Capt. Jackson 109 15
  - To Williamsport
    - Nellie & Davie Capt. Patton 107 05
    - George's Creek -- To Georgetown
- C. W. Ridley Capt. Barger 112 16

**INCOMING BOATS**
North Branch Lock, July 20, 3. p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

- C. W. Adams Capt. Jackson
Sat. 7/21/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 972 to 981 inclusive, left this port up to 3 o'clock p. m., today (July 21, 1888):

**Consolidation Co. -- To Georgetown**
- W. S. Jacques Capt. Davis 112 15
- Geo. S. French Capt. Gannon 108 01
- Geo. Bogus Capt. Davis 110 14
- Frankie & Fannie Capt. McCordell 109 17
- Borden Co. -- To Georgetown
  - Meyersdale Capt. Young 105 00
  - Herald Capt. Young 120 01
  - D. Armstrong Capt. Marmaduke 110 05
- George's Creek -- To Georgetown
  - Detroit Capt. Young 113 04
  - John H. Parrot Capt. Maloney 110 11

**INCOMING BOATS**
North Branch Lock, July 21, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
- T. K. Stewart Capt. Kenna
- G. N. Shuman Capt. Bowers
- Charles Darrow Capt. Ingall
- Altoona Capt. Young
- J. H. Milstead Capt. Roof
- J. M. Wheatley Capt. Rice
- Harry & Ralph Capt. Reynolds
- D. Armstrong Capt. Marmaduke
- Susquehanna Capt. Stickle
- Here I Am Capt. Harper
- Detroit Capt. Harper
- Sally Burwell Capt. Taylor
- Geo. S. French Capt. Gannon
- Frankie & Fannie Capt. McCordell
- W. R. Lewis Capt. Knody
- Judge J. Douglas Capt. McCarty

Mon. 7/23/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 981 to 991 inclusive, left this port up to 3 o'clock p. m., today (July 21, 1888):

**Consolidation Co. -- To Georgetown**
- S. M. Storm Capt. Huff 111 18
- Sally Burwell Capt. Taylor 110 05
- Josephine Barroll Capt. Penner 109 12
- F. O. Beckett Capt. Benner 111 10
  - To Williamsport:
  - Lutie & Monie Capt. Cassell 110 16
  - M. A. Shupp Capt. Shupp 113 19
- George's Creek -- To Georgetown
  - Missouri Capt. Ardinger 112 14
  - T. L. Holbrook Capt. Snyder 113 08
  - Burke Spencer Capt. Eaton 113 01
  - A. M. White Capt. Reid 114 17

**INCOMING BOATS**
North Branch Lock, July 23, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
- T. L. Holbrook Capt. Snyder
- Eugene Capt. Teach
- A. M. White Capt. Reid
- M. A. Shupp Capt. Shupp
- Josephine Barroll Capt. Penner
- C. D. Warfield Capt. Pierce
- S. M. Storm Capt. Huff
- H. Roussell Capt. Swain
- F. O. Beckett Capt. Benner
- Missouri Capt. Ardinger
- Lutie & Monie Capt. Cassell
- Little Rob Capt. Oregon
- G. M. Winship Capt. Shaw
- W. H. C. Bayley Capt. Hebb
- Charles Mann Capt. Pitzer
- S. L. Sly Capt. Bowers
- W. H. Cooper Capt. Barrett
- Iowa Capt. Davis
- John Leitch Capt. Hill
- A. H. Brock Capt. Moore
ES, Mon. 7/23/88, p. 4. **Grain Receipts** – Canal boat Maryland arrived with 3,000 bushels of corn and 1,200 bushels of wheat for G.T. Dunlop.

Tue. 7/24/88, p. 1. President Gambrill, Treasurer Watkins, Accountant Ayers and Superintendent Mulvaney, of the Chesapeake and Ohio canal, accompanied by Heath Dodge, Esq., of Montgomery county, brother of Mrs. Geo. Townshend, returned to Washington on the 1:10 train this p.m.

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*Ibid*, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 992 to 996 inclusive, left this port up to 3 o'clock p. m., today (July 24, 1888):

- **Consolidation Co.** -- To Georgetown
  - W. H. C. Bayley Capt. Hebb 110 11
  - G. M. Winship Capt. Shaw 114 09
  - Daniel Linkins Capt. Moore 111 02
- **Borden Co.** -- To Georgetown
  - Here I Am Capt. Harper 110 00

**INCOMING BOATS**

North Branch Lock, July 24, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

- **L. W. Gannon** Capt. Zimmerman
- **Victor** Capt. Keller
- **W. F. Creighton** Capt. Edwards
- **Suwannee** Capt. Gray
- **Mary** Capt. Tice
- **Abram Kroon** Capt. Ryan
- **Sarah Kroon** Capt. Ryan
- **McK Steffey** Capt. McKelvey
- **Juanita** Capt. Little
- **T. L. Holbrook** Capt. Snyder

AG, Wed. 7/25/88, p. 3. **Local Brevities**
The shipments from the mines of the Cumberland coal region for the week ended Saturday last, were 65,395 tons, and for the year to that date 1,908,875 tons, an increase of 194,177 tons as compared with the corresponding period of 1887.

A number of members of the Bachelors Club accompanied by several of their friends left here this morning on the steamer Excelsior for an excursion to Colonial beach.

One of the Texas horses recently purchased by Mr. John P. Agnew died yesterday evening.

Fri. 7/27/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 1,005 to 1,009 inclusive, left this port up to 3 o'clock p. m., today (July 25, 1888):

- **George's Creek** - Georgetown
  - A. Jackson Clark Capt. Kerns 113 17
  - Potomac Capt. Riley 116 14
  - Borden Co. - To Georgetown
    - Libbie Capt. Hassett 114 03
    - R. P. Mason Capt. Hassett 110 06
  - **Consolidation Co.** - To Williamsport
    - Frankie & Fannie Capt. McCardell 112 13

**INCOMING BOATS**

North Branch Lock, July 27, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

- **Lydia** Capt. Euston
Frankie & Fannie  Capt. McCardell
Potomac         Capt. Riley
A. Jackson Clark Capt. Kerns
Muskingum       Capt. Zellers
Katie Hassett   Capt. Castle
Geo. A Hoffman  Capt. Hine
Dr. A. Shank    Capt. Pierce

ES, Fri. 7/27/88, p. 4. **Grain Receipts** – Canal boat Seneca arrived yesterday with 800 bushels of corn and 1,600 bushels of wheat for G. T. Dunlop.

Sat. 7/28/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 1,009 to 1,019 inclusive, left this port up to 3 o'clock p. m. today (July 28, 1888):

George's Creek - Georgetown
Dr. A. Shank    Capt. Young 112 15
Ollie V.        Capt. Kline 113 14
Samuel Henry   Capt. Patton 111 16
W. Va. C. & P. R. R. - To Williamsport
Ruby           Capt. Fahey 88 03
Ivan           Capt. Kimble 113 13
Enterprise     Capt. Curtis 108 12
Consolidation Co. - To Georgetown
B. C. Barroll  Capt. McLucas 113 05
Zadock Williams Capt. Mose 111 08
To Williamsport:
Lutie & Monie  Capt. Cassell 112 11
Borden Co. - To Georgetown
W. T. Coulehan  Capt. Young 115 12

**INCOMING BOATS**
North Branch Lock, July 28, 3. p. m.

The following light boats passed this lock since 3 o'clock Sat. enroute for Cumberland:

Samuel Henry  Capt. Patton
Ollie V.      Capt. Kline
Zadock Williams Capt. Mose
W. T. Coulehan  Capt. Taylor
A. L. Miller   Capt. Piper
B. C. Barroll  Capt. McLucas
Lutie & Monie  Capt. Patton
W. J. Booth    Capt. Smith
A. Greenless, Jr. Capt. Shives
Ruby          Capt. Fahey

Mon. 7/30/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 1,020 to 1,030 inclusive, left this port up to 3 o'clock p. m. today (July 30, 1888):

Borden Co. - To Georgetown
Lido           Capt. Hassett 112 06
Juanita        Capt. Young 115 06
Mary L. Miles  Capt. Hassett 113 01
Consolidation Co. - To Georgetown
Alfred Wood    Capt. Atwell 116 04
John Spencer   Capt. Renner 113 09
C. W. Ridley   Capt. Barger 112 00
Little Walter  Capt. Ardinger 114 06
Eugene        Capt. Teach 110 10

**INCOMING BOATS**
North Branch Lock, July 30, 3. p. m.
The following light boats passed this lock since 3 o'clock Sat. enroute for Cumberland:

A. J. Jackson  Capt. Reid
Victor        Capt. Kelly
M. A. Shupp   Capt. Shupp
Mary L. Miles Capt. Hassett
Eugene       Capt. Teach
Oxford       Capt. Snyder
Salina       Capt. Gerhard
P. H. Stump   Capt. Helgoth
John Spencer  Capt. Renner
C. W. Ridley  Capt. Barger
Mary         Capt. Tice
Little Walter Capt. Ardinger
A. Wood       Capt. Pittman
E. P. Cohill  Capt. Pittman
James A. Garfield Capt. Hassett
Mary Mertens  Capt. Conrad
Cigarette    Capt. Gay
C. W. Adams   Capt. Jackson
David A. Lowe Capt. McCann
John W. Neal  Capt. Groom
Nellie & Davie Capt. Patton

ES, Mon. 7/30/88, p. 4. **Grain Receipts** – Canal boat Loudoun arrived with 1,500 bushels of corn, 2,000 bushels of wheat and 500 bushels of rye for G. T. Dunlop.

Tue. 7/31/88, p. 4. **Canal commerce.**
The following boats with way bills numbered from 1,031 to 1,038 inclusive left this port up to 3 o'clock p. m. today (July 31, 1888):

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
<th>Bill No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>W. Va. C. &amp; P. R. R.</td>
<td>To Williamsport</td>
<td></td>
</tr>
<tr>
<td>Frankie &amp; Jessie</td>
<td>Capt. Long</td>
<td>115 07</td>
</tr>
<tr>
<td>Marshall Wise</td>
<td>Capt. Shaw</td>
<td>115 08</td>
</tr>
<tr>
<td>George's Creek - Georgetown</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Allegheny</td>
<td>Capt. Dixon</td>
<td>115 02</td>
</tr>
<tr>
<td>W. D. Walbridge</td>
<td>Capt. McMullen</td>
<td>113 15</td>
</tr>
<tr>
<td>Consolidation Co. - To Georgetown</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jas. Z. Williams</td>
<td>Capt. Reynolds</td>
<td>114 14</td>
</tr>
<tr>
<td>To Williamsport</td>
<td></td>
<td></td>
</tr>
<tr>
<td>W. O. Bowser</td>
<td>Capt. Havermale</td>
<td>113 09</td>
</tr>
<tr>
<td>Nellie &amp; Davie</td>
<td>Capt. Patton</td>
<td>111 18</td>
</tr>
<tr>
<td>Borden Co. - To Georgetown</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gen. Garfield</td>
<td>Capt. Young</td>
<td>112 19</td>
</tr>
</tbody>
</table>

INCOMING BOATS

North Branch Lock, July 31, 3. p. m.

The following light boats passed this lock since 3 o'clock Sat. enroute for Cumberland:

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nellie &amp; Davie</td>
<td>Capt. Patton</td>
</tr>
<tr>
<td>W. D. Walbridge</td>
<td>Capt. McMullen</td>
</tr>
<tr>
<td>Frankie &amp; Jessie</td>
<td>Capt. Long</td>
</tr>
<tr>
<td>Gambit F. S.</td>
<td>Capt. Taylor</td>
</tr>
<tr>
<td>Theo Dean</td>
<td>Capt. Taylor</td>
</tr>
<tr>
<td>Kitty</td>
<td>Capt. Clendening</td>
</tr>
<tr>
<td>Allegheny</td>
<td>Capt. Dixon</td>
</tr>
<tr>
<td>Jas. Z. Williams</td>
<td>Capt. Reynolds</td>
</tr>
<tr>
<td>Marshall Wise</td>
<td>Capt. Shaw</td>
</tr>
<tr>
<td>Deer Park</td>
<td>Capt. Fisher</td>
</tr>
<tr>
<td>Lafayette</td>
<td>Capt. Harper</td>
</tr>
<tr>
<td>W. O. Bowser</td>
<td>Capt. Havermale</td>
</tr>
<tr>
<td>J. E. Dyer &amp; Bro.</td>
<td>Capt. Neal</td>
</tr>
<tr>
<td>Ruby</td>
<td>Capt. Fahey</td>
</tr>
<tr>
<td>Little Rob</td>
<td>Capt. Moore</td>
</tr>
</tbody>
</table>

T. J. Shiflet Capt. Young 115 06
Borden Co. - To Georgetown
Altair Capt. Houser 113 06
W. Va. C. & P. R. R. - To Williamsport
Enterprise Capt. Curtis 109 16

Thu. 8/2/88, p. 4. Canal Commerce.

The following boats with way bills numbered from 1,048 to 1,056 inclusive, left this port up to 3 o'clock p. m. today (Aug. 1, 1888):

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
</tr>
</thead>
<tbody>
<tr>
<td>George's Creek - Georgetown</td>
<td></td>
</tr>
<tr>
<td>Mary Burgess</td>
<td>Capt. Young</td>
</tr>
<tr>
<td>W. B. Lloyd</td>
<td>Capt. Stride</td>
</tr>
<tr>
<td>Little Rob</td>
<td>Capt. Young</td>
</tr>
<tr>
<td>Consolidation Co. - To Georgetown</td>
<td></td>
</tr>
<tr>
<td>W. R. Lewis</td>
<td>Capt. Bender</td>
</tr>
<tr>
<td>J. Maury Dove</td>
<td>Capt. Malone</td>
</tr>
<tr>
<td>To Williamsport</td>
<td></td>
</tr>
<tr>
<td>Unexpected</td>
<td>Capt. Malotte</td>
</tr>
<tr>
<td>Frankie &amp; Fannie</td>
<td>Capt. McDell</td>
</tr>
<tr>
<td>To Shepherdstown</td>
<td></td>
</tr>
<tr>
<td>Omega</td>
<td>Capt. Benner</td>
</tr>
<tr>
<td>George's Creek - Georgetown</td>
<td></td>
</tr>
<tr>
<td>Lafayette</td>
<td>Capt. Young</td>
</tr>
<tr>
<td>Deer Park</td>
<td>Capt. Young</td>
</tr>
<tr>
<td>Lafayette</td>
<td>Capt. Young</td>
</tr>
<tr>
<td>Deer Park</td>
<td>Capt. Young</td>
</tr>
</tbody>
</table>

INCOMING BOATS

North Branch Lock, Aug. 2, 3. p. m.

The following light boats passed this lock since 3 o'clock Sat. enroute for Cumberland:

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
</tr>
</thead>
<tbody>
<tr>
<td>McK Steffy</td>
<td>Capt. McKelvey</td>
</tr>
<tr>
<td>Lutie &amp; Monie</td>
<td>Capt. Cassell</td>
</tr>
<tr>
<td>D. W. Malotte</td>
<td>Capt. Malotte</td>
</tr>
<tr>
<td>W. Va. C. &amp; P. R. R. - To Williamsport</td>
<td></td>
</tr>
<tr>
<td>Plough Boy</td>
<td>Capt. Kenny</td>
</tr>
<tr>
<td>Ivan</td>
<td>Capt. Kennel</td>
</tr>
</tbody>
</table>

Wed. 8/1/88, p. 4. Canal Commerce.

The following boats with way bills numbered from 1,039 to 1,047 inclusive, left this port up to 3 o'clock p. m., today (Aug. 1, 1888):

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
</tr>
</thead>
<tbody>
<tr>
<td>Consolidation Co. - To Georgetown</td>
<td></td>
</tr>
<tr>
<td>W. R. Lewis</td>
<td>Capt. Bender</td>
</tr>
<tr>
<td>To Williamsport</td>
<td></td>
</tr>
<tr>
<td>Unexpected</td>
<td>Capt. Malotte</td>
</tr>
<tr>
<td>Frankie &amp; Fannie</td>
<td>Capt. McDell</td>
</tr>
<tr>
<td>To Shepherdstown</td>
<td></td>
</tr>
<tr>
<td>Omega</td>
<td>Capt. Benner</td>
</tr>
<tr>
<td>George's Creek - Georgetown</td>
<td></td>
</tr>
<tr>
<td>Lafayette</td>
<td>Capt. Young</td>
</tr>
<tr>
<td>Deer Park</td>
<td>Capt. Young</td>
</tr>
<tr>
<td>Lafayette</td>
<td>Capt. Young</td>
</tr>
<tr>
<td>Deer Park</td>
<td>Capt. Young</td>
</tr>
</tbody>
</table>
Plough Boy Capt. Kenny
Geo Sherman Capt. Myers
H. C. Winship Capt. Brubaker
L. P. Hieston Capt. Brubaker
Mary Burgess Capt. Young
Ivan Capt. Kennel
Lutie & Monie Capt. Cassell
McK Steffey Capt. McKelvey
John K. Shaw Capt. Bender
J. M. Dobb Capt. Malone
T. H. Gibbs Capt. Grimm
R. A. Driver Capt. Drenner
A. M. White Capt. Reid

ES, Thu. 8/2/88, p. 4. Grain Receipts – Canal boat Maryland arrived with 4,100 bushels of wheat for G. t. Dunlop.

Fri. 8/3/88, p. 4. Canal Commerce.
The following boats with way bills numbered from 1,048 to 1,056 inclusive, left this port up to 3 o'clock p. m. today (Aug. 2, 1888):

George's Creek - Georgetown
Chas W Miller Capt. Driscoll 113 08
H. Hanekamp Capt. Bowers 112 15
Consolidation Co. - To Georgetown
James Goddard Capt. Pennell 111 19
W. H. C. Bayley Capt. Hebb 110 05
W. Va. C. & P. R. R. - To Williamsport
Eugene Capt. Teach 115 18
Borden Co, - To Georgetown
Martha S. Fernsner Capt. Hassett 114 06

INCOMING BOATS
North Branch Lock, Aug. 3, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Allen Campbell Capt. Crampton
G. M. Barroll Capt. Murphy
James Goddard Capt. Pennell
E. A. King Capt. McCoy
Pilot Boy Capt. Hager
Elbe River Capt. Swain
W. H. C. Bayley Capt. Hebb
H. Hanekamp Capt. Bowers
River Nile Capt. Burns
Dakota Capt. French
W. R. Stephenson Capt. Moore
Eugene Capt. Teach
G. N. Shuman Capt. Bowers
Martha S. Fernsner Capt. Hassett

J. B. Mayfield Capt. Moore
C. W. Miller Capt. Driscoll
Victor Capt. Kelly
Capella Capt. Long
John W. Thompson Capt. Staley
Winter Capt. Fox
Maj. L. L. Blake Capt. Reid

The following boats with way bills numbered from 1,057 to 1,063 inclusive, left this port up to 3 o'clock p. m. today (Aug. 4, 1888):

Consolidation Co. - To Georgetown
R. A. Driver Capt. Fisher 112 03
To Williamsport:
Mary Capt. Tice 110 16
M. A. Shupp Capt. Shupp 116 06
George's Creek - Georgetown
River Nile Capt. Burns 114 18
John H. Parrott Capt. Malone 114 19

INCOMING BOATS
North Branch Lock, Aug. 4, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

John H. Milstead Capt. Roof
John H. Parrott Capt. Malone
M. A. Shupp Capt. Shupp
Mary Capt. Tice
Savannah Capt. Cramer
Mississippi Capt. Byroads
Youghiogheny Capt. Linaburg
W. H. Cooper Capt. Bear

ES, Sat. 8/4/88, p. 2. Hagerstown Happenings
The appointment of Mr. Lewis G. Stanhope, of Hagerstown, to be inspector of streets for Washington, proves highly gratifying to his friends in Western Maryland. He was for many years superintendent of the Chesapeake and Ohio Canal, and a warm personal friend of Senator Gorman, who is credited with securing Mr. Stanhope the position. He is a very affable gentleman, easy to approach, and will doubtless make a popular official in his new position. Mr. Stanhope will retain his residence in Hagerstown, where his family will continue to reside. He had been an applicant for the position for a considerable length of time at the suggestion of Senator Gorman, and, as he had given up hopes of
securing it, the announcement of his appointment proved an agreeable surprise to him.

