COMPILATION OF
CANAL TRADE ARTICLES FROM
THE EVENING TIMES
a Cumberland, Md. newspaper
and
EVENING STAR
a Washington, D. C. newspaper
1895

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Revised AUGUST 2015
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. I have marked the articles from the Evening Star with "ES" prior to the date, to distinguish them from The Evening Times articles, marked with “ET.”

The Evening Times and Evening Star newspaper was found on-line at www.GeneologyBank.com.

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

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

William Bauman
Revised AUGUST 2015
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Canal Trade – 1895

ES, Thu. 1/3/95, p. 2. STILL HELPING THE POOR – The charity headquarters and police stations were again thronged with needy callers yesterday, and pathetic tales of want were related to the humane workers by mothers, wives and daughters whose faces told plainer than words that they were drinking the bitter dregs of poverty.

The directors of the Central Union Mission yesterday appointed three poor inspectors, whose duty it shall be to look up cases of distress and investigate the needs of applicants.

Lieut. Swindells, of the Georgetown police precinct, detailed a patrolman yesterday to investigate cases reported to his precinct, and it is believed the other lieutenants will do likewise. Two cases of actual starvation on the canal have reached Lieut. Swindells’ ears already, a mother and sons being the victims. They were living on a canal boat just above Georgetown, near the Independent Ice Company’s warehouse. The parties who died from hunger and exposure had been previously helped by Rev. Dr. Howell and the congregation of Grace Church.

ET, Sat. 1/5/95, p. 1. BAD ON THE BOATMEN – The cold weather makes it rather hard times on the boatmen quartered in their crafts along the Chesapeake and Ohio canal. The freeze may last for weeks, when many have provisions only for days, and credit at the stores for a not much longer period. The mules stump around on the frozen towpath as though they were walking on wooden clogs, and sniff their icicled noses into the corners of the empty feed boxes, and a maverick chicken or two picks its way along the gunwales of the boat looking for spilled mule feed, and curling up its claws as it tips along the ice-covered boards like it was walking on a hot shovel.

Out of the after cabin of some of the boats there comes a thin curl of smoke and out of others none at all. Canal boat children, bare headed and in calico dresses, run around on the ice apparently as healthy and as well satisfied as though they were wearing broadcloth and sealskin, while the older ones skate on the ice, sometimes with one skate apiece, and sometimes with none at all.

Down around the wharves the barges are disconsolate looking and are frozen stiff to the bank. The sight is a mournful one and one could easily paraphrase the description from Gray’s Elegy:

“Far spreads the dull gray landscape on the sight.
And all the air is solemn stillness holds.
Save where the boat mule gets his morning bite.
And distance sneezing speaks the boatman’s cold.”

On the subject of the suffering of the canal people at Georgetown, the Washington News says: “The cold weather has brought a number of canal people to the police station representing themselves to be in great need, who have asked for charity. This is the case every winter, and of late the people who earn a living on the canal during the summer, manage to tie up at this end of the waterway in the winter, and with the assistance of the charity of the town folks, live through the cold weather.

“Several years ago, just about the time of the great Johnstown flood, a serious washout occurred on the canal which interrupted traffic for several months, and caused a great deal of suffering among the inhabitants of the canal boats. A fund was started for their relief, and at present there is $17 left in the Seventh precinct for the purpose, which will be spent in short order. When this is gone the relief for this class of people will have to come out of the general charity fund.”
ES, Mon. 1/7/95, p. 12. AFFAIRS IN GEORGETOWN – Suffering Among the Boatmen – Among the canal families who have been tied up for the winter through the shutting down of trade there is reported to be considerable want. Not only is food badly needed, but also fuel. As the old boats they occupy were not built for comfort, and are now hemmed in with ice, the need is more apparent. The condition of the weather prevents the gathering of desirable scrap wood. As boatmen with their wives and families are not particular about having a quantity of clothes in the summer, it is readily seen that they paid no attention to the laying in of winter garments. Yesterday on some of the boats above Aqueduct bridge children were seen in the cabins in their bare feet, and women with only apologies for shoes.

ES, Wed. 1/9/95, p. 2. CHARGED WITH MURDER – Frank Williams, a young colored man, was placed on trial before Judge Cole, in Criminal Court No. 2, this morning, charged with the murder of William H. Twigg, a young white man, on the 7th of last August, District Attorney Birney representing the government and Messrs. Truitt and Duffy the defendant.

The story of the alleged crime, as told by the witnesses for the prosecution, was that Williams shot the deceased on the canal towpath above the Aqueduct bridge. Twigg was a boat hand, as was Williams, and the two became involved in a controversy over a whip, which Twigg, who was quite intoxicated, had in his possession. The men were ordered off a canal boat, and Williams left the scene. He shortly returned with a shotgun, and, carefully taking aim, shot Twigg down, killing him almost instantly.

For the defense, it was asserted that Williams was attacked by Twigg, the latter endeavoring to cut him with a knife, and that Williams fired a fatal shot believing that his life was in danger.

The trial was still in progress when The Star’s report closed.

ET, Thu. 1/14/95, p. 3. He Got Ten Years – A sentence of ten years in the penitentiary was imposed by Judge Cole, of Washington, on Frank Williams, charged with the murder of Wm. H. Twigg, on the canal towpath near Georgetown on the 7th of last August, a full account of which appeared in this paper at the time. As stated in the Times, the killing of Twigg resulted from a quarrel over the possession of a whip. The deceased was in a drunken condition, and was shot down by Williams after the quarrel had apparently ended. A verdict of murder was urged by the prosecution, despite the contention of the defense that the prisoner shot in self-defense.

Ibid, p. 4. Shops of the Chesapeake and Ohio canal at Hancock are working full time and the repairing and building of boats for next season is being pushed.

