

COMPILATION OF  
CANAL TRADE ARTICLES FROM  
***THE EVENING TIMES***  
a Cumberland, Md. newspaper  
and  
***EVENING STAR***  
a Washington, D. C. newspaper  
1894

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APRIL 2013  
Revision 1, AUGUST 2015  
Revision 2, MAY 2022  
Revision 3, SEPTEMBER 2023

A. PREFACE

In this compilation, articles were transcribed from *The Evening Times*, a daily Cumberland newspaper and the *Evening Star*, a weekly Washington, D. C. newspaper. During the year, 1894, *The Evening Star* had three editions daily: 2:30 p.m., 3:30 p.m. and 5:00 p.m. For consistency, I have tried to use the 5 o'clock edition trusting that it would have the latest information under the heading **Shipments of Coal**. Unfortunately, sometimes that edition had no listing of departing canal boats and thus the occasional notation of an earlier edition that day. I have marked the articles from the *Evening Star* with "ES" prior to the date, those from the *Evening Times* are unmarked

*The Evening Times* was found on microfilm at the library at Frostburg State University, Frostburg, MD. The *Evening Star* newspaper was found on-line.

A word of caution about using the data: right hand column was "Tons and cwt."

This Revision 2 adds many articles from the *Evening Star* regarding canal life, vice coal trade. This Revision 3 includes eleven additional articles from the *Evening Star* and some modest 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.

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Canal Trade 1894

Tue. 1/2/94, p. 2.<sup>1</sup> The fishing is poor this winter in the Chesapeake and Ohio Canal. Mr. Chas. Handley and Sparr Brothers were fishing with a seine and caught 696. They were fine ones, too, six weighing 16 pounds each. The greater portion were carp. They expect to do better next time. This is in the holidays and fish are scarce. - Richard T. Butler, Martinsburg, Montgomery county.

ES, Fri. 1/5/94, p. 12. **HAGERSTOWN NEWS** – Hagerstown, Md., Jan. 4. - Mrs. Catharine A. Shupp of Williamsport, this county, has had a checkered life. Years ago, she was employed on the Chesapeake and Ohio canal, serving at various times in the capacity of driver, steersman and cook, eking out but an existence. Suddenly and unexpectedly, she is now wealthy. Recently a relative, at death, left Mrs. Shupp a legacy, covering a considerable quantity of land at Glen Echo, near Washington, and other legacies amounting to \$150,000. The strangest part of this woman's life is told in a bill of equity in the circuit court of this county, yesterday, praying for a divorce from her husband, Henry Shupp. The bill sets forth that the parties are residents of Williamsport, that they lived together for fifteen years but by a written mutual agreement have been separated for twenty-five years, with no hope of reconciliation, and that an absolute divorce be granted Mrs. Shupp. The announcement of the filing of this bill, following so soon upon Mrs. Shupp's good fortune, has occasioned considerable comment in the locality where the parties reside, and where they are well-known.

Mon. 1/8/94, p. 4.<sup>2</sup> **On a Tour of Inspection.** - Mr. G. L. Nicholson and J. Graham Pearre, started Wednesday last on horseback to make a tour of inspection of the Chesapeake and Ohio canal. The trip will occupy about ten days, and is made with the view of ascertaining what repairs are needed, and men will be put to work during the winter on

these repairs. They will also make a trip on or about January 15, for the purpose of paying off the employees along the line.

ES, Wed. 1/10/94/ p. 5. **Will Benefit the Canal.** The pipe line recently laid from the oil region to Williamsport has been under a severe test for some days and is showing up beautifully. No leak or break of any importance has made its appearance or been discovered. A force of men have been kept waiting at Hancock on the canal, however, to be ready in case of a break. The section interested in the pipe extension promises to profit materially. Williamsport, it is thought, which is now the most prominent of the shipping ports on the Chesapeake and Ohio canal, will no doubt become a place of considerable importance. It is said that a good deal of money will be placed in the new industry and the trade on the canal materially increased.

ES, Thu. 1/11/94, p. 6. **A New Coal Shipping Project.** – The company recently organized to ship coal on the Chesapeake and Ohio canal to Georgetown, with the express object in view of keeping it out of the hands of agents, thereby facilitating its transportation and lessening its cost, proposes, it is said, to do this partly by running its own line of canal boats on the waterway.

A line of river and coast vessels will also be built and run by the company, it is said. Those most likely interested in the new enterprise are: Maj. Shaw of the Baltimore and Ohio; Mr. C. K. Lord, the second vice president of that corporation; Clarence Lane, a banker of Hagerstown; Lloyd Lowndes of Cumberland, and other prominent people of western Maryland.

ES, Tue. 1/16/94, p. 7. **AFFAIRS IN GEORGETOWN** – Canal authorities hope to open Maryland's great artery of trade on March 1, about ten days before the usual time. The dredges will therefore be put to work about February 15. The canal will be dredged as deeply as possible, in order to allow the free passage of heavy cargoes.

<sup>1</sup> *The News*, Frederick, Maryland.

<sup>2</sup> *The News*, Frederick, Maryland.

Boatbuilder Mertens is being swamped with orders for new boats, as are others along the line of the artificial river. The dockyards, too, are all activity. Things, the canal men say, are going to have a boom next season in shipping circles. It is believed here by some of the leading ones interested in the canal that the oil trade is going to become extremely significant in the commercial business of this section. The new boats ordered will be constructed, it is said, with the view of converting them into electrical propellers at almost a day's notice.

Over 100 men are now spread along the canal making repairs and improvements, and at every turn private parties are seen caulking the sides of canal boats and improving their outward appearance with paint.

ES, Wed. 1/17/94, p. 11. **Canal Prospects.** There were shipped over the Chesapeake and Ohio canal last season from the mines of western Maryland 336,295 tons of coal, an increase over the previous year of 70,000 tons. There are now sixteen mining companies in operation in the vicinity of the other end of the canal, and they employ over 4,000 men. The use of electricity on the canal as a propelling power will run these figures up to an astonishing height. The practicability of the idea is now no longer questioned. What was first only a theory has developed into a well-evidenced fact. Its introduction will not only improve the shipping industry proper, but give new life to all the towns along the old waterway which derive most of their sustenance from the canal.

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*Ibid*, p. 13. Employees of the Chesapeake and Ohio Canal Company are now being paid off. Messrs. G. L. Nicholson, the manager, and J. Graham Pearre, paymaster, who recently made a tour of inspection of the canal on horseback, started out yesterday for the purpose of paying the employees of the waterway.

Thu. 1/18/94, p. 6. **LABOR WANTS ITS DUE** – With regard to the bill appropriating \$70,000 to

pay claims for labor and material furnished the Chesapeake and Ohio canal prior to the great freshet of 1889, Mr. Wm. H. Lamar, of Montgomery, said to a reporter yesterday: "The bill for the payment of the canal employees was prepared and introduced in good faith for the purpose of securing such action on the part of the State as the recitals in the bill seem to warrant.

"The bill was drawn to meet the conditions as I know them to exist in Montgomery county, where all the claims, so far as I have been able to ascertain after a very careful investigation, are of the most meritorious character, many of them being held by the original claimants and some by small storekeepers along the canal, who took the claims in exchange for bread and meat from the original claimants, who had nothing else to show for their labor on the canal.

"But as objection has been raised to the measure on the ground that some speculators might be benefitted by the act, I have prepared an amendment to the bill, to be offered in committee, which obviates that objection entirely, and without incurring any additional expenses to the State it enlarges the scope of the measure in such a way as to reach many more of those meritorious claimants who were forced to part with their claims for less than their face value in order to obtain the necessities of life.

"This amendment provides that in any case where the holder of such canal claims purchased the same for less than their face value the board of public works is directed to purchase the same upon the offer of the holder, who shall assign all of his right, title and interest in and to such claim, and also execute in favor of the original claimant a relinquishment of the difference between the face value of the claim and the amount shown to have been paid for such claim. And thereafter the original claimant is to be paid the amount so relinquished upon satisfactory proof of his identity.

"The amendment also provides that in cases where the present holders cannot prove what they paid for the claims an agreement to be entered into after the passage of this act between

the original claimant and the present holder as to such amount shall be accepted as the amount so paid for such claim.

“I think that this is the best that can be done under existing circumstances, and while it may seem hard to such as have lost the use of their money which had been tied up in these claims for years, yet at the same time it must be remembered that the original claimants who still hold their claims are in no better position, and the conditions which forced the most needy to part with their claims for less than their face value, ought not to be overlooked by the State, upon purely equitable considerations, grants the relief sought.”

Concerning the same subject, a special to the Baltimore *Sun* from Hancock says: “Much interest is manifested here in the Lamar bill before the Legislature providing for the payment by the state of the old canal debts for labor and material. A petition praying for a favorable consideration of the bill is being signed by nearly everybody here. The impression that most of the laborers sold their claims for a few cents on the dollar is erroneous as regards Hancock. One man here has \$1,400 worth of such paper, and it represents that amount given out by him in goods and money. Many others have smaller amounts and the instances are rare when it was not cashed or traded for its face value. The total amount of the claims held here will aggregate thousands of dollars.”

Mon. 1/22/94, p. 1. The Chesapeake and Ohio canal will probably be opened for navigation about March 1.

ES, Mon. 1/22/94, p. 6. **AFFAIRS IN GEORGETOWN** – A detailed statement of the business Williamsport did during the year 1893 through the Chesapeake and Ohio canal shows that 918 boats arrived laden and 950 departed. The highest number of trips made by any boat was fifty-three. A total of 82,259 tons of coal were received at Williamsport, in addition to 1,109 tons of wheat and 8,153 tons of merchandise, making an aggregate of 92,521 tons. The total monetary receipts through this trade amounted to

\$22,566.79, a gain of \$5,000 over the business of the previous year.

ES, Mon. 1/29/94, p. 5. **Coal Land Purchase.**

On Friday last, the sale of 2,370 acres of coal land, from which the Chesapeake and Ohio canal draws a great deal of its supply, to foreigners represented by C. R. Carney, J. M. Husted, J. K. Beason, C. B. Carney, C. V. Thompson and L. L. Mestrezat was consummated. Through this sale, about one-third of the coal land in Harrison county, W. Va., passes into the ownership of foreigners.

ES, Wed. 1/31/94, p. 3. **ABOUT GEORGETOWN** – A petition has been filed in the equity court of Washington county asking that the present Chesapeake and Ohio canal trustees be empowered to continue and maintain the canal as a waterway for ten years from the date of the court’s order ratifying the step. An agreement has been entered into by the canal company and the Chesapeake and Ohio Transportation Company. A clause in the contract refers to the probable early use of electricity. Should the transportation company desire to use that power, the trustees are to furnish the necessary wires and appliances, but at the cost of the transportation company.

The transportation company, which has of late received articles of incorporation, granted at Hagerstown, has a capital stock of \$250,000, and is controlled by men of western Maryland. The year 1893 showed that the canal is now more than self-sustaining. The increase of tonnage and traffic does not increase the cost of running it. For the further growth of the canal business, a new equipment must be put thereon. No one will take the risk of putting additional and new boats on the canal unless the uncertainty be removed as to the right of the trustees to continue the operation of the canal after the expiration of the four years mentioned in the decree of October 2, 1892.

The canal is now said to be in a better condition than ever before in its history. The trustees have borrowed, for the purpose of making repairs, \$435,163.35. The receipts from net tolls, &c., to December 1893, were \$270,970.73. The

expenditures have been for the repair of the canal and its work, under orders from the court, \$430,764.43; for other accounts, \$250,327.17.

Thu. 2/1/94, p. 4.<sup>3</sup> The officers of the Chesapeake and Ohio Canal will put the dredges to work about the middle of February with the hope of opening the canal on March 1, ten days before the usual time. It is the intention to get a deep bottom to allow boats with heavy cargoes to pass freely. More than a hundred men are making improvements and repairs along the canal, and boatmen are improving their vessels in expectation of a lively trade.

ES, Mon. 2/5/94, p. 6. **Paragraphs of Interest.** Claim holders against the Chesapeake and Ohio canal representing \$25,000, will meet on Wednesday next at the Hamilton Hotel in Hagerstown to talk over the debts and devise means to facilitate their payment.

Thu. 2/8/94, p. 7.<sup>4</sup> **Canal Prospects Brightening.** - The *Herald's* correspondent, at Williamsport, says the prospects for the Chesapeake and Ohio canal are brightening as spring advances. Judging by the number of new men there that are preparing to engage in boating the coming season. The people there think there is much depending on the decision of the Court two weeks hence.

ES, Thu. 2/8/94, p. 7. **Canal Claim Holders.** A conference of claim-holders representing \$22,425, against the Chesapeake and Ohio canal was held at the Hotel Hamilton in Hagerstown, Md., yesterday, says the Baltimore *Sun*. Mr. Albutus Spencer of Harper's Ferry, W. Va., presided, and Mr. Little of Hancock, Md., was secretary. Among those present were Messrs. Frank T. Goddard, John A. Dugan, James Sterling, John Burgess, James Morrow, Daniel M. Reed, W. A. Johnson, R. D. Johnson, J. C. Wilson and others. The conference was called chiefly to

ascertain if a settlement of the claims could be made with the canal company, and if not, to consolidate the debts and go to law for their payment.

ES, Tue. 2/13/94, p. 5. **To Ship Ice by the Canal** - A new ice company, to work on the streams of western Maryland, has been organized at Hagerstown. The Chesapeake and Ohio canal will be one of the fields operated upon for storage ice, and the numerous neighboring mountain streams will furnish a crystal-like substance for the finer uses. It is proposed by the incorporators to make the plant a large one and ship much of the ice to Georgetown and Washington by way of the canal. This will introduce a new article of commerce on the canal.

Thu. 2/15/94, p. 4.<sup>5</sup> If the weather will permit, water will be turned into the Chesapeake & Ohio canal about march 1<sup>st</sup>.

ES, Thu. 2/15/94, p. 4. **HAGERSTOWN AND VICINITY** - Tomorrow Judge Stake of the circuit court of this county will hear the application made in equity by the trustees of the Chesapeake and Ohio canal to extend the time of experimenting with the canal as a waterway from four to ten years. The trustees think, as set out in their bill, if the time is extended, electricity will be introduced and the traffic on the waterway will be materially increased. The cost of repairing the canal under the order of the court granting the power to the present trustees was over \$430,000.

Mon. 2/19/94, p. 6. **Repair Work on the Canal** - The canal repair force is now centered at Four Locks, but little else remains to be done now in the way of reconstruction and repairs, and Superintendent Troup thinks there is every probability of trade opening on March 1 or 2. Many new boats will then take to the water for the first time and move to the principal shipping ports along the old waterway.

<sup>3</sup> *Shepherdstown Register*, Shepherdstown, WV.

<sup>4</sup> *The Herald and Torch Light*, Hagerstown, Maryland

<sup>5</sup> *Shepherdstown Register*, Shepherdstown, WV.

ES, Wed. 2/28/94, p. 12. **Claims Along the Canal.** – Mr. W. C. Devecman of Cumberland was before the ways and means committee of the Maryland house yesterday to urge the legislature to embody in Mr. Lamar's bill to pay certain claims of laborers on the Chesapeake and Ohio canal a provision to pay the judgement claims of a number of the original construction contractors. The total amount of the latter claims, as represented by Mr. Devecman, is over \$65,000. Mr. Devecman urged that the state was bound to pay these debts, for which the company issued worthless scrip, the failure to collect on which totally ruined the contractors, who now make the claim personally or by representative. Mr. Lamar objects to loading down his bill with such a clause.

Mr. Devecman was accompanied before the committee by Messrs. Lloyd Lowndes and John Averitt.

Mon. 3/5/94, p. 1. **The Busy Town of Williamsport.** - Williamsport is a busy town of 1,800 inhabitants on the Potomac, and is an important shipping point for commodities over the Chesapeake and Ohio canal. Its municipal government is simple and the town is well managed. At the coming election, it is proposed to introduce lights and fire protection. From March 1, 1893 to March 1, 1894, the receipts from all sources for municipal purposes were \$986.48. The amount of uncollected taxes reported is \$633.79, of which amount \$256.64 is on property located in the Belt. The town has \$5.80 with which to pay each dollar that it owes. The town's net indebtedness is only \$121.83. The property situated on the Belt is not taxable by a recent decision of Judge Stake and a source of large income is cut off.

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*Ibid*, p. 6. **Death In the City.**

Mr. John Rawlings a well-known boatman on the Chesapeake and Ohio canal died on his boat which lies at the Basin Wharf in the canal in this city last night, after suffering for some time with consumption which caused his death. The

deceased was about 45 years of age and a very energetic man. The funeral took place this afternoon from his boat. The interment was made in St. Patrick's cemetery.

Tue. 3/6/94, p. 1. **The Canal Almost Ready.** - The water is being turned into the Chesapeake and Ohio canal, and the old ditch will be ready for business by the end of the present week. Everything is in ship-shape hereabouts.

Thu. 3/8/94, p. 6. **Canal News of Interest** – The canal is now open to commerce, says the *Washington Star*. No cargoes have as yet arrived in Georgetown, but many light boats have left for Cumberland, Williamsport, White's Ferry, Harper's Ferry and other ports along the waterway from which Georgetown gathers unto herself her trade.

The first load of coal is expected down the 14<sup>th</sup> or 15<sup>th</sup>. The initial cargo is always hailed by coal men with decided satisfaction, for it represents the beginning of the season's prosperity. There is always considerable rivalry among the canal captains in regard to the getting of the first load. It's usually pleasant, but decidedly competitive. Already gangs of colored men are seen hanging about the docks in readiness for the work that the arrivals bring.

The talk of introducing electricity on the canal has had some effect on the last winter's boat building. The uncertainty about its adoption has postponed the proposed construction of many. Few wanted to build boats without taking into consideration the change in construction that an electric plant would necessitate and the same number are not sure of the practical success of the system that has recently been under discussion in the Erie canal vicinity. Some say it was a flat failure. At any rate nothing definite has been heard from those at the head of the project since the public experiments on the Erie.

If the newly organized transportation company secures what they are after, though, there will be no doubt about a decided change of some sort on the canal, its leaders are willing to spend a

great deal of money on their enterprise, so whether it proves a success or not many men will get employment out of the experiment.

On Judge Stake's decision in regard to the further control of the canal by the trustees now in possession will depend largely the actions of the transportation company. The decision is expected in a few days.

Thu. 3/8/94, p. 8. **LAUNCHING THE CANDOC** – The steamer *Candoc* was launched this morning from Nilson's ship house at the slip of the old Inland and Seaboard Coasting Company. The young craft glided down the way, took the water as if animated with the spirit of the occasion in which she played the star role. The *Candoc* is to be used as the officer's yacht and the pay boat of the Chesapeake and Ohio Canal Company, and Mrs. Nicholson, wife to the superintendent of the company, broke the bottle of wine and said the word by which the new steamers will be known on the register of the American marine. Although designed primarily for duty on the canal, yet the river shall know her well, for many will be the excursions which she will make along the old Potomac when her people wish a relief from the Georgetown climate. . . .

**The Boat.**

The *Candoc* is 61 feet overall, 12 feet beam and 3 feet draft. She has a graceful overhanging deck and one of the trimmest bows on the creek. Her forefoot is all that the designer's art could make it and all her lines are pleasing.

She is fitted with a compound engine and 10 and 5-inch cylinders; will carry 230 pounds of steam in her Roberts boilers, and although she was not built to race with the Joe Blackburn, she can be driven nine or ten miles an hour.

ES, Fri. 3/9/94, p. 13. **HAGERSTOWN** Many of the boatmen of this county, who have not depended upon the Chesapeake and Ohio canal for a livelihood for several years, intend engaging in the business again this season. Water is now being let into the canal on the upper levels, and

extensive preparations are being made for active operations.

Sat. 3/10/94, p. 1. **The First Boats of the Season.** – The first two canal boats to leave this city this season over the canal, will depart this evening. Both are heavily loaded with coal from the George's Creek region. The first to leave will be the Victor; the second will be Consolidation Coal Company's No. 13. Everything on and along the canal promises to brighten up next week and all our mines will work on full time. This opening of the canal will afford work for about 4,000 men in this county, and over 500 men in Washington county.

ES, Mon. 3/12/94, p. 6. **FIRST BOAT STARTED – The Canal Now Open and Boats on Their Way.** – Saturday afternoon the first canal boat to leave Cumberland, bound for Georgetown, started out with a heavy cargo of coal. The first boat was the Victor, with Capt. Kelly at the rudder. Capt. Kelly's boat has been the first to leave over the canal at the beginning of the boating season for a number of years past. The second boat to leave was the Consolidate Coal Company's No. 13.

Thu. 3/15/94, p. 8.<sup>6</sup> Water was turned on Tuesday in the Chesapeake and Ohio canal at the end of the line, and the boatmen are getting ready to go to work.

ES, Thu. 3/15/94, p. 13. **HAGERSTOWN** The reopening of the Chesapeake and Ohio canal has caused quite a revival of business along the line of that waterway in the western section of the county.

Sat. 3/17/94, p. 1. **An Auspicious Opening.**

The first week's shipments via the Chesapeake and Ohio canal for the season of 1894 follows. Shipments were confined to Williamsport points. The canal is in good condition and ready for an active season:

<sup>6</sup> *The Herald and Torch Light*, Hagerstown, Maryland



CONSOLIDATION COAL CO.

To Cushwa & Sons, Williamsport	
Victor	107 01
Consolidation No. 13	116 05
Mertensville	117 09
Lutie & Monie	112 19
H. C. Winship	115 01
Mary	112 12
Little Walter	117 06
Frankie & Fannie	112 02
George S. Reiman	117 16
Victor	109 04
Consolidation No. 126	112 17
Consolidation No. 15	116 11
Consolidation No. 6	116 10
Mertensville	119 10
Hilda Chaney	118 10
To Steffey & Findlay, Williamsport	
Mary Mertens	119 07
G. W. McCardell	117 03
G. A. Hoffman	111 18
Green Ridge	117 15
Mrs. McComas	115 00
Charlie & Nellie	110 09
Green Ridge	115 18
Sallie June	122 08
To Bridges & Henderson, Hancock	
Round Top	98 05
GEORGE'S CREEK COAL & IRON CO	
To Embry & Smith, Williamsport	
Antares	96 12
C. W. Miller	117 12
Antares	97 05
To Arthur Gruber, Williamsport	
Ruby	93 11

ES, Tue. 3/20/94, p. 6. **AFFAIRS IN GEORGETOWN** – On March 24, representatives of the miners employed in the fields near the upper end of the Chesapeake and Ohio canal and the presidents of the various coal companies interested there will confer in regard to the proposed reduction in mining rates. The miners are now receiving 50 cents a ton.

This amount they have gotten from 1882 up to the present time, with the exception of the

interval from 1884 to 1887, when the price was necessarily cut down, owing to the decrease in the selling price of the fuel. A strike was participated in by the miners, though, before the reduced figure was accepted. No such action is anticipated, however, in connection with the reduction now proposed. The miners have reasonable men considering their cause. The general belief is that the proposed reduction will be accepted by the miners.

ES, Fri. 3/23/94, p. 12. **Reducing Wages.**

The miners and superintendents who contribute so much to the maintaining of life on the Chesapeake and Ohio canal met yesterday at Cumberland and discussed the proposed reduction in mining rates.

Most all the companies of the Cumberland and George's Creek section were represented. The mine owners and their representatives presented the fallen condition of the coal market to the men and stated that in order to keep the works going, it was absolutely necessary to reduce the cost of mining coal 20 percent or pay 40 cents for every ton taken out, instead of 50 cents, the price that has been received for some years.

At 50 cents, the average miner has been able to earn \$15 a week. The reduction will lower his wage \$3.

The meeting was harmonious and the miners ready to listen to reason. They thought that if wages were reduced their house rent and cost of provisions, etc., should be lowered proportionately. The houses and stores in the region are mostly controlled by the mine owners. All that can be done toward lowering the cost of these necessities will be done.

The man, through their representatives, will submit the outcome of their deliberations on the matter Saturday afternoon.