Mon. 8/6/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 1,064 to 1,072 inclusive, left this port up to 3 o'clock p.m. today (Aug. 6, 1888):

- George's Creek - Georgetown
  - Burke Spencer Capt. Eaton 111 10
  - Judge J. Douglas Capt. McCarty 113 15
  - W. H. Cooper Capt. Bear 114 17
- Borden Co. - To Georgetown
- Detroit Capt. Young 113 11
- Consolidation Co. - To Georgetown
  - Zadock Williams Capt. Mose 113 02

To Williamsport:

- Unexpected Capt. Malone 110 17
- Nellie & Davie Capt. Patton 109 04
- W. Va. C. & P. R. R. - To Williamsport
  - Enterprise Capt. Curtis 111 05
- Ruby Capt. Fahey 89 18

**INCOMING BOATS**
North Branch Lock, Aug. 6, 3, p.m.
The following light boats passed this lock since 3 o'clock Sat. enroute for Cumberland:

- G. S. Renner Capt. Sorrell
- Detroit Capt. Harper
- Burke Spencer Capt. Eaton
- Ruby Capt. Fahey
- James Sly Capt. Curly
- Rainbow Capt. Baum
- A. H. Brandt Capt. Mose
- Emma Capt. Shupp
- John Miller Capt. Martz
- Judge J. Douglas Capt. McCarty
- Altoona Capt. Young
- Nellie & Davie Capt. Patton
- Geo A Hoffman Capt. Hine
- Potomac Capt. Riley
- Unexpected Capt. Malotte
- A. Jackson Clark Capt. Kerns
- Zadock Williams Capt. Mose
- Enterprise Capt. Curtis
- E M Ginevan Capt. Hassett
- Little Walter Capt. Ardinger
- Missouri Capt. Ardinger
- Benj. Vaughn Capt. Sigler
- Ivan Capt. Kemmel
- W. J. Walker Capt. Hemphill
- Frankie & Fannie Capt. McCardell


Tue. 8/7/99, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 1,073 to 1,087 inclusive, left this port up to 3 o'clock p.m. today (Aug. 7, 1888):

- George's Creek - Georgetown
  - Geo. A. Hoffman Capt. Hine 113 07
  - J. H. Milstead Capt. Roof 114 03
  - Eva Capt. Schoppert 111 13
  - Rainbow Capt. Young 111 02
- Consolidation Co. - To Georgetown
  - Wm. King Capt. McCoy 113 07
  - F. O. Beckett Capt. Benner 115 00
  - W. J. Walker Capt. Hemphill 112 03

To Williamsport:

- Frankie & Fannie Capt. McCardell 112 12

**INCOMING BOATS**
North Branch Lock, Aug. 7, 3, p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

- T. L. Holbrook Capt. Snyder
- G. N. Shuman Capt. Bowers
- F. O. Beckett Capt. Benner
- Muskingum Capt. Zellers
- Hewitt Capt. Swayne
- J. M. Wheatley Capt. Lytton
- Wm. King Capt. McCoy
- W. J. Booth Capt. Smith
- Park Agnew Capt. Weaver
- Charles Mann Capt. Moore

Wed. 8/8/98, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 1,087 to 1,094 inclusive, left this port up to 3 o'clock p.m. today (Aug. 8, 1888):

- Borden Co. - To Georgetown
  - Libbie Capt. Hassett 112 18
George's Creek Co. - To Georgetown
A. Jackson Clark Capt. Kerns 114 00
T. L. Holbrook Capt. Snyder 113 00
Sophy Capt. Cosby 113 07

Consolidation Co. - To Georgetown
Charles Mann Capt. Kreitzer 112 19

To Williamsport:
M. A. Shupp Capt. Shupp 111 05
Lutie & Monie Capt. Shupp 113 00
W. Va. C. & P. R. R. - To Williamsport
Eugene Capt. Teach 112 10

INCOMING BOATS
North Branch Lock, Aug. 8, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Thu. 8/9/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 1,095 to 1,104 inclusive, left this port up to 3 o'clock p. m. today (Aug. 9, 1888):

Consolidation Co. - To Georgetown
L. P. Read Capt. Whitney 112 00
J. P. Hewitt Capt. Swain 112 01

To Williamsport:
Mary Capt. Tice 111 14
McK Steffey Capt. McKelvey 115 18
Victor Capt. Kelly 106 00

George's Creek Co. - To Georgetown
C. W. Ridley Capt. Barger 111 10
W. J. Booth Capt. Smith 114 16
Here I Am Capt. Young 113 14
Juanita Capt. Little 118 03

INCOMING BOATS
North Branch Lock, Aug. 9, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

ES, Thu. 8/9/88, p. 3. **Grain Receipts** – Canal boat Maryland arrived with 3,700 bushels of wheat and 700 bushels of corn for G. T. Dunlop.

Fri. 8/10/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 1,105 to 1,107 inclusive, left this port up to 3 o'clock p. m. today (Aug. 10, 1888):

Borden Co. - To Georgetown
Percy Capt. Hassett 109 15

Consolidation Co. - To Georgetown
G. A. McIlhenny Capt. Kane 113 05

To Williamsport:
Nellie & Davie Capt. Patton 110 05

INCOMING BOATS
North Branch Lock, Aug. 10, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Sat. 8/11/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 1,108 to 1,120 inclusive, left this port up to 3 o'clock p. m. today (Aug. 10, 1888):

George's Creek Co. - To Georgetown
Mary Mertens Capt. Conrad 117 06
Herald Capt. Young 112 18
Meyersdale Capt. Young 112 05

**INCOMING BOATS**
North Branch Lock, Aug. 9, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
### INCOMING BOATS

**North Branch Lock, Aug. 11, 3. p. m.**

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Capt.</th>
<th>Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>J. H. Reid</td>
<td>Capt. Ensminger</td>
<td></td>
</tr>
<tr>
<td>Ollie V.</td>
<td>Capt. Kline</td>
<td>110 11</td>
</tr>
<tr>
<td>Samuel Henry</td>
<td>Capt. Patton</td>
<td>113 00</td>
</tr>
<tr>
<td>A. G. Johnson</td>
<td>Capt. Reid</td>
<td>114 15</td>
</tr>
<tr>
<td>James H. Reid</td>
<td>Capt. Ensminger</td>
<td>113 06</td>
</tr>
<tr>
<td>Alfred Wood</td>
<td>Capt. Henry</td>
<td>111 06</td>
</tr>
<tr>
<td>Emma Mertens</td>
<td>Capt. Kimble</td>
<td>112 16</td>
</tr>
<tr>
<td>Consolidation Co.</td>
<td>To Georgetown</td>
<td></td>
</tr>
<tr>
<td>L. R. Fechtig</td>
<td>Capt. Bowers</td>
<td>108 16</td>
</tr>
</tbody>
</table>

**To Williamsport:**

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Capt.</th>
<th>Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frankie &amp; Fannie</td>
<td>Capt. McCardell</td>
<td>111 03</td>
</tr>
<tr>
<td>W. O. Bowser</td>
<td>Capt. Malotte</td>
<td>114 03</td>
</tr>
<tr>
<td>W. Va. C. &amp; P. R. R.</td>
<td>To Williamsport</td>
<td></td>
</tr>
<tr>
<td>Ivan</td>
<td>Capt. Kimble</td>
<td>113 12</td>
</tr>
</tbody>
</table>

### INCOMING BOATS

**North Branch Lock, Aug. 13, 3. p. m.**

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Capt.</th>
<th>Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>R. P. Mason</td>
<td>Capt. Zimmerman</td>
<td></td>
</tr>
<tr>
<td>Highlander</td>
<td>Capt. Eaton</td>
<td></td>
</tr>
<tr>
<td>S. M. Reitzell</td>
<td>Capt. Snyder</td>
<td></td>
</tr>
<tr>
<td>J. W. Veale</td>
<td>Capt. Groom</td>
<td></td>
</tr>
<tr>
<td>E. R. Ladew</td>
<td>Capt. Conrad</td>
<td></td>
</tr>
<tr>
<td>Suwannee River</td>
<td>Capt. Gray</td>
<td></td>
</tr>
<tr>
<td>Allegheny</td>
<td>Capt. Dixon</td>
<td></td>
</tr>
<tr>
<td>Eugene</td>
<td>Capt. Teach</td>
<td></td>
</tr>
<tr>
<td>M. E. Grove</td>
<td>Capt. Little</td>
<td></td>
</tr>
<tr>
<td>M. A. Shupp</td>
<td>Capt. Shupp</td>
<td></td>
</tr>
<tr>
<td>Lutie &amp; Monie</td>
<td>Capt. Shupp</td>
<td></td>
</tr>
<tr>
<td>Little Walter</td>
<td>Capt. Ardinger</td>
<td></td>
</tr>
<tr>
<td>W. D. Walbridge</td>
<td>Capt. McMullen</td>
<td></td>
</tr>
<tr>
<td>W. F. Creighton</td>
<td>Capt. Swain</td>
<td></td>
</tr>
<tr>
<td>Dr. A. Shank</td>
<td>Capt. Pierce</td>
<td></td>
</tr>
<tr>
<td>Charles Darrow</td>
<td>Capt. Neil</td>
<td></td>
</tr>
<tr>
<td>W. H. C. Bayley</td>
<td>Capt. Hebb</td>
<td></td>
</tr>
<tr>
<td>W. R. Lewis</td>
<td>Capt. Bender</td>
<td></td>
</tr>
<tr>
<td>Victor</td>
<td>Capt. Kelly</td>
<td></td>
</tr>
<tr>
<td>Charles Darrow</td>
<td>Capt. Engle</td>
<td></td>
</tr>
<tr>
<td>Ruby</td>
<td>Capt. Fahey</td>
<td></td>
</tr>
<tr>
<td>Unexpected</td>
<td>Capt. Hornsby</td>
<td></td>
</tr>
<tr>
<td>Isabella</td>
<td>Capt. Brookman</td>
<td></td>
</tr>
<tr>
<td>W. T. Coulehan</td>
<td>Capt. Taylor</td>
<td></td>
</tr>
<tr>
<td>James A. Garfield</td>
<td>Capt. Myers</td>
<td></td>
</tr>
</tbody>
</table>

**Mon. 8/13/88, p. 4. Canal Commerce.**

The following boats with way bills numbered from 1,021 to 1,034 inclusive, left this port up to 3 o'clock p. m. today (Aug. 13, 1888):

**George's Creek Co. - To Georgetown**

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Capt.</th>
<th>Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>W. D. Walbridge</td>
<td>Capt. McMullen</td>
<td>112 15</td>
</tr>
<tr>
<td>Suwannee River</td>
<td>Capt. Gray</td>
<td>117 06</td>
</tr>
<tr>
<td>Highlander</td>
<td>Capt. Young</td>
<td>118 07</td>
</tr>
<tr>
<td>J. W. Veale</td>
<td>Capt. Groom</td>
<td>111 14</td>
</tr>
<tr>
<td>Allegheny</td>
<td>Capt. Dixon</td>
<td>113 16</td>
</tr>
</tbody>
</table>

**Consolidation Co. - To Georgetown**

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Capt.</th>
<th>Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>W. H. C. Bayley</td>
<td>Capt. Hebb</td>
<td>112 08</td>
</tr>
<tr>
<td>W. R. Lewis</td>
<td>Capt. Bender</td>
<td>112 03</td>
</tr>
<tr>
<td>M. E. Grove</td>
<td>Capt. Little</td>
<td>112 03</td>
</tr>
</tbody>
</table>

**Tue. 8/14/88, p. 4. Canal Commerce.**

The following boats with way bills numbered from 1,035 to 1,041 inclusive, left this port up to 3 o'clock p. m. today (Aug. 14, 1888):

**George's Creek Co. - To Georgetown**

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Capt.</th>
<th>Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Garnet F. S.</td>
<td>Capt. Young</td>
<td>114 06</td>
</tr>
<tr>
<td>T. J. Shiflet</td>
<td>Capt. Young</td>
<td>115 05</td>
</tr>
<tr>
<td>Gen. Garfield</td>
<td>Capt. Young</td>
<td>112 11</td>
</tr>
<tr>
<td>Dr. A. Shank</td>
<td>Capt. Young</td>
<td>112 03</td>
</tr>
</tbody>
</table>

**Consolidation Co. - To Georgetown**

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Capt.</th>
<th>Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Charles Darrow</td>
<td>Capt. Engle</td>
<td>112 06</td>
</tr>
<tr>
<td>James A. Garfield</td>
<td>Capt. Myers</td>
<td></td>
</tr>
</tbody>
</table>
INCOMING BOATS

North Branch Lock, Aug. 14, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
Salina Capt. Gerhard
T. J. Shiflet Capt. McIllhenny
G. F. Kress Capt. Taylor
John K. Shaw Capt. Bender
C. D. Warfield Capt. Pierce
McK Steffey Capt. McKelvey
Youghiogheny Capt. Linaburg
Elberton Capt. Eaton
John P. Agnew Capt. Eaton
David A. Lowe Capt. Kane
Little Rob Capt. Young
A. L. Miller Capt. Piper

N. C. Read Capt. Hill
H. Roussell Capt. Swain
Winter Capt. Fox
E. R. Gregory Capt. McLucas
Harry Wagner Capt. James

Thu. 8/16/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 1,055 to 1,059 inclusive, left this port up to 3 o'clock p. m. today (Aug. 16, 1888):
W. Va. C. & P. R. R. - To Williamsport
Ruby Capt. Fahey 83 19
Consolidation Co. - To Williamsport
Frankie & Fannie Capt. McCordell 111 18
Nellie & Davie Capt. Patton 111 08
Consolidation Co. - To Georgetown
Geo. L. Sheriff Capt. Cartwright 114 17
Borden Co. - To Georgetown
Eva Snyder Capt. Hassett 115 10

INCOMING BOATS

North Branch Lock, Aug. 16, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
M. M. Burgess Capt. Zimmerman
Nellie & Davie Capt. Patton
Frankie & Fannie Capt. McCordell
Zadock Williams Capt. Mose
Elizabeth Miller Capt. Hassett
Daniel Linkins Capt. Mose
Deer Park Capt. Weaver
Lafayette Capt. Shaffer
Theo Dean Capt. Wilson
Ruby Capt. Fahey
John W. Thompson Capt. Staley
E. A. Duncan Capt. Hyde
G. M. Winship Capt. Shaw
M. B. Winship Capt. Yost
Enterprise Capt. Curtis
B. C. Barroll Capt. McLucas

Fri. 8/17/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 1,060 to 1,066 inclusive, left this port up to 3 o'clock p. m. today (Aug. 17, 1888):
Consolidation Co. - To Georgetown
B. C. Barroll Capt. McLucas 108 17
H. Roussell Capt. Swain 112 15
Zadock Williams Capt. Mose 109 13
To Williamsport:
INCOMING BOATS

North Branch Lock, Aug. 17, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

- Katie Hassett Capt. Hassett
- George Sherman Capt. Myers
- Lutie & Monie Capt. Shupp
- M. A. Shupp Capt. Shupp
- Potomac Capt. Riley
- R. H. Jones Capt. Weaver
- Altoona Capt. Taylor
- J. B. Thomas Capt. Gray
- River Nile Capt. Barnes

Sat. 8/18/88, p. 4. Canal Commerce.
The following boats with way bills numbered from 1,067 to 1,067 inclusive, left this port up to 3 o'clock p. m. today (Aug. 18, 1888):

- Consolidation Co. - To Georgetown
  - Victor Capt. Kelly 107 02
  - D. W. Malotte Capt. Malotte 110 05
  - M. A. Shupp Capt. Shupp 113 06
- To Williamsport:
  - J. B. Thomas Capt. Cramer 109 14
  - Geo. S. French Capt. Gannon 107 07
  - G. M. Winship Capt. Shaw 110 11
  - W. Va. C. & P. R. R. - To Williamsport
    - Joan Capt. Teach 110 17
    - Eugene Capt. Teach 109 15
    - T Capt. Clendening 104 12

George's Creek Co. - To Georgetown

INCOMING BOATS

North Branch Lock, Aug. 18, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

- Mattie Capt. Lippold
- A. Jackson Clark Capt. Turner
- Eugene Capt. Teach
- Joan Capt. Teach
- W. H. Cooper Capt. Bear
- Benj. Vaughn Capt. Sigler
- Charles Mann Capt. Kreitzer
- C. W. Adams Capt. Jackson
- Chas Miller Capt. Bristol
- Cigarette Capt. Gay
- J. W. Sly Capt. Corby
- Burke Spencer Capt. Eaton

Mon. 8/20/88, p. 4. Canal Commerce.
The following boats with way bills numbered from 1,067 to 1,073 inclusive, left this port up to 3 o'clock p. m. today (Aug. 20, 1888):

- George's Creek Co. - To Georgetown
  - Savannah Capt. Cramer 111 09
  - Muskingum Capt. Zellers 112 16
  - Consolidation Co. - To Georgetown
    - H Capt. Keersucker 111 14
  - C. W. Adams Capt. Jackson 111 15
- To Williamsport:
  - Mary Capt. Tice 110 02
  - McK Steffey Capt. McKelvey 112 15

INCOMING BOATS

North Branch Lock, Aug. 20, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

- Sallie D. Capt. House
- S. M. Storm Capt. Huff
- John H. Parrott Capt. Malone
- McK Steffey Capt. McKelvey
- T. H. Gibbs Capt. Booth
- W. J. Booth Capt. Smith
- J. Maury Dove Capt. Malone
- A. H. Brandt Capt. Mose
- Muskingum Capt. Zellers
- Little Walter Capt. Ardinger
- John Spencer Capt. Renner
- Mary Capt. Tice
- Savannah Capt. Cramer
- C. W. Ridley Capt. Barger
- Ruby Capt. Fahey
- Pilot Boy Capt. Hager
- C. R. Gregory Capt. McLucas
- Lido Capt. Mosier
- W. O. Bowser Capt. Malotte
ES, Mon. 8/20/88, p. 4. **Grain Receipts** – The canal boat Beulah arrived today with 4,000 bushels of wheat consigned to G. T. Dunlop.

Tue. 8/21/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 1,074 to 1,085 inclusive, left this port up to 3 o'clock p. m. today (Aug. 21, 1888):

- **Borden Co. - To Georgetown**
  - Altoona Capt. Young 110 09
- **Consolidation Co. - To Williamsport**
  - Nellie & Davie Capt. Patton 105 08
  - W. O. Bowser Capt. Malotte 109 04
  - Little Walter Capt. Ardinger 113 19
- **To Georgetown**
  - J. Maury Dove Capt. Malone 109 05
  - T. H. Gibbs Capt. Grimm 111 02
  - Sally Burwell Capt. Taylor 109 17
  - L. W. Ginnand Capt. Huff 110 14
  - S. M. Storm Capt. Huff 115 17
  - George's Creek Co. - To Georgetown
    - J. H. Milstead Capt. Roof 113 14
    - John Spencer Capt. Renner 113 02
    - C. W. Ridley Capt. Barger 111 19

**INCOMING BOATS**
North Branch Lock, Aug. 21, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday enroute for Cumberland:

- Detroit Capt. Harper
- Here I Am Capt. Harper
- Rainbow Capt. Harper
- Libbie Capt. Ensminger
- Wm. King Capt. McCoy
- Nellie & Davie Capt. Patton
- W. H. C. Bayley Capt. Hebb
- Unexpected Capt. Curtis
- Maj. L. L. Blake Capt. Reid
- Marshall Wise Capt. Shaw
- E. M. Ginevan Capt. James
- Missouri Capt. Ardinger
- R. A. Driver Capt. Fisher
- J. P. Hewitt Capt. Swain
- A. L. Miller Capt. Knox
- W. J. Stephenson Capt. Moore
- S. B. Mayfield Capt. Moore
- M. A. Shupp Capt. Shupp
- Plough Boy Capt. Kenny
- J. M. Wheatley Capt. Lytton
- A. Greenless, Jr. Capt. Shives

ES, Tue. 8/21/88, p. 3. **Grain Receipts** – Canal boat Loudoun arrived with 3,500 bushels of wheat and 500 bushels of corn for G. T. Dunlop.