ET, Fri. 1/16/95, p. 6. C. & O. CANAL CLAIMS – Governor Brown has arranged with Major C. A. Little, state’s attorney for Washington county, to audit the claims for work done on the Chesapeake and Ohio canal, so that the executive may make recommendations regarding them in his message to the Legislature next winter. Bills for the payment of these claims, which amount to from $100,000 to $300,000, were passed by the Legislature last spring, but Governor Brown declined to approve them, stating as his principal objection the fact that they had not been audited, and that the acts of the assembly passed them in bulk, without naming the parties to whom the canal was indebted and the amount of each claim. He was of the opinion that under certain conditions these claims might embarrass the sale of the canal, if at any
time in the future the state should decide to dispose of it, by making these claimants parties to the transfer of the property.

The Governor also said that he would, during the interim between the sessions of 1894 and 1896, have these accounts audited, and the specific amount due on each account, the individual to whom it was due, and for what class of work it was due, whether for labor, materials, &c., ascertained, also as to the judgments that are on record, and all other particulars in connection with them.

In speaking of his decision at that time, the Governor remarked: “This delay does not in the least impair any interest in these unsettled accounts, as under the present legal restrictions surrounding the canal no settlement is likely to be reached before the fall of 1895. Certainly it is not the desire of any one of the claimants to embarrass the State or to throw obstacles in the way of a settlement in some form by which the State could receive a sufficient moneyed consideration to enable it to at least meet the outstanding obligations of the canal.”

Major Little called on Governor Brown Tuesday and received full instructions regarding the collection of data necessary in the auditing of the accounts. When the work is finished the canal, claims will be laid before the General Assembly in the message of the executive.

Among these claims are many from the people of Cumberland and vicinity, and it is supposed that some definite action may be in contemplation by the Governor.

ES, Mon. 2/18/95, p. 8. WEST
WASHINGTON – The body of a man about twenty-five years of age was found yesterday beneath the ice of the Chesapeake and Ohio canal at its upper end. It was identified as that of Grant Zufall, who had been missing since December 22 last. It is supposed that the man met his death accidentally, falling from a high bank above the scene of the finding. On the body of the drowned man were found a handsome watch and valuable ring. The existence of these almost assure all that the death was not intentional and the outcome of robbery. The father of Zufall, who is a very well-to-do man, has resorted to every means since the disappearance to discover the whereabouts of his son. His home had been a happy one, and temporary dementia was the only cause that could be assigned for the disappearance, if voluntary. The cold weather had not completely wrecked the body. It was preserved remarkably well for one that had been devoid of life for nearly sixty days. It was discovered by two boys while skating.

ET, Fri. 3/1/95, p. 1. The story of the romantic career of John McCaffery, who operated boats on the Chesapeake and Ohio canal, his marriage with Nancy Ganoe, many years his senior, and subsequent disappearance in 1852 and his death in Chicago, where he lived unknown to his children for forty years, during which he amassed great wealth from grain speculation, has already been told in the Times. McCaffery died at the age of eighty-seven years. He came from Ireland.

The children James Seamens, a locktender at Georgetown, formerly of Hancock, whose wife was a daughter of John McCaffery, and Mrs. Margaret Shipley, a widowed daughter, who is matron at Bellevue Asylum, near Hagerstown, are among the heirs who have been found.

ES, Mon. 3/4/95, p. 10. THE RIVER CLEAR OF ICE – The Potomac river, so far as could be observed from the steamboat wharves this afternoon, is entirely free from ice, and although the water is very high, having reached a point about one foot below the floor of the docks, river men have today
expressed themselves as having no fear of a freshet.

The ice in the Potomac river from Hancock, Md., to Harper’s Ferry Saturday moved off without damage. At places, it was fourteen inches thick. It is expected that water will be turned in the Chesapeake and Ohio canal today or tomorrow. At Williamsport, the Potomac on Saturday was thirteen feet above normal.

ES, Wed. 3/6/95, p. 1. **GREAT FALLS DAM** – Work on the Great Falls dam, which Congress provided should be raised two and a half feet, will begin before March is much older. The appropriation of $125,000 is immediately available, and as rapidly as possible plans are being made, under Colonel Elliot’s charge, for beginning the improvement. Necessarily there will be no work on the dam proper until the period of low water, which is not likely to be much earlier than July. Yet there is a great deal of work in preparation, which will begin at once. Although Colonel Elliot retires from the active list of the army on the 31st of this month, and will accordingly be relieved from charge of the aqueduct, he will carry forward the preparations for raising the dam and turn the enterprise over to his successor as a work in progress.

**Preparations Necessary**

The details of the work are in great part determined by circumstances already favorably existing. The character of the stone to be used was settled from the start. The dam was made of Seneca sand stone from the government quarry, about eight miles from Great Falls up the Potomac on the Maryland side, convenient to the Chesapeake and Ohio canal. This quarry yielded the vast amount of stone required for the original work of the dam. From there also came the splendid large coping stones that cover the work. There will be required for raising the dam two and a half feet 2,225 cubic yards of stone, which will take several months to quarry and ship to the falls. The convenience of the quarry to the canal makes the cost of transportation comparatively light. These stones will all need to be faced, so as to bed firmly in cement, and the work of cutting them thus will also consume considerable time. Before the dam is disturbed at all the stone requisite for the new work will all be quarried and laid down at the falls and hewn into usable shape. It would not do to begin work which might temporarily reduce the water supply and run out of the stone needed. So, the first thing will be to provide all the materials necessary.

