

COMPILATION OF  
CANAL TRADE ARTICLES FROM  
*SHEPHERDSTOWN REGISTER*  
Shepherdstown, WV newspaper,  
and  
*EVENING STAR*  
a Washington, D. C. newspaper,  
and  
*THE ALEXANDRIA GAZETTE*  
an Alexandria, Va., newspaper  
1893

Compiled by  
William Bauman  
C & O Canal Association Volunteer  
[wdbauman1086@gmail.com](mailto:wdbauman1086@gmail.com)

NOVEMBER 2016  
Revision 1, NOVEMBER 2019  
Revision 2, MAY 2022  
Revision 3, SEPT. 2023

A. PREFACE

In this compilation, articles were transcribed from the *Shepherdstown Register*, a Shepherdstown, WV newspaper, the *Evening Star*, a Washington, D. C. newspaper and the *Alexandria Gazette* an Alexandria, Va. newspaper of 1893. I have marked the articles from the *Shepherdstown Register* with "SR" prior to the date, those from the *Evening Star* with "ES" prior to the date and those from the *Alexandria Gazette* with "AG" prior to the date.

The newspapers were found on-line.

This is an edited report. All the canal boat data was entered on an EXCEL spreadsheet and then checked for consistent spelling, e.g., Nicholson always has an "h" in it. Descendants are encouraged to contact the transcriber if a consistent spelling is wrong; e.g., Underdonk or Hanway or Reichter.

Not every newspaper edition had an article about the canal. Careful scrutiny will reveal dates missing which should have canal boat arrival and departure data; readers who are successful in finding those missing dates will please send them to me for inclusion in a revision to this document. Note that the data applies only to Georgetown; i.e., boats departed from Cumberland with coal for Williamsport, Hancock, and other points along the line of the canal. But the *Evening Star* only reported those boats departing Cumberland for Georgetown. The newspapers on microfilm at Frostburg State University do not include anything in 1893 and Cumberland newspapers for 1893 were not found on line; readers will please notify me of such a source so that complete departure information from Cumberland can be included in a revision to this document.

This Revision 2 provides articles from the *Shepherdstown Register*.

Revision 3 adds three additional articles from the *Evening Star* and includes editorial clean-up.

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

William Bauman  
NOVEMBER 2016  
Revision 1, NOVEMBER 2019  
Revision 2, MAY 2022  
Revision 3, SEPTEMBER 2023  
[wdbauman1086@gmail.com](mailto:wdbauman1086@gmail.com)

**Canal Trade 1893**

ES, Sat. 1/7/93, p. 4. Of the many serious threats against the public health, none are more formidable than that foully sluggish stream which winds its festering and disease-breeding length between the banks that a few years ago bounded the pure waters of Rock creek. It is to the removal of that abominable nuisance that Engineer Commissioner Rossell has recently addressed himself in a report on the proposition to cover Rock creek from Massachusetts avenue extended down to the river's edge. Much time has evidently been devoted to investigation; much good may be done if the suggestions are adopted. With admirable lucidity Capt. Rossell calls attention to the cholera-inviting conditions which now prevail in the region of the noisome boundary which separates Washington from Georgetown. Of course, the primary trouble is in the presence of sewage which finds in the creek bed its only outlet, but the pollution assumes its present disgusting proportions because the Chesapeake and Ohio Canal Company's dam prevents a reasonably rapid flow of the odorous semi-liquid. The primary trouble will be removed almost entirely when the system of intercepting sewers recommended by Capt. Rossell has been completed. Twice he has estimated for the execution of this vitally important project, but Congress has never paid half as much attention to his propositions as their merit and his earnestness deserved. Comparatively inexpensive when put in operation, and certainly efficient, this system of intercepting sewers should be appropriated for and completed with all possible rapidity. In the meantime, there are temporary remedies (pointed out in this report), easy of application. The floodgates of the canal dam should be opened nightly so as to give reasonable speed to the current and all possible assistance should be given the clearance by flushing with such quantities of water as can be accommodated behind mill-dams in the upper portion of the creek. From the sanitary point of view – and at

this time that is overwhelmingly the most important – the Commissioner does not recommend the arching over of Rock Creek. The intercepting sewers will, he says, do the work of removing sewage matter “more safely, speedily and economically.” Even were the gigantic arch constructed, nothing but clear creek water would pass through it, for by that time the sewer system in that neighborhood will be complete. It would be decidedly objectionable to have a continuation of the present evil – a great body of offensive matter forced out into the river to spread itself along the water front of the entire city – and this is what Capt. Rossell is endeavoring to prevent. He believes the safest and best solution of the problem involved in the subject covered by his report to be found in the completion of the intercepting sewer system and in the District regulation of the channel of the clean creek. He does not forget, though, that a closer union of the city and its western suburb may some day be actually necessary, but is quite positive that such a proposition is of less present importance than the one, which involves the health of every resident. Capt. Rossell is right. The arched construction may be, will be, demanded within a few years; the purification of Rock creek must take place at once.

It would seem as though immediate relief can be secured by the District's purchasing the canal company's dam and removing it. The company can easily arrange for the transfer of its boats at some point west of Georgetown without any injury to its business.

SR, Fri. 1/13/93, p. 4. **LITTLE LOCALS.** The official report of Collector Read, of the Chesapeake & Ohio Canal, shows that last year 265,799 tons of coal were shipped by this waterway. Of this amount, 1,042 tons were sent to Shepherdstown.

ES, Sat. 1/14/93, p. 5. **GEORGETOWN – Fear of Damage by Ice.** – While the merchants anticipate with grim pleasure the destruction of the Long Bridge by the ice that will soon go

plunging down the river, they are much afraid that the sudden thaw predicted will cause serious damage to the banks of the Chesapeake and Ohio canal and do to the trestle work recently erected by the Baltimore and Ohio railroad along the north bank of the Potomac from the Aqueduct bridge to a point about one mile westward.

**Notes**

Wm. H., the eldest son of Mr. H. C. Winship, the manager of the Chesapeake and Ohio Canal Company, died at 4:30 o'clock this morning at his home, 2603 Dumbarton avenue. The interment will take place at Oak Hill on Monday afternoon.

ES, Sat. 1/21/93, p. 15. **GEORGETOWN – Coal Shipments by Canal** – In the report of Mine Inspector McMahon, submitted to the governor of Maryland yesterday, it is shown that during the year ending December, 1892; there were shipped from Cumberland over the Chesapeake and Ohio canal 265,799 tons of coal. The demand from Georgetown's merchants was much greater, but the scarcity of boats, prevented a larger shipment. Most of the coal was sent by the Consolidated Coal Company, who control the largest mines in Allegany county. One thousand, one hundred and twenty men were daily employed and 938,694 tons were mined, that coming to Georgetown, being sent by rail, principally to Baltimore. The report states that the total output of the Allegany and Garrett county mines during the past year was 3,063,909 tons.

ES, Wed. 2/8/93, p. 2. **NEWS FROM HAGERSTOWN** – The Chesapeake and Ohio canal management is having the trees growing along the towpath cut down. Some of these trees are quite large, and when swayed by winds to roots loosen the earth about them and weaken the embankments.

-----  
*Ibid.* p. 7. **GEORGETOWN – Change in the Gas Company's Officers.** – At the regular meeting of the directors of the Georgetown Gas

Light Company, held on Monday, Mr. John Leetch, who for the past eight years has held the presidency at a salary of \$2,500, resigned to become general superintendent of the Washington Gas Light Company at a salary of \$5,000. Mr. H. C. Winship, general manager of the Chesapeake and Ohio Canal Company, was elected in Mr. Leetch's stead, his term of office to begin March 1. The position that Mr. Leetch will take with the Washington company is a newly created one, the duties attendant having heretofore been performed by its president. Much regret was expressed by the directors at Mr. Leetch's resignation, as during his presidency the Georgetown company has been in a most flourishing condition, its stock having greatly increased in value and its plant having been greatly improved.

ES, Mon. 2/13/93, p. 6. **NEWS FROM ROCKVILLE** – During the past two weeks about 1,500 large-sized carp have been captured on the nine-mile level of the Chesapeake and Ohio canal. A large number of these fish, weighting from eight to fourteen pounds, were found frozen in the ice during the late cold weather at that point.

ES, Wed. 2/15/93, p. 9. **GEORGETOWN – A Team in the Canal.** – In endeavoring to turn a six-horse express wagon loaded with pig iron from Dent's foundry on Muncaster hill at the foot of 33<sup>rd</sup> street yesterday, the back wheels slipped over the south wall of the Chesapeake and Ohio canal and the vehicle and horses were pulled into the water. After much difficulty, the animals were cut loose and rescued, but it was found impossible to drag the load out and it will probably have to be taken out piecemeal. No one was hurt. The express belonged to Knox and was driven by a man named Wiggins.

ES, Wed. 2/22/93, p. 8. **GEORGETOWN – A Bad Case of Distress** – Mrs. Wm. Russell, who died on a canal boat day before yesterday, primarily through want of care and nourishment,

was buried yesterday in Virginia, several Georgetown gentlemen furnishing a coffin and conveyance. The husband, who is sick and out of work, and the children, who are small and unable to take care of themselves, are greatly in need of the help of the charitable. Through Rev. George Howell of Grace Church their wants during the last day or two have been attended to, but the unfortunate family are in need of many things to make their existence bearable.

#### **Railroad Engineers Surveying**

Two corps of engineers are at work on this side of Cumberland running lines for the extension of the West Virginia Central railroad, which will span the Potomac river and Chesapeake and Ohio canal by a sixty-foot steel bridge, near what is known as Patterson's Creek depot. The Baltimore and Ohio road is also surveying in that neighborhood for the purpose of running a new track to assist in the getting of freight to their Cumberland yards. The work of construction will begin on or about April 1, a number of Georgetown laborers having been engaged to report to the construction superintendent on that day.

ES, Mon. 3/6/93, p. 12. GEORGETOWN – **Turning Water into the Canal** – On Saturday afternoon the feeding gates of the Chesapeake and Ohio canal were opened and the refilling of the great trough slowly began. Owing to the possibility that the banks might have been injured during the past winter unbeknown to the managers or gatekeepers the water will not be turned in rapidly, as usually the case, but gradually and carefully. At the present rate, it will probably take four or five days to completely fill the trough, but as traffic will not begin until March 15 no one will be inconvenienced. During the past winter a great many new boats have been built and at the opening of the season will be placed in active service.

ES, Thu. 3/16/93, p. 10. GEORGETOWN – **The Opening of Traffic on the Canal** – It was an

informal affair – the opening of the Chesapeake and Ohio canal for the season of 1893. There was no speech, no history of the old waterway read before a crowd of gaping boatmen, no blowing of horns, no commotion of any kind. The captains took their places at the rudders and, with the expectation of bringing back a load of coal, stone or hay, headed for Cumberland or nearer stopping places. All of the boats did not go up empty though, one or two carrying merchandise to farmers and storekeepers along the way. For over a week the water has been in the canal, but owing to the fact that the banks which had been unprotected all the winter and which by the turning in of the water were perhaps made temporarily weak, might be injured by the early forcing of water against them as the heavy loads went by, it was deemed advisable to delay traffic until the banks once more became firm. At the same time, yesterday boats left Georgetown it is reported that those at Cumberland turned their bows this way and will arrive by the 25<sup>th</sup> of the present month.

At the close of last season about 150 boats were engaged in the canal trade, but as soon as the weather opens it is known that at least 160 will be equipped and captained. The Consolidation Coal Company have made known their intention to immediately build ten new boats, and bids are now being sent in by builders. Among those who have been asked to bid is Capt. James Martin, who is now running the dry dock at the junction of the canal and the creek in Georgetown.

#### **The Shipping Business**

Capt. Martin is at present employed in repairing the Cuba, owned by Capt. Kingston. By Saturday she will glide once more into the canal, and, loaded with 2,000 tons [*sic.* 200 tons] of gas lime, head for Darnestown, Md. The Washington Gaslight Company are the shippers and Mr. Tschieffaly the consignee. The Cuba will be the first boat of the season to leave Martin's dock.

Messrs. James O. Caton's Sons have consigned a large quantity of merchandise to Alnott & Alnott of Seneca. Consolidation coal

boat No. 21 carried it up, with Capt. Bartlett in charge.

Agnew & Company's coal docks, leading from the canal to the river at a point near the foot of 35<sup>th</sup> street, are being newly floored and strengthened preparatory to the arrival of the coal boats which are expected within a week.

The Chesapeake and Ohio Canal company have issued posters on which it is stated that their towpath is private property and bicyclists who use it will be looked upon and dealt with as trespassers.

ES, Tue. 3/21/93, p. 16. GEORGETOWN – **The First Canal Arrivals** – The first canal arrivals of the season were reported yesterday afternoon. They were the barges Consolidation No. 13 and J. H. Mertens with 114 tons of coal each. They left Cumberland on the 15<sup>th</sup> instant and traveled both by night and day. The crews and mules were pretty well tired out. They report bad weather at times along the line, but state that the canal is in excellent condition. After the long period of inactivity, they awakened a great deal of interest at the locks, towns and other points on the road down. Quite a crowd collected at places along the Georgetown level, and at times cheered the peculiar yet familiar teams as they glided by. Today the barges are being discharged. One is consigned to Agnew and one to the Winship-Meredith Company.

ES, Wed. 3/22/93, p. 3. **GEORGETOWN TRAFFIC ON THE CANAL**

The following boats left the Consolidation Coal Company's wharf at Cumberland Monday for the District: To Meredith, Winship & Co., Georgetown – Consolidation No. 12, Consolidation No. 115, W. K. Dickenson, Consolidation No. 117, W. T. Coulehan, F. O. Beckett, Consolidation No. 134, Consolidation No. 109, Consolidation No. 137, Bradley T. Johnson, Consolidation No. 2 and Consolidation No. 112.

The following boat and masters left yesterday: R. D. Johnson, Capt. W. H. Shupp;

Eva Anslow, Capt. A. B. Dibble; Ruby, Capt. J. R. Stump; B. T. Johnson, Capt. J. F. Wood; W. A. Dickenson, Capt. James Reid; W. F. Aulehan, Capt. James Reid; Consolidation No. 117, Capt. Snyder; Consolidation No. 134, Capt. W. Swain; T. O. Beckeod, Capt. G. Zimmerman; Consolidation No. 109, Capt. Ben Stride; Consolidation No. 137, Capt. A. Hill.

There are at present 198 boats on the Chesapeake and Ohio canal engaged in the coal trade. Of this number, nearly one-half are already on the way to Georgetown.

**MR. WINSHIP WILL NOT RESIGN**

The Cumberland and Hagerstown papers of yesterday contain a story to the effect that General Manager Winship of the Chesapeake and Ohio canal contemplates sending in his resignation and that Mr. Frederick Mertens, one of the 1844 bondholders, is to succeed him. Inquiry at the office of the canal, show that the story is without foundation. General Manager Winship is engrossed with his duties and has no thought of resigning.

**UNCLE GEORGE PENNYFIELD ON THE PRESIDENT**

Mr. George Pennyfield is at Rowzee's, "Uncle George," as all his friends call him, hails from a point about twenty miles upstream and is the oracle of the bass fishermen. Uncle George had the honor of entertaining President Cleveland during his first administration, and is brimful of yarns about the President's fishing and eating qualities. Commissioner Miller accompanied the President, and both dignitaries spent several days at the home of the fisherman in question. Uncle George says that the President weighed at least "a right smart over two hundred pounds and that his appetite was even heavier." He says that he had to use mighty tempting bait and fish hard in order to feed his distinguished guest. Uncle George says that notwithstanding the awful hearty appetited of his visitors he enjoyed their company. As soon as the bass season gets under full way he is going to put on a boiled shirt, get a shave and come down to Washington for the purpose of inviting the President up to have an

outing. He is not inspired by any mercenary design. He does not want an office and would not accept one. He is a confederate veteran and a veteran democrat. He has a wide acquaintance along the Chesapeake and Ohio canal at Cumberland, at Rockville and at Georgetown. He traveled from his home as far as the Glen Echo lock aboard the canal boat *Little Seneca* and continued his journey via electric car. He expects to return on the first boat up.

ES, Thu. 3/23/93, p. 5. TRAFFIC ON THE CANAL – The following boats and masters left Cumberland yesterday for this port with coal consigned to Agnew & Co., Meredith, Winship Company and Steffey & Findlay: Samuel Henry, Capt. W. H. Patton; Watensville, Capt. J. W. Patton; Lewis McComas, Capt. H. Olphin; Judge McComas, Capt. W. Gloss; Consolidation No. 16, Capt. S. Spong; Consolidation No. 111, Capt. J. Johnson; Consolidation No. 7, Capt. J. Dixon; Consolidation No. 5, Capt. S. Cross; Consolidation No. 132, Capt. W. Hammond; Geo. A. Hopperan, Capt. T. Singer. Reports from along the canal indicate that a large fleet is approaching.

-----  
AGAINST THE ROCK CREEK NUISANCE

Dr. Ritchie is one of the best-known men in Georgetown in connection with the Rock creek problem. Of all things affecting Georgetown, this is the most momentous. The doctor declares that it is an impediment to trade, a menace to health and a brake on the progress of the town. Rock creek is the principal barrier to the unity of the District. Washington and Georgetown can hardly ever become a municipal unit with the geographical obstacle intercepting communication and isolating Georgetown. The existence of Rock creek is popularly recognized as a mistake. The creek was all right as nature designed it, but with a city on either side and tons of sewage emptying into it, a change has become imperative. "Congress has never shown too great generosity toward this section of this District and I fear," continued the doctor, "that

the costly remedies prescribed for Rock creek by United States engineers will scare off legislation. The latest plan projected is entirely satisfactory to Georgetown, only the estimate demands such a lavish appropriation that the plan will not be acted on. We appreciate the plans of the army engineers in this matter, but what we want is some feasible, practical and comparatively inexpensive scheme which will put Rock creek from the mill to the M street bridge completely out of sight. There are a good many historic incidents associated with this sewer, but we want cleanliness, health, good order and progress, instead of a train of semi-sentimental memories. Rock creek is a nuisance and should be proceeded against accordingly. Those who oppose this improvement are looking at it with the binocular vision of the Chesapeake and Ohio canal. I have in mind just now," said the doctor, as he pounded the table to add emphasis to the remarks, "a scheme that appears to be feasible and that will fir the case. I believe that the desired end might be attained by straightening the creek at the P street bend by tunneling the Metropolitan railroad property and then building a retaining wall along either side of the creek. Then deepen the channel and the walls acting as a compress on the stream would produce a current that would be a self-acting cleanser. The creek might then be roofed over with iron and a roadway made along it. But we are not particular about the medicine so we get a cure. Rock creek must go. As soon as this is done, Georgetown will lose its individuality and be merged into Washington. I want to see this. Progress can't get a fair show where provincialism rules."

AG, Thu. 3/23/93, p. 3. LOCAL BREVITIES – The report to the effect that General Manager Winship of the Chesapeake and Ohio Canal contemplates sending in his resignation and that Mr. Frederick Mertens, one of the 1844 bondholders, is to succeed him, is denied.

ES, Mon. 3/27/93, p. 9. GEORGETOWN – The Chesapeake and Ohio canal presented a

picturesque scene of series of scenes yesterday. There was a string of boats reaching from the Aqueduct bridge to a point a mile above. They were lying almost end to end and the boatmen and their families were gathered on the decks. They discussed domestic and official matters, dozed and smoked. Scores of shaggy mules grazed along the towpath or stood tethered to their feed troughs. Passersby often stopped to hang over the rail of the canal road and chat with or gaze curiously at the semi-mariners. Although it was Sunday and everything was quiet, matters had a businesslike look. The canalers reported that the waterway was in splendid condition all the way down, that the various boats were hurrying on as much as possible, and that there was a general air of activity all along the route.

The slight delay in canal navigation was caused by the sinking of a boat near the upper end of the waterway. The obstruction has been removed and everything now runs smoothly.

The arrivals yesterday were: Consolidation No. 139; Consolidation No. 142; Mertens & Son, Lafayette, Consolidation No. 131; Consolidation No. 136; Marshall Wise; Consolidation No. 12, William H. Cooper and John Spencer.

ES, Tue. 3/28/93, p. 9. GEORGETOWN – Canal matters are booming. Barges are leaving Cumberland, Harper’s Ferry and other points along the route at a lively rate and arriving in the same ratio. There is an air of business and activity around the office of the company that is refreshing. The loyal Georgetown folks aver that this hum of trade is but an echo of what is to follow when Georgetown shall be gridironed with railroads and when the steel steed gallops through the town.

The following boats left Cumberland for this port with coal on the 24<sup>th</sup>: Frankie & Fannie, Capt. W. Bear; G. W. McCardle, Capt. Alexander McLavey; Henry Hanekamp, Capt. C. Spong; Consolidation No. 135, Capt. D. Knode; Consolidation No. 121, Capt. J. Knode; Judge Cox, Capt. Shaw; A. G. Johnson, Capt. James

Ward; Consolidation No. 40, Capt. C. E. Swain; Consolidation No. 10, Capt. J. F. Swain; Consolidation No. 129, Capt. E. Bowers.

The following left on the 25<sup>th</sup>: Green Ridge, Capt. F. Wine; Consolidation No. 103, Capt. Otho Grove; Here I Am, Capt. Henry Swain; Consolidation No. 106, Capt. Jessie Swain; Consolidation No. 128, Capt. E. Mose; Consolidation No. 15, Capt. D. Coffman; W. A. Smith, Capt. E. F. Shafer; E. R. Sader, Capt. J. W. Taylor; Maryland, Capt. L. H. Cohn; and the J. H. Mertens.

Following are the latest arrivals registered at the canal office: Barge Consolidation No. 139, Capt. Keesucker; Consolidation No. 119, Capt. Mrs. Riley; Lafayette; Consolidation No. 136, Capt. S. Keesucker; Marshall Wise; W. H. Cooper, Capt. J. Baker; Consolidation 141, Capt. J. Taylor; Consolidation No. 131, Capt. J. Wright; Cuba; Consolidation No. 12, Capt. Tingstrum; C. R. White, Capt. E. Bechtel; Three Brothers, Capt. Ingram; Frederick Weiland, Capt. F. Burns; Ollie V., Capt. T. Bowers; Consolidation No. 109, Capt. Ben. Stride.

Most of these boats are for the Winship-Meredith Company and bring each about 117 tons of coal. It is thought they will make good time down. Thus far several good records have been made. All the men report fair weather along the route and a pleasant time on the trip.

-----  
**Along the Wharves**

A large derrick is being erected at the wharf of the Meredith-Winship Company for the purpose of facilitating the loading of vessels. Its cost, when complete, will be about \$500. It will increase the loading facilities of the company to about 1,800 tons per day.

Repairs are being made to the Agnew coal docks.

ES, Thu. 3/30/93, p. 9. GEORGETOWN – The Chesapeake and Ohio canal continues to be the head, front and center of Georgetown activity. Boats are coming in on good time, and the songs



of the muleteers and the horns of the canalers are heard at all hours of the day and night. The officials at the main office of the company report that everything is booming along satisfactorily and that canal matters are now in full blast. The boats and cargoes which sailed from Cumberland on the 27<sup>th</sup> were: Barge R. D. Johnson, Capt. W. Shupp, 118 tons; Charlie & Willie, Capt. J. Malott, 114 tons; R. L. Somerville, Capt. L. C. Meyers, 113 tons; J. Saylor, 120 tons; Salina, Capt. T. H. Coder, 116 tons; W. S. Jacques, Capt. B. Bender, 114 tons; Mary Mertens, Capt. J. Tice, 119 tons. The consignees were Meredith, Winship & Co., Agnew & Co., and S. F. Henley.

Those sailing on the 28<sup>th</sup> were: Barge James A. Garfield, Capt. H. Pryor, 114 tons; Consolidation No. 130, Capt. C. R. Castle, 115 tons; Consolidation No. 122, Capt. J. C. Boler, 113 tons; Consolidation No. 3, Capt. Joseph Higgins, 114 tons; Consolidation No. 127, Capt. R. C. Swain, 118 tons; Consolidation No. 20, Capt. T. Shives, 120 tons; Consolidation No. 21, Capt. R. Bartlett, 111 tons; Judge Stake, Capt. Nancy McCoy, 107 tons; Hilda Chaney, Capt. H. Teeter, 117 tons; Consolidation No. 101, Capt. L. Eichelberger; Consolidation No. 126, Capt. A. D. McArdle, 114 tons; Martinsville, Capt. J. Patton, 117 tons; W. D. L. Walbridge, Capt. W. McMullen, 116 tons.

The latest arrivals registered at the office of the canal company are as follows: Barge Winter, Capt. C. Zimmerman, 114 tons; L. W. Guinand, Capt. W. French, 114 tons; Unexpected, Capt. F. Miller, 116 tons; Judge McComas, Capt. W. Glass, corn; Consolidation No. 140, Capt. B. Snyder, 120; Anteros, Capt. E. D. Chaney; E. M. Ginevan, Capt. H. William, 111 tons; W. H. Dunkinson, Capt. James Reed, 119 tons; W. T. Coulehan, Capt. James Reed, 113 tons; J. K. Cowen, Capt. Hebb, 111 tons; H. H. Keedy, Capt. B. Jackson, 116 tons.

All boats in, report that the waterway is in prime condition and that the entire canal navy is speeding this way. Crowds of Georgetown people stand around the locks and watch canal

processes. They say it reminds them of the good old days.

SR, Fri. 3/31/93, p. 4. Navigation was stopped for four days on the canal last week by the sinking of a boat, caused by striking a stone which had fallen into the canal from the cliffs at Snyder's warehouse, near Sharpsburg. The coal with which it was loaded had to be transferred to another boat after the water had been drawn off.

ES, Sat. 4/1/93, p. 15. GEORGETOWN – The same condition of things prevails along the canal as for the past few days. Everybody is busy and encouraged.

The boats to arrive per last report from canal office were: J. H. Mertens to Agnew & Co. 114 tons coal; Consolidation No. 132, to Meredith, Winship & Co., 118 tons; Consolidation No. 112, Meredith, Winship & Co., 119 tons; Consolidation No. 16, do., 114 tons; Consolidation No. 17, do., 117 tons; barge M. E. Grove, Meredith, Winship & Co., 113 tons; Consolidation No. 7, do., 111 tons; Consolidation No. 5, do., 114 tons; Consolidation No. 18, do., 117 tons; Consolidation No. 9, do., 113 tons; Plough Boy, do., 116 tons; Amelia Boyer, Agnew & Co., 118 tons; Three Brothers, Ingram, stone from Harper's Ferry.

The following boats left Cumberland for Georgetown on March 30: M. J. Adler, Capt. L. Reynolds, 112 tons of coal to Meredith, Winship & Co.; Consolidation No. 142, Capt. J. C. Chaney, to Meredith, Winship & Co., 116 tons; C. Wagley K., Capt. C. Underdonk, 111 tons; Consolidation No. 140, Capt. C. S. Benner, 111 tons; George S. French, Capt. Robert Sorrell, 116 tons; Loudoun, Capt. O. Stickle, 115 tons; Muskingum, Capt. J. W. Colbert, 116 tons; Theodore Dean, Capt. Henry H. Small, 118 tons; John Leach, Capt. R. Eaton, 114 tons; W. R. Lewis, Capt. G. W. Sandbower, 117 tons; Consolidation No. 120, Capt. J. Shaw, 117 tons; F. S. Garnett, Capt. F. Snyder, 114 tons.

The following boats left Cumberland for Georgetown on March 29: Ruby, J. R. Stump, 87 tons; George S. Reman, O. Knode, 120 tons; Mrs. McComas, Henry Olphin, 114 tons; Mary, R. Bowers, 116 tons; A. L. Miller, Nove Dean, 118 tons; Consolidation, 133 tons; Samuel Atwell, 115 tons; John R. McLean, J. W. Pierce, 119 tons; Detroit, J. W. Pierce, 111 tons; B. R. Mayfield, L. Brenner, 115 tons; Deer Park, L. Crampton, 123 tons; Consolidation, 108 tons; W. H. Wilson, 116 tons; Consolidation No. 125, Geo. Zellers, 121 tons; Consolidation No. 1, Otho Kretzer; L. P. Reid, I. Compton, 114 tons; Consolidation No. 13, C. Fox, 117 tons.

ES, Mon. 4/3/93, p. 8. NEWS FROM HAGERSTOWN – Robbers, after raiding Shepherdstown, in Jefferson county, W. Va., during which they broke into the post office and three of the principal stores of the town, crossed over the Potomac river into this county and struck the lively little town of Hancock, where they forced an entrance to the drug store of Dr. W. H. Perkins, blew open an iron safe, secured \$200 in money, then raided a confectionery store, a blacksmith shop and the tool house of the Chesapeake and Ohio Canal Company, carrying away from each quite a quantity of booty, and then quietly departed from the town, leaving no trace that would lead to their identity or apprehension.

John Kuhn, a young man aged about nineteen years, who resided at Four Locks, this county, went out with two companions named Flynn in a boat to hunt muskrats. After enjoying the sport for some time, they pulled for the shore, and in alighting from the boat one of the three guns was accidentally discharged, the load striking Kuhn in the neck and killing him instantly.

Mr. Robert Grove of Sharpsburg, this county, has been appointed general inspector of the Chesapeake and Ohio canal. He will have his headquarters at Williamsport.

ES, Tue. 4/4/93, p. 10. AFFAIRS IN GEORGETOWN – During the month of March there were loaded at Cumberland 180 barges. Of this number 135 cleared for Georgetown and 45 for intermediate points. The fleet bore 20,689 tons of coal. For the corresponding period of last year there were loaded at Cumberland 110 boats with a cargo tonnage of 11,076 tons. March, 1893, thus shows an increase of 90 per cent in tonnage over March of last year. The average cargo for March, 1892, was 106 tons and for March, 1893, 114 tons. The season of 1892 opened with seventy-eight boats in commission and the season of 1893 with 198. The increased carrying capacity of the boats is due to the increased depth of water in the canal. Last year the maximum draft was four and one-half feet, while this year, in consequence of persistent dredging, boats may draw five feet, and come through all right. The increase in general business is due to a restoration of confidence in the canal boat as a common carrier. The Chesapeake and Ohio canal is once more becoming recognized as a boulevard of trade.

#### Recent Canal Arrivals

The following boats left Cumberland for Georgetown on April 1: To Meredith, Winship & Co. – Barge Joseph Bryan, Capt. D. Hewitt, 113 tons; A. H. Dowden, Capt. Delany, 115 tons; Consolidation No. 123, Capt. James Colbert, 117 tons; S. M. Storm, Capt. Joseph Birch, 113 tons; Consolidation No. 6, Capt. T. Whitemeyer, 112 tons; Consolidation No. 119, Capt. Mrs. Riley, 119 tons; Consolidation No. 102, Capt. J. Penner, 116 tons. To J. P. Agnew & Co. – Emma Mertens, Capt. S. Dodd, 117 tons; J. J. Alexander, Capt. J. Renner, 117 tons.

The boats to arrive on April 1 were: To Meredith, Winship & Co. – Consolidation No. 113, 117 tons; Consolidation No. 10, 114 tons; Consolidation No. 110, 117 tons; Consolidation No. 15, 118 tons; Judge Hagner, 111 tons; Charles Darrow, 113 tons; G. M. Winship, 117 tons. To Agnew & Co. – Judge Douglass, 113 tons.

Those to arrive on April 2 were: To Meredith, Winship & Co. – Hugh L. Bond, Jr., 114 tons; C. F. T. Beale, 116 tons; Consolidation No. 14, 118 tons; Consolidation No. 114, 116 tons; N. C. Read, 116 tons; Consolidation No. 135, 116 tons; Consolidation No. 116, 117 tons; Consolidation No. 121, 115 tons; Libbie, 115 tons; W. A. Leetch, 116 tons; E. R. Ladew, 115 tons; A. G. Johnson, 119 tons. To Tingstrum – Barge Cuba, wood; barge Four Brothers, Capt. Collier, grain.

Arrived on April 3: To Meredith, Winship & Co. – Consolidation No. 11, 114 tons; Consolidation No. 133, 115 tons; Consolidation No. 129, 116 tons. To Agnew & Co. – R. L. Somerville, 113 tons; Hilda Chaney, 107 tons; Henry Hanekamp, 115 tons. To Montgomery – Wheatley Bros., grain. To Moore – F. Flanagan, stone.

ES, Wed. 4/5/93, p. 10. HAPPENINGS IN GEORGETOWN – Canal boats to arrive during the last twenty-four hours are: To Meredith, Winship & Co. – M. J. Adler, 112 tons; Judge Cox, 109 tons; Consolidation No. 103, 116 tons; Consolidation No. 128, 115 tons; Here I Am, 113 tons; C. Wagley K., 111 tons. To Agnew & Co. – W. D. L. Walbridge, 116 tons; L. B. Agnew, 108 tons.

The following boats left Cumberland on April 3 consigned to Meredith, Winship & Co., Georgetown: Consolidation No. 12, Capt. H. Sensel; Consolidation No. 139, Capt. Keesucker; Consolidation No. 131, Capt. J. Wright; Katie Hassett, Capt. A. Mills. They bring 117, 115, 116 and 117 tons of coal, respectively.

ES, Thu. 4/6/93, p. 5. GEORGETOWN – During the last twenty-four hours the following boats and cargoes arrived per Chesapeake and Ohio canal: To Meredith, Winship & Co. – Barge No. 142, 116 tons coal; No. 106, 115 tons; No. 127, 117 tons; Consolidation No. 20, 113 tons; Consolidation No. 15, 117 tons; Judge Stake, 111 tons; Consolidation No. 21, 120 tons; Consolidation No. 1, 112 tons; Salina, 116 tons;

No. 122, 113 tons. To Ingraham – Barge Three Brothers, stone.

The boats to pass through the record lock up-bound today were: Barge Judge Douglass, Capt. D. Bowers; A. Moyer, Capt. J. McAtee; No. 132, Capt. W. Hammond; No. 112, Capt. D. Saylor; Consolidation No. 16, Capt. D. Spong; Cuba, Capt. C. Tingstrum; Wheatley Brothers, Capt. B. Montgomery; M. J. Adler, Capt. Z. Reynolds.

The following boats loaded at Cumberland for Georgetown on April 4: To Meredith, Winship & Co., barge H. H. Keedy, Capt. B. Jackson, 118 tons of coal; J. K. Cowen, Capt. N. Hobb, 111 tons; No. 124, Capt. N. E. Stevens, 115 tons; No. 141, Capt. J. W. Taylor, 119 tons of coal.

ES, Fri. 4/7/93, p. 9. GEORGETOWN – **The Canal** – The arrivals via the Chesapeake and Ohio canal during the last twenty-four hours were: Barge No. 122, Capt. J. C. Boler, 115 tons; barge No. 130, Capt. C. R. Castle, 115 tons; Consolidation No. 3, Capt. Joseph Higgins, 114 tons; W. S. Jacques, Capt. R. Bender, 114 tons; Consolidation No. 138, Capt. H. Banner, 120 tons; Consolidation No. 123, Capt. J. Colbert, 121 tons; W. R. Lewis, Capt. G. W. Sandbower, 117 tons; Consolidation No. 104, Capt. C. F. Bowers, 115 tons; George S. French, Capt. R. Sorrell, 115 tons; all for the Meredith, Winship & Co. The following cleared during the same period: Barge R. L. Somerville, Capt. L. C. Meyers; H. Chaney, Capt. H. Teeters; Three Brothers, Capt. G. Ingram; Consolidation No. 17, Capt. L. Cartwright; J. P. Hewitt, Capt. I. Newman.

The following boats loaded at Cumberland for Georgetown on April 5: To Meredith, Winship & Co., barge Isabelle, Capt. W. E. Stevens, 114 tons; Col. L. V. Baughman, Capt. G. Leopold, 107 tons; E. M. Ginevan, Capt. B. Williams, 117 tons; W. L. Stevenson, Capt. S. Gwinn, 115 tons; T. J. Shiplet, Capt. E. Eaton, 114 tons; Consolidation No. 19, Capt. R. Underdonk, 119 tons; Lafayette, Capt. Morse,

113 tons. To J. P. Agnew & Co., Alexandria: Greenless, Capt. W. Knight, 112 tons; Sarah Swan, Capt. J. Gaines, 115 tons; G. L. Nicholson, Capt. W. Hill, 114 tons. Those to Meredith, Winship & Co. bring Consolidation coal, and those to Agnew & Co. bring George's Creek coal.

ES, Sat. 4/8/93, p. 3. GEORGETOWN – There is marked activity in the coal business.

Consolidation and George's Creek product is coming down the canal in vast quantities, the barges discharge on the jump and return in a hurry for another cargo. It is probable that a great deal of coal will be shipped this season from Georgetown to points in the east by means of great collier steamers. The first of these, the Thompson, sailed yesterday for Lynn, Mass., with over one thousand tons.

Following is the list of arrivals via the Chesapeake and Ohio canal for the last twenty-four hours: To Meredith, Winship & Co., barge Consolidation No. 126, Capt. A. D. McCardle, 115 tons; Joseph Bryan, Capt. D. Hewitt, 113 tons; B. R. Mayfield, Capt. L. Benner, 115 tons. To Agnew & Co., barge J. J. Alexander, Capt. J. Renner, 117 tons. Dr. Knott, Capt. J. Ewing, stone. F. Flanagan, Capt. J. Moore, stone.

The following boats passed through the Georgetown record lock, up-bound, today: Consolidation No. 7, Capt. J. Dixon; Consolidation No. 4, Capt. S. Crofts; Plough Boy, Capt. Otho Kretzer; Consolidation No. 113, Capt. H. Teeters; Consolidation No. 10, Capt. J. F. Swain; D. Linkins, Capt. G. W. Snyder; Consolidation No. 18, Capt. G. W. Snyder; Consolidation No. 110, Capt. C. E. Swain; Judge Hagner, Capt. W. H. Bowers.

The following boats loaded at Cumberland for Georgetown on April 6: To Meredith, Winship & Co. – Barge W. N. Dickinson, Capt. James Reid, 116 tons; W. D. Coulehan, Capt. James Reid, 115 tons; Consolidation No. 109, Capt. Ben Stride, 115 tons; Consolidation No. 136, Capt. S. Keesucker, 116 tons; Marshall Wise, Capt. S. Keesucker,

111 tons; George A. McIlhane, Capt. James Dick, 113 tons; Consolidation No. 115, Capt. James Dick, 114 tons.

To J. P. Agnew & Co.: Anteros, Capt. E. D. Chaney, 85 tons; Little Walter, Capt. Mrs. Zeigler, 114 tons; W. H. Cooper, Capt. Joseph Baker, 118 tons; John Spencer, Capt. Joseph Baker, 115 tons; Ollie V., Capt. T. Bowers, 115 tons.

ES, Mon. 4/10/93, p. 10. GEORGETOWN – **Canal Boating not what it Once was.** – Capt. A. D. McCardle of the Chesapeake and Ohio Canal fleet has been canal-faring for half a century and takes a pessimistic view of that mode of life. "There was a time," said the captain, "when a man might tread the towpath and strike oil. That was in the long ago. There is nothing in it now. Look here! We only get 75 cents a ton for hauling coal from Cumberland to Georgetown. The ordinary canal barge has an average, carrying capacity of 115 tons; that is \$86.25. A round-trip, running twenty-four hours per day and meeting with no detention or accident, can be accomplished in eight days, which means twenty-one miles per day. The trippage on four mules is \$16, with feed and shoes extra. Tonnage on the boat is 15 cents per ton of cargo. Then it is necessary to hire and board four hands. Two muleteers cost each \$10 per month, and their appetites about as much as grain. Two helmsmen cost each \$15 per month, and they are not dyspeptics. These expenses shave down the profits to a slim point. Feed is 10 per cent higher this season, but lines are slightly cheaper and lines constitute an important item in canal boating. If we buy our mules, they cost us \$200 apiece and harness costs \$25 a set. A barge would cost us all the way from \$700 to \$1,000."

ES, Tue. 4/11/93, p. 10. GEORGETOWN – The following canal boats arrived on April 9: Barge Theodore Dean, Capt. Small, 116 tons; Consolidation No. 119, Capt. Mrs. Riley, 119 tons; S. M. Storm, Capt. Bush, 113 tons; Consolidation No. 123, Capt. James Colbert, 117

tons; Detroit, Capt. J. Pierce, 111 tons; McLean, Capt. J. Pierce, 119 tons; J. K. Cowen, Capt. R. Hebb, 111 tons; H. H. Keedy, Capt. B. Jackson, 118 tons; Anteros, Capt. E. D. Chaney, 85 tons; Three Brothers, Capt. Ingram, stone; Florence, Capt. Marconier; Consolidation No. 120, Capt. J. Shaw, 117 tons; Consolidation No. 6, Capt. Whitemeyer, 112 tons.

Ten of these barges were consigned to Winship, Meredith & Co. and one to Agnew & Co.

The following sailed yesterday: Libbie, Capt. Wordebough; Florence, Capt. Marconier.

The following boats arrived Sunday [4/9]: Barge Muskingum, Capt. G. W. Colbert; Consolidation No. 101, Capt. L. Eichelberger; Consolidation No. 108, Capt. W. H. Wilson; Deer Park, Capt. J. Crampton; L. P. Reed, Capt. I. Crampton; Four Brothers, Capt. J. W. Collier.

The following boats sailed on Sunday [4/9]: C. F. T. Beale, Capt. F. Huff; Consolidation No. 14, Capt. F. Huff; Consolidation No. 114, Capt. G. H. Grimm; J. J. Alexander, Capt. Renner; C. Darrow, Capt. Crampton; Winship, Capt. Crampton; N. C. Read, Capt. Drenner; Consolidation No. 116, Capt. Fisher; Consolidation No. 135, Capt. D. Knode; Joseph Bryan, Capt. D. Hewitt.

Following is the list of boats to sail at Cumberland for Georgetown on April 8: To Meredith, Winship & Co. - Consolidation No. 117, Capt. Joseph Snyder, 117 tons; Consolidation No. 14, Capt. Lineky, 113 tons; Consolidation No. 140, Capt. B. Snyder, 117 tons; M. J. Adler, Capt. Reynolds, 112 tons; M. E. Grove, Capt. W. Dolby, 112 tons; Judge Olney, Capt. Lindley, 109 tons; Thomas H. Gibbs, Capt. Crampton, 115; Consolidation No. 118, Capt. Mills, 117 tons; Consolidation No. 111, Capt. Johnson, 116 tons. To J. P. Agnew & Co. - Mary Mertens, Capt. John Tice, 114 tons; Morning Star, Capt. Taylor, 114 tons; Amelia Meyer, Capt. McAtee, 113 tons; D. A. Lowe, Capt. Baker, 116 tons.

The following boats left Cumberland for Georgetown on April 7: To Meredith, Winship &

Co. - Consolidation No. 134, Capt. Swain, 118 tons; Consolidation No. 2, Capt. Custis, 118 tons; B. T. Johnson, Capt. J. F. Moore, 114 tons; Consolidation No. 137, Capt. A. Hill, 118 tons; Judge McComas, Capt. W. Gloss, 118 tons; F. O. Beckett, Capt. Zimmerman, 115 tons; C. R. White, jr., Capt. E. Bechtel, 112 tons; Consolidation No. 105, Capt. Bechtel, 117 tons; L. W. Guinand, Capt. W. French, 111 tons; Winter, Capt. Zimmerman, 114 tons.

To J. P. Agnew & Co. - Fred. Weiland, Capt. F. Burns, 116 tons; J. H. Mertens, Capt. J. Reed, 117 tons; D. W. Sloan, Capt. M. Smith, 114 tons; Charles E. K. jr., Capt. J. Bender, 112 tons.

ES, Thu. 4/13/93, p. 3. GEORGETOWN - Yesterday was one of exceeding dullness in canal circles. The arrival list was lighter than on any other day since the reopening of the waterway. The lull is partially due to bad weather. It is expected that this afternoon and tomorrow will be conspicuous for the string of barges that will come in.

The following boats arrived yesterday [4/12] via Chesapeake and Ohio canal: To Meredith, Winship & Co.: Consolidation No. 141, 119 tons; Consolidation No. 12, 117 tons. To J. P. Agnew & Co.: Barge J. H. Mertens, 117 tons; Charles E. K., jr., 112 tons.

The following boats sailed at Cumberland for Georgetown yesterday [4/12]: Barge Green Ridge, Capt. S. Poffenberger, 117 tons; G. S. Rieman, Capt. O. Stickle, 114 tons; Consolidation No. 16, Capt. D. Spong, 118 tons; Consolidation No. 142, Capt. Smith, 117 tons; Consolidation No. 110, Capt. C. E. Swain, 121 tons; Consolidation No. 112, Capt. Taylor, 127 tons; A. H. Bradt, Capt. Eaton, 114 tons; H. Chaney, Capt. Teeters, 114 tons; Consolidation No. 10, 118 tons.

The canal arrivals registered at the record lock of the Georgetown level on April 11: To Meredith, Winship & Co., barge E. M. Ginevan, Capt. H. Williams, 117 tons; Katie Hassett, Capt. A. Miles, 117 tons; Consolidation No. 139, Capt.

A. Keesucker, 115 tons; Consolidation No. 131, Capt. J. Wright, 116 tons.

Boats sailed on the 11<sup>th</sup>: Three Brothers, Capt. G. Ingram; William A. Leetch, Capt. C. S. Shafer; Consolidation No. 121, Capt. J. Knode.

Boats sailed at Cumberland for Georgetown on the 11<sup>th</sup> as follows: Frankie & Fannie, Capt. W. Bear, 117 tons; George A. Hoffman, Capt. T. Singer, 114 tons; G. McCardle, Capt. Alexander McLavey, 118 tons; Consolidation No. 8, Capt. J. W. Swain, 113 tons; Consolidation No. 132, Capt. W. Hammond, 113 tons; Samuel Henry, Capt. W. H. Patton, 112 tons; George S. French, Capt. Robert Sorrell, 111 tons.

-----  
*Ibid*, p. 7. HAGERSTOWN NEWS –

Boatmen on the Chesapeake and Ohio canal are sending up loud and long complaints about the high price of feed. This, of course, is traceable to a scarcity of corn, oats and hay – the latter in first hands bringing \$13.50 per ton, and is eagerly sought after by shippers to eastern markets at this figure.

-----

Joseph Chapline was the founder of Sharpsburg, this county, made famous by the great battle of Antietam during the war of the rebellion. His remains with those of two members of his family have reposed for many years on the farm of Mr. Elias Grove. Mrs. J. Z. Dare of Washington, a niece of Joseph Chapline, is now having these remains disinterred and placed in Mountain View cemetery at Sharpsburg.

ES, Fri. 4/14/93, p. 10. GEORGETOWN – The day has been comparatively dull in canal matters. The boats as a rule have not been expeditious in discharging, and a great fleet is strung out all the way between Georgetown and the Chain bridge.

The boats to arrive via the Chesapeake and Ohio canal yesterday were: Barge Dr. Knott, Capt. J. Ewing; Consolidation No. 109, Capt. Ben Stride; Lafayette, Capt. A. Morse; G. L. Nicholson, Capt. W. Hill; Consolidation No.

137, Capt. A. Hill; M. J. Adler, Capt. J. Z. Reynolds, Wheatley Bros, Capt. R. Montgomery; W. T. Coulehan; Capt. James Reid; W. H. Dunkinson, Capt. James Reed.

The boats to sail yesterday were: Judge W. Cox, Capt. C. Shaw; F. Flanagan, Capt. J. Moore; J. K. Cowen, Capt. R. Hebb; Anteros, Capt. E. D. Chaney; Consolidation No. 103, Capt. O. Grove; Consolidation No. 128, Capt. E. Mose; Little Rob, Capt. S. Benner; Consolidation No. 133, Capt. S. Atwell; Here I Am, Capt. J. Swain; Dr. Knott, Capt. J. Ewing; Muskingum, Capt. G. W. Colbert.

The following boats left Cumberland yesterday for Georgetown to Meredith, Winship & Co.: Barge Consolidation No. 113, Capt. S. Creamer, 116 tons; Consolidation No. 9, Capt. D. Taylor, 118 tons; Consolidation No. 17, Capt. L. Cartwright; Consolidation No. 107, Capt. J. D. Smith, 118 tons; Consolidation No. 15, Capt. D. Coffman, 116 tons. To J. P. Agnew & Co. – R. L. Somerville, Capt. L. C. Meyers, 118 tons; J. J. Alexander, Capt. J. Renner, 117 tons.

ES, Tue. 4/18/93, p. 9. GEORGETOWN AFFAIRS – Affairs in canal circles are quiet. There is a strong run of business, but it is being conducted with method and without noise. Boats are being loaded at Cumberland, making the trip and discharging here with due celerity. Officials of the Chesapeake and Ohio Canal Company express themselves as gratified with the business outlook and condition.

Boats to arrive on April 13 were as follows: Barge W. E. Grove, Capt. W. Dolby; A. Mayer, Capt. J. D. McAtee; T. J. Shiple, Capt. E. Eaton; Consolidation No. 19, Capt. R. Underdonk; W. J. Stephenson, Capt. A. Gwinn; Consolidation No. 136, Capt. S. Keesucker; M. Wise, Capt. S. Keesucker; Three Brothers, Capt. G. Ingram; Judge McComas, Capt. W. Gloss; W. H. Cooper, Capt. Joseph Baker; J. Spencer, Capt. Joseph Baker; A. H. Dowden, Capt. T. Delaney; Isabella, Capt. N. E. Stevens; Consolidation No. 124, Capt. N. E. Stevens.

Boats to sail on the same date were: C. Wagley K., Capt. C. Underdonk; H. H. Keedy, Capt. B. Jackson; Consolidation No. 127, Capt. R. C. Swain; Consolidation No. 142, Capt. C. Chaney; Consolidation No. 20, Capt. T. Shives; J. H. Mertens, Capt. J. Reed; Consolidation No. 126, Capt. A. D. McArdle.

Boats to arrive on April 14 were: Barge B. T. Johnson, Capt. J. F. Moore; F. S. Garnett, Capt. W. Benner; Ollie V., Capt. T. Bowers; F. Weiland, Capt. F. Burns; Consolidation No. 134, Capt. W. Swain; A. Greenless, Capt. W. Knight; Consolidation No. 2, Capt. W. Custis; Cuba, Capt. C. Tingstrum. Those to sail were: Three Brothers, Capt. G. Ingram; Charles E. K., Capt. M. Smith; M. E. Grove, Capt. W. Dolby; Judge Stake, Capt. T. McCoy; Consolidation No. 13, Capt. C. Fox; G. L. Nicholson, Capt. J. Gaines; Wheatley Brothers, Capt. J. Ewing; A. Mayer, Capt. R. Taylor.