Wed. 8/22/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 1,086 to 1,092 inclusive, left this port up to 3 o'clock p. m. today (Aug. 22, 1888):

- **Consolidation Co. - To Georgetown**
  - E. M. Ginevan Capt. Hassett 112 19
  - R. A. Driver Capt. Drenner 114 00
  - J. P. Hewitt Capt. Swain
  - A. L. Miller Capt. Knox
  - W. J. Stephenson Capt. Moore
  - M. A. Shupp Capt. Shupp
  - Plough Boy Capt. Kenny
  - J. M. Wheatley Capt. Lytton
  - A. Greenless, Jr. Capt. Shives

Thu. 8/23/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 1,093 to 1,099 inclusive, left this port up to 3 o'clock p. m. today (Aug. 23, 1888):

- **Borden Co. - To Georgetown**
  - E. M. Ginevan Capt. Hassett 112 19
  - Libbie Capt. Hassett 114 03
- **Consolidation Co. - To Georgetown**
  - R. A. Driver Capt. Drenner 114 00
  - J. P. Hewitt Capt. Swain
  - A. L. Miller Capt. Knox
  - W. J. Stephenson Capt. Moore
  - M. A. Shupp Capt. Shupp
  - Plough Boy Capt. Kenny
  - J. M. Wheatley Capt. Lytton
  - A. Greenless, Jr. Capt. Shives

- **To Williamsport**
  - Victor Capt. Kelly 107 17
  - M. A. Shupp Capt. Shupp 109 10
  - Lutie & Monie Capt. Shupp 111 07
  - George's Creek Co. - To Georgetown
    - Emma Capt. Schoppert 112 01
    - W. Va. C. & P. R. R. - To Williamsport
      - Enterprise Capt. Curtis 108 02
INCOMING BOATS
North Branch Lock, Aug. 23, 3. p. m.
The following light boats passed this lock since 3 o’clock yesterday, enroute for Cumberland:
Mississippi Capt. Byroads
Emma Capt. Schoppert
Allen Campbell Capt. Crampton
James Goddard Capt. Kenna
Lutie & Monie Capt. Shupp
Victor Capt. Kelly
A. Wood Capt. Atwell
Ivan Capt. Teach
C. F. Mayer Capt. Teach
W. B. Lloyd Capt. Stride
Ruby Capt. Fahey
D. W. Malotte Capt. Malotte

Thu. 8/23/88, p. 4. 6 West Washington
President Gambrill and Treasurer Watkins of the Chesapeake and Ohio Canal, left Cumberland yesterday on a trip down the canal in the Maryland. They will pay for the months of January and February, 1888, and a part of indebtedness prior to January, 1888, disbursing in all about $16,000.

Shipments from the mines of the Cumberland coal region for the week ended Saturday, August 18, were 74,739 tons; for the year to date 2,195,045 tons, an increase of 239,737 tons compared with the corresponding period of last year. The canal shipments to date are 155,804 tons.

The canal boat Maryland arrived today with 4,000 bushels of wheat consigned to G. T. Dunlop.

Fri. 8/24/88, p. 4. Canal Commerce.
The following boats with way bills numbered from 1,107 to 1,117 inclusive, left this port up to 3 o’clock p. m. today (Aug. 25, 1888):
George's Creek Co. - To Georgetown
G. W. Wallis Capt. Neal 115 00
Harry & Ralph Capt. Wools 111 00
Consolidation Co. - To Georgetown
W. J. Walker Capt. Hemphill 110 16
Zadock Williams Capt. Mose 111 04
To Williamsport:
McK Steffey Capt. McKelvey 112 11
Mary Capt. Tice 110 12
Borden Co. - To Georgetown
Martha S. Fernsner Capt. Hassett 113 04
Cappella Capt. Hassett 110 12
Elk Garden - To Georgetown
James R. Eddy Capt. Turner 113 11
Eugene Capt. Teach 112 13

INCOMING BOATS
North Branch Lock, Aug. 24, 3. p. m.
The following light boats passed this lock since 3 o’clock yesterday, enroute for Cumberland:
F. O. Beckett Capt. Drenner
W. J. Walker Capt. Hemphill
E. W. Wallace Capt. Stride
Abram Kroon Capt. Ryan
Percy Capt. Sensel
Iowa Capt. Penner
Sarah Kroon Capt. Ryan
L. P. Read Capt. Whitney

ES, Fri. 8/24/88, p. 3. Grain Receipts – Canal boat Maryland arrived with 1,500 bushels of wheat and 1,000 bushels of corn for G. T. Dunlop.

Sat. 8/25/88, p. 4. Canal Commerce.
The following boats with way bills numbered from 1,107 to 1,117 inclusive, left this port up to 3 o’clock p. m. today (Aug. 25, 1888):

INCOMING BOATS
North Branch Lock, Aug. 25, 3. p. m.
The following light boats passed this lock since 3 o’clock yesterday, enroute for Cumberland:
Mary Capt. Tice
Eugene Capt. Teach
Capella Capt. Hall
Zadock Williams Capt. Mose
McK Steffey Capt. McKelvey
Martha S. Fernsner Capt. Hassett

The Steamer Maryland.
The steamer Maryland, of the Chesapeake and Ohio Canal, arrived at Georgetown, D. C., at 6:30 p.m., yesterday from Cumberland, after a very quick trip, having paid off the employees for January and February, 1888, and a considerable amount due prior to that time. There were on board Treasurer Watkins, Accountant Ayers, Superintendent Biser, Charles Elgin, Frank P. Brenaugh and Col. Washington Bowie.

Welcome Visitors.
President Gambrill, Treasurer Watkins and Accountant Ayers, of the canal, and their guests, Col. Washington Bowie and Frank Brenaugh, of Montgomery county, arrived here Tuesday afternoon and will, about noon today, start down the canal in the steamer Maryland on a pay trip. They will pay for the months of January and February, 1888, which together with payments on the indebtedness incurred prior to January, 1888, and supply bills for 1888, will make a total disbursement of about $16,000.

Canal Commerce.
The following boats with way bills numbered from 1,118 to 1,129 inclusive, left this port up to 3 o'clock p.m. today (Aug. 27, 1888):

Borden Co. - To Georgetown
Joanna Capt. Young 114 00

George's Creek Co. - To Georgetown
Samuel Henry Capt. Patton 115 15
Mary Mertens Capt. Conrad 114 13
Emma Mertens Capt. Kimble 112 13
Juanita Capt. Little 116 02
A. G. Johnson Capt. Reid 112 11

Consolidation Co. - To Georgetown
W. R. Lewis Capt. Bender 109 07

To Williamsport:
M. A. Shupp Capt. Shupp 110 09
W. O. Bowser Capt. Malotte 109 01
Nellie & Dave Capt. Patton 108 16
W. Va. C. & P. R. R. - To Williamsport
C. R. Gregory Capt. McLucas 111 11

INCOMING BOATS
North Branch Lock, Aug. 27, 3. p.m.
The following light boats passed this lock since 3 o'clock Sat. enroute for Cumberland:

M. Laney Capt. Kane
Nellie & Davie Capt. Patton
A. M. White Capt. Reid
Frankie & Fannie Capt. McCardell
A. G. Johnson Capt. Reid
W. O. Bowser Capt. Malotte
T. K. Stewart Capt. Tanner
J. E. Dyer & Bro. Capt. Neal
Juanita Capt. Little
Emma Mertens Capt. Kimble
Mary Mertens Capt. Conrad
A. H. Stump Capt. Helgoth
W. R. Lewis Capt. Bender
C. R. Gregory Capt. McLucas
Salina Capt. Gerhard
Youghiogheny Capt. Lindaburg
G. M. Barroll Capt. Murphy
E. A. King Capt. Murphy
Elbe River Capt. Swain
Samuel Henry Capt. Patton
Geo. A. Hoffman Capt. Piper
M. A. Shupp Capt. Shupp
J. W. Veale Capt. Groom
J. H. Reid Capt. Ensminger
Chas. R. White Capt. Stride
Park Agnew Capt. Newton
Allegheny Capt. Dixon
D. Armstrong Capt. Marmaduke
Ollie V. Capt. Kline
G. N. Shuman Capt. Bowers

Canal Commerce.
The following boats with way bills numbered from 1,130 to 1,136 inclusive, left this port up to 3 o'clock p.m. today (Aug. 28, 1888):

W. Va. C. & P. R. R. - To Georgetown
Nita K. Phelps Capt. Hine 119 12

To Williamsport:
Enterprise Capt. Curtis 110 07
George's Creek Co. - To Georgetown
Allegheny Capt. Dixon 112 01
G. N. Shuman Capt. Bowers 116 12
John K. Shaw Capt. Bender 115 15
Ollie V. Capt. Kline 112 14
Consolidation Co. - To Georgetown
T. K. Stewart Capt. Penner 112 16
**INCOMING BOATS**

North Branch Lock, Aug. 28, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
</tr>
</thead>
<tbody>
<tr>
<td>C. D. Warfield</td>
<td>Capt. Pierce</td>
</tr>
<tr>
<td>W. D. Walbridge</td>
<td>Capt. McMullen</td>
</tr>
<tr>
<td>Unexpected</td>
<td>Capt. Curtis</td>
</tr>
<tr>
<td>John K. Shaw</td>
<td>Capt. Bender</td>
</tr>
<tr>
<td>Gen. Garfield</td>
<td>Capt. Myers</td>
</tr>
<tr>
<td>L. R. Fechtig</td>
<td>Capt. Bowers</td>
</tr>
<tr>
<td>Potomac</td>
<td>Capt. Riley</td>
</tr>
<tr>
<td>Winter</td>
<td>Capt. Fox</td>
</tr>
<tr>
<td>Charles Darrow</td>
<td>Capt. Ingall</td>
</tr>
<tr>
<td>Nita K. Phelps</td>
<td>Capt. Hine</td>
</tr>
<tr>
<td>Frankie &amp; Jessie</td>
<td>Capt. Long</td>
</tr>
<tr>
<td>Little Rob</td>
<td>Capt. Mose</td>
</tr>
<tr>
<td>Lutie &amp; Monie</td>
<td>Capt. Shupp</td>
</tr>
<tr>
<td>T. J. Shiflet</td>
<td>Capt. McIlhenny</td>
</tr>
<tr>
<td>Delaware</td>
<td>Capt. Manning</td>
</tr>
</tbody>
</table>

**They Want Taxes from the Canal.**

Washington, D.C., Aug. 28 - The District Commissioners yesterday received a letter from Assessor Fish calling their attention to the fact that the Chesapeake and Ohio Canal Company was in arrears in taxes for real estate owned in the District. It is asserted that the company has for many years ceased to exist as a canal. The ground owned by the company has been entered as taxable. The amount of assessment is $25,485, tax $367.28. It is also thought that the tax should be paid from the time the canal ceased operation. Attorney Riddle will consider the matter for the district.

**INCOMING BOATS**

North Branch Lock, Aug. 29, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elberton</td>
<td>Capt. Eaton</td>
</tr>
<tr>
<td>Susquehanna</td>
<td>Capt. Stickles</td>
</tr>
<tr>
<td>Garnet F. S.</td>
<td>Capt. Taylor</td>
</tr>
<tr>
<td>W. T. Coulehan</td>
<td>Capt. Taylor</td>
</tr>
<tr>
<td>Ruby</td>
<td>Capt. Fahey</td>
</tr>
<tr>
<td>Victor</td>
<td>Capt. Kelly</td>
</tr>
<tr>
<td>W. F. Creighton</td>
<td>Capt. Swain</td>
</tr>
<tr>
<td>D. W. Malotte</td>
<td>Capt. Malotte</td>
</tr>
<tr>
<td>Ivan</td>
<td>Capt. Teach</td>
</tr>
<tr>
<td>C. W. Adams</td>
<td>Capt. Jackson</td>
</tr>
<tr>
<td>Isabella</td>
<td>Capt. Sensel</td>
</tr>
<tr>
<td>A. Jackson Clark</td>
<td>Capt. Kerns</td>
</tr>
<tr>
<td>E. R. Ladew</td>
<td>Capt. Young</td>
</tr>
<tr>
<td>John P. Agnew</td>
<td>Capt. Eaton</td>
</tr>
<tr>
<td>Elberton</td>
<td>Capt. Eaton</td>
</tr>
<tr>
<td>Charles Mann</td>
<td>Capt. Kreitzer</td>
</tr>
</tbody>
</table>

Thu. 8/30/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 1,137 to 1,147 inclusive, left this port up to 3 o'clock p. m. today (Aug. 30, 1888):

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
</tr>
</thead>
<tbody>
<tr>
<td>George's Creek Co. - To Georgetown</td>
<td></td>
</tr>
<tr>
<td>Frankie &amp; Jessie</td>
<td>Capt. Young 113 17</td>
</tr>
<tr>
<td>Little Rob</td>
<td>Capt. Young 112 02</td>
</tr>
<tr>
<td>W. F. Creighton</td>
<td>Capt. Swain 112 03</td>
</tr>
<tr>
<td>Winter</td>
<td>Capt. Young 115 15</td>
</tr>
<tr>
<td>Susquehanna</td>
<td>Capt. Stickles 111 19</td>
</tr>
<tr>
<td>Consolidation Co. - To Georgetown</td>
<td></td>
</tr>
<tr>
<td>Charles Mann</td>
<td>Capt. Kreitzer 110 09</td>
</tr>
<tr>
<td>C. W. Adams</td>
<td>Capt. Jackson 112 14</td>
</tr>
<tr>
<td>To Williamsport:</td>
<td></td>
</tr>
<tr>
<td>Victor</td>
<td>Capt. Kelly 107 06</td>
</tr>
<tr>
<td>Elk Garden</td>
<td>Capt. Teach 110 18</td>
</tr>
</tbody>
</table>

**INCOMING BOATS**

North Branch Lock, Aug. 30, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Captain</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zadock Williams</td>
<td>Capt. Mose</td>
</tr>
<tr>
<td>Eugene</td>
<td>Capt. Teach</td>
</tr>
<tr>
<td>G. L. Shearer</td>
<td>Capt. Cartwright</td>
</tr>
<tr>
<td>Herald</td>
<td>Capt. Fields</td>
</tr>
</tbody>
</table>
Canal Trade 1888

Fri. 8/31/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,148 to 1,157 inclusive, left this port up to 3 o'clock p. m. today (Aug. 31, 1888):

<table>
<thead>
<tr>
<th>Company</th>
<th>Captain</th>
<th>Way Bill</th>
</tr>
</thead>
<tbody>
<tr>
<td>Borden Co. - To Round Top</td>
<td>Cigarette</td>
<td>104 01</td>
</tr>
<tr>
<td>Consolidation Co. - To Williamsport</td>
<td>Little Walter</td>
<td>115 13</td>
</tr>
<tr>
<td>Nellie &amp; Davie</td>
<td>Capt. Patton</td>
<td>111 17</td>
</tr>
<tr>
<td>M. A. Shupp</td>
<td>Capt. Shupp</td>
<td>110 04</td>
</tr>
<tr>
<td>Mary</td>
<td>Capt. Tice</td>
<td>110 18</td>
</tr>
<tr>
<td>George's Creek Co. - To Georgetown</td>
<td>Mary Burgess</td>
<td>116 05</td>
</tr>
<tr>
<td>W. H. Cooper</td>
<td>Capt. Bear</td>
<td>111 17</td>
</tr>
<tr>
<td>Benj. Vaughn</td>
<td>Capt. Sigler</td>
<td>120 01</td>
</tr>
<tr>
<td>Kitty</td>
<td>Capt. Eaton</td>
<td>113 17</td>
</tr>
<tr>
<td>E. R. Ladew</td>
<td>Capt. Young</td>
<td>111 06</td>
</tr>
<tr>
<td>Dr. A. Shank</td>
<td>Capt. Young</td>
<td>113 10</td>
</tr>
</tbody>
</table>

**INCOMING BOATS**

North Branch Lock, Aug 30, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

<table>
<thead>
<tr>
<th>Company</th>
<th>Captain</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mary</td>
<td>Capt. Tice</td>
</tr>
<tr>
<td>Dr. A. Shank</td>
<td>Capt. Pierce</td>
</tr>
<tr>
<td>Mary Burgess</td>
<td>Capt. Young</td>
</tr>
<tr>
<td>Benj. Vaughn</td>
<td>Capt. Sigler</td>
</tr>
<tr>
<td>Eva Snyder</td>
<td>Capt. Hassett</td>
</tr>
<tr>
<td>W. H. Cooper</td>
<td>Capt. Bear</td>
</tr>
<tr>
<td>Nellie &amp; Davie</td>
<td>Capt. Patton</td>
</tr>
<tr>
<td>M. A. Shupp</td>
<td>Capt. Shupp</td>
</tr>
<tr>
<td>Little Walter</td>
<td>Capt. Ardinger</td>
</tr>
<tr>
<td>Cigarette</td>
<td>Capt. Gay</td>
</tr>
<tr>
<td>John W. Thompson</td>
<td>Capt. Staley</td>
</tr>
<tr>
<td>David A. Lowe</td>
<td>Capt. McCann</td>
</tr>
<tr>
<td>Harry Wagner</td>
<td>Capt. James</td>
</tr>
<tr>
<td>T. L. Holbrook</td>
<td>Capt. Snyder</td>
</tr>
<tr>
<td>M. B. Winship</td>
<td>Capt. Yost</td>
</tr>
</tbody>
</table>

Sat. 9/1/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,148 to 1,157 inclusive, left this port up to 3 o'clock p. m. today (Sept. 1, 1888):

<table>
<thead>
<tr>
<th>Company</th>
<th>Captain</th>
</tr>
</thead>
<tbody>
<tr>
<td>George's Creek Co. - To Georgetown</td>
<td>John H. Parrott</td>
</tr>
<tr>
<td>Meyersdale</td>
<td>Capt. Young</td>
</tr>
<tr>
<td>M. B. Winship</td>
<td>Capt. Yost</td>
</tr>
</tbody>
</table>

Ruby                          | Capt. Fahey | 89 14     |
C. R. Gregory                 | Capt. McLucas| 109 08   |
Consolidation Co. - To Georgetown|
| Daniel Linkins               | Capt. Moore | 108 16    |
| W. H. C. Bayley              | Capt. Hebb  | 110 15    |
| To Williamsport              |             |           |
| Frankie & Fannie             | Capt. McCardell| 110 15  |
| W. O. Bowser                 | Capt. Malotte| 110 09   |
| Borden Co. - To Georgetown   |             |           |
| Eva Snyder                   | Capt. Hassett| 114 06   |

**INCOMING BOATS**

North Branch Lock, Sept. 1, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

<table>
<thead>
<tr>
<th>Company</th>
<th>Captain</th>
</tr>
</thead>
<tbody>
<tr>
<td>W. H. C. Bayley</td>
<td>Capt. Hebb</td>
</tr>
<tr>
<td>W. O. Bowser</td>
<td>Capt. Malotte</td>
</tr>
<tr>
<td>John H. Parrot</td>
<td>Capt. Smith</td>
</tr>
<tr>
<td>C. R. Gregory</td>
<td>Capt. McLucas</td>
</tr>
<tr>
<td>Frankie &amp; Fannie</td>
<td>Capt. McCardell</td>
</tr>
<tr>
<td>Miller</td>
<td>Capt. Dune</td>
</tr>
<tr>
<td>Daniel Linkins</td>
<td>Capt. Moore</td>
</tr>
<tr>
<td>S. M. Reitzell</td>
<td>Capt. Young</td>
</tr>
<tr>
<td>B. C. Barroll</td>
<td>Capt. McLucas</td>
</tr>
<tr>
<td>Ruby</td>
<td>Capt. Fahey</td>
</tr>
<tr>
<td>C. W. Ridley</td>
<td>Capt. Barger</td>
</tr>
<tr>
<td>Suwannee River</td>
<td>Capt. Gray</td>
</tr>
</tbody>
</table>

ES, Sat. 9/1/88, p. 5. **Grain Receipts** – Canal boat Beulah arrived with 4,000 bushels of wheat for G. T. Dunlop. Canal boat Maryland arrived with 2,000 bushels of corn and 2,000 bushels of wheat for G. T. Dunlop.