**Where Work Will Begin**

The first part of the dam to be changed will be that on the Virginia side of the river. Work could begin at both sides and progress until the two forces of workmen should meet in the center of the dam. But in all probability but one force will be put at work, and that on the end of the dam furthest from the base of supplies. As the dam is but eight feet wide, the force of men to be employed at any one time must necessarily be small. Cement, stone and tools must be carried along the dam to the point where work is going on. So but little of the dam will be torn up at a time – about one hundred feet. The coping stones will be lifted with a derrick stored on the dam, new masonry laid in until the necessary two and a half feet of rise is secured, and the coping stones put back in place. These surface stones will be securely bolted into the dam with two-inch bolts, five or six feet long. Each bolt is split for six or eight inches at the end which enters the mason work, and is driven down upon an iron wedge, which separates the two ends of the bolts and securely holds it. Sulphur is then poured in around the bolt to make it the more secure in place.

**Immediate Good to Result**
There will be some appreciable advantage to result from beginning the work on the Virginia side of the dam. The main body of the channel is on that side of the river bed. Two-thirds of the water of the Potomac flows there, and as soon as the dam is raised there the back water between Conn’s Island and the Virginia shore will measurably increase up around the head of the island and send a greater flow into the aqueduct.

ES, Sat. 3/9/95, p. 6. **McCaffrey’s Nine Wives** – New disclosures in the McCaffrey case are coming to light every day. It has been developed that the old boatman of the Chesapeake and Ohio canal who made nearly a million on deserting his family here and going to Chicago confesses in his will to have had nine women who lived with him as wives. In the distribution of his wealth he remembers them all. The number of his children he knew, but many of the names had escaped his memory. The original wife was found in Geneva, N. Y., where it is said she went on leaving her husband, who brought his second so-called wife beneath her very roof. Mrs. McCaffrey No. 1, and the only true one, changed her name on her separation. The case is becoming more remarkable every day.

ES, Mon. 3/11/95, p. 6. The announcement that the Chesapeake and Ohio canal is soon to be reopened for the season will be good news to the people who have been waiting at this end of the long ditch for many months for business to be resumed. There is quite a community here dependent upon the canal for support and there has been much suffering this winter among the canal men and their families.

ES, Tue. 3/12/95, p. 6. **CLEANING THE CANAL** – The annual draining of the Chesapeake and Ohio Canal was finished Sunday morning after about twelve hours’ work.

All the water was drawn from the Georgetown level by opening the waterways and turning it into Rock Creek, and a large number of boys yesterday indulged in the questionable amusement of killing fish with sticks in the bed of the canal.

The object of draining was to clean out and remove the refuse matter that has been accumulating during the past year, and this will occupy about ten days.

The bottom of the canal will be scraped and the debris removed to the toe-path whence it will be taken in scows to the dumps. After the canal will have been thoroughly cleaned, the water-gates will be opened up and the boats will begin the spring work.

*Ibid*, p. 8. **AFFAIRS IN GEORGETOWN – INCREASE IN CANAL TRAFFIC** – A Williamsport, Md., special to the Baltimore *American* says: It is stated that over 200 boats will be run on the Chesapeake and Ohio canal during the boating season, allowing an additional increase as the season progresses. Several new boats will start from here at the opening of the canal at Powells Bend, one mile from this place, where the Cumberland Valley railroad connects with the canal. Preparations are being made for the coming trade, and extensive improvements are going on. The wharves at this point are being repaired, and a force of canal employees is at work cleaning out the basin at Victor Cushwa & Sons’ elevator and wharves preparatory to the resumption of navigation.

Since the disastrous flood in 1890 the canal has gradually resumed its former prosperity. Canal men and coal dealers here predict that the coming season will be one of the most prosperous in the history of the waterway.
ES, Thu. 3/14/95, p. 1. **DROWNED IN THE CANAL** – John Jacob Frey, son of Mr. Andrew Frey, the Georgetown contractor, was drowned this morning in the Chesapeake and Ohio canal at 30th street. Death is believed to have been accidental. At about 10 o’clock, as Lock Keeper Edward Tarmon was opening the paddle on the lower gate at 30th street, preliminary to locking a boat through, he saw Frey staggering along the edge of the canal wall toward him. Just as he reached a point ten feet from the gate he stumbled over an unevenness and into the canal. Tarmon closed the paddle as quickly as possible to prevent the body from being sucked onward and under, and then rushed for assistance. There was no one about who could be conveniently reached. Catching sight of a clothes’ prop, the locktender grabbed it and ran back to the scene of the fall. Frey was found lying motionless on the surface of the water and was apparently alive still. The water was then about half its usual depth. The pole was run into the water and the man told to catch hold of it. No response was met with. Tarmon could not get the man to help himself, yet it is believed that at the time he was perfectly conscious. In all probability, though, Frey had struck his head in falling and was then out of his senses. A few seconds later the body of the man went down.

Tarmon ran to his lock and opened it to let the water off then. While about three feet yet remained Harry McMullen, a boatman, who had by this time come upon the scene, procured a rope, and jumping into the canal, tied it about the body of the drowned one and had it hauled above.

The remains were than taken to Undertaker Birch’s establishment on M street to await the action of the coroner. Charles Fagin reports that earlier in the morning he saw Frey staggering along the canal bank up near 32nd street. Others report also that he was intoxicated this morning. For a long time, he was seen sitting in the alley to the north of Grace Church, as if in a stupor.

Deceased was thirty years of age, married and had two children. He resided at 1216 25th street, and was a carpenter by trade.

_Ibid_, p. 10. **ROCKVILLE** – Water is being let in the levels of the Chesapeake and Ohio canal, bordering the western section of this county, and navigation will be resumed in a few days. This will cause a great revival of business in that locality. There is a large amount of freight along the line awaiting transportation.

ES, Fri. 3/15/95, p. 5. **AFFAIRS IN GEORGETOWN** – **Accidental Drowning** – The coroner this morning, after viewing the body of John Jacob Frey, who was drowned in the Chesapeake and Ohio canal yesterday, and hearing the testimony of four witnesses, gave a certificate of accidental drowning.