It is most probable that the reduction will be accepted until the return of the market to its normal condition. The reduction in rates will go into effect, if accepted, on April 2.

ES, Sat. 3/24/94, p. 4. **Canal Claims.**

The Chesapeake and Ohio canal claim bill, under which the state of Maryland waives the priority of the state's mortgages in favor of the claims made for labor performed between 1887 and 1889, the claims not to exceed \$70,000, was yesterday reported favorably upon by the finance committee of the Maryland legislature, and referred back to the state senate. The Sloan amendment, under which old judgements amounting to \$100,000 would be paid, was omitted in the bill. The state of Maryland has about \$2,000,000 interest in the Chesapeake and Ohio canal, and the United State about one-half that amount. In the management of the canal, Maryland has always acted as a stockholder and not as a state.

ES, Mon. 3/26/94, p. 7. **AFFAIRS IN GEORGETOWN – The First Canal Boats Commencing to Come In.** – The Seneca, the first canal boat of the season, came into town on Saturday. It was laden with 1,742 bushels of wheat, 600 bushels of corn and 12 tons of hay and rye straw. J. G. & J. M. Waters were the consignees. This morning the boat Unexpected came in with 4,050 bushels of corn for the same parties. Wheat is worth from 61 cents to 62 cents [per bushel], corn from 42 cents to 43 cents, hay from \$12 to \$14 [per ton] and rye straw from \$9 to \$9.50 [per ton].

This is the opening of what commercial men here say will be one of the brightest seasons the canal has ever had.

Coal will be down either this afternoon or tomorrow and the local traffic on the waterway commenced.

Mon. 4/2/94, p. 1. **CANAL CLAIMS BILL** – State House, Annapolis, April 2.- There is considerable talk here that the Governor is likely to veto the bill waiving the State's prior lien on the Chesapeake and Ohio canal in favor of the labor-claims bill, known as the canal claims bill. The reason for this is that such a bill will interrupt or destroy the chance for a sale of the State's interest in the canal under the authority of Chapter 310 of the Acts of 1892. A sale of this interest is now

under discussion between the board of public works and officials of the Baltimore and Ohio railroad, and the price, should negotiations begin, it is said, will be \$300,000, because that sum was fixed as the value of the property by the Legislation in 1890.

The present discussion grew out of a remark made by the general counsel of the Baltimore and Ohio Railroad company at a hearing at Hagerstown by Judge Stake on February 15 of arguments upon a petition filed by the canal trustees for an extension of time for their operation of the canal. The canal claims bill, should it become a law, would require that the sum of about \$70,000 shall, in case of a sale, be deducted from the amount which the state would receive, and this would make the amount coming to the state too small to justify a sale of the property, or less than the board of public works would be willing to accept. In other words, the bill, if operative at all, would simply take the money out of the state treasury.

But the Baltimore and Ohio railroad and its friends are in possession of nearly all these obligations of the canal, and the question is whether that company is willing to put \$300,000 more into the business and get entire possession of the property, free from any supervision by the courts. It is believed that the company will be glad to do so, the only obstacle in the way being one of ways and means. The new loan which the company is understood to be negotiating may solve that difficulty.

Even if the Baltimore and Ohio had no need for this property, it is thought that it would be good policy for them to put it in order to prevent it from getting into the hands of competitors. The work physically is a superb one. It would furnish for a railroad a macadamized bed, leading with a slight gradient, through and under the mountains, from tidewater to the coal mines. The tunnel alone, seven-eighths of a mile long, cast a vast sum of money and is very valuable.

It is scarcely possible that the railroad would permit this property to lapse into disuse and decay, and it is likely that the board of public

works will make this a condition of sale. It is more likely that the canal would be maintained as a waterway, equipped with electric power, to relieve the railroad of a portion of the coal traffic and solve the question of competition with the Canadian mines.

ES, Thu. 4/5/94, p. 3. **WILL PROBABLY BE VETOED** – ANNAPOLIS, Md., April 5 – Two bills were passed by the general assembly to provide for the payment of the claims against the Chesapeake and Ohio canal by waiving the state's liens. One of these bills was introduced by Senator Sloan of Allegany county and the other by Mr. Lamar of Montgomery county.

The indications are that both will be vetoed by the governor, on the ground that grave legal questions are involved, which will materially injure the state's interest in the canal if the governor approves them. He has not said positively that he will veto them, but the indications from what he does say are decidedly to the effect that they will not meet his approval.

Tue. 4/10/94, p. 1. **POCKET VETO**  
There was much indignation felt in the city last night when the telegram appearing below was put on the *Times* bulletin from Gov. Brown announcing that he had concluded not to sign the two canal bills passed by the recent Legislature, the effect of which is to defer the adjustment of many just claims held by citizens for work done and materials furnished the canal, until the next General Assembly, The Governor had until last night to decide on his action in regard to these measures and he said yesterday that he would not sign them.

ES, 4/11/94, p 4. **AFTER THE CANAL BALTIMORE**, April 11 – It is reported here that the Baltimore and Ohio Railroad Company has offered the board of public works \$300,000 for the state's interest in the Chesapeake and Ohio canal and that arrangements will be made in the near future to sell the interest to the railroad company named for that or some other amount.

The above is said to be the real reason why the governor vetoed the two bills passed at the last session of the general assembly to waive the state's lien on the canal, as the railway people were opposed to the passage of the bills referred to because they were afraid they might interfere with the sale if they became law.

ES, Fri. 4/13/94, p. 8. **Canal Claimants Indignant.** – Great comment has been caused by Gov. Brown's veto of the bill for the relief of the Chesapeake and Ohio canal creditors. Indignation meetings have been held at several points, and Judge Stake of the circuit court of Washington county is in receipt of a telegram stating that a petition is on its way to him asking his protection of the claims for labor on the canal covered by the Lamar bill. The petitioners also ask that he take no action in the canal case until the petition arrives.

The telegram was signed by C. M. Renninger, George H. Marks, Edward Mulvany, Peter Kelly, George T. Mallow, J. T. Edwards, S. D. Young, James Noouan, J. Holzinger, W. O. Bernard, W. T. Coulehan, Mrs. Thomas Connel, William Moreland, James F. Oster, William Malotte, George Bloss, Thomas Kelley, John Read and Arthur Dawson.

Tue. 4/17/94, p. 6. **SHIP AHOY!**  
**The Commonweal Aggregation Embarks for Williamsport by Way of the Canal.**

Such a morning!  
A brilliant sun, shinning with summer-like intensity from a cloudless sky, and a gentle breeze to fan the fevered temples of Coxey's cohorts as they marched through the city.

At six o'clock this morning the bugle resounded throughout the hills and mountains surrounding Camp Thackeray bidding the sleeping Coxeyites arise, take up their beds and get breakfast. At 8 o'clock their morning repast was served and preparations made to break camp and proceed to Hancock by canal.

**Browne to His Comrades.**

Marshal Browne issued the following order at 7 o'clock this morning:

**Commonweal Comrades** - We have 'crossed the Alps' of our journey, where the ice and snow met our legion; not with 'the cold hand of death,' thanks to unceasing care, and we are now in the sunny Italy of 'Maryland, My Maryland,' and the 'prodigal son' was not made more welcome than we have been since we crossed the line. But the good people of lovely Cumberland particularly have made our sojourn in Camps Victory and Thackeray a feast of joy and a flow of soul, and we richly earned it, and as American citizens they bestowed it upon us in that spirit.

As an evidence of the little influence the majority of newspapers now have, advising the people to shun us, our camp has been graced each day with the handsome faces of the proverbially beautiful Maryland ladies. They have placed their commendation upon us and we cannot fail.

We march at 8 o'clock to the canal wharf in Cumberland where we are enabled to embark on two boats to take us to Hancock, Md., which is our next place to speak. The distance is over 50 miles. The speaking there will be some time during the day of Thursday, April 19th, and will probably be from the boat at the wharf there as it will be our first stop. It will be called "Camp Cumberland" in honor of the good people of this hospitable city in which we are now camped.

On Friday morning, April 26th, we will reach Williamsport, where we disembark and go into Camp California, named in honor of the State that has sent forth so many men to join the Commonweal, and for their heroic conduct in overcoming difficulties to reach us.

Among the many who have so generously made us welcome in Cumberland, while it may seem invidious distinction, still I deem it justice to mention: Brother Avirett, of the *Times*, Mayor Hebb, Sheriff Clarence King, Mertens Sons, Dr. J. R. Garman, Hon. Lloyd Lowndes, David W. Sloan and the many other generous people of this beautiful city, whose names we are unable to ascertain, who so generously contributed to your support.

While enroute to Hancock the certificates of merit which I promised you on the other side of the mountain if you remained true, will be given out. Good night.

(Signed) Carl Browne  
Chief Marshal Commonweal of Christ.

### **The March from the Camp.**

At 8 o'clock the start was made from the camp at the base ball park. Down through the Narrows the route was lined with crowds of curious sightseers. The army marched straight down Mechanic street and over on to the towpath to the river lock where two boats were in readiness to load men, wagons and stock.

At this point a tremendous crowd had gathered to witness the departure of Coxe's hosts from Cumberland. It took the men quite some time to get their wagons, bed clothing and camp utensils on the boats, and the anticipated quick start on the boats was delayed by an hour or two. Chief Marshal Browne was omnipresent. He sat upon his handsome charger and directed the movements of the men loading the boats with military preciseness.

The men of the Commonweal were all in fine trim this morning. They were comfortably rested by their long stay at Camp Thackeray and seemed eager to get away, although every man expressed himself as being more than pleased with the treatment they had received at the hands of Cumberland people. General Coxe and Chief Marshal Browne were especially outspoken in their praise of the citizens of this city and declared they had not met with such delightfully cordial treatment since they left Massillon, over four weeks ago.

### **Loading the Boats.**

The process of loading the boats was necessarily slow and tedious. Owing to the steepness of the banks beside which the boats were tied up it was necessary to take the wagons on piecemeal. All the wheels were removed from the wagons and taken on the boats one at a time. The Ferris wheels went on with the Commonweal.

Lying calmly in the placid but muddy waters of the canal, near Merten's Sons boatyard, was the boat chartered by the newspaper fraternity, the "Mertensville," re-named by the wielders of the pen the "Flying Demon."

The representatives of the various newspapers throughout the country who have been with the army since it left Massillon, some

fourteen in all, made their ship as comfortable as possible under the circumstances, but the hot sun shining down upon the deck, made it not the most pleasant spot on earth.

One young man, whose knowledge of seafaring on the wild canal is sadly limited, referred to the hold of the "Flying Demon" as the cellar. The interference of several humanitarians who disliked to see anybody take water was all that saved him from being dipped in the briny.

#### **The Start.**

The first boat started on its way to Washington at 12:20. With the bagpipes screeching out a wild pain of joy. The "Archie Greenless" floated past the newspaper contingent on board the "Flying Demon" at 12:25. The sun was beating down mercilessly upon the yelling "Hobos" while General Coxey stood upon the quarter deck and smiled benignly upon all mankind as represented by the throngs of spectators along the towpath and the Consolidation wharves. The "Archie Greenless" was quite some distance around the bend of the canal before the second section, the "Benjamin C. Vaughan," with Chief-Marshal-Leathern-Coated-Browne in command.

It was just ten minutes to one o'clock when the "Vaughan" passed down with the army's celebrated band playing "The Bowery" in a wild, confused manner, with the rest of the contingent yelling and cheering, and with His Serene Highness Chief Marshal Browne standing on the quarter deck, his face bedecked with a smile of happiness that was almost angelic in its intensity.

Five minutes afterwards the "Flying Demon" was loosened from her moorings but was deterred from starting promptly by the absence of clearance papers. General Coxey was waiting for the rest of his band at the canal bridge two miles below the city.

Both boats containing the Commonweal were densely packed. The wagons had been taken apart and stowed in the hold. The horses were stalled in the first boat under General Coxey's command, some sixteen horses in all.

At ten minutes after 1 o'clock the necessary papers arrived and the "Flying Demon," under a full spread of canvas, started after the Commonweal. Admiral Austin Beach mounted the quarter deck and distributed his orders in a voice choked with emotion. Whether the Admiral's emotion was due to the fact that he was leaving hospitable Cumberland behind or to the fact that he was in command of such a noble body of men, is not definitely known at this writing. Mr. Beach feels very proud of his command.

As the Conestoga chieftain passed the newspaper contingent on board the "Flying Demon," he saluted them ironically and observed:

"I salute the Argus-eyed demons of hell." Browne doesn't love the newspaper men. They speak too plainly and tell the truth about him so graphically that he looks upon them as a body of interlopers who are liable to bring the Commonweal into disrepute and side track the Millennium somewhere along the road. Browne has an idea that the newspaper boys will short circuit his pet cataclysm and keep it from doing the work he has mapped out for it. Therefore, Browne likes not the war correspondents.

The trip down the canal to the point where the "Flying Demon" overtook the transport ship containing the Army of the Commonweal, was quiet and uneventful. At the different points along the towpath curious crowds were assembled, whose enthusiasm had somewhat died out by the time the "Flying Demon" sailed majestically by them.

The demons on board their ship behaving as all good demons should. They told stories and sang a plaintive melody entitled "Ta Ra Ra Boom De Ay." This is a sample verse and chorus:

Demons came from all the States,  
Brought together by the fates,  
Yet they are the best of mates,  
For all the blooming reprobates:  
Ta ra ra boom de ay.  
The demon's life is gay  
Until the first of May,  
Ta ra ra boom de ay.

Demon Babcock, of the New York *World*, is the poet laureate to the Demons. He it was who composed the thrilling verses of which the above is a sample. The Demons, some of them, have excellent voices - for hailing vessels on the angry seas - but when it comes to singing, well, the result is about what you would expect from demons.

At 1:15 the lookout on the "Flying Demon" sighted the ships carrying the army far away upon the horizon. Gradually the demons bore down upon the transports and at the "wide waters" caught and passed the vessel commanded by General Coxey. Chief Marshal Browne's ship was in the lead and the voices of the hobos filled the warm sunlight with satirical comments about the scenes along the route. General Coxey was left behind while the "Flying Demon" pursued the Marshal and his gang down the canal.

At the aqueduct, all was peaceful on the ships and the Commonweal had settled down to enjoy the warm sunlight and balmy breezes that came down over the mountains. No incidents of importance happened up to this time of writing, 2:10.

G. V. H.

Wed. 4/18/94, p. 1. **COXEY AT ORLEANS. - The Commonwealers Making Good Time. Meeting at Oldtown.**

Oldtown Road, W. Va., April 18. (Special.) The Commonweal reached here at 10 o'clock and tied up to give Coxey and Browne a chance to address the crowd. The position of adjutant-marshal made vacant by Smith's dismissal from the army, has been filled by the appointment of "Roy Kirk," who was formerly Browne's private secretary.

Jesse Coxey has also been re-instated as chief aide.

Lat night speeches were made by Coxey and Browne at Oldtown. During the evening Capt. Wilson, of the "Benjamin Vaughan," fell overboard and was hauled out by the Brothers of the Commonweal.

Hancock will be reached by 5 o'clock today and Camp Cumberland pitched. The camp,

however, will only last long enough to make speeches. Noyes.

Thu. 4/19/94, p. 1. **The Commonweal Navy Arrives at Hancock via the Chesapeake and Ohio Canal.** - After leaving Green Spring yesterday the Commonweal army (navy) proceeded quietly on its "sea voyage" to Hancock. After a run of twenty miles was made between breakfast and sunset, the flotilla drew up under the Hancock bridge for a late supper last evening.

The Hancock authorities refused to vote either money or provisions to the army, so that crackers and cheese were the best they could get out of their own resources. But a greater reverse than this greeted the leaders. Private charity that might have gone to them had been drained before the army's arrival by two traitors in the camp.

On arrival Coxey and Browne were surprised to find that "Unknown" Smith (Pizarro), who was recently deposed in company with the advance courier of the army - "Cheeky" Childs, of Baltimore, who deserted, had been in Hancock Tuesday night and made speeches, passing themselves as agents of the army, and took up a collection. The commonweal leaders at once sent the following to Sheriff Herbert, of Washington county:

"Understanding that two individuals formerly connected with the Commonweal of Christ, called 'Unknown' by the press, alias Smith, and Alexander Childs, are representing themselves as advance agents of the Commonweal and obtaining money ostensibly for us, we deem it simply justice to ask protection of the law from them and ask you to arrest them for obtaining money under false pretenses if they continue to do so. The Childs part of the 'freaks' had a paper in his possession signed by Carl Browne when he deserted the Commonweal for this attempt at money-making of it, which is now invalid. You are instructed to take it away from him.

"J. S. Coxey."

Browne was himself the subject of an unpleasant revelation, Burgess Ditto, of the town council of Hancock, identifying him as an Indian medicine man who had visited the town three years ago with a patent blood purifier. The Coxey then practically took possession of Hancock last

night. There being no stipulation as in Cumberland to hold them outside of the town, they swarmed from the wharf and filled the saloons on the main streets, drinking freely and talking theosophy and politics with what natives would engage in discussion, though most of the citizens stayed indoors, leaving the newcomers to their own devices. There were a great many visitors in Hancock, many of the guests from Berkeley Springs driving over the mountains to see the strange pilgrims.

There were also rumors that a crowd of roughs from the neighboring county had organized to give the Coxe forces a pitched battle, but no actual violence occurred.

In the general orders last night Commander Browne announced the appointment of Roy Kirk to fill the Unknown's place.

The first boat to arrive at Hancock had General Coxe and marshal Browne on board and arrived in port shortly after 4 o'clock. The second boat arrived one-half hour later. The "Flying Demon," having on board the newspaper men followed. Nailed on the bow of the boat was a red flag bearing the inscription "The Demons of Hell." This is what Browne calls the correspondents. The voyage from Cumberland was made with but two slight accidents. Shortly after midnight Tuesday the weary soldiers of the first boat were aroused from their peaceful slumbers by the cry of "Man overboard!"

In an instant the deck was crowded with half-dressed men, who were eager to find out who had dropped in the water. It was Captain Wilson. He had been sleeping on the rudder, when it suddenly turned and threw him overboard. Barring a bad fright by his unexpected bath, he was uninjured. When the boat stopped yesterday morning for the men to take breakfast another one fell overboard and received a good ducking. [Transcriber's Note: Coxe's army proceeded to Williamsport via canal. The army camped on the "low grounds" between the canal and the Potomac. The army then proceeded to Hagerstown over land route and on to Washington, D.C. This concludes

the story of Coxe's army traveling along the canal.]

Thu. 4/19/94, p. 6. The steam packet of the Chesapeake and Ohio canal passed over the route last week, paying off the employees for the month of March.

ES, Thu. 4/19/94, p. 6. **Canal Laborers' Claims**  
A meeting of those interested in the settlement of claims against the Chesapeake and Ohio canal for labor and material was held at Hagerstown on Tuesday afternoon. Mr. W. U. Reed of Harper's Ferry was secretary of the meeting. Messrs. Alburtus Spencer of Harper's Ferry and John A. Dugan and Frank T. Goddard of Williamsport, comprising the committee recently appointed at a meeting held by the claim holders of Washington county, advised that a bill be filed with the circuit court for the sale of the canal. They will also ask that the court determine the matters stated in the case of Goddard vs. Brown and others, filed in the canal case here about three years ago. John W. Avirett and William Coulehan of Cumberland, representing the Allegany claim holders, were present at the meeting.

Mon. 4/23/94, p. 1. **Canal Commerce.**

The following boats left this port today via the Chesapeake and Ohio canal.

**CONSOLIDATION COAL CO.**

To Meredith Winship & Co., Georgetown	
J. P. Hewitt	118 09
Libbie	120 17
Consolidation No. 136	118 06
F. O. Beckett	116 08
Judge Stake	114 00
Consolidation No. 2	121 04
W. S. Jacques	116 02
To Steffey & Findlay, Williamsport	
Mary Mertens	115 07
Mrs. McComas	120 15
Charlie & Nellie	120 18
G. A. Hoffman	114 03
Mary	113 09
To Cushwa & Sons, Williamsport	

Canal Trade - 1894

Victor	112 17
GEORGE'S CREEK COAL & IRON CO	
To Embry & Smith, Williamsport	
C. W. Ridley	118 12
To J. P. Agnew & Co., Georgetown	
A. W. Nicolson	116 01
D. W. Sloan	121 19
Mertensville	116 12
J. H. Mertens	120 00
Laura B. Agnew	117 10

Tue. 4/24/94, p. 1. **Canal Commerce.**

The following boats left this port today via the Chesapeake and Ohio canal.

CONSOLIDATION COAL CO.

To Meredith Winship & Co., Georgetown	
Consolidation No. 145	117 18
Katie Hassett	119 04
Alice Cable	117 13
R. D. Johnson	118 11
Consolidation No. 127	115 17
F. S. Garrett	109 17
John K. Cowen	112 18
Judge McComas	117 07
E. M. Ginevan	118 10
To Cushwa & Sons, Williamsport	
Frankie & Fannie	110 18
Sallie C. Goddard	115 02
To Steffey & Findlay, Williamsport	
G. W. McCardell	118 06
Mt. Vernon	118 15

GEORGE'S CREEK COAL & IRON CO

To J. P. Agnew & Co., Georgetown	
Fred Weiland	116 15
Ollie V.	117 01
R. L. Somerville	116 08
Judge Douglas	120 11

BLACK, SHERIDAN & WILSON

To A. C. Gruber, Williamsport	
Ruby	94 18
To Meredith, Winship & Co., Georgetown	
C. R. White	118 17
H. H. Keedy	118 00

*Ibid.* Mr. G. L. Nicholson, general manager of the Chesapeake and Ohio canal, accompanied by Mr.

F. T. Beall, arrived here yesterday on the manager's steam packet from Georgetown. They are on a tour of inspection.

Wed. 4/25/94, p. 1. **Canal Commerce.**

The following boats left this port today via the Chesapeake and Ohio canal.

CONSOLIDATION COAL CO.

To Meredith Winship & Co., Georgetown	
C. W. Adams	120 16
Consolidation No. 7	116 09
Consolidation No. 129	115 04
Judge Hagner	115 15
Consolidation No. 134	118 06
M. E. Grove	110 16
Consolidation No. 16	119 07

BLACK, SHERIDAN & WILSON

To Steffey & Findlay, Williamsport	
Consolidation No. 1	116 10
Sallie Irene	114 00
Green Ridge	115 04
To Cushwa & Sons, Williamsport	
H. C. Winship	116 00
GEORGE'S CREEK COAL & IRON CO	
To J. P. Agnew & Co., Georgetown	
G. L. Nicholson	115 12

*Ibid.*, p. 6. **Bituminous Coal Trade.**

The shipments from the mines of the Cumberland coal regions for the week ending Saturday, April 21, 1894, were 98,898 tons, and the total shipments for the year to that date 976,724 tons, a decrease of 192,141 tons as compared with the corresponding period of 1893. The shipments to the Baltimore and Ohio railroad for the week were 42,362 tons, for the year, 559,346 tons, a decrease of 256,591 tons, as compared with last year. The shipments to the Chesapeake and Ohio canal company were 8,686 tons for the week and 36,436 tons for the year, a decrease of 2,607 tons as compared with last year. The shipments by the Pennsylvania railroad for the week were 43,849 tons, and for the year 380,943 tons, an increase of 67,058 tons as compared with last year.



Thu. 4/26/94, p. 1. **Canal Commerce.**

The following boats left this port today via the Chesapeake and Ohio canal.

GEORGE'S CREEK COAL & IRON CO.

To Embrey & Smith, Williamsport	
Little Walter	121 18
C. W. Ridley	110 10

CONSOLIDATION COAL CO.

To Steffey & Findlay, Williamsport	
Mary Mertens	117 00
Lutie & Monie	116 10
To Cushwa & Sons, Williamsport	
Mary	11600

ES, Thu. 4/26/94, p. 7. **The Coal Traffic**

Last week there were shipped from the mines of Cumberland over the Chesapeake and Ohio canal 8,636 tons of coal. Since the opening of the season, there have been shipped 36,436 tons by way of this commercial path. During the same period last year 2,007 tons more were shipped. The total amount of coal put out last week by the various mines of Cumberland, and carried away by the Baltimore and Ohio and Pennsylvania roads, combined with the Chesapeake and Ohio canal, was 94,896 tons.