Mon. 9/3/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,158 to 1,169 inclusive, left this port up to 3 o'clock p. m. today (Sept. 3, 1888):

<table>
<thead>
<tr>
<th>Company</th>
<th>Captain</th>
</tr>
</thead>
<tbody>
<tr>
<td>George's Creek Co. - To Georgetown</td>
<td>John H. Parrott</td>
</tr>
<tr>
<td>Meyersdale</td>
<td>Capt. Young</td>
</tr>
<tr>
<td>M. B. Winship</td>
<td>Capt. Yost</td>
</tr>
</tbody>
</table>

Muskingum                     | Capt. Zellers| 115 08   |
A. Greenless, Jr.             | Capt. Shives | 111 10   |
David Knodle                  | Capt. Knodle | 107 07   |
Consolidation Co. - To Georgetown|
| Amazon                       | Capt. Ingram| 115 08   |
| B. C. Barroll                | Capt. Ingram| 117 13   |
| G. S. Renner                 | Capt. Sorrell| 116 02   |
| A. L. Miller                 | Capt. Dean  | 111 17   |
| To Williamsport              |             |           |
| Victor                       | Capt. Kelly | 108 19   |
| D. W. Malotte                | Capt. Malotte| 111 13   |
| Lutie & Monie                | Capt. Shupp | 110 09   |
Elk Garden - To Williamsport
Ivan Capt. Teach 110 09
Enterprise Capt. Curtis 112 17

INCOMING BOATS
North Branch Lock, Sept. 3, 3, p. m.
The following light boats passed this lock since 3 o’clock Sat. enroute for Cumberland:
Amazon Capt. Ingram
B. C. Barroll Capt. Ingram
A. L. Miller Capt. Dean
River Nile Capt. Burns
A. Greenless, Jr. Capt. Shives
John Spencer Capt. Renner
G. S. Renner Capt. Sorrell
T. L. Holbrook Capt. Snyder
Lutie & Monie Capt. Shupp
T. H. Gibbs Capt. Grimm
H. Roussell Capt. Swain
W. D. Lord Capt. Murray
Victor Capt. Kelly
David Knodel Capt. Knodel
Ivan Capt. Teach
D. W. Malotte Capt. Malotte
Muskingum Capt. Zellers
L. P. Read Capt. Dunnigan
Enterprise Capt. Curtis
Lido Capt. Mosier
Eugene Capt. Teach
John Leitch Capt. Hill
N. C. Reid Capt. Hill

Burke Spencer Capt. Eaton
J. L. Sly Capt. Kirby
Theo Dean Capt. Young
Mattie Capt. Lippold
Plough Boy Capt. Kenny
Lafayette Capt. Shafer
Deer Park Capt. Shafer
George Sherman Capt. Myers
Iowa Capt. Penner
R. H. Jones Capt. Weaver
Wm. King Capt. McCoy
C. W. Miller Capt. Driscoll

The following boats with way bills numbered from 1,176 to 1,185 inclusive, left this port up to 3 o’clock p. m. today (Sept. 5, 1888):
Consolidation Co. - To Georgetown
G. M. Winship Capt. Shaw 109 19
To Williamsport:
Mary Capt. Tice 109 05
McK Steffey Capt. McKelvey 113 15
George's Creek Co. - To Georgetown
Judge J. Douglas Capt. McCarty 110 16
Detroit Capt. Young 116 13
Percy Capt. Sensel 111 15
Here I Am Capt. Young 112 00
R. H. Jones Capt. Weaver 110 01
Elk Garden - To Williamsport:
Ruby Capt. Fahey 94 09

INCOMING BOATS
North Branch Lock, Sept. 5, 3, p. m.
The following light boats passed this lock since 3 o’clock yesterday, enroute for Cumberland:
Here I Am Capt. Hooper
Detroit Capt. Hooper
George's Creek Co. - To Georgetown:
Burke Spencer Capt. Eaton 112 08
J. H. Milstead Capt. Roof 111 05
H. Hanekamp Capt. Bowers 112 12
Consolidation Co. - To Georgetown:
H. Roussell Capt. Swain 109 19
L. P. Read Capt. Dunnigan 114 14
Borden Co. - To Georgetown:
Theo Dean Capt. Young 111 05

INCOMING BOATS
North Branch Lock, Sept. 4, 3, p. m.
The following light boats passed this lock since 3 o’clock yesterday, enroute for Cumberland:
H. Hanekamp Capt. Bowers
J. H. Milstead Capt. Roof

Tue. 9/4/88, p. 4. Canal Commerce.
The following boats with way bills numbered from 1,170 to 1,175 inclusive, left this port up to 3 o’clock p. m. today (Sept. 4, 1888):
George's Creek Co. - To Georgetown:
Burke Spencer Capt. Eaton 112 08
J. H. Milstead Capt. Roof 111 05
H. Hanekamp Capt. Bowers 112 12
Consolidation Co. - To Georgetown:
H. Roussell Capt. Swain 109 19
L. P. Read Capt. Dunnigan 114 14

INCOMING BOATS
North Branch Lock, Sept. 3, 3, p. m.
The following light boats passed this lock since 3 o’clock Sat. enroute for Cumberland:
Amazon Capt. Ingram
B. C. Barroll Capt. Ingram
A. L. Miller Capt. Dean
River Nile Capt. Burns
A. Greenless, Jr. Capt. Shives
John Spencer Capt. Renner
G. S. Renner Capt. Sorrell
T. L. Holbrook Capt. Snyder
Lutie & Monie Capt. Shupp
T. H. Gibbs Capt. Grimm
H. Roussell Capt. Swain
W. D. Lord Capt. Murray
Victor Capt. Kelly
David Knodel Capt. Knodel
Ivan Capt. Teach
D. W. Malotte Capt. Malotte
Muskingum Capt. Zellers
L. P. Read Capt. Dunnigan
Enterprise Capt. Curtis
Lido Capt. Mosier
Eugene Capt. Teach
John Leitch Capt. Hill
N. C. Reid Capt. Hill
ES, Wed. 9/5/88, p. 3. **The New Railroad**

The bill to incorporate the Washington and Western Maryland Railroad Co. was referred by the Commissioners to Capt. Symons, who today reported on it as follows: “I can see no good objection to this bill becoming a law. It runs along Water street, in Georgetown, a street which is almost entirely given up to manufacturing purposes, and where its presence would probably be more of a convenience than a detriment, and further up it goes along the bank of the river, between the bank of the Chesapeake and Ohio Canal and the Potomac River, a portion of the District territory where it will interfere with nothing else. I think, however, that the rights of condemnation, as specified in section 13, page 8, are too broad. The rights of condemnation should only, in my opinion, specify the land required for the right of way.”

Thu. 9/6/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,186 to 1,191 inclusive, left this port up to 3 o'clock p. m. today (Sept. 6, 1888):

- **Consolidation Co.** - To Georgetown:
  - L. P. Hieston Capt. Brubaker 112 11
  - Geo. S. French Capt. Gannon 100 04

- To Williamsport:
  - Frankie & Fannie Capt. McCordell 111 10
  - M. A. Shupp Capt. Shupp 109 14
  - Nellie & Davie Capt. Patton 108 13

- **Borden Co.** - To Georgetown:
  - Katie Hassett Capt. Hassett 113 04

**INCOMING BOATS**

North Branch Lock, Sept. 6, 3 p.m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

- Geo. S. French Capt. Gannon
- Katie Hassett Capt. Hassett
- Nellie & Davie Capt. Patton
- M. A. Shupp Capt. Shupp
- L. P. Hieston Capt. Brubaker
- Frankie & Fannie Capt. McCordell
- L. R. Fechtig Capt. Bowers
- Unexpected Capt. Curtis
- Jas. Z. Williams Capt. Reynolds
- M. Wise Capt. Bowers
- Altair Capt. Taylor
- Missouri Capt. Ardinger

Fri. 9/7/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,191 to 1,198 inclusive, left this port up to 3 o'clock p. m. today (Sept. 7, 1888):

- **Consolidation Co.** - To Georgetown:
  - C. F. Mayer Capt. Reid 112 05
  - M. B. Mayfield Capt. Reid 113 13
- To Williamsport:
  - W. O. Bowser Capt. Malotte 109 04
  - Elk Garden Capt. Teach 115 12

- **Jacob Bender** Capt. Shields 116 15
- **George's Creek Co.** - To Georgetown:
  - Chas. R. White Capt. Stride 115 05
  - Deer Park Capt. Young 114 04

**INCOMING BOATS**

North Branch Lock, Sept. 7, 3 p.m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

- Chas. R. White Capt. Stride
- Dakota Capt. French
- Rainbow Capt. Bowers
- Jacob Bender Capt. Shields
- W. O. Bowser Capt. Malotte
- Ivan Capt. Teach
- L. R. Fechtig Capt. Bowers
- Little Walter Capt. Ardinger
- Sally Burwell Capt. Taylor
- L. W. Ginnand Capt. Huff
- S. M. Storm Capt. Huff
- Geo. A. Hoffman Capt. Piper
- Martha S. Fernsner Capt. Hassett
- R. A. Driver Capt. Drenner
- Emma Mertens Capt. Kimmel

ES, Fri. 9/7/88, p. 4. **Grain Receipts** – Canal boat Col. Victor L. Baughman arrived with 2,000 bushels of wheat and 2,000 bushels of corn for G. T. Dunlop. Canal boat Seneca arrived with 300 barrels of flour and 700 bushels of wheat for G. T. Dunlop.
Sat. 9/8/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 1,191 to 1,198 inclusive, left this port up to 3 o'clock p.m. today (Sept. 8, 1888):

**Consolidation Co. - To Georgetown:**
- Sally Burwell Capt. Taylor 110 00
- S. M. Storm Capt. Huff 111 07
- L. W. Ginnand Capt. Huff 110 18
- Henry Hanekamp Capt. Bowers 109 08
- W. R. Lewis Capt. Bender 107 10

**To Williamsport:**
- Lutie & Monie Capt. Shupp 114 02
- D. W. Malotte Capt. Malotte 110 07

**Borden Co. - To Georgetown:**
- Martha S. Fernsner Capt. Hassett 112 05

**George's Creek Co. - To Georgetown:**
- J. W. Veale Capt. Groom 111 19

**INCOMING BOATS**

North Branch Lock, Sept. 8, 3. p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
- D. W. Malotte Capt. Malotte
- W. R. Lewis Capt. Bender
- Lutie & Monie Capt. Shupp
- Nita K. Phelps Capt. Hine
- Youghiogheny Capt. Lahey
- Park Agnew Capt. Weaver
- Enterprise Capt. Curtis
- J. W. Veale Capt. Groom
- Maj. L. L. Blake Capt. Reid
- A. G. Johnson Capt. Read
- W. S. Jacques Capt. Davis
- Abram Kroon Capt. Ryan
- Sarah Kroon Capt. Ryan
- Ruby Capt. Fahey
- Victor Capt. Kelly

ES, Sat. 9/8/88, p. 5. **Grain Receipts** – Canal boat Loudoun arrived with 2,500 bushels of wheat and 1,000 bushels of corn for G. T. Dunlop.

Mon. 9/10/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 1,198 to 1,206 inclusive, left this port up to 3 o'clock p.m. today (Sept. 10, 1888):

**George's Creek Co. - To Georgetown:**
- Sarah Kroon Capt. Ryan 109 18
- Abram Kroon Capt. Ryan 112 10

**Elk Garden - To Georgetown:**
- W. S. Jacques Capt. Davis 112 05

**Consolidation Co. - To Williamsport:**
- Nellie & Davie Capt. Patton 108 00

**To Georgetown:**
- Zadock Williams Capt. Mose 116 02
- F. O. Beckett Capt. Benner 111 08

**INCOMING BOATS**

North Branch Lock, Sept. 10, 3. p.m.
The following light boats passed this lock since 3 o'clock Sat. enroute for Cumberland:
- John K. Shaw Capt. Bender
- Samuel Henry Capt. Patton
- Mary Mertens Capt. Conrad
- Charles Darrow Capt. Neil
- F. O. Beckett Capt. Benner
- Allegheny Capt. Dixon
- Eugene Capt. Teach
- Zadock Williams Capt. Mose
- Mary E. Holmes Capt. Malone
- A. H. Stumps Capt. Helgoth
- Nellie & Davie Capt. Patton
- C. R. Gregory Capt. McLucas
- Juanita Capt. Little
- J. H. Reid Capt. Ensminger
- B. R. Mayfield Capt. Crampton
- Mary Capt. Tice

Tue. 9/11/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 1,198 to 1,206 inclusive, left this port up to 3 o'clock p.m. today (Sept. 11, 1888):

**George's Creek Co. - To Georgetown**
- Allegheny Capt. Dixon 114 00

**Consolidation Co. - To Williamsport**
- McK Steffey Capt. McKelvey 111 06

**To Georgetown**
- A. P. Mayfield Capt. Moore 112 17
- W. J. Stephenson Capt. Moore 112 06

**INCOMING BOATS**

North Branch Lock, Sept. 11, 3. p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
- W. J. Stephenson Capt. Moore
- A. P. Mayfield Capt. Moore
- McK Steffey Capt. McKelvey
- R. P. Mason Capt. Zimmerman
- Wallace Capt. Gray
- C. W. Ridley Capt. Barger
C. W. Adams Capt. Jackson
W. H. C. Bayley Capt. Hebb
Cigarette Capt. Gay
Frankie & Jessie Capt. Young

Wed. 9/12/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 1,198 to 1,206 inclusive, left this port up to 3 o'clock p. m. today (Sept. 12, 1888):

- George's Creek Co. - To Georgetown
  James H. Reid Capt. Ensminger 112 19
  Frankie & Jessie Capt. Young 113 00
  Elk Garden - To Williamsport
  Cigarette Capt. Gay 109 01
  C. R. Gregory Capt. McLucas 112 01

- Consolidation Co. - To Williamsport
  Frankie & Fannie Capt. McCardell 112 02
  W. O. Bowser Capt. Malotte 111 13
  M. A. Shupp Capt. Shupp 114 06

- To Georgetown
  James Goddard Capt. Penner 114 14
  G. A. McIlhenny Capt. Kane 111 11

**INCOMING BOATS**

North Branch Lock, Sept. 12, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

- G. A. McIlhenny Capt. Kean
- Winter Capt. Fox
- M. A. Shupp Capt. Shupp
- Potomac Capt. Riley
- James Goddard Capt. Kimmel
- W. D. Walbridge Capt. McMullen
- Ivan Capt. Teach
- W. O. Bowser Capt. Malotte
- John H. Parrott Capt. Gray
- Frankie & Fannie Capt. McCardell
- T. J. Shiflet Capt. McIlhenny
- James R. Eddy Capt. Kerns
- Little Rob Capt. Moore
- Highlander Capt. Eaton
- Benj. Vaughn Capt. Sigler
- T. K. Stewart Capt. Penner
- Chas. R. White Capt. Stride
- Lutie & Monie Capt. Shupp

- Garrett F. S. Capt. Young 111 19
- Highlander Capt. Young 111 18
- Gen. Garfield Capt. Young 112 12
- Little Rob Capt. Young 112 15

Consolidation Co. - To Williamsport

- Victor Capt. Kelly 105 02
- Lutie & Monie Capt. Shupp 111 15

To Georgetown:

- C. D. Warfield Capt. Pierce 112 02
- W. J. Walker Capt. Hemphill 110 16
- Borden Co. - To Georgetown

- Elizabeth Miller Capt. Hassett 115 03
- T. J. Shiflet Capt. Young 111 10
- Elk Garden - To Williamsport
- Ivan Capt. Teach 112 16

**INCOMING BOATS**

North Branch Lock, Sept. 13, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

- Lutie & Monie Capt. Shupp
- Salina Capt. Gerhard
- Gen. Garfield Capt. Young
- W. J. Walker Capt. Hemphill
- Elizabeth Miller Capt. Hassett
- Delaware Capt. Manning
- Emma Mertens Capt. Penner
- Olive V. Capt. McCardell
- W. T. Coulehan Capt. Young
- Garnet F. S. Capt. Young
- C. D. Warfield Capt. Pierce
- W. H. Cooper Capt. Bear
- Oxford Capt. Slide
- A. Jackson Clark Capt. Keesucker
- W. F. Creighton Capt. Swain
- M. B. Winship Capt. Yost
- Eva Snyder Capt. Hassett
- Ruby Capt. Fahey

Fri. 9/14/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 2,007 to 2,017 inclusive, left this port up to 3 o'clock p. m. today (Sept. 14, 1888):

Consolidation Co. - To Williamsport

- Little Walter Capt. Ardinger 113 09

To Georgetown:

- Charles Mann Capt. Kreitzer 112 13
- George's Creek Co. - To Georgetown

- M. B. Winship Capt. Yost 111 19
- W. F. Creighton Capt. Swain 112 09
- Delaware Capt. Manning 114 04
Canal Trade 1888

G. N. Shuman Capt. Bowers 113 19
Borden Co. - To Georgetown
Martha S. Fernsner Capt. Hassett 116 06
Elk Garden - To Georgetown
James R. Eddy Capt. Kerns 113 08

INCOMING BOATS
North Branch Lock, Sept. 14, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
G. N. Shuman Capt. Bowers
D. W. Malotte Capt. Malotte
Susquehanna Capt. Stickles
Little Walter Capt. Ardinger
Charles Darrow Capt. Ingalls
Harry & Ralph Capt. Walds
Capella Capt. Hall
Nellie & Davie Capt. Patton

Sat. 9/15/88, p. 4. Canal Commerce.
The following boats with way bills numbered from 2,018 to 2,023 inclusive, left this port up to 3 o'clock p. m. today (Sept. 15, 1888):
Consolidation Co. - To Williamsport
Mary Capt. Tice 113 07
McK Steffey Capt. McKelvey 112 03
Elk Garden - To Georgetown
Isabella Capt. Sensel 114 00
To Williamsport
Enterprise Capt. Curtis 110 17
George's Creek Co. - To Georgetown
Mary Burgess Capt. Young 114 18

INCOMING BOATS
North Branch Lock, Sept. 15, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
D. Armstrong Capt. Marmaduke
Isabella Capt. Sensel
Mary Burgess Capt. Zimmerman
McK Steffey Capt. McKelvey
Enterprise Capt. Curtis
Mary Capt. Tice

Mon. 9/17/88, p. 4. Canal Commerce.
The following boats with way bills numbered from 1,737 to 1,747 inclusive, left this port up to 3 o'clock p. m. today (Sept. 17, 1888):
Consolidation Co. - To Georgetown
L. P. Read Capt. Dunnigan 111 02
Thomas H. Gibbs Capt. Grimm 111 06
To Williamsport:
D. W. Malotte Capt. Malotte 108 01
Frankie & Fannie Capt. McCardell 107 10
M. A. Shupp Capt. Shupp 106 07
Lutie & Monie Capt. Shupp 105 17
Unexpected Capt. Hornsby 111 13
George's Creek Co. - To Georgetown
A. Greenless, Jr. Capt. Shives 112 17
Muskingum Capt. Zellers 111 05
W. Va. C. & P. R. R. - To Georgetown
C. R. Gregory Capt. McLucas 107 18
Eugene Capt. Teach 110 15

Tue. 9/18/88, p. 4. Canal Commerce.
The following boats with way bills numbered from 1,747 to 1,754 inclusive, left this port up to 3 o'clock p. m. today (Sept. 18, 1888):
George's Creek Co. - To Georgetown
A. M. White Capt. Reid 116 08
A. H. Brandt Capt. Mose 111 00
T. L. Holbrook Capt. Snyder 113 05
John Spencer Capt. Penner 113 11
Borden Mining Co. - To Georgetown
Lido Capt. Hassett 115 18
Consolidation Co. - To Georgetown
G. S. Renner Capt. Sorrell 112 00
To Williamsport:
W. O. Bowser Capt. Malotte 109 14

INCOMING BOATS
North Branch Lock, Sept. 18, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
C. R. Gregory Capt. McLucas
John Spencer Capt. Penner
A. H. Brandt Capt. Mose
John W. Thompson Capt. Staley
J. H. Milstead Capt. Booth
Wm King Capt. McCoy
J. P. Hewitt Capt. Swain
Ruby Capt. Fahey

ES, Tue. 9/18/88, p. 6. The Chesapeake and Ohio Canal Co. Exempt from Taxation
Some time ago The Star called attention to Assessor Fish’s letter to the Commissioners relative to the delinquent taxes of the Chesapeake and Ohio Canal Co. It appears that when the canal received its charter certain ground was exempted from taxation. Since the canal company ceased to exist these lands have been put on the assessor’s books as taxable property. The matter was referred to Attorney Riddle for an opinion. In passing upon it he says he can see no reason why the tax should not be enforced as on other lands, but that he greatly doubts its liability while the property of the company. He calls attention to the exemption clause in the canal charter, which reads, “not while and so long as it works the canal authorized, but forever exempt from any taxation, imposition or payment whatsoever.” In conclusion, he says that so long as the company exists he does not think any tax can be enforced on its property.