To arrive on April 15: George S. French, Capt. R. Sorrell; Emma Mertens, Capt. S. Dodd; Little Walter, Capt. Mrs. Zeigler; Col. L. V. Baughman, Capt. G. Leopold; D. W. Sloan, Capt. M. Smith; Sarah Kroon, Capt. J. Garner; M. Mertens, Capt. J. Tice. To sail were: J. Spencer, Capt. Joseph Baker; W. H. Cooper, Joseph Baker; Consolidation No. 21, Capt. B. Bartlett; Consolidation No. 1, Capt. Otho Kretzer; M. J. Adler, Capt. Q. Reynolds.

Boats to arrive on April 16 were: H. Chaney, Capt. H. Teeters; Consolidation No. 118, Capt. J. M. Mills; Consolidation No. 8, Capt. J. W. Swain; F. O. Beckett, Capt. G. Zimmerman; Winter, Capt. C. Zimmerman; Consolidation No. 111, Capt. J. Johnson; F. Flanagan, Capt. J. Moore; Consolidation No. 132, Capt. W. Hammond; G. A. McIlhaney, Capt. J. Dick; Consolidation No. 115, Capt. J. Dick; Dr. Knott, Capt. J. Irving. To sail were: W. H. C. Bayley, Capt. Ben Stride; Florence, Capt. Marconier.

Boats to sail from Cumberland yesterday for Georgetown were: G. W. McCardle, Capt. Alex. McLavey; Anteros, Capt. E. Chaney; Eva, Capt. J. A. Hoff.

ES, Wed. 4/19/93, p. 5. GEORGETOWN – **Arrivals and Departures** – Boats to arrive via Chesapeake and Ohio canal yesterday were: Barge No. 110, Capt. C. E. Swain; C. R. White, Jr., Capt. E. Bechtel; Consolidation No. 105, Capt. E. Bechtel; Morning Star, Capt. R. Taylor; L. W. Guinand, Capt. C. Zimmerman; Consolidation No. 117, Capt. Joseph Snyder; Consolidation No. 140, Capt. B. Snyder; J. J. Alexander, Capt. J. Renner; S. Henry, Capt. W. H. Patton; D. A. Lowe, Capt. H. Baker; Consolidation No. 4, Capt. C. P. Linburg; Judge Alvey, Capt. C. P. Linburg; T. H. Gibbs, Capt. R. O. Crompton; Seneca, Capt. T. Thrasher; R. L. Somerville, Capt. L. C. Meyers.

Boats to clear yesterday were: Barges George S. French, Capt. R. Sorrell; F. Flanagan, Capt. J. Moore; Dr. Knott, Capt. J. Ewing; Salina, Capt. T. Carden; Consolidation No. 122, Capt. J. C. Boler.

The boats to load at Cumberland yesterday for Georgetown were: Green Ridge, Capt. S. Poffenberger; John H. Mertens, Capt. J. Reed; G. A. Hoffman, Capt. H. T. Linger.

ES, Thu. 4/20/93, p. 7. GEORGETOWN – **The Canal** – Canal matters for the past few days have been dull. There is a string of laden boats extending from Georgetown to a point above the Chain bridge. There appears to be some little dissatisfaction among the boatmen at what they allege as the poor facilities for discharging. The canal officers say that the discharge of the boats is proceeding as vigorously as the circumstances permit. Several of the arrivals recently reported bringing stone.

Boats to arrive yesterday via the Chesapeake and Ohio canal were: Consolidation No. 9, Capt. D. Taylor; Consolidation No. 16, Capt. D. Spong; Three Brothers, Capt. G. Ingram; Anteros, Capt. E. D. Chaney; Consolidation No. 10, Capt. T. Swain.

Boats to leave Cumberland yesterday for Georgetown were: Henry Hanekamp, Capt. C.

Spong; M. E. Grove, Capt. W. Dolby; Charlie & Willie, Capt. John Malott.

Boat to sail was Cuba, Capt. Tingstrum, with gas lime.

ES, Sat. 4/22/93, p. 5. GEORGETOWN – Yesterday was not an eventful one in canal circles. The arrivals and departures were normal and business was transacted in the routine way. Owing to the slim orders of eastern buyers, due to high freights, there is somewhat of a blockade of coal-laden barges at this end of the water way. This is the cause of a good deal of dissatisfaction among the boat people. This condition of affairs will cease just as soon as the ice season opens. The canal people are in no wise responsible for this delay, as the canal company has no authority over the loading or discharging of barges.

The boats to arrive yesterday were: Barge A. H. Bradt, Capt. R. Eaton; barge Consolidation No. 112, Capt. D. Taylor; barge L. B. Agnew, Capt. N. Wilson; barge W. D. L. Walbridge, Capt. W. McMullen; barge Judge Douglass, Capt. D. Bowers; barge F. Flanagan, Capt. J. Moore.

Boats to sail yesterday from Georgetown for Cumberland and other points along the canal were: J. J. Alexander, Capt. J. Renner; barge Little Walter, Capt. Mrs. Ziegler; barge D. W. Sloan, Capt. M. Smith; barge A. Greenless, Capt. W. A. Knight; barge Emma Mertens, Capt. S. Dodd.

Boats to sail from Cumberland for Georgetown were: Barge Consolidation No. 135, Capt. D. Knode; barge C. F. T. Beale, Capt. F. Huff; barge A. J. Johnson, Capt. James Waite; barge Consolidation No. 14, Capt. F. Huff. Three barges were consigned to Meredith, Winship & Co. and one to Agnew & Co.

ES, Tue. 4/25/93, p. 10. GEORGETOWN – There is interesting news today in canal circles. The blockade is to be lifted and the coal that now hangs fire between Georgetown and the Chain bridge is to be shipped eastward. Final arrangements for this have been made. A great

collier has been engaged and will be around within a day or two. She will bear away 2,500 tons. This will relieve about twenty barges of their burden. This will ease matters till the ice freighters get into port. There are fifty coal-laden barges in the Georgetown end of the waterway and the situation has caused considerable discontent among the boatmen.

Boats to arrive on Saturday were: Barge Consolidation No. 143, Capt. W. Smith; Cuba, Capt. C. Tingstrum.

Those to sail on Saturday were: Barge S. Kroon, Capt. J. Garner; barge H. Chaney, Capt. H. Teeters; A. L. Miller, Capt. C. Dean; Wheatley Brothers, Capt. R. Montgomery; Dr. Knott, Capt. J. Ewing; barge Consolidation No. 125, Capt. G. Zellers; Consolidation No. 102, Capt. J. Penner; Morning Star, Capt. R. Taylor; Anteros, Capt. E. D. Chaney. Boats to arrive on Sunday were: Barge M. E. Grove, Capt. W. Dolby; Three Brothers, Capt. G. Ingram; Florence, Capt. Marconier; J. K. Shaw, Capt. M. P. Runkle; Oak Spring, Capt. J. Heneker. Those to sail on Sunday were: Consolidation No. 108, Capt. W. H. Wilson; Oak Spring, Capt. J. Heneker; J. Leetch, Capt. R. Eaton; Florence, Capt. Marconier.

Those to sail at Cumberland on Saturday for Georgetown were: Amelia Mayer, Capt. J. D. McAtee; barge Consolidation No. 114, Capt. G. H. Grimm; John K. Cowen, Capt. R. Hebb; Loudon, Capt. O. Stickle; barge Consolidation No. 101, Capt. L. Eichelberger; George S. Reiman, Capt. D. Knode; Charles Darrow, Capt. T. Crampton; G. M. Winship, Capt. T. Crampton; G. L. Nicholson, Capt. W. Hill; Consolidation No. 11, Capt. S. Taylor; Wm. A. Leetch, Capt. Shaffer; Ruby, Capt. J. R. Stump.

Three of the barges were to Agnew & Co.; seven were to Meredith, Winship & Co.

ES, Wed. 4/26/93, p. 10. GEORGETOWN – There is robust activity today in canal circles. The arrivals have been few, the departures slim and only two boats sailed from Cumberland. Yet notwithstanding those facts there is a great deal



of hustle in canal life. Preparations for the shipment of a large tonnage of coal to the east are going on. Colliers will be employed to relieve the conditions under which the canal has recently been suffering. This policy will be pursued till the opening of the ice season, and even then, if the Kennebec and Penobscot cruisers do not come in with sufficient rapidity, colliers will be continued in the service.

Up to and including April 22 there had been shipped from Cumberland ninety-nine barges, or about 12,000 tons of coal in excess of the amount shipped for the corresponding period of last year. The shipments from Georgetown have also been in excess of those of the same period last year, but not enough so to keep pace with receipts. The canal boatmen seem quite joyous at the prospect of getting rid of their burden and returning up country for another.

The arrivals yesterday were as follows: Barge Consolidation No. 143, 117 tons; barge Cuba, wood; barge M. E. Grove, 114 tons; barge Three Brothers, stone; barge J. K. Shaw, 118 tons.

Those which loaded at Cumberland yesterday were as follows: Barge J. P. Hewitt, Capt. J. Herman; barge J. J. Alexander, Capt. J. Renner.

ES, Thu. 4/27/93, p. 6. GEORGETOWN – Yesterday was a quiet one along the canal. Everything and everybody wore an air of contentment. The great collier from Boston and the end of the stagnation were the general themes. Now that the barges will soon be able to discharge and return up-country, all dissatisfaction has disappeared. Most of the boats are now at this end of the waterway, and as they will discharge rapidly, they will leave almost in a bunch, and then will come a lull in canal matters till these coal craft come again.

Boats to sail from Georgetown on the 25<sup>th</sup> were: barge Three Brothers, Capt. G. Ingram; barge Bessie B. McQuade; barge S. Henry, Capt. W. H. Patton; barge M. E. Grove, Capt. W. Dolby; barge Consolidation No. 119,

Capt. Mrs. Riley; barge Theodore Dean, Capt. G. W. Snyder.

Boats to sail from Cumberland for Georgetown yesterday were: barge J. H. Mertens, Capt. J. Reed, 119 tons; barge Anteros, Capt. E. D. Chaney, 96 tons; barge W. H. Cooper, Capt. Joseph Baker, 120 tons; John Spencer, Capt. Baker, 116 tons.

SR, Fri. 4/28/93, p. 4. Judges Stake and Hoffman have signed an order granting permission to the Baltimore and Cumberland Railroad to apply to the board of public works for permission to construct a bridge over the Potomac river and Chesapeake and Ohio canal at North Branch, six miles east of Cumberland.

ES, Fri. 4/28/93, p. 10. GEORGETOWN – There were only three canal arrivals on yesterday and nine departures. Seven barges loaded at Cumberland for Georgetown. The boatmen just in report that there is considerable delay at Cumberland in loading. Everything is lovely along the whole length of the waterway and no detentions at locks are being reported. The great collier *Shawmut*, Capt. Fuller, arrived yesterday, light from Boston, and will load with coal for the east as rapidly as possible. She will carry out about 2,100 tons of the product of the Cumberland mines. The *Shawmut* is a great ship and one of the largest ever to make this port. She was built at Sunderland, England, in 1879, and for a number of years was known as the Enchantress. She registers 1,624.84 tons gross, 1,100.05 net; is 259 feet overall, 36 feet on the beam, 18.8 feet in the hold, hails from Boston and flies the signal flags K. D. P. J. The nominal horsepower of her engines is quoted in the register of the American merchant marine at 1,000. She attracted a great deal of attention.

The arrivals via the Chesapeake and Ohio canal for April 27 were: Barge F. Flanagan, Capt. J. Moore; barge J. K. Cowen, Capt. R. Hebb; barge Dr. Knott, Capt. J. Ewing. Those to sail on the same date were as follows: Barge Cuba, Capt. C. Tingstrum, with gas lime; barge

E. M. Ginevan, Capt. H. Melton; barge Consolidation No. 123, Capt. J. W. Colbert, merchandise and bone dust; barge Consolidation No. 120, Capt. J. A. Shaw; barge F. Flanagan, Capt. J. Moore, shingles and lathe; barge Katie Hassett, Capt. A. Mills; barge Consolidation No. 139, Capt. A. Keesucker; barge R. L. Somerville, Capt. L. C. Meyers; barge Joseph Bryan, Capt. D. Hewitt.

Boats to arrive on April 25 were: Barge Eva, Capt. J. Wolf; barge Joseph Bryan, Capt. D. Hewitt; barge C. Wagley K., Capt. J. Bender; barge George S. French, Capt. R. Sorrell; barge Florence, Capt. Marconier.

Those to sail on the 25<sup>th</sup> were: L. P. Reed; Deer Park; Florence; D. A. Lowe and S. M. Storm.

Boats to sail yesterday at Cumberland for this port were: Barge Consolidation No. 121, Capt. J. Knode, 119 tons; barge E. R. Ladew, Capt. C. Shaw, 113 tons; barge D. W. Sloan, Capt. M. Smith, 115 tons; barge Libbie, Capt. George Werdehigh, 117 tons; barge Leary, Capt. A. L. Meyers; barge Consolidation No. 127, Capt. R. C. Swain; barge H. H. Keedy, Capt. B. Jackson. Six of the barges contained Consolidation coal, to Meredith, Winship & Co. One barge George's Creek coal to Agnew & Co.

ES, Mon. 5/1/93, p. 5. GEORGETOWN – Canal affairs are pursuing the even tenor of their way.

The steamer *Shawmut* sailed on Saturday for the coast with 2,100 tons of coal. This has considerably relieved matters at the dump, and the discharge of boats will now be pushed with greater vigor.

Boats sailing on Saturday at Cumberland for Georgetown with coal were as follows: To Meredith, Winship & Co. - Consolidation No. 142, Capt. J. Chaney, 119 tons; Consolidation No. 133, Capt. S. Atwell, 115 tons; Consolidation No. 129, Capt. E. Bowers, 117 tons; Consolidation No. 20, Capt. Thomas Shrives, 121 tons.

To J. P. Agnew & Co. – Boats to arrive on Friday were: Emma Mertens, Capt. S. Dodd,

117 tons; Frederick Wieland, Capt. Thomas Bowers, 118 tons; Ollie V., Capt. T. Bowers, 116 tons.

-----  
**GONE TO HER HOME**

Lizzie Rolf, the mulatto girl from Cumberland who claimed to have been criminally assaulted on a canal boat near Seneca by a man named Underdonk, and who was sent to Freedman's Hospital by the police of the seventh precinct, has been returned to her home. The offense alleged was committed without the jurisdiction of the District authorities. It is understood that the girl will bring her charges before the Maryland officers.

-----  
**Notes**

Canal boat Four Brothers yesterday brought down, from White's Ferry, 4,000 bushels of corn for G. W. Cissell & Co. Corn is quoted at 54 cents. Wheat is reported to be very scarce, the amount coming down the canal being almost unworthy of mention.

ES, Tue. 5/2/93, p. 5. GEORGETOWN – There is important news in canal circles today. The great four-mast schooner *Sagamore* has been chartered by the Meredith, Winship Company and sailed from Boston yesterday for this port. She will supplement the collier *Shawmut* and is expected to arrive in eight days.

She will carry out 1,400 tons of coal. The *Sagamore* was built at Kennebunk, Me., in 1892, has hailed from Toledo, Ohio, but according to the most recent blue book of the navigation bureau claims Fall River as her home and J. G. Crowley as her principal owner. The *Sagamore* registers 1,284.44 tons gross, 1,220.22 tons net, is 219.5 feet overall, 43.1 feet on the beam and 20.6 feet in hold. Her signal letters are K. J. L. M.

Boats to arrive on April 30 were: F. Flanagan, Capt. J. Moore; barge C. F. T. Beale, Capt. F. Huff; Consolidation No. 14, Capt. F. Huff; barge Florence, Capt. Marconier; barge

Consolidation No. 114, Capt. G. H. Grimm; barge E. Pratt, Capt. J. Magruder.

Those to sail on the same date were:

Barge Florence, Capt. Marconier, with passengers; barge Four Brothers, Capt. J. W. Collier, with lumber, salt, fish, &c.

Boats to arrive on Saturday were as follows: Barge J. J. Alexander, Capt. J. Renner; barge Cuba, Capt. C. Tingstrum; barge Judge Bradley, Capt. O. Hammond; Consolidation No. 11, Capt. S. Taylor; barge W. A. Leetch, Capt. H. Shaffer; barge G. L. Nicholson, Capt. W. Hill.

Those to sail on April 29 were as follows:

Barge W. D. L. Walbridge, Capt. W. McMullen; barge Isabella, Capt. N. E. Stevens; barge Consolidation No. 124, Capt. N. E. Stevens; barge F. S. Garnett, Capt. W. Benner; barge Judge Douglass, Capt. W. Bowers; barge Consolidation No. 134, Capt. W. Swain; Consolidation No. 2, Capt. W. Curtis; barge Seneca, Capt. T. Thrasher; Consolidation No. 101, Capt. L. Eichelberger.

Boats to sail at Cumberland on the 28<sup>th</sup> for Georgetown were: To Meredith, Winship & Co., barge Consolidation No. 128, Capt. E. Mose; Consolidation No. 103, Capt. O. Grove; barge Daniel Linkins, Capt. O. Grove; barge Here I Am, Capt. J. Swain; barge Judge Cox, Capt. C. Shaw; barge Consolidation No. 13, Capt. C. Fox. To J. P. Agnew & Co., barge Little Walter, Capt. Mrs. Zeigler; barge Muskingum, Capt. H. Teeters; barge Mary Mertens, Capt. John Tice; barge A. Greenless.

Boats to sail at Cumberland on the 29<sup>th</sup> for Georgetown were as follows: Barge Consolidation No. 106, Capt. H. Swain, 116 tons, to Meredith, Winship & Co.; barge M. E. Grove, Capt. W. A. Ashby, 110 tons, do.; barge Judge Stake, Capt. McCoy, 118 tons, do.; barge M. J. Adler, Capt. J. Reynolds, 117 tons, do.; Consolidation No. 1, Capt. Otho Kretzer, 119 tons, do.; Consolidation No. 21, Capt. W. Bartlett, 119 tons, do.; barge W. H. C. Bayley, Capt. Ben Stride, 113 tons, do.; barge Samuel Henry, Capt. W. H. Patton, 116 tons, J. P.

Agnew & Co.; barge John Hanaway, Capt. Joseph Higgins, 113 tons, do.

#### MONTHLY STATEMENT

The monthly report of the Chesapeake and Ohio Canal Company will be as follows: From the opening of the canal on the 15<sup>th</sup> of March, up to and inclusive of April 30, there were loaded at Cumberland 391 boats, bearing 44,782. 60 tons of coal. For the corresponding period of last year there were shipped 288 boats and 31,570 tons of coal. Thus, the increase this year over last is in boats, 103, and in tonnage, 13,212 tons. Of the 391 barges which were loaded at Cumberland, 289 came through to Georgetown and 102 stopped at intermediate points. This marked increase in canal business gives a feeling of all-round satisfaction.

#### BELIEVES IN ELECTRICITY

Capt. Jackson of the Chesapeake and Ohio canal notes several exceptions to the statements made by Capt. Hebbs in an interview a few days ago with a reporter for *The Star*. He believes that the towline and the shaggy mule are back numbers and that the electric barge is the inland marine vehicle of the future. Two miles an hour is too slow to travel in this age of electric shocks. He thinks the trolley experiment on the Erie canal will be a success.

ES, Wed. 5/3/93, p. 10. GEORGETOWN – All quiet along the line is what the canal people say today. There is the usual activity, but nothing out of the ordinary run of affairs. The coming of the great schooner *Sagamore* is very generally talked of. The Chesapeake tugs know that she is coming and she will meet with no detention in this line. The season has not been too profitable with the tug people and they are eager for a tow. The *Sagamore* will load rapidly and will make it possible for the canal boats to discharge without delay. The *Sagamore* will be closely followed by the *Albert Stearns*, *Samuel Dilloway* and other craft now loading ice for this port. The canal boatmen are in a cheerful frame of mind over the prospect.

Boats to load at Cumberland yesterday for Georgetown were as follows: To Meredith, Winship & Co. – Barge Little Rob, Capt. S. Benner; barge George S. French, Capt. Robert Sorrell; barge C. W. Adams, Capt. H. Carter; barge Consolidation No. 122, Capt. J. C. Boler; barge Consolidation No. 130, Capt. C. R. Castle; barge Consolidation No. 102, Capt. J. Penner; Barge Judge McComas, Capt. W. Gloss; barge John Leetch, Capt. R. Eaton. To J. P. Agnew & Co. – Barge R. L. Somerville, Capt. L. C. Meyers.

ES, Thu. 5/4/93, p. 10. GEORGETOWN – **Canal** News - News was received today that the collier *Shawmut*, with the barge Atlas in tow, had passed through the capes bound for Boston. She will probably meet the schooner *Sagamore* bound hither to load coal. Now that the ice season draws nigh the canal will boom, because the advent of the ice freighters means an increased output for Cumberland coal. The schooners *Albert T. Stearns*, *Samuel Dilloway* and *Jonathan Bourne* are already sailing this way.

Boats to arrive yesterday were as follows: Barge J. H. Mertens, Capt. James Reed; barge E. R. Ladew, Capt. C. Shaw; barge Three Brothers, Capt. G. Ingram; barge Muskingum, Capt. H. Teeters; barge Consolidation No. 107, Capt. J. D. Smith; barge J. Spencer, Capt. Joseph Baker; barge W. H. Cooper, Capt. Joseph Baker; Dr. Knott, Capt. J. Ewing; barge Granite No. 2, Capt. J. Magruder.

Boats to sail on the 2<sup>nd</sup> were as follows: Barge Consolidation No. 111, Capt. J. Johnson; barge Consolidation No. 132, Capt. W. Hammond; barge Eva Cushwa, Capt. J. Wolf; barge Consolidation No. 105, Capt. E. Bechtel; barge C. R. White, Capt. E. Bechtel; barge Consolidation No. 115, Capt. J. Dick; barge G. A. McIlhaney, Capt. J. Dick; barge Granite No. 1, Capt. Magruder.

ES, Fri. 5/5/93, p. 2. GEORGETOWN – The list of canal arrivals is brief and the number of

departures heavy. General Manager Winship was in Baltimore yesterday.

Boats to arrive were as follows: Barge A. Moyer, Capt. J. D. McAtee; barge Unexpected, Capt. F. Miller.

Boats to sail were as follows: Barge H. H. Keedy, Capt. B. Jackson, with shingles and lime; barge L. W. Guinand, Capt. French; barge Three Brothers, Capt. G. Ingram; barge Cuba, Capt. C. Tingstrum, gas lime; barge Consolidation No. 117, Capt. Joseph Snyder; barge Consolidation No. 140, Capt. B. Snyder; barge Dr. Knott, Capt. J. Ewing, fish; barge Consolidation No. 9, Capt. D. Taylor; barge J. J. Alexander, Capt. J. Renner, fertilizer; barge Consolidation No. 4, Capt. C. P. Linburg; barge Judge Alvey, Capt. H. Linburg; barge F. O. Becket, Capt. G. Zimmerman; Consolidation No. 10, Capt. J. F. Swain; barge Consolidation No. 110, Capt. C. E. Swain.

Boats to sail yesterday at Cumberland for Georgetown were as follows: To Meredith, Winship & Co., barge Consolidation No. 131, Capt. J. Wright, 117 tons; barge Consolidation No. 138, Capt. H. Benner, 124 tons; barge Joseph Bryan, Capt. D. Hewitt, 114 tons; barge L. P. Reed, Capt. J. Crampton, 116 tons; barge T. J. Shiple, Capt. E. Eaton, 119 tons; barge W. L. Lewis, Capt. G. W. Sandbower, 113 tons. To J. P. Agnew & Co., barge Laura B. Agnew, Capt. W. Bear, 121 tons; barge Mrs. Comas, Capt. H. Olphine, 122 tons; barge Sarah Swain, Capt. Olphine, 114 tons.

#### Notes

Mr. Jacob Humbird, one of the builders of the Chesapeake and Ohio canal and one of the few who ever made money out of the enterprise, died yesterday morning at his home in Cumberland. Deceased was born in 1811.

-----  
*Ibid.* – **Notes** – The Unexpected, from White's Ferry, Maryland, has arrived to Georgetown with 3,200 bushels of corn, 600 bushels of wheat and 8 tons of hay, for George T. Dunlop.

ES, Sat. 5/6/93, p. 3. EVENTS IN GEORGETOWN – The general manager of the Chesapeake and Ohio canal stated to a reporter this morning that there was no truth whatever in the report that the canal banks had been overflowed and washed away in the neighborhood of Harper's Ferry and Point of Rocks, as he had just received telegrams from the canal keepers at the points stating the banks were in perfect condition, in no danger of being touched by the river, and the water was rapidly going down. The manager states on his own behalf that the canal throughout is in better condition than ever before, and he has not the slightest fear of the banks being injured by such a rain as we have just had.

#### **On the Canal**

There is nothing sensational in canal matters today. a goodly number of people are getting the spice of variety by traveling to Cabin John's and Great Falls aboard the up-bound barges. General Manager Winship is back from Baltimore.

#### **Recent Arrivals and Departures**

Boats to arrive yesterday were as follows: To Meredith, Winship & Co. – Barge M. E. Grove, 110 tons; Consolidation No. 20, 121 tons; barge Consolidation No. 142, 119 tons; Consolidation No. 13, 118 tons; barge M. J. Adler, 117 tons; barge Consolidation No. 121, 119 tons. To J. P. Agnew & Co. – Barge Mary Mertens, 115 tons. To Moore – Barge F. Flanagan, stone, barge F. S. Garnett, Capt. W. Benner, 113 tons; barge Consolidation No. 19, Capt. R. Underdonk, 117 tons; barge Consolidation No. 2, Capt. William Custis, 120 tons; barge Dakota, Capt. Joseph Wade, 117 tons. To J. P. Agnew & Co. – Barge Anteros, Capt. E. D. Chaney, 94 tons.

Boats to sail yesterday at Cumberland for Georgetown were as follows: To Meredith, Winship & Co. – Barge Consolidation No. 139, Capt. A. Keesucker, 117 tons; barge Consolidation No. 12, Capt. H. Sensel, 118 tons; barge E. M. Ginevan, Capt. H. Williams, 119 tons; barge W. H. Dunkinson, Capt. Joseph Reid, 112 tons; barge W. T. Coulehan, Capt. Joseph Reid, 112 tons; barge Consolidation No. 120,

Capt. C. Shaw, 119 tons; barge Consolidation No. 141, Capt. J. W. Taylor, 119 tons; barge Consolidation No. 123, Capt. James Colbert, 120 tons.

ES, Mon. 5/8/93, p. 10. GEORGETOWN – The break in the Chesapeake and Ohio canal near Hancock, which has been reported as a quarter mile long, is said by those in the canal office at Georgetown to be but sixty-five feet in length. A large number of men are already at work repairing the breach, and within two days at the most boats may pass without a hitch. The depth of the cut in the bank is but six feet and therefore more easily repaired.

AG, Mon. 5/8/93, p. 3. Local Brevities – A serious break in the Chesapeake and Ohio canal was reported near Hancock, Md., on Saturday. About a quarter of a mile of the canal's banks were swept away by the high water, and the Potomac river and the canal were merged into one stream. Considerable damage was inflicted to the canal from Williamsport to Hancock, as can now be ascertained by the subsidence of the high water.

ES, Tue. 5/9/93, p. 10. GEORGETOWN – News has come down the canal from dam No. 4 that two small breaks have appeared in the banks of the waterway at that point. As they are not of much consequence, traffic will hardly be delayed a day, as Engineer Nicholson already has his repairers on the scene. It will not be long before the canal is itself again. The tide of trade flows on evenly and everything is quiet along the line. The break near Hancock was not so serious as reported.

Boats to arrive May 5 were as follows: Barge F. Flanagan, Capt. J. Moore; barge Consolidation No. 121, Capt. J. Knode; barge Emma Mertens, Capt. S. Dodd; barge Consolidation No. 129, Capt. E. Bowers; barge Ollie V., Capt. T. Bowers; barge Frederick Wieland, Capt. T. Bowers; barge George S. French, Capt. R. Sorrell; barge D. W. Sloan,

Capt. M. Smith. Sailed on the same date: Barge Unexpected, Capt. F. Miller.

Boats to arrive on May 4 were: Barge M. E. Grove, Capt. W. Dolby; barge Consolidation No. 20, Capt. T. Shives; barge M. Mertens, Capt. J. Tice; barge Consolidation No. 13, Capt. C. Fox; barge M. J. Adler, Capt. Z. Reynolds. To sail on the same date: Barge Consolidation No. 15, Capt. D. Coffman.

Boats to load at Cumberland on the 6<sup>th</sup> were: To Meredith, Winship & Co. – Barge Consolidation No. 124, Capt. M. E. Stevens, 115 tons; barge Isabella, Capt. Stevens, 117 tons; barge Detroit, Capt. J. Pierce, 120 tons; barge McLane, Capt. J. Prince, 119 tons; barge G. M. Winship, Capt. Crampton, 117 tons. To Agnew & Co. – Barge Judge Douglass, Capt. Bowers, 113 tons; barge A. J. Johnson, Capt. R. Eaton, 119 tons; barge A. H. Bradt, Capt. Alex Roof, 115 tons.

ES, Wed. 5/10/93, p. 5. GEORGETOWN – Canal matters are running along in the old channel. The sensational reports of breaks, leaks and cave-ins of the banks of the waterway have already sorely tried the patience of the officials. It is stated on competent authority that there is no truth in the statements that the embankments are soft, weak and honeycombed, and hardly able to stand an ordinary rainfall. There is only a slow movement of coal today, but things will become more lively as the season progresses. Only one boat loaded at Cumberland on Tuesday for this port. She was barge Consolidation No. 137 and brings 117 tons of Consolidation coal to the Meredith, Winship Company. The great four-masted schooner *Sagamore*, which has been out from Boston for this port about ten days, is not yet up and has not been sighted off the capes.

Boats to arrive yesterday were: barge D. Linkins, Capt. O. Grove; barge Consolidation No. 103, Capt. O. Grove; barge Consolidation No. 128, Capt. E. Mose; barge A. Greenless, Capt. W. Knight.

To sail were as follows: barge Loudon, Capt. O. Stickle; barge F. Flanagan, Capt. J.

Moore; barge Muskingum, Capt. H. Teeters; barge J. Spencer, Capt. Joseph Baker; barge W. H. Cooper, Capt. Joseph Baker.

-----  
*Ibid.* p. 15. GEORGETOWN – **Canal Matters are Quiet Now** – Matters along the Chesapeake and Ohio canal are extremely quiet. The recent break in the waterway has caused a delay in the arrival of boats at Cumberland, and consequently in the loading and dispatch to this port. But one barge was loaded at the up-end of the canal on Tuesday, and none yesterday. The arrivals at this end are also very slight. This hitch will be rectified, and in a few days the travel will be at its height. The schooner *Sagamore* has not been heard from and is expected up at any moment. The officials of the Meredith, Winship Coal Company state that they would not be apt to hear from her until she arrives in the Georgetown channel. She may be in the river now, but it is not probable that she has yet passed through the capes. No report to that effect has been had at Baltimore. Her presence is not so urgent as it was a week ago, because the boats are coming in so slowly that the blockade at the Georgetown end has been relieved. Canal officials expect one of the most vigorous seasons in the history of the ditch.

Boats to sail yesterday were as follows: Barge M. J. Adler, Capt. Z. Reynolds; barge M. E. Grove, Capt. W. A. Talbert; barge Consolidation No. 143, Capt. W. Smith.

The only boat to arrive yesterday was the barge Seneca, Capt. T. Thrasher.

Yesterday the Seneca came down the canal with 500 barrels of flour, 1,500 tons [*sic.* bales?] of hay and 700 bushels of corn consigned to various merchants of the West End.

The Wheatley Brothers has also arrived with 3,200 bushels of grain for J. G. & J. W. Waters.

SR, Fri. 5/12/93, p. 4. **High Water in the Potomac.** – The Potomac river was higher last Friday, we believe, than it has been since the memorable flood of 1889. In some places it was

level with the banks of the Chesapeake & Ohio canal, and that old waterway as usual suffered some damage from the freshet. Near the cement mill, on the Hancock level, there was a break about twelve feet long, extending to the bottom of the canal, which was not repaired until yesterday. The tow-path was badly washed on the four-mile level below Dam No. 6. At Shepherdstown, the water ran into the canal from the river over the outlet lock, and ran out again just below the dam at the cement mill. Slight damage was done at various other points. In many places, the bottom lands along the river were submerged, and the corn washed out from the newly planted fields. The wooden trestle work used for building the new iron bridge across the Shenandoah at Harper's Ferry was carried away.

ES, Fri. 5/12/93, p. 10. GEORGETOWN – The effects of the recent break in the canal have passed away, and today there is an awakening in the affairs of the waterway. The traffic will continue to increase till midsummer. Then it will slowly taper down till the end of the season is reached.

Boats to arrive at Georgetown yesterday by way of the Chesapeake and Ohio canal were as follows: Wheatley Brothers, Capt. R. Montgomery and Three Brothers, Capt. Ingram, with limestone. Those to clear Georgetown by canal were: C. Wagley K., Capt. C. Underdonk; N. C. Reed, Capt. S. Drenner; Cuba, Capt. Tingstrum; Plough Boy, Capt. Otho Kretzer; M. Mertens, Capt. J. Tice; Consolidation No. 116, Capt. J. W. Fisher; and Judge Hagner, Capt. W. H. Bowers.

Boats cleared Cumberland for Georgetown on May 10 as follows: For the Meredith, Winship Co. – S. M. Storm, Capt. Bush; James Goddard, Capt. J. Bush; Consolidation No. 3, Capt. Colbert; H. H. Keedy, Capt. Ben. Jackson; and Consolidation No. 8, Capt. J. W. Swain. All of the above brought cargoes of coal.

-----

### REPAIRING THE AQUEDUCT BRIDGE

The work on the Aqueduct bridge on. An engineer, a diver and a party of assistants are busied on and around the piers. They can only be interviewed with the aid of a boat, and then they display very little disposition to talk about their investigations. They say that at the proper time a report of the condition of the bridge will be made. They also state that they have found nothing wrong, but seem averse to going into details. There are many stories afloat affecting the reputation of the bridge. A crowd of interested spectators look on from afar and conjure up a variety of reasons for the examination. The impression prevails that something serious is wrong. Many people with whom the reporter talked thought that the piers of the bridge were sound, but indicated that they thought the bridge was unstable. They usually expressed themselves by saying that the structure was "rickety." The flooring of the bridge is in bad condition. This is a self-evident fact, but was made especially manifest by the breaking through of the Springman express wagon bearing the Cook monument. Parts of the iron railing are unsafe. It would be especially dangerous at the time of a regatta or any event which attracts a crowd of people. The railing itself is heavy, but it is secured to the bridge in an unsteady way. The east railing at the south end of the bridge is so loose that it seems as though one man might push it over without using very much force. The floor is to be re-laid during July.

ES, Sat. 5/13/93, p. 12. **THE POTOMAC CANAL – RUINS AT GREAT FALLS** – At the Great Falls of the Potomac the view from the high rock above the eddy on the Virginia shore is magnificent. Stupendous rocks in bold relief on either side forming barriers to check the flow of the raging and roaring torrent, which, breaking through the granite ridge and pitching downward forty feet into a whirling gulf below, rushes through spray-capped eddies and continues on its mad race.

To the left are the ruins of the Potomac canal. Its locks are now silent and the rippling of the water has ceased. Crumbling walls mark the spots of enterprise and industry where stood the forge, mill and saw mill which derived their water power from the canal.

### **The Old Canal**

The gondolas, freighted to the water's edge, have made their last trip, and the polemen have long since joined the progenitors of this great project which gave birth to the Chesapeake and Ohio canal.

At the entrance of the canal above the falls the ripple of the river marks plainly the remnant of the dam that divided the waters from their natural course, and which still flow on and on 500 yards through the rock-bound trough of the old canal, and then, releasing themselves, rush through the moss-covered bank and join the surging torrent below. The remainder of the ditch is dry, and huge trees have grown and flourish in its fertile bed.

Near Lock No. 5 are the remains of a once prosperous village. A sign over the entrance of a log dwelling informs you it was the "office of the Great Falls Manufacturing Company." It is now known as the Dickey Inn, where the wayfarer can satisfy the inner man. Near here stands the log warehouse and the tottering walls of the old jail – all to mark the spot where dwelt the villagers who no doubt dreamed that on that place would rise a prosperous city worthy of the progenitor of this great project, Gen. Washington.

At lock No. 4 two large sycamore trees arise between the large gate caps of cut stone – silent sentinels of the entrance.

The first and second locks chiseled through the solid rock present a weird spectacle. Standing in the center of the gorge facing the river, great walls rise on either side to the height of 100 feet. Fragments of rock are hanging here and there, iron braces peer from the sides on which swung the gates that held the imprisoned waters, around are decayed timbers of the old locks behind a mass of broken rock and

underbrush and in front, the ever-flowing current.

### **The Origin of the Potomac Canal**

The Potomac canal – a sluice navigation system – originated with Gen. Washington, the object of which was a route across the mountains to the navigable waters which flow into the Ohio. In a letter addressed to Thomas Jefferson, March 29, 1784, he states that "more than ten years ago I was struck with the importance of it and despairing of any aid from the public I became a principal mover to a bill to empower a number of subscribers to undertake at their own expense, on conditions which were expressed, the extension of the navigation from tide water to Wills creek, about 150 miles, and I devoutly wish that this may not be the only expedient by which it can be effected now. To get this business in motion I was obliged even on that ground to comprehend James river in order to remove the jealousies which arose from the attempt to extend the navigation of the Potomac. The scheme, however, was in a tolerably good trim when I set out for Cambridge in 1775, and would have been in an excellent way had it not been for the difficulties which were met with in the Maryland assembly from the opposition which was given (according to report) by the Baltimore merchants, who were alarmed, and perhaps not without cause, at the consequences of water transportation to Georgetown of the produce which usually comes to their market by land."

### **How Washington Made His Investigation**

G. W. P. Custis, in his account of the exploration of the Potomac, states that the canoe or pirogue in which Gen. Washington made the first survey of the Potomac to ascertain the practicability of a navigation above tidewater was hollowed out of a log poplar tree under the direction of Col. Johnson of Frederick county, Md. This humble bark was placed upon a wagon, hauled to the margin of the Monocacy, launched into the stream and there received its honored freight. The General was accompanied in this interesting and important reconnaissance by Col.



(the late governor) Johnson of Maryland, one of the first commissioners of the city of Washington, and several other gentlemen. At nightfall, it was usual for the party to land and seek quarters of some of the farmers who lived near the banks of the river, in all the pride and comfort of old-fashioned kindness and hospitality. Putting up for the night at a farm house, the General and the two Johnsons were shown into a room having but two beds. "Come gentlemen," said the General, "who will be my bedfellow?" Both declined. Col. Johnson afterward declared: "Greatly as I should [have] felt honored by such distinction, yet the awe and reverence which I always felt in the presence of that admirable man prevented my approaching him so nearly."

While the party were exploring in the vicinity of Harper's Ferry, news arrived of the burning of the gallant Col. Crawford by the Indians at Sandusky. Gen. Washington became excited to tears at the fate of an old comrade and valued friend, for Crawford had been one of those young athletes with whom the General had often contended in the generous and manly games common to his early life. Crawford was as brave as a lion and had served with distinction in the revolution. Tears gave way to indignation as the General, pointing to one of the loftiest rocks which project over the stream at its remarkable passage through the mountains, exclaimed with a voice tremulous with feeling, "Were I the sole judge of these Indians, by heaven, I'd hurl every one of them from that fearful height into the depths below."

Soon after his return he gave the result of his observations in a long, able and interesting letter to the governor of Virginia, in which he affirmed the practicability of facilitating the intercourse of trade between the east and west by the improvements he suggested and urged, with great power of argument and illustration, the immense advantage that would arise from the measure in strengthening the union of the states, multiply the resources of trade and promoting the general prosperity of the country.

The Potomac company was incorporated by the Maryland and Virginia legislatures in 1784. The Maryland legislature appointed commissioners to confer with the Virginia commissioners, and at a meeting held at Annapolis December 22, 1784, "upon the subject of opening and improving the navigation of the Potomac river, and concerning a plan for opening a proper road between the waters of the Potomac and the most convenient western water," Gen. Washington was appointed chairman and R. B. Latimer clerk. By the concurrent action of the two states the company was formed and went into operation May 17, 1785.

Gen. Washington was elected president and served until he became President of the United States.

The canal at the Great falls was one mile in length, six feet in depth and twenty-five feet wide; in many places walled on either side; descending seventy-five feet by means of five locks, each 100 feet long and twelve feet wide. The first two locks were cut out of solid rock. This work was executed in the space of two years by a hundred workmen. On re-entering the Potomac, the boats crossed the river to the Maryland side to the canal around the Little Falls, two and one-half miles in length, overcoming a fall of thirty-seven feet. The three locks were constructed of wood, each 100 feet in length and eighteen feet in breadth.

There were also three canals without locks. The first below Harper's ferry at the Shenandoah Falls, where the Potomac breaks through the mountains, one mile in length; the second along the Seneca Falls, three-quarters of a mile; and the third at House's Falls, five miles above the Shenandoah, fifty yards in length.

On the Shenandoah were five locks, each a hundred feet long and twelve wide, and six canals, each twenty feet in breadth and four and a half in depth, extending 2,400 yards.

The legislature of Virginia, when it passed the act to incorporate the Potomac company, directed the treasurer of the state to

subscribe for fifty additional shares of the stock of the Potomac company, which, by the terms of the law, were vested in George Washington, esq., his heirs and assigns forever. The object of the donation was stated in the preamble to be with a view of “testifying their sense of the unexampled merits of George Washington, esq., toward his country, and from a wish in particular that these great works for its improvement, which, both as springing from the liberty which he has been instrumental in establishing and as encouraged by his patronage, will be durable monuments of his glory, may be made also monuments of the gratitude of his country.”

This donation was declined by Gen. Washington in a letter dated October 29, 1788, addressed to Patrick Henry, governor of Virginia.

The locks at Great Falls were opened August 1, 1799, and to August 1, 1822, the number of boats employed were 13,924. Merchandise transported: Barrels of flour, 1,135,761; barrels of whiskey, 38,382; hogsheads of tobacco, 426; tons of iron, 5,476; other articles of produce and sundries of the value of \$395,649.04.

### **Gondolas and Sharpers**

The boats used on the canal were of two kinds – gondolas and sharpers, or sharpshooters. The gondolas were flat-bottom scows from fifty to seventy-five feet in length, nine feet wide and one foot in depth. They were generally managed by a crew of five men and were propelled by poles. When these gondolas reached their destination, they were sold for their timber, \$5 being considered a good price. Some of the watermen made a business of purchasing them, and it was no uncommon sight to see from ten to twenty-five of them for sale in lots to suit. Many of them were used in constructing houses in Georgetown and along the river front, the side timbers being used as joists and the bottom planks, just the height of a room when placed on end, needed no trimming. These frail vessels were often dashed to pieces on the rocks, the cargo lost and the crew drowned.

The sharpers or sharpshooters, as they were called, were about sixty feet in length, seven feet wide and two feet in depth, pointed at both ends. When they discharged their freight, they returned light on their slow and tedious trip, poling against the current up the canal and river. Some of them have been seen in years gone by on the lower Potomac, braced together, loaded with cord wood, a goosewing sail seeming to propel them.

After twenty-five years of experience and the expenditure of large sums of money the improvement projected by the Potomac company was pronounced a failure, and at a meeting held at Semmes’ Tavern in Georgetown, D. C., May 16, 1825, a deed was executed conveying all property, rights and privileges of the Potomac Company to the Chesapeake and Ohio Canal Company.

*Ibid*, p. 15. ABOUT GEORGETOWN – **On the Canal** – Things are much more lively along the Chesapeake and Ohio canal than they have been for several days past. The activity is permanent and will continue, so the officials of the company say, till the close of the season, of course, barring accidents. The embankments of the waterway for its entire length are reported as in excellent condition and no danger is apprehended. It will require something more than an ordinary freshet to cause a washout.

Boat to sail at Cumberland on May 11 were as follows: Barge Consolidation No. 111, Capt. J. Johnson; barge Consolidation No. 115, Capt. James Dick; barge G. A. McIlhaney, Capt. James Dick; barge Consolidation No. 15, Capt. D. Coffman; barge Consolidation No. 9, Capt. D. Taylor; barge J. J. Alexander, Capt. J. Renner; barge Consolidation No. 113, Capt. S. Cramer; barge Consolidation No. 16, Capt. D. Spong; barge J. H. Mertens, Capt. J. Reed; barge J. K. Shaw, Capt. M. P. Runkle.

ES, Tue. 5/16/93, p. 9. GEORGETOWN – Canal matters are lively. It has been a long time since the waterway has developed such vigor as has been displayed since Saturday.

Boats are coming in, discharging, going out and loading at Cumberland with unwanted celerity. Everybody connected with the canal seems to be enthused with the situation. All the torpor noticeable for some time back has disappeared. There is no languor about the offices, the locks, the barges, the people nor the mules. All hands are on the jump.

The officers of the company say that the present condition is a strong reminder of the good old times.

Boats to sail on May 11 were as follows: Barge A. Moyer, Capt. J. D. McAtee; barge Three Brothers, Capt. G. Ingram; barge Charles E. K., Capt. J. Bender; Wheatley Brothers, Capt. R. Montgomery; barge Granite No. 1, Capt. J. McGruder.

Boats to arrive on May 12 were: Barge H. L. Bond, Capt. T. Ingram; barge Four Brothers, Capt. J. W. Collier; barge John Hanaway, Capt. Joseph Higgins; barge J. K. Cowen, Capt. R. Hebb; barge Anteros, Capt. E. D. Chaney; barge Lafayette, Capt. A. Mose.

Boats to sail on the 12<sup>th</sup> were as follows: Barge H. L. Bond, Capt. T. Ingram; No. 135, Capt. D. Knode; Emma Mertens, Capt. S. Dodd; Florence, Capt. Marcoiner; George S. French, Capt. R. Sorrell; F. Flanagan, Capt. J. Moore; Dr. Knott, Capt. J. Ewing; Seneca, Capt. T. Thrasher; E. R. Ladew, Capt. C. Shaw.

Boats to arrive on the 13<sup>th</sup> were: C. Wagley K., Capt. C. Underdonk; Consolidation No. 21, Capt. R. Bartlett; Consolidation No. 108, Capt. W. H. Wilson; Judge McComas, Capt. W. Gloss; W. S. Jacques, Capt. B. Bender; Consolidation No. 125, Capt. G. Zellers; B. R. Mayfield, Capt. L. Renner; E. M. Ginevan, Capt. H. Williams; W. R. Lewis, Capt. G. W. Sandbower; Florence, Capt. Marcoiner; Cuba, Capt. C. Tingstrum.

To sail on the 13<sup>th</sup> were: F. Weiland, Capt. R. Bowers; Florence; W. A. Leetch, Capt. G. S. Shafer; Judge Bradley, Capt. A. J. Hammond; Consolidation No. 11, Capt. S. Taylor; J. K. Cowen, Capt. R. Hebb; D. W. Sloan, Capt. M. Smith; C. Wagley K., Capt. C. Underdonk.

To arrive on the 14<sup>th</sup> were: Consolidation No. 12, Capt. H. Sensel; Joseph Bryan, Capt. D. Hewitt; Florence; E. Pratt, Capt. J. Magruder; Consolidation No. 114, Capt. J. W. Mitchell; Consolidation No. 181, Capt. J. Wright; W. H. Dunkinson, Capt. James Reed; W. T. Coulehan, Capt. J. Reid; Consolidation No. 141, Capt. J. W. Taylor; Consolidation No. 134, Capt. W. Swain; Oak Spring, Capt. A. L. Hilton; Katie Hassett, Capt. A. Mills; C. W. Adams, Capt. H. Carter; Dakota, Capt. J. Ward; Consolidation No. 2, Capt. H. Curtis; Consolidation No. 19, Capt. R. Underdonk; F. S. Garnett, Capt. W. Benner.

To sail on the 14<sup>th</sup> were: C. F. T. Beale, Capt. F. Huff; Consolidation No. 14, Capt. F. Huff; Florence; Oak Spring, Capt. A. L. Hilton.

ES, Wed. 5/17/93, p. 9. GEORGETOWN – The Chesapeake and Ohio canal booms. Its volume of trade increases. The daily list of arrivals is larger than it has been for years, and the deepened and strengthened condition of the ditch permits each boat to load a greater tonnage of coal. The boats in today will average 120 tons each.

Old residents of Georgetown stand along the banks and say: "The canal is not a relic of our past greatness; it is our present glory and our future power." To these sentiments the boatmen sing out amen.

All the men from up country say that the waterway is perfect and that no detention is being met with at the locks.

Boats to load at Cumberland for Georgetown on May 13 were as follows: To Meredith, Winship & Co. – Consolidation No. 101, Capt. L. Eichelberger, 119 tons; Consolidation No. 18, Capt. G. W. Snyder, 122 tons; Consolidation No. 140, Capt. B. Snyder, 121 tons; Consolidation No. 130, Capt. C. R. Castle, 118 tons; W. E. Grove, Capt. W. Dolby, 110 tons; Consolidation No. 102, Capt. J. Renner, 118 tons; M. J. Adler, Capt. J. Z. Reynolds, 114 tons.

To J. P. Agnew & Co. – W. H. Cooper, Capt. Joseph Baker, 113 tons; Loudon, Capt. O.

Stickle, 112 tons; Eva, Capt. J. Wolf, 118 tons; John Spencer, Capt. Joseph Baker, 115 tons; H. Henry Hanekamp, Capt. C. Spong, 116 tons.

Boats to sail at Cumberland for Georgetown on May 15 were as follows: To Meredith, Winship & Co. - Consolidation No. 14, Capt. C. P. Lindburg, 121 tons; Judge Alvey, Capt. C. P. Lindburg, 113 tons; Consolidation No. 112, Capt. D. Sawyer, 118 tons; C. R. White, Capt. E. Bechtel, 118 tons; Consolidation No. 105, Capt. Bechtel, 121 tons; Consolidation No. 122, Capt. J. C. Boler, 117 tons; Consolidation No. 17, Capt. L. Cartwright, 121 tons.

To J. P. Agnew & Co. – Barge Sarah Kroon, Capt. H. Olfine, 118 tons; C. W. Ridley, Capt. John Tice, 119 tons.