Fri. 4/27/94, p. 1. **Canal Commerce.**

The following boats left this port today via the Chesapeake and Ohio canal.

CONSOLIDATION COAL CO.

To Meredith Winship & Co., Georgetown	
Consolidation No. 113	118 09
Consolidation No. 15	120 05
Consolidation No. 104	121 14
Consolidation No. 125	117 10

GEORGE'S CREEK COAL & IRON CO

To J. P. Agnew & Co., Georgetown	
Antares	94 02

ES, Tue. 5/1/94, p. 9. **Labor Troubles in the Coal Regions.** – The trouble among the miners in the coal region near the head of the Chesapeake and Ohio canal, brought about by the low wages they are now receiving, is subsiding peaceably. The minority of the miners of what is known as

the Lonaconing coal region voted Sunday night to strike, but at a meeting held yesterday morning repudiated their action. The general opinion in Cumberland is now that affairs will be adjusted amicably. At the meeting on Sunday night, there were 175 miners present out of nearly 1,000 who are employed in that region. A secret ballot was taken to decide whether or not work should be suspended.

ES, Wed. 5/2/94, p. 8. **"A Boy Drowned in the Canal.** - A little colored boy named Bernie Gant was drowned in the Chesapeake and Ohio canal yesterday evening at 7:15 o'clock. He fell into the water while playing along the south wall between Congress and High streets. He had been warned several times to keep away from the canal, but, childlike, forgot the warnings as soon as the wiser heads were out of sight. His fall was caused by the displacement of a stone on which he was standing, while dipping water. He came twice to the surface in the presence of companions. The third rise brought him beneath a canal boat. Search was made, the body was soon recovered, and it was brought to the seventh precinct morgue."

ES, Thu. 5/3/94, p. 7. **Forming Union.**

The miners in the region from which the Chesapeake and Ohio canal draws its coal trade have begun to organize themselves into unions. Meetings for that purpose will be held tonight and tomorrow. The miners believe they will accomplish more through union than by seeking higher wages through strikes. There appear to be men of reason and business sagacity advising the miners as to the course to pursue, and through their conservative actions it is probable that the mine owners will strain many points in order to accede to the wants of the men.

Fri. 5/4/94, p. 1. **Canal Commerce.**

The following boats left this port since yesterday via the Chesapeake and Ohio canal.

CONSOLIDATION COAL CO.

To Meredith Winship & Co., Georgetown

W. R. Lewis	118 03
W. H. Dunkinson	120 08
Consolidation No. 19	123 00
Plough Boy	119 15
L. W. Guinand	118 17
M. E. Grove	111 06
Consolidation No. 140	117 10
To Cushwa & Sons, Williamsport	
H. C. Winship	115 11
Lutie & Monie	118 18
To Steffey & Findlay, Williamsport	
Sallie Irene	117 04
GEORGE'S CREEK COAL & IRON CO	
To Embry & Smith, Williamsport	
Antares	
Amelia Moyer	
Judge Douglas	
W. D. L. Walbridge	

Sat. 5/5/94, p. 1. **Canal Commerce.**

The following boats left this port since yesterday via the Chesapeake and Ohio canal.

CONSOLIDATION COAL CO.

To Meredith Winship & Co., Georgetown	
Consolidation No. 122	116 03
Daniel Linkins	118 19
Judge Cox	115 14
Wheatley Bros..	115 10
B. R. Mayfield	117 12
Consolidation No. 12	117 01
Emma Mertens	119 14
Mt. Vernon	118 16
GEORGE'S CREEK COAL & IRON CO	
To Embry & Smith, Williamsport	
C. W. Ridley	116 00
To J. P. Agnew & Co., Georgetown	
A. H. Bradt	116 10

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**Coal Traffic on the Canal.**

The Williamsport *Leader* says: The coal traffic over the C. & O. canal at Williamsport during the last month was heavier than was ever known before during April. The present month bids fair to outdo it in shipments by many tons. The one firm alone, Messrs. Cushwa & Sons, expect to unload three canal boats every day

during the month, while the other three firms also expect to increase their shipments over last month.

Mon. 5/7/94, p. 1. **Canal Commerce.**

The following boats left this port since Saturday via the Chesapeake and Ohio canal.

CONSOLIDATION COAL CO.

To Meredith Winship & Co., Georgetown	
A. L. Miller	120 10
Consolidation No. 123	110 00
Consolidation No. 103	
Consolidation No. 118	
Consolidation No. 21	
Maj. H. D. Whitcomb	
To Cushwa & Sons, Williamsport	
Hilda Chaney	
Mary	
To Steffey & Findlay, Williamsport	
Green Ridge	
G. A. Hoffman	

GEORGE'S CREEK COAL & IRON CO

To Embry & Smith, Williamsport	
Landown	

[Transcriber's Note: A portion of this page was missing.]

Tue. 5/8/94, p. 2. **Canal Commerce.** - The following boats left this port since yesterday via the Chesapeake and Ohio canal.

CONSOLIDATION COAL CO.

To Cushwa & Sons, Williamsport	
Consolidation No. 126	115 19
GEORGE'S CREEK COAL & IRON CO	
To Embry & Smith, Williamsport	
A. Greenless	118 01
W. H. Cooper	117 08
To J. P. Agnew & Co., Georgetown	
Antares	95 16

Wed. 5/9/94, p. 2. **Canal Commerce.** - The following boats left this port since yesterday via the Chesapeake and Ohio canal.

CONSOLIDATION COAL CO.

To Cushwa & Sons, Williamsport	
Little Walter	119 03

Thu. 5/10/94, p. 1. **Canal Commerce.**

The following boats left this port since yesterday via the Chesapeake and Ohio canal.

CONSOLIDATION COAL CO.

To Cushwa & Sons, Williamsport  
Little Walter

119 03

ES, Thu. 5/10/94, p. 7. **The Coal Miners' Strike**

Two thousand miners attended the meeting Tuesday night of the miners of the George's Creek coal region. It was decided at the meeting to send delegates to a conference to be held in Ohio on May 15. The situation is now considered serious, though not as much so as the agitators would have it believed. The work of the agitators is effective mostly among the young men and the discordant element. Men in the employ of the mine owners are now on the way to Cumberland to protect property against possible violence.

Should entire suspension of work follow, it will be a serious blow to Cumberland and the towns along the Chesapeake and Ohio canal. It will mean the furloughing of hundreds of railroad men, the putting off of crowds of wharf hands and the turning of many canal boats into houses of distress. In addition to this, many industries at Cumberland dependent upon the coal trade will languish.

The amount of coal on hand that can be used, will last home factories but two weeks at the most.

ES, Fri. 5/11/94, p. 8. **ABOUT**

**GEORGETOWN.** After working steadily for five days, the Chesapeake and Ohio Canal Company's force has succeeded in taking from the great trench the immense quantity of alluvial matter brought down by the rains of last week and Sunday night and deposited near Harper's Ferry. In several places the earth filled the trench to the level of the towpath completely blocking the passage of boats. The fields in the vicinity had been recently ploughed, and the heavy rains had an easy time in carrying the soft earth into the canal. The dredges would have been almost useless in clearing the canal, and would not have

been put into service had they been close at hand. Shovels and carts and horses were the things most needed. It was one of the worst wash-ins the canal company has experienced for many years. No substantial damage, though, was done to the banks. They are still firm. This impediment to navigation, together with the trouble in the coal regions, has caused trade to slack up considerably on the old waterway. Coal men are unable to get supplies. Yesterday, Meredith, Winship & Co. received but one load of the product of the mines, or about 115 tons, and but twice that much the day before. The demand from northern cities in consequence is not being promptly supplied. The railroad companies are holding all the coal they get possession of for their own use.

ES, Sat. 5/12/94, p. 3. **Brick Plant.**

A new brick plant began operations this week on the old Cropley farm, along the line of the Chesapeake and Ohio canal, near Cabin John bridge. Nearly \$40,000 have been put in the industry as a starter. Thirty thousand bricks a day are now being turned out, and in a few weeks twice this number will be burnt. The company will be known as the *Potomac Brick and Tile Company*. They have sixty-eight acres of the finest clay to draw from. Shipments will be made by way of the Chesapeake and Ohio canal.

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**The Coal Strikes**

The Consolidation Coal Company's miners are the only ones now not out of employment in the coal regions. This is the company having almost exclusively the canal coal trade. It is thought that the miners will hold to the contract they made some months ago with the owners to accept the reduced wages until coal prices became normal. Hardly any of the coal being mined, though, is meeting with shipment. It is being kept for times that possibly may be harder.

Mon. 5/14/94, p. 1. **Canal Commerce.**

The following boats left this port since Saturday via the Chesapeake and Ohio canal.

CONSOLIDATION COAL CO.

To Cushwa & Sons, Williamsport	
Sallie C. Goddard	119 10
Frankie & Fannie	118 09
H. C. Winship	121 06
Lutie & Monie	120 09
Mary	118 15
Victor	110 02

Wed. 5/16/94, p. 4.

TRAFFIC ON THE CANAL

**The Old Waterway Paralyzed by Reason of the Miners' Strike.**

Traffic on the Chesapeake and Ohio canal has dwindled away to almost nothing, and the large number of empty boats lying in the basin in this city gives evidence of this fact. Within a few days after the suspension of work in the mines along the George's Creek region until this date but two boats a day have been sent down the old waterway laden with about 114 long tons of coal each.

The poor old dilapidated mules who have tugged away at the tow line from early morn until late at night, from the beginning of the present boating season until its temporary close, are now getting a well-earned rest. As the largest portion of the coal which is shipped down the canal comes from the mines in this region, business on the canal will remain in its present paralyzed condition until work is resumed by the miners.

From this it can be seen that not only those employed in digging the dusty diamonds are unemployed, but also about 400 men on the canal. The wharf in this city looks deserted, and but a few loaded hoppers could be seen standing there this morning. The boatmen are anxiously awaiting the decision of the Cleveland convention, and it is to be hoped that it will be for a resumption of work.

ES, Sat. 5/19/94, p. 7. Yesterday the strikers in the Maryland coal region succeeded in inducing another large crowd to suspend. The agitators have also arranged to place pickets all along the

line of the operating mines to induce still further suspension of work.

In order to avoid these, the Consolidated Coal Company, whose trade keeps alive the Chesapeake and Ohio canal, have arranged to convey their miners to Frostburg in cars.

Mon. 5/21/94, p. 1.<sup>7</sup> **SEVERE AT BALTIMORE - Chesapeake and Ohio Canal Submerged and Fears of its Safety Entertained.** - Baltimore,

May 20. - The rainstorm in Baltimore and Maryland has been very severe, and tonight at this writing four and one-half inches is the unusual record for the past twenty-four hours. The wind and rain have forced the tide far beyond the normal, and the low-lying districts of the city in the vicinity of the wharves are flooded.

Reports from Hagerstown, Williamsport and other points on the Potomac report the river overflowing its banks and the Chesapeake and Ohio canal at places is submerged and fears entertained for its safety.

At the tunnel above Hancock there has been a heavy landslide, and the canal is filled with slate and earth. A raging southeasterly gale has prevailed all day at Havre de Grace and the river raised to highest point since last October, while both on the Potomac and Susquehanna many houses have been inundated and fences and outbuildings washed away. No loss of life or extended damage has as yet been reported.

ES, Mon. 5/21/94, p. 2. **THE RIVER HIGH**

At Georgetown this morning the water in the Potomac was between three and four feet above its usual level. By 11 o'clock, it ceased to rise and is now gradually going down. On the upper course of the stream, at Williamsport, water during the night went sixteen feet above the normal mark. Between Cumberland and Hancock, the banks of the Chesapeake and Ohio canal were overflowed though the excess of water went in by the little streams that flow into it. The river, on its upper course particularly, was all last night a rushing torrent. Driftwood in quantities came down. The

<sup>7</sup> *The Washington Times*, Washington, D. C.

current still is very strong. Much is being brought along in these masses that herald the contamination of the water that goes into Washington's supply pipes at the Great Falls. The wharfmen at Georgetown, even during the time of the stream's greatest turbulency, were not disturbed as to the outcome. They had seen enough of the Potomac's floods to know that this one would not be disastrous. . .

At the office of the Chesapeake and Ohio canal up to noon today, no report of damage on the waterway had been received, an evidence that the rise has not affected to any degree unfavorably the banks of the stream, as the six supervisors, whose business it is to report unusual happenings immediately to the home office here, nor been heard from at all. Though at Hancock where the distance between the river and canal often narrows down to twenty yards, the two bodies last night consolidated their waters, owing to the solid condition of the banks no damage has resulted.

Tue. 5/22/94, p. 6. **Damaging Floods at Orleans.** - Orleans, Md., May 21. - High water has played havoc here. The bridge over Fifteen Mile creek has been washed away. At Yonker's Mill the entire building was destroyed leaving nothing but the engine and boiler standing. The bridge here lost one span and considerable damage was done to the crops. The tow path on the canal from Dam No. 6 to the head of Three Mile Level was saved by the thoughtfulness of Thomas Dunnigan, the company boss, who drew the water off at this point. Mr. Linburg's brothers also deserve credit for their assistance in saving the canal.

ES, Tue. 5/22/94, p. 5. **ABOUT GEORGETOWN** - Things are dull at the Chesapeake and Ohio canal office. No boats are coming down, no boats are clearing. The Cumberland coal troubles are having a very visible effect on Georgetown. The canal wharves are looking almost desolate, the Potomac docks are quiet. Two or three schooners have been waiting some time for coal to come down. None

is being shipped by the mine owners. What is being mined is taken possession of by the railroad companies for their own use.

Hundreds of canal boatmen are doing nothing.

The men of the Consolidation mines are standing by their employers in spite of the great pressure that has been brought against them to suspend.

The Consolidation Company have had injunctions issued against Wilson, one of the agitators, and about eighty miners.

Thu. 5/24/94, p. 6. **Canal Pay-Boat.**

The Chesapeake and Ohio Canal pay-boat "Candoc" with General Manager G. L. Nicholson, and Paymaster J. Graham Pearre on board, passed up the canal by Williamsport Wednesday for Cumberland, paying the employees for the month of April.

ES, Thu. 5/24/94, p. 8. The shipments from the mines of Cumberland over the Chesapeake and Ohio canal for the week ending Saturday last, amounted to but 1,256 tons and for the year 57,868 tons, a decrease of 8,724 tons as compared with last year.

Sat. 5/26/94, p. 6. **Canal Men in Bad Spirits.** -

The Hagerstown correspondents of the *Washington Star* says: "Boatmen on the Chesapeake and Ohio canal are in bad spirits. Owing to the strikes and unsettled affairs in the coal mining regions of Allegany many boats are tied up for the want of business, and the recent heavy rains, which damaged the canal, especially at the tunnel above Hancock, have increased the idleness and added a damper to the prospects of the boatmen.

ES, Wed. 5/30/94, p. 8. **Few Boats Arriving.**

At the Chesapeake and Ohio canal office this morning, *The Star* was informed that but four and five laden coal boats a day are coming down the waterway. Two of these regularly stop at Williamsport and discharge their cargoes for the

benefit of the Western Maryland railroad. The others are coming to Meredith, Winship & Company, at Georgetown. The Consolidation Coal Company, the only one operating in the troubled region at the head of the canal, is daily mining 2,500 tons, but the Baltimore and Ohio Railroad Company, the largest stockholder, is taking possession of all the black fuel mined, with the exception of about 500 tons, which are allowed to go to old customers merely to keep them. The troubles are expected to cease this week, as it has been decided to put out and replace all objectionable operators by the first of next week. The strikers will have until Saturday to make up their minds, either to go back to work or leave the region.

Tue. 6/5/94, p. 6.

THE C. & O. CANAL CASE.

**A Brief History of the Proceedings and Their Present Status.**

The Hagerstown correspondent of today's Baltimore *Sun* says: " Judge Stake was expected to render a decision today on the petition for the extension of time to the Chesapeake and Ohio canal trustees, but he did not return in time from Washington, where he went on Saturday.

Under the terms of Judge Alvey's decree, by which the trustees for the bondholders of 1844 got possession of the Chesapeake and Ohio canal, that possession is to expire in May, 1895, under certain conditions. In the bill filed by the trustees asking for possession of the canal, the trustees claimed that the business of the canal would be sufficient to pay for its restoration, it then being in a wretched condition, to pay operating expenses and the interest of the bonds of 1844. To test this, Judge Alvey granted to them a trial possession for four years. If it did not appear during that time that the revenues would be sufficient for all these purposes, then the canal was to be sold. The canal has been doing a fairly brisk business under the management of the trustees. But the burden of debt is a heavy one. Over a half million dollars were expended in the work of restoration and the repair bonds of 1878 which take precedence of the

bonds of 1844 now amount to more than \$600,000.

The petition which was filed last winter by the trustees asked for an extension of the time of possession to May 1905. It is claimed that there is a scarcity of boats and that unless there is an assurance for a longer term, men are not willing to invest money in boats nor to embark in the transportation business. Additional time was also asked to enable the trustees to make an arrangement with the Chesapeake and Ohio Transportation company for the traction of boats by electric power. It is upon this petition that Judge Stake is now to pass. Should he refuse the extension of time it is considered probable that a proposition to purchase the canal will be made by the Baltimore and Ohio Railroad company upon the terms set forth in the *Sun* of April 1, 1894.

In December last, articles of incorporation were granted by Judge Stake to the Chesapeake and Ohio Transportation company of Washington county. The incorporators were Edward J. Silkman, George D. Johnson, Frederick J. Griffith, H. F. Waernike, John L. T. Lee, all of Baltimore. The capital was \$250,000, and the directors for the first year were Charles K. Lord, Henry C. Black, Alexander Shaw, of Baltimore; Lloyd Lowndes, of Cumberland; and J. Clarence Lane, Hagerstown. The term of existence was forty years and the chief office was to be at Hagerstown. The purposes of the corporation were to buy and lease lands, buy and transport timber, grain, fruits, seeds, &c., build boats and ships, mine coal, iron and other metals, open marble and slate quarries, operate canal boats by means of electricity, navigate the ocean by vessels, acquire bridges, wharves, &c., by lease or otherwise, and for other purposes.

Shortly after the company was incorporated, the bondholders of 1844 of the Chesapeake and Ohio canal filed in the circuit court for Washington county a petition asking for the extension of the time of the experimental operation of the canal from four, as decreed in the decision of Judge Alvey, to ten years. The petition was filed because of an agreement desired

to be entered into by the canal trustees and the Chesapeake and Ohio Transportation company, which agreed to operate the canal, guaranteeing the net revenues not to be less than \$100,000 a year to the canal trustees. The transportation company desired the privileges, if it so desired, of furnishing the necessary wires and appliances, either experimentally or permanently, for the propulsion of boats by electricity.

The case was heard before Judge Stake on February 18, 1894, when Attorney General John P. Poe, for the State of Maryland, the defendant in the case, filed his answer to the petition asking for an extension, and said the project of the transportation company was visionary and impracticable and asked for a sale of the canal at once, under Judge Alvey's decree, claiming that it was not paying expenses, was hopelessly involved in debt, and that the State demanded her legal rights and interest in the canal, which it could only get by its sale.

ES, Tue. 6/5/94, p. 7. **AFFAIRS IN GEORGETOWN** – It was expected by all interested, that Judge Stake of Hagerstown would, yesterday, render a decision on the petition of the Chesapeake and Ohio canal trustees for an extension of time, but he did not return from Washington, where he had been for several days, early enough.

The trustees' possession of the canal expires in May, 1895. They ask for an extension of rule until 1905. It is claimed by the trustees that at present there is a scarcity of boats on the waterway, and men will not put their money in new ones until they are assured that the trustees will be allowed to continue their prosperous management.

Time was also asked for the purpose of making an arrangement with the Chesapeake and Ohio Transportation Company for the propelling of boats by electric power. It is upon this petition that the judge is to pass. Should the extension of time be refused the trustees, it is probable that the Baltimore and Ohio railroad's recent offer for the purchase of the canal will be considered.

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**Coal Shipments**

During the month of May, the shipments from the Pocahontas mines aggregated 340,014 tons, the largest monthly shipment ever made. This has been brought about by the shutting down of the mines in the Cumberland region. The Pocahontas mines are largely operated by colored men, who have steadily refused to organize for the purpose of joining in the strikes, which at the present time are so infecting the mining regions of Maryland, Virginia, West Virginia and Pennsylvania.

ES, Fri. 6/8/94, p. 6. Last year the total output of coal was 3,327,749.05 tons, while 4,071 men were employed. On these 4,000 men many more are dependent, while along the Chesapeake and Ohio canal, of which this region is the feeder, there are probably 3,000 men directly dependent on the shipment of coal for support. The chief mining concern of the region is the Consolidation Coal Company, and their mines are the ones around which the war is now raging. This company employs about 1,000 men. Their principal mine, the Eckhart, is the chief bone of contention just now. This mine is a large one, working 350 miners, and is located about a mile and a half east of Frostburg. This mine has a slope of 2,200 feet.

The second mine of the company is southeast of Frostburg two and a half miles. It has a 6,000-foot slope, being the longest in the region.

ES, Tue. 6/12/94, p. 9. Some time ago Capt. John Patten of Williamsport, a well-known Chesapeake and Ohio canal boatman, was bitten by a cat, with which he was playing. Nothing was thought of the matter at the time, but recently he suffered great pain and the hand began to swell. Now symptoms of lockjaw have set in, and serious results are anticipated.

Sat. 6/16/94, p. 6. **To the Public.**

Cumberland, Md., June 13, 1894.

This is to certify that I have examined Mr. McDonald's small steamer, and find it in first class order and safe in every respect.

J. S. Walker  
Chief Engineer City Water Works.

The boat can be chartered at \$10 per day, or \$5 for evening trip. Mr. McDonald furnishes everything for the necessary running of the boat. The owner will personally look after the comfort of the passengers. The boat will go to any point the parties may desire on the canal.

Thu. 6/21/94, p. 6.

THE CANAL ALRIGHT.  
**Judge Stake Grants the Extension and Sanctions the Contract as to the Claims.**

Judge Stake yesterday afternoon at Hagerstown, filed the long-awaited opinion in the canal case. He has extended the time of the trustees' operation of the canal to ten years from May 1, 1891, instead of four years from that date. He has also approved the contract with the Chesapeake and Ohio Transportation company.

In sanctioning this contract, which guarantees to the canal company a net revenue of \$100,000 a year in return for the privilege to the transportation company of running boats thereon either by steam or mule power, the judge says: "I see no reason for not allowing said contract to be entered into by the trustees, as it provides a certain net revenue and does not prevent the earning of more if possible."

He says that while it is true that the trustees have failed to observe the order of the court to make annual reports to the court such delinquency cannot deprive those for whom the trustees were appointed - the bondholders of 1844 - of any substantial rights guaranteed them under the decree.

That sum of money expended to restore the canal was larger than expected would be necessary is no reason for limiting the time in which to realize the probable wisdom of the effort.

It is shown the usefulness of the canal as an instrument of transportation is growing. In spite of uncertain tenure of trustees there has been a reasonable measure of success. To suddenly

suspend the operation before the opportunity is fairly given to show the result of the experiment would not be good faith to those who have undertaken so great a work under the sanction of the court.

"I think there is good and sufficient cause shown for the exercise of the power of the court reserved in the decree of Oct. 2, 1890, and I will grant the extension asked for by the trustees."

The filing of the opinion was delayed by the hearing of the labor claimants. There is nothing in the case from which the court can determine the character and amounts of these claims, and the judge will pass such order on the matter as the affairs may warrant later on.

ES, Thu. 6/21/94, p. 3. **THE TIME**

**EXTENDED** - The trustees of the bondholders of the Chesapeake and Ohio canal of 1844, by the decision of Judge Stake yesterday at Hagerstown, had their right to control the Chesapeake and Ohio canal extended for a period of ten years, dating from May, 1891. In the court's decision it is stated that the trustees have entered into a contract with the recently organized Chesapeake and Ohio Transportation Company, whereby the latter agrees to furnish all the boats needed on the canal for transportation purposes, and guarantees to the trustees a net revenue of \$100,000 a year. The performance of the contract will be secured by sufficiently heavy bonds.