ET, Mon. 3/18/95, p. 1. **THE CANAL OPENS** – The canal opened this morning and transportation over the great waterway was once more resumed and a general air of activity seems to have taken place around the wharf, instead of the dullness that was so manifest during the time that the canal was dormant.

It is said by those in position to know that this will be one of the most busy seasons that the canal has known for a long time, and the drift of things so noticeable on the first day that navigation was resumed, this seems more than likely to be the result.

_A Times_ reporter in conversation with a number of boatmen this afternoon, was told by them that the mules were nearly all in better condition this spring than they have been for a long time, notwithstanding the winter was a long and severe one. It is also claimed that the Williamsport boatmen
will start out this spring with the finest mule teams ever seen on the waterway, as the mules have been purchased from the bluegrass region of Kentucky especially for the work.

The boatmen seem hopeful, and a more or (seemingly) happy set of men than stood around the canal wharf this afternoon, one would not find in a month’s travel. And it’s little wonder, having been idle so long, they welcome the opening of the canal, and are buoyed up to a degree of cheerfulness that would discount a bird giving vent to its feelings with songs of gladness at the first signs of spring.

Boats are constantly arriving from down the canal, and the “cluck” of the driver encourages the mules to do their best, hence things are lively in spite of the fact that mules have the reputation of being anything but lively.

About twenty-five canal boats are lying about the wharf ready to be loaded. The first boat to leave the wharf today was the Victor with Samuel Kelley as captain.

The following boats left this port today:

First Day’s Shipment
Consolidation Coal Company
Meredith, Winship & Co., Georgetown
No. 134 117 07
W. B. Orme 116 10
Cushwa & Sons, Williamsport
Victor 107 13
Lutie & Monie 117 18
Steffey & Findlay, Williamsport
Charlie & Nellie 112 01
George’s Creek Coal and Iron Co.
To Embrey & Smith, Williamsport
Antros 94 00
Mertensville 109 13
To J. P. Agnew & Co., Georgetown
J. H. Mertens 114 07
John Hanaway 112 12
H. C. Winship 115 10

ES, Mon. 3/18/95, p. 8. The Canal Opens – The Chesapeake and Ohio canal opened today for the new season’s trade. Boats are being loaded at Cumberland for shipment to Georgetown. There is a big demand for coal at this end, which will be supplied with expedition. The local call will be satisfied before other cities’ needs are attended to.

ET, Wed. 3/28/95, p. 7. Traffic on the C. & O. Canal – A dispatch from Williamsport says: “Since the opening of the Chesapeake and Ohio canal, over a week ago, there has been a gradual increase in traffic along the entire line. There are now about 150 boats engaged in transporting coal from Cumberland to Georgetown and intermediate points, which number will be swelling to over two hundred within a few weeks. Powell’s bend, one mile from here, is becoming an important shipping point on the canal. It is reported that the West Virginia Central railroad is negotiating to ship an enormous quantity of coal there this summer, where it will be transferred to cars on the Cumberland Valley railroad for shipment.”

WT, Wed. 4/3/95, p. 2. Canal Business Never brisker – Williamsport, Md., April 2. – During the month just ended the Chesapeake and Ohio Canal Company has done a flourishing business. More boats have been loaded at Cumberland than has been known in the history of the canal.

ET, Thu. 4/4/95, p. 1. Coal By Canal The following boats were loaded at this port since yesterday’s report:
Consolidation Coal Company
Meredith, Winship & Co., Georgetown
George S. Reiman 118 17
M. E. Grove 113 00
Consolidation No. 21 125 01
No. 139 117 07
Jos. Z. Williams 119 13
The following boats were loaded at this port since yesterday’s report:

Consolidation Coal Company
Meredith, Winship & Co., Georgetown
L. M. Hamilton 113 14
No. 121 119 04
No. 137 117 14
No. 116 119 02
S. M. Storm 118 08
No. 134 118 06
W. J. Stephenson 118 16
C. R. White, Jr. 117 01
Consolidation No. 2 118 19
Consolidation No. 13 120 01
Consolidation No. 6 111 15
E. W. White, White’s Ferry, Md.
Maryland 96 10
Cushwa & Sons, Williamsport
Victor 112 11
Steffey & Findlay, Williamsport
Charlie & Nellie 122 01
G. W. McCardell 117 10
George’s Creek Coal & Iron Co.
To J. P. Agnew & Co., Georgetown
Anteros 93 07
To A. C. Gruber, Williamsport
Ruby 95 10

WT, Sun. 4/7/95, p. 5. WEST END NEWS
AND GOSSIP – The following coal barges loaded with Cumberland coal are reported to
be enroute to Georgetown via the
Chesapeake and Ohio canal: No. 118, 118 08; S. S. Carroll, 118 07; W. H. Dunkinson,
126 06; No. 19, 121 18; No. 124, 119 04; No. 113, 112 17; No. 142, 112 18;
Consolidation No. 4, 117 01; J. K. Cowen,
116 09; No. 123, 115 00; and No. 121, 119 04. The loads are
assigned to various parties.