Boats to arrive at Georgetown yesterday were: B. T. Johnson, Capt. F. Moore; Consolidation No. 138, Capt. H. Benner; Consolidation No. 120, Capt. J. Shaw; Theodore Dean, Capt. A. Engle; Consolidation No. 123, Capt. J. Colbert; Consolidation No. 6, Capt. T. Whitemeyer; Consolidation No. 139, Capt. A. Keesucker; Consolidation No. 124, Capt. N. E. Stevens; Isabella, Capt. Stevens; Little Rob, Capt. C. S. Benner; Consolidation No. 104, Capt. Benner; Charles E. K., Capt. J. Bender; J. H. Mertens, Capt. J. Reed.

Boats to sail yesterday were: Three Brothers, Capt. G. Ingram; Consolidation No. 20, Capt. T. Shives; A. L. Miller, Capt. C. Dean; Consolidation No. 107, Capt. J. D. Smith; Consolidation No. 114, Capt. G. R. Grim; Consolidation No. 142, Capt. C. Dean; Consolidation No. 13, Capt. C. Fox; Four Brothers, Capt. J. W. Collier; Judge McComas, Capt. W. Gloss; Anteros, Capt. E. D. Chaney.

ES, Thu. 5/18/93, p. 3. ABOUT GEORGETOWN – Activity in canal circles is unabated. The great discharging derricks and hoppers are being worked for all they are worth. It has been many seasons since the canal has been so much like the canal. Last season was not a bad one by any means, but this is to be a

greater one. It was stated by one in a position to know that after paying all employees, repairing breaks and making improvements, the Chesapeake and Ohio canal coffers had \$18,000 poured into them last year.

Boats to arrive at Georgetown via the canal with coal on May 17 were: For Meredith, Winship & Co. – H. H. Keedy, Capt. B. Jackson; Consolidation No. 137, Capt. A. Roof; Consolidation No. 109, Capt. Ben Stride; W. H. C. Bayley; Consolidation No. 126, Capt. S. Keesucker; Marshall Wise, Capt. Keesucker; W. J. Stevenson, Capt. A. Grim; Consolidation No. 132, Capt. W. Hammond; L. P. Reed and Deer Park.

For John P. Agnew & Co. – Muskingum, Capt. H. Teeters, J. J. Alexander, Capt. J. Renner; L. P. Agnew, Capt. N. Wilson; Fannie Flanagan, Capt. J. Moore; and Dr. Knott, Capt. Ewing.

Boats to clear at Georgetown via the canal on May 16 were: Consolidation No. 129, Capt. E. Bowers; Consolidation No. 121, Capt. J. Knode; Ollie V., Capt. T. Bowers; Judge Stake, Capt. T. McCoy; Consolidation No. 133, Capt. S. Atwell; Salina, Capt. S. Atwell; Consolidation No. 127, Capt. C. Swain; Consolidation No. 1, Capt. Otho Kretzer; and Here I Am, Capt. J. A. Swain.

Boats to clear at Cumberland for Georgetown May 16 were: L. W. Guinand, John Leetch, Capt. R. Eaton; George S. French, Capt. R. Sorrell; Consolidation No. 5 and Consolidation No. 7.

ES, Fri. 5/19/93, p. 10. ABOUT GEORGETOWN – Hustle prevails in canal circles. There is a long procession of barges today.

Boats to arrive at Georgetown via the canal for the Meredith, Winship Company: L. P. Reed, Capt. J. Crampton; Deer Park, Capt. Crampton; Samuel Henry, Capt. Patton; D. A. Lowe, Capt. Baker; Consolidation No. 8, Capt. J. W. Swain; R. L. Somerville, Capt. S. Myers; Judge McComas, Capt. G. W. Colbert; M. J.

Adler, Capt. Reynolds; A. H. Bradt, Capt. Roof; C. Wagley K., Capt. C. Underdonk; Florence, Capt. Marconier; Consolidation No. 113, Capt. S. Creamer; Consolidation No. 9, Capt. Taylor; and M. E. Grove.

Boats to clear Georgetown for Cumberland May 17: Libbie, Capt. Wordebaugh; Judge Cox, Capt. Shaw; Cuba, Capt. Tingstrum; Jos. Bryan, Capt. D. Hewitt; Consolidation No. 106, Capt. Swain; A. Greenless, Capt. W. A. Knight; Consolidation No. 108, Capt. Wilson; F. Flanagan, Capt. J. Moore; Little Walter, Capt. Mrs. Zeigler; Lafayette, Capt. Mose; Consolidation No. 128, Capt. E. Mose; D. Linkins, Capt. O. Grove; Consolidation No. 103, Capt. O. Grove; and Granite No. 2, Capt. Magruder.

Boats to clear Cumberland for Georgetown with coal May 17 were: For Meredith, Winship & Co.: Winter, Capt. Zimmerman; Consolidation No. 126, Capt. A. D. McArdle; Consolidation No. 143, Capt. W. Smith; T. H. Gibbs, Capt. R. O. Crampton; Plough Boy, Capt. Otho Kretzer; H. C. Reed, Capt. Renner; Consolidation No. 116, Capt. J. W. Fisher; W. A. Leetch, Capt. C. J. Shaffer; and Consolidation No. 144, Capt. Bowers.

ES, Tue. 5/23/1893, p. 5. GEORGETOWN – There is no letup in the vigor of canal trade. The record of barge movements tells the story. The east-bound craft which will load soon at this port are the John K. Louthen, Lydia M. Deering, Young Bros., Bertha Dean and several not yet reported.

General Manager Winship was in Baltimore yesterday.

Boats to arrive on May 20 were: Barge Judge Douglass, Capt. D. Bowers; Unexpected, Capt. F. Miller; Consolidation No. 18, Capt. G. W. Snyder; Consolidation No. 118, Capt. J. M. Mills; Charles E. K., Capt. J. Bender; Cuba, Capt. C. Tingstrum; Florence, Capt. Marconier; Granite No. 2, Capt. Magruder.

Boats to sail on May 20 were as follows: Consolidation No. 131, Capt. Wright; Dakota,

Capt. Ward; Florence, Capt. Marconier; Muskingum, Capt. Teeters; Consolidation No. 19, Capt. James Reed; Consolidation No. 2, Capt. H. Curtis; L. B. Agnew, Capt. N. Wilson; S. Henry, Capt. W. H. Patton; B. T. Johnson, Capt. J. F. Moore; Consolidation No. 101, Capt. Eichelberger; F. S. Garnett, Capt. W. Benner, Capt. W. Bowers; Consolidation No. 120, Capt. C. Shaw; D. A. Lowe, Capt. Baker; Seneca, Capt. T. Thrasher.

Boats to sail at Cumberland on May 19 were as follows: To Meredith, Winship & Co. – Barge E. R. Ladew, Capt. C. Shaw, 118 tons; F. O. Beckett, Capt. G. M. Zimmerman, 120 tons; Consolidation No. 11, Capt. S. Snyder, 118 tons; J. K. Cowen, Capt. R. Hebb, 111 tons; Consolidation No. 133, Capt. D. Knode, 117 tons. To J. P. Agnew & Co. – Barge H. C. Chaney, Capt. R. O. Crampton, 117 tons; Anteros, Capt. E. Chaney, 96 tons; W. H. Cooper, Capt. Joseph Baker; Emma Mertens, Capt. S. Dodd, 119 tons.

Boats to sail at Cumberland for Georgetown on May 20 were as follows: Barge C. H. Miller, Capt. Wm. Riley, 117 tons; Judge Bradley, Capt. Hammond, 119 tons; H. L. Bond, jr., Capt. T. Ingram, 114 tons; Frederick Weiland, Capt. R. Bowers, 115 tons; Amelia Mayer, Capt. J. D. McAtee, 119 tons.

Barges to sail at Cumberland yesterday were: Ruby, Capt. W. B. Darwain, 92 tons; Mertinsville, Capt. J. W. Patton, 120 tons; Judge McComas, Capt. Glass, 120 tons; Consolidation No. 130, Capt. Castle, 116 tons; W. D. L. Walbridge, Capt. Muller, 113 tons; D. W. Sloan, Capt. M. Smith, 116 tons; Judge Stake, Capt. McCoy, 114 tons; Consolidation No. 13, Capt. C. Fox, 117 tons.

Boats to arrive on May 19 were as follows: To Meredith, Winship & Co. – Consolidation No. 110, 117 tons; Consolidation No. 16, 116 tons; Consolidation No. 101, 119 tons; barge A. H. Dowden, 115 tons; barge J. R. McLean, 119 tons; Detroit, 120 tons; James Goddard, 118 tons; S. M. Storm, 116 tons; Consolidation No. 15, 120 tons.

To J. P. Agnew & Co. – Barge A. G. Johnson, 119 tons.

ES, Wed. 5/24/93, p. 5. GEORGETOWN – **Activity on the Canal** – The music of progress is heard all along the canal. The future is flushed with promise and the present booms with the cheers of muleteers, the bray of mules, the swish of tow lines and the crack of whips.

One thousand, two hundred bushels of wheat and thirty tons of hay came down the canal yesterday, consigned to Geo. T. Dunlop. The cargo, which came on the Unexpected, was from White's Ferry and in charge of Capt. Miller. Wheat is worth today from 75 to 77¢ and hay from \$15 to \$15.50.

Boats to arrive yesterday via the Chesapeake and Ohio canal were as follows: To Meredith, Winship & Co., barge No. 102, 118 tons; barge No. 115, 119 tons; barge G. A. McIlhaney, 114 tons; barge George S. French, 111 tons; barge J. K. Cowen 111 tons; barge W. A. Leetch, 117 tons.

To J. P. Agnew & Co., barge Antares, 96 tons; barge Eva, 118 tons; barge C.W. Ridley, 119 tons. Barge Fannie Flanagan, Capt. J. Moore, stone. Barge Dr. Knott, Capt. Ewing, stone. Barge C. Wagley K., Capt. C. Underdonk, stone.

Boats to sail at Cumberland yesterday for Georgetown were: To Meredith, Winship & Company, barge No. 142, Capt. J. Chaney, 119 tons; barge No. 114, Capt. G. A. Ginevan, 119 tons; barge W. J. Adler, Capt. G. Reynolds, 113 tons; Consolidation No. 20, T. Sheves, 119 tons; barge No. 107, Capt. J. D. Smith, 122 tons; Consolidation No. 14, Capt. F. Huff, 117 tons; barge C. F. T. Beall, Capt. Huff, 117 tons; Consolidation No. 1, Capt. Otto Kretzer; barge No. 129, Capt. E. Bowers, 111 tons.

To J. P. Agnew & Co. – Barge J. H. Mertens, Capt. F. Read, 116 tons; barge J. J. Alexander, Capt. J. Renner, 117 tons; barge Ollie V., Capt. T. Bowers, 112 tons.

ES, Thu. 5/25/93, p. 3. GEORGETOWN – **Activity on the Canal** – There is no slack up in canal business. There is some momentous transaction in the air, but the canal people will not make it public till next week. As was predicted at the opening of the season, the coal trade has constantly increased. It is not even yet at its height, although about every barge on the waterway is working on double time and traveling both day and night.

Boats to arrive at Georgetown yesterday were as follows: Barge Eva, Capt. J. Wolf; barge C. W. Ridley, Capt. J. Tice; barge George S. French, Capt. R. Sorrell; barge J. K. Cowen, Capt. R. Hebb; barge W. A. Leetch, Capt. C. S. Shafer; barge W. R. Cooper, Capt. J. Baker; barge Consolidation No. 122, Capt. J. C. Boler; barge Three Brothers, Capt. G. Ingram; barge Loudon, Capt. O. Stickle; barge J. Leetch, Capt. R. Eaton; barge Henry Hanekamp, Capt. C. Spong; barge E. Pratt, Capt. J. Magruder; barge Consolidation No. 112, Capt. D. Taylor; barge J. Spencer, Capt. Joseph Baker; barge Consolidation No. 117, Capt. Joseph Snyder; barge Consolidation No. 140, Capt. Ben Snyder; barge Consolidation No. 11, Capt. S. Taylor; barge E. R. Ladew, Capt. C. Shaw.

Boats to sail at Georgetown yesterday were as follows: Barge Consolidation No. 139, Capt. A. Keesucker; Consolidation No. 6, Capt. T. Whitemeyer; Consolidation No. 123, Capt. J. Colbert; barge J. K. Shaw, Capt. M. P. Runkle; barge G. L. Nicholson, Capt. W. Hill; barge Isabella, Capt. N. E. Stevens; barge Consolidation No. 124, Capt. Stevens; barge Flotin Pallis, Capt. H. A. Edwards; barge Judge Douglass, Capt. D. Bowers; barge Consolidation No. 137, Capt. A. Hill; barge Anteros, Capt. E. D. Chaney; barge Unexpected, Capt. F. Miller; barge C. Wagley K., Capt. C. Underdonk.

Boats to sail at Cumberland yesterday for Georgetown were as follows: To Meredith, Winship & Co. – Barge Consolidation No. 108, Capt. W. H. Wilson, 120 tons; Joseph Bryan, Capt. D. Hewitt, 114 tons; Lafayette, Capt. A. Mose, 116 tons; E. M. Ginevan, Capt. H.

Williams, 120 tons; Consolidation No. 12, Capt. H. Sensel, 119 tons; barge Consolidation No. 119, Capt. J. W. Mitchell, 125 tons; W. R. Lewis, Capt. E. M. Ginevan, 116 tons; Judge Cox, Capt. C. Shaw, 117 tons; Consolidation No. 21, Capt. R. Bartlett, 113 tons.

To J. P. Agnew & Co. – Barge John Hanaway, Capt. Joseph Higgins, 115 tons; A. Greenless, jr., Capt. W. Knight, 116 tons; Muskingum, Capt. Teeters, 116 tons; Little Walter, Capt. Joseph Sigler, 114 tons.

ES, Fri. 5/26/93, p. 3. ABOUT GEORGETOWN – Boats to arrive at Georgetown with coal May 25 were: For the Meredith, Winship Co. - Consolidation No. 126, Capt. McArdle; Judge Alvey, Capt. C. P. Linburg; Consolidation No. 4, Capt. C. P. Linburg; Consolidation No. 7, Capt. J. Dixon; Consolidation No. 5, Capt. Sid Cross; Consolidation No. 105, Capt. Bechtel; and C. R. White, in charge of Capt. Bechtel. For J. P. Agnew & Co.: Sarah Kroon, Capt. Jones; Amelia Mayer, Capt. Taylor.

For J. G. & J. M. Waters: Wheatley Brothers, Capt. Montgomery, laden with grain.

The Seneca, Capt. Jackson, brought railroad ties.

Boats to clear Georgetown May 25 were: Little Rob; Consolidation No. 104; Consolidation No. 109; W. H. C. Bagley; Three Brothers; George S. French; Eva Cushwa; Cuba; C. W. Ridley; Consolidation No. 136; A. G. Johnson; W. J. Stephenson; Deer Park; and L. P. Reed.

Boats that cleared Cumberland with coal for Georgetown on May 24 were: For the Meredith, Winship Co. – J. P. Hewitt; M. E. Grove; Consolidation No. 125; W. S. Jacques; Consolidation No. 121; Consolidation No. 106; Consolidation No. 133; Consolidation No. 127; T. J. Shiplet; Consolidation No. 141 and Here I Am. For J. P. Agnew & Co. – R. D. Johnson and A. W. Wilson.

*Ibid.* p. 12. **MR. WINSHIP RESIGNS** – Mr. Henry C. Winship, general manager of the Chesapeake and Ohio canal, sent in his

resignation this afternoon to the board meeting of the trustees of the bonds of 1848. Mr. Winship in his letter of resignation says: “The only reason I have to offer for this action is that I find I cannot give to the management the time and attention which I think it requires consistent with my other interests and obligations.

“In severing my connection with you and the Chesapeake and Ohio canal permit me to extend to you, individually and collectively, my sincere thanks for your uniform consideration and courtesy during the period of my connection and to express my hearty wishes for the future success of the company and the management of my successor; also, to assure you that every effort will be made by myself and the other interests identified with me to assist and further the business and interests of the canal.

“In conclusion, permit me to call your attention to the claims of Mr. George L. Nicholson, engineer and superintendent of the canal, for appointment as my successor, and to assure you that his selection will be a wise proper one, as, during the term of my management, I have found him an honest, competent, faithful, industrious engineer and superintendent and gentleman and think his selection would be greatly to the interests and future prosperity of the canal, and I trust you will select him as the general manager of the “Chesapeake and Ohio Canal Company” in my place for reasons stated.”

During the past few days’ strong pressure has been exerted to have Mr. Winship alter his determination to resign.

There will be some opposition to the acceptance of the resignation, but as Mr. Winship declares that his action is final, his resignation will be accepted.

AG, Sat. 5/27/93, p. 2. FROM WASHINGTON – G. L. Nicholson, chief engineer and superintendent of the Chesapeake and Ohio canal, was today appointed general agent of that canal, vice H. C. Winship, resigned.

*Ibid*, p. 3. ABOUT GEORGETOWN –  
**Canal Items** – Boats to arrive at Georgetown yesterday were as follows: To Meredith, Winship & Co. – Barge Judge Bradley, 119 tons; barge Plough Boy, 117 tons; barge N. C. Read, 115 tons; barge Consolidation No. 116, 119 tons; barge Consolidation No. 144, 119 tons; barge Judge McComas, 120 tons.

To J. P. Agnew & Co. – Barge Emma Mertens, 119 tons; barge W. D. L. Walbridge, 113 tons; barge John H. Mertens, 116 tons; barge Fannie Flanagan, Capt. J. Moore, stone; barge Dr. Knott, Capt. Ewing, stone; barge Charles E. K., Capt. J. Bender, stone.

Barges to sail at Cumberland yesterday for Georgetown were as follows: To Meredith, Winship & Co. – Barge Consolidation No. 9, 119 tons; Daniel Linkins, Capt. O. Grove, 113 tons; barge Consolidation No. 103, Capt. Grove, 113 tons; barge Consolidation No. 123, Capt. J. Colbert, 119 tons; barge Consolidation No. 128, Capt. E. Mose, 113 tons; Col. L. V. Baughman, Capt. G. Leopold, 113 tons; barge B. R. Mayfield, Capt. Benner, 115 tons; barge Consolidation No. 134, Capt. Swain, 120 tons; barge Consolidation No. 101, Capt. L. Eichelberger, 117 tons. To J. P. Agnew & Co. – Barge Mertensville, Capt. J. W. Patton, 120 tons.

ES, Thu. 6/1/93, p. 9. ABOUT GEORGETOWN – **Canal Matters** – Activity in canal circles continues. The arrival and departure lists are heavy and the shipment of coal to the eastward is proceeding with vigor.

Boats to arrive on May 31 were; To Meredith, Winship & Co. – Barge Lafayette, 116 tons; barge Consolidation No. 129, 111 tons; barge Consolidation No. 101, 117 tons; barge C. F. T. Beale, 117 tons; barge Consolidation No. 114, 117 tons; barge Consolidation No. 114, 119 tons; barge Consolidation No. 107, 122 tons; barge W. S. Jacques, 119 tons; barge Consolidation No. 141, 115 tons; barge Consolidation No. 133, 121 tons; barge Consolidation No. 125, 120 tons; barge

Consolidation No. 21, 113 tons; barge Consolidation No. 2, 119 tons.

To J. P. Agnew & Co. – Barge Ollie V., 112 tons; barge R. L. Summerville, 120 tons. These boats loaded at Cumberland on May 22, 23, 24 and 25. The best time was made by the barges Consolidation No. 101, Consolidation No. 2 and R. L. Summerville.

Barges F. Flanagan, Capt. Bender and Dr. Knott, Capt. Ingram, came in yesterday with stone.

Boats to arrive on the 30<sup>th</sup> were: To Meredith, Winship & Co. – Barge E. W. Ginevan, 129 tons; barge Consolidation No. 142, 119 tons; Consolidation No. 12, 119 tons; barge T. H. Gibbs, 119 tons; barge Consolidation No. 119, 123 tons; barge W. E. Grove, 113 tons; barge Joseph Bryan, 114 tons. To J. P. Agnew & Co. – Barge R. D. Johnson, 119 tons; barge John Hanaway, 119 tons; barge H. C. Chaney, 117 tons; barge Anteros, 97 tons.

Boats to make Georgetown on Sunday were as follows: L. W. Guinand, Consolidation No. 143, Judge Stake, Cuba, Three Brothers, Consolidation No. 20, Four Brothers, Consolidation No. 1, W. R. Lewis, Consolidation No. 108 and Muskingum.

Boats to load at Cumberland on May 27 for Georgetown were: Barge Mary, Capt. Bowers, 116 tons; Alice Cable, Capt. A. Mills, 108 tons; Katie Hassett, Capt. A. Mills, 117 tons; B. T. Johnson, Capt. J. F. Moore, 114 tons; Sallie, Capt. Widebaugh, 114 tons; Consolidation No. 123, Capt. James Colbert, 120 tons; Samuel Henry, Capt. W. H. Patton, 121 tons; Mrs. McComas, Capt. Olphine, 121 tons; R. L. Greenville, Capt. H. C. Baker, 111 tons; W. H. Cooper, Capt. Joseph Baker, 112 tons; H. H. Keedy, Capt. Ben. Jackson, 115 tons; J. K. Cowen, Capt. R. Hebb, 109 tons; George S. French, Capt. R. Sorrell, 107 tons; Consolidation No. 137, Capt. A. Hill, 118 tons; Theodore Dean, Capt. Shupp, 116 tons; Consolidation No. 120, Capt. C. Shaw, 113 tons.

Boats to sail at Cumberland for Georgetown on May 29 were: Barge Ruby, Capt.



W. H. Darwin, 92 tons; G. W. McArdell, Capt. Riley, 119 tons; Lottie & Minnie, Capt. Castle, 113 tons; Victor, Capt. Kelly, 107 tons; Judge Hagner, Capt. E. Hine, 110 tons; Consolidation No. 124, Capt. N. E. Stevens, 116 tons; Isabella, Capt. Stevens, 116 tons; Percy, Capt. Alvas, light; Eva, Capt. J. Wolf, 116 tons; A. H. Bradt, Capt. Roof, 115 tons; Consolidation No. 138, Capt. H. Bender, 122 tons; Consolidation No. 136, Capt. Stevens, 112 tons; Consolidation No. 5, Capt. Whitmeyer, 117 tons; Consolidation No. 139, Capt. A. Keesucker, 122 tons; Consolidation No. 8, Capt. Swain, 116 tons; G. L. Wilson, Capt. L. Keesucker, 120 tons; Judge Douglass, Capt. Bowers, 115 tons.

-----  
*Ibid*, p. 12. **MR. WINSHIP'S**

**RESIGNATION** – A few days ago Mr. Henry C. Winship, general manager of the Chesapeake and Ohio canal for the trustees who have charge of it under the decrees of the courts of the District of Columbia and Maryland, sent in his resignation.

His reasons were that his large private business precluded him [no] longer giving his time to the management of the waterway.

Finding that his resignation was irrevocable, the trustees, at a meeting held in Baltimore on Friday, the 26<sup>th</sup> ult., accepted his resignation to take effect today, and passed resolutions of regret, and put on record their appreciation of the work done by Mr. Winship as their general manager.

His knowledge and experience, they said, have been of the greatest value in the restoration of the canal and the restoration of its traffic, and have been given without stint to the service of the trustees during the time of greatest need. It is his success in carrying out the work he undertook that enables the trustees to accept his resignation now that he wishes to be relieved from further charge of their business.

The trustees appointed as his successor Mr. George L. Nicholson, their engineer and superintendent.

Mr. Nicholson is a graduate of the Virginia Military Institute at Lexington, Va., and has had large experience as an engineer on the Chesapeake and Ohio railroad and the canal. He has proved himself to be of great executive ability in his management of the repairs of the canal and of the personnel of its employees.

It has been greatly due to the ability and energy of Mr. Winship and Mr. Nicholson that the business and physical condition of the canal is now better than it has ever been since it was first opened for traffic.

ES, Fri. 6/2/93, p. 3. The resignation of Mr. Henry C. Winship as the general manager of the Chesapeake and Ohio canal, the acceptance of it by the board of trustees and the appointment of Superintendent and Engineer George S. Nicholson to the vacancy are the chief topics of conversation in business circles. The reason for the assignment of Mr. Winship is the accepted one. His business interests are known to be immense and an hour of application to them is vastly more productive of financial return than if applied to the management of the canal. Mr. Nicholson and Mr. Winship are such warm personal friends and so sympathetic to the wishes of each other that the policy pursued by Mr. Winship will be continued by his successor. It is not probable that any changes in the personnel of the canal will be made. Those now filling positions have been chosen out of regard for their proved abilities. No decapitations are looked for.

AG, Fri. 6/2/93, p. 2. When boats are propelled on the Chesapeake and Ohio canal by the cheap trolley system, and that canal shall be produced to Pittsburg, its original destination, Alexandria will regret that she ever consented to the destruction of the canal which connected her with the Chesapeake and Ohio, and made her the most available shipping port for the trade of the latter.

ES, Sat. 6/3/93, p. 5. **CANAL NEWS** –

Canal matters continue to be as thrifty and active as when last noticed. The arrival and departure lists tell a gratifying story of trade. The condition of the mules and men show the pressure of canal travel. As soon as a boat reaches Georgetown her crew manifest intense anxiety to discharge, and after this go on the hustle for their way bill for the return trip. Within a few days the same boat returns and the operation is repeated. All this shows to the initiated that the Chesapeake and Ohio canal is flourishing. It is very probable that a number of new boats will soon be added to the fleet. Several old ones are being repaired and rebuilt, and this will materially increase the available tonnage of the canal.

The only change so far noticeable in canal circles is in the interior decorations of the office. The retiring general manager, Mr. Henry C. Winship, cleaned house thoroughly before he removed, and the new manager, Mr. Nicholson, has arranged the office after his own taste His desk has been placed at the west front of the room and the walls are being hung with photographic views of canal life during the periods of washout and repair. No changes have been made in the main office. Mr. Winship has taken up his quarters on the third-floor front. This is the part of the building set apart for the Meredith and Winship Coal Company. The quarters have been furnished in a democratic manner.

Boats to arrive yesterday were as follows: Barge Seneca, Capt. T. Thrasher; Col. L. V. Baughman, Capt. G. Leopold; Unexpected, Capt. F. Miller; Wheatley Brothers, Capt. Montgomery; W. T. Coulehan, Capt. James Reed; W. H. Dunkinson, Capt. Reed; Consolidation No. 16, Capt. Reed; Three Brothers, Capt. Ingram; W. H. Cooper, Capt. Jos. Baker; H. H. Keedy, Capt. B. Jackson; barge No. 131, Capt. J. Wright; Granite No. 2, Capt. Magruder.

Boats to sail yesterday were as follows: Barge No. 135, Capt. D. Knode; Consolidation No. 17, Capt. Cartwright; Four Brothers, Capt. J. W. Collier; barge No. 106, Capt. H. Swain; F. O.

Beckett, Capt. Zimmerman; Consolidation No. 13, Capt. Fox; Winter, Capt. Zimmerman; No. 130, Capt. C. R. Castle; No. 101, Capt. L. Eichelberger; Ollie V., Capt. T. Bowers; Granite No. 1, Capt. Magruder.

Boats to sail at Cumberland yesterday for Georgetown were as follows: To Meredith, Winship & Company – Barge No. 132, Capt. Wm. Hammond; barge No. 122, Capt. J. C. Boler; barge Detroit, Capt. Dickerhoof; barge A. H. Dowden, Capt. Engle; barge E. R. Ladew, Capt. C. Shaw; barge J. R. McLean, Capt. J. Prince; barge No. 115, Capt. D. Saylor; barge James Fodder, Capt. J. Bush; barge No. 117, Capt. J. Snyder; barge No. 140, Capt. B. Snyder.

ES, Tue. 6/6/93, p. 3. ABOUT GEORGETOWN – **Continued Activity Along the Whole Line of the Canal.** – The remarkable activity all along the Chesapeake and Ohio canal savors strongly, so say old inhabitants, of the good old times when the iron horse had no wings. The lists of arrivals and departures, both at Cumberland and Georgetown, are long and show heavy tonnage. The increase in boats is over 100 percent above last season, and the increase in the tonnage of coal even greater, because of the increased capacity of the barges, owing to the improved depth and general condition of the waterway. The same increase noted between Cumberland and Georgetown prevails between Cumberland and other points. Especially is this the case between Cumberland and Williamsport. Canal officials are in high feather.

Boats to arrive at Georgetown on June 2 were: Barge A. W. Nicholson, Capt. Wm. Hill; barge No. 137, Capt. A. Hill; J. A. Canfield, Capt. J. Ward; B. T. Johnson, Capt. J. F. Moore; C. K. Cowen, Capt. R. Hebb; A. L. Miller, Capt. Riley; barge No. 121, Capt. F. Benner; barge No. 127, Capt. C. Swain; barge J. P. Hewitt, Capt. Swain; B. R. Mayfield, Capt. L. Benner.

Boats to sail on the 2<sup>nd</sup> were: Barge L. W. Guinand, Capt. W. French; Three Brothers, Capt. Z. Ingram; George S. French, Capt. R. Sorrell; A. L. Bord, Capt. T. Ingram; Judge Hagner,

Capt. T. McCoy; Consolidation No. 20, Capt. T. Shrieves; barge No. 143, Capt. W. Smith; Consolidation No. 1, Capt. Otho Kretzer.

Boats to sail at Cumberland on June 2 were: Barge S. M. Shaw, Capt. J. Bush; Consolidation No. 15, Capt. D. Coffman; barge John Leetch, Capt. Eaton; Charles W. Miller, Capt. Riley; Lottie & Minnie, Capt. Castle; W. D. L. Walbridge, Capt. Mullen; Consolidation No. 4, Capt. C. P. Linburg; Marshall Wise, Capt. Copper.

Boats to sail at Cumberland on June 3 were: Barge John H. Mertins, Capt. Read; Anteros, Capt. E. D. Chaney; barge John Spencer, Capt. Walters; Sarah Rowan, ----; No. 126, Capt. A. D. McArdle; Consolidation No. 5, Capt. Cross; Consolidation No. 7, Capt. J. Dixon; R. D. Johnson, Capt. Shupp; Mary Mertens, Capt. H. Piper; Muskingum, Capt. Teeters.

ES, Wed. 6/7/93, p. 3. ABOUT GEORGETOWN – **Activity on the Canal** - The canal is full of life and boats. The report at the lock of register tells the following story:

Boats to arrive on June 4 were as follows: Barge Judge Douglass, Capt. D. Bowers; E. Pratt, Capt. Magruder; C. W. Adams, Capt. H. Carden; G. L. Nicholson, Capt. S. Keesucker; Florence, Capt. Marconier; barge Consolidation No. 102, Capt. J. Penner; Alice Cable, Capt. A. Mills; Katie Hassett, Capt. A. Mills; Mrs. McComas, Capt. Olphine; W. A. Leetch, Capt. C. Shafer; M. J. Adler, Capt. J. Z. Reynolds; F. Flanagan, Capt. J. Moore; Dr. Knott, Capt. J. Ewing; Oak Spring, Capt. Westbrook; Consolidation No. 8, Capt. Swain; barge Consolidation No. 110, Capt. C. E. Swain; Consolidation No. 113, Capt. Creamer; Consolidation No. 9, Capt. D. Taylor; Granite No. 1, Capt. Magruder.

Boats to sail at Georgetown on June 5 were: Barge F. Flanagan, Capt. J. Moore; C. F. T. Beale, Capt. F. Huff; Consolidation No. 14, Capt. F. Huff; A. Greenless, Capt. W. Knight; Little Walter, Capt. Joseph Sigler; Dr. Knott,

Capt. J. Ewing; Consolidation No. 114, Capt. G. H. Grimm; Consolidation No. 107, Capt. J. D. Smith; W. S. Jacques, Capt. B. Bender; Consolidation No. 141, Capt. J. W. Taylor; W. H. Cooper, Capt. J. Baker; A. W. Nicholson, Capt. Hill; J. K. Cowen, Capt. Hebb.

Boats to sail on June 4 were: Barge H. Chaney, Capt. R. Crampton; T. H. Gibbs, Capt. Crampton; Oak Spring, Capt. W. Westbrook; Florence, Capt. Marconier.

Boats to sail at Cumberland on June 5 were as follows: Barge D. W. Sloan, Capt. M. Smith, 117 tons; J. J. Alexander, Capt. J. Renner, 118 tons; Frederick Weiland, Capt. J. Bowers, 113 tons; N. C. Read, Capt. Dunner, 116 tons; M. E. Grove, Capt. W. Dolby, 108 tons; Judge Bradley, Capt. O. Hochman, 119 tons; barge Consolidation No. 116, Capt. J. W. Fisher, 118 tons; Joseph Bryan, Capt. Hewitt, 113 tons; Consolidation No. 13, Capt. C. Fox, 114 tons; John Hanaway, Capt. J. Leary, 112 tons; barge Consolidation No. 101, Capt. L. Eichelberger, 116 tons. Seven barges are consigned to Meredith - Winship Coal Company and four to J. P. Agnew & Co.

ES, Thu. 6/8/93, p. 3. ABOUT GEORGETOWN – **The Canal** – Boats cleared Cumberland June 6, as follows: Consolidation No. 130, Capt. C. R. Castle, 119 tons, consigned to Meredith, Winship & Co., Georgetown, D. C.; Consolidation No. 144, Capt. W. Bowers, 118 tons, consigned to Meredith, Winship & Co., Georgetown, D. C.; boat Judge Stake, Capt. T. McCoy, 116 tons, consigned to Meredith, Winship & Co., Georgetown, D. C.; boat Consolidation No. 20, Capt. T. Shines, 116 tons, consigned to Meredith, Winship & Co., Georgetown, D. C.; boat Wm. B. Orme, Capt. R. Eaton, 120 tons, consigned to Meredith, Winship & Co., Georgetown, D. C.; boat Consolidation No. 17, Capt. L. Cartwright, 120 tons, consigned to Meredith, Winship & Co., Georgetown, D. C.; boat Consolidation No. 135, Capt. D. Knode, 118 tons, consigned to Meredith, Winship & Co., Georgetown, D. C.; boat Ollie V., Capt. T.

Bowers, 111 tons, consigned to J. P. Agnew & Co., Georgetown, D. C.

Boats to arrive at Georgetown yesterday were as follows: Barge L. B. Agnew, Capt. L. C. Meyers; Consolidation No. 138, Capt. H. Bowers; R. L. Somerville, Capt. H. C. Baker; Consolidation No. 11, Capt. S. Taylor; B. Vaughan, Capt. N. Wilson; Consolidation No. 139, Capt. Wintermeyer; Judge Hagner, Capt. E. Hine; Samuel Henry, Capt. Patton; Sallie, Capt. Woodbough; A. H. Bradt, Capt. A. Roof; Consolidation No. 16, Capt. Spong; Theo. Dean, Capt. Shipp; A. Meyer, Capt. J. McAtee; Consolidation No. 3, Capt. Colbert; Judge McComas, Capt. Glass; E. R. Ladew, Capt. Shaw; Consolidation No. 10, Capt. Swain; Consolidation No. 118, Capt. Mills; Consolidation No. 124, Capt. Stevens; Isabella, Capt. Stevens; Consolidation No. 136, Capt. Stevens; Three Brothers, Capt. Ingram; Consolidation No. 18, Capt. Snyder; Woodbridge, Capt. Mullen.

Boats sailed yesterday as follows: Consolidation No. 134, Capt. Swain; Consolidation No. 125, Capt. Zellers; Consolidation No. 2, Capt. Curtis; C. W. Ridley, Capt. Tice; Consolidation No. 21, Capt. Bartlet; Judge Douglass, Capt. Bowers; Col. L. V. Baughman, Capt. G. Leopold; M. J. Adler, Capt. Reynolds.

ES, Wed. 6/9/93, p. 18. **ON THE CANAL**  
Boats to arrive via canal with coal June 8 were: For Meredith, Winship & Co. – Consolidation No. 111, Capt. J. Johnson, 119 tons; Consolidation No. 4, Capt. C. P. Linburg, 118 tons; Little Rob, Capt. S. Benner, 115 tons; Consolidation No. 104, Capt. S. Benner, 117 tons; Consolidation No. 107, Capt. Moore, 117 tons; W. H. C. Bayley, Capt. H. Wilson, 114 tons; Consolidation No. 122, Capt. J. C. Baylor, 117 tons. For J. P. Agnew & Co., J. H. Mertens, Capt. J. Reed, 118 tons; Anteros, Cat. Chaney, 96 tons; J. K. Shaw, Capt. M. P. Runkle, 116 tons; Muskingum, Capt. H. Teeters.

The following boats cleared Georgetown June 8: T. J. Shippet, Capt. L. Eaton; scow, Capt. William Reynolds; Mrs. McComas, Capt. Olpham; G. L. Nicholson, Capt. Keesucker; Three Brothers, Capt. G. Ingram; W. T. Coulehan, Capt. James Reed; Consolidation No. 131, Capt. James Reed; Consolidation No. 137, Capt. James Reed; B. T. Johnson, Capt. J. F. Moore; James A. Garfield, Capt. Ward; Cuba, Capt. C. Tingstrum; A. L. Miller, Capt. C. Dean; Consolidation No. 121, Capt. J. Knode; Judge McComas, Capt. W. Gloss.

Boats cleared Cumberland with coal for Georgetown June 8 as follows: For Meredith, Winship & Co. – George French, Capt. R. Sudd; Plough Boy, Capt. Otho Kretzer; Consolidation No. 108, Capt. H. Swain; Consolidation No. 105, Capt. E. Bechtel; C. R. White, Jr., Capt. E. Bechtel; E. W. Ginevan, Capt. Williams.

ES, Tue. 6/13/93, p. 3. ABOUT  
GEORGETOWN – **Traffic on the Canal.** – Boats to arrive at Georgetown with coal via canal June 12 were: For Meredith – Winship Company: James Goddard, Capt. J. Bush; S. M. Storm, Capt. Bush; Consolidation No. 5, Capt. S. Gross; Consolidation No. 7, Capt. J. Dixon; George S. French, Capt. R. Sorrell; Dakota, Capt. Spong; Consolidation No. 13, Capt. C. Fox; and Marshall Wise, Capt. C. Coffman.

For John P. Agnew, the following have brought heavy cargoes from the mines of Cumberland and George's Creek: D. W. Sloan, Capt. M. Smith; John Hanaway, Capt. J. Leary; Sarah Kroon, Capt. A. Peters; and John Spencer, Capt. W. Wallace.

Boats that cleared Georgetown yesterday were: Martinsville, Capt. J. Patten; Florence, Capt. Marconier; Morning Star, Capt. Montgomery; Consolidation No. 138, Capt. H. Benner; Consolidation No. 11, Capt. S. Taylor; J. H. Mertens, Capt. J. Reed; Consolidation No. 6, Capt. Whitemeyer; H. H. Keedy, Capt. B. Jackson; Consolidation No. 113, Capt. C. Cramer; Consolidation No. 139, Capt. A.

Keesucker; Judge Hagner, Capt. E. Hine; and M. E. Grove, Capt. N. Dolby.

ES, Thu. 6/15/93, p. 3. ABOUT GEORGETOWN – **Canal Matters** – Everything moves along in canal matters in the usual way. Thus far in the conduct of the affairs of the waterway there is nothing to suggest a change in administration.

Boats to arrive at Georgetown on June 12 were as follows: barge Frederick Wieland, Capt. R. Bowers; Consolidation No. 20, Capt. T. Shrives; Joseph Bryan, Capt. D. Hewitt; Consolidation No. 108, Capt. W. H. Wilson; Consolidation No. 130, Capt. C. R. Castle; Judge Bradley, Capt. O. Hammond; N. C. Read, Capt. S. Drenner; and Consolidation No. 116, Capt. J. W. Fisher.

Boats to sail from Georgetown on June 12 were as follows: Consolidation No. 16, Capt. D. Spong; Sallie, Capt. G. Woodeburger; Theodore Dean, Capt. W. S. Small; Consolidation No. 3, Capt. G. W. Calvert; Consolidation No. 10, Capt. J. F. Swain; E. R. Ladew, Capt. C. Shaw; Consolidation No. 118, Capt. J. L. Mills; Consolidation No. 101, Capt. Eichelberger; Consolidation No. 1, Capt. Otho Kretzer.

Boats to arrive at Georgetown on June 13 were: barge E. M. Ginevan, Capt. H. Williams; H. L. Band, Capt. T. Ingram; Consolidation No. 12, Capt. H. Sensel; F. Flanagan, Capt. J. Moore; W. R. Lewis, Capt. G. W. Sandbower; Ollie V., Capt. T. Bowers; Cuba, Capt. C. Tingstrum.

Boats to sail on June 13 were: barge J. J. Alexander, Capt. J. Renner; barge Consolidation No. 111, Capt. J. Johnson; J. K. Shaw, Capt. M. P. Runkle; Consolidation No. 124, Capt. Stevens; Isabella, Capt. Stevens; Consolidation No. 136, Capt. Stevens; Consolidation No. 4, Capt. C. P. Linburg; Joseph Bryan, Capt. D. Hewitt; Muskingum, Capt. H. Teeters; Seneca, Capt. T. Thrasher.

Boats to sail at Cumberland on the 12<sup>th</sup> were: To Meredith, Winship & Co. - Consolidation No. 19, Capt. James Reed;

Thomas H. Gibbs, Capt. Crampton; Consolidation No. 107, Capt. J. D. Smith; Consolidation No. 137, Capt. A. Hill; Consolidation No. 131, Capt. J. Wright; Consolidation No. 14, Capt. F. Huff; Judge McComas, Capt. Glass; C. F. T. Beale, Capt. F. Huff; Consolidation No. 114, Capt. G. H. Grimm.

To John P. Agnew & Co. – Barge Hilda Chaney, Capt. Crampton; Eva, Capt. J. Long; A. Greenless, Capt. Knight; Anteros, Capt. Chaney.

Boats to sail at Cumberland on June 13 were: To Meredith, Winship & Co. - Consolidation No. 110, Capt. C. E. Swain; W. H. Dunkinson, Capt. Reid; W. G. Coulehan, Capt. Reid; B. T. Johnson, Capt. J. F. Moore; Col. L. V. Baughman, Capt. G. Leopold; Consolidation No. 123, Capt. James Colbert; Consolidation No. 8, Capt. Swain; Consolidation No. 102, Capt. Renner; Consolidation No. 128, Capt. E. Mose.

To J. P. Agnew & Co. – Barge Little Walter, Capt. Joseph Sigler; L. B. Agnew, Capt. A. Myers; Benjamin Vaughn, Capt. Wilson.

ES, Sat. 6/17/93, p. 5. ABOUT GEORGETOWN – **Canal News** – Boats to arrive at Georgetown yesterday via the Chesapeake and Ohio canal were as follows: For Meredith, Winship & Co., Consolidation No. 129, Capt. E. Bowers; Lafayette, Capt. A. Moore; Consolidation No. 119, Capt. J. W. Mitchell and Consolidation No. 2, Capt. Howard. For John P. Agnew & Co., G. L. Nicholson, Capt. W. Custis.

Boats to clear Georgetown via canal June 16 were as follows: Consolidation No. 109, Capt. B. F. Stemde; W. H. C. Bayley; Consolidation No. 132; Consolidation No. 140; D. W. Sloan; L. P. Reed, Capt. J. Crampton; Deer Park; J. R. McLean; J. W. Pearce; Detroit; Dickerhoff; J. Hanway; A. G. Johnson; G. A. McIlhane and Consolidation No. 115.

Boats leaving Cumberland yesterday were as follows: For Meredith, Winship & Co., W. A. Leetch, Consolidation No. 9, Consolidation No. 113, Consolidation No. 11 and C. W. Adams.

For John P. Agnew & Co. the following left: A. H. Bradt and R. D. Johnson.

*Ibid*, p. 10. **TOW-PATH WHEELING**

– Now that the Chesapeake and Ohio canal has forbidden the use of the towpath by wheelmen as well as by horsemen and others the riders of the silent steed will have to do their riding on the regularly established roads, so that the trip from Cumberland and intermediate points cannot now be made on a down grade all the way. The wheelmen will have to take the dose with good grace, for the towpath is the property of the canal company, and the company threatens to prosecute all trespassers. Notices to that effect are posted all along the line of the waterway, and since it was posted several weeks ago it is asserted no wheelmen have violated the order. The company issued the order, not for the reason that the wheels damaged the property, but because the animals drawing the boats, especially the mules, could never be educated to pass a wheel without giving trouble to the driver, and in several instances some damage was done by the frightened animals.

**A CANAL BOATMAN’S EXPERIENCE**

“I remember one Saturday evening when I had a singular experience with a bicyclist.” said a canal boatman the other day. “My boat was coming down the canal and was in wide water, when I noticed that the animals became frightened at something ahead. I could not see what it was for an instant, but presently I noticed two men standing on the towpath. The mules came to a halt and the boat kept gliding through the water. Then I saw two bicycles, and the riders turned back to where they were able to put their wheels in the woods, and it was only after some petting that I succeeded in getting the animals started again. The wheels were out of sight and so were the wheelmen, but even then, the animals went along with great reluctance. After having passed the place where the men had taken to the woods they went along as good as ever, until further downstream, where there is a sharp turn. There two bicycles came upon them so suddenly that one animal tried to jump into the water while the

other started in the direction of the woods. The wheelmen also started in the latter direction and there was a crash. The wheels and riders went down the bank and piled in a heap, while the mules, recovered from their freight, went on their way without further trouble.”

“What do you think of the recent order against the wheelmen?” the reporter asked.

“Oh, it is a good thing,” he replied, “but any driver who can’t manage his mules against a man on a bicycle ought to get out of the business.”

ES, Mon. 6/19/93, p. 8. ABOUT

GEORGETOWN – The hotter the weather the more the coal that comes down the great filled trough known as the Chesapeake and Ohio canal.

From present prospects, it looks as if the business on the great commercial path will never slacken. Each week showing a greater number of tons received in town than on the previous one. Retrogression is no longer in the Chesapeake and Ohio dictionary; it having been blotted out on the day Mr. Winship and his associates took charge.

Boats to arrive at Georgetown on June 18 were: For Meredith, Winship & Co. – Consolidation No. 134, Capt. Swain; W. S. Jacques, Capt. Bender; Consolidation No. 105, Capt. E. Bechtel; C. B. White, Capt. Bechtel; and Consolidation No. 2, Capt. Custis. For J. P. Agnew & Co. – Anteros, Capt. Chaney and A. W. Nicholson, Capt. W. Hill.

Boats to clear Georgetown via canal June 18 were: F. Weiland, Capt. Bowers; Consolidation No. 104, Capt. Benner; Little Rob, Capt. Benner; John Spencer, Capt. Wallace; Consolidation No. 13, Capt. C. Fox; A. H. Dowden, Capt. Engle; James Goddard, Capt. Bush; S. M. Storm, Capt. J. Bush; Ollie V, Capt. Bowers; Consolidation No. 7, Capt. J. Dixon; Consolidation No. 5, Capt. Sid Cross; J. K. Cowen, Capt. Hebb; and Three Brothers, Capt. Ingram.

Those boats that cleared Cumberland for Georgetown on June 18 were: Judge Hagner, A. Cable, B. R. Mayfield, Judge Cox, Consolidation

No. 101, Consolidation No. 138, Consolidation No. 120, C. Wagley K., G. M. Winship; Charles E. K. Jr., Capt. J. Bender, Kate Hassett, Charles Drenner and J. J. Alexander.

ES, 6/20/93, p. 5. **ON THE CANAL**

The business on the canal was yesterday as active as ever, boats coming in and departing with a regularity the surprised merchants and managers alike. All brought heavy loads of coal consigned to Georgetown shippers and dealers

Those men who make their living along the wharves say that they have worked more constantly this year, loading and unloading, than in any other season they can call to mind.

Boats to sail at Cumberland for Georgetown on June 14 were: Judge Hagner, Capt. E. Hine; Alice Cabel, Capt. A. Mills; Consolidation No. 139, Capt. A. Keesucker; B. R. Mayfield, Capt. L. Benner; Judge Cox, Capt. C. Shaw; Consolidation No. 101, Capt. L. Eichelberger; Consolidation No. 138, Capt. H. Benner; Consolidation No. 120, Capt. C. Shaw; C. Wagley K., Capt. C. Underdonk; J. J. Alexander, Capt. J. Renner; G. M. Winship, Capt. Crampton; C. E. R., Jr., Capt. J. Bender; Katie Hassett, Capt. Mills; Charles Darrow, Capt. Crampton.

Boats to sail at Cumberland on June 17 were: E. R. Laden, Capt. Shaw; Consolidation No. 4, Capt. C. P. Linburg; Daniel Lykins, Capt. O. Grove; Consolidation No. 103, Capt. Grove; Consolidation No. 16, Capt. Spong; Consolidation No. 6, Capt. Waltmeyer; Consolidation No. 118, Capt. Mills; Theodore Dean, Capt. Small; Libbie, Capt. C. Shaw; Ruby, Capt. Grove.

ES, Wed. 6/21/93, p. 2. ABOUT GEORGETOWN – **Along the Canal** – Coal, wheat, hay, stone and other such products of western Maryland and Virginia composed the cargoes that yesterday arrived in town through the assistance of mules, men, boats and the Chesapeake and Ohio canal. The coal was consigned as usual to shippers Meredith,

Winship & Co. and John P. Agnew & Co., both of which firms are waxing rich off the business of 1893. Among the boats which yesterday came were: Consolidation No. 107, Capt. J. D. Smith; Consolidation No. 126, Capt. E. Morse; M. E. Grove, Capt. Dolby; W. T. Coulehan, Capt. James Reed; Consolidation No. 19, Capt. James Reed; W. H. Dunkinson, Capt. J. Teed; B. T. Johnson, Capt. F. Moore; Consolidation No. 143, Capt. W. Smith; T. J. Shiflet, Capt. E. Easton; Consolidation No. 8, Capt. J. W. Swain; Consolidation No. 10, Capt. J. Swain; Consolidation No. 110, Capt. C. E. Swain; Armelia, Capt. J. D. McAtee; S. B. Agnew, Capt. L. Myers and R. D. Johnson.

Boats to clear this place yesterday were: Fannie Flanagan, Dr. Knott, W. R. Sives, Cuba, W. H. Cooper, Consolidation No. 17, Judge Douglass, Consolidation No. 12 and C. W. Ridley.