The transportation company, under the agreement, does not secure exclusive rights on the canal. The present mule power on the waterway cannot be interfered with, nor the trustees forbidden to enter into similar contracts with other transportation companies.

The Chesapeake and Ohio Transportation Company will use electricity for the propulsion of boats. The canal trade since its re-opening has greatly increased, and the number of boats has enlarged. Its usefulness is steadily growing. To suddenly suspend its operation while in active life, it was thought, would not be good faith to those who have undertaken with legal sanction so great a work.



In rendering the decision, the court took no action of the labor claims, as they have not yet been before him in final shape.

The feasibility of the propulsion of boats on the canal by the employment of the trolley system, it is claimed, has been practically demonstrated. The Chesapeake and Ohio canal has splendid facilities for furnishing the necessary force for running the dynamos. The natural fall of the canal, according to the opinion of an engineer of long experience, would render unnecessary the use of a pound of coal or a single steam boiler. Natural waterpower could readily furnish all the force needed.

The level from Georgetown to the Great Falls can be supplied with power from the great force now going to waste at the latter point. Turbine wheels set in a race would be all the machinery needed to generate the power. The system of falls and levels all along the line is admirably designed for such work.

Every boat on the canal at present, it is said, could be equipped for electrical propulsion at a cost of not more than \$200, a little over what their owners could get for one of the mules they now own. A great saving in boat room could also be secured, as the space now occupied for stabling purposes could be utilized for the storing of additional freight. By the use of the system under contemplation no damage will result to the towpath, as was at first predicted, as a uniform rate of speed could be established and easily maintained.

Sat. 6/23/94, p. 1. **Paying on the Canal.** - James Graham Pearre, paymaster of the Chesapeake and Ohio canal, arrived Thursday on his new packet *Candoc* (Chesapeake and Ohio canal) and Friday paid off the employees here, having paid off all others along the line on the trip up.

ES, Tue. 6/26/94, p. 5. **AFFAIRS IN GEORGETOWN** – Capt. Wright of the L. P. Reed, who brought down the canal two hundred and some Coxeyites, received as a remuneration

two horses and a wagon, valued at \$200. This was a paying trip for Capt. Wright. A canal boat captain usually brings down 115 tons. He receives 75 cents a ton for the transaction, but out of this \$86.25, or thereabouts he gets, drivers must be paid and other expenses met with, which so reduces the amount that in the end he scarcely makes more than laborer's wages, \$1.50 or \$1.60 a day.

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*Ibid.* p. 11. **HAS ENTERED AN APPEAL** – Attorney-General John P. Poe of Maryland has entered an appeal from the order of Judge Stake of the Washington county, Md., circuit court, in postponing the sale of the Chesapeake and Ohio canal, and authorizing the trustees to enter into a ten-year contract with the Washington County [*sic.* Chesapeake and Ohio] Transportation Company. The case will be argued at the October term of the court of appeals.

Thu. 6/28/94, p. 6. **Sanitation Along the Canal.** - The Chesapeake and Ohio Canal company has posted notices along the line of the waterway warning all persons against throwing the bodies of animals, dead or alive, into the canal, or on canal property. Persons found guilty of such acts will be fined \$10 for each offense and will be required to remove the nuisance at their own expense. Superintendent Nicholson personally notified the residents of Hancock, having stables and outhouses along the canal bank, from which there is an overflow, that the evil must be remedied, or proceedings will be taken.

Thu. 6/28/94, p. 6. <sup>8</sup> A company of Hancock gentlemen contemplate building a modern pleasure boat, with the capacity of 50 persons, to ply up and down the Chesapeake and Ohio Canal.

ES, Fri. 6/29/94, p. 7. **Little One Drowned.** Little John Ardinger, the seven-year-old son of James Ardinger of Williamsport, was drowned Wednesday evening in the Chesapeake and Ohio canal near his home. When found, it was

<sup>8</sup> *The Herald and Torch Light*, Hagerstown, Maryland.

discovered that his neck had been broken, probably through a fall from a car near the canal, on which he had been seen playing. The parents spent all Wednesday evening searching through the town for the child, not dreaming until the following morning, when his body was found, that he had been drowned. He was an exceedingly bright little fellow and a big pet.

ES, Sat. 6/30/94, p. 6. **Notes.**

Coal in big quantities is on the way to Georgetown from the George's Creek region, consigned to Agnew & Co.

Agnew & Co., the coal shippers here, report that 107 of the men who have been out of their mines in the George's Creek region, have returned to work and fuel will be shipped to town by both rail and canal boat at once.

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*Ibid.* p. 15. An unknown colored man was drowned Thursday in the Potomac River at White's Ferry. He was driving a horse from Howard County, this state, to the Plains, Fauquier County, Va., and was feeding the horse on the ferry boat, when the animal became unmanageable and, plunged into the river, dragging the man in with it. He soon sank and drowned. The horse and buggy were rescued with much difficulty.

ES, Mon. 7/2/94, p. 7. **Notes.**

For the week ending June 23, there were shipped from the mines of the George's Creek region over the Chesapeake and Ohio canal 1,076 tons of coal. For the year ending that day 63,196 tons were shipped, a decrease of 45,516 tons, as compared with last year.

ES, Wed. 7/4/94, p. 5. **AFFAIRS IN GEORGETOWN** – The dispute of several years' standing between the millers on the Georgetown level of the Chesapeake and Ohio canal and the trustees of the bondholders of 1844 over the repayment of the \$22,000 expended by the former in the repair of the canal, has been settled at last. Two weeks ago, the courts decided in favor of the

millers in the \$16,000 case, and day before yesterday the \$6,000 additional claimed was settled by the trustees and the millers without the assistance of the courts. The mill owners permit the settlement to be called a compromise, though they look upon the outcome as a signal victory for them, \$19,000 out of the \$22,000 claimed having been recovered.

Thu. 7/5/94, p. 6.<sup>9</sup> **AN ACCIDENTAL DEATH - A Boy Found in the Canal with His Neck Broken.**

- The body of John P. Ardinger, a son of James Ardinger, of Williamsport, was found floating in the Chesapeake and Ohio Canal, Thursday, morning about 6 o'clock by Mrs. Courtney McCardell, near the canal lock, on the southern suburb of the town. The body was recovered. The boy, in company with Robert Barber and Frank Spigler, boys about his age, was playing along the track of the Western Maryland Railroad, near Steffey & Findlay's warehouse, Wednesday. Failing to return home in the evening his parents searched for him, but he could not be found. The boys that were with him said he disappeared so suddenly that they did not know what had become of him. It is supposed he was playing on a freight car, lost his balance, fell off and rolled into the canal. He broke his neck in the fall. He was aged 6 years, 9 months and 10 days. Another son died several months ago. Funeral Thursday evening; interment in Riverview Cemetery.

Sat. 7/7/94, p. 5.<sup>10</sup> **BRIEF BITS**

Thursday night several boatmen on the Chesapeake and Ohio canal got into an altercation about a mile east of Hancock. During the fight a mule and horse were drowned, having been pushed from the tow-path.

ES, Sat. 7/7/94, p. 8. **Canal News.**

The following boats have left Cumberland laden with coal for Georgetown and near-by ports on the canal: Nellie, Hilda Chaney, Mertensville, W. H. Cooper, R. D. Johnson, Ruby, Consolidation No.

<sup>9</sup> *The Herald and Torch Light*, Hagerstown, Maryland.

<sup>10</sup> *The News*, Frederick, Maryland.

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115, Scow, G. Coulehan and P. F. Gebbard. In all, the boats carry 895 tons. Meredith, Winship & Company and John P. Agnew & Company are the consignees.

Mon. 7/9/94, p. 6. A canal boat sank at the Big Pool and had to be unloaded before it could be raised. It blockaded traffic temporarily.

Thu. 7/12/94, p. 1.

**BUSTLE ABOUT THE WHARVES.**

**Plenty of Boats Being Loaded and Activity Restored.**

A *Times* representative in his stroll around town decided to go into Shantytown and see what was going on. In Shantytown proper, everything was quiet, but the majority of men seemed to have money, and on going farther it was seen that under every chute a boat was receiving a load of coal. The boatmen are happy now as they have all the work they can do. On all sides are seen boats either loaded, waiting to go out or unloaded and waiting to get their load. The boats are being loaded as fast as possible, and all is activity and bustle about the wharves.

The following boats have left this port since July 1st:

**CONSOLIDATION COAL CO.**

To Cushwa & Sons, Williamsport	
Mary	112 11
Sallie C. Goddard	114 07
Little Walter	116 06
Charlie & Nellie	118 01
Hilda Chaney	112 19
Lutie & Monte	117 09
Frankie & Fannie	112 12
Little Fred	121 19
Victor	111 01
Consolidation No. 126	118 01
Mary	113 18
Muskingum	112 00
Sallie C. Goddard	115 17
Charlie & Nellie	117 00
Little Walter	113 00
Emma Mertens	121 05
Frankie & Fannie	115 10

Lutie & Monte	117 07
Victor	111 12
Mary	112 02
S. M. Storm	115 16
To Steffey & Findlay, Williamsport	
Sallie Irene	120 00
F. T. Goddard	116 04
G. W. McCardell	119 16
G. A. Hoffman	118 01
Mrs. McComas	115 17
Mary Mertens	115 05
Green Ridge	118 17
To Meredith, Winship & Co., Georgetown	
Consolidation No. 115	114 01
Consolidation No. 101	108 03
John C. Poor	103 13
Consolidation No. 136	117 12
M. E. Grove	111 13
Consolidation No. 138	113 07
George S. French	113 01
Consolidation No. 120	116 01
Alice Cable	116 06
Judge A. H. Boyd	114 03

**GEORGE'S CREEK COAL & IRON CO**

To J. P. Agnew & Co., Georgetown	
Benj. Vaughan	118 06
R. D. Johnson	110 05
W. H. Cooper	112 09
Eva	109 10
J. J. Alexander	118 05
Four Brothers	100 07
Park Agnew	114 16
G. L. Nicholson	111 09
Henry Hanekamp	113 01
Laura B. Agnew	117 11
Ivy City	115 09
Antares	91 12
New Alexandria	115 18
Amelia Moyer	115 01
Ollie V.	115 07
A. H. Bradt	115 10

**BLACK, SHERIDAN, WILSON & CO.**

To A. C. Gruber, Williamsport	
Ruby	92 07
Ruby	93 16
F. T. Goddard	121 05

GEORGE'S CREEK COAL & IRON CO.	
To Embrey & Smith, Williamsport	
Mertensville	118 19
W. D. L. Walbridge	113 08
Judge Douglas	113 08
C. W. Ridley	111 01
Loudoun	111 08
A. W. Nicolson	116 00

[Transcriber's Note: The above list contains duplicate entries because it covers the period from 7/1 until 7/12/1894.]

**DROWNED YESTERDAY**

**The Thirteen-Year-Old Son of Capt. Mort Smith Loses His Life.**

Vincent, the thirteen-year-old son of Capt. Mort Smith, of boat D. W. Sloan, was drowned about half past three o'clock p.m. yesterday by falling off the boat which was lying at the lower boat yard of F. Mertens' Sons.

The little fellow was in the act of drawing a bucket of water from the canal when he became over balanced and fell overboard. No one saw him fall in, but as he was drowning a companion saw the boy struggling in the water and gave the alarm.

When he was gotten out, he was about twenty-five yards below the place where he fell in. There was a little sign of life in him when he was gotten out and work to bring the boy's life back again was commenced and kept up until Dr. Hodgson arrived, who continued to work with the little fellow, but without success.

The place where he fell overboard is one of the most dangerous along the level, as the canal is bounded on both sides by a high bank.

"Vince," as he was called by all who knew him, was a bright boy, and much sorrow was manifested at the boat where he met his tragic end.

**It was an Accidental Drowning.**

Yesterday evening after little Vince Smith was drowned, of which full particulars appeared in yesterday's *Times*, Squire Thompson, who is acting as coroner while Coroner Strong is out of the city, deemed it prudent to summon a jury of inquest and the following gentlemen were sworn

in: John Pitzer, foreman; Chas. Goss, Patrick Hughes, Andrew Shertzer, Henry Coleman, George Faulkner, C. T. Keller, August Laing, Samuel Rawlings, Joseph Foy, Jno. Gannon and Michael Baumbauer. After viewing the remains, they all adjourned until today at 11 o'clock, when they met at the Squire's office, on Liberty street, where a couple of witnesses were examined, after which the jury brought in a verdict of accidental drowning. The remains of the drowned boy will be interred in the family lot at Orleans.

Fri. 7/13/94, p. 1. **Canal Commerce.**

The following boats left this port yesterday laden with coal:

**CONSOLIDATION COAL CO.**

To Meredith, Winship & Co., Georgetown	
Consolidation No. 133	118 04
Consolidation No. 107	119 10
To Steffey & Findley, Williamsport	
Sallie Irene	121 14
G. W. McCardell	119 04
To Cushwa & Sons, Williamsport	
Little Fred	118 03
Sallie C. Goddard	113 01
Hilda Chaney	115 09

**GEORGE'S CREEK COAL & IRON CO.**

To Embrey & Smith, Williamsport	
R. L. Somerville	111 18
John Hanway	116 17
To J. P. Agnew & Co., Georgetown	
D. W. Sloan	116 17
Fred Weiland	115 13
J. H. Mertens	119 07

ES, Sat. 7/14/94, p. 8. **AFFAIRS IN GEORGETOWN** – A girl child belonging on one of the canal boats carrying coal, fell yesterday from her floating home into the water near the Independent Ice Company's storehouse. She was rescued by her father, through the aid of Thomas Oslim, the mule driver.

ES, Tue. 7/17/94, p. 8. **AFFAIRS IN GEORGETOWN** – Georgetown will now soon be able to get all the coal she wants from the

region of the head of the Chesapeake and Ohio canal, the American Coal Company having decided to make two new openings in the George's Creek district, which will largely increase the output. At the present time, the railroads are getting the largest share by far of the coal mined. The Consolidation Company's mines, from which the canal has drawn most of its supply, are controlled by the Baltimore and Ohio railroad. During the recent strike, the company's coal in all its depositories became very scarce, and ever since the resumption of operations the company has grabbed almost all the coal mined with absolute tenacity. Others who wanted it have, consequently, been seriously inconvenienced. Some has been allowed to come down the canal to old Georgetown shippers, but as compared with the quantity wanted, this has been but a mite. Orders for coal from northern ports have come in profusely. Hardly a shipment of consequence, though, has been made from Georgetown for a couple of months. There is a visible lack of employment among wharf hands, and canal boatmen being unable to get cargoes are lying along the upper canal waiting and wanting.

Nothing definite has been heard at Georgetown about the movements of the newly organized Transportation Company, though great faith in consummation of its plans is exhibited. Most all the company are Baltimore and Ohio and other corporation men who generally do what they start out to do.

In the meantime, canal men of all descriptions are looking forward with eagerness to the day when the mule shall be emancipated and the electric motor put in additional bondage. The mule, since the establishment of the canal over sixty years ago, has been an example of patient and unrequited toll, and humanitarians have at last begun to take an interest in him. He's having a rest now, though not through the appreciation of his owners and drivers. He's resting because they can find no work for him to do. In good times on the canal about two hundred boats and from four to six hundred mules find employment. At the

present time, about one-fifth of this number of boats and mules are engaged.

Thu. 7/19/94, p. 1. **Canal Commerce.**

The following boats left this port laden with coal since the close of yesterday's report:

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown

E. R. Ladew 117 15

Leeper Read 112 17

George S. French 111 16

Consolidation No. 6 112 08

Consolidation No. 4 114 11

Consolidation No. 13 111 11

To Cushwa & Sons, Williamsport

Sallie C. Goddard 110 01

Charlie & Nellie 107 13

Consolidation No. 182 114 10

To Steffey & Findley, Williamsport

Sallie Irene 115 14

GEORGE'S CREEK COAL & IRON CO.

To J. P. Agnew & Co., Georgetown

Park Agnew 111 19

W. H. Cooper 113 10

To Embrey & Smith, Williamsport

A. W. Nicolson 116 02

BLACK, SHERIDAN, WILSON & CO.

To A. C. Gruber, Williamsport

Eva 118 19

Fri. 7/20/94, p. 1. **Shipments by Canal.**

The following boats left this port laden with coal since the close of yesterday's report:

CONSOLIDATION COAL CO.

To Cushwa & Sons, Williamsport

Consolidation No. 11 112 16

Lutie & Monie 109 09

Little Walter 110 03

To Steffey & Findlay, Williamsport

G. W. McCardell 114 00

To Meredith, Winship & Co., Georgetown

Consolidation No. 131 112 14

M. E. Grove 109 10

W. B. Orme 110 16

John Leetch 114 14

G. M. Winship 113 10

Canal Trade - 1894

R. L. Somerville 110 09  
 GEORGE'S CREEK COAL & IRON CO.  
 To J. P. Agnew & Co., Georgetown  
 H. C. Winship 112 00

ES, Fri. 7/20/94, p. 12. Large quantities of ear corn and wheat yesterday came in by way of the Chesapeake and Ohio canal from the shipping ports of Maryland.

Sat. 7/21/94, p. 1. **Shipments by Canal.** - The following boats left this port laden with coal since the close of yesterday's report:

CONSOLIDATION COAL CO.  
 To Meredith, Winship & Co., Georgetown  
 Consolidation No. 127 111 17  
 Charles Darrow 109 18  
 F. S. Garrett 110 09  
 S. S. Carroll 112 09  
 Consolidation No. 2 110 02  
 E. M. Ginevan 111 01  
 Consolidation No. 145 111 19  
 Consolidation No. 139 112 00  
 H. H. Keedy 112 15  
 To Cushwa & Sons, Williamsport  
 Hilda Chaney 110 03  
 To Steffey & Findley, Williamsport  
 G. A. Hoffman 110 10  
 GEORGE'S CREEK COAL & IRON CO.  
 To J. P. Agnew & Co., Georgetown  
 H. C. Winship 110 10

Mon. 7/23/94, p. 1. **Shipments by Canal.** - The following boats left this port laden with coal since the close of this report Friday afternoon last:

CONSOLIDATION COAL CO.  
 To Meredith, Winship & Co., Georgetown  
 Consolidation No. 143 111 07  
 Consolidation No. 141 115 19  
 F. O. Beckett 112 18  
 Bradley T. Johnson 110 13  
 C. Weagly K. 116 10  
 John K. Cowan 102 05  
 Consolidation No. 19 115 14  
 W. H. Dunkinson 111 08  
 Judge McComas 113 04

Consolidation No. 16 112 10  
 Frankie & Fannie 110 15  
 Consolidation No. 146 109 16  
 Victor 110 01  
 Mary 111 01  
 Muskingum 112 00  
 Little Fred 117 00  
 Sallie C. Goddard 109 18  
 To Steffey & Findley, Williamsport  
 F. T. Goddard 117 19  
 Mrs. McComas 118 16

GEORGE'S CREEK COAL & IRON CO.  
 To J. P. Agnew & Co., Georgetown  
 Antares 88 12  
 Ivy City 113 19  
 Ollie V. 108 19  
 J. H. Mertens 113 07  
 Loudoun 108 14  
 C. W. Miller 109 16  
 Judge Douglas 114 17  
 To Embrey & Smith, Williamsport  
 A. Greenless 111 02  
 To A. C. Gruber, Williamsport  
 John Hanway 113 07  
 C. W. Ridley 111 13

BLACK, SHERIDAN, WILSON & CO.  
 To A. C. Gruber, Williamsport  
 Ruby 83 01  
 Consolidation No. 10 114 01

Tue. 7/24/94, p. 1. **Shipments by Canal.** - The following boats left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.  
 To Meredith, Winship & Co., Georgetown  
 Judge Alvey 113 12  
 Consolidation No. 124 114 01  
 Consolidation No. 142 115 18  
 George S. Reiman 121 10  
 Consolidation No. 106 117 18  
 Consolidation No. 8 113 11  
 To Cushwa & Sons, Williamsport  
 Lutie & Monie 114 14  
 Charlie & Nellie 113 14  
 Emma Mertens 115 04  
 To Steffey & Findley, Williamsport

Canal Trade - 1894

Mary Mertens 112 11  
 GEORGE'S CREEK COAL & IRON CO.  
 To J. P. Agnew & Co., Georgetown  
 A. W. Nicolson 117 06  
 New Alexandria 119 19

ES, Tue. 7/24/94, p. 8. **Canal Arrivals.**  
 The following boats loaded with coal have left  
 Cumberland for Georgetown: William H.  
 Dunkinson, Capt. Reed; Consolidation No. 19,  
 Capt. Reed; Judge McComas, Capt. Gloss; Ivy  
 City, Capt. Smeberg; Ollie V., Capt. Bowers; W.  
 H. Mertens, Capt. Reed; Consolidation No. 16,  
 Capt. Spong; B. T. Johnson, Capt. Moore; F. O.  
 Beckett, Capt. Gunmann; and Sandown, Capt.  
 Drew.

These are consigned mostly to Meredith,  
 Winship & Company.

Wed. 7/25/94, p. 1. **Shipments by Canal.** - The  
 following boats left this port laden with coal since  
 the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown  
 Consolidation No. 106 117 19  
 J. P. Hewitt 114 15  
 W. H. C. Bayley 113 19  
 John C. Poor 114 10  
 To Cushwa & Sons, Williamsport  
 Little Walter 114 02  
 Frankie & Fannie 117 04  
 To Steffey & Findley, Williamsport  
 Sallie Irene 122 14  
 Green Ridge 113 07

GEORGE'S CREEK COAL & IRON CO.

To J. P. Agnew & Co., Georgetown  
 Mertensville 114 19  
 Amelia Moyer 116 12  
 Fred Weiland 114 18  
 A. H. Bradt 117 07  
 W. D. L. Walbridge 115 01  
 John K. Shaw 115 10  
 To Embrey & Smith, Williamsport  
 Benj. Vaughan 116 13

BLACK, SHERIDAN, WILSON & CO.

To A. C. Gruber, Williamsport

Ruby 92 05

Thu. 7/26/94, p. 1. **Shipments by Canal.** - The  
 following boats left this port laden with coal since  
 the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown  
 W. S. Jacques 117 14  
 Consolidation No. 15 120 19  
 Judge Bradley 119 05  
 Consolidation No. 1 116 06  
 Consolidation No. 135 120 01  
 Joseph Bryan 115 10  
 Consolidation No. 10 115 05  
 Consolidation No. 17 118 10  
 To Cushwa & Sons, Williamsport  
 Victor 108 00  
 Mary 114 11  
 To Steffey & Findley, Williamsport  
 G. W. McCardell 109 04  
 G. A. Hoffman 114 10

GEORGE'S CREEK COAL & IRON CO.

To J. P. Agnew & Co., Georgetown  
 Henry Hanekamp 112 17  
 Eva 115 14  
 D. W. Sloan 118 00  
 J. J. Alexander 117 07

Fri. 7/27/94, p. 1. **Shipments by Canal.** - The  
 following boats left this port laden with coal since  
 the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown  
 Consolidation No. 123 117 16  
 C. E. Ways 118 13  
 Consolidation No. 12 116 19  
 George S. French 109 06  
 Consolidation No. 122 117 16  
 Consolidation No. 140 113 05  
 Judge Stake 113 10  
 To Cushwa & Sons, Williamsport  
 Consolidation No. 104 118 01  
 Consolidation No. 5 118 08  
 Little Fred 119 19  
 W. I. Stephenson 117 05  
 C. W. Adams 117 00

Canal Trade - 1894

To Steffey & Findley, Williamsport  
 Mrs. McComas 118 17  
 GEORGE'S CREEK COAL & IRON CO.  
 To Embrey & Smith, Williamsport  
 R. L. Somerville 112 04

Sat. 7/28/94, p. 1. **Shipments by Canal.** - The following boats left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown  
 Consolidation No. 109 118 04  
 Consolidation No. 103 117 19  
 Consolidation No. 108 114 14  
 Consolidation No. 8 118 00  
 M. E. Grove 109 11  
 To W. T. Little, Hancock  
 W. T. Coulehan 117 10  
 To Cushwa & Sons, Williamsport  
 Sallie C. Goddard 114 00  
 Consolidation No. 126 118 00  
 Lutie & Monie 112 16  
 To Steffey & Findley, Williamsport  
 Theo. Dean 115 17  
 F. T. Goddard 117 04  
 B. R. Mayfield 113 11

GEORGE'S CREEK COAL & IRON CO.