Wed. 9/19/88, p. 4. Canal Commerce.
The following boats with way bills numbered from 1,754 to 1,761 inclusive, left this port up to 3 o'clock p. m. today (Sept. 19, 1888):
Consolidation Co. - To Georgetown
Elbe River Capt. Swain 109 11
E. P. Cohill Capt. Pittman 109 10
E. A. King Capt. Murphy 112 15
G. M. Barroll Capt. Murphy 111 08

George's Creek Co. - To Georgetown
Youghiogheny Capt. Linaburg 114 13
Emma Mertens Capt. Rodeniser 118 05
Consolidation Co. - To Williamsport
Nellie & Davie Capt. Patton 109 09

INCOMING BOATS
North Branch Lock, Sept. 18, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
Park Agnew Capt. Weaver
G. M. Barroll Capt. Murphy
Libbie Capt. Ensminger
E. A. King Capt. Murphy
Youghiogheny Capt. Linaburg
Emma Mertens Capt. Rosenheimer
Nellie & Davie Capt. Patton
E. P. Cohill Capt. Pittman
Lyda Capt. Swain
J. L. Sly Capt. Sterling
H. Hanekamp Capt. Bowers
Lafayette Capt. Young
M. E. Grove Capt. Little

Wed. 9/19/88, p. 4. The District Government
The attorney of the District has determined that the Chesapeake & Ohio Canal is exempted from taxation so long as the canal company exists, it matters not into whose hands the management of the canal may fall.

Thu. 9/20/88, p. 4. Canal Commerce.
The following boats with way bills numbered from 1,754 to 1,761 inclusive, left this port up to 3 o'clock p. m. today (Sept. 20, 1888):
Elk Garden - To Georgetown
Nita K. Phelps Capt. Hine 115 03
George's Creek Co. - To Georgetown
David A. Lowe Capt. McCann 117 13
Detroit Capt. Young 120 07
Here I Am Capt. Young 116 14
Eva Capt. Schoppert 110 08
Consolidation Co. - To Williamsport
Mary Capt. Tice 108 17
McK Steffey Capt. McKelvey 112 18

INCOMING BOATS
North Branch Lock, Sept. 20, 3. p. m.

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The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Here I Am Capt. Harper
Detroit Capt. Harper
Mississippi Capt. Byroads
Eva Capt. Schoppert
McK Steffey Capt. McKelvey
Nita K. Phelps Capt. Hine
David A. Lowe Capt. McCann
Mary Capt. Tice
Mayor Capt. Reid
C. D. Warfield Capt. Mose
E. R. Ladew Capt. Carroll
Daniel Linkins Capt. Nelson

Sat. 9/22/88, p. 4. Canal Commerce.
The following boats with way bills numbered from 1,754 to 1,761 inclusive, left this port up to 3 o'clock p.m. today (Sept. 22, 1888):

George's Creek Co. - To Georgetown
Samuel Henry Capt. Groom 111 13
Burke Spencer Capt. Eaton 114 00
Wm J. Booth Capt. Stride 115 19
Savannah Capt. Cramer 112 19
Consolidation Co. - To Williamsport
M. A. Shupp Capt. Shupp 112 17
Victor Capt. Kelly 106 01
To Georgetown:
W. H. C. Bayley Capt. Hebb 112 03
L. P. Hieston Capt. Brubaker 110 09
Elk Garden - To Georgetown
Plough Boy Capt. Kenny 111 04

INCOMING BOATS

North Branch Lock, Sept. 21, 3. p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Judge J. Douglas Capt. McCarty
A. Wood Capt. Atwell
C. R. Gregory Capt. McLucas
D. W. Malotte Capt. Malotte
Enterprise Capt. Curtis
C. W. Adams Capt. Jackson
Mattie Capt. Leopold
Little Walter Capt. Ardinger
Frankie & Fannie Capt. McCord
L. P. Hieston Capt. Brubaker
J. W. Veale Capt. Groom
W. R. Lewis Capt. Bender

Fri. 9/21/88, p. 4. Canal Commerce.
The following boats with way bills numbered from 1,754 to 1,761 inclusive, left this port up to 3 o'clock p.m. today (Sept. 21, 1888):

Consolidation Co. - To Williamsport
Little Walter Capt. Ardinger 112 01
D. W. Malotte Capt. Malotte 113 06
To Georgetown:
Daniel Linkins Capt. Moore 109 02
C. W. Adams Capt. Jackson 112 00
George's Creek Co. - To Georgetown
Dr. A. Shank Capt. Young 115 12
Alfred Wood Capt. Atwell 113 03
W. Va. C. & P. R. R. - To Williamsport
Enterprise Capt. Curtis 109 13
C. R. Gregory Capt. McLucas 112 17

INCOMING BOATS

North Branch Lock, Sept. 22, 3. p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Theodore Dean Capt. Wolf
W. J. Booth Capt. Stride
Burke Spencer Capt. Eaton
Savannah Capt. Cramer
M. A. Shupp Capt. Shupp
Plough Boy Capt. Kenny
Victor Capt. Kelly
Samuel Henry Capt. Groom
A. G. Johnson Capt. Read
W. H. C. Bayley Capt. Hebb
Missouri Capt. Ardinger
Ruby Capt. Fahey
Eugene Capt. Teach
Harry Wagner Capt. James
Deer Park Capt. McAtee


Mon. 9/24/88, p. 4. Canal Commerce.
The following boats with way bills numbered from 1,761 to 1,772 inclusive, left this port up to 3 o'clock p.m. today, (Sept. 24, 1888):

Consolidation Co. - To Georgetown
G. M. Winship Capt. Shaw 114 13
A. L. Miller Capt. Dean 112 03
Zadock Williams Capt. Mose 113 12
Consolidation Co. - To Williamsport:
Nellie & Davie Capt. Patton 108 13
W. O. Bowser Capt. Malotte 109 01
George's Creek Co. - To Georgetown
Martha S. Fernsner Capt. Kinsel 113 08
Geo. Sherman Capt. Myers 114 08
J. E. Dyer & Bro Capt. Neal 111 14
Maj. L. L. Blake Capt. Reid 116 11
W. Va. C. & P. R. R. - To Georgetown
Jacob Bender Capt. Shields 112 08
To Williamsport:
Ivan Capt. Teach 112 00
INCOMING BOATS
North Branch Lock, Sept. 24, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
Maj. L. L. Blake Capt. Reid
G. M. Winship Capt. Shaw
A. L. Miller Capt. Dean
Amazon Capt. Ingram
G. M. Barroll Capt. Ingram
S. M. Reitzel Capt. Snyder
W. O. Bowser Capt. Malotte
J. M. Wheatley Capt. Lytton
John Miller Capt. Artz
John Teach Capt. Hill
J. Maury Dove Capt. Hill
G. W. Wallace Capt. Wilson
J. P. Hewitt Capt. Swain
N. C. Read Capt. Swain
J. E. Dyer & Bro Capt. Neal
Martha S. Fernsner Capt. Kinsel
Geo. Sherman Capt. Myers
Jacob Bender Capt. Shields
Chas. W. Miller Capt. Driscoll
Pilot Boy Capt. Hager
C. W. Ridley Capt. Barger
Zadock Williams Capt. Mose
Ivan Capt. Teach
Geo. S. French Capt. Gannon
Nellie & Davie Capt. Patton
R. H. James Capt. Weaver
Marshall Wise Capt. Bowers
Altoona Capt. Bowers
J. B. Thomas Capt. Cramer
Frankie & Jessie Capt. Long
T Capt. Clendening
F. O. Beckett Capt. Benner
Tue. 9/25/88, p. 4. Canal Commerce.
The following boats with way bills numbered from 1,772 to 1,782 inclusive, left this port up to 3 o'clock p. m. today (Sept. 25, 1888):
Consolidation Co. - To Georgetown
J. M. Wheatley Capt. Lytton 111 09
F. O. Beckett Capt. Benner 110 19
John Miller Capt. Artz 111 11
To Williamsport:
Mary Capt. Tice 112 04
Geo. S. French Capt. Gannon 107 04
George's Creek Co. - To Georgetown
Winter Capt. Young 115 17
C. W. Ridley Capt. Barger 116 01
Frankie & Jessie Capt. Young 114 10
Elk Garden - To Georgetown
James R. Eddy Capt. Kerns 116 11
INCOMING BOATS
North Branch Lock, Sept. 25, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
Mary Capt. Tice
Dakota Capt. Hart
Voltaire Capt. Taylor
James R. Eddy Capt. Kerns
Winter Capt. Fox
Crone Capt. Ragan
Altoona Capt. Ragan
John H. Parrott Capt. Smith
Geo. Bogus Capt. Davis
W. S. Jacques Capt. Davies
McK Steffey Capt. McKelvey
R. A. Driver Capt. Drenner
Lutie & Monie Capt. Shupp
Rainbow Capt. Bond
ES, Tue. 9/25/88, p. 6. Grain Receipts – Canal boat Maryland arrived with 1,500 bushels of corn and 1,400 bushels of wheat for G. T. Dunlop.
Canal boat Seneca arrived with 1,800 bushels wheat and 100 barrels of flour for G. T. Dunlop.

The following boats with way bills numbered from 1,772 to 1,782 inclusive, left this port up to 3 o'clock p. m. today (Sept. 26, 1888):
Consolidation Co. - To Georgetown
Geo. Bogus Capt. Davis 110 10
W. S. Jacques Capt. Davis 114 19
J. B. Thomas Capt. Cramer 108 09
To Williamsport:
D. W. Malotte Capt. Malotte 110 12
Lutie & Monie Capt. Shupp 112 11
George's Creek Co. - To Georgetown
Allegheny Capt. Dixon 114 06
A. Jackson Clark Capt. Kerns 113 18
W. D. Walbridge Capt. McMullen 113 06
Rainbow Capt. Young 113 15
Elk Garden - To Williamsport
Ruby Capt. Fahey 87 12
C. R. Gregory Capt. McLucas 113 04
INCOMING BOATS
North Branch Lock, Sept. 26, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
Jas. Z. Williams Capt. Reynolds
Ruby Capt. Fahey
W. D. Walbridge Capt. McMullen
A. Jackson Clark Capt. Kerns
C. R. Gregoy Capt. McLucas
Onego Capt. Benner
D. W. Malotte Capt. Malotte
Frankie & Fannie Capt. McCordell
Allegheny Capt. Dixon
Mary Mertens Capt. Conrad
Potomac Capt. Riley
John K. Shaw Capt. Bender
Dr. A. Stump Capt. Helgoth
T. L. Shiflet Capt. McIlhenny

The following boats with way bills numbered from 1,782 to 1,791 inclusive, left this port up to 3 o'clock p. m. today (Sept. 27, 1888):
George's Creek Co. - To Georgetown
Salina Capt. Young 114 09
Juanita Capt. Little 115 09
Little Rob Capt. Young 116 17
Consolidation Co. - To Georgetown
G. A. McIlhenny Capt. Kean 115 15
R. A. Driver Capt. Drenner 113 13
T. K. Stewart Capt. Penner 112 08
To Williamsport:
M. A. Shupp Capt. Shupp 113 03
Victor Capt. Kelly 106 15
Elk Garden - To Williamsport
Eugene Capt. Teach 111 03
INCOMING BOATS
North Branch Lock, Sept. 27, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
Geo. A. McIlhenny Capt. Kean
Little Rob Capt. Mose
T. K. Stewart Capt. Penner
Juanita Capt. Little
M. A. Shupp Capt. Shupp
Victor Capt. Kelly
Eugene Capt. Teach
H Capt. Barrow
Salina Capt. Gerhard
Benj. Vaughn Capt. Sigler
Little Walter Capt. Ardinger

ES, Thu. 9/27/88, p. 6. The Cumberland Coal Trade – The shipments from the mines of the Cumberland coal region for the week ended Saturday, September 22, were 79,739 tons, and for the year to that date were 2,596,707 tons, an increase of 28,914 tons as compared with the corresponding period of 1887. The shipments to the Chesapeake and Ohio Canal for the week were 8,595 tons, and for the year to that date 207,474 tons, an increase of 14,512 tons as compared with last year.

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

Fri. 9/28/88, p. 4. Canal Commerce.
The following boats with way bills numbered from 1,791 to 1,796 inclusive, left this port up to 3 o'clock p. m. today (Sept. 28, 1888):
George's Creek Co. - To Georgetown
Highlander Capt. Young 118 02
J. H. Reid Capt. Ensminger 115 07
Elk Garden - To Georgetown
Garnet F. S Capt. Taylor 112 10
To Williamsport:
Enterprise Capt. Curtis 112 12
Consolidation Co. - To Georgetown
D. W. Malotte Capt. Malotte 112 17
INCOMING BOATS
North Branch Lock, Sept. 28, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
Enterprise Capt. Curtis
S Capt. Davis
Highlander Capt. Eaton
Sat. 9/29/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 1,791 to 1,796 inclusive, left this port up to 3 o'clock p. m. today (Sept. 29, 1888):

- George's Creek Co. - To Georgetown
  - Geo. A. Hoffman Capt. Piper 114 12
- Delaware Capt. Manning 112 08
- M. B. Winship Capt. Yost 112 14
- Borden Co. - To Round Top
  - Cigarette Capt. Gay 100 19
- To Georgetown:
  - Elizabeth Miller Capt. Hassett 114 10
- Elk Garden - To Georgetown
- R. P. Mason Capt. Zimmerman 116 10
- To Williamsport:
  - Ivan Capt. Teach 110 12
- Consolidation Co. - To Georgetown
  - B. R. Mayfield Capt. Crampton 114 03

**INCOMING BOATS**

North Branch Lock, Sept. 29, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

- M. B. Winship Capt. Yost
- E. A. King Capt. Mills
- Geo. A. Hoffman Capt. Piper
- W. T. Coulehan Capt. Taylor
- B. R. Mayfield Capt. Crampton
- Delaware Capt. Manning
- Elizabeth Miller Capt. Moore
- A. Greenless, Jr. Capt. Shives
- Cigarette Capt. Gay
- W. F Creighton Capt. Swain
- Geo. S. French Capt. Gannon
- Mary Burgess Capt. Young
- John Spencer Capt. Renner
- Muskingum Capt. Zellers
- A. M. White Capt. Reid
- Youghiogheny Capt. Linaburg
- Percy Capt. Sensel
- L. P. Read Capt. Dunnigan

Mon. 10/1/1888, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 1,796 to 1,808 inclusive, left this port up to 3 o'clock p. m. today (Oct. 1, 1888):

- Consolidation Co. - To Georgetown
  - James Goddard Capt. Penner 112 04
  - Chas. R. White, Jr. Capt. Stride 114 14
- To Williamsport:
  - Lutie & Monie Capt. Shupp 110 13
  - McK Steffey Capt. McKelvey 115 00
  - Mary Capt. Tice 111 14
- Elk Garden - To Georgetown
  - H. S. Dixon Capt. McCormick 114 03

**INCOMING BOATS**

North Branch Lock, Oct. 1, 3. p. m.
The following light boats passed this lock since 3 o'clock Sat. enroute for Cumberland:

- James Goddard Capt. Penner
- G. N. Shuman Capt. Bowers
- Emma Mertens Capt. Kimble
- Mary Capt. Tice
- McK Steffey Capt. McKelvey
- Chas. R. White Capt. Stride
- Park Agnew Capt. Weaver
- Isabella Capt. Sensel
- Lutie & Monie Capt. Shupp
- W. J. Walker Capt. Hemphill
- G. S. Renner Capt. Sorrell
- C. R. Gregory Capt. McLucas
- C. W. Adams Capt. Jackson
- River Nile Capt. Burns
- Iowa Capt. Penner
- Frankie & Fannie Capt. McCardell
- Lido Capt. Mosier
- Nita K Phelps Capt. Hine
- W. H. C. Bayley Capt. Hebb
- Victor Capt. Kelly
- T. H. Gibbs Capt. Grimm
- Sally Burwell Capt. Taylor
- L. W. Ginnand Capt. Huff
- S. M. Storm Capt. Huff
- Libbie Capt. Ensminger
- C. D. Warfield Capt. Pierce
- Chas Laing Capt. Pearre
- Ruby Capt. Fahey
- Susquehanna Capt. Stickles
- D. W. Malotte Capt. Malotte
Canal Commerce.

The following boats with way bills numbered from 1,796 to 1,802 inclusive, left this port up to 3 o'clock p. m. today (Oct. 2, 1888):

Consolidation Co. - To Georgetown
- W. H. C. Bayley Capt. Hebb 110 12
- C. D. Warfield Capt. Hemphill 111 01
- Victor Capt. Kelly 109 03

To Williamsport:
- D. W. Malotte Capt. Malotte 111 07
- Frankie & Fannie Capt. McCordell 109 10
- Lido Capt. Mosier 106 00

George's Creek Co. - To Georgetown
- Iowa Capt. Penner 113 00
- John P. Agnew Capt. Eaton 116 05
- Kitty Capt. Eaton 112 04
- Susquehanna Capt. Stickles 111 00

Elk Garden - To Georgetown
- Nita K. Phelps Capt. Hine 113 04
- Isabella Capt. Sensel 111 06

To Williamsport:
- Ruby Capt. Havermale 87 04

INCOMING BOATS

North Branch Lock, Oct. 2, 3. p. m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
- Herald Capt. Fields
- T. L. Holbrook Capt. Snyder
- Harry & Ralph Capt. Worlds
- Ollie V. Capt. Kline
- M. A. Shupp Capt. Shupp
- Charles Darrow Capt. Ingalls
- J. L. Sly Capt. Sterling
- J. P Hewitt Capt. Swain
- A. H. Brandt Capt. Pickles
- Zadock Williams Capt. Mose

ES, Tue. 10/2/88, p. 6. **Grain Receipts** – Canal boat Seneca arrived with 700 bushels of wheat and 100 barrels of flour for G. T. Dunlop.