Boats cleared Cumberland for Georgetown yesterday, loaded to the decks, as follows: Consolidation No. 117, Consolidation No. 3, Consolidation No. 1, Judge Bradley, George S. French, Consolidation No. 8, M. J. Adler, Consolidation No. 111, Consolidation No. 122, Consolidation No. 132, Charles W. Miller, Muskingum, J. K. Shaw and D. W. Sloan.

ES, Fri. 6/23/93, p. 5. ABOUT GEORGETOWN

– **Canal Affairs** – There is no cessation of activity in canal circles. Energy is displayed in every department of the waterway and on every level. Boats are coming and going with greater promptitude than for many years.

Traffic on the canal yesterday was up to the standard, boats coming in on schedule time, unloading with rapidity and their cargoes consigned to northern ports. From twenty to twenty-five boats cleared town, making for the Cumberland region, where they will be again loaded and turned toward Georgetown.

A considerable amount of stone, grain, hay and other products also came to the west end of Washington yesterday. It was a hot day, but activity was a greater king than Sol.

Boats to sail at Cumberland on June 20 for Georgetown were: Barge John Hanaway, Capt. J. Leary; Anteros, Capt. E. Chaney, Consolidation No. 124, Capt. N. E. Stevens; Consolidation No. 140, Capt. Ben Snyder; Sallie, Capt. Wadebaugh; Consolidation No. 15, Capt. D. Coffman; W. H. C. Bayley, Capt. Ben Stride; Consolidation No. 109, Capt. Ben Stride; Isabella, Capt. N. E. Stevens; Consolidation No. 136, Capt. Stevens; Joseph Bryan, Capt. D. Hewitt; Frederick Wieland, Capt. Bowers.

Barges to sail at Cumberland on June 21 were: R. L. Somerville, Capt. O. Stickle; Sarah Kroon, Capt. Olphine; Consolidation No. 112, Capt. D. Taylor; W. J. Stevenson, Capt. Gwinn; Consolidation No. 13, Capt. C. Fox; J. K. Cowen, Capt. R. Hebb; Consolidation No. 20, Capt. Shrives; Consolidation No. 126, Capt. McArdle; Detroit, Capt. Dickerhoff; Consolidation No. 108, Capt. Wilson; J. R. McLean, Capt. J. Price; E. M. Ginevan, Capt. Williams; Deer Park, Capt. Crampton; L. P. Reed, Capt. Crampton; Victor No. 1, Capt. Riley; A. G. Johnson, Capt. Eaton.

-----  
MULES VERSUS ELECTRICITY

General Manager Nicholson of the Chesapeake and Ohio canal stated to a reporter for *The Star* this morning that if the trolley experiment proves to be a success on the Erie canal it will be a question of but a short time when the system will be adopted on the Chesapeake and Ohio. He believes that there is room for improvement in canal navigation and believes that electricity is the system which will revolutionize canal methods. The trolley people insist that their plan is cheaper absolutely than mule power and vastly cheaper relatively. Four miles an hour can be run without endangering the embankments.

Boats to arrive at Georgetown on June 21 were: A. Greenless, C. F. T. Beale, Consolidation No. 14, Consolidation No. 114, Little Walter, J. J. Alexander, Consolidation No. 113, H. Hovekamp, Consolidation No. 9, W. D.

L. Walbridge, C. W. Adams, Consolidation No. 101 and Three Brothers.

Boats to arrive yesterday were: Consolidation No. 123, L. V. Baughman, C. Wagley K., C. E. K., Jr. and Thomas H. Gibbs.

ES, Sat. 6/24/93, p. 10. NEWS FROM HAGERSTOWN – Toll Collector McCardell of the Chesapeake and Ohio canal reports unusually heavy receipts at his office at Williamsport. Business is increasing daily. The receipts at this office for the month of May were over \$1,800.

ES, Wed. 6/28/93, p. 16. ABOUT GEORGETOWN – Electricity may make the canal look more modern and promote rapid transportation; but the old slow-going and ever steady mules bring coal into Georgetown with a regularity and abundance that makes some doubt that the supply could be increased. Yesterday, in addition to a long line of low coal-covered conveyances gliding within the town, bright new lumber-laden and stone-weighted house boats came down and took their place in line. These products of the upper Potomac and canal are coming in faster and faster as the busiest season of the year approaches.

Boats to arrive in Georgetown on June 28 were as follows: F. Flanagan, R. S. Somerville, E. M. Ginevan, Fred Willard, Joseph Bryan, J. K. Shaw, Consolidation No. 111, J. R. McLean and Consolidation No. 13.

Boats cleared Georgetown on June 28 as follows: Muskingum, S. Henry, Consolidation No. 100, C. F. T. Beale, George S. French, Consolidation No. 113, Consolidation No. 114, E. E. K., Jr., F. Flanagan, Consolidation No. 9, C. Wadamus, D. W. Sloan, Judge Bradley and scow.

Boats cleared Cumberland for Georgetown, June 28, as follows: For the Meredith, Winship Company, Consolidation No. 2, Consolidation No. 119, Consolidation No. 102, Suite Rob, W. B. Orme and John Leetch.



For John P. Agnew there left the Anteos, Ollie V., Henry Hanekamp, Suite Walter and A. Greenless.

#### OPPOSED TO ELECTRICITY

Capt. Hebbs, of the Chesapeake and Ohio canal, opposes the introduction of electricity along that waterway. Mules are good enough for him. He has been navigating on the ditch for many years and he thinks that his hard-earned experience in canaling will count for naught if a new motive power is introduced. He thinks that to put electricity into use on the canal, would be imitating railroad methods, and he is a "no-compromise man."

ES, Fri. 6/30/93, p. 5. ABOUT GEORGETOWN – There is a line of heavily laden boats on the canal that stretches from Rock Creek to a point several hundred feet west of the Aqueduct bridge. All day long from 7 till 6 there are great gangs of men engaged in their unloading, but in spite of this there is such a demand for the Cumberland and George's Creek coal that wharves and unloading facilities must be increased or the demand will not be speedily supplied. In the office of the company all is bustle and confusion, weather-beaten rough-voiced captains constantly coming in and going out, consignees ringing at the telephone, book-keepers calling off work in a dull, monotonous tone, and in the midst of it all a hundred and one questions on a hundred and one different branches of the canal work are being asked and answered.

The following boats yesterday arrived in town via the Chesapeake and Ohio canal: For Meredith, Winship & Company: W. I. Stephenson, Capt. S. Grim, 119 tons; No. 130, Capt. C. R. Castle, 118 tons; No. 126, Capt. A. D. McArdle, 114 tons; Sallie, Capt. G. Woodbaugh, 116 tons; H. S. Bond, Capt. T. Ingram, 111 tons; Mertinsville, Capt. J. W. Patton, 117 tons; W. H. C. Bayley, Capt. Ben Stride, 112 tons; No. 109. Capt. Ben Stride, 112 tons; Charles Darrow, Capt. T. Crampton, 109 tons; G. M. Winship, Capt. T. Crampton, 112

tons; No. 108, Capt. W. H. Wilson, 118 tons. For J. P. Agnew & Company: J. H. Mertins, Capt. J. Reed, 118 tons and C. W. Ridley, Capt. J. Tice, 117 tons.

The following boats having unloaded yesterday started on their return trip to Cumberland: F. Willand, Capt. Bowers; L. W. Baughman, Capt. G. Lapold; T. J. Shiftlet, Capt. G. Lapold; Florence, Capt. Marconier; No. 123, Capt. J. Calvert; J. K. Show, Capt. M. P. Rimple; R. L. Summerville, Capt. O. Stickle; J. H. Mertins, Capt. J. Reed; C. Wagley K., Capt. C. Underdonk; Cuba, Capt. C. Tingstrum; J. K. Cowen, Capt. R. Hebb and T. H. Gibbs, Capt. J. O. Benner.

Boats to clear Cumberland on June 29 were: For Meredith, Winship & Co. – No. 142, Capt. J. Chaney; L. W. Guinand, Capt. W. French; No. 134, Capt. W. Swain; F. S. Garnet, Capt. S. Benner; Consolidation No. 21, Capt. R. Bartlett; No. 131, Capt. J. Wright and No. 128, Capt. E. Mose. For J. P. Agnew & Co. the D. P. Johnson left. Each of the above will land in Georgetown about 115 tons.

ES, Tue, 7/1/93, p. 2. **ACTIVE CANAL BUSINESS** – There was the usual hurry yesterday on the old commercial path, the numerous arrivals and departures necessitating the most active application of the brains, feet and muscles of those who work in the interests of canal men. The following boats were among those that arrived, loaded with the black and chief product of the Cumberland region; For Meredith, Winship & Co., Detroit 112, Consolidation No. 7. Consolidation No. 5, L. P. Reed, Consolidation No. 12 and M. E. Grove.

For John P. Agnew & Co. there arrived the John Spencer, Sarah Krom, Judge Douglass and A. Mayer. The average number of tons brought down was 113.

Boats to clear Georgetown yesterday were the Martinsville, C. W. Ridley, Consolidation No. 121, Consolidation No. 4, Judge Alvey, Dr. Knott, Consolidation No. 16, Consolidation No. 10, Consolidation No. 18 and

Consolidation No. 11. The majority of these went back light.

Boats to clear Cumberland yesterday for Georgetown and consigned to Meredith, Winship & Co. were: G. S. Rieman, Consolidation No. 133, Consolidation No. 107, Judge McComas, W. H. Dunkinson, Consolidation No. 19, W. T. Coulehan, B. F. Johnson and M. J. Adler. To John P. Agnew & Co., the cargo of the A. H. Brandt was consigned.

ES, Wed. 7/5/93, p. 6. TRAFFIC ON THE CANAL – Though there were many arrivals of boats yesterday by way of the great filled ditch that extends from Polk creek to Cumberland, along the line of the Potomac, denominated the Chesapeake and Ohio canal, they were not registered on the company's books and officially did not arrive until today. They all brought coal, each about 113 tons.

ES, Thu. 7/6/93, p. 3. CANAL BOAT ARRIVALS – Boats to register in Georgetown July 5 for Meredith, Winship & Co. were: Consolidation No. 119, Capt. J. W. Mitchell, 114 tons; No. 115, Capt. J. Dick, 114 tons; G. A. McIlhaney, Capt. J. Dick, 117 tons; Consolidation No. 17, Capt. Cartwright, 120 tons; A. H. Dowden, Capt. Engle, with lumber; Judge McComas, Capt. W. Glass, 110 tons; Geo. S. Reiman, Capt. Knode, 117 tons; Little Rob, Capt. W. S. Benner, 112 tons; No. 104, Capt. W. S. Benner, 116 tons; No. 133, Capt. S. Atwell, 118 tons; Judge Bradley, 118 tons and No. 131, 116 tons.

For John P. Agnew there came the Ollie V., Capt. T. Bowers, 116 tons; A. Greenless, Jr., Capt. W. Knight, 109 tons; R. D. Johnson, Capt. A. Mose, 117 tons.

#### BOATS CLEARED

Boats to clear Georgetown were: Consolidation No. 8, Capt. Colbert; Consolidation No. 20, Capt. T. Shires; Consolidation No. 13, C. Fade; Florence, Capt. Marconier; J. J. Alexander, Capt. J. Kenner; J. P. Hewitt, Capt. W. H. Wison; Oak Spring, Capt. J.

Keneker; No. 130, Capt. C. R. Castle. The About carried up furniture and passengers.

Boats to clear Cumberland yesterday were the Samuel Henry, Capt. Hilton; Fred Wieland, Capt. R. Bowers; A. W. Ridley, Capt. John Gibbs; Four Brothers, Capt. Collier; Hilda Chaney, Capt. D. O. Crampton; Ruby, Capt. Grovens; Consolidation No. 128, Capt. James Albert; Victor, Capt. Selby; Yalensville, Capt. J. W. Whelan; Geo. W. Hoffman, Capt. F. Singer; Charles E. K., Jr., Capt. J. Bender; Wheatley, Capt. C. Henderson.

The Seneca and Unexpected brought grain, flour, &c.

Mr. T. M. McAvoy of Virginia has been appointed Georgetown collector of the Chesapeake and Ohio canal.

SR, Fri. 7/7/93, p. 4. The steam dredge of the Chesapeake and Ohio Canal Company is at the Guard Lock, at the foot of Big Slackwater, dredging the canal which was pretty nearly filled up at that place by the flood some two or three years ago. A channel was cut through so that boats could pass. It is estimated it will take two or three months to get through at this point.

---

#### *Who Will Put Up the Money?*

There is some talk in the newspapers about equipping the Chesapeake & Ohio canal with an electric plant and propelling the canal boats by electricity. A canal official is quoted as saying that if the experiment now being tried on the Erie canal proves successful, the system will probably be introduced on the C. & O. The system would cost about \$250,000, besides \$200 for a dynamo for each boat. The great question is: Where is that \$250,000 to come from? We are pretty sure the B. & O. Railroad will not furnish it, nor will the bondholders or the State of Maryland. It will be many a year before the bray of the mule gives place to the whirl of the dynamo, and far in the future the latest and most picturesque style of cussing may be heard on the tow-path.

ES, Fri. 7/7/93, p. 3. ABOUT GEORGETOWN – Business on the canal yesterday was up to the standard, even above it, more boats coming in and the heaviest possible cargoes being brought. If the increase in shipping continues at the present rate within a year, the Chesapeake and Ohio canal will be the greatest enterprise of the District.

Boats to arrive in Georgetown yesterday via the Chesapeake and Ohio canal for Meredith, Winship & Co., were: John Leetch, Capt. R. Eaton, 113 tons; W. B. Orme, Capt. Eaton, 117 tons; B. T. Johnson, Capt. G. Moore, 111 tons; Consolidation No. 19, Capt. James Reed, 120 tons; W. H. Dunkinson, Capt. James Reed, 118 tons; W. T. Coulehan, Capt. James Reed, 115 tons; Plough Boy, Capt. Otho Kretzer, 118 tons; Consolidation No. 134, Capt. W. Swain, 115 tons; Marshall Wise, Capt. Wm. Hoffman, 115 tons; Consolidation No. 128, Capt. E. Mose, 117 tons; F. S. Garnet, Capt. W. Benner, 113 tons; and George S. French, Capt. R. Sorrell, 112 tons.

Those to come in for Agnew & Co. were: Little Walter, Capt. Joseph Zigler, 117 tons; Henry Hanekamp, Capt. J. Johnson, 115 tons; J. H. Mertens, Capt. J. Reed, 116 tons; and D. W. Sloan, 118 tons.

Boats to clear Georgetown yesterday were: Consolidation No. 126, Capt. A. D. McArdle; Eva Cushwa, Capt. J. Wolf; E. M. Ginevan, Capt. H. Williams; B. Vaughn, Capt. N. Wilson; Consolidation No. 111, Capt. J. Johnson; J. R. McLean, Capt. J. W. Pierce; and L. B. Agnew, Capt. A. C. Myers.

Boats to clear Cumberland yesterday for Georgetown were as follows: For Meredith, Winship & Co. - Consolidation No. 14, Capt. F. Huff, 119 tons; F. F. Bode, Capt. Huff, 117 tons; T. H. Gibbs, Capt. J. Penner, 117 tons; Consolidation No. 164, Capt. J. W. Ginevan, 116 tons; Consolidation No. 4, Capt. C. P. Linburg, 119 tons; Col. L. V. Baughman, Capt. Geo. Leopold, 112 tons; Consolidation No. 16, Capt. D. Spong; Consolidation No. 10, Capt. J. H. Swain, 119 tons; Consolidation No. 118, 113 tons; Consolidation No. 11, Capt. J. Taylor, 116

tons. For J. P. Agnew & Co.: J. K. Shaw, Capt. M. P. Runkle, 120 tons; Amelia Mayer, 116 tons; Judge Douglass, Capt. D. Bowers, 113 tons.

ES, Sat. 7/8/93, p. 3. ABOUT GEORGETOWN – **Canal Affairs** – Boats to arrive at Georgetown via canal with coal July 7 were as follows: For Meredith, Winship & Co. - Consolidation No. 21, 114 tons; Consolidation No. 8, 114 tons; Consolidation No. 110, 115 tons; L. W. Guinand, 110 tons; W. S. Jacques, 114 tons.

For J. P. Agnew & Co. – H. C. Winship, 116 tons; Muskingum, 110 tons; and A. H. Bradt, 114 tons.

Boats to clear Cumberland via canal, with coal, July 7, were as follows: For Meredith, Winship & Co. - Consolidation No. 132, 117 tons; Consolidation No. 125, 117 tons; W. S. Smith, 112 tons; Consolidation No. 141, 116 tons; T. J. Shiplet, 112 tons; Judge Alvey, 117 tons; Consolidation No. 18, 117 tons; H. H. Keedy, 114 tons; Joseph Bryan, 115 tons; Consolidation No. 1, 116 tons; Victor I., 107 tons.

For J. P. Agnew & Co. – Anteros, 93 tons; W. H. Cooper, 118 tons.

Boats to clear Georgetown via canal July 7 were as follows: W. J. Stevenson, Capt. Grimm; Loudon, Capt. Williams; Ollie V., Capt. T. Bowers; H. L. Bond, Capt. Ingram; A. Greenless, Capt. Knight; Sallie, Capt. Wordebaugh; Consolidation No. 12, Capt. Sensel; Consolidation No. 5, Capt. Crop; Cuba, Capt. Tingstrum; Consolidation No. 109, Capt. Ben Stride; W. H. C. Bayley, Capt. Ben Stride; R. D. Johnson, Capt. A. Mose; Little Walter, Capt. Joseph Zigler.

ES, Wed. 7/12/93, p. 5. ABOUT GEORGETOWN – Boats to arrive at Georgetown via canal with coal July 11 were as follows: For Meredith, Winship & Co. – F. O. Beckett, 116 tons; Winter, 112 tons; C. W. Adams, 115 tons; Consolidation No. 4, 119 tons; Consolidation No. 10, 119 tons; H. H. Keedy, 114 tons.

For J. P. Agnew & Co. – Fred Wieland, 116 tons; Judge Douglass, 113 tons; W. H. Cooper, Capt. J. Baker.

Boats to clear Georgetown by way of canal July 11 were as follows: George S. French, Consolidation No. 119, G. A. McIlhaney, Consolidation No. 115, Dakota, Consolidation No. 17, A. H. Dowden, G. S. Rieman, Little Rob, Consolidation No. 104, Consolidation No. 133, B. J. Johnson, J. K. Cowen.

Boats left Cumberland with coal for Georgetown July 10 as follows: For Meredith, Winship & Co. – Consolidation No. 122, 117 tons; Consolidation No. 103, 113 tons; D. Linkins, 112 tons; Consolidation No. 15, 115 tons; E. M. Ginevan, 114 tons; Libbie, 115 tons. For J. P. Agnew & Co. – A. G. Johnson, 114 tons; B. Vaughn, 109 tons; M. Mertens, 117 tons; Eva, 116 tons; J. H. Mertens, 111 tons; A. Moyer, 114 tons; L. B. Agnew, 112 tons.

ES, Thu. 7/13/93, p. 8. ABOUT GEORGETOWN – **Canal Affairs** – Boats to arrive at Georgetown with coal via canal July 12 were as follows: For Meredith, Winship & Co. – Consolidation No. 16, 119 tons; Consolidation No. 11, 116 tons; Consolidation No. 118, 113 tons; Consolidation No. 132, 117 tons. For John P. Agnew & Co. – Anteros, 93 tons; J. J. Alexander, 119 tons; W. D. L. Walbridge, 117 tons.

Boats to clear Georgetown via canal July 12 were as follows: C. W. Ridley, Consolidation No. 131, Consolidation No. 18, W. H. Dunkinson, Mrs. Judge McComas, W. T. Coulehan, Four Brothers.

Boats to clear Cumberland with coal for Georgetown via canal July 11 were: For Meredith, Winship & Co. - Consolidation No. 111, 114 tons; E. R. Ladew; Consolidation No. 130, 113 tons; H. L. Bond, Jr., 113 tons; Katie Hassett, 114 tons; Consolidation No. 126, 118 tons; Consolidation No. 3, 110 tons; Consolidation No. 108, 113 tons; A. Cable, 114 tons; Consolidation No. 121, 114 tons; J. R. McLean, 116 tons; Consolidation No. 12, 116

tons. For John P. Agnew & Co, - Emma Mertens, 121 tons; A. Greenless, 118 tons; Ollie V., 113 tons.

SR, Fri. 7/14/93, p. 4. Business on the canal Thursday, says the *Washington Star*, was up to the standard, even above it, more boats coming in and the heaviest cargoes of the season being brought. If the increase in the shipping continues at the present rate, within a year the Chesapeake and Ohio Canal will be the greatest enterprise of the District.

ES, Fri. 7/14/93, p. 2. ABOUT GEORGETOWN The excessively hot days are affecting trade somewhat on the canal, boatmen being unwilling to drive their mules hard. As a consequence, cargoes are arriving less frequently. There are many boats, though, on the way down.

Boats to arrive at Georgetown with coal via canal July 13 were as follows: For Meredith, Winship & Co. – T. H. Gibbs, 117 tons; Consolidation No. 141, 116 tons; W. A. Leetch, 112 tons; C. F. T. Beale, 117 tons; Consolidation No. 114, 116 tons; Consolidation No. 127, 113 tons.

For John P. Agnew & Co. – Samuel Henry, 116 tons; H. C. Chaney, 114 tons.

Boats to clear Georgetown vis canal July 13 were as follows: Consolidation No. 106, Plough Boy, J. Leetch. W. B. Orme, Oak Spring, Consolidation No. 128, F. S. Garnett, Consolidation No. 134, F. Flanagan, R. L. Somerville, F. Wieland.

Boats to clear Cumberland for Georgetown via canal with coal were as follows:

For Meredith, Winship & Co. - Consolidation No. 102, 117 tons; M. J. Adler, 115 tons; W. J. Stevenson, 115 tons; Consolidation No. 124, 113 tons; Consolidation No. 136, 114 tons; Detroit, 115 tons; Consolidation No. 7, 112 tons; Judge McComas, 115 tons; Consolidation No. 5, 112 tons.

For John P. Agnew & Co. – Muskingum, 110 tons; D. W. Sloan, Capt. R. D. Johnson, 115 tons.

ES, Sat. 7/15/93, p. 2. ABOUT GEORGETOWN Canal Business yesterday was not of the best. The reason given was again the weather. For three mules to pull over 115 tons of coal and a heavy, clumsy boat is no easy thing in ordinary weather. With the weather at 90, 93 and 95 it is a gigantic and exhausting job.

Boats to arrive at Georgetown with coal via canal July 14 were as follows: For Meredith, Winship & Co. – Consolidation No. 101, 115 tons; Consolidation No. 1, 116 tons; Joseph Bryan, 115 tons; Consolidation No. 18, 117 tons; Consolidation No. 127, 118 tons. For J. P. Agnew & Co. – J. K. Shaw, 120 tons; A. W. Nicholson.

Boats to clear Georgetown by canal July 14 were as follows: L. W. Guinand, Consolidation No. 21, Cuba, Consolidation No. 8, Consolidation No. 110, W. S. Jacques, Judge Douglass, Anteros, Consolidation No. 137, Consolidation No. 105, Consolidation No. 144, Charles E. K., jr.

Boats to clear Cumberland for Georgetown July 13 were as follows: For Meredith, Winship & Co.: Consolidation No. 2, 117 tons; Consolidation No. 112, 113 tons; J. P. Hewitt, 111 tons; Consolidation No. 109, 117 tons; W. H. C. Bayley, 118 tons; Consolidation No. 116, 116 tons; Judge Bradley, 116 tons; Marshall Wise, 113 tons.

For J. P. Agnew & Co. – Loudon, 111 tons; Little Walter, 114 tons; A. H. Bradt, 112 tons.

ES, Tue. 7/18/93, p. 2. ABOUT GEORGETOWN – That the mule's usefulness on the canal is soon to be a thing of the past is a belief that is taking stronger and stronger hold of those who make their living on and increase their fortunes through the waterway. This is an age when fogyism will not be tolerated. Enterprise and invention care not for custom, they respect not age. The commercial world demands a more rapid transportation of coal from Cumberland to Georgetown, and the members of this hustling

firm say that the demand shall be complied with before another year has passed. As before stated in *The Star*, experiments with electricity are now being made on the Erie canal, and as soon as thorough practicability takes the helm, he will steer toward Georgetown. Old boatmen have begun to realize the fact that times have changed since President John Quincy Adams threw off his coat in the presence of thousands and upturned the first spade of earth on the line of the Chesapeake and Ohio survey and they will welcome the substitution of electricity for mules.

There may be found, after a careful search, one of two grizzly fellows who will tell you that the taking off of the mules means the weakening and final death of the canal, but, then, they are too old to believe in anything their fathers did not.

The motor and trolley, disregarding these, will be welcomed with open arms. Owing to the natural fall of the waterway, the use of a pound of coal or the erection of a steam boiler would be unnecessary. All power needed could be supplied by the Potomac, which runs almost parallel throughout the entire length of the artificial stream. No engineer, it is said, could have designed a better system of waterfalls and levels than now exists along the canal. Abundant power could be furnished the Georgetown level from the Great Falls, power that is now wasted. Turbine wheels set in a race at the falls would not only supply power for the canal east of that point, but even as far back as Harper's Ferry, where the water power is unlimited. All the way to Cumberland this power could be tapped, thus solving in the easiest possible manner the question of furnishing the force for running the dynamos to supply the electricity along the trolley wire.

To thoroughly equip a canal boat with the necessary electrical appliance, would involve the expenditure of not over \$200. As the average towpath mule is worth \$150, and as each boatman owns from four to six of them, he would not only by disposing of them have

enough to pay for the improvement, but have a few hundred left to burn.

The casting off of the mules would also allow the bringing to town of larger cargoes, as the space now utilized as a stable could be turned into the main repository.

Electrically managed boats would not wash the canal's banks, those who have investigated, say, as the uniform rate of speed that would be established would not have the effect on the water that the old bluff bowed propeller boats need to have.

Boats to arrive yesterday by way of the Chesapeake and Ohio canal for John P. Agnew & Co. were: J. H. Mertens, D. A. Lowe and G. R. Nicholson. For Meredith, Winship & Co., Theodore Dean, Consolidation No. 125, Judge Alvey, Judge Hagner, Consolidation No. 20, Consolidation No. 138, Consolidation No. 139, B. Vaughn, Capt. Wilson; Consolidation No. 6, Capt. Wintermyer; Consolidation No. 10, Capt. C. Fade; J. Spencer, Capt. W. Wallace; A. L. Miller, Capt. Dean; B. R. Mayfield, Capt. L. B. Benner; A. L. Miller, Capt. G. Leopold; T. J. Shiplet, Capt. A. Peters; Mary Mertens, Capt. A. Peters; James A. Garfield, Capt. J. Ward; Judge Cox, Capt. C. Shaw; Consolidation No. 120, Capt. J. Snyder; Consolidation No. 117, Capt. J. Snyder; Consolidation No. 140 Capt. B. Snyder; Consolidation No. 142, Capt. Marconier; Nellie Marr, Capt. F. Robey; W. L. Bond, Capt. T. Ingram; F. Flanagan, Capt. J. Moore; and E. W. GUNNAN, Capt. H. Williams. The average number of tons brought down by the above was 115.

Boats to clear Georgetown yesterday for Cumberland were: W. H. Cooper, Capt. J. Baker; Consolidation No. 101, Capt. Eichelberger; C. R. White, Jr., Capt. J. H. Benner; Consolidation No. 9, Capt. D. Tayler; Consolidation No. 148, Capt. R. D. Smith; S. Henney, Capt. W. H. Patton; Consolidation No. 10, Capt. J. Swain; Joseph Bryan, Capt. J. Hewett; W. S. Walbridge, Capt. H. Browns; Nellie Marr, Capt. F. Roby; Winter, Capt. Zimmerman; F. O. Becket, Capt. Zimmerman; J. H. Mertens, Capt. J. Reed;

Consolidation No. 129, Capt. E. Bowers; Lafayette, Capt. E. Bowers; Consolidation No. 113, Capt. S. Creamer; and Florence, Capt. Marconier. The Cumberland report was not received yesterday at the canal office.

-----  
*Ibid*, p. 6. DISTRICT AFFAIRS – **Gates Must be Opened.** – Health Officer Hammett today addressed to Mr. H. E. Winship, superintendent of the Chesapeake and Ohio canal, a letter concerning the flooding of the basin of Rock creek that is used by the canal company in order to prevent nuisances complained of because of the accumulation at the gates of matter from the sewers which empty into the creek.

The letter reads: "In accordance with the directions of the Commissioners you are required and authorized to open the gates of the outlet locks and the valves in the dam of the Chesapeake and Ohio canal, at the south end of Rock creek, not less than once a week, at low tide, long enough to lower the creek to the level of the river, under supervision of this office.

"Twenty-four hours' notice to be given the health officer in order that he may take due precautions to guard against injury to boats, in consequence of the lowering of the water, is requested, so that the order of the Commissioners may be properly complied with.

"Recent complaints regarding the condition of the canal require that the above request should be again complied with, and I will thank you to cause the gates to be opened as formerly, commencing as soon as you can arrange the matter without injury to the navigation or traffic on the canal. Please notify this office of your action in the matter."

Accompanying the letter was a copy of the order issued by the Commissioners a year ago.

ES, Wed. 7/19/93, p. 5. **Canal Matters** – While there were not many arrivals yesterday in town, many cargoes left Cumberland consigned to Georgetown merchants.

Coal was yesterday, as it is every day, the principal cargo brought.

Boats arrived yesterday via the canal as follows: M. J. Adler, Capt. Reynolds; J. P. McLean, Capt. J. Pierce; Cuba, Capt. C. Tingstrum; No. 102, Capt. J. Plimer; Florence, Capt. Marconier and No. 122, Capt. J. C. Boler.

Boats cleared Georgetown yesterday as follows: F. Flanagan, Capt. J. Moore; C. W. Adams, Capt. H. Carter; Consolidation No. 4, Capt. C. L. Omsburg; Consolidation No. 16, Capt. J. J. Gibbs; Capt. J. T. Penner; J. K. Shaw, Capt. M. P. Rimple; Consolidation No. 11, Capt. S. Taylor and No. 118, Capt. J. H. Miller.

Boats cleared Cumberland for Georgetown on July 15 as follows: For Meredith, Winship & Co., Consolidation No. 119, Capt. J. W. Mitchell; No. 133, Capt. Hewlett; W. Reed, Capt. J. Crampton; G. W. Winship, Capt. G. Crampton; Charles Darrow, Capt. T. Crampton; Judge Stake, Capt. F. McAboy; Consolidation No. 17, Capt. Cartwright; Joseph Garland, Capt. J. Bush and No. 131, Capt. J. Fright. For J. P. Agnew & Co. there came the G. W. Hoffman, Capt. Singer, and Four Brothers.

On July 17 there left Cumberland for Meredith, Winship & Co., W. H. Dunkinson, Capt. Joseph Reed; Consolidation No. 19, Capt. James Reed; B. T. Johnson, Capt. J. F. Moore; Consolidation No. 115, Capt. James Dick; and Geo. A. McIlhaney, Capt. Joseph Dick. For John P. Agnew & Co. there left the Anteos, Capt. E. Chaney; Mrs. McComas, Capt. H. Olphin and Judge Douglass, Capt. D. Bowers.

ES, Thu. 7/20/93, p. 2. **Along the Canal.** Business on the Chesapeake and Ohio canal yesterday was described by one of the company's representatives as being "so, so." It was not remarkably good, considering what some days the past month have brought forth, nor was it remarkedly bad. In a few words, yesterday was an average day.

Boats arrived yesterday in Georgetown, as follows: Louise, Capt. C. W. Brown; A. Knott, Capt. J. Ewing; Muskingum, Capt. H.

Teeters; A. G. Johnson, Capt. R. Eaton; No. 111, Capt. J. Johnson; A. B. Agnew, Capt. H. H. Myers; John Hanaway, Capt. Joseph Higgins and Consolidation No. 12, Capt. H. Sensel.

Boats to clear Georgetown yesterday for Cumberland were A. W. Nicholson, Capt. W. Hill; No. 114, Capt. G. R. Grim; No. 132, Capt. Hammond; No. 141, Capt. J. W. Taylor; G. Q. Nicholson, Capt. W. Keesucker; W. A. Leetch, Capt. C. Shafer; No. 127, Capt. R. C. Swain; C. & F. Beale, Capt. F. Huff; Consolidation No. 14, Capt. F. Huff; B. Vaughn, Capt. N. Wilson, and M. J. Adler, Capt. Z. Reynolds.

Boats to leave Cumberland for Georgetown on July 18 were A. H. Dowden, Capt. W. Eagle, 113 tons; W. B. Orme, Capt. R. Eaton, 114 tons; W. T. Coulehan, Capt. Woodward, 112 tons; Little Rob, Capt. Benner, 111 tons; No. 104, Capt. Benner, 114 tons; No. 128, Capt. E. Mose, 118 tons; W. I. Jacques, Capt. B. Bender, 111 tons; Consolidation No. 8, Capt. J. W. Swain, 117 tons; No. 110, Capt. C. E. Swain, 112 tons; J. J. Alexander, Capt. Renner, 113 tons; Fred Wieland, Capt. F. Bowers, 115 tons; John Leetch, Capt. R. Eaton, 111 tons; and [Consolidation No.] 134, Capt. W. Swain, 114 tons.

SR, Fri. 7/21/93, p. 4. Lawrence Jones, better known as "Mick," a Shepherdstown boy, has been driving mules on the Chesapeake & Ohio Canal this summer. Last Sunday night he was awakened at the Bridgeport lock, opposite this place, to take his trick at driving. He was awfully sleepy, having had very little rest for several days. When he got about a mile below town, he got so sleepy he couldn't stand up, so he just tumbled down. The mules went on, and as he was not missed by the steersman, he slumbered on until 8 o'clock next morning. What became of the boat and mules has not yet transpired.

ES, Sat. 7/22/93, p. 6. **Arrivals and Departures on the Chesapeake and Ohio Canal.** Business on the canal yesterday was good. A large

number of cargoes reached town and a large number left Cumberland. Every boat brings from 109 to 119 tons of coal.

Boats to arrive yesterday via the canal were as follows: Judge Cox, Capt. Shaw; Consolidation No. 120, Capt. C. Shaw; H. H. Reeder, Capt. B. Jackson; S. B. Agnew, Capt. S. C. Myers; Judge McComas, Capt. W. Gloss and A. G. Johnson, Capt. R. Eaton.

Boats to clear Georgetown yesterday for Cumberland were M. Mertens, Capt. A. Peters; Consolidation No. 13, Capt. C. A. Fox; Consolidation No. 6, Capt. T. Wintermeyer; Muskingum, Capt. H. Teeters; B. R. Mayfield, Capt. J. B. Benner; A. L. Miller, Capt. C. Dean; L. V. Baughman, Capt. Lapold; T. J. Shiftlet, Capt. G. Lapold; James A. Garfield, Capt. J. Ward; Consolidation No. 133, Capt. A. Atwell; Libbie, Capt. C. Shaw; Consolidation No. 3, Capt. G. W. Colbert; Henry Hanekamp; Loudoun, Capt. P. Williams; Consolidation No. 2, Capt. W. Curtis; W. J. Stephenson, Capt. S. Grim; George S. French, Capt. Sorrell; and Consolidation No. 112, Capt. D. Saylor.

Boats to clear Cumberland for Georgetown on July 20 were as follows: A. H. Brandt, Capt. Alex. Roop, 111 tons; Little Walter, Capt. Lighter, 118 tons; Charles E. K. Jr., Capt. J. Bender, 116 tons; Consolidation No. 9, Capt. D. Taylor, 118 tons; Consolidation No. 10, Capt. J. Swain, 112 tons; Consolidation No. 119, Capt. J. T. Swain; Consolidation No. 107, Capt. J. D. Smith, 110 tons; and L. W. Guinand, Capt. W. French, 114 tons.

Yesterday one of those men who make their living on the canal thought he would increase his day's gains by taking a coat from Keady's saloon on M street, but the quick hand of the law was upon him so soon after the confiscation that he didn't even have time to try it on see if it fitted well or not. Detective Burrows was the apprehender.

ES, Mon. 7/24/93, p. 8. **Canal Matters**  
**A Break Quickly Repaired.**

A Break occurred Saturday on the four-mile level of the Chesapeake and Ohio canal that delayed traffic, though not for any considerable time, as a large force of men was immediately put on the work of repair.

#### **The Canal Traffic**

The following boats arrived at Georgetown with coal, via canal, July 22:

For Meredith, Winship & Co.: W. H. C. Bayley, Capt. Ben. Stride, 113 tons; No. 109, Capt. Ben Stride, 117 tons; Deer Park, Capt. J. Crampton, 115 tons; N. C. Read, Capt. S. Drennen, 114 tons; No. 116, Capt. J. W. Fisher, 116 tons.

Boats to clear Georgetown July 22 via canal were: Henry Hanekamp, Capt. J. H. Johnson; No. 117, Capt. J. Snyder; H. L. Bond, Capt. T. Ingram; J. Hanway, Capt. J. T. Leary; No. 140, Capt. B. Snyder; No. 142, Capt. R. Burke; M. E. Grove, Capt. W. Dolby; A. Greenless; No. 102, Capt. J. Penner.

Boats to clear Cumberland for Georgetown with coal via canal, July 22, were as follows: For Meredith, Winship & Co. Joseph Bryan, Capt. D. Hewitt, 117 tons; No. 143, Capt. R. D. Smith, 113 tons; Judge Boyd, Capt. C. Spong, 118 tons; No. 127, Capt. R. C. Swain, 116 tons; C. R. White, Jr., Capt. E. Bechtel.

For J. P. Agnew & Co. Sarah Kroon, Capt. R. Taylor, 113 tons.

ES, Tue. 7/25/93, p. 8. ABOUT  
GEORGETOWN – **Canal Matters** – Boats to arrive yesterday at Georgetown with coal, via canal, were as follows: For Meredith, Winship & Co. - Consolidation No. 119, Capt. J. W. Mitchell, 110 tons; Consolidation No. 135, Capt. D. Knode, 117 tons; Consolidation No. 131, Capt. Wright, 113 tons; Consolidation No. 17, Capt. Cartwright, 117 tons; Consolidation No. 19, Capt. James Reed, 119 tons; W. H. Dunkinson, Capt. James Reed, 117 tons; L. P. Reed, Capt. Crampton, 113 tons; B. T. Johnson, Capt. J. F. Moore, 113 tons; Isabella, Capt. G. Sandbower, 112 tons; W. R. Lewis, Capt. G. W.



Sandbower, 110 tons; W. T. Coulehan, Capt. Jones, 112 tons.

For J. P. Agnew & Co. – Four Brothers, Capt. Collier, 110 tons; J. J. Alexander, Capt. Renner, 113 tons; Geo. A. Hoffman, Capt. T. Singer, 112 tons; J. H. Mertens, Capt. Reed, 115 tons; Judge Douglass, Capt. Bowers, 113 tons; Mrs. McComas, Capt. H. Olphine, 115 tons; R. L. Somerville, Capt. O. Stickle, 108 tons.

Boats to leave Georgetown by canal yesterday were as follows: A. Cable, Capt. A. Mills; Katie Hassett, Capt. A. Mills; Consolidation No. 136, Capt. N. E. Stevens; Consolidation No. 124, Capt. N. E. Stevens; Judge Bradley, Capt. O. Hammond; Florence, Capt. Marconier.

Boats left Cumberland with coal for Georgetown July 23 as follows: For Meredith, Winship & Co. – M. J. Adler, Capt. Reynolds, 113 tons; Consolidation No. 16, Capt. Spong, 117 tons; Consolidation No. 11, Capt. Taylor, 117 tons; Consolidation No. 118, Capt. Mills, 117 tons; Consolidation No. 123, Capt. W. Hammond, 118 tons; Consolidation No. 113, Capt. Cramer, 113 tons; Consolidation No. 129, Capt. E. Bowers, 118 tons.

For J. P. Agnew & Co. – Benj. Vaughn, Capt. Wilson, 110 tons; Amelia Mayer, Capt. McAtee, 116 tons.

ES, Wed. 7/26/93, p. 3. ABOUT GEORGETOWN – **Canal Matters** – Boats to arrive at Georgetown with coal via canal July 25 were as follows: For Meredith, Winship & Co. – Judge Stake, Capt. T. McCoy, 114 tons; Here I Am, Capt. T. McCoy, 113 tons; James Goddard, Capt. J. Bush, 115 tons; S. M. Storm, Capt. J. Bush, 115 tons; Consolidation No. 101, Capt. L. Eichelberger, 116 tons; W. S. Jacques, Capt. B. Bender, 111 tons; Consolidation No. 8, Capt. [J. W. Swain], 117 tons; Consolidation No. 110, Capt. C. E. Swain, 117 tons; Consolidation No. 10, Capt. J. F. Swain, 112 tons; Consolidation No. 123, Capt. J. Colbert, 117 tons.

For J. P. Agnew & Co. – W. D. L. Walbridge, Capt. H. Benner, 119 tons; Green

Ridge, Capt. S. Poffenberger, 113 tons; and W. H. Cooper, Capt. Poffenberger, 114 tons.

Boat to clear Georgetown July 25 via canal were as follows: Consolidation No. 121, Capt. E. Spong; Four Brothers, Capt. J. W. Collier; C. A. Hoffman, Capt. Singer; Loudon, Capt. P. W. Williams; Consolidation No. 103, Capt. O. Grove; D. Linkins, Capt. O. Grove; Detroit, Capt. Dickerhoff; and Judge Douglass, Capt. D. Bowers.

Boats to leave Cumberland for Georgetown via canal were as follows: For Meredith, Winship & Co. – Sadie, Capt. Geo. Washbaugh, 106 tons; Consolidation No. 18, Capt. G. W. Snyder, 115 tons; Consolidation No. 141, Capt. J. W. Taylor, 112 tons; W. E. Leetch, Capt. C. S. Shafer, 111 tons; Judge McComas, Capt. W. Gloss, 113 tons; H. H. Keedy, Capt. Ben Jackson, 110 tons.

For J. P. Agnew & Co. – Morning Star, Capt. H. Linburg, 110 tons; A. W. Nicholson, Capt. W. Hill, 114 tons; G. L. Nicholson, Capt. G. Keesucker, 110 tons; Muskingum, Capt. H. Teeters, 108 tons; and J. K. Shaw, Capt. M. P. Runkle, 114 tons.

ES, Thu. 7/27/93, p. 2. ABOUT GEORGETOWN – Mr. W. H. Dunkinson, collector of the Chesapeake and Ohio Company, has resigned his position and gone to Baltimore, where he will engage in another business. Mr. McAboy of Virginia succeeds him.

Since the break of last week, the canal seems to have been breathing new life and as a consequence a great many more boats have been brought down. The boatmen are now making up for the time lost during the hot spell. Ship chandlers over here say that owing to the canal their business has sprung right to the front of Georgetown enterprises.

Boats to arrive at Georgetown with coal via canal July 26 were as follows: For Meredith, Winship & Co. – Consolidation No. 134, Capt. W. Swain, 114 tons; Marshall Wise, Capt. W. Swain, 113 tons; G. A. McIlhaney, Capt. J. Dick, 113 tons; Consolidation No. 113, Capt. J. Dick,

114 tons; Consolidation No. 105, Capt. E. Bechtel, 113 tons; Consolidation No. 9, Capt. D. Taylor, 118 tons. For J. P. Agnew & Co. – F. Wieland, Capt. Burrows, 115 tons; C. Wagley K, Capt. C. Underdonk, 112 tons; Charles E. K., jr., Capt. J. Bender, 116 tons.

Boats to clear Georgetown via canal July 26 were: Consolidation No. 112, Capt. D. Taylor; Consolidation No. 7, Capt. J. Dixon; Consolidation No. 5, Capt. S. Cross; George S. French, Capt. R. Sorrell; Deer Park, Capt. G. Shirley; J. H. Mertens, Capt. J. Reed; Consolidation No. 133, Capt. S. Atwell; Consolidation No. 109, Capt. Ben Stride; W. H. C. Bayley, Capt. Ben Stride; Libbie, Capt. C. Shaw; Consolidation No. 3, Capt. G. W. Colbert; Consolidation No. 2, Capt. W. Custis; Mrs. McComas, Capt. H. Olphine; B. T. Johnson, Capt. I. F. Moore; and J. J. Alexander, Capt. J. Renner.

Boats to clear Cumberland with coal by canal July 26 were as follows: For Meredith, Winship & Co. – Winter, Capt. Zimmerman, 104 tons; C. W. Adams, Capt. H. Carter, 108 tons; Consolidation No. 1, Capt. Otho Kretzer, 107 tons; Consolidation No. 13, Capt. C. Fox, 105 tons; Consolidation No. 117, Capt. James Snyder, 111 tons; Consolidation No. 6, Capt. Whitemeyer, 112 tons; C. F. T. Beale, Capt. F. Huff, 105 tons; Consolidation No. 125, Capt. Zillers, 112 tons; Judge Alvey, Capt. Cramer; F. O. Beckett, Capt. Zimmerman, 105 tons; Consolidation No. 14, Capt. F. Huff, 109 tons; Consolidation No. 114, Capt. G. H. Grimm, 109 tons; Consolidation No. 139, Capt. Keesucker, 108 tons. For J. P. Agnew & Co. – H. Chaney, Capt. Banhoff, 105 tons; L. B. Agnew, Capt. Myers, 107 tons; and A. G. Johnson, Capt. R. Eaton, 108 tons.

ES, Fri. 7/28/93, p. 8. ABOUT GEORGETOWN – Boats to arrive at Georgetown with coal via canal July 27 were as follows: For Meredith, Winship & Co. - Consolidation No. 127, Capt. R. C. Swain, 116 tons; Consolidation No. 128, Capt. E. Mose, 118 tons; Consolidation No. 104,

Capt. S. Benner, 114 tons; Little Rob, Capt. S. Benner, 111 tons; J. Leetch, Capt. R. Eaton, 111 tons; W. B. Orme, Capt. R. Eaton, 114 tons. For J. P. Agnew & Co. – A. H. Bradt, Capt. A. Roof, 111 tons.

Boats to leave Georgetown via canal July 27 were as follows: L. P. Reed, Capt. J. Crampton; Consolidation No. 119, Capt. J. W. Mitchell; F. Flanagan, Capt. J. Moore; N. C. Read, Capt. S. Drenner; Consolidation No. 116, Capt. J. W. Fisher; Consolidation No. 135, Capt. D. Knode; R. L. Somerville, Capt. O. Stickle; Consolidation No. 131, Capt. J. Wright; Three Brothers, Capt. G. Ingram; Consolidation No. 17, Capt. L. Cartwright; Consolidation No. 19, Capt. James Reed; W. H. Dunkinson, Capt. James Reed; Dr. Knott, Capt. Ewing; Consolidation No. 8, Capt. J. W. Swain.

Boats to leave Cumberland for Georgetown with coal via canal July 26 were as follows: For Meredith, Winship & Co. – T. H. Gibbs, Capt. Penner, 104 tons; Consolidation No. 138, Capt. H. Benner, 107 tons; Jos. A. Garfield, Capt. James Ward, 101 tons; Consolidation No. 102, Capt. J. Penner, 104 tons; Consolidation No. 120, Capt. C. Shaw, 100 tons; Judge Cox, Capt. C. Shaw, 103 tons; B. R. Mayfield, Capt. L. Benner, 99 tons. For J. P. Agnew & Co. – John Spencer, Capt. W. Wallace, 106 tons; Henry Hanekamp, Capt. J. H. Johnson, 103 tons; Anteros, Capt. E. Chaney, 76 tons; and A. W. Ridgely, Capt. J. Tice, 103 tons.

As canal boat No. 127, having on board about 115 tons of Cumberland coal, reached a point on the waterway yesterday near the foot of 37<sup>th</sup> street, her bottom struck a huge rock that had probably fallen from the wall that supports both banks, and in a short time she had sufficiently filled with water to cause her to sink. Later in the day her cargo was transferred to another boat and sent to the wharf of the consignee.

AG, Fri. 7/28/93, p. 3. LOCAL BREVITIES – Mr. W. H. Dunkinson, collector at Georgetown of the Chesapeake and Ohio Canal Company,

has resigned his position. Mr. McAboy, of Virginia, succeeds him.

ES, Mon. 7/31/93, p. 8. ABOUT

GEORGETOWN – **Canal Matters** – Boats to arrive at Georgetown with coal via canal July [29] were as follows: For Meredith, Winship & Co. - Consolidation No. 132, Capt. W. Hammond, 118 tons; Consolidation No. 144, Capt. W. Bowers, 116 tons; Joseph Bryan, Capt. D. Hewitt, 117 tons; Plough Boy, Capt. H. Swain, 119 tons; Consolidation No. 106, Capt. H. Swain, 116 tons; L. W. Guinand, Capt. W. Trench, 114 tons; Consolidation No. 11, Capt. S. Taylor.

J. P. Agnew & Co. – A. Mayer, Capt. J. D. McAtee, 116 tons; Benj. Vaughan, Capt. N. Wilson, 110 tons.

Boats to clear Georgetown via canal July 29 were as follows: Consolidation No. 9, Capt. D. Taylor; Unexpected, Capt. F. Miller; Consolidation No. 123, Capt. J. Colbert; G. M. Winship, Capt. T. H. Crampton; C. Darrow, Capt. T. H. Crampton; E. Pratt, Capt. J. Magruder; Consolidation No. 134, Capt. W. Swain; M. Wise, Capt. J. A. Swain; Here I Am, Capt. T. McCoy; Judge Stake, Capt. T. McCoy; Florence, Capt. Marconier; G. A. McIlhaney, Capt. J. Dick; Consolidation No. 115, Capt. J. Dick; and C. Wagley K., Capt. C. Underdonk.

ES, Tue. 8/1/93, p. 5. ABOUT GEORGETOWN – **Traffic on the Canal** – There have been no more arguments of late among canal men on the subject of “the mules versus electricity” for the reason that the former has lost his champions, and by the time the Erie experiments have proved successful the animal will be looked upon for canal purposes as an antediluvian.

Boats to arrive at Georgetown yesterday by way of the canal were as follows: For Meredith, Winship & Co. - Consolidation No. 102, 104 tons; J. K. Cowen, 103 tons; Lafayette, 115 tons; Consolidation No. 113, 113 tons; Consolidation No. 129, 118 tons. For J. P.

Agnew & Co. – C. W. Ridley, 101 tons; and H. Chaney, 105 tons.

The Florence was the only boat to clear Georgetown yesterday.