To J. P. Agnew & Co., Georgetown  
 Park Agnew 110 00  
 Antares 88 06  
 To Embrey & Smith, Williamsport  
 A. Greenless 114 14  
 Muskingum 117 10

Mon. 7/30/94, p. 1. **Shipments by Canal.** - The following boats left this port laden with coal since the close of this report Saturday afternoon:

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown  
 Charlie & Nellie 118 12  
 Mary Mertens 115 19  
 To Cushwa & Sons, Williamsport  
 Frankie & Fannie 115 13  
 GEORGE'S CREEK COAL & IRON CO.  
 To J. P. Agnew & Co., Georgetown  
 R. D. Johnson 115 02

G. L. Nicholson 113 09  
 H. C. Winship 112 12  
 Little Walter 113 14  
 To Embrey & Smith, Williamsport  
 C. W. Ridley 116 14  
 BLACK, SHERIDAN, WILSON & CO.  
 To A. C. Graber, Williamsport  
 Ruby 87 14

ES, Mon. 7/30/94, p. 7. **A Narrow Escape.**

While bathing in the upper Potomac on Saturday afternoon, in company with several friends, Miss Nellie Perkins, daughter of Dr. Perkins of Hancock, on the Chesapeake and Ohio canal, had a narrow escape from drowning. She was taken out into water of considerable depth, then let go of and told to swim back to the starting point. She attempted it, but was not equal to the distance. While over her head several times, strength failed her and she went down. She arose, called for help and went down again. Two of the swimmers struck out to save her. Just as Miss Loretta Widmeyer reached her, she was going down for the fourth time.

Miss Perkins was saved with difficulty.

Tue. 7/31/94, p. 1. **Shipments by Canal.** - The following boats left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown  
 Consolidation No. 115 116 19  
 J. R. McLean 116 18  
 Consolidation No. 128 118 04  
 To Steffey & Findley, Williamsport  
 Green Ridge 113 14  
 Sallie Irene 118 15  
 To Cushwa & Sons, Williamsport  
 Hilda Chaney 118 03  
 Victor 112 18  
 GEORGE'S CREEK COAL & IRON CO.  
 To J. P. Agnew & Co., Georgetown  
 Ivy City 114 12  
 Ollie V. 115 06



Wed. 8/1/94, p. 1. **Shipments by Canal.** - The following boats left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown	
Hugh L. Bond, Jr.	117 03
T. H. Gibbs	117 09
James Goddard	120 02
Consolidation No. 137	121 04
Consolidation No. 3	117 09
To Steffey & Findley, Williamsport	
Consolidation No. 138	121 08
G. A. Hoffman	115 15
To Cushwa & Sons, Williamsport	
Mary	116 01
GEORGE'S CREEK COAL & IRON CO.	
To J. P. Agnew & Co., Georgetown	
J. H. Mertens	118 10

*Ibid*, p. 6. **Bituminous Coal Trade.**

The shipments from the mines of the Cumberland coal regions for the week ending Saturday, July 28, 1894, were 111,141 tons, and the total shipments for the year to that date 1,784,358 tons, a decrease of 543,079 tons as compared with the corresponding period of 1893. The shipments to the Baltimore and Ohio railroad for the week were 47,394 tons, for the year, 984,531 tons, a decrease of 426,954 tons, as compared with last year. The shipments to the Chesapeake and Ohio canal company were 9,803 tons for the week, and 95,176 tons for the year, a decrease of 64,061 tons as compared with last year. The shipments by the Pennsylvania railroad for the week were 53,445 tons, and for the year 704,647 tons, a decrease of 52,055 tons as compared with last year.

*Ibid*, p. 14. **Cleaning the Canal.**

A force of canal employees is now engaged in mowing grass under the water from the bottom and inside banks of the Chesapeake and Ohio canal, between Hancock and Williamsport. The growth is dense and not only impedes boats, but keeps the water back from the levies, making

it diffi [Transcriber's Note: The balance of this article was missing.]

ES, Wed. 8/1/94, p. 10. **AFFAIRS IN**

**GEORGETOWN** – Trade has not yet fully revived on the canal, in spite of the predictions made some time ago. The boats coming down are few and far between. Shippers here have been unable to get their orders filled and have been compelled to satisfy themselves with a supply that has barely bridged over their necessities. All branches of the canal trade are dull. Wheat and other grains are coming down in comparatively small quantities, and miscellaneous cargoes are landed here but seldom. This condition of things has existed since the early stages of the late strike in the coal regions. The railroads are gobbling up all the coal they can get control of, to the serious inconvenience of the shippers and the manufacturers dependent upon them. The Baltimore and Ohio railroad has large interests in the coal region of the upper canal and in several sections virtually owns the output.

The following laden boats on the 28<sup>th</sup> of July left Cumberland for Georgetown by way of the Chesapeake and Ohio canal: Consolidation No. 21, Capt. Bartlett; W. E. Grove, Capt. Little; Anteos, Capt. Chaney; Park Agnew, Capt. Becker; R. D. Johnson, Capt. H. Poor.

The boats bring an average cargo of 111 tons.

Thu. 8/2/94, p. 15. **Shipments by Canal.** - The following boats have left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown	
Hugh L. Bardger	117 03
Tho. Gibbs	117 09
James Goddard	120 02
Consolidation No. 137	121 00
Consolidation No. 3.	117 00
To Steffey & Findley, Williamsport	
Consolidation No. 138	121 08
G. A. Hoffman	115 15
To Cushwa & Sons, Williamsport	

Mary 116 01  
 GEORGE'S CREEK COAL & IRON CO.  
 To J. P. Agnew & Co., Georgetown  
 J. H. Mertens 118 10

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*Ibid*, p. 20. **Judge Stake Extends the Canal's Time.** - Information from Hagerstown is to the effect that Judge Stake has filed the order for the extension of the time for the operation of the Chesapeake and Ohio canal by the trustees, in pursuance of his opinion filed several weeks ago. The papers in the canal case are now being transcribed for use in the Court of Appeals.

ES, Thu. 8/2/94, p. 9. **Cleaning the Canal.**  
 The Chesapeake and Ohio Canal Company has a force of men at work on the waterway clearing the bottom and sides of the great trough of the tangled mass of grass that has grown up, to the impediment of traffic. Work is now being carried on between Hancock and Williamsport. There the growth has been particularly strong. The machine being used is a strong harvesting mower, with closed wheels to keep the growth from clogging the wheels. It is attached to the rear end of a big scow that is drawn by two horses, and requires two men to work it through the assistance of a block and tackle.

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 A party of Washingtonians, made up of twenty or more ladies and gentlemen, passed Weverton yesterday on their outing, in a tour of the Chesapeake and Ohio canal from Georgetown to Cumberland. A canopy shades the boat, which is gayly decorated with bunting, flags, Japanese lanterns, &c. The party seems to be having a jolly time.

Fri. 8/3/94, p. 1. **Shipments by Canal.** - The following boats have left this port laden with coal since the close of this report yesterday afternoon:  
 CONSOLIDATION COAL CO.  
 To Meredith, Winship & Co., Georgetown  
 Consolidation No. 18 121 13  
 Consolidation No. 112 119 19  
 Consolidation No. 114 118 00

To Steffey & Findley, Williamsport  
 Sallie 118 07  
 Geo. A. McIllhenny 117 05  
 Mrs. McComas 119 19  
 G. W. McCardell 118 18  
 To Cushwa & Sons, Williamsport  
 Little Fred 119 05  
 GEORGE'S CREEK COAL & IRON CO.  
 To J. P. Agnew & Co., Georgetown  
 Benj. Vaughan 116 11  
 Emma Mertens 120 00  
 BLACK, SHERIDAN, WILSON & CO.  
 To A. C. Gruber, Williamsport  
 Consolidation No. 20 123 08

Sat. 8/4/94, p. 1. **Shipments by Canal.** - The following boats left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.  
 To Meredith, Winship & Co., Georgetown  
 A. H. Dowden 115 06  
 Consolidation No. 117 117 07  
 Detroit 120 06  
 W. R. Lewis 117 12  
 L. M. Hamilton 118 14  
 S. M. Storm 116 10  
 To Steffey & Findley, Williamsport  
 Col. F. T. Goddard 117 07  
 To Cushwa & Sons, Williamsport  
 Sallie C. Goddard 113 07  
 GEORGE'S CREEK COAL & IRON CO.  
 To J. P. Agnew & Co., Georgetown  
 C. W. Miller 116 14  
 A. G. Johnson 116 10  
 Mabel 116 05  
 Alice Cable 117 10

Mon. 8/6/94, p. 1. **Shipments by Canal.** - The following boats left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.  
 To Meredith, Winship & Co., Georgetown  
 Consolidation No. 119 117 03  
 Consolidation No. 134 117 14  
 W. A. Leetch 112 04  
 Consolidation No. 118 120 03

Consolidation No. 121	119 10
To Steffey & Findley, Williamsport	
M. J. Adler	116 13
Judge Cox	117 01
Consolidation No. 136	117 05
Judge Douglass	116 15
Charlie & Nellie	117 07
To Cushwa & Sons, Williamsport	
Lutie & Monie	117 00
GEORGE'S CREEK COAL & IRON CO.	
To J. P. Agnew & Co., Georgetown	
W. H. Cooper	112 00
Mertensville	116 11
R. L. Somerville	115 18

Tue. 8/7/94, p. 1. **Shipments by Canal.** - The following boats left this port laden with coal since the close of this report Saturday afternoon:

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown	
Consolidation No. 116	117 14
Consolidation No. 132	117 15
Consolidation No. 11	121 08
Consolidation No. 107	116 18
Consolidation No. 101	119 19
Libbie	112 01
Here I Am	117 13
To Steffey & Findley, Williamsport	
Mrs. McComas	113 00
Geo. A. Hoffman	116 07
Daniel Linkins	117 00
To Cushwa & Sons, Williamsport	
Frankie & Fannie	117 00
GEORGE'S CREEK COAL & IRON CO.	
To J. P. Agnew & Co., Georgetown	
A. H. Bradt	119 04
New Alexandria	120 12
Antares	98 00
Laura B. Agnew	117 00
To Meredith, Winship & Co., Georgetown	
Charles B. Bayley	115 15

Tue. 8/7/94, p. 3.<sup>11</sup> A party of eastern excursionists made a trip to Cumberland by the Chesapeake and Ohio Canal in a boat specially

fitted up for the occasion and were delighted with the experience and the scenery.

Wed. 8/8/94, p. 1. **Shipments by Canal.** - The following boats left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown	
Consolidation No. 131	117 12
John K. Cowen	116 08
H. H. Keedy	116 02
Nelson C. Read	116 19
Consolidation No. 10	117 10
To Steffey & Findley, Williamsport	
Daniel Linkins	113 01
G. W. McCardell	112 18
Col. F. T. Goddard	112 02
C. R. White, Jr.	114 10
To Cushwa & Sons, Williamsport	
Mary	112 19
GEORGE'S CREEK COAL & IRON CO.	
To J. P. Agnew & Co., Georgetown	
Laura B. Agnew	118 17
A. Greenless	114 03
Katie Hassett	116 06
W. D. L. Walbridge	116 07
Amelia Moyer	114 18
Eva	116 19

*Ibid.* p. 6. **Canal Trade at Georgetown.** -

The canal trade at Georgetown has not reached the proportions which, at the opening of the season, it was expected to attain. It was anticipated by those who were familiar with the trade that by the opening of August a large coal and grain trade would have developed, but as yet business lags. Not many boats are arriving, and the opening for business which Georgetown offers to the canal is not filled.

ES, Wed. 8/8/94, p. 7. **Notes.**

J. G. & J. M. Waters received a consignment by way of the canal and the boat Seneca of flour, ear corn and feed.

<sup>11</sup> *The News*, Frederick, Maryland.

Corn has of late been scarce, and the price, in consequence, has risen. Fifty-eight cents is being obtained for it here, which is about 4¢ higher than Baltimore is paying. Wheat is quoted at 53¢. It is a rare thing, dealers here say, to be obliged to pay more for corn than wheat.

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*Ibid.* p. 10. MURDER BY ORDER.

**Williams Claims His Captain Told Him to Shoot Twigg.** - The slayer of H. H. Twigg, who was shot on the Chesapeake and Ohio canal towpath yesterday afternoon, as stated in a *Star* postscript, about 2:30 o'clock, was captured an hour and a half later. He proved to be Frank Williams, a colored boy, hardly twenty years of age. He was employed on the canal boat Ivy City as a mule driver, and man-of-all-work. Twigg had asked for passage on the Ivy City from Georgetown to Cumberland. His request was granted. As the boat moved slowly up the stream she met the scow of the canal company, used to dredge the great trough. As the canal boat approached Twigg, it is claimed, stepped on the scow with a whip belonging to the captain in his hand. The colored boy saw him and told the captain. The boat was stopped and the boy sent after the whip. According to the story of Williams, as told in his cell to a *Star* reporter, he passed to the scow, where Twigg was then seated, and asked politely for the whip. It was refused. He asked several times without success and then went back to the captain. The captain called out: "If you don't get that whip, I'll shoot you."

The boy started again, this time in a determined way. He claims that as soon as Twigg saw him, he (the white man) advanced with a long-bladed knife.

He again went back to the captain, who gave him a gun and told him to shoot. He went forth at first tremulously, but kept on over to the scow and to the towpath, which Twigg had reached. Here, he says, Twigg rushed at him with the knife, and he fired full into his stomach.

As soon as the shot was fired and the man fell the negro went back deliberately to Ivy City, by jumping on the scow. He handed the gun he

had used to Capt. Linneberger, "You had better run now." the captain said. "Hadn't I better give myself up?" the boy replied. "No, break for it." came the answer.

Then the boy was handed \$1.25, about one-third of what was due him for work, and he bolted. By this time the attention of several had been attracted by the noise and they immediately started off after the boy, who ran up the towpath. Foremost among the followers was W. T. Richards, the "boss" on the dredging scow. The boy saw he was being pursued and ran for dear life. He realized before he had gone far that he would be overtaken, and turning from the towpath rushed down the hill into the marshy land near the outlet lock. He was caught there in the mud and found that he could proceed only with difficulty. He stopped then to rest. A moment later his pursuers came up and sighted him. Sgt. Haney and Officers Brown and Finnely, who had joined the followers, took charge of him. He offered no resistance. The patrol was summoned and he was brought to the station. His victim had been brought there about two hours before and placed in the morgue, almost beneath his cell.

He lay on a board, his body covered with an old white spread, his feet protruding, his shoes full of blood.

Williams is short and round headed. His teeth are long and full of ridges - unusual looking. His eyes are dull. He talks mechanically. His face is full and lacks life. His fingers are long and wrinkled. When *The Star* man approached his cell, he was lying prone on his face, probably half asleep. He arose and came to the grated door at the second calling. He was not remorseful - not talkative. Questions were answered when put, though most of them had to be repeated. Meanings were seemingly grasped slowly. He was scantily clothed, his trousers, full of the mud of the marsh, having been taken off and hung in the cell. No tremor was noticed when he spoke of his crime.

He seems to be devoid of all sensitiveness. There is more of the animal than man in the fellow. He seems to be almost unconscious of the

seriousness of his position and does not realize, apparently, what he has done. He talked of the crime last evening to a reporter as if he were telling the most commonplace incidents. He appears to be exceedingly ignorant and hard of understanding. Answers had to be drilled from him. He said he was from some unintelligible place about twenty miles from Columbia, S. C. He had worked on a farm there. Both parents were dead. He had three sisters, but had not seen them for years, nor did he know where they were. On leaving South Carolina he had worked his way up the coast with the circus show of Barnum & Bailey. He left it in Washington and went to Cumberland, after having failed to get work in Pittsburg. He did not leave the circus voluntarily. He was dropped because he was not needed. In Cumberland he secured a job with Capt. Linneberger of the canal boat Ivy City, engaged in coal transportation.

Twigg was probably twenty-six or twenty-seven years of age. When shot, he was very shabbily dressed. His features are clear-cut and rather handsome, though his skin is dark, rather an olive complexion. His hair is curly and of a rich black. His name is tattooed in large blue letters on his right arm below the elbow.

The stomach was horribly torn by the leaden bullets, which bored their way in. They made holes as large as slugs.

Twigg, it is said, had been working for Taylor Reid, the canal captain. He was employed on the boat Mertens. He had but left Reid's employment that day.

His father is John Twigg, who resides at Lock 61 on the canal, his post office address being Paw Paw, Md.

The coroner yesterday, late, ordered the removal of the dead man's body to the sixth precinct morgue, where there are facilities for preserving it. The inquest will be held at 8 o'clock today.

As soon as Captain Linneberger's part in the crime was discovered, through the boy's story, efforts were at once made to overtake him.

Thu. 8/9/94, p. 1. **Shipments by Canal.** - The following boats left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown

E. R. Ladew	116 07
Judge McComas	117 05
Consolidation No. 127	116 15
M. E. Grove	108 12
Consolidation No. 104	114 03
Consolidation No. 114	116 02
C. F. T. Beall	119 01
Consolidation No. 129	116 04
Consolidation No. 14	117 07
C. K. Lord	117 10
Charlie & Nellie	113 11
Judge Douglas	117 03

GEORGE'S CREEK COAL & IRON CO.

To J. P. Agnew & Co., Georgetown

Park Agnew	116 12
John K. Shaw	121 12

To Meredith, Winship & Co., Georgetown

Leeper P. Read	115 09
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BLACK, SHERIDAN, WILSON & CO.

To A. C. Gruber, Williamsport

Consolidation No. 9	92 13
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ORDERED HIM TO KILL.

**A Colored Youth is Ordered to Kill a Man by His Captain.**

H. H. Twigg, son of Mr. John Twigg, residing near Paw Paw, was shot and instantly killed near Washington on the Chesapeake and Ohio canal towpath on Tuesday evening last.

Twigg is a man about 27 years of age and has for sometime past been employed on the canal boat Mertens, which is run by Captain Taylor Reid, of this city. It seems that Twigg left Reid's employ on Tuesday evening and asked Captain Linneberger, of the boat Ivy City, for passage to this city.

His request was granted and everything went along smoothly until the boat on which Twigg was, met a dredging scow near the great trough, when Twigg left the boat and boarded the scow, taking with him a whip belonging to the

captain, who sent a colored boy named Frank Williams back to get the whip.

Twigg refused to give it up and Captain Linneberger gave his colored boy a gun and told him to go back and get the whip even though he had to shoot Twigg. The boy returned to the scow and upon Twigg's refusing to give up the whip, shot him. He was then told by the Captain to make his escape and started to do so, but was overtaken and lodged in the station and the body of the unfortunate man taken to the morgue.

As soon as Captain Linneberger's part in the crime was discovered, through the boy's story, efforts were at once made to overtake him.

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A large crowd of ladies and gentlemen will go down the canal on the steamer belonging to Mr. Sellers this evening.

ES, Thu., 8/9/94, p. 7. **THE CAPTAIN ARRESTED. Said to Have Ordered the Shooting of Twigg.** Henry Linaburg is the name of the captain of the canal boat "Ivy City." on which Frank Williams shot and killed Henry H. Twigg two days ago, and he is now under arrest as an alleged accessory, the negro having claimed that he fired the shot because he was ordered to do so by the captain. As heretofore printed, the canal boat continued on its journey up the canal after the shooting, and although word was sent to Great Falls, the captain was not apprehended when he reached that place.

Yesterday afternoon Precinct Detective Burrows of the Georgetown precinct swore out a warrant for Linaburg, and a telegram was sent to Brunswick, a short distance this side of Harper's Ferry, requesting his arrest.

A constable at that place arrested him early in the evening and Detective Boyd went up on an evening train and brought him back here. Linaburg made no effort to escape, nor did he offer any resistance. He simply admitted that he was intoxicated and said he did not remember just what happened.

Detective Boyd also got possession of the gun with which the negro killed Twigg and brought it here to be used in evidence.

Coroner Hammett held an inquest yesterday afternoon over the body of the dead man, and the accused negro told of how he had obeyed orders and killed Twigg.

He was held responsible for the killing, but the jury did not hold the captain, as there was no evidence to corroborate what the prisoner said.

Capt. Linaburg will be taken into court tomorrow and committed for a further hearing in order to give the officers time to make a complete investigation.

Fri. 8/10/94, p. 1. **Shipments by Canal.** - The following boats left this port laden with coal since the close of this report yesterday afternoon:

**CONSOLIDATION COAL CO.**

To Meredith, Winship & Co., Georgetown	
W. T. Coulehan	115 18
Consolidation No. 124	118 00
Consolidation No. 5	114 11
Consolidation No. 139	116 18
Consolidation No. 6	113 16
Consolidation No. 16	116 05
Consolidation No. 13	116 09
Consolidation No. 4	115 00

To Steffey & Findley, Williamsport	
M. J. Adler	114 12
Consolidation No. 130	117 10

**GEORGE'S CREEK COAL & IRON CO.**

To J. P. Agnew & Co., Georgetown	
R. D. Johnson	118 02
Little Fred	119 17
H. C. Winship	116 15
Sallie C. Goddard	109 05
D. W. Sloan	117 13

To Meredith, Winship & Co., Georgetown	
Consolidation No. 113	114 10
To Embrey & Smith, Williamsport	
Theo. Dean	115 19
C. W. Ridley	118 12

ES, Fri. 8/10/94, p. 10. **AFFAIRS IN GEORGETOWN** - Eight laden canal boats

arrived in town yesterday, viz: The Emma Waters, Rosie B., James Goddard, Mable, Consolidation No. 118, Three Brothers, Consolidation No. 117 and E. M. Guinevan. There left Cumberland on the 7<sup>th</sup> for Georgetown the Oak Springs, Capt. Magruder; P. Hain & Co., Capt. Mertens; Consolidation No. 7, Capt. Smith; Consolidation No. 101, Capt. Eichelberger; Sibble, Capt. Shaw; Here I Am, Capt. Smith; E. B. Barley, Capt. Johnson; New Alexandria, Capt. Renner; Anteos, Capt. Chaney; J. K. Cowen, Capt. Jackson; S. B. Agnew, Capt. Whitebank; A. Greenless, Capt. Bryan; and Mattie Haslett, Capt. Myers.

The old foreway, or shoot, which in years gone by carried water from the canal to Robertson's mill, near the Independent ice house, is to be closed, the mill for a long time having been in disuse. The frame work will be taken away and the opening in the bank filled in level to the towpath. The work will be done on Sunday, when the water can be drawn off the Georgetown level without affecting the operating mills.

Sat. 8/11/94, p. 1. **Shipments by Canal.** - The following boats left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown	
Consolidation No. 19	122 06
W. H. Dunkinson	120 18
Consolidation No. 143	115 06
A. L. Miller	115 08
C. Weagly K.	115 12
S. S. Carroll	113 18
John Leetch	115 11
Bradley T. Johnson	116 08
Consolidation No. 141	113 02
To Steffey & Findley, Williamsport	
Mary Mertens	113 12
Sallie Irene	119 04
W. I. Stephenson	115 18
Green Ridge	116 15
To Cushwa & Sons, Williamsport	
Lutie & Monte	115 02
C. W. Mercer, Point of Rocks	
Morning Star	100 06

GEORGE'S CREEK COAL & IRON CO.