ET, Mon. 4/8/95, p. 1. COAL BY CANAL
The following boats were loaded at
this port since Saturday’s report:
Consolidation Coal Company
Meredith, Winship & Co., Georgetown
G. A. Hoffman
Consolidation No. 18 117 15
George S. French 113 06
Judge A. Hunter Boyd 113 04
Steffey & Findlay, Williamsport
A. J. Moudy 110 04
Sallie Irene 118 10
Cushwa & Sons, Williamsport
Frankie & Fannie 112 02
George’s Creek Coal & Iron Co.
To Embrey & Smith, Williamsport
Benj. Vaughan 124 06
To J. P. Agnew & Co., Georgetown
R. L. Somerville 114 04
Mary Mertens 120 19

ET, Tue. 4/9/95, p. 1. COAL BY CANAL
The following boats have been
loaded at this port since yesterday’s report:
Consolidation Coal Company
Meredith, Winship & Co., Georgetown
No. 130 119 06
Chas. E. Keller, Jr. 115 08
W. R. Lewis 120 00
No. 128 119 10
Steffey & Findlay, Williamsport
Little Fred 121 10
Eva 119 04
Consolidation No. 16 119 10
George’s Creek Coal & Iron Co.
To J. P. Agnew & Co., Georgetown
J. J. Alexander 118 14

WT, Wed. 4/10/95, p. 5. WEST END
NEWS AND GOSSIP – Mr. George L. Nicholson, general manager of the
Chesapeake and Ohio Canal Company, has been appointed general manager of the
Georgetown Gaslight Company, to fill the vacancy occasioned by the death of Thomas
Knowles.

The following barges were loaded
with coal at Cumberland yesterday and are
enroute to Georgetown:
Judge Boyd, 113 04; No. 130, 119 06; No. 136, 116 00;
Consolidation No. 10, 115 02; R. D. Johnson, 115 18;
and W. M. Orme, 117 08.

For Agnew & Company: R. L.
Somerville, 114 04; Mary Mertens, 120 19;
and Mertensville, 121 00.

The following boats are in
Georgetown: M. E. Grove, H. C. Winship,
Mrs. McComas, and Judge Bradley.

ET, Thu. 4/11/95, p. 1. COAL BY CANAL
The following boats were loaded at
this port since yesterday’s report:
Consolidation Coal Company
Meredith, Winship & Co., Georgetown
Nelson C. Read 115 04
No. 131 110 03
Joseph Bryan 120 08
Wheatley Bros. 111 09
Steffey & Findlay, Williamsport
B. S. Randolph 117 12
No. 132 121 11
George’s Creek Coal & Iron Co.
To A. C. Gruber, Williamsport
Lutie & Monnie 119 05
Ruby 94 19

WT, Thu. 4/11/95, p. 6. WEST END NEWS AND GOSSIP – The following barges, loaded with Cumberland coal, are enroute to Georgetown: F. T. Goddard, 105 18; Green Ridge, 116 03; No. 110, 118 01; No. 140, 115 00; Consolidated No. 20, 120 11; James Goddard, 122 02; No. 141, 113 18; Consolidation No. 15, 119 02; W. A. Smoot, 118 08; T. L. Patterson, 115 07; and R. D. Johnson, 118 14.

Arthur Berkley, a canal boatman, was kicked in the abdomen by a tow mule yesterday afternoon, above the Aqueduct Bridge, probably causing internal injuries.

ES, Thu. 4/11/95, p. 3. AFFAIRS IN GEORGETOWN – Coal Arrivals – Five thousand tons of coal were shipped from Cumberland to Williamsport during the last week in March. This is a record breaker for that particular period.

Georgetown’s receipts by way of the canal since the opening have been unusually heavy. There is a tremendous hustle among boatmen and coal shippers.

This season promises to be a banner one for the canal.

General Manager G. L. Nicolson of the Chesapeake and Ohio canal has been elected to fill a vacancy on the Georgetown Gas Light Company’s board.

ET, Fri. 4/12/95, p. 1. The Canal Pay Boat – The pay boat of the Chesapeake and Ohio canal stopped at Williamsport on its regular monthly tour of the waterway and paid the men for March work. Paymaster J. Graham Pearre was on board. He is accompanied by his wife on the first trip of the season. Mr. Pearre personally inspected the locks and works along the canal, and expressed himself as being gratified to find everything in good condition. The business, he says, is prosperous; and for March, especially, traffic on the waterway was heavier than it was ever known to be before for the same month.

Collector McCardell, of Williamsport, reports over 5,000 tons of coal being shipped from Cumberland to merchants at Williamsport and Powell’s Bend during the last week of March.

Ibid, p. 4. COAL BY CANAL

The following boats have been loaded at this port since yesterday’s report:
Consolidation Coal Company
Meredith, Winship & Co., Georgetown
No. 100 113 00
Steffey & Findlay, Williamsport
Hugh L. Bond, Jr. 116 17
D. M. Shupp 117 16

Collector McCardell, of Williamsport, reports over 5,000 tons of coal being shipped from Cumberland to merchants at Williamsport and Powell’s Bend during the last week of March.

Ibid, p. 4. COAL BY CANAL

The following boats have been loaded at this port since yesterday’s report:
Consolidation Coal Company
Meredith, Winship & Co., Georgetown
No. 100 113 00
Steffey & Findlay, Williamsport
Hugh L. Bond, Jr. 116 17
Detroit 120 14
A. J. Moody 116 07
G. W. McCardell 117 16
Cushwa & Sons, Williamsport
D. M. Shupp 112 08

WT, Fri. 4/12/95, p. 5. WEST END NEWS AND GOSSIP – The following barges loaded with coal at Cumberland are enroute to Georgetown via the Chesapeake and Ohio canal, consigned to Meredith, Winship & Co., J. P. Agnew & Co., and the George’s Creek Co.: W. R. Lewis, 120 00; J. J. Alexander, 118 14; No. 138, 121 17; N. C. Read, 115 04; No. 131, 110 05; Ruby, 94 19; and Charles E. Keller, Jr., 115 08.
ES, Fri. 4/12/95. p. 1. **To Raise the Dam** – In compliance with the directions of the chief of engineers, a project for the expenditure of the appropriation of $125,000 for raising the height of the dam at Great Falls was submitted to him and received his approval. The recommendations that stone from the government quarries at Seneca be used for the work, and that the work be done by day’s labor, were also approved. These quarries are on the Chesapeake and Ohio canal, eight miles above Great Falls. A master quarryman has been selected, and, with a gang of workmen, he has commenced the work of clearing up the lower of the two quarries, and of preparing the sites for the necessary shops and buildings. The lumber for the buildings and the tool and materials for quarrying have been purchased and sent to the works. Col. Elliot says it is proposed during April to complete the necessary buildings, to commence the quarrying of stone and to do other necessary preparatory work.