Boats to clear Cumberland for Georgetown were as follows: Consolidation No. 121, Capt. Spong, 102 tons; Consolidation No. 136, Capt. J. Connell, 99 tons; Consolidation No. 131, Capt. J. Wright, 100 tons; Consolidation No. 124, Capt. D. Taylor, 99 tons; M. E. Grove, Capt. Dolby, 99 tons; Consolidation No. 124, Capt. Stevens, 99 tons; Theo. Dean, Capt. French, 98 tons; and Detroit, Capt. Dickerhoff, 100 tons; J. J. Alexander, Capt. Renner, 103 tons; Judge Douglass, Capt. Bowers, 95 tons; and Loudon, Capt. R. Williams, 99 tons.

ES, Wed. 8/2/93, p. 3. ABOUT

GEORGETOWN – **Traffic on the Canal.** – Owing to the low water in the Potomac, and the consequent shallowness of that in the canal, boats have been unable to bring to town, for the past few days, their regular cargoes of 113, 114 and 115 tons. One hundred tons will be the average cargo until a good rain falls.

Boats to arrive yesterday via the Chesapeake and Ohio canal were as follows: Consolidation No. 6, 106 tons; Consolidation No. 13, 110 tons; Consolidation No. 1, 107 tons; Henry Hanekamp, 103 tons; Judge Bradley, 99 tons; Consolidation No. 108, 98 tons; J. K. Shaw, 114 tons and J. H. Mertens, 100 tons.

Boats to clear Cumberland for Georgetown July 31 were as follows: George D. Hoffman, Capt. Single, 97 tons; Mrs. McComas, Capt. Olphine, 99 tons; H. L. Winship, Capt. Kimble, 103 tons; Consolidation No. 119, Capt. J. W. Mitchell, 96 tons; B. T. Johnson, Capt. Moore, 98 tons; Ruby, Capt. Grove, 76 tons; W. D. L. Walbridge, Capt. Brown, 98 tons; W. H. Cooper, Capt. Joseph Baker, 98 tons; Consolidation No. 5, Capt. J. Cross, 95 tons; Consolidation No. 8, Capt. J. W. Swain, 99 tons; C. R. White, Capt. E. Bechtel t, 98 tons; Consolidation No. 2, Capt. Wm. Custis, 101 tons; Consolidation No. 7, Capt. Dixon, 100

tons; George S. French, Capt. R. Sorrell, 99 tons; and Wm. Robinson, Capt. Small, 99 tons.

ES, Thu. 8/3/93, p. 5. ABOUT GEORGETOWN – Business on the canal is slow. There are still but few boats getting down from Cumberland and they are bringing cargoes of but 99, 100 and 101 tons. The lower the water gets in the river the lighter will be the cargoes.

Even now the bottoms of the boats almost touch the bottom of the canal.

Boats to arrive yesterday via the canal were as follows: Cuba, Capt. Tingstrum; J. H. Mertens, Capt. J. Reed; J. K. Shaw, Capt. M. P. Runkle; Consolidation No. 108, Capt. W. H. Wilson; Dr. Knott, Capt. J. Ewing; Judge Bradley, Capt. O. Hammond; Henry Hanekamp, Capt. J. H. Johnson; Consolidation No. 1, Capt. Otho Kretzer; Consolidation No. 13, Capt. C. Ford; and Consolidation No. 6, Capt. Whitemeyer.

Boats cleared yesterday as follows: Consolidation No. 18, Capt. G. W. Snyder; Plough Boy, Capt. W. French; A. W. Nicholson, Capt. W. Hill; Consolidation No. 141, Capt. J. W. Taylor; W. A. Leetch, Capt. C. B. Schaffer; J. K. Cowen, Capt. R. Hebb; Consolidation No. 102, Capt. J. Penner; G. L. Nicholson, Capt. Keesucker; Judge A. H. Boyd, Capt. C. Spong; Consolidation No. 20, Capt. T. Shives; Judge McComas, Capt. W. Gloss; and C. W. Ridley, Capt. T. Tice.

Mr. Kraft of the canal company's clerical staff has severed his connection with the old waterway.

The canal boat Maryland, from White's Ferry, has arrived with 1,000 bushels of wheat and 2,500 tons [*sic.* 250 tons] of hay on board.

Hay is bringing \$16 a ton, a fair price, while owners of wheat are realizing but from 85¢ to 87¢ a bushel. Ordinarily the grain brings \$1.

A cargo of 4,000 bushels of wheat is expected here every day.

ES, Sat. 8/5/93, p. 16. ABOUT GEORGETOWN – **Canal Affairs** – Boats to arrive yesterday via

the canal were as follows: A. Greenless, Capt. W. Knight; Consolidation No. 16, Capt. Spong; T. H. Gibbs, Capt. Penner; Consolidation No. 38, Capt. Penner; D. W. Sloan, Capt. Smith; Consolidation No. 15, Capt. D. Coffman; Ollie V., Capt. T. Bowers; Judge Cox, Capt. C. Shaw; Consolidation No. 120, Capt. Shaw; J. A. Garfield, Capt. J. Ward; Consolidation No. 24, Capt. W. E. Stevens; F. Flanagan, Capt. J. Moore; E. Pratt, Capt. J. Magruder; and Consolidation No. 122, Capt. J. C. Boler.

Boats to clear Georgetown yesterday were: J. H. Wertner, Capt. J. Reed; H. H. Keedy, Capt. B. Jackson; Consolidation No. 117, Capt. J. Snyder; Lafayette, Capt. S. Creamer; Consolidation No. 113, Capt. S. Creamer; Consolidation No. 129, Capt. E. Bowers; Seneca, Capt. T. Thrasher; E. M. Ginevan, Capt. H. Williams; C. F. T. Beale, Capt. F. Huff; Consolidation No. 14, Capt. F. Huff; Consolidation No. 114, Capt. G. H. Grimm; Consolidation No. 12, Capt. H. Sensel; Consolidation No. 108, Capt. W. H. Wilson; and R. D. Johnson, Capt. A. Mose.

Boats to clear Cumberland yesterday with coal for Georgetown were as follows: W. J. Stephenson, Capt. Gernew, 106 tons; W. R. Lewis, Capt. G. W. Sandbower, 106 tons; Consolidation No. 101, Capt. Eichelbower, 105 tons; Consolidation No. 17, Capt. Cartwright, 105 tons; Consolidation No. 116, Capt. J. W. Fisher, 103 tons; W. C. Reed, Capt. Drenner, 107 tons; C. Wagley K., Capt. Underdonk, 103 tons; John Hanaway, Capt. Higgins, 98 tons; Marshall Wise, Capt. Swain, 106 tons; Consolidation No. 9, Capt. D. Taylor, 104 tons; Isabella, Capt. Ginivan, 104 tons; Consolidation No. 134, Capt. W. Swain, 102 tons; A. H. Bradt, Capt. Alex. Root, 103 tons; Fred. Wieland, Capt. Bowers, 104 tons; S. M. Storm, Capt. J. Bush, 102 tons; James Goddard, Capt. J. Bush, 101 tons; and Mertinsville, Capt. J. W. Parton, 102 tons.

A good rain has fallen in the region of the upper Potomac and canal which has somewhat increased the depth of water in the latter and allowed the heavier loading of boats.

The Daniel B. Fearing has finished unloading her cargo of 2,000 tons of Penobscot ice, taken on 2,000 tons of Cumberland coal and started for Boston, where the black cargo will be discharged. Capt. Clifford is in command.

Another boat, the Rhode Island, laden with ice, is now discharging her 1,200 tons at the wharves of the Great Falls Ice Company. She too, will reload with coal. Her master, Capt. Soule, is one of the oldest in the commercial service and is known in every seaport on the Atlantic coast. He is also a man well known in the principal ports of the old world, having spent a long time in European and Asiatic waters.

ES, Mon. 8/7/93, p. 3. **Canal Matters.**

Boats to arrive at Georgetown via the canal on Saturday were as follows:

Consolidation No. 181, Capt. Wright; E. R. Ladew, Capt. Hebb; No. 111, Capt. Johnson; Dakota, Capt. Johnson; Sallie, Capt. Werebaugh; No. 142, Capt. Burke; No. 133, Capt. Atwell; Judge Douglass, Capt. Bowers; Judge Hagner, Capt. E. Hine; No. 130, Capt. Castle; B. R. Mayfield, Capt. Berner; J. R. McLean, Capt. Pierce; A. L. Miller, Capt. Dean; W. H. Cooker, Capt. Baker; and W. D. S. Walbridge, Capt. Brown.

Boats to clear Georgetown on Saturday, were as follows: J. J. Alexander, Capt. Renner; No. 126, Capt. McArdle; No. 139, Capt. Keesucker; H. S. Bond, Capt. Ingram; F. Flanagan, Capt. J. Moore; Consolidation No. 16, Capt. Spong; C. W. Adams, Capt. H. Carter; Judge Alvey, Capt. Creamer; No. 125, Capt. Zeller; No. 138, Capt. Benner; J. Spencer, Capt. Knight; A. Greenless, Capt. Knight; D. W. Sloan, Capt. Smith; and A. G. Johnson, Capt. Eaton.

Boats to clear Cumberland on August 4 with coal for Georgetown were as follows: Consolidation No. 21, Capt. Bartlett, 106 tons; W. B. Orme, Capt. Eaton, 104 tons; John Leetch, Capt. Eaton, 106 tons; Judge Stake, Capt. McCoy, 103 tons; Muskingum, Capt. Testos, 111 tons; Morning Star, Capt. Smebery, 112 tons;

Benj. Vaughn, Capt. Wilson, 109 tons; No. 128, Capt. E. Mose, 111 tons; No. 127, Capt. Swain, 110 tons; Libbie, Capt. C. Shaw, 111 tons; Joseph Bryan, Capt. Hewett, 108 tons; Sarah Kroon, Capt. Peters, 106 tons; Consolidation No. 18, Capt. Snyder, 108 tons; and Here I Am, Capt. McCoy, 103 tons.

ES, Tue. 8/8/93, p. 8. ABOUT GEORGETOWN – **Canal Matters** – Boats to arrive at Georgetown with coal via canal August 6 were as follows: Detroit, Capt. G. Dickerhoff, 103 tons; Consolidation No. 110, Capt. C. E. Swain, 99 tons; Florence, Capt. Marconier; Three Brothers, Capt. J. Ingram; Consolidation No. 10, Capt. J. Swain; George S. French, Capt. R. Sorrell, 109 tons; B. T. Johnson, Capt. F. Moore, 112 tons; Oak Spring, Capt. Heneker.

Boats to clear Georgetown via canal August 6 were as follows: Judge Hagner, Capt. E. Hine; Consolidation No. 130, Capt. C. R. Castle; B. R. Mayfield, Capt. L. Benner; J. R. McLean, Capt. J. Pierce; Consolidation No. 133, Capt. S. Atwell; Florence, Capt. Marconier; Oak Spring, Capt. Heneker.

Boats to clear Cumberland with coal for Georgetown via canal August 6 were as follows: Consolidation No. 102, Capt. J. Renner, 113 tons; Consolidation No. 144, Capt. W. Bowers, 111 tons; Consolidation No. 118, Capt. J. M. Mills, 112 tons; Consolidation No. 11, Capt. S. Taylor, 112 tons; Consolidation No. 104, Capt. S. Benner, 114 tons; Consolidation No. 137, Capt. J. Galloway, 110 tons; J. K. Cowen, Capt. R. Hebb, 108 tons; A. W. Riley, Capt. J. Tice, 107 tons; A. W. Wilson, Capt. W. Hill, 114 tons; Consolidation 112, Capt. D. Taylor, 111 tons; Consolidation No. 141, Capt. J. W. Taylor, 110 tons; W. A. Leetch, Capt. C. S. Shafer.

ES, Wed. 8/9/93, p. 8. ABOUT GEORGETOWN – **Canal Affairs** – Boats arrived at Georgetown yesterday via canal with coal as follows: Charles W. Miller, Capt. Riley, 99 tons; Consolidation No. 19, Capt. James Reed, 103 tons; W. H. Dunkinson, Capt. James

Reed, 104 tons; W. T. Coulehan, Capt. Woodward, 102 tons; Anteros, Capt. Chaney, 78 tons.

Boats left Georgetown yesterday by canal as follows: Loudon, Capt. Williams; A. Cable, Capt. A. Mills; Three Brothers, Capt. Ingram; Winter, Capt. C. Zimmerman; F. O. Beckett, Capt. C. Zimmerman; Consolidation No. 4, Capt. G. Leopold; Consolidation No. 143, Capt. R. D. Smith; Consolidation No. 8, Capt. J. W. Swain; Detroit, Capt. G. Dickerhoff; Katie Hassett, Capt. A. Mills; T. J. Shiplett, Capt. G. Leopold.

Boats to clear Cumberland with coal for Georgetown via canal yesterday were as follows: For Meredith, Winship & Co. - Consolidation No. 105, Capt. E. Bechtel, 111 tons; Consolidation No. 106, Capt. C. H. Swain, 111 tons; Consolidation No. 6, Capt. Whitemeyer, 109 tons; Consolidation No. 1, Capt. Otho Kretzer, 106 tons; Consolidation No. 117, Capt. J. Snyder, 110 tons; Consolidation No. 139, Capt. Keesucker, 111 tons; Judge Bradley, Capt. Hammond, 108 tons; E. W. Ginevan, Capt. Williams, 112 tons; Consolidation No. 126, Capt. McArdle, 108 tons. For Agnew & Co. – L. B. Agnew, Capt. Myers, 110 tons; R. L. Granville, Capt. James Swain, 103 tons; D. W. Sloan, Capt. Smith, 107 tons; A. G. Johnson, Capt. Eaton, 109 tons.

ES, Thu. 8/10/93, p 3 ABOUT GEORGETOWN Affairs on the canal are in keeping with the times – slow. Not many boats are coming down, and those that are being short cargoes. The Potomac needs more rain yet to give the usual depth to the canal.

Boats to arrive at Georgetown yesterday with coal via canal were as follows: For Meredith, Winship & Co – Consolidation No. 2, Capt. W. Curtis, 101 tons; Consolidation No. 132, Capt. W. Hammond, 106 tons; Consolidation No. 127, Capt. S. Taylor, 110 tons; W. S. Jacques, Capt. Jones, 104 tons; Consolidation No. 7, Capt. Wilson, 100 tons; Consolidation No. 5, Capt. H. Keave, 95 tons.

For John P. Agnew & Co. – John Hanaway, Capt. J. Leary, 98 tons; C. Wagley K., Capt. C. Underdonk.

Boats to clear Georgetown yesterday via canal were as follows: M. E. Grove, Capt. Dolby; C. Willard, Capt. Riley; Consolidation No. 110, Capt. C. E. Swain; Consolidation No. 10, Capt. J. F. Swain; Anteros, Capt. E. D. Chaney; Consolidation No. 121, Capt. E. Spong; George S. French, Capt. R. Sorrell; B. T. Johnson, Capt. J. F. Moore.

---

### The Murdered Boatman

The alleged murderers of the old canal boatmen, John McCabe, whose body was found last Thursday evening in a secluded fishing spot near Cumberland, were yesterday given a hearing at Martinsburg, W. Va., the place where deceased was spending a few days to rest. It appeared that McCabe had formed the acquaintance of William Grove, Edward Wild and Joh Bartgis while at Martinsburg, and had invited then to accompany him on one of his fishing excursions. The men went, but returned without their host. That afternoon the body of McCabe was found in the river near his boat with a great bruise across his forehead, evidently inflicted by an oar. At the hearing, evidence of a damaging character was introduced against Wild and Bartgis, and they were committed. Grove was released, it being clearly shown that at the time the murder was committed, he was a mile off, preparing dinner. The murdered man was over fifty years of age, and well-known to the merchants of the town, with whom he dealt on every trip of his boat to town.

ES, Fri. 8/11/93, p. 8. ABOUT GEORGETOWN – Boats to arrive at Georgetown with coal via canal yesterday were as follows: Consolidation No. 127, Capt. R. C. Swain, 105 tons; W. S. Jacques, Capt. B. Bender, 102 tons; Consolidation No. 7, Capt. J. Dixon, 98 tons; Consolidation No. 5, Capt. Sid Cross, 103 tons; M. Wise, Capt. Jess Swain, 106 tons; Theo. Dean, Capt. J. F. Shupp, 102 tons; Consolidation

No. 123, Capt. J. Colbert, 101 tons; Muskingum, Capt. H. Teeters, 105 tons; Consolidation No. 134, Capt. W. Swain, 102 tons.

Boats cleared Georgetown yesterday as follows: Consolidation No. 2, Capt. W. Curtis; Consolidation No. 19, Capt. James Reed; W. H. Dunkinson, Capt. Jas. Reed; W. T. Coulehan, Capt. W. Woodward; F. Flanagan, Capt. J. Moore; J. Hanaway, Capt. J. Leary; Consolidation No. 127, Capt. R. C. Swain; C. Wagley K., Capt. H. N. Jones; Dr. Knott, Capt. J. Ewing; W. S. Jacques, Capt. B. Bender.

Boats to leave Cumberland for Georgetown with coal via canal were as follows: For Meredith, Winship & Co. - Consolidation No. 140, Capt. B. Snyder, 103 tons; A. W. Adams, Capt. H. Carter, 100 tons; Geo. A. McIlhaney, Capt. Jas. Dick, 103 tons; Consolidation No. 119, Capt. J. W. Mitchell, 101 tons; Consolidation No. 115, Capt. Jas. Dick, 103 tons; Consolidation No. 122, Capt. J. C. Boler, 103 tons; Consolidation No. 14, Capt. F. Huff, 98 tons; C. F. T. Beale, Capt. F. Huff, 105 tons; Consolidation No. 11, Capt. R. Ginevan, 102 tons.

For J. P. Agnew & Co. - J. J. Alexander, Capt. J. Renner, 103 tons; W. H. Cooper, Capt. Jos. Baker, 99 tons; W. D. Walbridge, Capt. H. Brown, 104 tons; J. K. Shaw, Capt. M. P. Runkle, 106 tons; Judge Douglass, Capt. D. Bowers, 98 tons; R. D. Johnson, Capt. A. Mose, 106 tons; Ollie V., Capt. T. Bowers, 102 tons.

ES, Sat. 8/12/93, p. 3. ABOUT GEORGETOWN - **Points of Interest.** - Boats arrived yesterday via the Chesapeake and Ohio canal as follows: A. Mayer, Capt. McAtee; Consolidation No. 9, Capt. Taylor; C. R. White, Capt. E. Bechtel; M. J. Adler, Capt. Reynolds; Consolidation No. 117, Capt. Cartwright; Consolidation No. 101, Capt. Eichelbower; A. H. Bradt, Capt. Roof; Consolidation No. 135, Capt. Knode; W. R. Lewis, Capt. G. W. Sandbower; Consolidation No. 107, Capt. Smith; and Little Walter, Capt. Joseph Zigler.

Boats to clear Georgetown yesterday were as follows: Consolidation No. 132, Capt. W. Hammond; J. P. Hewitt, Capt. W. Hammond; M. Wise, Capt. J. A. Swain; Theo. Dean, Capt. Shupp; Florence, Capt. Marconier; Consolidation No. 134, Capt. Swain; Consolidation No. 9, Capt. D. Taylor; and C. R. White, Capt. J. H. Penner.

Boats to clear Cumberland yesterday for Georgetown were as follows: Consolidation No. 124, Capt. N. E. Stevens, 99 tons; Lafayette, Capt. S. Creamer, 100 tons; Consolidation No. 113, Capt. S. Creamer, 102 tons; Consolidation No. 138, Capt. H. Benner, 105 tons; Consolidation No. 142, Capt. R. Burke, 103 tons; Consolidation No. 129, Capt. E. Bowers, 101 tons; A. Greenless, Capt. W. Knight, 109 tons; John Spencer, Capt. Joseph Baker, 101 tons; Consolidation No. 15, Capt. D. Coffman, 103 tons; J. W. Guinand, Capt. W. French, 101 tons; and Joseph A. Garfield, Capt. J. Ward, 103 tons.

ES, Mon. 8/14/93, p. 8. ABOUT GEORGETOWN - **Canal Affairs** - Boats to arrive at Georgetown via canal, with coal, August 12 are as follows: For Meredith, Winship & Co. - L. P. Reed, Capt. J. Crampton, 97 tons; Deer Park, Capt. J. Crampton, 104 tons; N. C. Reed, Capt. S. Drenner, 107 tons; Consolidation No. 116, Capt. J. W. Fisher, 103 tons; Consolidation No. 104, Capt. C. S. Benner, 114 tons; W. H. C. Bayley, 102 tons; Ben Vaughn, Capt. N. Wilson, 109 tons; Consolidation No. 18, Capt. G. W. Snyder, 108 tons; S. M. Storm, Capt. J. Bush, 102 tons; James Goddard, Capt. Taylor, 101 tons; Unexpected, Capt. Foley, grain; Consolidation No. 103, Capt. O. Grove, 101 tons; Daniel Linkins, Capt. O. Grove, 101 tons; Consolidation No. 3, Capt. G. W. Colbert, 104 tons; Libbie, Capt. C. Shaw, 111 tons; G. M. Winship, Capt. T. Crampton; C. Darrow, Capt. T. Crampton, 101 tons; Consolidation No. 102, Capt. J. Benner, 113 tons; Consolidation No. 11, Capt. S. Taylor, 112 tons.

For J. P. Agnew & Co. - Morning Star, Capt. W. Linburg, 112 tons; Fred. Weiland,

Capt. T. Bowers, 104 tons; J. H. Mertens, Capt. J. Reed, 111 tons; A. W. Nicholson, Capt. W. Hill, 114 tons; D. A. Lowe, Capt. R. Crampton, 95 tons.

Boats to start from Georgetown August 12 were as follows: Consolidation No. 17, Capt. Cartwright; A. H. Bradt, Capt. A. Roof; Consolidation No. 7, Capt. J. Dixon; Consolidation No. 3, Capt. Sid Cross; Little Walter, Capt. Joseph Zigler; A. Mayer, Capt. J. D. McAtee; S. P. Reed, Capt. J. Crampton; Morning Star, Capt. H. Linburg; B. Vaughan, Capt. M. Wilson.

ES, Tue. 8/15/93, p. 8. ABOUT GEORGETOWN – **Canal Affairs** – Boats to arrive at Georgetown yesterday via the Chesapeake and Ohio canal were as follows: New Alexandria, Capt. Banhoff; Consolidation No. 141, Capt. J. W. Taylor; W. A. Leetch, Capt. Shafer; Sarah Kroon, Capt. A. Peters; Florence, Capt. Marconier; Judge Stake, Capt. T. McCoy; Here I Am, Capt. T. McCoy; W. H. Cooper, Capt. Joseph Baker; F. Flanagan, Capt. J. Moore; Three Brothers, Capt. G. Ingram; Four Brothers, Capt. J. P. Walter; Judge McComas, Capt. W. Gloss; Judge Douglass, Capt. D. Bowers.

Boats to clear Georgetown yesterday for Cumberland and intermediate points were: H. H. Keedy, Capt. B. Jackson; Consolidation No. 18, Capt. G. W. Snyder, and Florence, Capt. Marconier.

Boats to clear Cumberland on Saturday for Georgetown were: M. E. Grove, Capt. Dolley, 98 tons; C. E. K., jr., Capt. Bender, 98 tons; Consolidation No. 111, Capt. Johnson, 101 tons; Dakota, Capt. Johnson, 101 tons; Consolidation No. 127, Capt. Swain, 104 tons; W. Hunt & Co., Capt. Groom, 44 tons; C. Wagley K., Capt. Bender, 102 tons; Lathe, Capt. Waughbaugh, 99 tons; Victor, Capt. J. Kelley, 97 tons; Judge Hagner, Capt. E. Hine, 94 tons; Sandown, Capt. William, 96 tons; and Consolidation No. 10, Capt. J. Swain, 100 tons.

ES, Wed. 8/16/93, p. 8. ABOUT GEORGETOWN – Boats arrived yesterday via the Chesapeake and Ohio canal as follows: Consolidation No. 127, Capt. Galloway; Consolidation No. 6, Capt. Wurtemyer; Consolidation No. 13, Capt. Fox; G. L. Nicholson, Capt. Keesucker; E. W. Ginevan, Capt. Williams; Consolidation No. 144, Capt. Bowers; J. K. Cowen, Capt. Hebb; W. L. Walbridge, Capt. Brown; Consolidation No. 106, Capt. Swain; J. J. Alexander, Capt. Renner; Consolidation No. 112, Capt. Saylor; H. Hanekamp, Capt. Johnson; D. W. Sloan, Capt. Smith.

Boats to leave Georgetown yesterday for Cumberland and intermediate points were as follows: Eva, Capt. Wolf; F. Flanagan, Capt. J. Moore; New Alexandria, Capt. Ingram; Consolidation No. 102, Capt. Penner; G. W. Winship, Capt. Crampton; C. Darrow, Capt. Crampton; S. M. Storm, Capt. J. Bush; James Goddard, Capt. Bush; Consolidation No. 11, Capt. Taylor; S. Kroon, Capt. Peters; A. W. Nicholson, Capt. Hill; J. Bryan, Capt. Hewitt; Isabella, Capt. Grimm; W. I. Stephenson, Capt. S. Grim.

Bats to clear Cumberland on August 14 for Georgetown were as follows: George S. French, Capt. Sewell, 99 tons; B. R. Mayfield, Capt. Benner, 99 tons; F. R. Gibbs, Capt. Penner, 99 tons; Alice Cable, Capt. Mills, 100 tons; J. R. McLean, Capt. Pierce, 104 tons; Consolidation No. 12, Capt. Sensel, 100 tons; Detroit, Capt. Dickerhoff, 104 tons; Ruby, Capt. Grove, 78 tons; Hanaway, Capt. Joseph Higgins, 101 tons; Consolidation No. 143, Capt. Smith, 100 tons; Consolidation No. 126, Capt. Spong, 104 tons; Consolidation No. 19, Capt. Reid, 103 tons; and W. H. Dunkinson, Capt. Reid, 98 tons.

ES, Thu. 8/17/93, p. 8. ABOUT GEORGETOWN – **Low Water.** – A four-master from Boston yesterday went aground near Agnew's wharf, but came around all right on the rising of the tide. The water in the Potomac is fearfully low, particularly near the Little Falls,



the river there having the appearance of a mill stream. There a man could almost walk across the rocks without getting his feet wet.

The canal, of course, is suffering in consequence of the Potomac's condition and boatmen, too.

The usual canal cargo of coal is 115 tons, but only 98, 99 and 100 tons are now being brought. The cost of making a trip though remains about the same.

#### **Canal Affairs.**

Boats to arrive at Georgetown yesterday via the Chesapeake and Ohio canal were as follows: Anteros, Capt. Ed Chaney; L. B. Agnew, Capt. Myers; Consolidation No. 140, Capt. Snyder; Consolidation No. 1, Capt. Otho Kretzer; H. L. Bond, Capt. Ingram; Consolidation No. 122, Capt. Boler; A. H. Dowden, Capt. Engle; Consolidation No. 105, Capt. Bechtel; Judge Bradley, Capt. Hammond; Consolidation No. 142, Capt. Boak.

Boats to leave Georgetown yesterday for Cumberland and intermediate points were: Consolidation No. 128, Capt. E. Mose; W. H. Cooper, Capt. Baker; Consolidation No. 21, Capt. Bartlett; Consolidation No. 141, Capt. J. W. Taylor; J. Leetch, Capt. Eaton; W. B. Orme, Capt. Eaton; W. A. Leetch, Capt. Shafer; Judge Douglass, Capt. Bowers; Consolidation No. 118, Capt. Mills; Anteros, Capt. Chaney; G. L. Nicholson, Capt. Keesucker; J. J. Alexander, Capt. J. Renner; W. L. Wallbridge, Capt. Brown; Four Brothers, Capt. Collier.

ES, Fri. 8/18/93, p. 8. ABOUT GEORGETOWN – Capt. Crampton, one of those sturdy-looking, bronzed masters of the canal, is in a little difficulty. A short time ago he bought of Mr. Robert E. Tenney, the miller, under what is known as a conditional bill of sale, three mules, agreeing to pay \$250 for them. One of the conditions of the sale was that, if the animals were not humanely treated pending the consummation of the deal, the party of the first part or the seller could regain possession of them, the buyer forfeiting all that had been paid on

account of the purchase. Though it is said the notes given in the case have been promptly met the humane clause was not carried out and Mr. Tenney has accordingly regained the mules in the manner prescribed by law. Capt. Crampton is thereby left in town with no money, a loaded canal boat and no power to move it. Had the seizure taken place at Cumberland more mules could readily have been secured under a conditional bill of sale, but at this end of the waterway it is a rare thing to do.

#### **They Are Apt to Kick.**

Canal boatmen are the greatest kickers on earth and were it not for the soothing eloquence of those who manipulate the figures and cash at the office of the company anarchy on the old waterway would reign supreme. Every rule or regulation the officers make is objected to until a visit to headquarters is made. There the complaining one is so rubbed down that until the objectionable regulation is once more run up against, he becomes imbued with the idea that the canal is being managed solely for his individual benefit.

#### **Arrivals and Departures.**

Boats arrived at Georgetown yesterday via the Chesapeake and Ohio canal as follows: Dr. Knott, Capt. J. Ewing; Consolidation No. 139, Capt. Keesucker; Consolidation No. 126, Capt. McArdle; Consolidation No. 119, Capt. J. W. Mitchell; Consolidation No. 117, Capt. J. Snyder; C. Wagley K., Capt. C. Underdonk; Consolidation No. 110, Capt. C. E. Swain; Consolidation No. 124, Capt. N. E. Stevens; Charles E. K., jr., Capt. J. Bender; R. D. Johnson, Capt. Mose; Ollie V., Capt. T. Bowers; M. E. Grove, Capt. Dolby; and Consolidation No. 130, Capt. Castle.

Boats to clear Georgetown yesterday for Cumberland and intermediate points were as follows: Here I Am, Capt. T. McCoy; Judge Stake, Capt. T. McCoy; Judge McComas, Capt. Gloss; Consolidation No. 137, Capt. Galloway; Consolidation No. 144, Capt. Bowers; Consolidation No. 6, Capt. Whitemeyer; Consolidation No. 13, Capt. Fox; E. Pratt, Capt.

Magruder; Consolidation No. 106, Capt. Swain; Consolidation No. 140, Capt. Snyder; Consolidation No. 112, Capt. Saylor; D. W. Sloan, Capt. Smith; E. M. Ginevan, Capt. Williams; Henry Hanekamp, Capt. J. H. Johnson; Consolidation No. 1, Capt. Otho Kretzer; and Seneca, Capt. T. Thrasher.

Boats to clear Cumberland August 16 for Georgetown were as follows: For John P. Agnew & Co. – Morning Star, Capt. H. Linburg, 98 tons.

For Meredith, Winship & Co. – J. P. Hewitt, Capt. Hammond, 101 tons; Consolidation No. 9, Capt. Taylor, 97 tons; Consolidation No. 133, Capt. Atwell, 100 tons; Consolidation No. 123, Capt. Colbert, 97 tons; M. J. Adler, Capt. Reynolds, 98 tons; Consolidation No. 104, Capt. Benner, 97 tons; W. K. Lewis, Capt. Lanberg, 98 tons; Winter, Capt. Ginevan, 99 tons; Consolidation No. 16, Capt. Spong, 103 tons; Marshall Wise, Capt. Swain, 101 tons; F. O. Becket, Capt. Shives, 96 tons; Consolidation No. 7, Capt. Dixon, 97 tons; and Round Top, Capt. Hall, 90 tons.

ES, Sat. 8/19/93, p. 3. ABOUT GEORGETOWN – **Arrivals and Departures.** – Boats to arrive in Georgetown on Thursday were as follows:

Consolidation No. 8, Capt. J. W. Swain; Judge A. H. Bond, Capt. C. Spong; F. S. Garnett, Capt. W. Benner; J. K. Shaw, Capt. M. P. Runkle; G. A. McIlhaney, Capt. G. Dick; Consolidation No. 115, Capt. G. Dick; C. W. Adams, Capt. H. Carden; C. F. T. Beale, Capt. F. Huff; Consolidation No. 14, Capt. F. Huff; Consolidation No. 104, Capt. R. Grim; Three Brothers, Capt. George Ingram; F. Flanagan, Capt. J. Moore; J. A. Garfield, Capt. J. Ward.

Boats to clear Georgetown yesterday were as follows: Judge Bradley, Capt. O. Hammond; Consolidation No. 139, Capt. A. Keesucker; Consolidation No. 122, Capt. J. C. Boler; Consolidation No. 126, Capt. A. D. Carelle; R. D. Johnson, Capt. A. Mose; Consolidation No. 119, Capt. J. W. Mitchell; Consolidation No. 117, Capt. J. Snyder; C.

Wagley K., Capt. C. Underdonk; Ollie V., Capt. T. Bowers; Consolidation No. 110, Capt. C. E. Swain; A. H. Dowden, Capt. Mrs. Engle; Consolidation No. 130, Capt. C. R. Castle; Consolidation No. 121, Capt. N. E. Stevens; Consolidation No. 8, Capt. J. W. Swain; Charles E. K., jr., Capt. J. Bender.

Boats to leave Cumberland yesterday for Georgetown were as follows: E. Mertens, Capt. J. Hall, 101 tons; Consolidation No. 5, Capt. L. Cross, 95 tons; Libbie, Capt. C. Shaw, 98 tons; Consolidation No. 135, Capt. D. Knode, 99 tons; A. W. Ridley, Capt. John Tice, 38 tons; Little Walter, Capt. Joseph Zigler, 102 tons; Eva, Capt. John Wolf, 95 tons; Amelia Mayer, Capt. J. D. McAtee, 96 tons; Benj. Vaughn, Capt. N. Wilson, 96 tons; Consolidation No. 15, Capt. O. Sullivan, 102 tons, Consolidation No. 108, Capt. W. H. Wilson, 99 tons.

#### **The Coal Shipments.**

There were shipped from the mines of Cumberland over the Chesapeake and Ohio canal during the past week, 10,443 tons of coal. Most of this came to Georgetown and was reshipped to various ports along the Atlantic coast from Boston to Charleston. The railroads carried from the mines about 80,000 tons.

ES, Wed. 8/23/93, p. 8. ABOUT GEORGETOWN – With the daily falling of the Potomac the water in the canal is getting lower and lower. From 99 and 100 tons cargoes have dropped to 93 and 94 tons, and the spirits of the boatmen proportionately.

Boats to arrive at Georgetown with coal via canal, August 22, were as follows: Muskingum, Capt. Teeters, 96 tons; M. J. Adler, Capt. Reynolds, 98 tons; Consolidation No. 104, Capt. S. Benner, 99 tons; Consolidation No. 19, Capt. James Reed, 101 tons; W. H. Dunkinson, Capt. James Reed, 94 tons; P. Hine, Capt. R. Grooms, 96 tons; Anteros, Capt. E. Chaney, 97 tons; B. T. Johnson, Capt. F. Moore, 99 tons; W. T. Coulehan, Capt. Woodward, 98 tons; Consolidation No. 17, Capt. L. Cartwright, 95

tons; Consolidation No. 133, Capt. S. Atwell, 97 tons; A. G. Johnson, Capt. R. Eaton, 99 tons.

The following boats left Georgetown via canal, August 22: Loudon, Capt. Williams; Judge Cox, Capt. C. Shaw; Consolidation No. 120, Capt. C. Shaw; J. H. Mertens, Capt. J. Reed; Judge Hagner, Capt. E. Hine; Muskingum, Capt. H. Teeters; Anteros, Capt. E. Chaney; M. J. Adler, Capt. Z. Reynolds; Consolidation No. 125, Capt. G. Zellers; Judge Alvey; F. Creamer and Granite; Consolidation No. 2, Capt. J. Magruder.

Boats cleared Cumberland with coal for Georgetown via canal, August 21, as follows: James Bryan, Capt. D. Hewitt, 90 tons; Consolidation No. 140, Capt. Ben. Snyder, 95 tons; E. M. Ginevan, Capt. H. Williams, 93 tons; Consolidation No. 101, Capt. L. Eichelberger, 90 tons; W. D. L. Walbridge, Capt. H. Brown, 90 tons; Charles W. Miller, Capt. Riley, 91 tons; G. L. Wilson, Capt. S. Keesucker, 87 tons; L. B. Agnew, Capt. L. C. Myers, 88 tons; C. Wagley K., Capt. C. Underdonk, 89 tons; D. W. Sloan, Capt. M. Smith, 93 tons; Ollie V., Capt. T. Bowers, 93 tons; Henry Hanekamp, Capt. J. Johnson, 91 tons; Consolidation No. 128, Capt. E. Mose, 93 tons; Consolidation No. 6, Capt. Whitemeyer, 91 tons; Consolidation No. 106, Capt. H. Swain, 91 tons; H. S. Bond, jr., Capt. J. Ingram, 92 tons; Consolidation No. 13, Capt. C. Fox, 92 tons; Consolidation No. 110, Capt. C. E. Swain, 92 tons; Consolidation No. 142, Capt. R. Burke, 94 tons; Consolidation No. 8, Capt. W. Swain, 87 tons; and Consolidation No. 124, Capt. N. E. Stevens, 89 tons.

-----  
**Backed into the Canal.**

Near noon of yesterday a horse and cart, owned by Carroll Dailey of 3610 N Street, were backed into the canal between Jefferson and 31<sup>st</sup> streets, and the horse being unable to extricate himself from the heavy load to which he was attached, was pulled down and drowned. Mr. Dailey gives his loss at \$200.

As soon as the accident happened a crowd of small boys dressed themselves in

decollate costumes and began to dive, secure and carry away the coal with which the cart had been loaded.

There was still another accident brought about yesterday through the existence of the canal. Joseph Harrison, a colored man, fifty years old, was struck by the premature falling of an iron tub used in loading a boat at Winship's wharf and seriously injured about the head. He was taken to his home in the patrol.

ES, Thu. 8/24/93, p. 8. ABOUT GEORGETOWN – The following laden canal boats yesterday arrived in town: Detroit, Capt. G. Dickerhoff; R. L. Somerville, Capt. George Burns; Consolidation No. 134, Capt. W. Swain; Consolidation No. 143, Capt. R. D. Smith; B. R. Mayfield, Capt. G. Dickerhoff; Eva, Capt. J. Wolf; Three Brothers, Capt. G. Ingram; Consolidation No. 9, Capt. D. Taylor; F. Flanagan, Capt. J. Moore; Cuba, Capt. C. Tingstrum; Morning Star, Capt. H. Linburg; Granite No. 1, Capt. J. Magruder.

Boats to leave town yesterday after having discharged their cargoes were as follows: Consolidation No. 131, Capt. J. Wright; J. Hanway, Capt. J. Leary; Consolidation No. 104, Capt. S. Benner; Consolidation No. 10, Capt. J. F. Swain; Consolidation No. 136, Capt. J. Connell; W. S. Jacques, Capt. C. Benner; B. T. Johnson, Capt. J. F. Moore; W. T. Coulehan, Capt. W. Woodard; Eva, Capt. J. Wolf; H. H. Keedy, Capt. B. Jackson; George S. French, Capt. R. Sorrell; Gracie C., Capt. J. W. Collier; Consolidation No. 17, Capt. L. Cartwright.

Boats to leave Cumberland yesterday for Georgetown were as follows: Daniel Linkins, Capt. W. McCauley, 90 tons; M. E. Grove, Capt. W. Dolby, 85 tons; J. K. Cowen, Capt. R. Hebb, 87 tons; John Leight, Capt. R. Eaton, 85 tons; Judge McComas, Capt. W. Gloss, 92 tons; Consolidation No. 119, Capt. L. Keesucker, 87 tons; Judge Bradley, Capt. Hammond, 89 tons; Consolidation No. 139, Capt. J. W. Mitchell, 89 tons; W. J. Stephenson, Capt. G. Ginivan, 89 tons; Isabella, Capt. G. Ginivan, 93 tons;

Consolidation No. 130, Capt. C. R. Castle, 82 tons; J. R. McLean, Capt. J. Price, 92 tons; W. B. Orme, Capt. R. Eaton, 94 tons; Charles E. K., jr., Capt. J. Bender, 89 tons; A. H. Bradt, Capt. A. Roof, 90 tons; Consolidation No. 1, Capt. Otho Kretzer, 87 tons; Consolidation No. 137, Capt. J. Galloway, 92 tons; Consolidation No. 122, Capt. J. C. Boler, 92 tons; Consolidation No. 126, Capt. J. Galloway, 91 tons.

Every incoming captain complains in loud tones of the lowness of the canal's water, and the consequent loss he sustains on every trip.

Cargoes yesterday came in nearly twenty tons short, yet the expense of getting the boats here was the same as when 115 tons were brought.

1,500 bushels of corn and 1,000 bushels of wheat came in this morning by way of the Chesapeake and Ohio canal. The grain came from White's Ferry on the Unexpected.

There are four vessels loading with coal at Georgetown docks and several others on the way here.

ES, Fri. 8/25/93, p. 8. ABOUT GEORGETOWN – Boats to arrive via canal yesterday were as follows: A. Cable, Capt. A. Mills; Katie Hassett, Capt. A. Mills; Consolidation No. 4, Capt. C. P. Linburg; Theo. Dean, Capt. F. Shupp; Consolidation No. 16, Capt. D. Spong; Dr. Knott, Capt. J. Ewing; W. R. Lewis, Capt. G. W. Sandbower; Consolidation No. 121, Capt. E. Spong; A. L. Miller, Capt. C. Dean.

Boats to leave Georgetown via canal yesterday were as follows: F. Flanagan, Capt. J. Moore; Detroit, Capt. Dickerhoff; Consolidation No. 134, Capt. W. Swain; Morning Star, Capt. H. Linburg; Consolidation No. 143, Capt. R. D. Smith; Dakota, Capt. J. Johnson; Consolidation No. 111, Capt. J. Johnson; R. S. Somerville, Capt. A. Peters; P. Hine, Capt. R. Grooms; Consolidation No. 9, Capt. D. Taylor; A. Cable, Capt. A. Mills; B. R. Mayfield, Capt. L. B. Benner; Katie Hassett, Capt. A. Mills.

Boats to sail from Cumberland August 24 were as follows: Consolidation No. 132, Capt.

W. Hammond, 78 tons; Judge Stake, Capt. McCoy, 88 tons; Consolidation No. 115, Capt. J. Dish, 89 tons; G. M. Winship, Capt. F. Crampton, 88 tons; Consolidation No. 112, Capt. D. Taylor, 94 tons; Charles Dean, Capt. Crampton, 94 tons; Consolidation No. 127, Capt. R. C. Swain, 89 tons; E. R. Ladew, Capt. J. Hath, 89 tons; J. A. Garfield, Capt. J. Ward, 90 tons; Plough Boy, Capt. W. French, 83 tons.

ES, Sat. 8/26/93, p. 16. ABOUT GEORGETOWN – Boats to leave Cumberland August 25 were as follows: C. W. Adams, Capt. H. Carter, 89 tons; Sallie, Capt. G. Wordebaugh, 91 tons; Consolidation No. 12, Capt. H. Sensel, 92 tons; J. K. Shaw, Capt. M. P. Runkle, 92 tons; Anteros, Capt. E. Chaney, 65 tons; J. H. Mertens, Capt. J. Reed, 91 tons; A. H. Dundee, Capt. Mrs. Engle, 90 tons; Consolidation No. 105, Capt. E. Bechtel, 92 tons; Consolidation No. 20, Capt. E. Hine.

Boats to leave Georgetown yesterday were as follows: Theo. Dean, Capt. F. Shupp; Dr. Knott, Capt. J. Ewing; M. Hyatt, Capt. Hyatt; Consolidation No. 4, Capt. G. Leopold; Consolidation No. 121, Capt. E. Spong; W. R. Lewis, Capt. G. W. Sandbower; A. L. Miller, Capt. C. Dean; Consolidation No. 16, Capt. D. Spong.

Boats to arrive by canal yesterday were as follows: T. H. Gibbs, 99 tons; B. Vaughn, 96 tons; Consolidation No. 18, 99 tons; Fred. Weiland, 95 tons; C. Wagley K., 89 tons; F. O. Beckett, 96 tons; Little Walter, 102 tons; Consolidation No. 135, 99 tons; E. M. Ginevan, 93 tons; Consolidation No. 108, 99 tons; Three Brothers, limestone; A. W. Nicholson, 101 tons; W. D. L. Walbridge, 90 tons; W. H. Cooper, 99 tons; G. L. Nicholson, 87 tons; L. B. Agnew, 88 tons.

ES, Mon. 8/28/93, p. 8. ABOUT GEORGETOWN – Laden canal boats arrived on Saturday via the canal as follows: H. L. Bond, 92 tons; N. C. Lear, 97 tons; Consolidation No. 116, 99 tons; Consolidation No. 107, 102 tons; Judge

Douglass, 94 tons; Consolidation No. 123, 97 tons; Consolidation No. 18, 96 tons; Consolidation No. 141, 99 tons; W. A. Leetch, 93 tons; C. R. White, 98 tons; Charles W. Miller, 91 tons; James Goddard, 97 tons; Charles E. K., jr., 89 tons; J. K. Cowen, 87 tons;

Boats left Georgetown on Saturday as follows: New Alexandria, Capt. J. Banhoff; J. J. Alexander, Capt. J. Renner; Libbie, Capt. C. Shaw; B. Vaughn, Capt. N. Wilson; Unexpected, Capt. F. Miller; F. Weiland, Capt. R. Bowers; Consolidation No. 18, Capt. G. W. Snyder; T. H. Gibbs, Capt. J. Penner; Consolidation No. 15, Capt. D. Coffman; C. Wagley K., Capt. C. Underdonk; Granite No. 2, Capt. Magruder; Cuba, Capt. C. Tingstrum.

ES, Wed. 8/30/93, p. 8. ABOUT GEORGETOWN – The rain has brought the canal out of its famished condition and in a day or two the old water way will be strong enough to once more carry cargoes of 115 tons on its breast. Through seven feeders the water is now rushing in not destructively, but with a steadiness and easiness that is once more causing boatmen to appear contented with their lot.

As hard as the rain was and as much as it beat upon the banks of the great commercial trench, as far as is known not \$10 worth of damage was done.

Before the canal's last restoration every hard rain was inevitably followed by a wash out that caused the expenditure of hundreds of dollars. Those banks are solid now and can withstand the beating of a hundred rains without giving in.

Boats to arrive in Georgetown yesterday via the Chesapeake and Ohio canal were as follows: Consolidation No. 6, 91 tons; Consolidation No. 13, 92 tons; L. P. Reed, 100 tons; Deer Park, 96 tons; Consolidation No. 110, 92 tons; Consolidation No. 8, 87 tons; Consolidation No. 124, 87 tons; Judge McComas, 92 tons; Joseph Bryan, 92 tons; Consolidation No. 3, 86 tons; and M. E. Grove, 85 tons. The Seneca brought down grain.

Boats to clear Cumberland on August 28, for Georgetown, laden with coal, were as follows: Loudon, Capt. Williams, 85 tons; Consolidation No. 133, Capt. Atwell, 91 tons; Consolidation No. 131, Capt. Wright, 90 tons; Judge Cox, Capt. Shaw, 85 tons; Consolidation No. 10, Capt. Swain, 89 tons; and Consolidation No. 120, Capt. Shaw, 90 tons.

ES, Thu. 8/31/93, p. 2. ABOUT GEORGETOWN – **Canal Matters** – Boats to arrive at Georgetown yesterday from Cumberland and intermediate points were as follows: Consolidation No. 139, Capt. Keesucker; Judge Bradley, Capt. Hammond; D. W. Sloan, Capt. Smith; Consolidation No. 119, Capt. Mitchell; W. B. Orme, Capt. R. Eaton; L. Leitch, Capt. R. Eaton; Judge Stake, Capt. T. McCoy; Consolidation No. 142, Capt. Burke; No. 101, Capt. Eichelbower; Wheatley Bros., Capt. Montgomery; Consolidation No. 130, Capt. Castle; Consolidation No. 126, Capt. McArdle.

Boats to leave Georgetown yesterday for Cumberland were as follows: Consolidation No. 123, Capt. Colbert; M. Wise, Capt. Swain; Consolidation No. 6, Capt. Whitemeyer; Charles E. K., Jr., Capt. J. Bender; Consolidation No. 141, Capt. J. W. Taylor; W. A. Leetch, Capt. Shaper; Consolidation No. 13, Capt. Fox; Ollie V., Capt. T. Bowers.

Two thousand, five hundred bushels of wheat came in yesterday for George T. Dunlop, commission merchant by way of the canal. The grain came from White's Ferry on the boat Unexpected. Wheat is now worth from 61¢ to 66¢ per bushel, which is about 35¢ below its usual price. The crop this year in the counties about Georgetown has been a particularly heavy one, which accounts for the low price at which it is selling. Quality too is combined with quantity.

-----  
*Ibid.* p. 7. **Returned from a Novel Outing.** – Messrs. Jay B. Smith, Albert J. LeBreton, Charles E. Fairview and Charles G. B. Conger returned home last night from a novel

outing. They left Washington about eighteen days ago in a houseboat for a trip on the Chesapeake and Ohio canal. The boat was propelled by mule power. They explored the canal for a distance of a hundred miles and made some excursions into the adjacent county.

ES, Fri. 9/1/93, p. 8. ABOUT GEORGETOWN – **Canal Cargoes up to the Standard** – For the first time in many weeks' canal cargoes were yesterday up to the standard, even above, some boats discharging as high as 120 tons of Cumberland's chief product.

There is now all the water in the 184-mile trench that the boatmen could possibly desire, the rain having increased its depth over two feet.

Boats to arrive at Georgetown by way of Chesapeake and Ohio Canal were as follows: Cuba, Capt. C. Tingstrum; W. H. C. Bayley, Capt. Ben Stride; Consolidation No. 109, Capt. Ben Stride; J. H. Mertens, Capt. J. Reed; J. R. McLean, Capt. J. Pierce; Consolidation No. 115, Capt. J. Dick; Three Brothers, Capt. Ingram; A. H. Bradt, Capt. A. Roof; Henry Hanekamp, Capt. J. H. Johnson; Consolidation No. 1, Capt. Otho Kretzer; Consolidation No. 137, Capt. J. Galloway; J. A. Garfield; Capt. J. Ward; Granite No. 2, Capt. J. Magruder.