To J. P. Agnew & Co., Georgetown	
Henry Hanekamp	118 18
Ollie	112 02
Hilda Chaney	119 05
To Meredith, Winship & Co., Georgetown	
W. B. Orme	116 13
BLACK, SHERIDAN, WILSON & CO.	
To A. C. Gruber, Williamsport	
Ruby	91 00

ES, Sat. 8/11/94, p. 5. **Canal Movements.**

The following boats laden with coal left Cumberland on the 8<sup>th</sup> for Georgetown: Consolidation No. 14, Capt. Huff; Consolidation No. 129, Capt. Bowers; Consolidation No. 104, Capt. Benner; Judge McComas, Capt. Gloss; Consolidation No. 127, Capt. Swain; M. E. Grove, Capt. Little; J. K. Shaw, Capt. Bowers; Park Agnew, Capt. Backer; L. P. Reed, Capt. Wright; C. F. F. Beale, Capt. Huff; Consolidation No. 114, Capt. Quinn; C. R. Lord, Capt. Hebb; Consolidation No. 113, Capt. Baker; R. D. Johnson, Capt. Cramer; Little Fred, Capt. Hall. Several others left in the same day for Williamsport. They are cargoed in all with 2,145 tons of the soft fuel of the Cumberland and George's Creek regions.

The coal is consigned to Meredith, Winship & Company and John P. Agnew & Co.

Mon. 8/13/94, p. 1. **Shipments by Canal.** - The following boats left this port laden with coal since the close of this report Saturday afternoon:

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown	
Consolidation No. 111	121 18
Plough Boy	115 03
Maj. H. D. Whitcomb	114 08
Judge Hagner	113 18
B. R. Mayfield	117 07
Consolidation No. 2	115 01
James A. Garfield	116 00
Mrs. McComas	110 18
Geo. A. Hoffman	111 03
Charlie & Nellie	113 19

GEORGE'S CREEK COAL & IRON CO.

To J. P. Agnew & Co., Georgetown	
Sallie	119 14
J. H. Mertens	119 00
Benj. Vaughan	111 05
C. W. Miller	114 04

Tue. 8/14/94, p. 1. **Shipments by Canal.** - The following boats left this port laden with coal since the close of this report Monday afternoon:

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown	
W. S. Jacques	114 19
Consolidation No. 8	118 17
Consolidation No. 145	113 14
Judge Alvey	116 10
To Steffey & Findley, Williamsport	
G. W. McCardell	115 00
Col. F. T. Goddard	112 07
To Cushwa & Sons, Williamsport	
Victor	113 03

GEORGE'S CREEK COAL & IRON CO.

To J. P. Agnew & Co., Georgetown	
Ivy City	120 04
Mertensville	121 14
G. L. Nicholson	113 17

ES, Tue. 8/14/94, p. 1. **THE TOWPATH TRAGEDY. - The Canal Boat Captain Tried in the Police Court.**

Another chapter in the recent Twigg murder case up the canal was enacted in the Police Court this afternoon, when Henry Linneburger was brought in on a warrant charging him with aiding and abetting in the murder. He was arraigned before Justice Mills, Mr. A. R. Mullowney prosecuting and Mr. Albert Sillers appearing for the defendant.

It will be remembered that this is the case of the killing of Henry Twigg on the towpath a week ago today. He was shot by a colored man named Frank Williams, and the latter, after being put under arrest, insisted that the shooting had been done at the instigation of the captain of the canal boat Ivy City, Capt. Linneburger.

The trouble was begun over the possession of a whip, which Williams said was his, but which

Twigg was holding in his hand. Williams claimed that Linneburger ordered him to shoot Twigg, and the police decided to arrest the captain, who was afterwards apprehended up the canal toward Cumberland.

A number of witnesses were in court this morning, mostly canal men, who described the incidents of the shooting, among them Williams himself, who was held by the coroner's jury on the charge of murder.

Williams is a young negro, and he seemed to be about the least concerned man in the court room, notwithstanding the serious charge that is impending over him.

**Told by the Testimony.**

According to the witnesses Twigg was very drunk as he came up the towpath, Williams jumped aboard the boat and stooped down and took a gun out of the cabin. A woman who was in the doorway of the cabin tried to prevent him, but he wrested the gun out of her hands. Then he jumped off the boat, and running back to Twigg, shot him squarely in the stomach with a load of buckshot.

A number of the eyewitnesses of the shooting denied emphatically that Linneburger was present, handed the gun to Williams, helped him to wrest it from the woman's hands or played any part in the incident whatever. They said that after the shooting the canal boat did not go up the canal at any unusual rate, as if Linneburger were trying to escape.

The most satisfactory account of the shooting was given by a young man named Thomas Nuce, who was steering the boat at the time. He said he saw Twigg leave the boat and he told Mrs. Linneburger that Twigg had taken the whip. She sent Williams back for it, and in a few minutes, he returned to the boat on a run and got a double-barreled shotgun. No one gave him the gun and no one on board knew that anybody had been shot until afterwards.

After the shooting, which occurred after the boat had rounded a bend and was out of sight, Williams ran back to the boat and rode on it for a quarter of a mile or so, but they didn't know that he had shot a man.



While all this was happening Linneburger was on the floor so drunk that he couldn't have been of any assistance to Williams if he had wanted to. There had been no bad feeling between Twigg and the captain, as was shown by the fact that the latter was giving Twigg a free ride up the canal.

**Gives Up the Case.**

After this sort of testimony had been going on for about an hour Mr. Mullowney admitted to the judge that there was evidently not the shadow of a case against the defendant, although, as it was a serious charge, he had thought it best to give it a thorough ventilation, and he suggested that the whole matter be dismissed. Justice Mills concurred in this view, as Linneburger's innocence had been shown beyond all doubt, and he discharged the defendant.

Mrs. Linneburger had been sitting by her husband's side holding their little baby in her lap, and she came near breaking down from hysterical joy. She threw her arms about his neck and kissed him, and a couple of other female relatives found the same vent for their feelings, and as Linneburger left the court room he was surrounded by friends, who showered him with congratulations.

Thu. 8/16/94, p. 1. **Shipments by Canal.** - The following boats left this port laden with coal since the close of this report yesterday afternoon:

**CONSOLIDATION COAL CO.**

To Meredith, Winship & Co., Georgetown	
Consolidation No. 115	117 05
G. M. Winship	118 15
Charles Darrow	112 03
Consolidation No. 15	120 07
Consolidation No. 1	115 08
Consolidation No. 138	123 13
John C. Poor	120 02
Consolidation No. 142	117 06
C. W. Adams	115 17
Consolidation No. 134	117 15
Consolidation No. 106	116 13
George S. Reiman	118 15
To Steffey & Findley, Williamsport	

Judge Douglas	111 02
M. J. Adler	119 10
Mary Mertens	112 17
To Cushwa & Sons, Williamsport	
Frankie & Fannie	116 10
<b>GEORGE'S CREEK COAL &amp; IRON CO.</b>	
To J. P. Agnew & Co., Georgetown	
J. J. Alexander	119 05
Little Walter	114 19
A. G. Johnson	118 05
To Embrey & Smith, Williamsport	
Muskingum	116 10

ES, Thu. 8/16/94, p. 8. Four boys, among the number Frank Shupp, aged fourteen years, a son of Benton Shupp, a boatman on the Chesapeake and Ohio canal, went into the old De Frehn chair factory at Williamsport to fight a bees' nest. In doing so, Shupp fell through an opening into the cellar and broke his neck, dying instantly.

Fri. 8/17/94, p. 1. **Shipments by Canal.** - The following boats left this port laden with coal since the close of this report yesterday afternoon:

**CONSOLIDATION COAL CO.**

To Meredith, Winship & Co., Georgetown	
Consolidation No. 109	117 15
Consolidation No. 102	119 00
Judge Bradley	120 01
Joseph Bryan	114 06
Consolidation No. 110	116 16
Consolidation No. 17	121 09
Judge Stake	112 01
Geo. A. McIllhenny	117 05
Consolidation No. 20	122 19
Consolidation No. 105	117 15
To Steffey & Findley, Williamsport	
Consolidation No. 126	113 12
Green Ridge	117 02
To Cushwa & Sons, Williamsport	
Mary	115 03
<b>GEORGE'S CREEK COAL &amp; IRON CO.</b>	
To Embrey & Smith, Williamsport	
C. W. Ridley	120 17
Emma Mertens	120 01
To J. P. Agnew & Co. Georgetown	

Canal Trade - 1894

Fred Weiland	114 18
A. H. Bradt	113 02
John Hanway	118 10
BLACK, SHERIDAN, WILSON & CO.	
To A. C. Gruber, Williamsport	
Ruby	89 11

ES, Fri. 8/17/94, p. 10. **AFFAIRS IN GEORGETOWN** – Seventeen laden boats, with an average cargo of 115 tons, arrived in town yesterday by way of the canal, consigned to Meredith, Winship & Co. and John P. Agnew & Co. A considerable amount of grain also came in for J. G. & J. M. Waters, and stone for Moore.

The Cumberland report received at the Chesapeake and Ohio office this morning shows the following boats to have left on the 15<sup>th</sup> for town, laden heavily with coal for Georgetown and Williamsport: M. J. Allen, Mary Mertens, Consolidation No. 126, Frankie & Fannie, Consolidation No. 138, John C. Poor, Consolidation No. 149, Little Walter, A. J. Johnson, Muskingum. C. W. Ridley, C. W. Adams, Consolidation No. 135, Consolidation No. 106, George J. Reiman, Consolidation No. 109, Consolidation No. 102, Ruby, Judge Bradley and Consolidation No. 2. The total number of tons shipped was 2,325.

Sat. 8/18/94, p. 1. **Shipments by Canal.** - The following boats left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown	
J. P. Hewitt	116 12
W. H. C. Bayley	121 14
Judge W. S. Cox	118 01
Consolidation No. 103	116 00
F. S. Garrett	115 00
Consolidation No. 122	117 05
Consolidation No. 136	118 07
To Steffey & Findley, Williamsport	
Sallie Irene	115 14
Mrs. McComas	117 05
Charlie & Nellie	120 00
To Cushwa & Sons, Williamsport	

Lutie & Monie	115 00
GEORGE'S CREEK COAL & IRON CO.	
To J. P. Agnew & Co., Georgetown	
Laura B. Agnew	116 03
New Alexandria	115 10
A. W. Nicolson	118 00

Tue. 8/21/94, p. 1. **Shipments by Canal.** - The following boats left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown	
E. M. Ginevan	114 02
Mabel	118 03
A. H. Dowden	117 06
Wheatley Bros.	106 11
Consolidation No. 117	115 18
L. M. Hamilton	114 08
W. R. Lewis	116 30
To Steffey & Findley, Williamsport	
G. W. McCardell	117 14
Mary Mertens	108 14
Green Ridge	115 17
To Cushwa & Sons, Williamsport	
Frankie & Fannie	111 11
GEORGE'S CREEK COAL & IRON CO.	
To J. P. Agnew & Co., Georgetown	
Eva	115 08
J. H. Mertens	116 18
D. W. Sloan	115 10
Ollie V.	115 00

ES, Tue. 8/21/94, p. 9. Opposite dam No. 4, Chesapeake and Ohio canal, near Great Cacapon, copper ore is being mined in paying quantities, giving employment to quite a number of men.

Wed. 8/22/94, p. 1. **Shipments by Canal.** - The following boats left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown	
Consolidation No. 116	119 00
Consolidation No. 121	118 02
Consolidation No. 108	116 15
E. R. Ladew	116 16

Consolidation No. 134	117 09
Consolidation No. 131	114 10
Detroit	119 07
Consolidation No. 7	114 05
Consolidation No. 119	114 11
Alice Cable	115 14
To Steffey & Findley, Williamsport	
Consolidation No. 3	116 11
F. T. Goddard	110 19
Sallie Irene	115 11
Mrs. McComas	114 03
To Cushwa & Sons, Williamsport	
Mary	112 08
GEORGE'S CREEK COAL & IRON CO.	
To J. P. Agnew & Co., Georgetown	
Park Agnew	116 13
To Meredith, Winship & Co., Georgetown	
Judge McComas	119 19

ES, Wed. 8/22/94, p. 10. **Traffic on the Canal.** Boats cleared Cumberland on the 20<sup>th</sup> for Williamsport and Georgetown as follows: M. J. Adler, Capt. Reynolds; Judge D. Augie, Capt. Kindle; G. W. McCardell, Capt. Mulvey; Little Fred, Capt. Hall; W. H. Cooper, Capt. Pare; A. Greenless, Jr., Capt. Bryan; W. D. L. Waldrige, Capt. Renner; C. W. Ridley, Capt. Tice; Consolidation No. 9, Capt. Taylor; S. C. Goddard, Capt. Patten; Ruby, Capt. Roher; R. L. Sommerville, Capt. Smith; H. C. Winship, Capt. Keesucker; A. H. Dawden, Capt. Shiver; W. A. Leetch, Capt. Shaffer; Mabel, Capt. Taylor; E. M. Ginevan, Capt. Williams. The cargoes consisted of coal, lumber and general merchandise. Agnew & Company, Winship & Company, Embrey & Sons and Cushman & Sons are the consignees, and, in all, the cargoes amount to 1,959 tons. The coal was consigned by the Consolidation and the George's Creek companies.

The Chesapeake and Ohio Canal Company are repairing the locks at Seneca.

Thu. 8/23/94, p. 4.<sup>12</sup> **LITTLE LOCALS.** The steam dredge of the Chesapeake and Ohio canal is working on the six-mile level opposite

Shepherdstown. The channel between the lock and the Antietam Cement Mill is being deepened.

Fri. 8/24/94, p. 1. **Shipments by Canal.** - The following boats left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.	
To Meredith, Winship & Co., Georgetown	
Consolidation No. 127	118 02
Consolidation No. 16	116 11
Consolidation No. 10	116 12
H. H. Keedy	115 01
C. K. Lord	118 13
John K, Cowen	114 12
Consolidation No. 19	114 09
W. H. Dunkinson	124 05
Consolidation No. 11	118 19
Nelson C. Read	118 16
Judge A. H. Boyd	116 00
Charles B. Bayley	118 10
To Steffey & Findley, Williamsport	
Consolidation No. 126	112 19
M. J. Adler	114 12
Judge Douglas	115 14
To Cushwa & Sons, Williamsport	
Little Fred	116 12
To Embrey & Sons, Williamsport	
Emma Mertens	115 08
GEORGE'S CREEK COAL & IRON CO.	
To J. P. Agnew & Co., Georgetown	
Antares	92 15
Benj. Vaughan	118 00

ES, Sat. 8/25/94, p. 6. **Traffic on the Canal.** Boats to clear Cumberland for Georgetown on the canal were as follows: W. J. Stephenson, Capt. Quinn; No. 130, Capt. Engle; No. 129, Capt. Bowers; Libbie, Capt. Shaw; No. 132, Capt. Hammond; S. W. Storm, Capt. Davis; Here I Am, Capt. Smith; Victor, Capt. Kelly; Hanekamp, Capt. Dorr; No. 113, Capt. Creamer; No. 127, Capt. Swain; Consolidation No. 18, Capt. Spong; C. R. Lord, Capt. Hebb; J. K. Cowen, Capt. Jackson; No. 126, Capt. Cantwell. With the shipments to Williamsport the cargoes aggregate

<sup>12</sup> *Shepherdstown Register*, Shepherdstown, WV.

2,325 tons. The shipments are still behind those of the same period of last year. No boats came in yesterday, owing to the torn-up condition of the locks at Seneca, which are undergoing repair.

Mon. 8/27/94, p. 1. **Shipments by Canal.** - The following boats left this port laden with coal since the close of this report Saturday afternoon:

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown	
Consolidation No. 14	113 15
Consolidation No. 6	116 19
Consolidation No. 114	114 01
Judge Hagner	115 10
Katie Hassett	111 08
Consolidation No. 1	113 15
Consolidation No. 8	118 15
To Steffey & Findley, Williamsport	
G. W. McCardell	115 02
Sallie Irene	117 02
Mrs. McComas	115 19
To Cushwa & Sons, Williamsport	
Hilda Chaney	117 09
Mary	113 13
GEORGE'S CREEK COAL & IRON CO.	
To Embrey & Smith, Williamsport	
C. W. Ridley	116 06
BLACK, SHERIDAN, WILSON & CO.	
To A. C. Gruber, Williamsport	
Ruby	90 04

Tue. 8/28/94, p. 1. **Shipments by Canal.** - The following boats left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown	
Consolidation No. 145	117 15
Consolidation No. 118	116 08
W. B. Orme	114 13
John Leetch	114 15
George S. Reiman	118 02
Consolidation No. 102	117 15
To Steffey & Findley, Williamsport	
Charlie & Nellie	110 08
Consolidation No. 130	117 18
To Cushwa & Sons, Williamsport	

Lutie & Monie	115 00
To Bridges & Henderson, Hancock	
Round Top	107 18
GEORGE'S CREEK COAL & IRON CO.	
To J. P. Agnew & Co. Georgetown	
J. J. Alexander	120 11

ES, Tue. 8/28/94, p. 8. **Traffic on the Canal.**

The arrivals by way of the canal continue to be affected by the improvements going on at Seneca. Shipments by way of the river are in consequence slow. The only cargoes coming in now are for the ice companies, lumber dealers and fertilizer men.

Wed. 8/29/94, p. 1. **Shipments by Canal.** - The following boats left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown	
W. S. Jacques	113 06
Judge Stake	111 10
Consolidation No. 142	114 12
Consolidation No. 20	117 09
T. H. Gibbs	111 19
Consolidation No. 115	116 09
George S. French	109 14
Consolidation No. 109	115 04
Judge Alvey	109 09
Consolidation No. 2	114 00
To Steffey & Findley, Williamsport	
M. J. Adler	112 05
G. A. Hoffman	110 16
To Cushwa & Sons, Williamsport	
Little Fred	120 00
GEORGE'S CREEK COAL & IRON CO.	
To J. P. Agnew & Co., Georgetown	
Laura B. Agnew	115 08
R. L. Somerville	108 05
A. H. Bradt	115 18
A. W. Nicolson	119 12
G. L. Nicholson	109 00
A. G. Johnson	117 16
J. J. Alexander	118 00

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*Ibid*, p. 6. **Bituminous Coal Trade.**

The shipments from the mines of the Cumberland coal regions for the week ending Saturday, Aug. 25, 1894, were 111,885 tons, and the total shipments for the year to that date 2,231,398 tons, a decrease of 432,509 tons as compared with the corresponding period of 1893. The shipments to the Baltimore and Ohio railroad for the week were 52,273 tons, for the year, 1,198,344 tons, a decrease of 380,036 tons, as compared with last year. The shipments to the Chesapeake and Ohio canal company were 12,972 tons for the week, and 139,241 tons for the year, a decrease of 58,221 tons as compared with last year. The shipments by the Pennsylvania railroad for the week were 45,620 tons, and for the year 893,613 tons, an increase of 3,751 tons as compared with last year.

Thu. 8/30/94, p. 1. **Shipments by Canal.** - The following boats left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown	
Consolidation No. 135	117 03
Sallie	112 02
Judge Bradley	118 01
Consolidation No. 106	111 19
Geo. A. McIlhenny	115 15
Consolidation No. 136	114 13
John C. Poor	110 16
C. Weagly K.	113 15
Hugh L. Bond, Jr.	110 04
Consolidation No. 17	113 11
Consolidation No. 12	116 10
To Cushwa & Sons, Williamsport	
Judge Douglas	108 13
Frankie & Fannie	112 10

GEORGE'S CREEK COAL & IRON CO.

To J. P. Agnew & Co. Georgetown	
John K. Shaw	116 02
Fred Weiland	108 14
Mertensville	115 00

Fri. 8/31/94, p. 1. **Shipments by Canal.** - The following boats left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown	
Consolidation No. 138	116 06
Joseph Bryan	111 01
A. L. Miller	110 00
James A. Garfield	106 16
Judge W. S. Cox	106 11
Consolidation No. 111	110 03
Consolidation No. 110	108 12
Consolidation No. 137	110 11
To Cushwa & Sons, Williamsport	
Sallie C. Goddard	111 18
Consolidation No. 126	110 02
To Steffey & Findley, Williamsport	
Mary Mertens	109 07
Green Ridge	112 03
Col. F. T. Goddard	104 16

GEORGE'S CREEK COAL & IRON CO.

To J. P. Agnew & Co. Georgetown	
Amelia Moyer	107 08
H. C. Winship	108 04
Ivy City	108 11
To Meredith, Winship & Co., Georgetown	
Plough Boy	106 10

Thu. 9/6/94, p. 6.<sup>13</sup> **CAPT. McCAFFERY'S HEIRS.** - **A Romance of the Canal.**

The *Herald* is able this morning to give its readers the exclusive information that within a short distance of Hagerstown resides a daughter, and an heir of the late John McCaffery, of Chicago, who died, possessed of wealth amounting to \$500,000. McCaffery, who passed away last June, left a will bequeathing the bulk of his estate to his unknown children.

AN HEIR AT HAGERSTOWN

Search was at once begun for the missing heirs with partially successful results. Mrs. Margaret Shipley, a matron at Bellevue, near this city, is one of the daughters and she was recently visited by an attorney who was satisfied as to her identity and in due time she will come in for her

<sup>13</sup> *The Herald and Torch Light*, Hagerstown, Maryland.

share of the estate. Mrs. Shipley is a widow and has several children. She kept guard lock at Dam No. 4 until the freshet of 1889 washed her home away. Her husband it is understood was a boatman.

McCaffery once resided at Hancock and the search, which is now being made for the unknown progeny, has quickened the memory of old residents of that place and has brought to light a story, then an adept at romance could hardly conceive.

#### OPERATED GRAIN BOATS

John McCaffery was a native of Ireland. Between the years of 1840 and 1850 he operated several grain boats on the Chesapeake and Ohio canal between Cumberland and Georgetown. The boats were entirely different from the usual craft, and had been brought from the north by sea, having been towed up the Potomac and into the canal at Georgetown. They had railings all around the top and their odd appearance at once distinguished the owners.

#### MISFORTUNES BEGIN

In the early days of the canal, at Alexandria, he married a Mrs. Graham a widow with two children. One, a daughter, Ellen was adopted and reared by John Creighton of Alexandria. McCaffery was a widower, likewise with two children. At the time of his second marriage the children were in charge of a woman on one of his boats. This union resulted in five children and while they were all yet small, the mother was burned to death by an explosion of coal oil caused by a lighted match being thrown into a can. After this sad occurrence, Capt. McCaffery had the children cared for at the residence of Mr. Creighton until he could find a home for them.

#### MEETS NANCY GANOE

On his trips up and down the canal Capt. McCaffery stopped frequently at Hancock where he became acquainted with Nancy Ganoe, an elderly maiden lady reputed to be wealthy. A match resulted. The wedding occurred late in 1851 and among the witnesses were Robert Trimble, Capt. James D. Hook and Miss Huldah

Wells who still resides in Hancock. Miss Wells who is yet a sprightly old lady and the possessor of an excellent memory gives a vivid description of the marriage.

#### A LUDICIOUS MATCH

Mr. McCaffery was a fine-looking, well-dressed gentleman, a little past forty.

The bride was considerably past sixty and the weight of years had told on her face and her form, although her physical powers were as vigorous as in youth. She was arrayed in pretty furbelows and powder and paint as she stood before the clergyman in the old house on the site of which the Knights of Pythias Hall now stands, and vowed fidelity to the clever Irishman. Miss Wells says she never forgot the look of the groom. He was uniformly affable to the guests but never once did he look upon his bride. The matter was very noticeable at the time and when the young men of the town came to hold charivari, the groom appeared alone, contrary to custom, and gave the leader, who was Capt. Hook, a five-dollar bill to treat. The would have-been serenaders then dispersed.

#### McCAFFERY DISAPPEARS

McCaffery never lived with his wife and the idea of many of the villagers that he married her for money was soon dispelled. Early in 1852, at the time of the great freshet, Captain McCaffery went down the canal with a load of grain and was never again heard of until the search began for his heirs. The belief was general that he had either been murdered, or drowned in the flood.

#### CHILDREN TAKEN TO HANCOCK

Following soon his disappearance, it was heard in Alexandria the McCaffery had relatives at Hancock and hither the children were sent, Mr. Creighton not being able to support them. They were taken to Mrs. McCaffery, or Nancy Ganoe, but she was unable to care for them, consequently they were assigned to various homes in the community. The children were named Mary, Susan, Margaret, Sarah and William.