WT, Sun. 4/14/95, p. 12. WEST END NEWS AND GOSSIP – The following barges loaded with Cumberland coal are reported to be enroute to Georgetown, via the Chesapeake and Ohio Canal: James Bryon, 120 08; and No. 132, 121 11. For other points: B. S. Randolph 117 12; Wheatley Brothers, 111 09; H. L. Bond, 116 17; and Detroit, 120 14.

ET, Tue. 4/16/95, p. 6. **COAL BY CANAL** The following boats were loaded at this port since Saturday’s report:
- Consolidation Coal Company
  - No. 104
  - Consolidation No. 11
  - Judge McComas
  - Consolidation No. 3
  - C. K. Lord
  - Nelson C. Read

W. E. Grove
C. B. Bayley
Consolidation No. 17
Steffey & Findlay, Williamsport
Sallie Irene
Col. F. T. Goddard
George’s Creek Coal & Iron Co.
To Embrey & Smith, Williamsport
Anteros
C. W. Miller

**Today’s Consignments**
Consolidation Coal Company
To Meredith, Winship & Co., Georgetown
Geo. A. McIlhaney
A. H. Dowden
C. R. Ladew
Judge Hagner
No. 11
Consolidation No. 9
No. 141
Consolidation No. 8
To Steffey & Findlay, Williamsport
Green Ridge

ET, Wed. 4/17/95, p. 6. **Coal Arrivals at Georgetown** – “Five thousand tons of coal were shipped from Cumberland to Williamsport during the last week in March.” says the Star. “This is a record breaker for that particular period.

“Georgetown’s receipts by way of the canal since the opening have been unusually heavy. There is a tremendous hustle among boatmen and coal shippers.

“This season promises to be a banner one for the canal.

“General Manager G. L. Nicolson, of the Chesapeake and Ohio canal, has been elected to fill a vacancy on the Georgetown Gas Light Company’s board.”

**Empty Boats**
The Hancock correspondent of the Baltimore Sun says: “A number of canal boats of the George’s Creek Coal company have passed down by Hancock without a load of coal, and the boatmen say they
cannot load before May 1, and perhaps for two weeks later. These are orders from the company, and the boatmen can either tie up at the points they receive the orders or return home to wait until they are called. A number went nearly to Cumberland before they were aware of the order and then turned back. When the telephone was in operation along the canal this was avoided.

“There are at least forty boats employed by the George’s Creek Coal company. The reason for this stoppage is that it is yet early in the season and there are no vessels at Georgetown to receive the coal. The boatmen report that a number of Consolidation boats are now lying loaded at Georgetown. This company is loading boats at Cumberland at the rate of four or five a day and the coal is mainly for railroad consumption.”

**Sunday Law**

The Hagerstown Mail says: “A petition has been sent to Georgetown, signed by two-thirds of the captains of canal boats on the Chesapeake and Ohio canal, requesting General Manager Nicolson to enforce the Sunday law on the canal; that is, that he order all boats to tie up at 12 o’clock Saturday night and remain tied up until 12 o’clock Sunday night.”

**WEST END NEWS AND GOSSIP**

The following barges loaded with Cumberland coal are enroute to Georgetown: Consolidation No. 3, 119 08; No. 104, 116 03; Consolidation No. 11, 124 02; and Judge McComas, 115 08. For other points: J. J. Alexander, F. T. Goddard, Anteros, C. W. Miller, N. C. Read, W. E. Grove, C. B. Bayley, and Consolidation No. 17.

**Today’s Consignments**

Consolidation Coal Company

To Meredith, Winship & Co., Georgetown
M. J. Adler 121 01
F. O. Beckett 116 12
No. 125 116 12
W. A. Leetch 117 05
Mabel 116 10

To Embrey & Smith, Williamsport
Little Fred 124 10
B. S. Randolph 121 18

To Cushwa & Sons, Williamsport
Mary 119 08

WT, Thu. 4/18/95, p. 5. WEST END NEWS AND GOSSIP – The following loaded barges from Cumberland arrived in Georgetown yesterday: Cuba, W. R. Lewis, J. Goddard, T. E. Patterson, No. 110 and No. 130. Boats clearing Georgetown are the Judge Cox, J. H. Mertens, No. 107, No. 106, D. Linkins, G. L. Nicholson, No. 129 and Judge Bradley.

**ET, Fri. 4/19/95, p. 4. COAL BY CANAL**

– The following boats were loaded at this port today:

Consolidation Coal Company
Meredith, Winship & Co., Georgetown
Libbie 118 06
Consolidation No. 5 118 08
No. 101 121 12
No. 143 117 15
No. 117 122 07
Consolidation No. 2 119 09
No. 133 119 10
No. 114 123 09
Consolidation No. 16 121 11
No. 120 114 04
Alice Cable 115 10
Judge Alvey 116 10
   To Steffey & Findlay, Williamsport
Charlie & Nellie 121 18
   George’s Creek Coal & Iron Co.
   To J. P. Agnew & Co., Georgetown
Anteros 95 15

WT, Fri. 4/19/95, p. 5. WEST END NEWS
AND GOSSIP – The following barges
loaded with Cumberland coal and assigned
to Meredith, Winship & Co., are enroute to
Georgetown via the Chesapeake & Ohio
canal: George S. French, 115 07; J. R.
McLean, 124 16; C. Wagley K., 115 02; No.
102, 119 01; No. 115, 118 04; No. 108, 121
13; No. 145, 120 08; No. 135, 119 04; and
Consolidation No. 1, 116 17.
   Boats clearing Georgetown are the J.
J. Alexander, Sharpsburg, Consolidation No.
7, W. S. Jacques, J. C. Poor, J. J. Williams
and Cuba.