Boats to leave Georgetown for Cumberland were as follows: C. R. White, Capt. J. A. Penner; Charles W. Miller, Capt. Mrs. Riley; Consolidation No. 110, Capt. C. E. Swain; Consolidation No. 8, Capt. J. W. Swain; Consolidation No. 124, Capt. I. Crampton; S. P. Reed, Capt. J. D. McAtee; A. Mayer, Capt. J. W. Mitchell; Consolidation No. 119, Capt. G. Ingram; Three Brothers, Capt. Pierce; J. R. McLean, Capt. W. Gloss; Judge McComas, Capt. Keesucker; Consolidation No. 139, Capt. J. Magruder; Granite No. 1, Capt. Crampton.

Boats to clear Cumberland August 30 for Georgetown were as follows: Consolidation No. 134, Capt. Swain, 122 tons; Consolidation No. 121, Capt. Spong, 120 tons; Consolidation No. 16, Capt. Spong, 116 tons; Libbie, Capt. C. Shaw, 114 tons; B. Coulehan, Capt. Rumble, 115

tons; H. D. Winship, Capt. Joseph Baker, 110 tons; W. H. Cooper, Capt. Mills, 113 tons; Alice Cable, Capt. Schafer, 115 tons; D. M. Storm, Capt. Cornwall, 114 tons; Consolidation No. 136, Capt. J. Connell, 114 tons; Consolidation No. 15, Capt. Keesucker, 114 tons; G. L. Winslow, Capt. Sinskey, 113 tons; Morning Star, Capt. Ornell, 112 tons.

ES, Sat. 9/2/93, p. 3. ABOUT GEORGETOWN – **Canal Affairs** – Boats to arrive at Georgetown yesterday with coal by way of the Chesapeake and Ohio canal were as follows: Unexpected, Capt. F. Miller; Muskingum, Capt. Teeters; Consolidation No. 12, Capt. Sensel; Isabella, Capt. Grim; W. J. Stephenson, Capt. Grim; Consolidation No. 140, Capt. Snyder; Consolidation No. 122, Capt. J. C. Boler; and F. Flanagan, Capt. J. Moore.

Boats to clear Georgetown yesterday for Cumberland were as follows: Consolidation No. 142, Capt. Burke; Consolidation No. 126, Capt. McArdle; N. E. Grove, Capt. McArdle; J. Leetch, Capt. Eaton; W. B. Orme, Capt. Eaton; Consolidation No. 109, Capt. Ben Stride; Judge Stake, Capt. McCoy; Consolidation No. 130, Capt. Castle; Joseph Bryan, Capt. Hewitt; J. H. Mertens, Capt. J. Reed; Consolidation No. 1, Capt. O. Kretzer; Consolidation No. 115, Capt. Dick; Consolidation No. 101, Capt. Eichelbower; and A. H. Bradt, Capt. Roof.

Boats to clear Cumberland yesterday for Georgetown were as follows: E. M. Ginevan, Capt. Williams, 113 tons; Consolidation No. 4, Capt. G. Leopold, 112 tons; H. L. Bond, jr., Capt. Ingram, 109 tons; Consolidation No. 143, Capt. Mose, 115 tons; Consolidation No. 103, Capt. Grove, 113 tons; W. R. Lewis, Capt. G. W. Sandbower, 115 tons; Benj. Vaughn, Capt. Wilson, 111 tons; A. W. Nicholson, Capt. W. Hill, 118 tons; R. L. Somerville, Capt. R. D. Smith, 112 tons; Judge Douglass, Capt. R. Bowers, 110 tons; C. W. Ridley, Capt. J. Tice, 118 tons; Katie Hassett, Capt. A. Mills, 114 tons; Consolidation No. 13, Capt. Snyder, 117 tons;

Consolidation No. 21, Capt. Bartlett, 113 tons; and Dakota, Capt. J. Johnson, 114 tons.

ES, Mon. 9/4/93, p. 8. **The Canal** – Boats to clear Cumberland for Georgetown were as follows: Winter, Capt. Ginevan, 112 tons; Consolidation No. 111, Capt. Johnson, 112 tons; F. O. Becket, Capt. Ginevan, 111 tons; C. Wagley K., Capt. C. Underdonk, 115 tons; W. D. L. Walbridge, Capt. Brown, 115 tons; Little Walter, Capt. Joseph Zigler, 115 tons; H. O. Chaney, Capt. H. Linburg, 120 tons; A. Greenless, Capt. Joseph Higgins, 114 tons; Ruby, Capt. Gowans, 89 tons; Consolidation No. 135, Capt. Rumble, 116 tons; Consolidation No. 118, Capt. Mills, 115 tons and Mary Mertens, Capt. Wallet, 120 tons.

ES, Wed. 9/6/93, p. 8. ABOUT GEORGETOWN – **The Canal** – Boats to arrive in town yesterday via the canal laden with coal: Judge Alvey, Capt. F. Creamer; C. W. Adams, Capt. H. Carter; Consolidation No. 117, Capt. Joseph Snyder; Consolidation No. 131, Capt. J. Wright; Consolidation No. 138, Capt. H. Benner; W. T. Coulehan, Capt. W. Woodward; Consolidation No. 17, Capt. L. Cartwright; R. D. Johnson, Capt. A. Mose; Consolidation No. 5, Capt. S. Cross; Consolidation No. 7, Capt. J. Dixon; W. S/ Jacques, Capt. B. Bender; Consolidation No. 9, Capt. D. Taylor; Judge Douglass, Capt. D. Bowers; J. Spencer, Capt. W. J. Knight; Consolidation No. 144, Capt. W. Knight; G. L. Nicholson, Capt. Keesucker; H. L. Bond, Capt. L. Ingram; W. H. Cooper, Capt. Joseph Baker; W. H. Dunkinson, Capt. James Reed; Consolidation No. 19, Capt. James Reed.

Boats to leave town yesterday for Cumberland were as follows: Cuba, Capt. C. Tingstrum; D. Linkins, Capt. W. McCauley; Consolidation No. 140, Capt. B. Snyder; G. M. Winship, Capt. T. Crampton; C. Darrow, Capt. T. Crampton; Henry Hanekamp, Capt. J. H. Johnson; Judge Alvey, Capt. F. Creamer; Consolidation No. 133, Capt. S. Atwell.

Boats to clear Cumberland for Georgetown on Monday were as follows: Consolidation No. 106, Capt. H. Swain, 116 tons; J. K. Cowen, Capt. R. Hebb, 109 tons; Consolidation No. 13, Capt. C. Fox, 115 tons; Charles E. K. jr., Capt. J. Bender, 112 tons; Anteros, Capt. E. Chaney, 88 tons; Fred. Weiland, Capt. R. Bowers, 113 tons; Ollie V., Capt. T. Bowers, 113 tons; Consolidation No. 108, Capt. W. H. Wilson, 115 tons; Consolidation No. 109, Capt. Ben Stride, 113 tons; Consolidation No. 142, Capt. R. Burke, 111 tons; Consolidation No. 6, Capt. G. Whitemeyer, 114 tons; Judge McComas, Capt. W. Gloss, 117 tons; Charles W. Miller, Capt. Riley, 117 tons; J. H. Mertens, Capt. J. Reed, 117 tons; L. B. Agnew, Capt. L. C. Myers, 116 tons.

ES, Thu. 9/7/93, p. 3. **Traffic on the Canal.** – Boats are daily coming in with heavy cargoes, Captains, as a rule, are taking back to Cumberland and intermediate points paying loads and everything connected with the Chesapeake and Ohio canal is in a flourishing condition. This has been then most successful season the canal has had for many, many years. Not only has it been profitable to the company and those who follow the canal directly, but Georgetown, as a whole, has benefited more than a casual observer would think was possible.

Boats to arrive yesterday via the canal laden with coal were as follows: C. F. T. Beale, Capt. F. Huff; Consolidation No. 14, Capt. F. Huff; Consolidation No. 10; Capt. J. F. Swain; No. 114, Capt. G. R. Grim; B. F. Johnson, Capt. J. F. Moore; A. H. Dowden, Capt. Engle; No. 105, Capt. E. Bechtel; J. Hanway, Capt. J. Leary; London, Capt. P. Williams; L. W. Guinand, Capt. W. French; Plow Boy, Capt. W. French; Sallie, Capt. Werebaugh; Libbie, Capt. C. Shaw.

Boats to clear Georgetown yesterday for Cumberland via the canal were as follows: Consolidation No. 117, Capt. J. Snyder; E. Pratt, Capt. Magruder; Judge Cox, Capt. C. Shaw; No. 125, Capt. Zellers; J. K. Shaw, Capt. M. P. Runkle; Eva, Capt. Wolf; Judge Douglass, Capt.

Bowers; C. W. Adams, Capt. H. Carter; W. S. Jacques, Capt. B. Bender; G. L. Nicholson, Capt. S. Keesucker.

ES, Fri. 9/8/93, p. 8. ABOUT GEORGETOWN – **Canal Matters** – Boats to arrive yesterday via the canal laden with coal were as follows: C. Wagley K., Capt. C. Underdonk; A. W. Nicholson, Capt. W. Hill; W. D. L. Walbridge, Capt. H. Brown; E. M. Ginevan, Capt. H. Williams; Morning Star, Capt. H. Linburg; Consolidation No. 120, Capt. C. Show; Judge Hagner, Capt. E. Hine; Detroit, Capt. Dickerhoff; Consolidation No. 15, Capt. D. Coffman; Consolidation No. 134, Capt. W. Swain; Consolidation No. 103, Capt. O. Grove; Consolidation No. 118, Capt. J. M. Mills; H. H. Keedy, Capt. B. Jackson.

Boats to depart yesterday were as follows: Consolidation No. 9, Capt. D. Taylor; Consolidation No. 7, Capt. J. Dixon; Consolidation No. 5, Capt. S. Cross; J. Spencer, Capt. W. J. Knight; Consolidation No. 144, Capt. W. A. Knight; J. P. Hewitt, Capt. W. A. Knight; Consolidation No. 131, Capt. J. Wright, George S. French, Capt. R. Sorrell; W. H. Cooper, Capt. J. Baker; H. L. Bond, Capt. T. Ingram; F. Flanagan, Capt. J. Moore; Three Brothers, Capt. Geo. Ingram; Consolidation No. 138, Capt. H. Benner; W. H. Dunkinson, Capt. James Reed; Consolidation No. 19, Capt. James Reed; New Alexandria, Capt. J. Banhoff; J. J. Alexander, Capt. J. Renner; W. T. Coulehan, Capt. W. Woodward; J. Hanaway, Capt. J. Leary; Consolidation No. 10, Capt. J. F. Swain; W. H. C. Bayley, Capt. G. Beck; raft Loudon, Capt. P. Williams; B. Vaughn, Capt. N. Wilson; B. T. Johnson, Capt. J. F. Moore; Consolidation No. 17, Capt. L. Cartwright.

Boats to leave Cumberland yesterday for Georgetown were as follows: Theodore Dean, Capt. D. Cramer, 113 tons; Consolidation No. 141, Capt. J. W. Taylor, 119 tons; Consolidation No. 139, Capt. A. Keesucker, 118 tons; Here I Am, Capt. J. D. White, 120 tons; W. A. Leetch, Capt. C. J. Shaffer, 119 tons; Consolidation No.

124, Capt. N. E. Stevens, 118 tons; L. P. Reed, Capt. J. Crampton, 116 tons; Consolidation No. 8, Capt. J. W. Swain, 117 tons; A. L. Miller, Capt. R. Haines, 117 tons; Consolidation No. 110, Capt. C. E. Swain, 115 tons.

ES, Mon. 9/11/93, p. 8. ABOUT GEORGETOWN – **Canal Affairs** – Boats to arrive in Georgetown on Saturday were as follows: Anteros, Capt. E. Chaney; Little Walter, Capt. Joseph Zigler; Charles E. K., jr., Capt. J. Bender; M. Hyatt, Capt. R. Hyatt; A. Cable, Capt. N. Mills; Katie Hassett, Capt. A. Mills; Consolidation No. 136, Capt. J. E. Connell; Consolidation No. 20, Capt. T. Shives; J. K. Cowen, Capt. R. Hebb; R. L. Somerville, Capt. R. D. Smith; Consolidation No. 143, Capt. D. Nurse; Consolidation No. 109, Capt. Ben Stride.

Boats to leave Georgetown on Saturday after having discharged their cargoes were as follows: Consolidation No. 120, Capt. W. Shaw; Lafayette, Capt. S. Cramer; Consolidation No. 113, Capt. S. Cramer; Consolidation No. 129, Capt. E. Bowers; Consolidation No. 16, Capt. D. Spong; Dr. Knott, Capt. J. Ewing; Sallie, Capt. Werdebaugh; Detroit, Capt. G. Dickerhoff; Anteros, Capt. E. Chaney; D. A. Lowe, Capt. E. Chaney; Consolidation No. 15, Capt. D. Coffman; A. Greenless, Capt. Joseph Higgins; Consolidation No. 103, Capt. O. Grove; Judge Hagner, Capt. E. Hine; Consolidation No. 134, Capt. W. Swain; W. R. Lewis, Capt. G. W. Sandbower; S. M. Storm, Capt. H. Sharper; and Consolidation No. 118, Capt. J. M. Mills.

Canal boats that have recently been named after Georgetown citizens have had their cabins furnished by the honored ones.

ES. Tue. 9/12/93, p. 8. ABOUT GEORGETOWN – On Sunday morning last there was a break in one of the banks of the Chesapeake and Ohio canal about forty miles this side of Cumberland. It was not one of those great “Fallings” that in the past so injured navigation on the old waterway and provoked all classes of canal followers, but the simple



slipping away of a portion of a bank that had been played upon particularly hard by the rain. The news spread along the whole line, and at every telling, the breach became bigger. One report received in Georgetown stated that it would take 100 men seven days to repair it.

At headquarters *The Star* reporter was informed by General Manager Nicholson that the break was a comparatively small one, would be repaired this afternoon and would not affect navigation enough to be noticed.

Boats to arrive at Georgetown yesterday via the canal were as follows: Consolidation No. 106, Capt. Swain; Florence, Capt. Marconier; Judge McComas, Capt. Gloss; J. H. Mertens, Capt. J. Reed; F. Flanagan, Capt. Wintemyer; Consolidation No. 6, Capt. Fox; Consolidation No. 13, Capt. J. Moore; and Here I Am, Capt. McAtee.

Boats to depart yesterday for Cumberland and intermediate points by way of the canal were as follows: C. E. K., jr., Capt. Bender; Consolidation No. 135, Capt. Knode; Consolidation No. 143, Capt. Wise; Consolidation No. 136, Capt. Cornell; and Florence, Capt. Marconier.

Boats to clear Cumberland on Sunday for Georgetown were as follows: Consolidation No. 102, Capt. Penner, 117 tons; Consolidation No. 125, Capt. Zellers, 118 tons; E. R. Ladew, Capt. Hebb, 120 tons; W. H. Cooper, Capt. Basher, 118 tons; Chas. McComas, Capt. Olphine, 118 tons; G. L. Winslow, Capt. Keesucker, 112 tons; Eva, Capt. Wolf, 110 tons; Consolidation No. 122, Capt. J. C. Boler, 115 tons; Judge Cox, Capt. Snow, 114 tons; Consolidation No. 133, Capt. Atwell, 117 tons; and Judge Alvey, Capt. Creamer, 113 tons.

#### **Drowned in the Canal**

Yesterday the Chesapeake and Ohio canal claimed another victim, this time a woman. As the *W. D. L. Walbridge* passed what is known as Willard's Spring, about two miles this side of Antietam, Sarah Stride, who was employed on the boat, was thrown from her feet by a sudden jerk, and, with her child, whose hand she held at

the time, pitched into the water. Capt. Brown, who witnessed the accident, immediately plunged in after the drowning ones, but, after a hard struggle, only succeeded in saving the child. The mother fought bravely to keep herself above the surface, but seemed to retard through her strenuous efforts the assistance of the captain. The body was recovered.

AG, Tue. 9/12/93, p. 3. LOCAL BREVITIES – A break in the Chesapeake and Ohio Canal, at Linaber's Lock [58], below Cumberland, has caused the suspension of through traffic.

ES, Wed. 9/13/93, p. 8. ABOUT GEORGETOWN – **To Refloor the Aqueduct Bridge** – The Aqueduct bridge is to be refloored. For a long time, the structure has needed this improvement, but now it will get it. As far back as six months ago, it was shown to the public through the breaking in of a wagon wheel the very decayed condition of the planks and citizens have been surprised ever since that a crash has not followed the passage of every unusually heavy vehicle that passed over. The wood to be removed from the bridge will be used to put up a strong protecting rail on the north bank of the canal between 26<sup>th</sup> street and the Foxhall road.

---

#### **Canal Matters**

Boats to arrive at the various docks in Georgetown along the line of the canal during the twenty-four hours ending at 2 p. m. yesterday were as follows: Consolidation No. 110, Capt. C. E. Swain; F. Wieland, Capt. Bowers; Ollie V., Capt. T. Bowers; Green Ridge, Capt. S. Poffenberger; Consolidation No. 108, Capt. Wilson; A. G. Johnson, Capt. Eaton; and M. E. Grove, Capt. Dolby.

Boats to clear Georgetown yesterday after having discharged their cargoes of coal were as follows: Charles W. Miller, Capt. Mrs. Riley; F. Flanagan, Capt. J. Moore; Consolidation No. 11, Capt. Taylor; Consolidation No. 21, Capt. Bartlett; J. H. Mertens, Capt. J. Reed; Cuba, Capt. C.

Tingstrum; Consolidation No. 4, Capt. G. Leopold.

Boats to clear Cumberland yesterday for Georgetown were as follows: C. W. Adams, Capt. H. Carter, 112 tons; G. M. Winship, Capt. Crampton, 114 tons; W. J. Stephenson, Capt. Grim, 113 tons; Geo. French, Capt. Sorrell, 109 tons; Isabella, Capt. Ginevan, 114 tons; J. J. Alexander, Capt. J. Renner, 121 tons; New Alexandria, Capt. Banhoff, 116 tons; Judge Douglass, Capt. Bowers, 113 tons; Benj. Vaughn, Capt. Wilson, 113 tons; Libbie, Capt. C. Shaw, 110 tons; W. S. Jacques, Capt. Crampton, 113 tons; H. L. Reed, jr., Capt. Bender, 116 tons; Consolidation No. 140, Capt. Snyder, 116 tons.

ES, Thu. 9/14/93, p. 7. ABOUT GEORGETOWN – **Canal Matters** – Laden boats to arrive by way of the canal yesterday were as follows: Consolidation No. 110, Capt. C. E. Swain; F. Weiland, Capt. R. Bowers; Ollie V., Capt. T. Bowers; Green Ridge, Capt. S. Poffenberger; Consolidation No. 108, Capt. W. H. Wilson; A. G. Johnson, Capt. R. Eaton; M. E. Grove, Capt. W. Dolby.

Boats to leave Georgetown yesterday were as follows: Consolidation No. 4, Capt. G. Leopold.

Boats to clear Cumberland yesterday for Georgetown were as follows: C. Wagley K., Capt. Wordebaugh, 114 tons; Consolidation No. 117, Capt. J. Snyder, 120 tons; D. Linkins, Capt. McCauley, 114 tons; Consolidation No. 19, Capt. James Reed, 124 tons; W. H. Dunkinson, Capt. James Reed, 123 tons; Consolidation No. 9, Capt. D. Taylor, 125 tons.

SR, Fri. 9/15/93, p. 4. It is said that the West Virginia Central Railroad will make a strong effort at the next session of the Maryland Legislature to get control of the Chesapeake & Ohio canal, which the railroad company wants for a roadbed to the east.

ES, Fri. 9/15/93, p. 10. ABOUT GEORGETOWN – **Canal Matters** – Boats to arrive at Georgetown yesterday by way of the canal were as follows: M. J. Adler, Capt. Reynolds; Theo. Dean, Capt. Creamer; Consolidation No. 115, Capt. Dick; Consolidation No. 107, Capt. Smith; Judge Bradley, Capt. Hammond; and Judge Stake, Capt. T. McCoy.

Boats to clear Georgetown yesterday for Cumberland and intermediate points were as follows: Consolidation No. 8, Capt. J. W. Swain; Consolidation No. 110, Capt. C. E. Swain; Three Brothers, Capt. Ingram; Green Ridge, Capt. S. Poffenberger; Here I Am, Capt. McAtee; Consolidation No. 2, Capt. Curtis; Consolidation No. 142, Capt. Burk; M. E. Grove, Capt. Dolby; Dakota, Capt. Johnson; Consolidation No. 111, Capt. Johnson; W. A. Leetch, Capt. Shafer; and L. B. Agnew, Capt. Myers.

Boats to leave Cumberland for Georgetown yesterday were as follows: Daniel Linkins, Capt. McCauley, 114 tons; Consolidation No. 19, Capt. James Reed, 121 tons; W. H. Dunkinson, Capt. James Reed, 123 tons; and Consolidation No. 9, Capt. Taylor, 125 tons.

ES, Sat. 9/16/93, p. 3. ABOUT GEORGETOWN – The banks of the canal remain strong and firm, despite the steady rains that have beat upon them during the past few days. Traffic remains about the same. There is no boom on the canal, but merely a flourishing condition exists.

Vessels to take away the coal brought to town are arriving with encouraging rapidity. Last week the shipping was particularly lively.

Boats to clear Georgetown yesterday were as follows: Consolidation No. 108, Capt. W. H. Wilson; Theo. Dean, Capt. Creamer; Dr. Knott, Capt. Ewing; M. Hyatt, Capt. Hyatt; A. G. Johnson, Capt. Eaton; D. W. Sloan, Capt. Smith; Consolidation No. 115, Capt. Dick; Consolidation No. 107, Capt. Smith; J. R. McLean, Capt. Pierce; Consolidation No. 12, Capt. Sensel; and M. J. Adler, Capt. Reynolds.

Boats to arrive at Georgetown yesterday by way of the Chesapeake and Ohio canal were as follows: D. W. Sloan, Capt. Smith; Consolidation No. 104, Capt. Benner; A. Moyer, Capt. J. Johnson; A. L. Miller, Capt. Haines; Muskingum, Capt. Teeters; Consolidation No. 12, Capt. Sensel; N. C. Reed, Capt. S. Drenner; Consolidation No. 116, Capt. Fisher; John Leetch, Capt. Eaton; W. B. Orme, Capt. Eaton; F. Flanagan, Capt. J. Moore; and Consolidation No. 132, Capt. Hammond.

ES, Mon. 9/18/93, p. 12. ABOUT GEORGETOWN – Every time the master of a slow-moving but sure canal vessel is asked “how are things along the stretch?” he becomes enthusiastic in the waterway’s praise.

“There is an inexhaustible supply of coal in the Cumberland region,” he replies, “ample boats to bring it to town and a splendid path over which to convey it.”

This is the first season for years that a canal boatman could truthfully say, “I’m making money.” As soon as the weather gets too cold for traffic, the reporter was informed, the wholesale building of new boats would begin. At present there are almost 300 boats on the canal in active operation. Every boat makes about two trips a month from Georgetown to Cumberland.

The boats that arrived in Georgetown on Saturday with coal were as follows: A. H. Bradt, Capt. Roof; L. P. Reed, Capt. Crampton; Consolidation No. 123, Capt. Crampton; Consolidation No. 101, Capt. Eichelbower; J. Goddard, Capt. Bush; T. H. Gibbs, Capt. Penner; B. R. Mayfield, Capt. Penner; and Consolidation No. 139, Capt. Castle.

Boats that departed from Georgetown on Saturday were as follows: A. L. Miller, Capt. Haines; Consolidation No. 139, Capt. Keesucker; A. Mayer, Capt. Johnson; F. Flanagan, Capt. J. Moore; Unexpected, Capt. F. Miller; Consolidation No. 104, Capt. McCoy; Judge Stake, Capt. Hammond; Judge Bradley, Capt. Drenner; N. C. Reed, Capt. Fisher; Consolidation

No. 116, Capt. J. W. Fisher; A. H. Bradt, Capt. Roof.

Boats to clear Cumberland on Friday laden with coal for Georgetown were as follows: Consolidation No. 17, Capt. Cartwright, 120 tons; Consolidation No. 5, Capt. Cross, 115 tons; B. F. Johnson, Capt. Moore, 114 tons; Consolidation No. 1, Capt. Otho Kretzer, 115 tons; H. H. Keedy, Capt. B. Jackson, 113 tons; C. W. Ridley, Capt. Tice, 114 tons; A. W. Nicholson, Capt. Hill, 115 tons; John Spencer, Capt. Knight, 117 tons; Morning Star, Capt. H. Linburg, 116 tons; Consolidation No. 7, Capt. Dixon, 118 tons; Consolidation No. 10, Capt. Swain, 125 tons; W. H. C. Bayley, Capt. G. Beck, 115 tons; Consolidation No. 118, Capt. J. W. Hill, 124 tons.

ES, Wed. 9/20/93, p. 7. ABOUT GEORGETOWN – **Arrivals and Departures** – Boats to arrive in town yesterday, laden, were as follows: Consolidation No. 125, Capt. G. Zeller; J. J. Alexander, Capt. J. Renner; Consolidation No. 137, Capt. J. Galloway; Eva, Capt. J. Wolf; Libbie, Capt. C. Shaw; B. Vaughn, Capt. N. Wilson; H. Alexander, Capt. J. Banhoff; Consolidation No. 3, Capt. G. W. Colbert.

Boats departures yesterday were as follows: W. H. Cooper, Capt. Joseph Baker; Three Brothers, Capt. G. Ingram; C. Wagley K., Capt. C. Underdonk.

Boats to leave Cumberland yesterday for Georgetown laden heavily were as follows: A. H. Dowden, Capt. J. Engle, 117 tons; Detroit, Capt. G. Dickerhoff, 119 tons; Consolidation No. 18, Capt. G. W. Snyder, 118 tons; Consolidation No. 20, Capt. T. Flynn, 120 tons; Consolidation No. 14, Capt. F. Huff, 121 tons; C. F. T. Beale, Capt. F. Huff, 117 tons; Thomas H. Gibbs, Capt. F. Huff, 100 tons; Consolidation No. 138, Capt. H. Brewer, 119 tons; Consolidation No. 114, Capt. J. R. Genivan, 122 tons; Judge Boyd, Capt. C. Spong, 119 tons; Consolidation No. 144, Capt. J. N. Knight, 117 tons; Geo. McIlheney, Capt. G. F. Renner, 117 tons; Consolidation No. 109, Capt. B. Stile, 112 tons; Consolidation No. 15,

Capt. G. Upperman, 121 tons; J. P. Hewitt, Capt. G. W. Knight, 116 tons; Green Ridge, Capt. S. Poffenberger, 118 tons; Sallie, Capt. G. Wordebaugh, 115 tons; Judge Hagner, Capt. G. Wordebaugh, 113 tons.

ES, Thu. 9/21/93, p. 8. ABOUT GEORGETOWN – **Arrivals and Departures** – Boats to arrive laden in Georgetown yesterday were as follows: Consolidation No. 118, Capt. J. M. Mills; Consolidation No. 122, Capt. J. C. Boler; Judge Cox, Capt. C. Shaw; Consolidation No. 127, Capt. R. C. Swain; J. A. Garfield, Capt. J. Ward; J. H. Mertens, Capt. J. Reed; Anteros, Capt. E. Chaney; Consolidation No. 112, Capt. D. Saylor; H. L. Bond, Capt. T. Ingram; F. Flanagan, Capt. J. Moore; M. Wise, Capt. J. Swain; Dr. Knott, Capt. J. Ewing; Joseph Bryan, Capt. D. Hewitt; Consolidation No. 9, Capt. [Taylor]; W. H. C. Bayley, Capt. [G. Beck]; E. M. Ginevan, Capt. H. Williams; Granite No. 1, Capt. J. Magruder.

Boats to clear Georgetown Yesterday were as follows: Maryland, Capt. R. Collier; G. L. Nicholson, Capt. W. Keesucker; J. J. Alexander, Capt. J. Renner; Consolidation No. 130, Capt. C. R. Castle; George S. French, Capt. R. Sorrell; Consolidation No. 124, Capt. H. Getzendinger; B. Vaughn, Capt. N. Wilson; Consolidation No. 125, Capt. G. Zellers; Mrs. McComas, Capt. H. Olphine; Judge Alvey, Capt. F. Creamer; Eva, Capt. J. Wolf.

Boats to clear Cumberland for Georgetown on Tuesday last with coal were as follows: M. J. Adler, Capt. Z. Reynolds, 111 tons; S. W. Guinand, Capt. W. French, 113 tons; Consolidation No. 136, Capt. J. Connell, 118 tons; Consolidation No. 115, Capt. J. Dick, 115 tons; Fred. Weiland, Capt. J. Dick, 115 tons; D. W. Sloan, Capt. M. Smith, 114 tons; L. B. Agnew, Capt. L. C. Myers, 119 tons; Here I Am, Capt. J. P. McAtee, 110 tons; Consolidation No. 108, Capt. J. S. Wilson, 116 tons; Judge Bradley, Capt. O. Hammond, 116 tons; Plough Boy, Capt. W. French, 119 tons; Consolidation No. 4, Capt. Geo. Leopold, 119 tons; Consolidation No. 141,

Capt. J. W. Taylor, 117 tons; Consolidation No. 107, Capt. J. D. Smith, 120 tons; Consolidation No. 6, Capt. H. Swain, 114 tons.

SR, Fri. 9/22/93, p. 4. Mr. N. E. Stevens, a boatman on the Chesapeake & Ohio canal, fell dead while at work near Goose Creek, in Montgomery county, Md., last Thursday evening. Mr. Stevens, who was a resident of Shepherdstown, was running two boats for Mr. H. C. Getzendanner. He had just tied up for the night at Goose Creek, and while carrying a feed trough ashore was attacked with a spell of heart disease. His wife saw him fall, but by the time she reached his side, he had breathed his last. The remains were brought back to Shepherdstown and buried in Elmwood on Saturday. Mr. Stevens leaves a wife, who is a daughter of Mr. Richard Morgan, and six little children, three boys and three girls. He was a steady and industrious man and well thought of by all who knew him. He was about 34 years of age.

ES, Fri. 9/22/93, p. 10. ABOUT GEORGETOWN – **Arrivals and Departures** – Boats to arrive in Georgetown yesterday with coal for the various shipping merchants here were as follows: W. S. Jacques, Capt. Bowers; Consolidation No. 19, Capt. James Reed; W. H. Dunkinson, Capt. James Reed; A. Greenless, Capt. Joseph Higgins; Consolidation No. 17, Capt. L. Cartwright; Consolidation No. 16, Capt. D. Spong; C. Darrow, Capt. T. Crampton; G. M. Winship, Capt. T. Crampton; Consolidation No. 140, Capt. B. Snyder; Consolidation No. 117, Capt. Joseph Snyder.

Boats to leave Georgetown yesterday with miscellaneous cargoes for the upper canal landings were as follows: Judge Douglass, Capt. D. Bowers; Consolidation No. 102, Capt. I. Penner; F. S. Garnett, Capt. F. Shupp; F. Flanagan, Capt. J. Moore; Libbie, Capt. C. Shaw; Consolidation No. 133, Capt. S. Atwell; Consolidation No. 118, Capt. J. M. Mills; Consolidation No. 3, Capt. G. W. Colbert; New

Alexandria, Capt. J. Banhoff; Dr. Knott, Capt. J. Ewing; J. H. Mertens, Capt. J. Reed; Consolidation No. 122, Capt. J. C. Boler; Anteros, Capt. E. Chaney.

Boats to clear Cumberland on Wednesday, laden with bituminous coal, and consigned to Meredith, Winship & Co. and John P. Agnew & Co., were as follows: Consolidation No. 135, Capt. D. Knode, 116 tons; Consolidation No. 128, Capt. E. Mose, 118 tons; Consolidation No. 12, Capt. H. Sensel, 117 tons; Consolidation No. 8, Capt. J. Swain, 114 tons; W. A. Leetch, Capt. C. Shafer, 116 tons; Consolidation No. 110, Capt. C. E. Swain, 116 tons; J. R. McLean, Capt. J. Pierce, 118 tons; A. H. Bradt, Capt. A. Roof, 112 tons; Ollie V., Capt. T. Bowers, 114 tons; A. Moyer, Capt. J. Johnson, 118 tons; Consolidation No. 132, Capt. W. Hammond, 121 tons; Consolidation No. 104, Capt. E. S. Benner, 113 tons; Consolidation No. 139, Capt. A. Keesucker, 119 tons; Consolidation No. 142, Capt. A. Keesucker, 117 tons.

#### The Price of Wheat

Yesterday over 70,000 bushels of wheat were brought to town by way of the Chesapeake and Ohio canal, from the fields of western Maryland and northern Virginia.

ES, Sat. 9/23/93, p. 15. **Arrivals and Departures.** – Laden boats arriving yesterday were as follows: Seneca, Capt. T. Thrasher; Four Brothers, Capt. Collier; W. J. Stephenson, Capt. S. Grim; Isabella, Capt. S. Grim; A. W. Nicholson, Capt. W. Hill; E. R. Ladew, Capt. J. Hebb; B. T. Johnson, Capt. F. Moore; Consolidation No. 10, Capt. J. F. Swain; C. R. White, Capt. E. Bechtel; J. K. Cowen, Capt. R. Hebb; No 131, Capt. J. Wright; Charles W. Miller, Capt. Riley; No. 109, Capt. Ben Stride; W. D. L. Walbridge, Capt. H. Brown; C. E. K., Jr., Capt. J. Binder.

Boats to leave Georgetown yesterday with miscellaneous cargoes were as follows: Joseph Bryan, Capt. D. Hewitt; E. Pratt, Capt. J. Magruder; H. L. Bond, Capt. T. Ingram; No.

137, Capt. R. C. Swain; No. 127, Capt. R. C. Swain; No. 112, Capt. D. Taylor; A. W. Nicholson, Capt. W. Hill; Consolidation No. 9, Capt. D. Taylor; T. J. Shiplett, Capt. J. Swain; Consolidated No. 17, Capt. L. Cartwright; E. M. Ginevan, Capt. H. Williams.

Boats to clear Cumberland on Thursday for Georgetown were as follows: F. O. Beckett, Capt. D. Shrive, 116 tons; No. 112, Capt. E. Spong, 117 tons; Judge Stake, Capt. T. McCoy, 113 tons; W. H. Cooper, Capt. J. Baker, 109 tons; N. C. Reed, Capt. S. Drenner, 116 tons; H. D. Whitcombe, Capt. C. S. Benner, 113 tons; Muskingum, Capt. W. O'Neil, 113 tons; Winter, Capt. C. Zimmerman, 118 tons.

#### Notes of Interest

Four thousand, two hundred bushels of wheat for Geo. T. Dunlop came in today by way of the Chesapeake and Ohio canal. The grain was loaded on at White's Ferry. Seventy-two cents per bushel was the price brought.

ES, Mon. 9/25/93, p. 10. ABOUT GEORGETOWN – **Arrivals and Departures** – Boats to arrive at Georgetown on Saturday laden were as follows: H. H. Keedy, Capt. B. Jackson; Consolidation No. 103, Capt. O. Grove; Three Brothers, Capt. G. Ingram; Consolidation No. 20, Capt. T. Shrive; W. Coulehan; Capt. W. Woodward; J. Spencer, Capt. W. Knight; Consolidation No. 134, Capt. W. Swain; Consolidation No. 7, Capt. J. Dixon; Consolidation No. 5, Capt. S. Cross; Loudon, Capt. J. Williams; Morning Star, Capt. H. Linburg; Maryland, Capt. R. Collier; Green Ridge, Capt. S. Poffenberger; M. E. Grove, Capt. W. Dolby; Consolidation No. 18, Capt. G. W. Snyder.

Boats to clear Cumberland on Friday last were as follows: Consolidation No. 2, Capt. W. Curtis, 119 tons; John Leetch, Capt. R. Eaton, 115 tons; Wm. B. Orme, Capt. R. Eaton, 113 tons; Theo. Dean, Capt. D. Creamer; Consolidation No. 101, Capt. L. Eichelberger, 115 tons; C. Wagley K., Capt. C. Underdonk,

110 tons; A. L. Miller, Capt. R. Haines, 117 tons; G. L. Nicholson, Capt. G. Keesucker, 117 tons; A. G. Johnson, Capt. Rubin Eaton, 116 tons.

Boats to clear Georgetown on Saturday were as follows: Consolidation No. 16, Capt. D. Spong; W. S. Jacques, Capt. B. Bender; Consolidation No. 19, Capt. James Reed; W. H. Dunkinson, Capt. James Reed; Charles W. Miller; Capt. Riley; G. M. Winship, Capt. S. Crampton; C. Darrow, Capt. S. Crampton; Three Brothers, Capt. G. Ingram; Consolidation No. 140, Capt. B. Snyder; W. D. L. Walbridge, Capt. H. Brown; Consolidation No. 117, Capt. J. Snyder; Charles E. K. jr., Capt. J. Bender; H. H. Keedy, Capt. B. Jackson; W. H. C. Bayley, Capt. G. Becraft.

ES, Tue. 9/26/93, p. 5. CANAL COMMERCE – **Canal Affairs** – Boats to arrive at Georgetown’s docks yesterday by way of the canal, laden with coal from Cumberland, were as follows: Consolidation No. 113, Capt. Creamer; Consolidation No. 105, Capt. Bechtel; J. K. Shaw, Capt. M. P. Runkle; C. W. Adams, Capt. H. Carter; Consolidation No. 115, Capt. Dick; Consolidation No. 11, Capt. Taylor; Judge Hagner, Capt. E. Hine; Little Walter, Capt. Mrs. Zeigler; Detroit, Capt. Dickerhoff; Cuba, Capt. Tingstrum; R. D. Johnson, Capt. Mose; Consolidation No. 138, Capt. Benner; Florence, Capt. Marconier; Dr. Knott, Capt. Ewing; F. Flanagan, Capt. J. Moore; C. F. T. Beale, Capt. F. Huff; Consolidation No. 114, Capt. Hoff; J. Hanaway, Capt. Grim; Florence, Capt. Leary; E. Pratt, Capt. Marconier; D. W. Sloan, Capt. Magruder.

Boats to clear Cumberland for Georgetown on Saturday were as follows: Consolidation No. 118, Capt. Mills, 117 tons; James Goddard, Capt. Bush, 116 tons; Benj. Vaughan, Capt. Wilson, 111 tons; S. M. Storm, Capt. Schafer, 119 tons; Anteros, Capt. Chaney, 93 tons; George S. French, Capt. R. Sorrell, 112 tons; B. R. Mayfield, Capt. Olphine, 115 tons; Gibbs, Capt. Penner, 116 tons; Libbie, Capt. C.

Shaw, 119 tons; Consolidation No. 102, Capt. Penner, 113 tons; J. H. Mertens, Capt. Reed, 120 tons; Sarah Kroon, Capt. Knode, 117 tons.

ES, Wed. 9/27/93, p. 8. ABOUT GEORGETOWN – Boats to arrive yesterday by way of the Chesapeake and Ohio canal were as follows: R. D. Johnson, Capt. A. Mose; Consolidation No. 138, Capt. H. Benner; Florence, Capt. Marconier; Dr. Knott, Capt. J. Ewing; F. Flanagan, Capt. J. Moore; C. F. T. Beale, Capt. F. Huff; Consolidation No. 14, Capt. F. Huff; Consolidation No. 114, Capt. G. H. Grimm; J. Hanway, Capt. J. Leary; Florence, Capt. Marconier; E. Pratt, Capt. J. Magruder; D. W. Sloan, Capt. M. Smith.

Boats cleared Georgetown yesterday as follows: Consolidation No. 18, Capt. G. W. Snyder; Consolidation No. 113, Capt. T. Creamer; W. T. Coulehan, Capt. M. Woodward; M. E. Grove, Capt. M. Dolly; Florence, Capt. Marconier.

Boats to clear Cumberland on Monday were as follows: Consolidation No. 125, Capt. Wolf, 116 tons; Eva Cushwa, Capt. Renner, 115 tons; J. J. Alexander, Capt. Bowers, 117 tons; Judge Douglass, Capt. Nane, 114 tons; Henry Hanekamp, Capt. Banhoff, 112 tons; New Alexandria, Capt. Cable, 119 tons; Consolidation No. 130, Capt. Williams, 117 tons; E. M. Timmerman, Capt. Colbert, 118 tons; Consolidation No. 3, Capt. Crampton, 112 tons; R. P. Reid, Capt. Ingram, 117 tons; Hugh L. Bond, Capt. Crampton, 113 tons; Consolidation No. 123, Capt. -----; A. Greenless, Capt. [Joseph Higgins].

ES, Thu. 9/28/93, p. 5. ABOUT GEORGETOWN – **Canal Matters** – Boats to arrive at Georgetown yesterday laden with coal were as follows: Consolidation No. 141, Capt. J. W. Taylor; W. A. Leetch, Capt. Schafer; Judge Boyd, Capt. Spong; A. H. Dowden, Capt. Engle; Consolidation No. 132, Capt. Hammond; Three Brothers, Capt. Ingram; Anteros, Capt. Chaney; Consolidation No. 12, Capt. Sensel;

Consolidation No. 8, Capt. Swain; Consolidation No. 110, Capt. C. E. Swain.

Boats to clear Georgetown yesterday for upper canal ports were as follows: Detroit, Capt. Dickerhoff; Consolidation No. 105, Capt. Bechtel; C. R. White, Capt. J. H. Penner; Consolidation No. 138, Capt. Benner; J. Hanway, Capt. Leary.

Boats to clear Cumberland yesterday for Georgetown laden with coal were as follows: Judge Alvey, Capt. Cramer, 116 tons; Consolidation No. 122, Capt. Boler, 120 tons; C. E. K., jr., Capt. Bender, 114 tons; Charles W. Miller, Capt. Riley, 113 tons; W. D. L. Walbridge, Capt. Brown, 116 tons; Consolidation No. 9, Capt. Brown, 120 tons; Joseph Bryan, Capt. Taylor, 114 tons; H. H. Keedy, Capt. Hewitt, 116 tons; Consolidation No. 16, Capt. Jackson, 114 tons; Geo. A. McIlhaney, Capt. Spong, 114 tons; A. W. Nicholson, Capt. Renner, 111 tons; H. C. Winship, Capt. Tice, 114 tons; Consolidation No. 17, Capt. Cartwright, 119 tons.

ES, Fri. 9/29/93, p. 10. ABOUT GEORGETOWN – **Canal News** – Nearly 2,000 tons of coal, an average shipment, left Cumberland yesterday for Georgetown. Fourteen thousand tons is therefore about what comes over the Chesapeake and Ohio canal weekly.

Boats to clear Cumberland for Georgetown were as follows: Judge Alvey, Capt. Creamer, 116 tons; Consolidation No. 122, Capt. J. C. Boler, 120 tons; C. E. K., jr., Capt. Bender, 114 tons; Charles W. Millar, Capt. Riley, 113 tons; W. D. L. Walbridge, Capt. Brown, 116 tons; Consolidation No. 9, Capt. Taylor, 120 tons; Joseph Bryan, Capt. Hewitt, 114 tons; H. H. Keedy, Capt. Jackson, 116 tons; Consolidation No. 16, Capt. Spong, 114 tons; Geo. A. McIlhenny, Capt. Renner, 114 tons; A. W. Nicholson, Capt. Hill, 111 tons; Consolidation No. 17, Capt. Cartwright, 119 tons.

ES, Sat. 9/30/93, p. 2. ABOUT GEORGETOWN – Traffic on the canal will not slow up, until the weather freezes the water in the stream and stubbornly refuses a passage to boats. This will hardly come to pass until after the 15<sup>th</sup> of December. The present season promises, unlike its predecessors, to increase its canal business as the time for snow and ice approaches instead of allowing it to get on the wane.

So rapidly is coal coming to town that vessels cannot be obtained to carry it away to the northern merchants who have engaged it. Every day sailing craft laden with the black fuel leaves for Boston, New York and other large cities of the Atlantic coast, but still the demand is greater than can be readily supplied. The Long bridge hurts Georgetown, as many capitalists refuse to bring their vessels through the draw, claiming that damage almost always results from a passage.

Every ton of coal that is carried through the draw is taxed 3 cents additional in consideration of the charges incurred.

Boats to clear Cumberland September 27 for Georgetown, laden with coal were as follows: F. J. Shiflet, Capt. Swain, 118 tons; No. 109, Capt. Ben Stride, 117 tons; W. H. Dunkinson, Capt. Reed, 120 tons; No. 133, Capt. Atwell, 117 tons; Consolidation No. 19, Capt. James Reed, 120 tons; Consolidation No. 15, Capt. D. Coffman, 118 tons; Consolidation No. 20, Capt. Shiver, 120 tons; W. S. Jacques, Capt. Bender, 115 tons; Judge Cox, Capt. Shaw, 116 tons; W. H. C. Bayley, Capt. Becraft, 115 tons; James A. Garfield, Capt. Bender, 115 tons; No. 103, Capt. Grove, 115 tons; Green Ridge, Capt. S. Poffenberger, 113 tons.

Yesterday canal boat Four Brothers brought in forty tons of hay. The cargo came from Edward's Ferry and was consigned to F. G. & J. M. Waters and other Georgetown merchants.

Hay is bringing \$15.50 per ton.

ES, Mon. 10/2/93, p. 3. ABOUT Georgetown – **Canal Affairs** – Boats to arrive at the port of

Georgetown on Saturday laden with Cumberland coal for Meredith, Winship & Co. and John P. Agnew & Co. were as follows: Consolidation No. 4, Capt. G. Leopold; J. J. Alexander, Capt. Renner; Consolidation No. 119, Capt. Mitchell; F. O. Beckett, Capt. Ewing; Dr. Knott, Capt. Fisher; Consolidation No. 116, Capt. Drenner; N. C. Reed, Capt. French; L. W. Guinand, Capt. Wilson; B. Vaughn, Capt. Shives; Granite No. 2, Capt. Magruder; Four Brothers, Capt. Walter; Muskingum, Capt. Neal; S. M. Storm, Capt. Shafer; A. Mayer, Capt. Johnson; F. Flanagan, Capt. J. Moore; Consolidation No. 136, Capt. J. Connell; Here I Am, Capt. McAtee; G. L. Nicholson, Capt. Keesucker; Consolidation No. 121, Capt. Spong; A. H. Bradt, Capt. Roof; Plough Boy, Capt. W. French; Consolidation No. 142, Capt. Keesucker; Consolidation No. 139, Capt. Keesucker; Consolidation No. 2, Capt. Curtis; Consolidation No. 120, Capt. Shaw.

Boats cleared Georgetown on Saturday as follows: Judge Stake, Capt. McCoy; W. R. Lewis, Capt. G. W. Sandbower; C. Wagley K., Capt. C. Underdonk; Consolidation No. 141, Capt. J. W. Taylor; W. A. Leetch, Capt. Shafer; Consolidation No. 143, Capt. Wise; A. H. Dowden, Capt. Engle; Judge Boyd, Capt. Spong; A. Cable, Capt. A. Mills; Consolidation No. 21, Capt. Bartlett; Katie Hassett, Capt. A. Mills; Consolidation No. 135, Capt. McKnight.

Boats to leave Cumberland on September 29 for Georgetown were as follows: Consolidation No. 137, Capt. Swain, 117 tons; Consolidation No. 127, Capt. Swain, 112 tons; Consolidation No. 112, Capt. Taylor, 117 tons; Consolidation No. 124, Capt. Shepherd, 114 tons; R. D. Johnson, Capt. Snyder, 115 tons; Consolidation No. 140, Capt. Snyder, 119 tons; Consolidation No. 117, Capt. Moore, 118 tons; Consolidation No. 10, Capt. Swain, 117 tons; E. R. Ladew, Capt. Eaton, 116 tons; F. S. Garnett, Capt. F. Shupp, 117 tons; Consolidation No. 131, Capt. Wright, 114 tons; Morning Star, Capt. H. Linburg, 119 tons; Consolidation No. 113, Capt. Cramer, 119 tons; John Spencer, Capt. Knight, 114 tons.

ES, Tue. 10/3/93, p. 10. ABOUT GEORGETOWN – **Arrivals and Departures** – Boats to depart for Georgetown from the Cumberland terminus of the Chesapeake and Ohio canal on October 1 were as follows: W. J. Stephenson, Capt. Quinn, 118 tons; Isabella, Capt. Quinn, 115 tons; Daniel Linkins, Capt. McCauley, 114 tons; Consolidation No. 7, Capt. Dixon, 116 tons; D. W. Sloan, Capt. Smith, 120 tons; Anteros, Capt. Chaney, 92 tons; L. B. Agnew, Capt. Myers, 115 tons; Consolidation No. 115, Capt. J. Dick, 118 tons; M. E. Grove, Capt. Dolby, 111 tons; Consolidation No. 5, Capt. Cross, 115 tons; and R. D. Johnson, Capt. A. Wise, 118 tons.

There were fourteen arrivals of canal boats yesterday and twelve departures. The average cargo brought was 115 tons. The clearing boats went away mostly light.

ES, Wed. 10/4/93, p. 10. ABOUT GEORGETOWN – Boats to arrive yesterday were as follows: Judge Stake, Capt. F. Creamer; Three Brothers, Capt. T. Ingram; T. J. Shiplet, Capt. C. Swain; B. R. Mayfield, Capt. L. Benner; Green Ridge, Capt. S. Poffenberger; C. W. Ridley, Capt. J. Tice; H. H. Keedy, Capt. B. Jackson; A. G. Johnson, Capt. R. Eaton; Consolidation No. 109, Capt. Ben Stride; Consolidation No. 16, Capt. D. Spong; Cuba, Capt. C. Tingstrum; A. W. Nicholson, Capt. W. Hill; Consolidation No. 3, Capt. G. W. Colbert; Consolidation No. 9, Capt. D. Taylor.

Boats to depart were as follows: E. M. Ginevan, Capt. H. Williams; Consolidation No. 102, Capt. J. Penner; Three Brothers, Capt. G. Ingram; Libbie, Capt. C. Shaw; B. Vaughn, Capt. N. Wilson.

Boats to clear Cumberland for Georgetown October 2 were as follows: Consolidation No. 13, Capt. C. Fox, 117 tons; Consolidation No. 118, Capt. J. M. Mills, 117 tons; George S. French, Capt. R. Sorrell, 111 tons; Mabel, Capt. C. Show, 119 tons; Consolidation No. 132, Capt. W. Hammond, 121



tons; Consolidation No. 138, Capt. H. Benner, 119 tons; Little Walter, Capt. Mrs. Zeigler, 119 tons; J. K. Shaw, Capt. M. P. Runkle, 119 tons; Ollie V., Capt. T. Bowers, 116 tons; Fred Weiland, Capt. R. Bowers, 115 tons; Consolidation No. 11, Capt. W. Hammond, 123 tons; Consolidation No. 6, Capt. F. Whitemeyer; J. H. Mertens, Capt. J. Reed, 117 tons.