Mary was reared by the late James Coudy, member of the Maryland legislature, whose family now resides in Baltimore. Sarah married James

Seamans, a boatman and saloon keeper once a resident of Hancock. She died and was buried there. Her husband and surviving children - John and Anne since married, now reside in Georgetown.

#### THREE YET MISSING.

The whereabouts of Mary, Susan and William are unknown. Including grand-children, seven heirs are at present known. The dispatch from Chicago stating that McCaffery had a daughter, Nancy Riley who was kidnapped fifty years ago and taken to Ireland is not corroborated at Hancock. If true, she was a child by the first wife and was never taken with the other children to that town.

Nancy Ganoe died in 1854. She never changed her name. Robert Bridges was the executor of her estate.

#### NO SETTLEMENT FOR FIVE YEARS.

No money is to be paid for five years and in the meantime, the search for the heirs will be continued. C. E. Crafts, an attorney looking up the missing relatives, was speaker of the Illinois House during the memorable session which resulted in the election of Gen. John M. Palmer to the U. S. Senate. He has been in Hagerstown once and in Hancock twice within the past ten days.

#### PROMINENCE IN CHICAGO

McCaffery was prominently connected with the Heino's Trust and Savings bank in which a large portrait of him hangs. He became very prominent in Chicago financial circles and was always rated high. How he made his fortune is not known.

Over the grave of a wife, buried in Chicago, is a magnificent monument which McCaffery erected. It is altogether probable that he had five wives. He left a widow. On an eleven-year-old son he settled \$40,000 and an annuity of \$2,000. He seemed to think before he died that the bulk of his estate should go to his first children, only a few of whose names he remembered. He provided in his will that no money should be paid for five years that they might be looked up. His existence covered 87 years.

#### AFTER FIFTY YEARS

Attorney Crafts states that McCaffery visited Hancock four or five years ago, with a man named Kelly but departed without disclosing his identity.

#### ES, Wed. 9/12/94, p. 10. **Large Traffic on the Canal Makes Business Lively.**

The coal traffic on the Chesapeake and Ohio canal is said at the office to be heavier at the present time than at any period since the canal was repaired.

Yesterday there were shipped from Cumberland, consigned to Williamsport and Georgetown dealers in coal, cargoes aggregating 2,337 tons. There were twenty-three boats in all, carrying an average load of 100 tons. The lightness of the cargoes is caused by the shallowness of the water on the Cumberland level. This level is nine miles in length. Below this point the river widens, and numerous small streams empty themselves into the canal, the quantity of water. At the lower end of the level the canal company's big pump does much toward increasing the water's depth.

On 2,337 tons there will be paid in tolls by the time the cargoes reach town \$1,104.97. There are nearly 200 working boats on the canal at the present time. The canal's present prosperous condition has been brought about largely through the recent Cumberland strike, which caused for weeks almost a complete tie-up of the traffic in coal. The orders for the black fuel are coming in overwhelmingly. Most of them are from the manufacturing cities of New England, where Cumberland and the George's Creek coal is used very extensively.

The activity about the canal company's office is ahead of any that has been enjoyed for years. Captains are coming and going, paying their tolls and grumbling, and consignees are hurrying to and fro with live business haste. The coming and going of vessels, bringing ice and carrying coal, is doing much for the Water street merchants. The ship chandlers are all on a hustle.

There's a horde of stevedores at work all along the wharves of the river and canal.

ES, Fri. 9/14/94, p. 8. **ABOUT GEORGETOWN** – The following boats have cleared Cumberland for Georgetown laden with coal consigned to Meredith, Winship & Company and John P. Agnew & Company: Joseph Stake, Capt. McCoy, 108 tons; Consolidation No. 7, Capt. [Smith], 105 tons; Consolidation No. 124, Capt. Stevens, 106 tons; W. C. Read, Capt. Dennier, 109 tons; Consolidation No. 102, Capt. Penner, 106 tons; A. H. Brandt, Capt. Roof, 106 tons; C. W. Ridley, Capt. Shives, 102 tons; Consolidation No. 20, Capt. Tice, 105 tons; Consolidation No. 3, Capt. Swain, 108 tons; Consolidation No. 143, Capt. McCarthy, 106 tons; H. S. Bond, Jr., Capt. Ingram, 109 tons; Consolidation No. 115, Capt. Rich, 107 tons.

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*Ibid*, p. 13. **HEIRS TO A FORTUNE**

The Chesapeake and Ohio canal has developed a story teeming with romantic interest. The children of the first wife of a man who, for the past eighteen months, has been a lock tender in Georgetown, with a salary of \$20 a month, and who has always had slender means, are said to be heirs to an estate worth at conservative estimate \$600,000. The story as told to a reporter this morning by the father of the children, George W. Seaman, by the ex-manager of the canal, who has been made acquainted with it through authentic sources, and indirectly by the attorney who has been placed in charge of the affairs, is as follows:

There lived in Hancock, Maryland, for some years previous to 1852, a man by the name of Joseph McCaffrey. He had two boats on the canal, engaged in the grain trade. He was ignorant, but shrewd. Through his canal trade he managed to eke out an existence. Shortly before 1852 his first wife died, leaving several children. He married again. This wife, the story says, was burned to death. For the third time he married. This wife, it is said, was possessed of some money. One day McCaffrey borrowed enough to buy his two boats full of grain and left for

Georgetown. The boats a few days later were found abandoned and McCaffrey gone. After the wife had waited a reasonable time for his return, she seemed to realize that she had been deserted, and finally dropped the name of McCaffrey, assuming that of Graham, her maiden name, which her daughter also adopted. Soon the children of the runaway husband became scattered. It was not long before the last wife died. Her daughter Mary, who seems to have been a girl above her stepsisters in education, etc., was taken in by a family in Alexandria, named Creighton, who had become acquainted with her. There she lived until she had grown to nearly womanhood.

The other children went far and wide. Sarah, the eldest of them all, married George Seaman, a canal boatman. All of them have as yet not been located, but it is said that they occupy positions of wide social diversity.

**After Many Years.**

After forty-two years there comes from Chicago, through a prominent law firm, the intelligence that John McCaffrey, formerly of Hancock, Md., who left there in 1852, has recently died, and left to his daughters and their heirs his entire estate, valued at about \$600,000. In the event of is children not being found within five years, the entire estate is to go to a Chicago charity. McCaffrey, according to Mr. Crafts, a representative of the firm now looking up the heirs, made his money in grain speculation. At one time he was worth over a million dollars. He died at the age of eighty-seven. The \$600,000 is invested in railroad and bank stock.

The Seaman home was visited this morning by the reporter. It is a miserable shanty on the north bank of the canal between 30<sup>th</sup> and 31<sup>st</sup> streets. Poverty is apparent everywhere. The children are typical daughters of the canal. They referred the reporter to their father. He was found at his lock, near 29<sup>th</sup> street. He talked sensibly of his reported good fortune. The matter is now in the hands of lawyers.

All the canal boatmen have caught on to the story, and are talking of Seaman's windfall



with gasps and popping eyes. They have, however, swelled the \$600,000 to \$60,000,000. Seaman is to them now an object of great respect.

Lawyer Crafts has just left for Hancock, where he hopes to find out much about the family.

**Something about McCaffrey.**

Ellen Graham is now Mrs. Rice, the wife of M. P. Rice of this city. Previous to McCaffrey's marriage with Mrs. Rice's mother, he is said to have been married and to have had two children. This has not been proved. Five children were the results of his second marriage, and the second wife was burned to death by an explosion of coal oil.

His children by his second wife, Mary, Susan, Sarah, Margaret and William, were taken to Hancock and placed in charge of his third wife, Nancy Ganoë. She was unable to provide for them and they were distributed among the hones in the county roundabout. Mary was reared by John Coudy of Baltimore. Sarah is buried at Hancock, Md., but her husband and two children, John and Annie, are said to be residents of Georgetown. Margaret is matron of Bellevue Asylum at Hagerstown. The whereabouts of William and Mary is not known.

Although McCaffrey died at Chicago in June last, the testator ordered that no money should be paid out of the estate to heirs for five years, and during that period the search for them will be continued, or until they are accounted for. McCaffrey married at Chicago and left considerable money to his wife and an eleven-year-old son. It is said, though, that the will leaves the bulk of his estate to his first children. Mr. Rice has written to Chicago for a copy of the will.

Sat. 9/15/94, p. 3.<sup>14</sup> **John McCaffery's Estate.** - The boatmen along the Chesapeake and Ohio Canal are agog over the windfall which it is said has come to the children of George W. Seaman, a lock tender on the canal. They, with Mrs. M. P. Rice, the wife of a local photographer, are said to be among the principal heirs of John McCaffery,

an aged capitalist, who died in Chicago the past summer, leaving an estate of about \$600,000.

McCaffery, it is said, was a canal boatman living at Hancock, Md., in 1852, when he married a woman named Graham, who had some money. It is alleged that he deserted her after getting some of her money. His children by his several marriages scattered and now occupy widely different social positions. One became the wife of Seaman, the canal tender, and another of Photographer Rice.

Now word has been received from Chicago that McCaffery amassed a fortune there and that the children he left behind are the heirs. Attorney Crafts, of a well-known Illinois firm, is here investigating the matter of kinship to McCaffery.

ES, Wed. 9/19/94, p. 11. **ABOUT GEORGETOWN.** - The Small streams near the head of the Chesapeake and Ohio canal have been considerably swollen by the rains, but no damage to the canal has been reported. Reports from dam No. 4, eighty-five miles up, state that the water in the great trade trough has risen about three feet. This is a healthy and needed increase in the depth, as for some time the water has been so low that heavy traffic has been interfered with. It was found necessary during the last week or two of the drought to lighten the cargoes from fifteen to twenty tons, and even then, the boats could not get through the Cumberland level until the canal company's big pumps had been put to work taking water from the river. The banks of the canal are, no doubt, all solid, in spite of the rains, as a report of any defect would have been sent to headquarters at once by some of the company's representatives scattered all along the line.

The coal receipts yesterday in Georgetown were smaller than they have been for some time, the rain interfering somewhat with the boats' movements.

ES, Thu. 9/20/94, p. 11. **Notes of Interest.** The grain boat Seneca has arrived with 1,000 bushels of wheat and 20 tons of hay consigned to

<sup>14</sup> *The Washington Times*, Washington, D. C.

J. G. & J. M. Waters. Wheat is bringing 52 cents [per bushel] and hay from \$10 to \$12 [per ton].

ES, Fri. 9/21/94, p. 13. **ABOUT GEORGETOWN** – The following boats arrived yesterday with coal: Consolidation No. 17, 107 tons; James Goddard, 107 tons; Consolidation No. 12, 109 tons; Consolidation No. 101, 107 tons; W. C. Reed, 108 tons; A. L. Miller, 109 tons; James Bryan, 104 tons; Consolidation No. 2, 106 tons. These cargoes were consigned to Meredith, Winship & Co. The canal company now “has water to sell,” the recent rains having brought the feeder up to more than its usual level. Water is coming over the Cumberland dam. Boats are being loaded now with the regulation number of tons – from 116 to 120.

ES, Thu. 9/27/94, p. 13. **Items of Interest.** The Unexpected came in yesterday with 3,000 bushels of wheat for G. T. Dunlop. Wheat is worth about 50 cents [per bushel]. The low price of wheat has brought the average flour down from \$5 to \$3. Bread, however, has not fallen in consequence.

ES, Sat. 9/29/94, p. 5. **ABOUT GEORGETOWN.** - Over 3,000 tons of coal were yesterday loaded at Cumberland for Georgetown and near-by points. Twenty-six boats were employed in taking the black fuel. The average cargo was 118 tons. This is the largest one-day shipment that has been made for years.

As the bulk of the coal is consigned to Georgetown, and as the tax on each ton is 50 cents, the Chesapeake and Ohio Canal Company will make nearly \$1,500 out of yesterday's coal business. In addition to this, miscellaneous cargoes were shipped from various points.

Boats arrived yesterday as follows: Consolidation No. 120, Capt. Myers; A. H. Dowden, Capt. Sherries; Kate Hassett, Capt. Myers; R. L. Somerville, Capt. R. D. Smith; Consolidation No. 8, Capt. Swain; Consolidation No. 119, Capt. Creamer; C. E. Mayers, Capt. Crampton; and Little Ned, Capt. James Hall. With

the shipments to Williamsport, about 1,500 tons came in.

No definite date has been fixed for the closing of the canal. Commerce will be carried on as long as the weather allows the highway to remain open. In all probability coal will continue to come in until about the first of December.

ES, Mon. 10/1/94, p. 4. **Notes of Interest.** Mrs. James Chaney, who lives this side of Williamsport, on the Chesapeake and Ohio canal, left her baby in the cradle to go on an errand. When she returned, a copperhead snake was found lying coiled up on the infant's bosom. She killed the reptile. An examination of the child failed to show any wounds inflicted by the snake.

Charles Golden, a white man, made an assault upon Perry Stalk, a white boy, yesterday down near the bank of the canal. The screams of the boy brought the police up. Golden, in his efforts to escape, fell into the canal and was nearly drowned.

ES, Tue. 10/2/94, p. 4. **ABOUT GEORGETOWN** – Capt. Chaney of the canal boat Anteros, reports that night before last, George Johnson was shot on canal boat 101 by an unknown drunken man, while the boat was lying in the lock at Berlin, forty miles up the canal.

ES, Thu. 10/4/94, p. 10. **Judge Maulsby Dead.** Ex-Judge William P. Maulsby, one of the most prominent citizens of western Maryland, died at his home at Westminster, Md., yesterday after a brief illness, in the eightieth year of his age. Judge Maulsby was born in Harford county, July 10, 1815. In 1840 he was a candidate on the Van Buren electoral ticket. About 1854-55, he was president of the Chesapeake and Ohio canal, and in 1867 a member of the state constitutional convention from Frederick county. Upon the death of Judge Richard I. Bowie in 1870, he was appointed by Gov. Bowie chief judge of the Frederick and Montgomery circuit courts and judge of the court of appeals and served until the next general election.

He commanded a regiment during the civil war and had charge of a brigade at Gettysburg. Although a democrat, he was independent in feeling and several times voted against the regular nominees.

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*Ibid.* p. 13. **Notes.**

The Mollie C., with 4,400 bushels of wheat, came in yesterday, by way of the canal, for Geo. W. Cissel.

ES, Tue. 10/9/94, p. 12. Seven boats, with an average cargo of 116 tons, arrived yesterday by way of the Chesapeake and Ohio canal. All brought coal for Meredith, Winship & Co. and John P. Agnew & Co.

ES, Fri. 10/12/94, p. 12. **A Fortune.** George Seaman, whose children by his first wife, are heirs to one-fourth of an estate said to be worth \$450,000 or \$500,000, is still in charge of his Chesapeake and Ohio canal lock at 29<sup>th</sup> street. Attorney Beale, who is looking after his interests, reports that after investigation at Chicago, he has been satisfied of the genuineness of the fortune left by Seaman's father-in-law. The value of the estate, though, he thinks, has been overestimated.

**Canal Affairs.**

Laden boats arrived yesterday at Georgetown as follows: J. J. Alexander, 120 tons; Consolidation No. 138, 115 tons; Consolidation No. 114, 121 tons; W. R. Lewis, 108 tons; W. C. Reid, 122 tons; G. L. Nicholson, 113 tons; A. L. Miller, 113 tons; Consolidation No. 7, 122 tons; Theo. Dean, 120 tons; W. I. Stephenson, 115 tons; Libbie, 122 tons; Consolidation No. 101, 118 tons; H. C. Winship, 118 tons. The cargoes were consigned to Meredith, Winship & Co. and John P. Agnew & Co.

Boats left Cumberland on the 9<sup>th</sup> for Georgetown as follows: Consolidation No. 105, Capt. Berthol; Consolidation No. 115, Capt. J. Dick; W. H. Bayly, Capt. Penner; Star; Consolidation No. 9, Capt. Davis; C. W. Miller, Capt. Riley; Consolidation No. 113, Capt. Creamer; Consolidation No. 129, Capt. Bowers.

ES, Wed. 10/17/94, p. 12. **Canal Movements.** These boats arrived laden yesterday: Consolidation No. 113, Consolidation No. 129, New Alexandria, Consolidation No. 142 and Consolidation No. 9. The following left Cumberland on the 13<sup>th</sup> for Georgetown: George S. Renner, Consolidation No. 135, Consolidation No. 129, C. K. Lord, H. H. Keedy, George A. Hoffman, Judge Alvey, Geo. A. McIlhenny, Consolidation No. 124, Consolidation No. 11, Judge Bradley, Frankie & Fannie, Emma Mertens and Consolidation No. 145. With the boats consigned to Williamsport, there were twenty coaled up. The total tonnage of these is 2,377 tons. The Chesapeake and Ohio Canal Company out of yesterday's shipment will make \$951.92 in tolls.

ES, Thu. 10/18/94, p. 10. The Chesapeake and Ohio canal is doing a large business at Williamsport. During September 14,000 tons of coal were shipped from Cumberland to that place. The receipts for toll aggregated to \$3,400. The present month is showing a large increase.

ES, Wed. 10/24/94, p. 13. **AFFAIRS IN GEORGETOWN** – These boats came in yesterday laden with coal: Three Brothers, F. Flanagan, C. Wagley K., F. O. Beckett, Eva Cushwa, Wheatley Brothers and Consolidation No. 129.

The following left Cumberland on the 20<sup>th</sup>: W. P. Reed, Consolidation No. 14, C. F. F. Beale, M. M. Guinevan, Consolidation No. 10, A. S. Miller, A. W. Winslow, Consolidation No. 7, Consolidation No. 134, Fred. Whitehead, Anteos, Consolidation No. 118 and Consolidation No. 136. Including the cargoes shipped to Williamsport, 1,990 tons were shipped by way of the canal on the 20<sup>th</sup> instant.

Yesterday the following boats were loaded: B. R. Mayfield, F. J. Gannett, Theo. Dean, Consolidation No. 109, Consolidation No. 103, Park Agnew, C.W. Miller, W. S. Jacques,

Consolidation No. 137 and Consolidation No. 142; 1,294 tons in all were loaded on.

ES, Fri. 10/26/ 94, p. 9. **ABOUT**

**GEORGETOWN** – The Unexpected, Capt. F. Miller, has come in with 3,500 bushels of wheat and 1,000 bushels of corn, consigned to Geo. T. Dunlop. The grain comes from White’s Ferry.

Fri. 11/2/94, p. 1, 2:30 o'clock. **Shipments by Canal.** - The following boats left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown	
Consolidation No. 132	118 17
Consolidation No. 110	126 05
W. T. Coulehan	120 12
Plough Boy	120 16
Consolidation No. 17	120 00
Wheatley Bros.	114 01
Consolidation No. 122	119 18
Consolidation No. 116	116 08
C. W. Adams	118 19
S. S. Carroll	114 12
Consolidation No. 141	121 02
F. O. Beckett	120 12
J. R. McLean	119 01
G. M. Winship	119 03
Charles Darrow	114 02
W. B. Orme	114 12
John Leetch	117 06
Detroit	118 07
Joseph Bryan	118 02
Libbie	117 15
Consolidation No. 107	117 08
To Cushwa & Sons, Williamsport	
Mabel	118 00
Mary	117 00
Victor	111 10
To Steffey & Findley, Williamsport	
Mary Mertens	117 12

ES, Fri. 11/2/94, p. 11. **AFFAIRS IN**

**GEORGETOWN** – The following boats came in yesterday laden: Mertensville, D. W. Sloan,

Consolidation No. 103, W. S. Jacques, Consolidation No. 113, Consolidation No. 129, W. A. Leetch, Consolidation No. 1, Amelia Mayer, George S. Reiman, H. L. Bond, Consolidation No. 105, W. K. C. Bayly, L. M. Hamilton, Consolidation No. 125, F. Flanagan, Consolidation No. 119, George A. Hoffman and Three Brothers.

The following left on the 30<sup>th</sup> from Cumberland for Georgetown: Consolidation No. 106, George A. McIlheney, Judge Bradley, Consolidation No. 16, Little Fred, Muskingum, W. L. Walbridge, Judge McComas, Consolidation No. 104, Consolidation No. 145, Judge Boyd, Consolidation No. 120 and Consolidation No. 135. The consignees are Meredith, Winship & Company and John P. Agnew & Co. The captains say that they have had better luck on the canal this summer than they have enjoyed for many years. Not a break or a stoppage has occurred the whole season. This is considered a remarkable record for the Chesapeake and Ohio. Capt. Keesucker, who has been boating for twenty-eight years, says he has never had such a run of prosperity in all his career as that experienced during the season now on the verge of waning. He attributes his success to the careful overseeing of the canal by its present rulers, the trustees who were appointed merely as an experiment.

The Maryland came in yesterday with hay for Geo. T. Dunlop.

Sat. 11/3/94, p. 1, 2:30 o'clock. **Shipments by Canal.** - The following boats left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown	
E. R. Ladew	118 08
To Cushwa & Sons, Williamsport	
E. M. Ginevan	117 01
D. M. Shupp	119 13
Consolidation No. 20	121 08
J. P. Hewitt	119 14
To Steffey & Findley, Williamsport	
Judge Douglas	111 01

Canal Trade - 1894

G. W. McCardell 127 12  
 B. S. Randolph 119 00  
 GEORGE'S CREEK COAL & IRON CO.  
 A. W. Nicolson 117 12  
 BLACK, SHERIDAN, WILSON & CO.  
 To A. C. Gruber, Williamsport  
 Ruby 90 18

Tue. 11/6/94, p. 1, 2:30 o'clock. **Shipments by Canal.** - The following boats left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.  
 To Meredith, Winship & Co., Georgetown  
 Consolidation No. 127 117 08  
 M. E. Grove 114 00  
 Consolidation No. 10 123 03  
 Consolidation No. 138 118 12  
 Alice Cable 117 12  
 Consolidation No. 133 119 18  
 George S. French 110 05  
 Sallie 114 07  
 Consolidation No. 143 120 10  
 To Cushwa & Sons, Williamsport  
 M. J. Adler 119 15  
 Hilda Chaney 111 08  
 Charlie & Nellie 119 04  
 To Steffey & Findley, Williamsport  
 E. J. Goddard 120 13  
 GEORGE'S CREEK COAL & IRON CO.  
 To J. P. Agnew & Co., Georgetown  
 A. Greenless 118 15  
 J. J. Alexander 117 19  
 Park Agnew 118 09  
 D. W. Sloan 112 18  
 John Hanway 115 02  
 To Embrey & Smith, Williamsport  
 Little Walter 115 12  
 BLACK, SHERIDAN, WILSON & CO.  
 To A. C. Gruber, Williamsport  
 Ruby 90 02

Tue. 11/6/94, p. 1, 5:00 o'clock. **Shipments by Canal.** - The following boats left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.  
 To Meredith, Winship & Co., Georgetown  
 Daniel Linkins 112 02  
 Theo. Dean 117 04  
 Consolidation No. 137 118 04  
 Consolidation No. 118 119 16  
 To Cushwa & Sons, Williamsport  
 Frankie & Fannie 112 13  
 Little Fred 126 08  
 Victor 109 14  
 Sallie C. Goddard 118 17  
 To Steffey & Findley, Williamsport  
 Mrs. McComas 121 10  
 GEORGE'S CREEK COAL & IRON CO.  
 To Embrey & Smith, Williamsport  
 Muskingum 117 01  
 To J. P. Agnew & Co., Georgetown  
 H. C. Winship 120 00  
 Amelia Moyer 121 06

Wed. 11/7/94, p. 1, 5:00 o'clock. **Shipments by Canal.** - The following boats left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.  
 To Meredith, Winship & Co., Georgetown  
 Consolidation No. 136 115 00  
 Consolidation No. 132 124 13  
 Consolidation No. 11 119 09  
 Consolidation No. 12 117 13  
 John C. Poor 118 09  
 C. Weagly K. 117 11  
 C. R. White 119 11  
 W. I. Stephenson 116 02  
 Consolidation No. 9 122 00  
 Consolidation No. 134 124 12  
 Consolidation No. 14 119 10  
 C. F. T. Beall 119 12  
 Consolidation No. 99 120 10  
 Consolidation No. 114 118 10  
 To Steffey & Findley, Williamsport  
 Sallie Irene 124 16  
 To Cushwa & Sons, Williamsport  
 Mary 117 10  
 GEORGE'S CREEK COAL & IRON CO.  
 To J. P. Agnew & Co., Georgetown

A. G. Johnson	122 17
R. L. Somerville	117 07
Fred Wieland	100 06
Mertensville	120 03
Geo. A. Hoffman	116 18
A. H. Bradt	122 09
R. D. Johnson	111 00

Thu. 11/8/94, p. 1, 5:00 o'clock. **Shipments by Canal.** - The following boats left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown	
Judge Stake	116 09
Consolidation No. 2	120 08
C. E. Ways	120 00
Consolidation No. 8	116 01
Consolidation No. 123	117 19
A. L. Miller	117 09
Consolidation No. 7	119 01
Judge Hagner	120 00
Nelson C. Read	119 02
Consolidation No. 1	117 19
W. A. Leetch	120 06
Consolidation No. 113	117 10
Consolidation No. 129	119 05
To Cushwa & Sons, Williamsport	
E. M. Ginevan	116 13
Consolidation No. 20	122 13
Mabel	118 10

GEORGE'S CREEK COAL & IRON CO.