ET, Sat. 4/20/95, p. 1. COAL BY CANAL
– The following boats were loaded at this
port today:
   Consolidation Coal Company
   Meredith, Winship & Co., Georgetown
Judge Alvey 116 07
No. 14 122 15
W. H. C. Bayley 119 14
H. H. Keedy 118 00
No. 128 121 18
No. 132 119 16
No. 117 122 07
Consolidation No. 12 124 03
Consolidation No. 11 119 18
C. F. T. Beale 120 10
   Steffey & Findlay, Williamsport
   A. J. Moody 119 15
   Cushwa & Sons, Williamsport
Sallie C. Goddard 117 10
   George’s Creek Coal & Iron Co.
   To J. P. Agnew & Co., Georgetown
J. J. Alexander 118 15
   At Williamsport
   Information from Williamsport is to
the effect that the coal trade on the
Chesapeake and Ohio canal is still suffering,
and the prospects of a speedy revival are
anything but bright. A strong effort is being
made by boatmen opposed to Sunday work
to have an order passed prohibiting
navigation on the canal on the Sabbath. Mr.
G. T. Nicolson, general manager, has
received several petitions signed by a
number of boatmen, requesting that the
canal company make a law to this effect. In
reply to the petitioners Mr. Nicolson says he
is heartily in sympathy with the movement,
but is not willing to make the matter of
tieing up on Sunday compulsory.

WT. Sat. 4/20/95, p. 6. WEST END NEWS
AND GOSSIP – The following loaded coal
barges have arrived in Georgetown: No.
109, Wheatley Bros., L. P. Reed, Judge
Stake and Joseph Bryan. Those clearing are:
F. Flanagan, No. 113, No. 124, No. 142, No.
132 and S. S. Carroll. The importation of
Cumberland coal at the yards is expected to
be very large this season.

ET, Mon. 4/22/95, p. 1. COAL BY
CANAL – The following boats were loaded
at this port today:
   Consolidation Coal Company
   Meredith, Winship & Co., Georgetown
No. 114 122 15
Plough Boy 121 12
W. T. Coulehan 117 07
No. 129 112 17
   Cushwa & Sons, Williamsport
Frankie & Fannie 112 11
   Steffey & Findlay, Williamsport
COAL BY CANAL
– The following boats were loaded at this port today:

Consolidation Coal Company
Meredith, Winship & Co., Georgetown
No. 106 118 03
Hugh L. Bond, Jr. 119 07
J. P. Hewitt 113 10
To Cushwa & Sons, Williamsport
Victor 110 16

Ibid. p. 6.  THE POOR
BOATMEN – Word from Williamsport says: News reached here this morning of a leak having been sprung along the Chesapeake and Ohio canal tow-path, on the fourteen-mile level, about a quarter of a mile above the four locks. This portion of the canal, for about five hundred yards, is about the worst along the entire line. The canal bed lays at least fifty feet above the river level. It is thought that the leak is not very large. Superintendent James E. Hughes left there this morning with a gang of canal repair hands, and the work of repairing will commence at once.

Hard Times on the Ditch
The fact that Georgetown is overstocked with coal adds to the lull in the trade on the Chesapeake and Ohio canal, and makes the depression along the entire line of the waterway a distressing feature. The period of dullness in canal business is far-reaching and trade of all kinds is suffering. Towns along the canal, which depend, in a great degree, upon waterway trade for commercial life, feel the effects of the stagnation seriously.

Coal dealers and merchants here are complaining of the depression, and claim if trade on the canal does not brighten up soon, business will be badly crippled. The blow strikes the boatmen hardest, many of whom purchased teams and outfits on time and contracted to pay for them by the trip. Thus their source of revenues is cut off, and they are placed in a trying position. Some have temporarily abandoned boating until trade resumes, and are seeking employment in another way.

ET, Tue. 4/23/95, p. 1.  COAL BY CANAL
– The following boats were loaded at this port today:
Consolidation Coal Company
Meredith, Winship & Co., Georgetown
No. 113 113 11
No. 124 113 08
G. M. Winship 118 18
Judge Walter S. Cox 117 07
Jos. Z. Williams 120 10
George’s Creek Coal & Iron Co.
To J. P. Agnew & Co., Georgetown
A. W. Nicolson 122 13

Ibid. p. 6.
WEST END NEWS AND GOSSIP – The following barges loaded with Cumberland coal are due in Georgetown within twenty-four hours:
Plough Boy, 121 12; W. T. Coulehan, 117 07; J. K. Shaw, 124 13; Ollie V., 117 02; J. R. Zimmerman, 124 16; No. 105, 119 13; and No. 129, 112 17.

There arrived in town yesterday the Consolidation No. 8, E. R. Ladew, Consolidation No. 14, Anteros, No. 102, N. C. Read and No. 133.
Boats clearing port are the W. H. Dunkinson, Consolidation No. 19 and Katie Hassett.

The canal steam launches will soon ply between Georgetown and Cabin John’s Bridge. The large pleasure barges have
undergone a general overhauling and repainting.

ET, Thu. 4/25/95, p. 4. **COAL BY CANAL**
– The following boats were loaded at this port today:
  
  **Consolidation Coal Company**
  Meredith, Winship & Co., Georgetown
  
  Daniel Linkins 117 12
  Judge Bradley 122 07
  Consolidation No. 3 120 05
  Detroit 122 06
  M. E. Grove 107 09
  S. S. Carroll 115 02
  No. 112 117 16
  Sallie Irene 122 10

  **To Steffey & Findlay, Williamsport**
  
  Col. F. T. Goddard 120 16
  Green Ridge 122 03

  **George’s Creek Coal & Iron Co.**
  To J. P. Agnew & Co., Georgetown
  
  W. D. L. Walbridge 120 08
  A. G. Johnson 123 08

WT, Thu. 4/25/95, p. 2. **WEST END NEWS AND GOSSIP**
- The barges H. L. Bond and J. P. Hewitt, loaded, respectively, with 119 07 and 113 10 tons of Cumberland coal, are enroute to Georgetown over the canal.