ES, Thu. 10/5/93, p. 10. ABOUT GEORGETOWN – There was a rush yesterday on the canal, the clerical force being kept on a hustle the entire day registering the arrivals and departures, making out way-bills and transacting other business incidental to shipping.

Boats arrived from Cumberland via canal yesterday with coal as follows: Consolidation No. 20, Capt. T. Shives; Consolidation No. 133, Capt. S. Atwell; Henry Hanekamp, Capt. J. Nave; Consolidation No. 130, Capt. C. R. Castle; Consolidation No. 19, Capt. James Reed; W. H. Dunkinson, Capt. James Reed; Consolidation No. 122, Capt. J. C. Boler; Consolidation No. 17, Capt. L. Cartwright; T. H. Gibbs, Capt. J. Penner; Joseph Bryan, Capt. D. Hewitt; Round Top, Capt. Thomas Hall; Florence, Capt. Marconier.

Boats left Georgetown via canal as follows: Theo. Dean, Capt. D. Creamer; Consolidation No. 111, Capt. J. Johnson; E. Pratt, Capt. J. Magruder; Florence, Capt. Marconier; Gracie C., Capt. J. W. Collier; Wheatley Brothers, Capt. R. Montgomery; H. L. Bond, Capt. T. Ingram; Consolidation No. 104, Capt. L. Shaw; H. D. Whitcomb, Capt. L. Shaw; J. Goddard, Capt. J. Bush; New Alexandria, Capt. J. Banhoff; Eva Cushwa, Capt. J. Wolf; Consolidation No. 125, Capt. G. Zellers; Charles E. K., jr., Capt. J. Bender; J. Leetch, Capt. J. Eaton; W. B. Orme, Capt. J. Eaton; Consolidation No. 101, Capt. L. Eichelberger, W. H. C. Bayley, [Capt. Ben Stride]; Judge Alvey, Capt. F. Creamer; Consolidation No. 16, Capt. D. Spong; Judge Douglass, Capt. D. Bowers.

ES, Fri. 10/6/93, p. 3. ABOUT GEORGETOWN – **Shipping News** – Both river and canal trade were on the boom yesterday. Three vessels arrived to be loaded and two departed laden to the decks.

Boats to arrive yesterday were as follows: C. Wagley K., Capt. C. Underdonk; W. H. Cooper, Capt. J. Baker; F. Flanagan, Capt. J. Moore; Maryland, Capt. R. Collier; Consolidation No. 103, Capt. O. Grove; Consolidation No. 15, Capt. D. Coffman; J. H. Cowen, Capt. R. Webb; Judge McComas, Capt. W. Glass; J. Cox, Capt. C. Shaw; Anteros, Capt. C. Chaney; Peter Hines, Capt. R. Groom.

Boats to depart yesterday were as follows: A. L. Miller, Capt. R. Haines; B. R. Mayfield, Capt. L. Benner; M. Wise, Capt. J. Swain; T. J. Shiplet, Capt. J. Swain; Consolidation No. 3, Capt. G. W. Colbert; Winter, Capt. C. Zimmerman; Consolidation No. 20, Capt. T. Shives; H. H. Keedy, Capt. B. Jackson; A. Greenless, Capt. Joseph Higgins; W. D. L. Walbridge, Capt. H. Brown; Charles W. Miller, Capt. Riley; F. Flanagan, Capt. J. Moore; Consolidation No. 130, Capt. C. R. Castle; Green Ridge, Capt. S. Poffenberger.

Boats to clear Cumberland on October 5 for Georgetown were as follows: Consolidation No. 40, Capt. C. E. Swain, 114 tons; Judge Bradley, Capt. C. Hammond, 118 tons; C. F. T. Beale, Capt. F. Huff, 118 tons; Consolidation No. 14, Capt. F. Huff, 116 tons; J. J. Alexander, Capt. J. Renner, 115 tons; Judge Stake, Capt. McCoy, 113 tons; G. L. Wilson, Capt. Keesucker, 116 tons; Consolidation No. 114, Capt. G. H. Grimm, 114 tons; C. W. Adams, Capt. H. Carter, 112 tons; Consolidation No. 141, Capt. J. W. Taylor, 110 tons; W. A. Leetch, Capt. Shaffer, 113 tons; J. R. McLean, Capt. J. Pierce, 119 tons.

ES, Sat. 10/7/93, p. 3. ABOUT GEORGETOWN – **Canal News** – Laden boats to arrive via the canal yesterday were as follows: W. T. Coulehan, Capt. W. Woodward; Morning Star, Capt. H. Linburg; Seneca, Capt. T. Thrasher;

Consolidation No. 124, Capt. Stevens; G. A. McIlhaney, Capt. S. F. Renner; Consolidation No. 123, Capt. J. A. Crampton; L. P. Reed, Capt. J. A. Crampton; B. T. Johnson, Capt. F. Moore; Consolidation No. 10, Capt. J. F. Swain; Dr. Knott, Capt. J. Ewing; E. R. Ladew, Capt. E. Eaton; Consolidation No. 113, Capt. G. Creamer; Consolidation No. 131, Capt. J. W. Wright; Consolidation No. 134, Capt. W. Swain.

Boats to clear Cumberland for Georgetown on Thursday laden with coal for Winship and Agnew were as follows:

Consolidation No. 21, Capt. R. Bartlett, 117 tons; Consolidation No. 143, Capt. J. Moss, 119 tons; Judge Hagner, Capt. E. Hine, 111 tons; Consolidation No. 135, Capt. D. Knode, 121 tons; Amelia Mayer, Capt. J. H. Johnson, 121 tons; E. M. Ginevan, Capt. H. Williams, 118 tons; Alice Cable, Capt. S. Mills, 117 tons; Katie Hassett, Capt. A. Mills, 112 tons; Consolidation No. 128, Capt. E. Mose, 121 tons; and Consolidation No. 121, Capt. E. Spong.

Boats to clear Georgetown yesterday for Cumberland and intermediate points were as follows: Consolidation No. 133, Capt. S. Atwell; Henry Hanekamp, Capt. J. Nave; C. W. Ridley, Capt. Tice; C. Wagley K., Capt. C. Underdonk; Consolidation No. 17, Capt. James Reed; W. H. Dunkinson, Capt. James Reed; Consolidation No. 9, Capt. D. Taylor; A. W. Nicholson, Capt. W. Hill; Consolidation No. 122, Capt. J. C. Boler; Consolidation No. 109, Capt. Ben Stride; W. H. Cooper, Capt. J. Baker.

ES, Mon. 10/9/93, p. 10. ABOUT GEORGETOWN – **Prosperous Canal** – As long as doth King Commerce reign so long will the Chesapeake and Ohio canal be known as one of the greatest arteries of trade in this section of the United States. The old waterway has done much to make Maryland what she is, both politically and commercially; she has placed northern Virginia in close and easy communication with the District of Columbia, and she has made Georgetown, that produces

nothing of a commercial nature, one of the busiest ports south of Philadelphia.

Laden boats to arrive via the canal on Saturday were as follows: W. S. Jacques, Capt. R. Bender; J. A. Garfield, Capt. R. Bender; M. E. Grove, Capt. W. Dolby; Consolidation No. 18, Capt. G. W. Snyder; Consolidation No. 1, Capt. Otho Kretzer; Consolidation No. 115, Capt. J. Dick; Consolidation No. 108, W. H. Wilson; J. Spencer, Capt. W. J. Wright; Consolidation No. 140, Capt. B. Snyder; Consolidation No. 117, Capt. J. Snyder; Three Brothers, Capt. G. Ingram; George S. French, Capt. R. Sorrell; Consolidation No. 137, Capt. R. C. Swain; Consolidation No. 127, Capt. R. C. Swain; Consolidation No. 9, Capt. D. Taylor; E. Pratt, Capt. S. Magruder; Consolidation No. 118, Capt. J. M. Mills.

Boats to clear Georgetown on Saturday were as follows: Cuba, Capt. Tingstrum; T. H. Gibbs, Capt. J. T. Penner; Dr. Knott, Capt. J. Ewing; Judge McComas, Capt. W. Gloss; Consolidation No. 15, Capt. D. Coffman; Consolidation No. 103, Capt. O. Grove; Judge Cox, Capt. C. Shaw; Anteros, Capt. E. Chaney; W. T. Coulehan, Capt. W. Woodward; Consolidation No. 124, Capt. Stevens; J. Bryan, Capt. D. Hewitt; Morning Star, Capt. H. Linburg; A. G. Johnson, [Capt. R. Eaton]; Consolidation No. 17, Capt. L. Cartwright; J. K. Cowen, Capt. R. Hebb; Consolidation No. 123, Capt. Crampton; J. A. McIlhaney, Capt. S. Renner; B. T. Johnson, Capt. F. Moore; Consolidation No. 113, Capt. S. Creamer; Round Top, Capt. T. Hall; Consolidation No. 134, Capt. W. Swain; E. R. Ladew, Capt. E. Eaton; Maryland, Capt. Collier; Seneca, Capt. T. Thrasher.

ES, Tue. 10/10/93, p. 10. AFFAIRS IN GEORGETOWN – **The Canal** – Boats to arrive laden yesterday were as follows: Wieland, Capt. Bowers; D. W. Sloan, Capt. Smith; Consolidation No. 7, Capt. Dixon; Consolidation No. 5, Capt. Cross; Florence, Capt. Marconier; Four Brothers, Capt. Walter; F. Flanagan, Capt.

J. Moore; R. D. Johnson, Capt. Mose; L. B. Agnew, Capt. Myers; Ollie V., Capt. Bowers; Sarah Kroon, Capt. Knode.

Boats to depart yesterday were as follows: Consolidation No. 10, Capt. Swain; Consolidation No. 131, Capt. Wright; Consolidation No. 115, Capt. Tice; Three Brothers, Capt. Ingram; W. S. Jacques, Capt. Bender; J. A. Garfield, Capt. Bender; Consolidation No. 1, Capt. Otho Kretzer; Consolidation No. 137, Capt. Swain; M. E. Grove, Capt. Dolly; Consolidation No. 18, Capt. Snyder; J. Spence, Capt. Knight; J. H. Mertens, Capt. Reed; Consolidation No. 112, Capt. Taylor; Consolidation No. 127, Capt. Swain.

Boats to clear Cumberland yesterday were as follows: J. P. Hewitt, Capt. Knight, 119 tons; Consolidation No. 102, Capt. Penner, 120 tons; Consolidation No. 4, Capt. G. Leopold, 116 tons; W. H. C. Bayley, Capt. G. Beck, 114 tons; Benj. Vaughn, Capt. Brown, 113 tons; W. L. Winship, Capt. Wilson, 119 tons; E. W. Upton, Capt. Riley, 115 tons; Consolidation No. 144, Capt. Knight, 120 tons; Consolidation No. 129, Capt. E. Bowers, 114 tons; Lafayette, Capt. Bowers, 119 tons.

ES, Wed. 10/11/93, p. 10. AFFAIRS IN GEORGETOWN – **The Canal** – Boats arrived yesterday via the canal were as follows: George S. French, Capt. R. Sorrell; Consolidation No. 118, Capt. Mills; F. Wieland, Capt. Bowers; F. Flanagan, Capt. J. Moore; Consolidation No. 140, Capt. Snyder; D. W. Sloan, Capt. Smith; R. D. Johnson, Capt. Mose.

Boats to leave Georgetown yesterday were as follows: J. J. Alexander, Capt. J. Renner; Consolidation No. 145, Capt. Carthy; Consolidation No. 132, Capt. Hammond; Consolidation No. 11, Capt. Hammond; C. Wagley K., Capt. C. Underdonk; F. S. Garnett, Capt. F. Shupp; Little Walter, Capt. Mrs. Ziegler; Consolidation No. 138, Capt. Benner; G. M. Winship, Capt. Crampton; C. Darrow, Capt. Crampton; G. L. Nicholson, Capt. Keesucker.

Boats to clear Cumberland for Georgetown yesterday were as follows: Consolidation No. 125, Capt. Poffenberger, 121 tons; Consolidation No. 141, Capt. Zellers, 121 tons; Consolidation No. 111, Capt. Johnson, 114 tons; J. Leetch, Capt. Eaton, 116 tons; Eva, Capt. Graves, 93 tons; Anteros, Capt. Wolf, 115 tons; A. Greenless, Capt. Chaney, 123 tons; W. B. Orme, Capt. Higgins, 118 tons; Consolidation No. 142, Capt. Keesucker, 115 tons; F. O. Beckett, Capt. Foster, 116 tons; Consolidation No. 116, Capt. J. W. Fiske, 114 tons.

ES, Thu. 10/12/93, p. 8. ABOUT GEORGETOWN – **On the Canal** – About 100 coal men of the Cumberland region met yesterday and organized themselves in a body for the mutual protection of their interests. By-laws were adopted and a submitted constitution accepted.

Boats to bring coal into Georgetown yesterday were as follows: D. Linkins, Capt. McCauley; W. J. Stephenson, Capt. Grim; Isabella, Capt. Grim; Unexpected, Capt. F. Miller; Consolidation No. 6, Capt. Whitemeyer; Consolidation No. 13, Capt. Fox; Cuba, Capt. Tingstrum; J. K. Shaw, Capt. M. P. Runkle; M. J. Adler, Capt. Reynolds; Judge Bradley, Capt. Hammond; Detroit, Capt. Dickerhoff; Three Brothers, Capt. Ingram.

Boats to clear Georgetown yesterday, light and laden, were as follows: E. Pratt, Capt. Magruder; Consolidation No. 132, Capt. Hammond; L. B. Agnew, Capt. Myers; Consolidation No. 117, Capt. Snyder; Ollie V., Capt. Bowers; J. J. Alexander, Capt. Renner; Consolidation No. 7, Capt. Dixon; S. Kroon, Capt. Olphine; Consolidation No. 138, Capt. Benner; Little Walter, Capt. Joseph Zigler; Consolidation No. 11, Capt. Hammond; G. L. Nicholson, Capt. Keesucker.

Boats to clear Cumberland yesterday for Georgetown were as follows: Morning Star, Capt. H. Linburg, 114 tons; A. W. Nicholson. Capt. Hill, 118 tons; L. W. Guinand, Capt. French, 116 tons; Consolidation No. 12, Capt.

Sensel, 116 tons; Judge Alvey, Capt. Cramer, 115 tons; Consolidation No. 20, Capt. Shives, 121 tons; Consolidation No. 16, Capt. Spong, 119 tons; J. H. Mertens, Capt. Reed, 118 tons; Libbie, Capt. C. Shaw, 113 tons; Judge Douglass, Capt. Bowers, 113 tons; W. H. Cooper, Capt. Baker, 117 tons; Consolidation No. 107, Capt. Smith, 116 tons; Consolidation No. 119, Capt. Prince, 120 tons.

ES, Fri. 10/13/93, p. 10. ABOUT GEORGETOWN – **Break in the Canal.** –

On the “log wall” level of the Chesapeake and Ohio canal a leak, which quickly developed into a break, was sprung in the south bank about 10 o’clock yesterday. Various reports as to the extent of the damage to the waterway were received in town. *The Star* reporter, though, about 6 o’clock yesterday, met General Manager Nicholson; who had just returned from the scene of the opening, and was informed, on making inquiry, that traffic would probably be delayed about three days. He was then engaged in getting together a gang of men to increase the force already at work on the reparation of the bank. This is only the second break that has occurred in the canal since Mr. Nicholson took his place at the head of the company. The break of yesterday is near the Great Falls. The water, of course, has been drawn off the affected level in order to facilitate the making of the repairs.

Boats to arrive at Georgetown yesterday before 10 a. m. by way of the canal loaded with soft coal were as follows: Consolidation No. 106, Capt. Swain; Here I Am, Capt. McAtee; J. R. McLane, Capt. S. Pierce; Judge Hagner, Capt. E. Hine; E. M. Guinand, Capt. Williams; No. 141, Capt. J. W. Taylor; W. F. Leetch, Capt. Shafer; Judge Stake, Capt. McCoy; Consolidation No. 8, Capt. Swain; No. 110, Capt. C. E. Swain; W. H. C. Bayley, Capt. Becraft; Dr. Knott, Capt. Ewing.

Boats to clear Georgetown yesterday for Cumberland were as follows: Consolidation No. 5, Capt. Cross; No. 145, Capt. Carty; Three

Brothers, Capt. Ingram; C. Wagley K., Capt. C. Underdonk; Garnett, Capt. F. Shupp; Detroit, Capt. Dickerhoff; Darrow, Capt. Crampton; G. W. Winship, Capt. Crampton; J. K. Shaw, Capt. M. P. Runkle; W. I. Stephenson, Capt. Grim; Isabella, Capt. Grim; Judge Hagner, Capt. E. Hine; Consolidation No. 6, Capt. C. Fox; Consolidation No. 13, Capt. C. Fox.

Boats to clear Cumberland yesterday for Georgetown were as follows: Theodore dean, Capt. Cramer, 117 tons; No. 101, Capt. Eichelberger, 116 tons; M. E. Grove, Capt. Dolby, 112 tons; No. 109, Capt. Ben Stride, 119 tons; Henry Hanekamp, Capt. Mose, 115 tons; James L. Bond, Capt. Bush, 117 tons; No. 130, Capt. Iryan, 118 tons; No. 133, Capt. Castle, 122 tons; W. H. Dunkinson, Capt. Sewell, 121 tons; Judge McComas, Capt. Peal, 119 tons; Consolidation No. 19, Capt. Gloss, 117 tons; Consolidation No. 3, Capt. Reid, ----; J. K. Cowen, Capt. Hebb, 112 tons; A. S. Uplar, Capt. Haines, 113 tons.

ES, Wed. 10/18/93, p. 10. AFFAIRS IN GEORGETOWN – A report comes from the canal office to the effect that a geologist who has been making a study of Wyoming, Raleigh and Logan counties in West Virginia says that the coal deposits average five feet in thickness over an area of 1,000 square miles. He saw outcroppings of coal rising to a height of twenty-six feet and extending for miles along the sides of the mountains. He measured a vein of coal twenty-seven feet in thickness. This means increased business, the managers say, for the Chesapeake and Ohio canal, as the mines, it is reported, will be at once developed by a wealthy company now negotiating for the purchase of the fields. Great quantities of the black fuel will be brought first to Cumberland by rail, then canaled to Georgetown, from which place it will be shipped to all the cities of the Atlantic coast.

These new fields will produce a fuel of a quality equal to that obtained in what is known as the Cumberland region. During the coming winter boat building on the canal will be pushed

with vim. So fortunately have the moneyed followers of the old waterway fared the past year that they are anxious to invest more money. Winship and Company and the Consolidation Coal Company will be the largest builders. Already these two companies control perhaps over one-half of the boats on the artificial river. Contracts are being entered into with the railroads, it is said, through which a branch line will be run into the new coal fields above mentioned, which are at present a little out of the path of the iron horse.

ES, Thu. 10/19/93, p. 10. AFFAIRS IN GEORGETOWN – By tomorrow it is believed the Chesapeake and Ohio canal, which had a great gash cut in its side near the Great Falls by last week's storm, will be out of the hands of surgeons, and once more able to allow large and numerous cargoes to pass over its breast.

Georgetown's activity in trade depends vastly upon the canal, and when the old stream becomes disabled, the West End gets gloomy.

Night before last a canal boat, owned by F. H. Darby, sank in front of his wharf at Williamsport, Md., carrying down with her 1,400 bushels of wheat, 700 bushels of which were damaged. The water on the Williamsport level had been lowered the night previous, which caused the boat to careen and spring a leak in a dry seam.

ES, Sat. 10/21/93, p. 12. AFFAIRS IN GEORGETOWN – The Chesapeake and Ohio canal is itself again, the largest force of workmen who have been engaged on the break yesterday throwing aside their spades and other implements and going to their homes. As soon as the engineer had inspected and passed the repairs, water was turned into the level, and in a few hours a string of laden boats moved once again to their destination, Georgetown. There they arrived in the afternoon, and were speedily unloaded. The canal is now in better condition than ever.

Boats to depart from Georgetown yesterday by way of the canal were as follows: Consolidation No. 3, Capt. J. W. Swain; No. 110, Capt. C. E. Swain; No. 143, Capt. J. Nuse; Judge Stake, Capt. T. McCleary; No. 135, Capt. D. Knode; C. F. T. Beale, Capt. F. Huff; Consolidation No. 14, Capt. F. Huff; J. Hanway, Capt. J. Leary; Unexpected, Capt. F. Miller.

Boats to arrive yesterday by way of the newly repaired canal were as follows: F. Flanagan, Capt. J. Moore; Consolidation No. 114, Capt. M. Runkle; No. 121, Capt. J. Pierce; Charles W. Miller, Capt. Riley; Charles E. K., Jr., Capt. J. Bender; W. D. L. Walbridge, Capt. H. Bowers; Anteros, Capt. E. Chaney; Loudoun, Capt. P. Williams; Eva Cushwa, Capt. J. Wolf; New Alexandria, Capt. James Banhoff; Alice Cable, Capt. A. Mills; Katie Hassett, Capt. A. Mills; Benj. Vaughn, Capt. N. Wilson; C. Wagley K., Capt. C. Underdonk; Muskingum, Capt. W. O'Neil; No. 128, Capt. E. Mose; Consolidation No. 21, Capt. J. Bartlett; C. W. Adams, Capt. H. Carter.

Boats to clear Cumberland yesterday for Georgetown laden with coal were as follows: L. B. Agnew, Capt. L. C. Myers, 116 tons; J. K. Shaw, Capt. M. P. Runkle, 120 tons; Consolidation No. 13, Capt. C. Fox, 116 tons; Consolidation No. 6, Capt. C. Fox, 113 tons.

ES, Mon. 10/30/93, p. 5. AFFAIRS IN GEORGETOWN – **Canal News** – Boats on Saturday came to town laden with Cumberland coal as follows: Anteros, Capt. Chaney; Shiftlet, Capt. Swain; W. S. Jacques, Capt. Bender; J. A. Garfield, Capt. Bender; Judge Hagner, Capt. E. Hine; R. D. Johnson, Capt. Mose; Consolidation No. 6, Capt. C. Fox; Consolidation No. 13, Capt. C. Fox; J. R. Show, Capt. Rumble; W. H. C. Bayley, Capt. Becraft; Dr. Knott, Capt. Ewing.

On Saturday boats and masters left town by way of the canal as follows: Consolidation No. 10, Capt. Swain; G. L. Nicholson, Capt. Keesucker; B. R. Mayfield, Capt. Keesucker; No. 130, Capt. Penner; No. 122, Capt. Castle; No. 131, Capt. J. C. Boler; No. 113, Capt.

Cramer; Sallie, Capt. Werdebaugh; Consolidation No. 3, Capt. Colbert; A. L. Miller, Capt. Haines; Anteros, Capt. Chaney; No. 123, Capt. Crampton; D. W. Sloan, Capt. Smith; Here I Am, Capt. McAtee; Seneca, Capt. T. Thrasher; Edith Pratt, Capt. Magruder.

There cleared Cumberland on Saturday the following heavily laden boats: M. E. Grove, Capt. Dolby, 112 tons; Consolidation No. 21, Capt. Bartlett, 122 tons; Samuel Linkins, Capt. McCauley, 114 tons; George French, Capt. Small, 112 tons; Charles Bayley, Capt. Johnson, 115 tons; Eva, Capt. Wolf, 120 tons; W. H. Cooper, Capt. Baker, 117 tons; E. M. Stern, Capt. Gowans, 117 tons; Katie Hassett, Capt. A. Mills, 117 tons; Alice Cable, Capt. Mills, 116 tons.

ES, Mon. 10/23/93, p. 7. AFFAIRS IN GEORGETOWN – On Saturday there arrived at the wharves on the canal the following laden boats: Consolidation No. 111, Capt. J. Johnson; J. Leetch, Capt. R. Eaton; W. B. Orme, Capt. R. Eaton; Consolidation No. 4, Capt. G. Leopold; A. W. Nicholson, Capt. W. Hill; M. E. Grove, Capt. W. Dolby; Judge Alvey, Capt. F. Creamer; Consolidation No. 20, Capt. T. Shives; Consolidation No. 16, Capt. D. Spong; A. Moyer, Capt. J. H. Johnson; R. L. Somerville, Capt. D. Smith; A. Greenless, Capt. Joseph Higgins; Plough Boy, Capt. W. French; Consolidation No. 128, Capt. E. Mose; Consolidation No. 21, Capt. J. H. Hassett; C. W. Adams, Capt. H. Carter; Gracie C., Capt. J. W. Collier; E. Pratt, Capt. J. Magruder; J. H. Mertens, Capt. J. Reed; Consolidation No. 2, Capt. W. Custis; R. W. Lewis, Capt. G. Landbower; W. H. Cooper, Capt. J. Baker; Morning Star, Capt. H. Linburg; A. H. Bradt, Capt. A. Roof; Consolidation No. 102, Capt. J. Penner; Consolidation No. 125, Capt. G. Zellers; Judge Douglass, Capt. D. Bowers; H. H. Keedy, Capt. B. Jackson.

Boats cleared Georgetown on Saturday for Cumberland and intermediate points, with miscellaneous cargoes, as follows: Frankie &

Fannie, Capt. W. Bear, 115 tons; Sallie Queen, Capt. D. Shupp, 121 tons; F. S. Garnett, Capt. F. Shupp, 114 tons; Isabella, Capt. S. Ginevan, 114 tons; W. J. Stephenson, Capt. J. Harris, 121 tons. [Transcriber's Note: the above list is obviously of boats clearing Cumberland for Georgetown, the list of boats clearing Georgetown for Cumberland was not printed.]

ES, Tue. 10/24/93, p. 5. AFFAIRS IN GEORGETOWN – **Canal Affairs** – Owing to the fact that most all the boats on the canal were loaded during the time the bank near Great Falls was being repaired, and are now on their way to town, the departures from Cumberland for some days will be slight. The arrivals in town in a day or two, though, will be unusually large. Only about 1,000 tons left Cumberland yesterday consigned to Georgetown shippers.

ES, Wed. 10/25/93, p. 7. AFFAIRS IN GEORGETOWN – **Canal News** – The canal business is looming up after ten days of lethargy. Refreshed by a rest, it is surprising its owners. Report comes from the upper portion that there is a long and continuous line of canal laden boats making toward Georgetown. Good progress is being made, too, by the mules as the cool weather facilitates a rapid movement.

There is a large quantity of hay, grain, corn and other such cargoes also on the way to town. The canal banks within a day or two will be livelier than they have been for months. Several schooners and various kinds of sailing craft have come in during the past two days to be loaded with coal for ports of the Atlantic coast.

Boats to arrive at Georgetown yesterday by way of the Chesapeake and Ohio canal were as follows: Dr. Knott, Capt. Ewing; Consolidation No. 132, Capt. Hammond; Consolidation No. 11, Capt. Hammond; G. A. McIlhaney, Capt. Renner; A. G. Johnson, Capt. Renner; Consolidation No. 1, Capt. Eaton; Judge Cox, Capt. Otho Kretzer; Consolidation No. 120, Capt. Shaw; E. M. Ginevan, Capt. Shaw; D. W.

Sloan, Capt. Williams; and Consolidation No. 145, Capt. McCarthy.

Boats to clear Georgetown yesterday for Cumberland laden with miscellaneous cargoes were as follows: J. H. Mertens, Capt. Reed; N. E. Grove, Capt. Dolby; Consolidation No. 16, Capt. Spong; Consolidation No. 4, Capt. G. Leopold; W. H. Cooper, Capt. Baker; Morning Star, Capt. H. Linburg; H. H. Keedy, Capt. Jackson; Judge Alvey, Capt. Moore; George S. French, Capt. R. Sorrell; Dr. Knott, Capt. Ewing.

Boats to leave Cumberland yesterday for Georgetown were as follows: Martinsville, Capt. Parton, 115 tons; Consolidation No. 105, Capt. Bechtel, 116 tons; J. R. McLean, Capt. Pierce, 119 tons; W. H. C. Bayley, Capt. Banhoff, 118 tons; Judge Bailey, Capt. Hammond, 121 tons; Ruby, Capt. Governs, 93 tons; H. C. Chaney, Capt. Chaney, 118 tons; Anteros, Capt. Free, 122 tons; C. W. Ridley, Capt. Wilson, 115 tons; Consolidation No. 108, Capt. Swain, 117 tons; Consolidation No. 8, Capt. Swain, 117 tons; E. R. White, jr., Capt. Swain, 119 tons; Consolidation No. 110, Capt. C. E. Swain, 119 tons.

ES, Thu. 10/26/93, p. 5. AFFAIRS IN GEORGETOWN – **Canal News** – Boats to arrive yesterday by way of the canal were as follows: Consolidation No. 127, Capt. Swain; Consolidation No. 137, Capt. Swain; Consolidation No. 112, Capt. Saylor; Consolidation No. 132, Capt. Benner; Consolidation No. 124, Capt. Stevens; Grace C., Capt. Collier; Three Brothers, Capt. Ingram; Granite No. 2, Capt. Magruder.

Boats to clear Georgetown yesterday by way of the canal were as follows: Plough Boy, Capt. W. French; J. Leetch, Capt. Eaton; W. B. Orne, Capt. Eaton; B. Vaughn, Capt. Wilson; S. H. Knott, Capt. Root; Consolidation No. 20, Capt. Shires; F. Willand, Capt. Bowers; J. J. Alexander, Capt. Renner; J. P. Hewitt, Capt. knight; Consolidation No. 144, Capt. Knight; J. K. Cowen, Capt. Hebb; Judge McComas, Capt. Gloss; Judge Douglass, Capt. Bowers;

Consolidation No. 116, Capt. Fisher; Consolidation No. 139, Capt. Keesucker; Consolidation No. 142, Capt. Keesucker; Consolidation No. 109, Capt. Ben Stride; Consolidation No. 123, Capt. Atwell; E. Pratt, Capt. Magruder.

Boats to clear Cumberland yesterday laden with coal for Georgetown were as follows: Judge Stake, Capt. McCoy, 115 tons; Consolidation No. 143, Capt. Mose, 115 tons; Consolidation No. 141, Capt. J. W. Taylor, 116 tons; W. A. Leetch, Capt. Shafer, 117 tons; Consolidation No. 135, Capt. Knode, 120 tons.

ES, Fri. 10/27/93, p. 8. AFFAIRS IN GEORGETOWN – **Canal News** – Boats to arrive yesterday by way of the canal were as follows: F. Flanagan, Capt. J. Moore; Consolidation No. 140, Capt. Snyder; Consolidation No. 117, Capt. Snyder; T. H. Gibbs, Capt. Penner; J. P. Agnew, Capt. Myers; Cuba, Capt. Tingstrum; Consolidation No. 106, Capt. Swain; E. Pratt, Capt. Magruder.

Boats to clear Georgetown for Williamsport, Cumberland and other canal ports were as follows: W. C. Reed, Capt. Drenner; Consolidation No. 129, Capt. E. Bowers; Consolidation No. 101, Capt. Eichelbower; Judge Boyd, Capt. Spong; Wheatly Bros., Capt. Montgomery; A. W. Nicholson, Capt. Hill; Ollie V., Capt. Bowers; Consolidation No. 119, Capt. Prince; H. L. Bond, Capt. Ben Stride; A. H. Davidson, Capt. Knight; Wm. Spencer, Capt. Johnson; A. Moyer, Capt. Ingram; Three Brothers, Capt. Ingram; Four Brothers, Capt. Walter; Consolidation No. 115, Capt. Dick; Consolidation No. 118, Capt. Mills; A. Greenless, Capt. Higgins; and Consolidation No. 17, Capt. Cartwright.

Boats to depart from Cumberland yesterday with coal for Winship & Company, the Consolidation Coal Company and John P. Agnew & Company were as follows: Charles W. Miller, Capt. Riley, 115 tons; New Alexandria, Capt. Banhoff, 108 tons; John Hanaway, Capt. J. Leary, 116 tons; Consolidation No. 107, Capt.

Smith, 118 tons; Consolidation No. 14, Capt. F. Huff, 119 tons; C. F. T. Beale, Capt. F. Huff, 121 tons; W. D. L. Walbridge, Capt. Brown, 120 tons; Consolidation No. 121, Capt. Spong, 116 tons.

ES, Sat. 10/28/93, p. 6. AFFAIRS IN GEORGETOWN – The truth of the report that another break had occurred in the banks of the Chesapeake and Ohio canal was denied yesterday by Mr. Nicholson, the engineer and general manager of the waterway. The story was probably originated by someone who saw the crowd of laborers about the canal office day before yesterday waiting to receive their pay for work done on the last break.

Wheat is still coming down the canal in goodly quantities. Most of it being taken by local millers and commission men. All that has come this season has been of an excellent quality.

The granite quarries of the upper canal are daily sending to town great boat loads of stone. A line of canal boats has been established expressly for this trade. The boats are known as Granite No. 1, Granite No. 2, and so on.

After discharging the cargoes brought here by them the following boats yesterday turned their bows toward Cumberland, where they will once more be loaded with the product of the neighboring mines: Consolidation No. 103, Capt. Grove; R. L. Somerville, Capt. Smith; W. T. Coulehan, Capt. Woodward; Libbie, Capt. C. Shaw; Consolidation No. 145, Capt. McCarthy; Consolidation No. 19, Capt. James Reed; W. H. Dunkinson, Capt. James Reed; Consolidation No. 12, Capt. Sensel; Gracie C., Capt. Collier; J. Goddard, Capt. Bush; B. T. Johnson, Capt. Moore; Henry Hanekamp, Capt. Mose; F. O. Becket, Capt. Shives; E. R. Ladew, Capt. Eaton; Consolidation No. 134, Capt. Swain.

There came to town yesterday laden to the decks the following boats hailing from Cumberland: Col. Vaughn, Capt. Wilson; Consolidation No. 7, Capt. Dixon; Consolidation No. 5, Capt. Cross; E. Mertens, Capt. Hall; Little

Walter, Capt. Mrs. Ziegler; Detroit, Capt. Dickerhoff; Unexpected, Capt. Miller; M. J. Adler, Capt. Magruder.

Boats cleared Cumberland yesterday laden with coal for Meredith, Winship & Co. and John P. Agnew & Co. as follows: J. H. Mertens, Capt. J. Reed; C. E. K., jr., Capt. Bender; Muskingum, Capt. Renner; Consolidation No. 102, Capt. Johnson; Consolidation No. 111, Capt. Ziegler; Consolidation No. 125, Capt. Carter; C. W. Adams, Capt. H. Carter; Consolidation No. 114, Capt. Singer; C. Wagley K., Capt. Wieland.

ES, Tue. 10/31/93, p. 6. AFFAIRS IN GEORGETOWN – **Canal News** – Boats arrived yesterday by way of the canal as follows: E. Pratt, Capt. J. Magruder; F. Flanagan, Capt. J. Moore; H. H. Keedy, Capt. B. Jackson; Three Brothers, Capt. G. Ingram; Maryland, Capt. Hall; J. R. McLean, Capt. J. Pierce.

Boats cleared yesterday as follows: Consolidation No. 120, Capt. W. Shaw; M. J. Adler, Capt. Z. Reynolds; L. W. Guinand, Capt. French; E. M. Ginevan, Capt. H. Williams; A. G. Johnson, Capt. Small; Granite No. 1, Capt. J. Magruder; Consolidation No. 15, Capt. D. Coffman; Consolidation No. 132, Capt. W. Hammond; Dr. Knott, Capt. J. Ewing, limestone for Geo. J. Johnston; Consolidation No. 18, Capt. G. W. Snyder; Unexpected, Capt. F. Miller; Consolidation No. 11, Capt. W. Hammond; Consolidation No. 136, Capt. N. Long; G. A. McIlhaney, Capt. D. F. Burns; Theo. Dean, Capt. W. Hammond; Consolidation No. 1, Capt. Otho Kretzer; Judge Cox, Capt. C. Shaw; Maj. Whitcomb, Capt. S. Benner; Consolidation No. 104, Capt. S. Benner; Consolidation No. 112, Capt. D. Snyder; Granite No. 1, Capt. J. Magruder.

Boats to clear Cumberland yesterday laden were as follows: Judge McComas, Capt. W. Glass, 119 tons; Consolidation No. 16, Capt. D. Spong, 119 tons; Consolidation No. 2, Capt. W. Custis, 121 tons; Consolidation No. 128, Capt. E. Mose, 119 tons; Judge Alvey, Capt. F.



Cramer, 118 tons; J. J. Alexander, Capt. J. Renner, 121 tons; Morning Star, Capt. H. Linburg, 113 tons; J. K. Cowen, Capt. R. Hebb, 115 tons; Consolidation No. 129, Capt. E. Bowers, 114 tons; Consolidation No. 109, Capt. Ben Stride, 115 tons; Consolidation No. 20, Capt. F. Shives, 120 tons; Consolidation No. 115, Capt. James Dick, 118 tons; W. R. Lewis, Capt. G. W. Sandbower, 116 tons; Judge Douglass, Capt. D. Bowers, 115 tons; B. Vaughn, Capt. N. Wilson, 116 tons; F. Wieland, Capt. R. Bowers, 115 tons.

ES, Wed. 11/1/93, p. 7. AFFAIRS IN GEORGETOWN – **Canal News** – By way of the Chesapeake and Ohio canal the following coal-laden boats yesterday entered Georgetown: J. H. Mertens, Capt. J. Reed; W. Wise, Capt. H. Haggard; Judge Stake, Capt. T. McCoy; Consolidation No. 8, Capt. J. Swain; Consolidation No. 110, Capt. C. E. Swain; F. S. Garnett, Capt. F. Shupp; Granite No. 1, Capt. G. Magruder.

Yesterday there departed from Georgetown the following laden and light boats: L. B. Agnew, Capt. L. C. Myers; Three Brothers, Capt. G. Ingram; F. Flanagan, Capt. J. Moore; Emma Mertens, Capt. S. Dodd; Consolidation No. 138, Capt. H. Bruner; Consolidation No. 124, Capt. Mrs. Stephens; Little Walter, Capt. Joseph Zigler; Consolidation No. 127, Capt. R. C. Swain; Consolidation No. 137, Capt. R. C. Swain; Consolidation No. 117, Capt. J. Snyder; H. H. Keedy, Capt. B. Jackson; R. D. Johnson, Capt. A. Mose; Consolidation No. 106, Capt. H. Swain; Granite No. 2, Capt. J. Magruder.

Boats to clear Cumberland yesterday with full cargoes for Georgetown were as follows: Consolidation No. 133, Capt. S. Stride, 120 tons; Consolidation No. 118, Capt. J. M. Miles, 117 tons; W. B. Orme, Capt. R. Eaton, 118 tons; L. P. Reed, Capt. J. Wright, 116 tons; H. L. Bond, jr., Capt. T. Ingram, 112 tons; A. Greenless, Capt. J. Bryan, 116 tons; John Leetch, Capt. R. Eaton, 118 tons; C. W. Riley, Capt. J. Tice, 119 tons; A. W. Wilson, Capt. W. Hill, 125

tons; Anteros, Capt. E. Chaney, 94 tons; Consolidation No. 134, Capt. W. Swain, 120 tons; W. T. Coulehan, Capt. W. Woodard, 116 tons.

ES, Thu. 11/2/93, p. 7. AFFAIRS IN GEORGETOWN – Boats arrived yesterday by way of the Chesapeake and Ohio canal as follows: Consolidation No. 107, Capt. J. D. Smith; Round Top, Capt. T. Hall; C. Darrow, Capt. T. Crampton; G. M. Winship, Capt. T. Crampton; Consolidation No. 141, Capt. J. W. Taylor; W. A. Leetch, Capt. C. S. Shafer; Judge Bradley, Capt. O. Hammond; George S. French, Capt. R. Sorrell; Charles W. Miller, Capt. Riley; C. Wagley K., Capt. C. Underdonk; Charles E. K., jr., Capt. J. Bender; Consolidation No. 108, Capt. W. H. Wilson; M. E. Grove, Capt. W. Dolby; Granite No. 1, Capt. J. Magruder.

Boats cleared Georgetown yesterday for Cumberland as follows: Cuba, Capt. C. Tingstrum; T. H. Gibbs, Capt. J. T. Penner; Detroit, Capt. Dickerhoff; J. K. Shaw, Capt. M. P. Runkle; J. H. Mertens, Capt. J. Reed; Consolidation No. 140, Capt. B. Snyder; Consolidation No. 7, Capt. J. R. Dixon; Consolidation No. 5, Capt. S. Cross; Judge Hagner, Capt. J. Wright; E. Pratt, Capt. J. Magruder.

Laden boats left Cumberland yesterday, consigned to various Georgetown shippers, as follows: Libbie, Capt. C. Shaw, 112 tons; W. H. Dunkinson, Capt. James Reed, 124 tons; Consolidation No. 4, Capt. G. Leopold, 119 tons; Consolidation No. 103, Capt. O. Grove, 118 tons; Consolidation No. 116, Capt. J. W. Fisher, 116 tons; Consolidation No. 19, Capt. James Reed, 125 tons; Loudon, Capt. Joseph Wilson, 113 tons; A. H. Bradt, Capt. A. Roof, 117 tons; John Spencer, Capt. W. G. Knight, 114 tons; Ollie V., Capt. T. Bowers, 116 tons; Henry Hanekamp, Capt. R. Haines, 116 tons; Plough Boy, Capt. W. French, 120 tons; W. C. Reed, Capt. J. Drenner, 120 tons; Consolidation No. 7, Capt. L. Cartwright, 124 tons; Mabel, Capt. S. Taylor, 117 tons.

ES, Fri. 11/3/93, p. 11. AFFAIRS IN GEORGETOWN – **Canal News** – Boats arrived yesterday laden as follows: W. H. Cooper, Capt. James Baker; Eva, Capt. J. Wolf; W. I. Stephenson, Capt. S. Grim; Isabella, Capt. S. Grim; No. 135, Capt. D. Knode; J. J. Alexander, Capt. J. Brenner; Dr. Knott, Capt. J. Ewing; W. D. L. Walbridge, Capt. H. Brown; Morning Star, Capt. H. Linburg; J. Hanway, Capt. J. Leary; Unexpected, Capt. F. Miler; No. 125, Capt. G. Zellers; E. Pratt, Capt. J. Magruder.

Boats cleared yesterday as follows: W. S. Jacques, Capt. B. Bender; J. A. Garfield, Capt. B. Bender; F. J. Shippet, Capt. J. Swain; C. W. Millar, Capt. Mrs. Riley; Consolidation No. 6, Capt. C. Fox; Maryland, Capt. R. Collier; Judge Stake, Capt. T. McCoy; George S. French, Capt. R. Sorrell; Granite No. 1, Capt. J. Magruder; Consolidation No. 13, Capt. C. Fox.

ES, Sat. 11/4/93, p. 5. AFFAIRS IN GEORGETOWN – **Canal News** – Boats arrived yesterday as follows: Consolidation No. 102, Capt. J. Penner; F. Flanagan, Capt. J. Moore; N. Alexandria, Capt. Banhoff; Three Brothers, Capt. G. Ingram; C. F. T. Beale, Capt. F. Huff; Consolidation No. 14, Capt. F. Huff; No. 105, Capt. E. Bechtel; C. R. White, Capt. E. Bechtel; No. 109, Capt. Ben Stride; No. 129, Capt. E. Bowers; Judge McComas, Capt. W. Gloss; J. K. Cowen, Capt. R. Hebb; Granite No. 1, Capt. J. Magruder; E. R. Ladew, Capt. E. Eaton, 121 tons; E. M. Ginevan, Capt. H. Williams, 121 tons; B. L. Somerville, Capt. R. Smith, 119 tons; Consolidation No. 14, Capt. B. Shaw, 118 tons.

Boats cleared Georgetown yesterday as follows: Consolidation No. 8, Capt. J. W. Swain; No. 110, Capt. C. E. Swain; J. R. McLean, Capt. J. Pierce; M. Wise, Capt. J. Pierce; F. S. Garnett, Capt. F. Shupp; W. H. C. Bayley, Capt. Becroft; W. A. Leetch, Capt. C. Shafer; No. 107, Capt. J. D. Smith; Dr. Knott, Capt. J. Ewing; C. Wagley K, Capt. C. Underdonk; Round Top, Capt. T. Hall; No. 141, Capt. J. W. Taylor; C. E. K., Jr., Capt. J. Bender; M. E. Grove, Capt. W. Dolby;

No. 135, Capt. D. Knode; Granite No. 2, Capt. J. Magruder.

[Boats to clear Cumberland yesterday with full cargoes for Georgetown were as follows]: B. P. Mayfield, Capt. S. Benner, 115 tons; Consolidation No. 10, Capt. J. F. Swain, 117 tons; Consolidation No. 101, Capt. L. Eichelberger, 120 tons; Consolidation No. 145, Capt. D. McCarty, 121 tons; Consolidation No. 144, Capt. W. Knight, 114 tons; Consolidation No. 130, Capt. C. R. Castle, 119 tons; J. P. Hewitt, Capt. W. Knight, 118 tons; Consolidation No. 3, Capt. G. W. Colbert, 117 tons.

ES, Mon. 11/6/93, p. 6. AFFAIRS IN GEORGETOWN – **Canal News** – The canal is still booming. Day by day the coal comes down, and day by day miscellaneous cargoes are carried back. The docks along the waterway are looking as they have never looked before, the coal men are whistling away as if they had made a million apiece and were satisfied, and the hundreds of mules employed in the transportation are looking more sleek and contented than it was thought possible a year ago mules could look.

Boats to arrive yesterday by way of the canal were as follows: Anteros, Capt. E. Chaney; Judge Douglass, Capt. D. Bowers; B. Vaughan, Capt. N. Wilson; F. Weiland, Capt. R. Bowers; Four Brothers, Capt. J. P. Walter; Consolidation No. 121, Capt. E. Spong; Consolidation No. 20, Capt. T. Shives; Consolidation No. 143, Capt. J. Nuse; Muskingum, Capt. W. O. Neal; Gracie C., Capt. J. W. Collier; Granite No. 2, Capt. J. Magruder.

Boats to leave Georgetown yesterday by way of canal were as follows: Judge Bradley, Capt. O. Hammond; C. Darrow, Capt. F. Crampton; G. M. Winship, Capt. F. Crampton; F. Flanagan, Capt. J. Moore; Consolidation No. 125, Capt. G. Zellers; Consolidation No. 108, Capt. W. H. Wilson; Three Brothers, Capt. J. Ewing; J. J. Alexander, Capt. J. Renner; W. H. Cooper, Capt. J. Baker; Unexpected, Capt. F. Miller; Consolidation No. 109, Capt. Ben Stride;

Consolidation No. 102, Capt. I. Penner; Eva, Capt. J. Wolf; Morning Star, Capt. H. Linburg; E. Pratt, Capt. J. Magruder.

Boats to clear Cumberland on Saturday for Georgetown were as follows: Consolidation No. 123, Capt. I. Crampton, 121 tons; Consolidation No. 122, Capt. J. C. Boler, 123 tons; Winter, Capt. D. Shives, 116 tons; Consolidation No. 18, Capt. G. W. Snyder, 122 tons; G. L. Nicholson, Capt. S. Keesucker, 120 tons; Lafayette, Capt. S. Keesucker, 117 tons.

ES, Tue. 11/7/93, p. 6. AFFAIRS IN GEORGETOWN – **Arrivals and Departures** – Laden boats entered town yesterday as follows: Consolidation No. 115, Capt. Dick; Maryland, Capt. Collier; Consolidation No. 118, Capt. Mills; C. W. Adams, Capt. H. Carter; C. W. Ridley, Capt. Patton; Consolidation No. 16, Capt. Spong; A. Cable, Capt. Mills; Katie Hassett, Capt. A. Mills, Consolidation No. 21, Capt. Bartlett; D. Linkins, Capt. McCauley; Cuba, Capt. Tingstrum; E. Pratt, Capt. Magruder; Judge Alvey, Capt. Creamer; Consolidation No. 128, Capt. E. Mose; Dr. Knott, Capt. Ewing; Consolidation No. 2, Capt. Custis.

Boats to clear town yesterday were as follows: Isabella, Capt. Quin; W. J. Stephenson, Capt. Quin; Consolidation No. 14, Capt. F. Huff; W. D. L. Walbridge, Capt. Brown; Consolidation No. 121, Capt. Spong; M. Hyatt, Capt. Hyatt; Anteros, Capt. Chaney; Consolidation No. 2, Capt. Shives; Consolidation No. 115, Capt. Dick; J. K. Cowen, Capt. Hebb; Judge McComas, Capt. Gloss; Four Brothers, Capt. Walter; Consolidation No. 105, Capt. Bechtel; C. R. White, Capt. E. Bechtel; Oak Spring, Capt. Heneker; L. V. Baughman, Capt. Wilson; C. F. T. Beale, Capt. F. Huff.

ES, Wed. 11/8/93, p. 6. AFFAIRS IN GEORGETOWN – **Arrivals and Departures** – Boats light and laden to clear Georgetown yesterday for Cumberland and intermediate ports on the canal were as follows: Mary, Capt.

Benner, 120 tons; Judge Cox, Capt. Shaw, 117 tons; Consolidation No. 104, Capt. Benner, 119 tons; Sallie, Capt. Mutisbaugh, 117 tons; Maj. Whitcomb, Capt. Benner, 119 tons; J. K. Shaw, Capt. M. P. Runkle, 118 tons; L. B. Agnew, Capt. Myers, 119 tons; Little Walter, Capt. Mrs. Ziegler, 115 tons; R. D. Johnson, Capt. Mose, 122 tons; George S. French, Capt. R. Sorrell, 115 tons; F. O. Beckett, Capt. Ginevan, 116 tons; J. J. Alexander, Capt. Renner, 121 tons.

[Transcriber's Note: Clearly the above is a list of boats cleared from Cumberland to Georgetown.]

Yesterday there came to town laden to their decks with Cumberland and George's Creek coal the following canal boats: W. R. Lewis, Capt. G. W. Sandbower; C. B. Bailey, Capt. Johnson; Consolidation No. 111, Capt. Johnson; Consolidation No. 114, Capt. G. H. Grimm; L. W. Nicholson, Capt. Hill; Consolidation No. 19, Capt. James Reed; W. H. Dunkinson, Capt. James Reed; Consolidation No. 133, Capt. Atwell; Consolidation No. 103, Capt. Grove.