To Embrey & Smith, Williamsport	
C. W. Ridley	120 10
To J. P. Agnew & Co., Georgetown	
John K. Shaw	122 00

ES, Thu. 11/8/94, p. 12. **Canal News.**  
 On November 7 the following boats left Cumberland, laden, for Georgetown:  
 Consolidation No. 118, Daniel Linkins, Theo. Dean, Muskingum, Moyer, A. J. Johnson, Consolidation No. 137, Consolidation No. 136, Consolidation No. 132, Consolidation No. 1, R. S. Sommerville and Fred Wieland. Including the

cargoes assigned to Williamsport, four in number, 1,892 tons were shipped on the 7<sup>th</sup> instant.

The arrivals in town yesterday were large. The canal's condition is firm in every respect.

The water continues deep, the cargoes heavy. The average load brought down from Cumberland consists of 120 tons, over 96 and 100 under the old management.

Fri. 11/9/94, p. 1, 3:30 o'clock. **Shipments by Canal.** - The following boats have left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown	
Consolidation No. 131	115 17
Consolidation No. 103	120 01
W. S. Jacques	117 18
Consolidation No. 6	118 02
Consolidation No. 13	118 06
Consolidation No. 125	119 05
Consolidation No. 105	116 02
Consolidation No. 119	114 03
W. H. C. Bayley	118 12
Bradley T. Johnson	118 02
Consolidation No. 15	121 03
A. H. Dowden	122 12
B. R. Mayfield	121 12
George S. Reiman	118 02
Consolidation No. 5	118 10
To Cushwa & Sons, Williamsport	
D. M. Shupp	126 06
F. S. Garrett	118 06
Lutie & Monie	117 10
To Steffey & Findley, Williamsport	
Green Ridge	121 16

Mon. 11/12/94, p. 1, 2:30 o'clock. **Shipments by Canal.** - The following boats have left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown	
Chas E. K., Jr.	119 10
Hugh L. Bond, Jr.	118 02

Canal Trade - 1894

Judge McComas	117 12
Consolidation No. 121	121 15
To Cushwa & Sons, Williamsport	
M. J. Adler	119 04
Consolidation No. 130	120 02
G. L. Nicholson	125 09
Consolidation No. 126	125 06
GEORGE'S CREEK COAL & IRON CO.	
To J. P. Agnew & Co., Georgetown	
J. R. Zimmerman	118 03
C. W. Miller	115 10
Ivy City	120 00
Benj. Vaughn	120 07

Wed. 11/14/94, p. 1. **Shipments by Canal.** - The following boats left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown	
Consolidation No. 128	121 15
L. M. Hamilton	119 11
J. P. Hewitt	117 01
Consolidation No. 121	120 19
H. H. Keedy	118 00
C. K. Lord	119 10
Consolidation No. 101	122 10
M. E. Grove	111 10
To Steffey & Findley, Williamsport	
Judge Douglas	115 05
Col. F. T. Goddard	111 07
Mary Mertens	113 18
To Cushwa & Sons, Williamsport	
Victor	111 12
Sallie C. Goddard	111 19
Mary	116 09
GEORGE'S CREEK COAL & IRON CO.	
To James Snyder, Sharpsburg, Md.	
John K. Cowen	112 15
To J. P. Agnew & Co., Georgetown	
Antares	97 19
To Embrey & Smith, Williamsport	
Muskingum	118 01
Laura B. Agnew	120 10

Fri. 11/16/94, p. 1, 2:30 o'clock. **Shipments by Canal.** - The following boats have left this port

laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown	
Katie Hassett	116 10
Libbie	114 11
Consolidation No. 145	118 01
Consolidation No. 21	121 07
Judge Alvey	119 18
Consolidation No. 116	116 19
Consolidation No. 144	116 10
Consolidation No. 111	122 15
Consolidation No. 104	120 17
J. R. McLean	121 04
To Cushwa & Sons, Williamsport	
D. M. Shupp	124 06
Consolidation No. 20	123 17
To Steffey & Findley, Williamsport	
Mrs. McComas	125 12
Green Ridge	120 14
GEORGE'S CREEK COAL & IRON CO.	
To Embrey & Smith, Williamsport	
Emma Mertens	113 16
To J. P. Agnew & Co., Georgetown	
Eva	115 15

ES, Fri. 11/16/94, p. 9. Cargoes aggregating 2,003 tons, left Cumberland yesterday for Georgetown and intermediate points on the Chesapeake and Ohio canal. The boats consigned to Georgetown dealers are as follows: M. E. Grove, Judge Cox, Consolidation No. 16, Consolidation No. 141, Consolidation No. 19, W. H. Dunkinson, H. H. Keedy, C. K. Lord and Consolidation No. 101. Eight boats were consigned to Williamsport.

Sat. 11/17/94, p. 1, 5:00 o'clock. **Shipments by Canal.** - The following boats have left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown	
S. S. Carroll	117 18
James A. Garfield	119 18
F. O. Beckett	121 12
Consolidation No. 115	121 14

Canal Trade - 1894

Consolidation No. 139	120 06
Round Top	115 00
To Cushwa & Sons, Williamsport	
M. J. Adler	124 00
G. L. Nicholson	116 18
Consolidation No. 130	121 04
To Steffey & Findley, Williamsport	
Col. F. T. Goddard	118 19
To B. P. Crampton & Co., Brunswick	
Consolidation No. 4	123 09
BLACK, SHERIDAN, WILSON & CO.	
To A. C. Gruber, Williamsport	
Ruby	92 06

Mon. 11/19/94, p. 1, 5:00 o'clock. **Shipments by Canal.** - The following boats have left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.	
To Meredith, Winship & Co., Georgetown	
Joseph Bryan	120 09
James Goddard	121 09
Judge A. H. Boyd	122 11
Consolidation No. 143	121 11
W. R. Lewis	122 18
Charles Darrow	120 17
G. M. Winship	115 07
Consolidation No. 127	120 15
To Cushwa & Sons, Williamsport	
Consolidation No. 126	120 19
Mary	115 19
To Steffey & Findley, Williamsport	
Charlie & Nellie	112 01
GEORGE'S CREEK COAL & IRON CO.	
To J. P. Agnew & Co., Georgetown	
H. C. Winship	127 09
Park Agnew	116 01
John Hanway	115 07
To Embrey & Smith, Williamsport	
J. H. Mertens	115 16
Little Walter	120 10

Wed. 11/21/94, p. 1, 5:00 o'clock. **Shipments by Canal.** - The following boats have left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.	
To Meredith, Winship & Co., Georgetown	
Consolidation No. 140	120 08
Consolidation No. 117	117 15
Consolidation No. 132	120 14
Consolidation No. 138	122 10
Theo. Dean	122 06
Consolidation No. 137	123 12
Consolidation No. 10	120 12
To Cushwa & Sons, Williamsport	
Victor	111 09
Consolidation No. 122	121 09
GEORGE'S CREEK COAL & IRON CO.	
To J. P. Agnew & Co., Georgetown	
Mertensville	123 00
John K. Shaw	123 10
To Embrey & Smith, Williamsport	
Muskingum	121 11
Emma Mertens	123 07

Tue. 11/27/94, p. 1, 2:30 o'clock. **Shipments by Canal.** - The following boats have left this port laden with coal since the close of this report yesterday afternoon:

CONSOLIDATION COAL CO.	
To Meredith, Winship & Co., Georgetown	
George S. Reiman	121 07
E. M. Ginevan	116 17
Consolidation No. 13	119 19
Consolidation No. 9	118 11
Consolidation No. 116	119 16
Consolidation No. 104	118 19
Bradley T. Johnson	118 15
To Steffey & Findley, Williamsport	
Mrs. McComas	114 18
Henry Hanekamp	114 13
B. S. Randolph	117 00
To Cushwa & Sons, Williamsport	
Consolidation No. 130	121 13
Consolidation No. 126	121 14
Mary	115 03
GEORGE'S CREEK COAL & IRON CO.	
To J. P. Agnew & Co., Georgetown	
Ivy City	126 13
J. J. Alexander	121 15
C. W. Miller	117 17



Ollie V.

120 10

ES, Tue. 11/27/94, p. 11. **AFFAIRS IN GEORGETOWN** – There are many indications leading up to the belief that the transportation company organized some time ago for the purpose of facilitating, enlarging and improving the Chesapeake and Ohio canal trade will begin to operate early next spring. The past season has shown so conclusively that the canal, when properly managed, is a paying affair that the promoters of the transportation company have decided to delay now no longer than is absolutely necessary to make and perfect arrangements. Whether electric or mule power will be used is now under consideration. Should the transportation company decide to use the electric power, the trustees of the canal, it is understood, are to furnish the wires and appliances, either experimental or permanent. The transportation company, however, is not to possess exclusive rights over the canal trade.

It is claimed by an officer of the Chesapeake and Ohio canal that it would take three million dollars to electrically equip the commercial highway. To newly equip with boats and mules, but \$450,000 expenditure would be necessary. This great difference seems to be no object to the transportation men, as in spite of all figures exhibited by old canal men, they believe the improvement will be a paying one. The canal under the most favorable conditions can admit of the passage of but 1,000,000 tons of coal a year through the locks. Two hundred boats of the present capacity can accomplish this end readily.

ES, Wed. 11/28/94, p. 8. **Canal Affairs.** Boats left Cumberland on the 26<sup>th</sup> for Georgetown laden as follows: Consolidation No. 2, Capt. Saylor; Consolidation No. 112, Capt. Williams; E. M. Guinnevan, Capt. Cox; Consolidation No. 13, Capt. Fox; Consolidation No. 6, Capt. Renner; B. T. Johnson, Capt. Riley; J. J. Alexander, Capt. Bowers; C. W. Miller, Capt. Benner; Ollie V., Capt. Creamer; Consolidation No. 114, Capt.

Bowers; Consolidation No. 113, Capt. Bowers; Consolidation No. 129, Capt. Fox. With the cargoes consigned to Williamsport, 1,908 tons were loaded on the 26<sup>th</sup> for canal transportation.

Thu. 11/29/94, p. 7. <sup>15</sup> **Mrs. Thomas Manning.** - Mrs. Thomas Manning a highly respected woman, died at her home near Millstone, Tuesday, from paralysis. Her funeral occurred Wednesday, Rev. J. C. Koon, Hancock, officiating. Her husband is an old soldier and has been connected with the Chesapeake and Ohio canal carpenter force.

Thu. 12/1/94. <sup>16</sup> **DYING – John Williams Suffering with Rheumatism in a Damp Cabin on a Boat** – John Williams, colored, is dying on a dilapidated canal boat in the basin just below the old wharf in Cumberland. He is originally from Washington county, Md., and has been a boatman for many years. The boat on which he is barely existing is called the “J. P. Agnew,” and only a few rotten planks and a piece of oilcloth separated his miserably heated cabin from the water.

The Cumberland almshouse is crowded and every room is occupied. The Washington county authorities will, in all probability, take care of Williams, and he desires to be taken to his old home in Hagerstown, or to the alms house in Cumberland. To remain on the boat another week means death, and Police Lieut. Hughes is determined to have the poor man taken from his present filthy quarters and placed in some institution where proper nourishment and medical attention will be furnished him. The Lieut. says that “the cabin is not fit for a dog to sleep in let alone a human being.”

ES, Fri. 12/7/94, p. 9. **Notes.** Three thousand bushels of corn came in yesterday for George T. Dunlop by way of the canal.

Sat. 12/8/94, p. 1. **In Excess of Former Years.** - The Hagerstown *Mail* contains the following in reference to the Chesapeake and Ohio canal: The

<sup>15</sup> *The Herald and Torch Light*, Hagerstown, Md.

<sup>16</sup> *Daily Mail*, Hagerstown, Md.

cargoes discharged at Williamsport are in excess of former years. The aggregate for the season may reach 100,000 tons. All of the coal that comes to the Williamsport wharves is taken away by the Western Maryland and Cumberland Valley trains. The Western Maryland has a track running along the edge of the canal and there are three wharves at which coal is transferred from boats to cars; Victor Cushwa & Sons have the first wharf; Steffey & Findlay the second; and Arthur Gruber the third. Smith & Embrey have the wharf at the Cumberland Valley siding at Powell's Bend.

The Western Maryland trains distribute all along the main line and branches. They take it to Waynesboro, Gettysburg, Hanover, York, and in fact to most of the towns in Southern Pennsylvania. A great deal is taken to Shippensburg and delivered to the Reading system. The Cumberland Valley trains take coal east by way of Harrisburg.

ES, Mon. 12/10/94, p. 12. **Bought a Shipyard.** Mr. G. L. Nicholson, general manager of the Chesapeake and Ohio canal, and Mr. William T. Hassett of Four Locks, a canal supervisor, have bought the Mitchell & Dawson boat yard at Hancock and will fit it up for the construction of boats during the winter months. The old yard has not been in operation for some time.

Thu. 12/13/94, p. 6.<sup>17</sup> **To Revive Boat Building.** - G. L. Nicholson, superintendent of the Chesapeake and Ohio canal and Wm. T. Hassett, of Four Locks, one of the supervisors, have purchased the old Mitchell & Dawson boat yard at Hancock, which has been idle for some years and will recommence boat building. This means employment to a number of idle boat builders and carpenters about Hancock.

Mon. 12/17/94, p. 6. **The Canal to Close.**

No way bills will be issued at the Williamsport office of the Chesapeake and Ohio canal for boats to Cumberland after today, and the water will be drawn from the canal next Saturday.

ES, Mon. 12/17/94, p. 9. **MUCH MIXED ESTATE** – Through an old record book, belonging to Mrs. James R. Smith of Hancock, Md., in which has been faithfully kept an account of the “events” of his place for many years, important evidence has been discovered bearing on the heirs of John McCaffrey, the eccentric octogenarian who, after years of poor success on the Chesapeake and Ohio canal here, suddenly left one day wife, home and children, went to Chicago, amassed a fortune estimated at half a million, and then died, leaving his wealth to his heirs if they could be found.

The record book has been brought to public use through the visit of Mrs. Marion Hooper of Baltimore, with the object of collecting additional evidence as to her father's legal descendants. McCaffrey left Hancock, where he resided when not on his boat, in 1852. He had been married three times. The last union was with Nancy Ganoe, a woman very much older than himself. After his departure, the children became scattered, and some died.

There have been found, however, Margaret, who is now Mrs. Shipley, matron of Bellevue Asylum near Hagerstown; Mrs. Hooper, who was reared by James Condry, later a member of the Maryland legislature; Mrs. Rice, the wife of the Pennsylvania avenue photographer, and the children of James Seaman, the Georgetown lock tender, who married another daughter. The mother of the Seaman children is dead, and they are consequently entitled to her share of the estate. Their father has married a second time. Seaman receives \$25 a month from the Chesapeake and Ohio Canal Company for his work in opening and shutting the gates on the waterway at 29<sup>th</sup> street. His children are in need greatly of their windfall. McCaffrey never wrote or allowed any one here to get intelligence from him while away, and all who thought of him at all thought only of him as one dead and whose life had been uneventful and unsuccessful.

<sup>17</sup> *The Herald and Torch Light*, Hagerstown, Maryland.

One of McCaffrey's wives was burned to death.

The lawyers representing the various heirs are quickly getting things together for their clients. Trips have been made to Chicago, and the reality of the fortune established. It is represented by stock, principally of the best corporations in the city.

Attorney Beale of Georgetown represents the Seaman children.

Tue. 12/18/94, p. 6. **A Good Showing.**

The Chesapeake and Ohio canal is practically closed for the season. The shipments to Williamsport for November were the heaviest ever known in the history of the waterway, as follows: To Cushwa & Sons, 7,870 15; Steffey & Findley, 1,297 05; Embrey & Smith, 2,257 15; A. C. Gruber, 662 09; making a grand total of 15,935 tons and 15 cwt. The receipts from all sources at the Williamsport office were a few cents over \$4,000.

ES, Tue. 12/18/94, p. 12. **AFFAIRS IN GEORGETOWN** – The last shipment of the season from the mines of Cumberland to Georgetown over the Chesapeake and Ohio canal was made on Saturday. The last consignment to Williamsport will be made on Wednesday of this week. On Saturday the canal throughout its entire length will be closed for the season. The water will be drawn off, and those who make their living in transporting cargoes will hibernate, as usual. Many boating families will live the entire winter in the cabins of the flat-bottomed, dreary water houses held fast in the mud of the big trough, while others call shanties in lonely spots along the river their winter quarters. Some few will find employment in the cities along the water course. The majority of boatmen, those who are true to their calling, though, do not work in winter. They just exist and wait for the summer to come again. None ever make enough during the boating months to keep them comfortable throughout the

year, but this does not interfere with their winter rests usually.

The coal shipments from Georgetown by way of the Potomac have already ceased. A few miscellaneous cargoes are still going out, but none of any importance. The principal shipping companies will at once put carpenters at work repairing old and constructing new boats for the season of 1895. The past season has been so prosperous that the next will witness more boats on the waterway than have ever before been engaged in traffic.

Thu. 12/20/94, p. 7. <sup>18</sup> **ISAAC EDDY** - Isaac Eddy, a well-known boatman on the Chesapeake and Ohio canal, who formerly resided in this county, died in Washington on December 13. He leaves a wife and several grown children. A daughter, Mrs. May Grimm, formerly resided in this city. John H. Eddy, a former boatman, residing in Hancock district, is a brother.

**THE LATE MRS. SUMMERS**

Mrs. Catherine E. Summers, who died near Hancock, on Dec. 9, at one time kept a boarding house in this city. Her husband was drowned some years ago in one of the locks of the Chesapeake and Ohio canal.

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*Ibid*, p. 8. **MARY McCAFFERY FOUND. - The Missing Daughter of John McCaffery Lives in Baltimore.**

Mrs. Marion Hooper, of Baltimore, nee Mary McCaffery, is the long-sought-for daughter of John McCaffery, who recently died in Chicago, possessed of nearly \$1,000,000 which he left to his unknown children. The story of the life of McCaffery, who once boated on the Chesapeake and Ohio canal, his mysterious disappearance in the Fifties and his death in Chicago last summer where he lived unknown to his children for forty years during which he amassed great wealth, has already been told in the *Herald*. He made a will giving his estate to his children and ordered that a search be instituted for them.

<sup>18</sup> *The Herald and Torch Light*, Hagerstown, Maryland.

Mrs. Hooper was in Hancock, several days, this week, hunting up evidence in the case. She was accompanied by her attorney. Mrs. Hooper was reared at Hancock in the family of the late James Coudy. She left the town when a young lady, some years ago.

James R. Smith, an aged resident of Hancock, has carefully kept a diary of all interesting happenings at Hancock for years back. He had some dates and facts that bore upon the McCaffery case and Mrs. Hooper and her attorney spent several hours with him obtaining them.

A number of the older residents of the town were interviewed by the long-lost daughter. She left Hancock yesterday for her home. Mrs. Margaret Shipley, matron at Bellevue, is a sister of Mrs. Hooper and one of the heirs to the McCaffery estate.

ES, Fri., 12/2/94, p. 3. **Notes.**

Twenty-two hundred bushels of wheat and 1,800 bushels of corn have arrived for Geo. T. Dunlop. From upper Maryland, three other grain cargoes have also come in, consigned to Geo. W. Cissell & Co. and J. G. & J. M. Waters. Wheat is bringing 58 cents [per bushel] and corn 47 [cents per bushel].

Mon. 12/24/94, p. 1. **THE CANAL'S SHOWING.** - The following statement shows the amount of coal transported over the Chesapeake and Ohio canal from this port during the season of 1894:

To Georgetown - Consolidation Coal company, 146,484 12 tons; George's Creek, 45,561 16 tons; Black, Sheridan, Wilson, 474 10 tons; West Virginia Central railroad 208 06 tons; total, 192,729 04 tons.

Williamsport - Consolidation Coal company, 89,605 01 tons; George's Creek, 14,337 02 tons; Black, Sheridan, Wilson, 3,556 09 tons; Borden, 90 13 tons; total, 107,589 05 tons.

Hancock - Consolidation Coal company, 1,594 15 tons; total 1,595 15 tons.

Shepherdstown - Consolidation Coal company, 229 10 tons; Black, Sheridan, Wilson, 114 01 tons; total 343 11 tons.

Sharpsburg - Consolidation Coal company, 220 17 tons; total, 220 17 tons.

White's Ferry - Consolidation Coal company, 226 06 tons; George's Creek, 100 07 tons; total, 326 13 tons.

McCoy's Ferry - Consolidation Coal company, 111 02 tons; George's Creek, 118 16 tons; total, 229 18 tons.

Harper's ferry - Consolidation Coal company, 16 00 tons; total, 16 00 tons.

Point of Rocks - Consolidation Coal company, 109 06 tons; total, 109 06 tons.

Brunswick - Consolidation Coal company, 123 09 tons; total, 123 09 tons.

Potomac View - Consolidation Coal company, 109 18 tons; total, 109 18 tons.

Seneca - George's Creek, 113 01; Black, Sheridan, Wilson Co., 40 12 tons; total, 153 13 tons.

Okonoko - George's Creek, 45 12 tons; total, 45 12 tons.

Four Locks - George's Creek, 102 13 tons; total, 102 13 tons.

Total shipments by each company for the year - Consolidation Coal company, 238,830 16 tons; George's Creek, 60,379 07 tons; Black, Sheridan, Wilson Co., 4,185 12 tons; West Virginia Central Railroad, 208 06 tons; Borden, 90 13 tons; grand total of shipments for the year, 303,694 14 tons.

ES, Tue. 12/25/94, p. 7. **Notes.**

The owner of the "Floatin' Pallis" (the flat-bottomed photograph gallery of the Chesapeake and Ohio canal) is dead. He was H. A. Edwards, an eccentric fellow, partially paralyzed. For several years he has tin typed the boatmen and their families. His craft was the most conspicuous on the waterway. Photographer Edwards died in Washington while his boat was tied up at the Four Locks. He was rough and gruff in appearance and speech, and was a man of intelligence in spite of indications to the contrary.

Wed. 12/26/94, p. 5. There is talk of equipping the Chesapeake and Ohio canal with electricity, with a view to increasing its usefulness as a waterway; but many are of the opinion that the towpath of the ancient ditch ought to be equipped with a modern steam railroad. - *Baltimore Herald*.

Under the present business-like management, we think the ancient ditch is very successful as a canal, and the people of Western Maryland will use every effort to have it maintained as such. - *Independent*.

The canal we have and will more than likely keep. The railroad will be built by and by, then we shall have both. No need of sacrificing this valuable waterway for a railroad. The doctrine of *necessitudo nonhabet legem* does not apply in this case.