AG, Wed. 10/3/88, p. 4. **Lease of the Chesapeake and Ohio Canal** – President Fisher, of the Baltimore Board of Trade, in his annual report says: “It is to be regretted that our efforts in behalf of inducing the legislature to lease or otherwise dispose of the Chesapeake and Ohio Canal were no equally successful. This canal always has been, and always will be, a constant drain upon the treasury of the State, without being of any adequate benefit to any portion of its citizens. We are clearly of the opinion that the State should either sell or lease the canal. We protested against its acquiring the $500,000 repair bonds, or appropriating another dollar to continue the canal under the present system. The lease proposed by the Western Maryland Railroad seems the most feasible plan yet presented, and since the city is practically the owner of that road
it would be a happy combination of circumstances, that would, at the same time, relieve the State of that incubus and place the railroad in a far better position to meet the annual interest due the city. Under the proposed lease the interests of those dependent upon the canal for transportation were fully protected, and the trade of the city and railroad would have been materially increased; instead of the State keeping up this feeder to Georgetown and Washington at great expense, it would have turned the trade that now seeks those cities to its own metropolis.

Thu. 10/4/88, p. 3. **Money for Canal Employees**

The canal pay boat, *Maryland*, left Georgetown on Monday and arrived here this morning. She brought as passengers President Gambrill, of the canal, accountant Ayers and Mr. Riley, of Annapolis. To a *Times* reporter it was stated by the officials that $10,495 had been paid the employees for the month of March, 1888, and also $10,000 for the years 1883, 1884 and 1887, and advances on the year 1888. This makes in all $20,415 paid to employees on this trip alone. The canal was found to be in god condition throughout. These pay trips cannot be made too often to suit the employees of the company. The gentlemen in charge left on this afternoon’s East-bound Express.

*Ibid*, p. 4. A portion of this page was cut out and so we have only the following

**INCOMING BOATS**

<table>
<thead>
<tr>
<th>Boat</th>
<th>Captain</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elbe River</td>
<td>Capt. Swain</td>
<td></td>
</tr>
<tr>
<td>Little Walter</td>
<td>Capt. Ardinger</td>
<td></td>
</tr>
<tr>
<td>E. P. Cohill</td>
<td>Capt. Pittman</td>
<td></td>
</tr>
<tr>
<td>Harry &amp; Ralph</td>
<td>Capt. McDonald</td>
<td></td>
</tr>
<tr>
<td>Wm. King</td>
<td>Capt. McCoy</td>
<td></td>
</tr>
<tr>
<td>E. M. Ginevan</td>
<td>Capt. Doyle</td>
<td></td>
</tr>
<tr>
<td>Enterprise</td>
<td>Capt. Curtis</td>
<td></td>
</tr>
<tr>
<td>David A. Lowe</td>
<td>Capt. McCann</td>
<td></td>
</tr>
<tr>
<td>W. R. Lewis</td>
<td>Capt. Bender</td>
<td></td>
</tr>
</tbody>
</table>

Fri. 10/5/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,796 to 1,802 inclusive, left this port up to 3 o'clock p. m. today (Oct. 5, 1888):

**Consolidation Co. - To Georgetown**

<table>
<thead>
<tr>
<th>Boat</th>
<th>Captain</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>C. F. Mayer</td>
<td>Capt. Reid</td>
<td>115 13</td>
</tr>
<tr>
<td>B. R. Mayfield</td>
<td>Capt. Reid</td>
<td>109 10</td>
</tr>
<tr>
<td>Wm. King</td>
<td>Capt. McCoy</td>
<td>114 01</td>
</tr>
</tbody>
</table>

**Borden Co. - To Georgetown**

<table>
<thead>
<tr>
<th>Boat</th>
<th>Captain</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frankie &amp; Fannie</td>
<td>Capt. McCardell</td>
<td>109 09</td>
</tr>
<tr>
<td>C. W. Adams</td>
<td>Capt. Jackson</td>
<td>111 04</td>
</tr>
<tr>
<td>Mary</td>
<td>Capt. Tice</td>
<td>110 18</td>
</tr>
</tbody>
</table>

**Elk Garden - To Williamsport**

<table>
<thead>
<tr>
<th>Boat</th>
<th>Captain</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lafayette</td>
<td>Capt. Young</td>
<td>114 00</td>
</tr>
<tr>
<td>Elk Garden</td>
<td>Capt. Marmaduke</td>
<td></td>
</tr>
</tbody>
</table>

Sat. 10/6/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,702 to 1,813 inclusive, left this port up to 3 o'clock p. m. today (Oct. 6, 1888):

**Consolidation Co. - To Georgetown**

<table>
<thead>
<tr>
<th>Boat</th>
<th>Captain</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>John H. Parrott</td>
<td>Capt. Smith</td>
<td>113 04</td>
</tr>
<tr>
<td>R. H. Jones</td>
<td>Capt. Weaver</td>
<td>112 04</td>
</tr>
<tr>
<td>Little Walter</td>
<td>Capt. Wilson</td>
<td>112 13</td>
</tr>
</tbody>
</table>
| *George's Creek Co.* - To Georgetown

<table>
<thead>
<tr>
<th>Boat</th>
<th>Captain</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Geo. L. Sheriff</td>
<td>Capt. Cartwright</td>
<td>114 10</td>
</tr>
<tr>
<td>Geo. S. French</td>
<td>Capt. Gannon</td>
<td>110 00</td>
</tr>
<tr>
<td>W. R. Lewis</td>
<td>Capt. Bender</td>
<td>111 18</td>
</tr>
</tbody>
</table>

**To Williamsport:**

<table>
<thead>
<tr>
<th>Boat</th>
<th>Captain</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frankie &amp; Fannie</td>
<td>Capt. McCardell</td>
<td>109 09</td>
</tr>
<tr>
<td>C. W. Adams</td>
<td>Capt. Jackson</td>
<td>111 04</td>
</tr>
<tr>
<td>Mary</td>
<td>Capt. Tice</td>
<td>110 18</td>
</tr>
</tbody>
</table>

**Elk Garden - To Williamsport**

<table>
<thead>
<tr>
<th>Boat</th>
<th>Captain</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>C. R. Gregory</td>
<td>Capt. McLucas</td>
<td>110 17</td>
</tr>
</tbody>
</table>

**INCOMING BOATS**

North Branch Lock, Oct. 5, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

<table>
<thead>
<tr>
<th>Boat</th>
<th>Captain</th>
</tr>
</thead>
<tbody>
<tr>
<td>Little Walter</td>
<td>Capt. Wilson</td>
</tr>
<tr>
<td>D. Armstrong</td>
<td>Capt. Marmaduke</td>
</tr>
<tr>
<td>John H. Parrott</td>
<td>Capt. Smith</td>
</tr>
<tr>
<td>C. W. Adams</td>
<td>Capt. Jackson</td>
</tr>
<tr>
<td>R. H. Jones</td>
<td>Capt. Weaver</td>
</tr>
<tr>
<td>Mary</td>
<td>Capt. Tice</td>
</tr>
</tbody>
</table>

North Branch Lock, Oct. 6, 3. p. m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

<table>
<thead>
<tr>
<th>Boat</th>
<th>Captain</th>
</tr>
</thead>
<tbody>
<tr>
<td>McK Steffey</td>
<td>Capt. McKelvey</td>
</tr>
<tr>
<td>Lutie &amp; Monie</td>
<td>Capt. Shupp</td>
</tr>
<tr>
<td>Elk Garden</td>
<td></td>
</tr>
<tr>
<td>Ivan</td>
<td>Capt. Teach</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

- W. S. Jacques  
  Capt. Davis  
- Geo. Bogus  
  Capt. Davis  
- T. H. Gibbs  
  Capt. Grimm  
- Winter  
  Capt. Fox  
- Jacob Bender  
  Capt. Shields  
- T. K. Stewart  
  Capt. Penner  
- Libbie  
  Capt. Ensminger  
- Miller  
  Capt. Miller  

Wednesday 10/10/88, p. 4. Canal Commerce.
The following boats with way bills numbered from 1,814 to 1,841 inclusive, left this port up to 3 o'clock p.m. today (Oct. 10, 1888):

- George's Creek Co. - To Georgetown  
  Harry Wagner  
  Capt. James  
  112 10  
- W. J. Booth  
  Capt. Stride  
  112 09  
- Consolidation Co. - To Williamsport  
  Lutie & Monie  
  Capt. Shupp  
  115 17  
- E. P. Cohill  
  Capt. Pittman  
  109 08  
- McK Steffey  
  Capt. McKelvey  
  112 19  
- To Georgetown:  
  L. P. Hieston  
  Capt. Brubaker  
  113 06  
- Elk Garden - To Georgetown  
  Winter  
  Capt. Fox  
  111 00  

INCOMING BOATS
North Branch Lock, Oct. 9, 3 p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

- C. W. Ridley  
  Capt. Barber  
- L. P. Hieston  
  Capt. Brubaker  
- Harry Wagner  
  Capt. James  
- M. J. Booth  
  Capt. Stride  
- W. T. Hassett  
  Capt. Snyder  
- Eugene  
  Capt. Leach  
- McK Steffey  
  Capt. McKelvey  
- E. P. Cohill  
  Capt. Pittman  
- Ivan  
  Capt. Teach  
- Lutie & Monie  
  Capt. Shupp  
- Wm. King  
  Capt. McCoy  
- G. M. Barroll  
  Capt. Murphy  
- E. R. Ladew  
  Capt. Young  
- Daniel Linkins  
  Capt. Moore  
- Samuel Henry  
  Capt. Groom  
- Savannah  
  Capt. Cramer  
- G. M. Winship  
  Capt. Shaw  
- W. O. Bowser  
  Capt. Malotte  
- F. O. Beckett  
  Capt. Benner  

Tue. 10/9/88, p. 4. Canal Commerce.
The following boats with way bills numbered from 1,814 to 1,841 inclusive, left this port up to 3 o'clock p.m. today (Oct. 9, 1888):

- Consolidation - To Williamsport  
  T. H. Gibbs  
  Capt. Grimm  
  110 07  
- Libbie  
  Capt. Ensminger  
  113 04  
- Consolidation Co. - To Georgetown  
  W. S. Jacques  
  Capt. Davis  
  113 17  
- Geo. Bogus  
  Capt. Davis  
  114 05  
- T. K. Stewart  
  Capt. Penner  
  116 04  
INCOMING BOATS
North Branch Lock, Oct. 9, 3 p.m.

The following light boats passed this lock since 3 o'clock, enroute for Cumberland:

- Consolidation - To Williamsport  
  Nellie & Davie  
  Capt. Patton  
  110 18  
- Lido  
  Capt. Mosier  
  113 13  
- M. A. Shupp  
  Capt. Shupp  
  113 12  
- Victor  
  Capt. Kelly  
  116 08  
- George's Creek - To Georgetown  
  Judge J. Douglas  
  Capt. McCarty  
  114 04  
- Here I Am  
  Capt. Young  
  118 17  
- Elk Garden - To Williamsport  
  Ruby  
  Capt. Havermale  
  91 13  

INCOMING BOATS
North Branch Lock, Oct. 8, 3 p.m.
The following light boats passed this lock since 3 o'clock, enroute for Cumberland:

- Victor  
  Capt. Kelly  
- Dr. A. Shank  
  Capt. Davis  
- Judge J. Douglas  
  Capt. McCarty  
- Eva Snyder  
  Capt. Mosier  
- Theodore  
  Capt. Wilson  
- Martha  
  Capt. Sensel  
- M. A. Shupp  
  Capt. Shupp  
- Nellie & Davie  
  Capt. Patton  
- Mattie  
  Capt. Leopold  
- John Spencer  
  Capt. Eaton  

The following boats with way bills numbered from 1,814 to 1,841 inclusive, left this port up to 3 o'clock p.m. today (Oct. 8, 1888):

- Consolidation - To Williamsport  
  Nellie & Davie  
  Capt. Patton  
  110 18  
- Lido  
  Capt. Mosier  
  113 13  
- M. A. Shupp  
  Capt. Shupp  
  113 12  
- Victor  
  Capt. Kelly  
  116 08  
- George's Creek - To Georgetown  
  Judge J. Douglas  
  Capt. McCarty  
  114 04  
- Here I Am  
  Capt. Young  
  118 17  
- Elk Garden - To Williamsport  
  Ruby  
  Capt. Havermale  
  91 13  

INCOMING BOATS
North Branch Lock, Oct. 8, 3 p.m.
The following light boats passed this lock since 3 o'clock, enroute for Cumberland:

Thu. 10/11/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 1,814 to 1,841 inclusive, left this port up to 3 o'clock p. m. today (Oct. 11, 1888):
- Consolidation Co. - To Georgetown
  - J. M. Wheatley Capt. Lytton 111 09
  - G. M. Winship Capt. Shaw 110 09
  - F. O. Beckett Capt. Benner 114 04
- George's Creek - To Georgetown
  - Savannah Capt. Cramer 112 04

**INCOMING BOATS**
North Branch Lock, Oct. 11, 3. p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
- R. A. Driver Capt. Drenner
- Maj. L. L. Blake Capt. Reid
- Ruby Capt. Havermale
- Mary Capt. Tice
- Carlisle Capt. Keesucker
- Enterprise Capt. Curtis
- Little Walter Capt. Ardinger
- Geo. A. Hoffman Capt. Piper
- W. D. Walbridge Capt. McMullen
- Martin Capt. Shaw
- G. M. Winship Capt. Shaw
- J. M. Wheatley Capt. Lytton
- C. R. Gregory Capt. McLucas
- D. W. Malotte Capt. Malotte
- Marshall Wise Capt. Bowers
- Altoona Capt. Bowers

Fri. 10/12/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 1,814 to 1,841 inclusive, left this port up to 3 o'clock p. m. today (Oct. 12, 1888):
- George's Creek Co. - To Georgetown
  - Sarah Kroon Capt. Ryan 110 04
  - Abram Kroon Capt. Ryan 98 07
- Consolidation Co. - To Williamsport
  - M. A. Shupp Capt. Shupp 114 10
  - Frankie & Fannie Capt. McCardell 109 04
  - Elk Garden - To Georgetown
    - Dr. A. Shank Capt. Pierce 110 01
    - C. R. Gregory Capt. McLucas 98 01

**INCOMING BOATS**
North Branch Lock, Oct. 12, 3. p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
- Frankie & Jessie Capt. Long
- M. A. Shupp Capt. Shupp
- Frankie & Fannie Capt. McCardell
- Abram Kroon Capt. Ryan
- Sarah Kroon Capt. Ryan
- Garnet F. S. Capt. Taylor
- W. H. C. Bayley Capt. Hebb

Sat. 10/13/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 1,841 to 1,847 inclusive, left this port up to 3 o'clock p. m. today (Oct. 13, 1888):
- Consolidation Co. - To Williamsport
  - Nellie & Davie Capt. Patton 114 08
  - Victor Capt. Kelly 106 18
- Consolidation Co. - To Georgetown
  - W. H. C. Bayley Capt. Hebb 110 03
  - Zadock Williams Capt. Mose 112 05
  - Elk Garden - To Hancock
    - C. R. Gregory Capt. McLucas 96 17
    - George's Creek - To Georgetown
    - John Spencer Capt. Penner 111 13

**INCOMING BOATS**
North branch Lock, Oct. 13, 3. p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
- Victor Capt. Kelly
- John Spencer Capt. Penner
- Plough Boy Capt. Malone
- Nellie & Davie Capt. Patton
- Zadock Williams Capt. Mose
- Nita K Phelps Capt. Hine
- R. P. Mason Capt. Zimmerman
- A. L. Miller Capt. Dean
- Amazon Capt. Ingram
- G. M. Barroll Capt. Mosier
- C. W. Miller Capt. Driscoll
- Pilot Boy Capt. Hager
- J. W. Veale Capt. Groom
- Eva Capt. Snyder

Mon. 10/15/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 1,847 to 1,859 inclusive, left this port up to 3 o'clock p. m. today (Oct. 15, 1888):
- Consolidation Co. - To Georgetown
  - L. P. Read Capt. Dunnigan 116 10
  - C. W. Adams Capt. Jackson 112 01
Tue. 10/16/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 1,847 to 1,848 inclusive, left this port up to 3 o'clock p.m. today (Oct. 18, 1888):

- Elk Garden - To Williamsport
  - Eugene Capt. Teach 112 15

- Elk Garden - To Georgetown
  - Nita K. Phelps Capt. Hine 115 01

Thu. 10/18/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 1,855 to 1,864 inclusive, left this port up to 3 o'clock p.m. today (Oct. 18, 1888):

- Borden - To Georgetown
  - Frankie & Jessie Capt. Young 118 13

- Consolidation Co. - To Williamsport
  - Victor Capt. Kelly 109 02
  - M. A. Shupp Capt. Shupp 114 16
  - Consolidation Co. - To Georgetown
    - M. E. Grove Capt. Little 112 04
    - J. P. Hewitt Capt. Swain 113 18
    - Jas. Z. Williams Capt. Reynolds 115 14

- George's Creek - To Georgetown
  - Youghiogheny Capt. Linaburg 122 08
  - Muskingum Capt. Zellers 116 17
  - American Coal Co. - To Harpers Ferry
  - Mary Mertens Capt. Conrad 112 08
  - Elk Garden - To Williamsport
    - Ivan Capt. Teach 112 09

Fri. 10/19/88, p. 4. **Canal Commerce.**
The following light boats passed this lock since 3 o'clock Sat. enroute for Cumberland:

- Elk Garden - To Williamsport
  - Eugene Capt. Teach 112 15

- Elk Garden - To Georgetown
  - Nita K. Phelps Capt. Hine 115 01
The following boats with way bills numbered from 1,864 to 1,871 inclusive, left this port up to 3 o'clock p.m. today (Oct. 19, 1888):

<table>
<thead>
<tr>
<th>Boats</th>
<th>Capt.</th>
<th>Waybill</th>
</tr>
</thead>
<tbody>
<tr>
<td>George's Creek</td>
<td>Manning</td>
<td>112 03</td>
</tr>
<tr>
<td>W. F. Creighton</td>
<td>Swain</td>
<td>117 02</td>
</tr>
<tr>
<td>M. B. Winship</td>
<td>Yost</td>
<td>112 08</td>
</tr>
<tr>
<td>Consolidation Co.</td>
<td>- To Williamsport</td>
<td></td>
</tr>
<tr>
<td>Nellie &amp; Davie</td>
<td>Patton</td>
<td>108 04</td>
</tr>
<tr>
<td>Little Walter</td>
<td>Ardinger</td>
<td>110 17</td>
</tr>
<tr>
<td>Consolidation Co.</td>
<td>- To Georgetown</td>
<td></td>
</tr>
<tr>
<td>James Goddard</td>
<td>Pennell</td>
<td>112 07</td>
</tr>
<tr>
<td>L. P. Read</td>
<td>Dunnigan</td>
<td>111 01</td>
</tr>
</tbody>
</table>

**INCOMING BOATS**

North Branch Lock, Oct. 19, 3 p.m.

The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

James Goddard  Capt. Pennell
M. B. Winship  Capt. Yost
Unexpected    Capt. Hornsby
Rainbow       Capt. Bond
Geo. S. French Capt. Gannon
Nellie & Davie Capt. Patton
W. F. Creighton Capt. Swain
Delaware      Capt. Manning
Katie Hassett  Capt. Snyder
Park Agnew    Capt. Weaver
B. R. Mayfield Capt. Kreitzer
Eva          Capt. Snyder
Lutie & Monie Capt. Shupp

Sat. 10/20/88, p. 4. **Canal Commerce.**

The following boats with way bills numbered from 1,864 to 1,871 inclusive, left this port up to 3 o'clock p.m. today (Oct. 20, 1888):

<table>
<thead>
<tr>
<th>Boats</th>
<th>Capt.</th>
<th>Waybill</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elk Garden</td>
<td>Bowers</td>
<td>111 03</td>
</tr>
<tr>
<td>Altair</td>
<td>Hart</td>
<td>112 18</td>
</tr>
<tr>
<td>Little Rob</td>
<td>Nuse</td>
<td>110 00</td>
</tr>
<tr>
<td>Idaho</td>
<td>Capt.</td>
<td>112 18</td>
</tr>
<tr>
<td>Consolidation Co.</td>
<td>- To Williamsport</td>
<td></td>
</tr>
<tr>
<td>McK Steffey</td>
<td>McKelvey</td>
<td>113 01</td>
</tr>
<tr>
<td>E. P. Cohill</td>
<td>Pittman</td>
<td>108 16</td>
</tr>
<tr>
<td>Lutie &amp; Monie</td>
<td>Shupp</td>
<td>111 19</td>
</tr>
</tbody>
</table>

**INCOMING BOATS**

North Branch Lock, Oct. 20, 3 p.m.