ES, Thu. 11/9/93, p. 6. AFFAIRS IN GEORGETOWN – Boats to leave Georgetown yesterday, light and laden, for Cumberland and intermediate ports were as follows: W. R. Lewis, Capt. G. W. Sandbower; E. Pratt, Capt. Magruder; Consolidation No. 21, Capt. McCauley; D. Linkins, Capt. Carter; C. D. Adams, Capt. Bowers; Judge Douglass, Capt. Grim; Consolidation No. 114, Capt. Wilson; B. Vaughn, Capt. Bowers; F. Willard, Capt. Grave; Consolidation No. 103, Capt. Creamer; Judge Alvey, Capt. Mose; Consolidation No. 128, Capt. E. Mose.

Boats clearing Cumberland yesterday for Georgetown were as follows: A. L. Miller, Capt. Haines, 118 tons; M. I. Adler, Capt. Reynolds, 117 tons; Consolidation No. 124, Capt. Stevens, 118 tons; C. Wagley K., Capt. C. Underdonk, 118 tons; W. H. Cooper, Capt. Baker, 118 tons; C. E. K., Capt. Bender, 118 tons; Consolidation No. 127, Capt. Swain, 123 tons; Consolidation No. 137, Capt. R. C. Swain; Theo. Dean, Capt.

Swain, 121 tons; Consolidation No. 11, Capt. Hammond, 117 tons; Anteros, Capt. Chancy, 93 tons.

Two of the boats on the canal are steamers – the Ruby and the Anteros. The former is engaged in the stone trade and spends most of her time between Seneca and Point of Rocks, while the latter plies regularly between Cumberland and Georgetown. On the downward trip, she brings coal and, on the return, takes miscellaneous cargoes.

ES, Fri. 11/10/93, p. 6. AFFAIRS IN GEORGETOWN – **Canal News** – Boats came in slowly yesterday, and but few were loaded at Cumberland. The reasons assigned for this by those in charge of the canal office are two. The first is that this is election week, and many of the boatmen went to their homes, voted and tarried, and the second is that a leak, which detained traffic for twenty-four hours, has occurred on what is known as the Tunnel level.

But two canal boats came in yesterday, The E. M. Ginevan, Capt. Williams and The F. Flanagan, Capt. J. Moore.

Boats to clear Georgetown yesterday were as follows: Consolidation No. 2, Capt. Curtis; Consolidation No. 111, Capt. Johnson; C. B. Bailey, Capt. Johnson; A. Cable, Capt. Mills; Katie Hassett, Capt. A. Mills; Consolidation No. 133, Capt. Atwell; Consolidation No. 19, Capt. Joseph Reed; W. H. Linkman, Capt. Reed.

Boats clearing Cumberland yesterday for the port of Georgetown were as follows: Consolidation No. 132, Capt. Hammond, 126 tons; G. A. McIlhaney, Capt. Renner, 119 tons; and Eva, Capt. Dolby, 114 tons.

AG, Sat. 11/11/93, p. 3. LOCAL BREVITIES – Navigation is suspended in the Chesapeake and Ohio Canal because of a break in the aqueduct over the Conococheague.

ES, Mon. 11/13/93, p. 7. AFFAIRS IN GEORGETOWN – **Canal News** – Boats to arrive at Georgetown on Saturday by way of the

canal were as follows: E. M. Ginevan, Capt. Williams; Three Brothers, Capt. Eaton; W. B. Orme, Capt. Eaton; J. Leetch, Capt. Eaton; C. W. Ridley, Capt. Tice; H. L. Bond, Capt. Ingram; J. Goddard, Capt. Bush; B. T. Johnson, Capt. Moore; Consolidation No. 10, Capt. Swain; Cuba, Capt. Tingstrum; Consolidation No. 113, Capt. Cramer; Gracie C., Capt. Caller.

Boats to clear Georgetown, light and laden, on Saturday were as follows: Consolidation No. 9, Capt. Taylor; H. H. Keedy, Capt. Jackson; D. W. Sloan, Capt. Smith; Consolidation No. 15, Capt. D. Coffman; Libbie, Capt. C. Shaw; Mabel, Capt. Taylor; Spencer, Capt. Knight; Consolidation No. 142, Capt. Keesucker; Consolidation No. 3, Capt. Talbot; B. R. Mayfield, Capt. Benner; Henry Hanekamp, Capt. Haines; N. C. Read, Capt. Drenner; Consolidation No. 116, Capt. Fisher; Loudoun, Capt. Stickle; Consolidation No. 139, Capt. Engle; Here I Am, Capt. McAtee; Moyer, Capt. Johnson; Bradt, Capt. Roof; Consolidation No. 145, Capt. McCarty; Consolidation No. 119, Capt. Price; E. Pratt, Capt. Magruder.

Boats to clear Cumberland on Saturday laden for Georgetown were as follows: Consolidation No. 5, Capt. Cross, 119 tons; Consolidation No. 134, Capt. Swain, 121 tons; Consolidation No. 6, Capt. C. Fox, 120 tons; Judge Hagner, Capt. Swiskey, 119 tons; Consolidation No. 13, Capt. Mallet, 118 tons; Morning Star, Capt. Swain, 121 tons; Charlie & Nellie, Capt. McCoy, 120 tons; Consolidation No. 8, Capt. Hine, 116 tons; Judge Stake, Capt. Swain, 114 tons; W. A. Leetch, Capt. Shiplet, 122 tons.

ES, Tue. 11/14/93, p. 8. AFFAIRS IN GEORGETOWN – **The Canal** – That artery of trade, the Chesapeake and Ohio canal, is again on the boom. Yesterday the following boats came over its breast and slowed up at Agnew's and Winship's wharves: Consolidation No. 124, Capt. Mrs. Stephens; A. G. Johnson, Capt. Burns; J. K. Shaw, Capt. M. P. Runkle; F. Flanagan, Capt. J. Moore; Four Brothers, Capt.

Walters; W. H. Cooper, Capt. Baker; Consolidation No. 101, Capt. Eichelberger; Oak Spring, Capt. Heneker; Florence, Capt. Marconier; Judge Boyd, Capt. Stickle; G. L. Nicholson, Capt. Keesucker; Lafayette, Capt. Keesucker.

Boats laden and light left town yesterday for Williamsport, Cumberland and intermediate ports on the canal as follows: E. R. Ludlow, Capt. E. Eaton; Consolidation No. 142, Capt. Keesucker; L. P. Reed, Capt. Wright; B. R. Mayfield, Capt. L. Benner; Oak Springs, Capt. Heneker; Florence, Capt. Marconier.

ES, Wed. 11/15/93, p. 7. AFFAIRS IN GEORGETOWN – Boats to arrive laden yesterday were as follows: Consolidation No. 136, Capt. N. Long; R.L. Somerville, Capt. Smith; W. E. Grove, Capt. Dolby; Winter, Capt. Zimmerman; Consolidation No. 144, Capt. Knight; J. P. Hewitt, Capt. Knight; Consolidation No. 112, Capt. Taylor; C. Wagley K., Capt. C. Underdonk; Plough Boy, Capt. W. French; Charles E. K. jr., Capt. J. Bender; Little Walter, Capt. Mrs. Zeigler; W. H. C. Bayley, Capt. Beacroft; Granite No. 1, Capt. Magruder.

Boats to clear town yesterday were as follows: Muskingum, Capt. Neal; A. W. Nicholson, Capt. Hill; Consolidation No. 2, Capt. Snyder; F. Flanagan, Capt. J. Moore; Consolidation No. 139, Capt. Engle; A. Greenless, Capt. Bryan; J. H. Mertens, Capt. J. Reed; Ollie V., Capt. T. Bowers; Consolidation No. 145, Capt. McCarty; J. J. Alexander, Capt. Renner; J. Bryan, Capt. Hewitt; D. W. Sloan, Capt. Smith.

Laden boats to leave Cumberland yesterday for Georgetown were as follows: Consolidation No. 9, Capt. Taylor, 128 tons; Consolidation No. 113, Capt. Cramer, 123 tons; James Goddard, Capt. Bush, 119 tons; Consolidation No. 142, Capt. Keesucker, 118 tons; Consolidation No. 139, Capt. Mrs. Engle, 122 tons; Consolidation No. 131, Capt. Wright, 122 tons; Here I Am, Capt. McAtee, 117 tons; D. W. Sloan, Capt. Smith, 120 tons; Consolidation

No. 119, Capt. Price, 120 tons; B. T. Johnson, Capt. Moore, 115 tons; James Bryan, Capt. Hewitt, 116 tons.

ES, Thu. 11/16/93, p. 5. AFFAIRS IN GEORGETOWN – In order that the canal may be kept open as long as possible the Chesapeake and Ohio company has just finished the construction of two great scows and ice breakers combined, which will be put into service as soon as the cold weather makes a visible impression on the waterway. For fear that two will not be sufficient to keep the channel clear the company is considering the advisability of building a third one, and the force employed on the last construction has been instructed to hold themselves in readiness to again begin work. The two ice breakers already finished were built at the company's shops at Hancock, Md.

So prosperous has been the present season on the canal that every effort will be made to prolong it to the latest possible date. The waterway in the past has generally shut down at Christmas time, but this year boats will come down until the old canal freezes so hard that a passage will be an absolute impossibility.

Coal yesterday came down the canal on the following boats: Here I Am, Capt. McAtee; A. Mayer, Capt. McAtee; Judge Boyd, Capt. Stickle; A. H. Bradt, Capt. Roof; A. G. Johnson, Capt. Burns; F. O. Beckett, Capt. Zimmerman; L. B. Agnew, Capt. Myers.

Boats to leave Georgetown yesterday light and laden were as follows: Granite No. 2, Capt. Magruder; J. Spencer, Capt. Knight; Anteros, Capt. Chaney; N. C. Read, Capt. Drenner; Consolidation No. 116, Capt. Fisher; Consolidation No. 122, Capt. J. C. Boler; George S. French, Capt. R. Sorrell; Consolidation No. 4, Capt. G. Leopold; Consolidation No. 119, Capt. Price; Henry Hanekamp, Capt. Nave; Consolidation No. 124, Capt. Mrs. Stephens; Consolidation No. 18, Capt. Snyder; W. H. Cooper, Capt. Baker; Consolidation No. 123, Capt. Crampton.

ES, Fri. 11/17/93, p. 7. AFFAIRS IN GEORGETOWN – **Canal News** – Boats bearing Cumberland and George’s creek coal entered town yesterday and drew up at the wharves of Meredith, Winship & Co. and John P. Agnew & Co.

M. J. Adler, Capt. J. Z. Reynolds; Consolidation No. 137, Capt. R. C. Swain; Consolidation No. 127, Capt. R. C. Swain; A. L. Miller, Capt. R. Haines; Theo. Dean, Capt. W. Hammond; Consolidation No. 132, Capt. W. Hammond; Consolidation No. 11, Capt. W. Hammond; Granite No. 2, Capt. J. Magruder.

The average cargo brought was 118 tons.

After having discharged their cargoes of coal and taken on miscellaneous loads for the ports of the upper canal, the following boats yesterday started slowly westward:

Consolidation No. 112, Capt. D. Snyder; Winter, Capt. D. Shriver; Consolidation No. 130, Capt. C. R. Castle; Consolidation No. 144, Capt. J. Knight; Seneca, Capt. T. Thrasher; J. K. Shaw, Capt. M. P. Runkle; Loudon, Capt. J. Emerson; M. E. Grave, Capt. W. Dolby; Consolidation No. 136, Capt. N. Long; Consolidation No. 101, Capt. L. Eichelberger; F. O. Beckett, Capt. G. Zimmerman; C. Wagley K., Capt. C. Underdonk; R. L. Somerville, Capt. R. D. Smith; Granite No. 1, Capt. J. Magruder; E. Pratt, Capt. J. Magruder.

There cleared Cumberland for the coal wharves of Georgetown yesterday the following laden boats: W. R. Lewis, Capt. G. W. Sandbower, 115 tons; Consolidation No. 128, Capt. E. Mose, 120 tons; Judge Alvey, Capt. F. Cramer, 119 tons; C. W. Adams, Capt. H. Carter, 117 tons; Consolidation No. 114, Capt. G. H. Grimm, 122 tons; Daniel Linkins, Capt. W. McCauley, 118 tons; Katie Hassett, Capt. A. Mills, 117 tons; Alice Clarke, Capt. A. Mills, 117 tons.

As soon as this coal reaches town it will be shipped to Richmond, Philadelphia, New York, New Haven and Boston.

AG, Fri. 11/17/93, p. 3. LOCAL BREVITIES – The Chesapeake and Ohio Canal Company will use a screw ice-breaker to keep the canal open as long as possible this winter.

ES, Sat. 11/18/93, p. 5. AFFAIRS IN GEORGETOWN – **Canal News** – Boats laden heavily came into town yesterday as follows: R. D. Johnson, Capt. Mose; Judge Cox, Capt. Shaw; Unexpected, Capt. Miller; Major Whitcomb, Capt. Benner; Consolidation No. 104, Capt. Benner; Cuba, Capt. Tingstrum; Sallie, Capt. Werdbaugh; Consolidation No. 106, Capt. Swain; Detroit, Capt. Dickerhoff; Charlie & Nellie, Capt. Malott; F. Flanagan, Capt. J. Moore; Consolidation No. 138, Capt. Benner; Judge Stake, Capt. McCoy; Judge Hagner, Capt. Hine; Morning Star, Capt. H. Linburg; Consolidation No. 134, Capt. Swain.

Boats cleared Georgetown for ports of the upper canal as follows: Four Brothers, Capt. Walter; C. E. K., jr., Capt. Bender; Lafayette, Capt. Keesucker; W. H. C. Bayley, Capt. Keesucker; M. J. Adler, Capt. Reynolds; Little Walter, Capt. Mrs. Zeigler; Plough Boy, Capt. W. French; G. L. Nicholson, Capt. Beacroft; R. D. Johnson, Capt. Mose; L. B. Agnew, Capt. Meyers; Consolidation No. 132, Capt. Hammond; Theo. Dean, Capt. Hammond.

There left Cumberland yesterday for Georgetown the following coal-laden boats: C. B. Bailey, Capt. Johnson, 120 tons; Consolidation No. 2, Capt. Custis, 114 tons; Isabella, Capt. Ginew, 111 tons; W. J. Stephenson, Capt. Ginew, 116 tons; W. P. Calahan, Capt. Woodard, 117 tons; Consolidation No. 111, Capt. Johnson, 117 tons; Consolidation No. 113, Capt. Cramer, 121 tons; Consolidation No. 133, Capt. Atwell, 120 tons; J. H. Mertens, Capt. J. Reed, 129 tons; D. A. Lowe, Capt. Reed, 118 tons; H. H. Keedy, Capt. Jackson, 120 tons; B. T. Johnson, Capt. Moore, 117 tons.

ES, Mon. 11/20/93, p. 6. AFFAIRS IN GEORGETOWN – That canal boats may be run

by electricity is now an assured fact, the experiments on the Erie canal last Saturday demonstrating beyond a doubt the practicability of the new power in canal navigation. The experimental boat used made about three and a half miles an hour and gave promise of doing much better if a few little improvements were made in the construction of the craft. The news of the success of the trial has pleased greatly the officials of the Chesapeake and Ohio canal, and they predict now a wonderful prosperity for the artificial river that empties at Georgetown her water and her principal cargoes.

As soon as boats begin to be built for every-day transportation on the Erie canal, the Chesapeake and Ohio people will begin to seriously consider the use of electricity on their highway. The Chesapeake and Ohio is much better adapted to the use of electricity, authorities say, than the Erie canal. Enterprising parties say that if electricity is successfully introduced on the Chesapeake and Ohio canal, a line of handsome packets will be established to carry passengers from the Aqueduct bridge to the Great Falls, Harper's Ferry and other interesting points on the upper Potomac.

Laden boats to arrive at Georgetown on Saturday by way of the canal were as follows: Consolidation No. 125, Capt. Zellers; W. D. L. Walbridge, Capt. Brown; No. 109, Capt. Ben Stride; G. A. McIlhaney, Capt. Renner; No. 140, Capt. Hammond; No. 117, Capt. Snyder; Consolidation No. 6, Capt. C. Fox; Consolidation No. 13, Capt. C. Fox; Consolidation No. 8, Capt. Swain; No. 110, Capt. C. E. Swain; No. 141, Capt. J. W. Taylor; W. A. Leetch, Capt. Shafer; Consolidation No. 7, Capt. Dixon; Consolidation No. 5, Capt. Cross; Three Brothers, Capt. Ingram.

Boats to clear Georgetown on Saturday for Cumberland and ports this side were as follows: Judge Cox, Capt. Shaw; A. L. Miller, Capt. Haines; F. Flanagan, Capt. J. Moore; No. 138, Capt. Benner; Charlie & Nellie, Capt. Mallott; Morning Star, Capt. H. Linburg; Judge Stake, Capt. McCoy; No. 104, Capt. Benner;

Consolidation No. 11, Capt. Hammond; Judge Hagner, Capt. Hine; Florence, Capt. Marconia.

ES, Tue. 11/21/93, p. 5. ABOUT GEORGETOWN – **The Traffic on the Canal.** Boats to arrive at Georgetown yesterday laden to the decks with coal were as follows: Judge Douglass, Capt. Bowers; No. 102, Capt. Penner; No. 120, Capt. Shaw; Judge Bradley, Capt. Hammond; New Alexandria, Capt. Banhoff; No. 135, Capt. Knowles; No. 108, Capt. Wilson; Consol. No. 21, Capt. Shives; No. 118, Capt. Mills; Gracie C., Capt. Collier; W. Hyatt, Capt. Hyatt; Judge McComas, Capt. Gloss; D. K. Cowen, Capt. Hebb; Consol. No. 16, Capt. Spong.

Boats to clear Georgetown yesterday light were as follows: Consol. No. 8, Capt. Swain; No. 134, Capt. Swain; W. D. L. Wallbridge, Capt. Brown; No. 125, Capt. Collier; No. No. 109, Capt. Stride; Judge Douglass, Capt. Bowers; Unexpected, Capt. F. Miller; Detroit, Capt. Dickerhoff; G. A. McIlhaney, Capt. Penner; Sallie, Capt. Werderbaugh; No. 137, Capt. Swain.

ES, Wed. 11/22/93, p. 5. AFFAIRS IN GEORGETOWN – **Traffic on the Canal.** Boats to depart from Georgetown yesterday after having unloaded the cargoes brought from western Maryland were as follows: Cuba, Capt. Tingstrum; Three Brothers, Capt. Ingram; Vaughn, Capt. Wilson; Consolidation No. 110, Capt. C. E. Swain; Consolidation No. 140, Capt. Snyder; New Alexandria, Capt. Banhoff; Consolidation No. 117, Capt. Snyder; No. 102, Capt. Penner.

Boats to bring cargoes to town yesterday by way of the canal were as follows: Florence, Capt. Marconier; B. Vaughn, Capt. Wilson; Consolidation No. 19, Capt. James Reed; F. Willand, Capt. Reed; J. Hanaway, Capt. Bowers; Consolidation No. 12, Capt. Leary; No. 115, Capt. Sensel; W. I. Jacques, Capt. Dick; G. A. Garfield, Capt. Bender; Eva, Capt. Bender.

Boats cleared Cumberland yesterday for Georgetown as follows: Consolidation No. 1, Capt. Otho Kretzer; D. W. Sloan, Capt. Smith; C. Wagley K., Capt. Baker; John Spencer, Capt. Eddy; G. O. Nicholson, Capt. Hind; A. Greenless, Capt. Bender.

The average cargo being brought by these boats is 118 tons.

ES, Thu. 11/23/93, p. 6. AFFAIRS IN GEORGETOWN – **Canal Affairs** – Boats to arrive yesterday by way of the Chesapeake and Ohio canal were as follows: L. V. Baughman, Capt. Wilson; E. Mertens, Capt. Dodd; Consolidation No. 103, Capt. Grove; J. H. Gibbs, Capt. Penner; Consolidation No. 107, Capt. Shiftlet; T. J. Shiftlet, Capt. Swain; W. R. Lewis, Capt. G. W. Sandbower; Wheatley Bros., Capt. Montgomery; L. W. Guinand, Capt. French; J. R. McLean, Capt. Pierce; M. Wise, Capt. Pierce; Consolidation No. 14, Capt. F. Huff; C. F. T. Beale, Capt. F. Huff; E. Pratt, Capt. Magruder.

Boats cleared Georgetown yesterday as follows: Consolidation No. 13, Capt. Fox; Consolidation No. 6, Capt. C. Fox; J. Hanway, Capt. Leary; Consolidation No. 120, Capt. Shaw; F. Wieland, Capt. Bowers; Consolidation No. 135, Capt. Knode; Consolidation No. 7, Capt. Dean; Consolidation No. 5, Capt. Cross; Consolidation No. 141, Capt. J. W. Taylor; Consolidation No. 108, Capt. Wilson; W. A. Leetch, Capt. Schafer; Consolidation No. 20, Capt. Shires; Consolidation No. 1, Capt. Sensel.

ES, Fri. 11/24/93, p. 9. AFFAIRS IN GEORGETOWN – Boats arrived laden at Georgetown's wharves yesterday as follows: H. H. Keedy, Capt. Jackson; Consolidation No. 21, Capt. Bartlett; George S. French, Capt. R. Sorrell; F. Flanagan, Capt. J. Moore; F. S. Garnett, Capt. F. Shupp.

Boats cleared Georgetown yesterday after having discharged their cargoes as follows: E. Mertens, Capt. Dodd; Eva, Capt. Wolf; Consolidation No. 16, Capt. Dick; Judge Bradley, Capt. Spong; Consolidation No. 103,

Capt. Hammond; Consolidation No. 107, Capt. Grove; Consolidation No. 19, Capt. Smith; W. H. Dunkinson, Capt. Reed; A. Sadow, Capt. Magruder.

Boats laden to the decks with Cumberland coal yesterday cleared for Georgetown as follows: Consolidation No. 116, Capt. Fisher, 117 tons; Joseph Bryan, Capt. Albert, 116 tons; Consolidation No. 124, Capt. Hewitt, 122 tons; Consolidation No. 119, Capt. Stevens, 115 tons; S. P. Reed, Capt. Pierce, 121 tons; Consolidation No. 4, Capt. Maul, 120 tons; Consolidation No. 123, Capt. G. Leopold, 117 tons; Judge Boyd, Capt. Crampton, 119 tons; W. T. Reed, Capt. Ruggles, 117 tons.

ES, Sat. 11/25/93, p. 5. AFFAIRS IN GEORGETOWN – There cleared town both light and laden yesterday the following canal craft: W. S. Jacques, Capt. Bender; J. A. Garfield, Capt. Swain; J. J. Alexander, Capt. Renner; F. Flanagan, Capt. J. Moore; J. H. Gibbs, Capt. Penner; B. T. Johnson, Capt. Moore; L. V. Baughman, Capt. Wilson; Wheatley Bros., Capt. Montgomery.

Boats arrived yesterday by way of the Chesapeake and Ohio canal as follows: J. J. Alexander, Capt. Renner; Consolidation No. 113, Capt. Creamer; Consolidation No. 133, Capt. Atwell; B. T. Johnson, Capt. Moore; G. M. Winship, Capt. Crampton; C. Darrow, Capt. Crampton; Judge Alvey, Capt. Creamer; W. T. Coulehan, Capt. Woodward; A. Cable, Capt. Mills; Katie Hassett, Capt. A. Mills; Anteros, Capt. Chaney.

ES, Mon. 11/27/93, p. 6. AFFAIRS IN GEORGETOWN – The cool weather has as yet no unfavorable effect upon the trade of the Chesapeake and Ohio canal. Every manager, captain, clerk, bookkeeper, miner, boat and mule connected with the coal and its passage from Cumberland to Georgetown is consuming every hour in doing good, conscientious work. Every living creature who assists the canal is in turn



assisted, is on the hustle, and trade is on the boom.

On Saturday, the following boats, laden with an average cargo of 118 tons, arrived in town and discharged: Cuba, Capt. Tingstrum; Consolidation No. 121, Capt. Spong; Unexpected, Capt. F. Miller; Consolidation No. 15, Capt. Hill; A. W. Nicholson, Capt. Bechtel; E. R. White, jr., Capt. E. Bechtel; Consolidation No. 105, Capt. Custis; Consolidation No. 2, Capt. Walter; Four Brothers, Capt. Collier; Maryland, Capt. Bowers; Ollie V., Capt. T. Bowers; G. L. Nicholson, Capt. Magruder; Alcedo, Capt. Magruder.

After unloading coal and reloading with groceries and miscellaneous articles the following boats, on Saturday, put off from Georgetown to Cumberland: J. R. McLean, Capt. Pierce; M. Wise, Capt. Pierce; C. F. T. Beale, Capt. F. Huff; Consolidation No. 14, Capt. F. Huff; H. H. Keedy, Capt. Johnson; George S. French, Capt. R. Sorrell; Anteros, Capt. Chaney; A. W. Nicholson, Capt. Hill; F. S. Garnett, Capt. Shupp; Consolidation No. 113, Capt. Creamer.

ES, Tue. 11/28/93, p. 7. AFFAIRS IN GEORGETOWN – Boats arrived at Georgetown yesterday via the canal as follows: G. R. Ladew, Capt. Eaton; C. Wagley K., Capt. C. Underdonk; Consolidation No. 17, Capt. Cartwright; C. B. Bailey, Capt. Johnson; Consolidation No. 11, Capt. Johnson; Three Brothers, Capt. Ingram; Consolidation No. 142, Capt. Keesucker; Consolidation No. 1, Capt. Otho Kretzer.

Boats light and laden left Georgetown yesterday for Cumberland as follows: Maryland, Capt. Collier; Four Brothers, Capt. Walter; Consolidation No. 121, Capt. Spong; Consolidation No. 133, Capt. Stuell; T. J. Shippet, Capt. Stuell.

Laden boats left Cumberland yesterday for Georgetown as follows: W. H. C. Bayley, Capt. Keesucker, 120 tons; Detroit, Capt. Dickerhoff, 120 tons; Consolidation No. 8, Capt. Swain, 118 tons; Consolidation No. 125, Capt. Zellers, 120 tons; Consolidation No. 110, Capt.

C. E. Swain, 117 tons; S. M. Storm, Capt. Shaffer, 117 tons; Geo. A. McElhaney, Capt. Renner, 115 tons.

### Shipments of Grain

Four thousand bushels of wheat and forty tons of hay have come in from upper Maryland by way of the canal; also, sixty barrels of ear corn. The cargo came by the Unexpected.

Tomorrow another large consignment of grain is expected in Georgetown.

### Notes

Mr. Graham Pearre of the Chesapeake and Ohio Canal Company's corps of representatives, with several friends, is hunting on the upper waters of the slow-moving stream. The company's pay boat, handsomely stocked, is serving as the headquarters of the hunters.

News comes down the canal that several cases of smallpox have broken out in the coal region of Cumberland.

ES, Wed. 11/29/93, p. 6. AFFAIRS IN Georgetown – **Canal Affairs** – Boats arrived yesterday as follows: H. L. Bond, Capt. T. Ingram; James Goddard, Capt. J. Bush.

Boats cleared yesterday as follows: Consolidation No. 128, Capt. E. Mose; Consolidation No. 2, Capt. W. Curtis; Cuba, Capt. C. Tingstrum; Consolidation No. 105, Capt. E. Bechtel; J. P. Hewitt, Capt. E. Bechtel; Alcedo, Capt. J. Magruder.

Boats left Cumberland for town yesterday as follows: Consolidation No. 140, Capt. B. Snyder, 122 tons; Plough Boy, Capt. W. French, 119 tons; Consolidation No. 108, Capt. W. H. Wilson, 126 tons; Consolidation No. 127, Capt. R. C. Swain, 123 tons; Consolidation No. 137, Capt. R. C. Swain, 122 tons; W. H. Cooper, Capt. R. Eaton, 118 tons.

### Short Paragraphs

Seventeen hundred tons of coal brought down from Cumberland by way of the Chesapeake and Ohio canal were carried north yesterday by the schooner Edward R. Hunt. The end of the

shipping season is drawing near, hardly two weeks remaining.

Yesterday on the upper canal, near what is known as Big Pool, ice appeared to the thickness of a quarter of an inch. It was found necessary to bring out the ice breaker in order to free a caught canal boat.

ES, Thu. 11/30/93, p. 8. AFFAIRS IN GEORGETOWN – **Canal News** – Boats arrived yesterday as follows: W. J. Stephenson, Capt. Grim; Isabella, Capt. Grim; A. G. Johnson, Capt. Burns; A. Greenless, Capt. Bryan.

Boats left yesterday as follows: Round Top, Capt. Hall; Consolidation No. 144, Capt. Grim; Consolidation No. 9, Capt. Taylor; Three Brothers, Capt. Ingram; Consolidation No. 21, Capt. Bartlett; Consolidation No. 131, Capt. Wright; Consolidation No. 10, Capt. Swain; E. R. Ladew, Capt. Eaton; Consolidation No. 17, Capt. Cartwright; Consolidation No. 1, Capt. Kretzel.

Boats cleared from Cumberland yesterday for Georgetown as follows: George S. French, Capt. R. Sorrell, 109 tons; Judge McComas, Capt. Glass, 120 tons; Consolidation No. 16, Capt. Spong, 122 tons; J. K. Cowen, Capt. Hebb, 111 tons; Consolidation No. 7, Capt. Dixon, 118 tons; Consolidation No. 5, Capt. Cross, 113 tons; Consolidation No. 118, Capt. Mills, 118 tons.

ES, Mon. 12/4/93, p. 6. AFFAIRS IN GEORGETOWN – **Attaching the Mule.** The movement looking to the introduction of electricity on the Chesapeake and Ohio canal has now begun to take definite shape. Ever since the practicability of the power in canal navigation was demonstrated to the satisfaction of its promoters on the Erie canal about one month ago those interested in the Chesapeake and Ohio canal have been bestirring themselves to secure its introduction here.

As the first step toward this, articles of incorporation have been asked for and granted to the Chesapeake and Ohio transportation

Company of Washington county. Should the system now under consideration by the Erie people be perfected, it is the intention of the new company to go to work at once. In the trial trip, which was made on the New York waterway in November, about three miles per hour were made by a boat loaded with 175 tons of sand.

The amount of the capital stock of the new company is \$250,000, divided into 2,500 shares of \$100 each.

The charter is a broad and liberal one.

The Erie people have plenty of money to back their experiments and will not stop until their efforts are crowned with the utmost success.

The new Chesapeake and Ohio corporation will endeavor to make arrangements with the canal company to furnish the motive power necessary in transporting cargoes on the canal.

The trolley system is the one under active consideration, the boats to be furnished with two street railroad motors of twenty-five horsepower.

Those who have been selected to represent the new company in the capacity of directors are: Charles K. Lord, Alex. Shaw, H. C. Block, Lloyd Lowndes, and J. Clarence Lane of Hagerstown.

All are said to be largely interested in the coal industry of Maryland.

-----  
**Canal Movements**

Boats arrived on Saturday as follows: J. Bryan, Capt. Hewitt; Consolidation No. 119, Capt. Price; J. K. Shaw, Capt. M. P. Runkle; Consolidation No. 4, Capt. G. Leopold; Consolidation No. 109, Capt. Ben Stride; Little Walter, Capt. Mrs. Zeigler; Judge Cox, Capt. Shaw; Consolidation No. 104, Capt. Benner; Judge Hagner, Capt. E. Hine; and Alcedo, Capt. Magruder.

Boats cleared Cumberland for Georgetown on Saturday as follows: W. T. Coulehan, Capt. Woodard, 113 tons; Consolidation No. 129, Capt. E. Bowers, 120 tons; Consolidation No. 120, Capt. Cramer, 115

tons; J. B. McLair, Capt. Price, 124 tons; C. F. T. Beale, Capt. F. Huff, 115 tons.

Boats left yesterday as follows: Ivy City, Capt. H. Linburg; J. Spencer, Capt. Baker; Consolidation No. 3, Capt. Colbert; Morning Star, Capt. Baker; and Granite No. 2, Capt. Magruder.

ES, Tue. 12/5/93, p. 6. AFFAIRS IN GEORGETOWN – Boats to arrive yesterday by way of the canal with cargoes for Georgetown were as follows: Consolidation No. 11, Capt. Hammond; Muskingum, Capt. McAtee; A. Mayer, Capt. McAtee; Theo. Dean, Capt. Hammond; A. L. Miller, Capt. Haines; Consolidation No. 132, Capt. Evedon; Loudon, Capt. Benner; Consolidation No. 138, Capt. Benner.

Boats to clear Georgetown yesterday after having discharged their cargoes were: Consolidation No. 4, Capt. Reed; Judge Boyd, Capt. Stickell; and W. B. Orme, Capt. Eaton.

Boats cleared Cumberland yesterday for Georgetown as follows: Judge Douglass, Capt. Zigler; Consolidation No. 101, Capt. Eichelberger; Wang, Capt. Bowers; Consolidation No. 136, Capt. N. Long; Consolidation No. 143, Capt. Schell; New Alexandria, Capt. Banhoff.

All of the above brought about 115 tons of coal [each].

ES, Wed. 12/6/93, p. 7. AFFAIRS IN GEORGETOWN – **The Duty on Coal** – The owners of the mines which support and bring into prominence the Chesapeake and Ohio canal are going to make a strong fight to have the duty of seventy-five cents retained on imported coal. The taking off of the duty or its reduction to any extent means, they say, the destruction of the importance of the coal industry of Maryland, Virginia and West Virginia. No longer will these states be able to compete with Nova Scotia and the industry will, therefore, languish. Only soft coal is to go upon the ways and means committee's free list, yet the anthracite men

claim that by the reduction they will become much affected. They, too, then are much exercised and will attempt to devise means to prevent injury to themselves.

#### Canal News

Boats arrived yesterday by way of the canal as follows: Detroit, Capt. Dickerhoff; R. L. Somerville, Capt. Smith; Judge Bradley, Capt. Hammond; A. H. Dowden, Capt. Shives; S. M. Storm, Capt. Shaffer; Consolidation No. 118, Capt. Mills.

Boats cleared yesterday as follows: Consolidation No. 124, Capt. Stevens; J. Bryan, Capt. Hewitt; Consolidation No. 109, Capt. Snyder; Judge Cox, Capt. Shaw; Consolidation No. 119, Capt. Price; Consolidation No. 104, Capt. Benner; Alcedo, Capt. Magruder.

ES, Thu. 12/7/93, p. 6. **LOUIS CHENEY**

Louis Cheney died on Sunday morning about 9 o'clock, aged 76 years, 10 months and 16 days. He died at the residence of his son John, below Williamsport, at Cheney's Lock. The deceased was the father of fourteen children, twenty-eight grandchildren and twelve great grandchildren. He was employed on the C. & O. canal as lock tender for many years. Four sons, Charles, John, Samuel and Thomas, of this county. The remainder of his children are scattered over the country. Funeral Tuesday; services in the U. B. church at Williamsport; interment in River View Cemetery.

ES, Fri. 12/8/93, p. 7. AFFAIRS IN GEORGETOWN – **Last Boat Started** – The last boat of the season has left Cumberland and, in a few days, the last arrival of '93 will be registered at the Chesapeake and Ohio office. Then a cut in the number of section bosses, &c., employed on the highway takes place and other positions will be sought by them. The canal company do not shut down entirely in the winter, though, for it is only in this season that repairs to the locks can be made, new gates put in and additional boats constructed. Already the various companies and individual interested in the canal

trade have their workshops in order and everything preliminary to actual construction is at hand. Those at the office say that more boats will be built this winter than ever before in a season. On the introduction of electricity as a power in transporting, but few changes in the construction of boats will be found necessary.

Boats cleared Georgetown yesterday as follows: B. T. Johnson, Capt. Moore; G. A. McIlhaney, Capt. Renner; Maryland, Capt. Collier; Consolidation No. 127, Capt. R. C. Swain; Consolidation No. 137, Capt. Dixon; Consolidation No. 7, Capt. Cross; Consolidation No. 5, Capt. Bender; W. S. Jacques, Capt. Jackson; H. H. Keedy, Capt. Eaton; W. H. Cooper, Capt. Gloss; Judge McComas, Capt. Hebb; J. K. Cowen, Capt. Hebb; Maj. Whitcomb, Capt. Hebb; Consolidation No. 16, Capt. Spong.

Boats laden arrived at Georgetown yesterday as follows: Consolidation No. 106, Capt. Swain; Consolidation No. 112, Capt. Taylor; N. C. Read, Capt. Drenner; Consolidation No. 116, Capt. Fisher; Consolidation No. 8, Capt. Swain; Consolidation No. 110, Capt. C. E. Swain; W. D. L. Walbridge, Capt. Brown; W. H. C. Bayley, Capt. Keesucker.

ES, Tue. 12/12/93, p. 6. **THE CANAL'S FUTURE – Running the Waterway on a Purely Business Basis.** – Cumberland, Md., Dec. 10, 1893. – The Chesapeake and Ohio canal, which was opened to this city on October 10, 1850, and which was nearly wrecked by the flood of June 1, 1889, is about to have a new lease of life, as there is no doubt that the experiment of using electricity as a mode of propulsion for boats will be tried during the coming year. The total output from the mines in Cumberland coal region for the eleven months of the year was over 3,500,000 tons. Nearly 2,000,000 tons of this coal was hauled over the Baltimore and Ohio railroad, 300,000 over the Chesapeake and Ohio canal and 1,300,000 over the Pennsylvania railroad. A few years ago, before the George's Creek and Cumberland

railroad was built, which is owned by the American and Maryland companies, and runs from Cumberland to Lonaconing, but a small proportion of the coal from this region went over the latter road, but its trade has grown rapidly, and with its growth the coal shipments by water from Philadelphia has also increased. During the past summer, low ocean rates prevailed in Baltimore, being as low as 60 cents to down eastern ports. This forced vessel owners to combine and adopt a freight schedule. The first schedule made its appearance about September. This was, it is said, from 10 to 20 cents higher from Baltimore to the big eastern ports than was charged from Philadelphia, Norfolk and Newport News. On November 1, another schedule made its appearance, which fixed the rates for all vessels east of Cape Cod at \$1.10 per tons, and this side of Cape Cod at \$1 per ton. The coal shippers here thought the rates excessive, and the coal shipments fell off still more and went to other ports. The Baltimore and Ohio Railroad Company, which had been allowing a tonnage rebate of 5 cents per ton on lightered vessels, claimed that the schedule was doing injury to the trade here, and on October 1 discontinued it. The actual result of this discontinuance was to give the 5 cents per ton to the purchaser instead of to the vessel owner, for the price of coal was at once cut 5 cents per ton.

#### **Increased Shipments by the Canal**

The outcome of the matter is that coal shipments on the Chesapeake and Ohio canal and the Pennsylvania railroad have increased about 250,000 tons, while the Baltimore and Ohio railroad has hauled about 700,000 tons less than during the same period of last year.

The companies doing business in the Cumberland coal region are as follows: Consolidation, American, Maryland, George's Creek Coal and Iron Company, Borden Mining Company, Potomac Coal Company, Atlantic and George's Creek Coal Company, Swanton Mining Company, Franklin Consolidated Coal Company, Piedmont Cumberland Coal Company, Barton and George's creek Valley

Coal Company, Big Vein Coal Company, Anthony Mining Company, Davis coal and Coke Company, West Virginia Central and Pittsburg (Elk Garden mines), Thomas mine, Davis & Elkins' mine, Cumberland Coal Company (Douglas mine), Elk Garden, Big vein Mining Company, Hampshire mine and New Central Coal Company, in all twenty-three companies.

During the year, up to December 24, 1892, these companies shipped 2,182,315.08 tons of coal. The Baltimore and Ohio railroad shipped 1,707,322.12 tons; Chesapeake and Ohio canal 263,928.06 tons; and the Pennsylvania railroad 211,064.10 tons. The increase of shipments this year will amount to about 350,000 tons. Had electricity been used on the canal the shipments would have been larger.

### **The History of the Canal**

The past history of the Chesapeake and Ohio canal is interesting, especially at this time, when its future seems filled with bright prospects. It was the first great work of its kind in this country. Washington had spent several months in Cumberland, where he first learned the art of war as a young colonial colonel. He knew that there were immense coal fields in Allegany county which needed development. He projected the canal, which was to unite the waters of the Potomac with the Ohio river, but he did not live long enough to see its corner stone laid, even though he was president of a company which was formed in 1774 for the opening of the Potomac river to navigation. The enterprise, however, lagged and obstructions of war and poverty postponed it. It was not until 1820 that the work was pushed with vigor. By 1826 a board of engineers examined it and computed the cost at \$22,000,000. About this time Maryland was much interested in building railroads, and was very liberal in her endowments. The old Frenchtown and New Castle railroad was completed in 1831, and was the oldest railroad in the state. The present Philadelphia, Wilmington and Baltimore railroad was built in sections, and was consolidated in 1838, four years before the Baltimore and Ohio railroad was completed to

Cumberland. The railroad and canal ran a race for about fifteen years, the former arriving in Cumberland eight years ahead of the latter, although the latter was commenced first. The corner stone of the canal was laid in 1826 and that of the Baltimore and Ohio railroad in 1828. The two great works were intended as allies in helping to develop the great mineral wealth of Allegany county, to last forever.

### **The First Bond Issue**

In 1844, two years after the Baltimore and Ohio railroad had been shipping coal from Cumberland to Washington [*sic*, Baltimore], the Chesapeake and Ohio Canal Company, being unable to complete its work to the Cumberland coal fields, by consent of the state of Maryland, issued preferred bonds bearing 6 per cent interest until paid. The amount issued was \$1,700,000, most of which was taken by those interested in our coal product. The Garretts of Baltimore were large buyers of these bonds, and they were also owners of the bonds of 1844. As bondholders of 1844 they are now controlling the management of the canal. The interest on these bonds was to be paid before any revenue or interest should come into the state treasury. As no one questioned the ability of the canal company to pay this interest when the canal was put into operation, there was no difficulty in securing funds to complete the work. Payments on these bonds were made up to 1874. Almost from the date of their issue these bonds began to decline on the market, until only 35 cents on the dollar was offered, which included twenty years' interest, alone amounting to \$2,000,000. Adding the principal and interest together, the indebtedness to the preferred bondholders was about \$3,700,000. The whole thing in a nutshell is as follows: The canal was nearly completed in 1844 and certain interested parties raised money to finish it, by getting the state to surrender its claim to the revenue from the traffic until these preferred claimants were satisfied. It was an investment of capitalists on what seemed a solid basis with big interest; because their investment took precedence of another \$8,000,000 and at the

same time opened up coal mines in which they were interested. Owing to the many misfortunes of the canal the investment was not remunerative at the time, and the bonds depreciated until they were bought up for a mere song.

### **Completion of the Canal**

The Chesapeake and Ohio canal was a great feat of engineering skill, and was completed on Thursday, Oct. 10, 1850. The day was full of joy to the people of Cumberland, who longed to hear the boatman's horn, and who had waited patiently for the completion of the work. It was a mellow autumn day, and is well remembered by many of the old citizens, who hailed with delight this opening day, as one full of hope for the future. The cities of Washington and Alexandria were well represented, and the procession was a great one, the ceremonies ending late at night at one of the hotels. William Price, the leader of the bar of Allegany county, in a neat speech welcomed the canal board and their guests, and congratulated them upon the occurrence of the event so long looked for – the opening of the Chesapeake and Ohio canal from the capital of the nation to the queen city of western Maryland, the county seat of Allegany, and the second city of Maryland. Gen. James A. Coale, president of the canal company, responded in appropriate terms, and embraced the occasion to briefly review the history and the progress of the great waterway, which was intended by Washington to unite the waters of the Potomac with the Ohio river. Loaded boats started on their way to Alexandria, and the canal had commenced on its career of usefulness in helping to develop the great coal fields of Allegany county. The canal was a success, and up to 1872 paid its expenses, as well as interest on its bonds.

### **Dead in 1889**

Its history since 1872 up to June 1889, when the floods came and nearly washed it away, is familiar to the people of Washington and to the people of Maryland. Some leaders of the state were ready to sell it to the West Virginia Central and Pittsburg Railway

Company for \$1,500,000, although it had cost the state of Maryland alone \$22,000,000. Gov. Jackson, in newspaper interviews, declared that boats would never float upon the bosom of its peaceful waters again. President Gambrill wanted many, many thousands of dollars to put in repair, and the sum was beyond all possibility. The old canal seemed as dead and as empty as a large trough with a cracked bottom. Ex-Senator Henry G. Davis of the West Virginia Central and Pittsburg Railway Company had his eye on the corpus of the work and thought the old towpath from Cumberland to Georgetown would make a good roadbed for the extension of his road from Cumberland to Washington, to be called when built the Washington and Cumberland railroad.

### **Restored as a Waterway**

The canal will, however, it is now believed, run as a waterway for many, many years, until the coal fields around Frostburg and Lonaconing are exhausted.

The electric current is entering into every pulse of life and apparently will be used on this great waterway, which cannot be sold now, as it is being run on business principles and is paying expenses. It is no longer a political machine. Under its present managers it is a practical business concern. The bondholders of 1844 are now running the canal, having paid off the bondholders of 1878, and are running it as a waterway. New boats are being built every few weeks and 500, it is said, will be required if electricity proves a success. West Virginia alone has 16,000 square miles of coal fields, an area greater than the coal region of Great Britain, and produces 5,000,000 tons. When these field are fully developed, the West Virginia Central and Pittsburg Company will probably make arrangements to ship some of its coal by the canal. Henry G. Davis is building a railroad from Cumberland to Baltimore, but it may be several years before this new road is completed, unless they buy up the Western Maryland railroad, which is owned principally by Baltimore city.

The most encouraging sign for the canal is the incorporation of a company of prominent

and responsible capitalists to operate the trolley on the canal. The canal has shipped over 300,000 tons this year, and with electricity, it is claimed, can ship double that amount. Four years ago, the canal seemed dead. Today its prospects are bright. Washington and Georgetown as well as Cumberland will feel the good effects of prosperity on this great waterway, which now has a brilliant future in sight.

ES, Wed. 12/13/93, p. 5. AFFAIRS IN GEORGETOWN – **Coal Miners Strike** – The coal miners in the Hampshire mine, one of those which help sustain the Chesapeake and Ohio canal, are out on a strike against a reduction of from 50 cents to 40 cents a ton for mining. The Hampshire coal sells from 15 cents to 20 cents less per ton than that taken from what is known as the Big Vein, and, it is said, costs much more to mine. For some time, operations have been carried on, it is claimed, at an expense to the company. If the miners do not care to work for 40 cents the Hampshire will shut down. The Davis Company, who control it, are so largely interested in other mines that this one, it is said, is practically of no importance to them.

ES, Fri. 12/15/93, p. 12. ROCKVILLE – Mr. John T. Fletchall, an aged and prominent citizen of the county, died on Tuesday at his home in Poolesville district, after a very brief illness, in the seventieth year of his age. During many years, Mr. Fletchall was a prominent democratic politician and represented this county in the house of delegates for one session. He also for some years occupied the position of superintendent on the Chesapeake and Ohio canal. He was a practical farmer and took much interest in agricultural affairs.

ES, Sat. 12/16/93, p. 6. AFFAIRS IN GEORGETOWN – **Deaths** – Mr. Fletchall, a resident of the county and a former superintendent of the Chesapeake and Ohio canal, is dead.

ES, Tue. 12/19/93, p. 5. AFFAIRS IN GEORGETOWN – **Canal Traffic Ended** – About two weeks ago the last laden boat of the season cleared Cumberland for Georgetown. Today the last departure from Georgetown took place. Now the Chesapeake and Ohio men will have a chance to improve and repair the old waterway, with its banks, locks and gates, and get them in prime condition for the season that the early spring ushers in.

A force of fifty men have been instructed as to how to proceed with the work, and in a day or two will be scattered all along the line. In some places, locks entirely new will be put in, the present ones having exhausted their usefulness.

Those interested in the construction of canal boats say the winter season will be a busy one for them. They will be obliged to hustle as they have never done before to supply the demand for new and reconstructed boats. During the past season, all the old broken-down coal conveyances that were on the canal were gradually taken off, leaving only substantial ones engaged in active trade. This enabled the bringing to town of larger cargoes. An old boat would drag herself along with 105 or 108 tons. The average cargo brought during 1893 was 118 tons.

The closing down of the canal means to a very large extent the closing of the river trade, and with the exception of a few schooners bringing wood, fertilizer, asphalt, etc., the Georgetown wharves will be undisturbed by rudder or bow until next spring.

A majority of the lock tenders and section bosses along the canal have of course been put off.

ES, Thu. 12/21/93, p. 6. **To harness the Great Falls.** – It is reported that Philadelphia parties are negotiating for the purchase of the 1,300 acres of land at the Great Falls which have generally been looked upon as the possession of the late Gen. Benj. F. Butler. It is said, though, that much of this property is claimed by the Chesapeake and

Ohio Canal Company and private parties and that a big legal fight will probably result before the sale is consummated. It is the intention of the parties negotiating, it is said, to harness the falls and establish plants there for the generation of electricity to be used in Georgetown and Washington. This information is given by a gentleman largely interested in electric companies.

ES, Wed. 12/27/93, p. 4. There are many things occurring and talked of that indicate a future for the Chesapeake & Ohio canal of great usefulness. That waterway, which has suffered so much in the past from neglect and mismanagement may become a very important factor in the transportation not only of coal but of other products to the seaboard. If coal is placed on the free list, mine owners and shippers will undoubtedly seek the cheapest possible modes of transportation. With the trolley system of electric propulsion, with which it is said the canal is to be equipped, it is claimed that the cost of carriage can be greatly reduced. Whatever happens in the way of tariff changes, the future of the canal seems full of promise. It is said that Williamsport is to be made a point for piping oil from the oil regions, in which event the canal will become of importance as carrier for the oil trade. The fears entertained some time ago, that the glory of the canal and incidentally some of the glory of Georgetown was about to disappear seem to have had no substantial grounds.

ES, Fri. 12/29/93, p. 5. AFFAIRS IN GEORGETOWN – General Manager Nicholson of the Chesapeake and Ohio canal stated this morning that by the early part of next week one hundred workmen would be scattered along the waterway, engaged on the construction of new and the repair of old locks and gates. The banks will need no attention, as they appear to be in a splendid condition. The water was drawn off last week, thus permitting a thorough inspection. All along the line the idle boats are now lying on the muddy bottom of the great ditch. Some are

occupied with the families of their captains, while others are untenanted. Reports at the canal office from those companies engaged in transporting are to the effect that after the first of the year there will be one continual hustle in the boat building firms on the upper canal. Last year dispelled every doubt that those interested, had of the future success of the canal business, heart, soul and money will this winter be added to the stock already employed to push the canal trade to the front.