The following light boats passed this lock since 3 o'clock Sat. enroute for Cumberland:

<table>
<thead>
<tr>
<th>Boats</th>
<th>Capt.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Altair</td>
<td>Taylor</td>
</tr>
<tr>
<td>Chas. R. White</td>
<td>Stride</td>
</tr>
<tr>
<td>Mary</td>
<td>Tice</td>
</tr>
<tr>
<td>Libbie</td>
<td>Ensminger</td>
</tr>
<tr>
<td>Wm. King</td>
<td>McCoy</td>
</tr>
<tr>
<td>A. H. Brandt</td>
<td>Mose</td>
</tr>
<tr>
<td>Iowa</td>
<td>Penner</td>
</tr>
<tr>
<td>B. C. Barroll</td>
<td>McLucas</td>
</tr>
<tr>
<td>W. O. Bowser</td>
<td>Malotte</td>
</tr>
<tr>
<td>Victor</td>
<td>Malotte</td>
</tr>
<tr>
<td>Mary</td>
<td>Tenney</td>
</tr>
<tr>
<td>Elk Garden</td>
<td>Capt.</td>
</tr>
<tr>
<td>Frankie &amp; Fannie</td>
<td>McCandell</td>
</tr>
<tr>
<td>Suwannee</td>
<td>Captain</td>
</tr>
<tr>
<td>W. O. Bowser</td>
<td>Captain</td>
</tr>
<tr>
<td>D. W. Malotte</td>
<td>Captain</td>
</tr>
<tr>
<td>Frankie &amp; Fannie</td>
<td>Captain</td>
</tr>
<tr>
<td>Suwannee</td>
<td>Captain</td>
</tr>
<tr>
<td>A. M. White</td>
<td>Reid</td>
</tr>
<tr>
<td>Enterprise</td>
<td>Curtis</td>
</tr>
<tr>
<td>G. W. Wallis</td>
<td>Wilson</td>
</tr>
<tr>
<td>Victor</td>
<td>Kelly</td>
</tr>
<tr>
<td>John H. Parrott</td>
<td>Captain</td>
</tr>
</tbody>
</table>
Tue. 10/23/88, p. 4.  **Canal Commerce.**
The following boats with way bills numbered from 1,885 to 1,893 inclusive, left this port up to 3 o'clock p. m. today (Oct. 23, 1888):

- **Consolidation Co. - To Williamsport**
  - Susquehanna  Capt. Stickles  114 16
  - G. W. Wallis  Capt. Wilson  116 08
- **Consolidation Co. - To Georgetown**
  - W. H. C. Bayley  Capt. Hebb  114 13
  - C. D. Warfield  Capt. Hemphill  113 15
- **Elk Garden - To Williamsport**
  - Eugene  Capt. Teach  109 00
  - Enterprise  Capt. Curtis  107 17
- **Elk Garden - To Georgetown**
  - Capt. Young  109 17
- **Borden Mining Co. - To Georgetown**
  - W. T. Coulehan  Capt. Young  111 09

**INCOMING BOATS**

North Branch Lock, Oct. 23, 3. p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

- Cigarette  Capt. Gay
- W. H. C. Bayley  Capt. Hebb
- T. L. Holbrook  Capt. Snyder
- Mary Burgess  Capt. Zimmerman
- Geo. A. Hoffman  Capt. Piper
- Susquehanna  Capt. Stickles
- W. B. Lloyd  Capt. Murray

Wed. 10/24/88, p. 4.  **Canal Commerce.**
The following boats with way bills numbered from 1,894 to 1,915 inclusive, left this port up to 3 o'clock p. m. today (Oct. 24, 1888):

- **George's Creek - To Georgetown**
  - T. L. Holbrook  Capt. Snyder  113 06
  - John P. Agnew  Capt. Eaton  113 09
  - G. A. Hoffman  Capt. Piper  114 06
  - W. B. Lloyd  Capt. Murray  112 19
  - John H. Milstead  Capt. Roof  113 18
- **Consolidation Co. - To Georgetown**
  - Charles Mann  Capt. Pierce  115 04
  - L. P. Hieston  Capt. Brubaker  113 08
- **Consolidation Co. - To Williamsport**
  - M. A. Shupp  Capt. Shupp  113 14
  - Lutie & Monie  Capt. Shupp  115 16
  - Elk Garden - To Williamsport
    - Ivan  Capt. Teach  109 17
    - Elk Garden - To Georgetown
    - Mary Burgess  Capt. Zimmerman  115 16
  - Winter  Capt. Fox  112 10

**INCOMING BOATS**

North Branch Lock, Oct. 24, 3. p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

- L. P. Hieston  Capt. Brubaker
- M. A. Shupp  Capt. Shupp
- Lutie & Monie  Capt. Shupp
- Lido  Capt. Mosier
- Deer Park  Capt. McAtee
- Ruby  Capt. Havermale
- David A. Lowe  Capt. McCann

Thu. 10/25/88, p. 4.  **Canal Commerce.**
The following boats with way bills numbered from 2,203 to 2,213 inclusive, left this port up to 3 o'clock p. m. today (Oct. 25, 1888):

- **George's Creek - To Georgetown**
  - David A. Lowe  Capt. McCann  110 00
  - John W. Thompson  Capt. Staley  112 10
  - A. G. Johnson  Capt. Reid  113 02
  - Maj. L. L. Blake  Capt. Reid  112 03
  - John Spencer  Capt. Penner  112 13
  - Alfred Wood  Capt. Atwell  115 00
- **Consolidation Co. - To Georgetown**
  - F. O. Beckett  Capt. Benner  112 16
  - E. P. Cohill  Capt. Shives  108 04
  - Nellie & Davie  Capt. Patton  110 14
  - Elk Garden - To Georgetown
  - Maj. L. L. Blake  Capt. Reid  112 03
  - Alfred Wood  Capt. Atwell
  - John Spencer  Capt. Penner

Fri. 10/26/88, p. 4.  **Canal Commerce.**
Canal Trade 1888

The following boats with way bills numbered from 2,213 to 2,220 inclusive, left this port up to 3 o'clock p.m. today (Oct. 26, 1888):

Consolidation Co. - To Georgetown
- Charles Darrow Capt. Engle 110 19
- Elbe River Capt. Swain 110 08
- C. W. Adams Capt. Jackson 114 11

Consolidation Co. - To Williamsport
- Mary Capt. Tice 111 04
- McK Steffey Capt. McKelvey 112 17
- Eva Capt. Schoppert 114 16

Elk Garden - To Georgetown
- Salina Capt. Gerhard 118 00

INCOMING BOATS
North Branch Lock, Oct. 26, 3 p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
- A. Jackson Clark Capt. Keesucker
- W. O. Bowser Capt. Malotte
- D. W. Malotte Capt. Malotte
- Frankie & Fannie Capt. McCardell 110 06
- John K. Shaw Capt. Bender
- Walbridge Capt. McMullen
- C. F. Mayer Capt. Read
- M. B. Mayfield Capt. Read
- M. E. Grove Capt. Little
- Eugene Capt. Teach
- G. W. Wallace Capt. Wilson


The following boats with way bills numbered from 2,213 to 2,220 inclusive, left this port up to 3 o'clock p.m. today (Oct. 29, 1888):

Consolidation Co. - To Williamsport
- Missouri Capt. Ardinger 116 04
- M. A. Shupp Capt. Shupp 120 02
- Lutie & Monie Capt. Shupp 113 06

Consolidation Co. - To Georgetown
- W. R. Lewis Capt. Bender 115 12

INCOMING BOATS
North Branch Lock, Oct. 29, 3 p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
- Missouri Capt. Ardinger
- Ruby Capt. Havermale
- Samuel Henry Capt. Groom
- H. Hanekamp Capt. Bowers
- James A. Garfield Capt. Myers
- W. R. Lewis Capt. Bender
- Abraham Kroon Capt. Rhind
- Sarah Kroon Capt. Rhind
- Lutie & Monie Capt. Shupp
Canal Trade 1888

Mon. 10/29/88, p. 4.** Georgetown Notes**

The boat Wheatley Bros. arrived today with 4,000 bushels of wheat consigned to J. G. & J. M. Waters.

The season of the Cumberland coal trade is now about over, and the coal shippers say it has been the most successful one for a number of years.

Tue. 10/30/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 2,213 to 2,220 inclusive, left this port up to 3 o'clock p. m. today (Oct. 30, 1888):

- **Consolidation Co. - To Georgetown**
  - T. K. Stewart Capt. Penner 114 19
  - Geo. L. Sheriff Capt. Cartwright 117 12
- **Elk Garden - To Georgetown**
  - Jacob Bender Capt. Leopold 114 15
  - Mattie Capt. Leopold 110 00

**INCOMING BOATS**
North Branch Lock, Oct. 29, 3. p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

- Burke Spencer Capt. Eaton
- Highlander Capt. Eaton
- Garnet F. S Capt. Taylor
- Oxford Capt. Hassett
- Emma Mertens Capt. Kimble

Wed. 10/31/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 2,220 to 2,230 inclusive, left this port up to 3 o'clock p. m. today (Oct. 31, 1888):

- **Consolidation Co. - To Georgetown**
  - S. M. Storm Capt. Huff 116 14
  - L. W. Ginnand Capt. Huff 114 12

**INCOMING BOATS**
North Branch Lock, Oct. 31, 3. p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

- Geo. L. Sheriff Capt. Cartwright
- T. K. Stewart Capt. Penner
- Garnet F. S Capt. Taylor
- J. W. Veale Capt. Groom
- Savannah Capt. Taylor
- A. Greenless, Jr. Capt. Shives
- Sally Burwell Capt. Taylor
- L. W. Ginnand Capt. Huff
- S. M. Storm Capt. Huff
- Theodore Dean Capt. Wilson
- Allegheny Capt. Dixon
- Nita K. Phelps Capt. Hine
- D. Armstrong Capt. Hine
- J. P. Hewitt Capt. Swain
- Nellie & Davie Capt. Patton
- Harry Wagner Capt. James
- Mary Capt. Tice
- Lido Capt. Mosier
- Susquehanna Capt. Stickles
- E. P. Cohill Capt. Pittman

Thu. 11/1/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 2,220 to 2,230 inclusive, left this port up to 3 o'clock p. m. today (Nov. 1, 1888):

- **Consolidation Co. - To Georgetown**
  - T. H. Gibbs Capt. Grimm 112 18
  - Geo. Bogus Capt. Davis 111 10
  - W. S. Jacques Capt. Davis 113 10
- **Consolidation Co. - To Williamsport**
  - Victor Capt. Kelly 106 11
  - McK Steffey Capt. McKelvey 110 01
  - Elk Garden - To Georgetown
  - Nita K. Phelps Capt. Hine 115 19

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INCOMING BOATS
North Branch Lock, Nov. 1, 3. p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

George Bogus Capt. Davis
W. S. Jacques Capt. Davis
Capella Capt. Hoye
McK Steffey Capt. McKelvey
T. H. Gibbs Capt. Grimm
Ruby Capt. Havermale
Geo. S. French Capt. Gannon
W. O. Bowser Capt. Malotte
Victor Capt. Kelly
Eugene Capt. Teach
Potomac Capt. Riley
Little Walter Capt. Ardinger
Percy Capt. Sensel
D. W. Malotte Capt. Malotte

ES, Thu. 11/1/1888, p. 3. The Damaged Lock Repaired. - The repairs to the lock-gate near the Great Falls, recently damaged by the collision of a canal-boat, and which prevented travel for some days, will be finished today.

Fri. 11/2/88, p. 4. Canal Commerce.
The following boats with way bills numbered from 2,221 to 2,233 inclusive, left this port up to 3 o'clock p. m. today (Nov. 2, 1888):

Consolidation Co. - To Williamsport
Victor Capt. Kelly 107 02
McK Steffey Capt. McKelvey 105 16
Mary Capt. Tice 111 08

INCOMING BOATS
North Branch Lock, Nov. 2, 3. p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Frankie & Jessie Capt. Long
Dr. A. Shank Capt. Pierce
Frankie & Fannie Capt. McCardell
R. A. Driver Capt. Drenner
Eva Capt. Snyder
Lutie & Monie Capt. Shupp


The following boats with way bills numbered from 2,222 to 2,233 inclusive, left this port up to 3 o'clock p. m. today (Nov. 3, 1888):

Consolidation Co. - To Williamsport
M. A. Shupp Capt. Shupp 116 08

INCOMING BOATS
North Branch Lock, Nov. 3, 3. p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

E. R. Ladew Capt. Young
W. T. Hassett Capt. Snyder
M. A. Shupp Capt. Shupp
W. D. Walbridge Capt. McMullen
G. W. Wallace Capt. Wilson
R. P. Mason Capt. Zimmerman
Nellie & Davie Capt. Patton

The following boats with way bills numbered from 2,234 to 2,239 inclusive, left this port up to 3 o'clock p. m. today (Nov. 5, 1888):

Consolidation Co. - To Georgetown
W. H. C. Bayley Capt. Hebb 109 05
Zadock Williams Capt. Mose 113 09
C. W. Adams Capt. Jackson 111 00

INCOMING BOATS
North Branch Lock, Nov. 5, 3. p.m.
The following light boats passed this lock since 3 o'clock Sat. enroute for Cumberland:

E. R. Ladew Capt. Young
W. T. Hassett Capt. Snyder
M. A. Shupp Capt. Shupp
W. D. Walbridge Capt. McMullen
G. W. Wallis Capt. Wilson
R. P. Mason Capt. Zimmerman
Lido Capt. Mosier
C. R. Gregory Capt. McLucas
Mary Mertens Capt. Conrad
W. H. C. Bayley Capt. Hebb
H Capt. Marmaduke
Mary Capt. Tice
Libbie Capt. Ensminger
Ivan Capt. Teach
H. S. Dixon Capt. McCormick

Tue. 11/6/88, p. 4. Canal Commerce.
The following boats with way bills numbered from 2,240 to 2,244 inclusive, left this port up to 3 o'clock p.m. today (Nov. 6, 1888):
Consolidation Co. - To Williamsport
G. W. Wallis Capt. Wilson 115 01
W. D. Walbridge Capt. McMullen 114 04
Lido Capt. Mosier 113 01
Consolidation Co. - To Georgetown
Geo S. Renner Capt. Sorrell 113 19

INCOMING BOATS
North Branch Lock, Nov. 5, 3 p.m.
The following light boats passed this lock since 3 o'clock Sat. enroute for Cumberland:
Victor Capt. Kelly
McK Steffey Capt. McKelvey
Plough Boy Capt. Malone
E. M. Ginevan Capt. Doyle
Douglas Capt. McCardell
G. S. Renner Capt. Sorrell
G. A. McIlhenny Capt. Kean
Geo. A. Hoffman Capt. Piper

Wed. 11/7/88, p. 4. Canal Commerce.
The following boats with way bills numbered from 2,246 to 2,256 inclusive, left this port up to 3 o'clock p.m. today (Nov. 7, 1888):
Consolidation Co. - To Georgetown
Daniel Linkins Capt. Moore 112 02
Consolidation Co. - To Williamsport
Frankie & Fannie Capt. McCardell 108 05
George's Creek - To Georgetown
Benj. Vaughn Capt. Sigler 113 04
Sarah Kroon Capt. Ryan 113 07
Abram Kroon Capt. Ryan 106 09
Elk Garden - To Georgetown
Plough Boy Capt. Malone 116 14

INCOMING BOATS
North Branch Lock, Nov. 7, 3 p.m.


The following boats with way bills numbered from 2,251 to 2,256 inclusive, left this port up to 3 o'clock p.m. today (Nov. 8, 1888):
George's Creek Co. - To Georgetown
Savannah Capt. Cramer 114 01
A. Greenless, jr. Capt. Shives 115 05
Burke Spencer Capt. Eaton 113 18
Consolidation Co. - To Williamsport
Little Walter Capt. Ardinger 112 07
D. W. Malotte Capt. Malotte 113 08

INCOMING BOATS
North Branch Lock, Nov. 8, 3 p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
Frankie & Fannie Capt. McCardell
T. J. Shiflet Capt. McIlhenny
A. H. Stumps Capt. Helgoth
Daniel Linkins Capt. Moore
Ruby Capt. Havermale
E. P. Cohill Capt. Shives
Allegheny Capt. Dixon
Youghiogheny Capt. Linaburg
Isabella Capt. Sensel
W. O. Bowser Capt. Malotte
Enterprise Capt. Curtis
L. P. Read Capt. Whitney
Little Walter Capt. Ardinger
Iowa Capt. Penner

Fri. 11/9/88, p. 4. Canal Commerce.
The following boats with way bills numbered from 2,251 to 2,256 inclusive, left this port up to 3 o'clock p. m. today (Nov. 9, 1888):

George's Creek Co. - To Georgetown
William Capt. Mertens 115 08
Geo. A. Hoffman Capt. Piper 113 01
Elk Garden - To Georgetown
H. S. Dixon Capt. McCormick 111 03
Consolidation Co. - To Williamsport
Lutie & Monie Capt. Shupp 116 16
Consolidation Co. - To Georgetown
Wm. King Capt. McCoy 114 01
G. M. Winship Capt. Shaw 113 04
F. O. Beckett Capt. Benner 115 09

INCOMING BOATS
North Branch Lock, Nov. 9, 3. p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

Missouri Capt. Ardinger
W. R. Lewis Capt. Bender
Geo. Sherman Capt. Myers
Marshall Wise Capt. Bowers
Altoona Capt. Bowers
Nellie & Davie Capt. Patton
W. T. Coulehan Capt. Young


Sat. 11/10/88, p. 4. Canal Commerce.
The following boats with way bills numbered from 2,251 to 2,256 inclusive, left this port up to 3 o'clock p. m. today (Nov. 10, 1888):

George's Creek Co. - To Georgetown
River Nile Capt. Burns 115 08
Delaware Capt. Manning 113 19
Juanita Capt. Little 112 14
J. E. Dyer & Bro. Capt. Neal 117 17
Geo. Sherman Capt. Myers 113 18
C. W. Millar Capt. Driscoll 112 10
Elk Garden - To Georgetown
James R. Eddy Capt. Kerns 117 08
Elk Garden - To Williamsport
Enterprise Capt. Curtis 111 08
Consolidation Co. - To Georgetown
Victor Capt. Kelly 118 03
Susquehanna Capt. Stickles 112 09

INCOMING BOATS
North Branch Lock, Nov. 10, 3. p.m.
The following boats with way bills numbered from 2,251 to 2,256 inclusive, left this port up to 3 o'clock p. m. today (Nov. 10, 1888):

George's Creek Co. - To Georgetown
River Nile Capt. Burns 115 08
Delaware Capt. Manning 113 01
Juanita Capt. Little 113 01
J. E. Dyer & Bro. Capt. Neal 117 03
Geo. Sherman Capt. Myers 113 18
C. W. Millar Capt. Driscoll 112 10
Elk Garden - To Georgetown
H. S. Dixon Capt. McCormick 111 03
Consolidation Co. - To Williamsport
Lutie & Monie Capt. Shupp 116 16
Consolidation Co. - To Georgetown
Wm. King Capt. McCoy 114 01
G. M. Winship Capt. Shaw 113 04
F. O. Beckett Capt. Benner 115 09

INCOMING BOATS
North Branch Lock, Nov. 9, 3. p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

River Nile Capt. Burns
Delaware Capt. Manning
Juanita Capt. Little
J. E. Dyer & Bro. Capt. Neal
Geo. Sherman Capt. Myers
C. W. Millar Capt. Driscoll
James R. Eddy Capt. Kerns
Enterprise Capt. Curtis
Victor Capt. Kelly
Susquehanna Capt. Stickles


Mon. 11/12/88, p. 4. Canal Commerce.
The following boats with way bills numbered from 2,257 to 2,263 inclusive, left this port up to 3 o'clock p. m. today (Nov. 12, 1888):

George's Creek Co. - To Georgetown
Martha S. Fernsner Capt. Kinsel 115 00
Consolidation Co. - To Williamsport
McK Steffey Capt. McKelvey 110 05
Frankie & Fannie Capt. McCardell 110 06
Mary Capt. Tice 108 12
M. A. Shupp Capt. Shupp 112 19
Consolidation Co. - To Georgetown
W. J. Walker Capt. Shields 112 11
Elk Garden - To Georgetown
Dr. A. Shank Capt. Pierce 116 16

INCOMING BOATS
North Branch Lock, Nov. 12, 3. p.m.
The following light boats passed this lock since 3 o'clock Sat. enroute for Cumberland:

J. P. Hewitt Capt. Ensminger
Geo. Sherman Capt. Bowers
Altaire Capt. Taylor
M. E. Grove Capt. Little
Frankie & Fannie Capt. McCardell
J. L. Sly Capt. Sterling
Pilot Boy Capt. Hager
John Miller Capt. Artz
McK Steffey Capt. McKelvey
J. H. Parrot Capt. Smith
F. M. Reitzell Capt. Snyder
Mary Burgess Capt. Zimmerman
G. W. Wallis Capt. Wilson
Tue. 11/13/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 2,257 to 2,263 inclusive, left this port up to 3 o'clock p. m. today (Nov. 13, 1888):
- Elk Garden - To Georgetown
  - Isabella Capt. Sensel 114 13
- Elk Garden - To Williamsport
  - W. H. Cooper Capt. Bear 111 03

**INCOMING BOATS**
North Branch Lock, Nov. 13, 3. p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
- James M. Schley Capt. Sterling
- G. N. Shuman Capt. Bowers
- Lutie & Monie Capt. Shupp 112 18
- Nellie & Davie Capt. Patton
- J. M. Wheatley Capt. Lytton
- Eugene Capt. Teach 114 15


Thu. 11/15/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 2,271 to 2,284 inclusive, left this port up to 3 o'clock p. m. today (Nov. 15, 1888):
- George's Creek Co. - To Georgetown
  - Ollie V Capt. Smith 108 04
  - John H. Parrott Capt. Smith 116 01
  - J. H. Milstead Capt. Roof 111 09
  - Suwannee River Capt. Reid 114 17
  - A. M. White Capt. Reid 112 17
  - C. W. Ridley Capt. Barger 116 16
  - Kitty Capt. Eaton 116 09
  - John P. Agnew Capt. Eaton 116 08
  - Geo. S. French Capt. Gannon 105 19
  - George's Creek - To Washington
  - Victor Capt. Kelly 107 19
  - D. W. Malotte Capt. Malotte 113 04
  - W. O. Bowser Capt. Malotte 111 01

**INCOMING BOATS**
North Branch Lock, Nov. 15, 3. p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
- J. W. Thomas Capt. Staley

Fri. 11/16/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 2,271 to 2,286 inclusive, left this port up to 3 o'clock p.m. today (Nov. 16, 1888):

- **Consolidation Co.** - To Williamsport
  - Mary Capt. Tice 111 08
- **Consolidation Co.** - To Georgetown
  - R. P. Mason Capt. Zimmerman 115 04
  - C. W. Adams Capt. Jackson 112 14
- **Elk Garden** - To Williamsport
  - Emma Mertens Capt. Kimble 118 03
  - Enterprise Capt. Curtis 114 02

**INCOMING BOATS**
North Branch Lock, Nov. 16, 3 p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

- G. A. Hoffman Capt. Piper
- Muskingum Capt. Zellers
- W. J. Booth Capt. Zellers
- W. H. C. Bayley Capt. Hebb
- David A. Lowe Capt. McCann
- C. W. Adams Capt. Jackson
- E. Mertens Capt. Kimble
- A. G. Johnson Capt. Reid
- M. B. Winship Capt. Reid
- Maj. L. L. Blake Capt. Reid
- Ruby Capt. Havermale
- Mary Capt. Tice
- Jas. Z. Williams Capt. Reynolds
- N C Read Capt. Reynolds
- Frankie & Fannie Capt. McCardell
- Judge J. Douglas Capt. McCardell

Sat. 11/17/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 2,286 to 2,291 inclusive, left this port up to 3 o'clock p.m. today (Nov. 17, 1888):

- **Consolidation Co.** - To Williamsport
  - Mary Capt. Tice 111 08
- **Consolidation Co.** - To Georgetown
  - R. P. Mason Capt. Zimmerman 115 04
  - C. W. Adams Capt. Jackson 112 14
- **Elk Garden** - To Williamsport
  - Emma Mertens Capt. Kimble 118 03
  - Enterprise Capt. Curtis 114 02

**INCOMING BOATS**
North Branch Lock, Nov. 17, 3 p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

- G. A. Hoffman Capt. Piper
- Muskingum Capt. Zellers
- W. J. Booth Capt. Zellers
- W. H. C. Bayley Capt. Hebb
- David A. Lowe Capt. McCann
- C. W. Adams Capt. Jackson
- E. Mertens Capt. Kimble
- A. G. Johnson Capt. Reid
- M. B. Winship Capt. Reid
- Maj. L. L. Blake Capt. Reid
- Ruby Capt. Havermale
- Mary Capt. Tice
- Jas. Z. Williams Capt. Reynolds
- N C Read Capt. Reynolds
- Frankie & Fannie Capt. McCardell
- Judge J. Douglas Capt. McCardell

Tue. 11/20/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 2,292 to 2,297 inclusive, left this port up to 3 o'clock p.m. today (Nov. 20, 1888):

- **Consolidation Co.** - To Georgetown
  - John Leitch Capt. Hill 114 09
- **Consolidation Co.** - To Williamsport
  - W. O. Bowser Capt. Malotte 110 12
  - Nellie & Davie Capt. Patton 111 15
- **Elk Garden** - To Williamsport
  - Ivan Capt. Teach 113 11
  - Nita K. Phelps Capt. Hine 117 07

**INCOMING BOATS**
North Branch Lock, Nov. 20, 3 p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:

- Samuel Henry Capt. Groom
- W. T. Hassett Capt. Snyder
- Enterprise Capt. Curtis
- M. A. Shupp Capt. Shupp
- Armstrong Capt. Hine
- Nita K. Phelps Capt. Hine
- E. R. White Capt. Stride
- W. N. Lord Capt. Murray
- Cigarette Capt. Gay

ES, Fri. 11/16/88, p. 3. **Canal Trade** – The canal boat Col. Victor L. Baughman arrived today with 4,000 bushels of wheat and 7 tons of hay consigned to G.T. Dunlop.
Canal Commerce.
The following boats with way bills numbered from 2,298 to 2,305 inclusive, left this port up to 3 o'clock p.m. today (Nov. 21, 1888):

Consolidation Co. - To Georgetown
Geo. S. Renner Capt. Sorrell 116 19
L. R. Fechtig Capt. Bender 109 17
Elbe River Capt. Swain 111 06
L. P. Hieston Capt. Brubaker 108 01
Consolidation Co. - To Williamsport
D. W. Malotte Capt. Malotte 110 05
Victor Capt. Kelly 104 17
George's Creek - To Georgetown
John Spencer Capt. Renner 114 07
Elk Garden - To Georgetown
Salina Capt. Gerhard 115 15

INCOMING BOATS
North Branch Lock, Nov. 21, 3. p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
Youghiogheny Capt. Linaburg
W. H. Cooper Capt. Bear
G. S. Renner Capt. Sorrell
Eva Capt. Schoppert
W. D. Walbridge Capt. McMullen
John Spencer Capt. Penner
Charles Mann Capt. Pearre
C. R. Gregory Capt. McLucas
D. W. Malotte Capt. Malotte

Thu. 11/22/88, p. 4. Canal Commerce.
The following boats with way bills numbered from 2,305 to 2,310 inclusive, left this port up to 3 o'clock p.m. today (Nov. 22, 1888):

Consolidation Co. - To Georgetown
M. A. Shupp Capt. Shupp 113 10
Frankie & Fannie Capt. McCordell 114 16
Lido Capt. Mosier 114 04
Consolidation Co. - To Williamsport
W. R. Lewis Capt. Bender 113 19
Charles Darrow Capt. Engle 114 03

INCOMING BOATS
North Branch Lock, Nov. 22, 3. p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
W. S. Jacques Capt. Davis
Geo. Bogus Capt. Davis
Gen. Garfield Capt. Taylor
C. F. Mayer Capt. Reid
M. B. Mayfield Capt. Reid
Frankie & Fannie Capt. McCordell
Little Walter Capt. Ardinger
Eugene Capt. Teach
Abram Kroon Capt. Ryan
Sarah Kroon Capt. Ryan


The following boats with way bills numbered from 2,311 to 2,315 inclusive, left this port up to 3 o'clock p.m. today (Nov. 23, 1888):

Consolidation Co. - To Georgetown
Geo. L. Sheriff Capt. Cartwright 115 00
M. B. Mayfield Capt. Reid 116 04
C. F Mayer Capt. Reid 116 05
Elk Garden - To Georgetown
D. Armstrong Capt. Hine 109 15

INCOMING BOATS
North Branch Lock, Nov. 23, 3. p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
Savannah Capt. Cramer
Geo. L. Sheriff Capt. Cartwright
Martha S. Fernsner Capt. Kinsel
Libbie Capt. Ensminger

ES, Fri. 11/23/88, p. 2. **Grain Trade** – The boat Loudoun arrived today with 4,000 bushels of wheat consigned to G. T. Dunlop.

Sat. 11/24/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 2,315 to 2,319 inclusive, left this port up to 3 o'clock p. m. today (Nov. 24, 1888):
- Consolidation Co. - To Georgetown
  McK Steffey Capt. McKelvey 110 11
  Nellie & Davie Capt. Patton 111 16
  To Williamsport
  M. E. Grove Capt. Little 113 13
  Elk Garden - To Williamsport
- Eugene Capt. Teach 112 11

**INCOMING BOATS**
North Branch Lock, Nov. 24, 3. p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
- Enterprise Capt. Curtis
- Emma Mertens Capt. Kimmel
- Nellie & Davie Capt. Patton
- McK Steffey Capt. McKelvey
- M. E. Grove Capt. Little
- Eva Capt. Snyder
- Theo Dean Capt. Young
- F. O. Beckett Capt. Benner

Mon. 11/26/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 2,319 to 2,322 inclusive, left this port up to 3 o'clock p. m. today (Nov. 26, 1888):
- George's Creek Co. - To Georgetown
  Martha S. Fernsner Capt. Kinsel 114 12
  John K. Shaw Capt. Kinsel 117 65
  To Sharpsburg Landing
- Savannah Capt. Cramer 112 06

**INCOMING BOATS**
North Branch Lock, Nov. 26, 3. p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
- Juanita Capt. Little
- Plough Boy Capt. Malone
- Lutie & Monie Capt. Shupp
- Katie Hassett Capt. Shupp
- W. O. Bowser Capt. Malotte
- Ivan Capt. Teach

Tue. 11/27/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 2,323 to 2,328 inclusive, left this port up to 3 o'clock p. m. today (Nov. 27, 1888):
- Consolidation Co. - To Georgetown
  T. H. Gibbs Capt. Grimm 114 01
  Consolidation Co. - To Williamsport
  D. W. Malotte Capt. Malotte 110 06
- Elk Garden - To Georgetown
- Lafayette Capt. Shaffer 112 15
- Juanita Capt. Little 110 19
- Detroit Capt. Harper 116 18

**INCOMING BOATS**
North Branch Lock, Nov. 27, 3. p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
- Highlander Capt. Eaton
- C. R. Gregory Capt. McLucas
- Ruby Capt. Havermale
- D. W. Malotte Capt. Malotte
- Cigarette Capt. Gray
- Capella Capt. Hall
- T. H. Gibbs Capt. Grimm
- Geo. S. French Capt. Gannon
- E. P. Cohill Capt. Gannon
- T. J. Shiflet Capt. McIlhenny

Fri. 11/30/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 2,264 to 2,270 inclusive, left this port up to 3 o'clock p. m. today (Nov. 30, 1888):
- Consolidation Co. - To Georgetown
  Zadock Williams Capt. Mose 114 00
  Consolidation Co. - To Williamsport
  Capella Capt. Hall 109 03
  W. H. Cooper Capt. Bear 115 05
  Elk Garden - To Georgetown
  Gen. Garfield Capt. Young 118 03

**INCOMING BOATS**
North Branch Lock, Nov. 30, 3. p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
- A. H. Stump Capt. Helgoth
- Potomac Capt. Riley
- Frankie & Fannie Capt. McCardell
- River Nile Capt. Burns
- Mary Capt. Tice
- M. A. Shupp Capt. Shupp
- John Miller Capt. Artz
**Canal Trade 1888**

Sat. 12/1/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 2,264 to 2,270 inclusive, left this port up to 3 o'clock p.m. today (Dec. 1, 1888):
- Consolidation Co. - To Georgetown
  - Geo. A. McIlhenny Capt. Kean 115 09
  - Elk Garden - To Georgetown
  - Little Rob Capt. Nuse 115 09
  - Theo Dean Capt. Young 115 16

**INCOMING BOATS**
North Branch Lock, Dec. 1, 3. p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
- G. A. McIlhenny Capt. Kean
- Little Rob Capt. Nuse
- Theodore Dean Capt. Young
- J. W. Veale Capt. Grooms


Tue. 12/5/88, p. 4. **Canal Commerce.**
The following boats with way bills numbered from 2,336 to 2,341 inclusive, left this port up to 3 o'clock p.m. today (Dec. 5, 1888):
- Elk Garden - To Williamsport
  - Ruby Capt. Havermale 93 17
  - Enterprise Capt. Curtis 112 12
  - To Hancock
- Juanita Capt. Little 113 12
  - Consolidation Co. - To Williamsport
  - Geo. L. Sheriff Capt. Cartwright 115 00

**INCOMING BOATS**
North Branch Lock, Dec. 5, 3. p.m.
The following light boats passed this lock since 3 o'clock yesterday, enroute for Cumberland:
- Geo. L. Sheriff Capt. Cartwright
- Enterprise Capt. Curtis
- G. A. Hoffman Capt. Piper
- Juanita Capt. Little
- W. J. Walker Capt. Shields
- Ruby Capt. Havermale

ES, Tue. 12/5/88, p. 2. **The Cumberland Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ended Saturday, December 1, were 64,358 tons, and for the year to that date were 3,327,600 tons, an increase of 269,576 tons as compared with the corresponding period of 1887. The shipments to the Baltimore and Ohio railroad and local points for the week were 43,443 tons, and for the year 2,343,817 tons, a decrease of 85,960 tons, as compared with last year. The shipments to the Chesapeake and Ohio Canal for the week were
3,951 tons, and for the year to that date 287,219 tons, an increase of 7,869 tons as compared with last year. The shipments to the Pennsylvania railroad for the week were 16,964 tons, and for the year 696,564 tons, an increase of 345,667 tons as compared with last year.

Thu. 12/6/1888. **The Canal Season Closing.**

On account of the increasing severity of the weather, the boatmen on the canal are laying off and no boats were loaded today. Neither did any light ones come through the lock at North Branch.

ES, Sat. 12/8/88, p. 3. **Grain Receipts – Canal**


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**Hagerstown Happenings**

Navigation on the Chesapeake and Ohio canal, in which so many of our people are interested, will soon be brought to a close for the season. The issuing of way-bills will be discontinued on the 15th, and it is expected the water will be drawn off by the 26th instant.

ES, Thu. 12/13/88, p. 2. **Grain trade – Canal**


ES, Tue. 12/18/88, p. 8. **Grain Receipts – Canal**

boat Loudoun arrived with 2,800 bushels of corn for J. G. & J. M. Waters, and with 600 bushels of corn and 600 bushels of wheat the G. T. Dunlop. Canal boat Maryland arrived with 1,500 bushels of corn and 2,500 bushels of wheat for G. T. Dunlop.

ES, Wed. 12/19/88, p. 7. **The Cumberland Coal Trade**

The shipments from the mines of the Cumberland coal region for the week ended Saturday, December 15, were 69,909 tons, and for the year to that date were 3,465,844 tons, an increase of 249,300 tons as compared with the corresponding period of 1887. The shipments to the Baltimore and Ohio railroad and local points for the week were 53,718 tons, and for the year 2,449,594 tons, a decrease of 115,406 tons, as compared with last year. The shipments to the Chesapeake and Ohio Canal for the week were 223 tons, and for the year to that date 289,237 tons, an increase of 8,417 tons as compared with last year. The shipments to the Pennsylvania railroad for the week were 15,969 tons, and for the year 726,653 tons, an increase of 355,930 tons as compared with last year.

Thu. 12/20/88, p. 5. **A Canal Boat with its Crew Fast on a Dam**

– The Williamsport Pilot narrates the following: The last place the canal boat “Dakota,” captain Chas. Shafer, of the vicinity of the Four Locks, this county, was securely moored was in the Potomac river across Dam No. 5, about seven miles above this place. On Tuesday night last as Mr. Shafer [was] on his way to Cumberland, pulled out of the lock into Little Slackwater, the tow-line broke and his boat drifted before a very high wind around the pier onto the dam, which is about 20 feet high. Fortunately for Mr. Shafer and his family, who were on board and could not get off, the bow of the boat contained about ten tons of coal and three head of stock, causing that end to be much deeper in the water than the stern, which protruded about five feet over the dam where it lodged. The occupants of the boat, with the exception of one hand who jumped into the river and swam to the shore, remained on board in this perilous situation until the arrival of the hands from Boss Anderson’s company boat, when the boat was shoved off the dam and towed into the proper channel.

ES, Fri. 12/21/88, p. 8. **Canal Navigation Suspended**

– Water in the upper levels of the Chesapeake and Ohio canal was drawn off yesterday, in accordance with the order recently issued by the canal company. Navigation will not be resumed until spring. Water will be left in the lower level for the use of the mills.

**Notes**

– A thick coating of ice formed on the canal last night. – The water pipe crossing the

9 *The Herald and Torch Light*, Hagerstown, Md., newspaper
canal on 30th street has become disjointed, causing considerable damage.

ES, Sat. 12/22/88, p. 5. **News From Hagerstown**

The issuing of way-bills on the Chesapeake and Ohio canal have been discontinued for the season, thus virtually suspending navigation, but the water will not be drawn off for several days. The season has been a fairly good one, with but little interruption by washouts and a free supply of freight. The boatmen, therefore, go into winter quarters under more favorable circumstances than for several years past.

Thu. 12/27/88, p. 3. **The Cumberland Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ended Saturday, December 22, 1888, were 68,698 tons, and for the year to that date were 3,534,182 tons, an increase of 264,475 tons as compared with the corresponding period of 1887. The shipments to the Baltimore and Ohio Railroad and local points for the week were 53,532 tons, and the year 2,503,125 tons, a decrease of 103,878 tons, as compared with last year. The shipments to the Chesapeake and Ohio Canal for the week were 000 tons, and for the year 289,237 tons, an increase of 8,417 tons as compared with last year. The shipments to the Pennsylvania Railroad for the week were 15,167 tons, and for the year 741,820 tons, an increase of 359,936 tons as compared with last year.

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10 *The News*, Frederick, Md., newspaper