  Boats clearing are the J. A. Garfield, launch Little Nell, G. S. French, Cuba, C. K. Lord, W. J. Stevenson, No. 139, No. 118 and No. 134.

ET, Fri. 4/26/95, p. 4. **COAL BY CANAL**
– The following boats were loaded at this port today:
  
  **Consolidation Coal Company**
  Meredith, Winship & Co., Georgetown
  
  No. 137 119 15
  W. J. Walker 119 02
  W. S. Jacques 117 05
  John C. Poor 116 07
  S. M. Storm 119 12
  
  **Cushwa & Sons, Williamsport**
  
  Lutie & Monnie 119 17
  D. M. Shupp 121 02
  Steffey & Findlay, Williamsport
  Little Fred 117 01
  B. S. Randolph 116 09
  George’s Creek Coal & Iron Co.
  F. Mertens’ Sons, Harper’s Ferry, W. Va.
  Three Sisters 51 01
  To J. P. Agnew & Co. Georgetown
  
  H. C. Winship 118 00
  Mrs. McComas 121 05
  
  **Anthony Mining Co.**
  To J. Baker, Georgetown
  
  Star No. 9 113 01

WT, Fri. 4/26/95, p. 5. **WEST END NEWS AND GOSSIP**
- The following loaded barges are due from Cumberland in the next forty-eight hours: A. W. Nicolson, 122 13; G. M. Winship, 118 18; Judge Cox, 117 07; Joseph Z. Williams, 120 10; Daniel Linkins, 117 12; No. 124, 113 08; No. 113, 113 11; and No. 106, 118 03.

  Boats clearing Georgetown are the W. B. Orme, Consolidation No. 21, Consolidation No. 18, F. Flanagan, Anteros, and Nos. 121, 126 and 136.

ET, Sat. 4/27/95, p. 1. **COAL BY CANAL**
– The following boats were loaded at this port today:
  
  **Consolidation Coal Company**
  Meredith, Winship & Co., Georgetown
  
  Judge McComas 122 08
  S. M. Storm 120 00
  No. 112 117 05
  Geo. S. Reiman 122 04
  Consolidation No. 19 125 14
  John Leetch 117 09
  
  **Steffey & Findlay, Williamsport**
  
  Charlie & Willie 116 13
  Cushwa & Sons, Williamsport
  Mary 116 10
  
  **George’s Creek Coal & Iron Co.**
  To J. P. Agnew & Co., Georgetown
  
  J. H. Mertens 123 06
Anteros 94 16
C. W. Miller 118 07

Ibid, p. 3. Shipping Again
The George’s Creek Coal company, which had suspended shipment of coal over the Chesapeake and Ohio canal for the past week, has again resumed and boats are being loaded by that company every day.

Ibid, p. 7. COAL BY CANAL – The following boats were loaded at this port today:

Consolidation Coal Company
Meredith, Winship & Co., Georgetown
W. H. Dunkinson 124 17
W. B. Orme 116 08
No. 131 121 11
No. 136 119 19
No. 118 121 13
C. K. Lord 117 04
Consolidation No. 18 120 07
Frankie & Fannie 111 10
Cushwa & Sons, Williamsport
No. 126 117 02
Steffey & Findlay, Williamsport
A. J. Moudy 120 02
G. W. McCordell 112 08
George’s Creek Coal & Iron Co.
To A. C. Gruber, Williamsport
Ruby 93 11

[Transcriber’s Note: Yes, there were 2 listings of Coal by Canal in this edition.]

W. T., Sat. 4/27/95, p. 5. WEST END NEWS AND GOSSIP – The following barges, loaded with Cumberland coal, are on the canal destined for Georgetown: Detroit, 122 06; Judge Bradley, 122 07; Consolidation No. 7, 120 05; M. E. Grove, 107 09; W. L. D. Walbridge, 120 08; A. G. Johnson, 123 08; No. 142, 116 07; S. S. Carroll, 115 02; and No. 137, 119 15.

The A. L. Miller and No. 115 have cleared Georgetown.

W. T., Sun. 4/28/95, p. 2. WEST END NEWS AND GOSSIP – The following loaded coal barges have left Cumberland for Georgetown: W. J. Walker, 119 02; W. S. Jacques, 117 05; John C. Poor, 116 07; Star No. 9, 113 01; H. C. Winship, 118 00; Judge McComas, 122 08; George S. Reiman, 121 16; and S. M. Storm, 120 00.

The boats clearing Georgetown are the: Nos. 122 and 103, Consolidation Nos. 2 and 10, Mary Mertens and Major Whitcomb.


Boats clearing are the launch Florence, Gracie C., Consolidation No. 4, J. J. Alexander, Consolidation No. 13 and No. 141.

E. T., Wed. 5/1/95, p. 1. FUTURE OF THE CANAL – The Hagerstown correspondent of the Baltimore American in that paper today has following interesting item
concerning the canal: “May 1, 1895, was the
time appointed by Judge Alvey, in October,
1890, by which trustees of the bondholders
of 1894, who are now operating the
Chesapeake and Ohio canal, were to have
shown the canal to be able to pay expenses,
in order to avoid a decree of sale for the
waterway. A parenthetical clause reserved
to the court the right to extend the time
during which the canal was to be protected
from a decree of sale if good and sufficient
cause would be shown for the extension. It
is because the trustees have taken advantage
of this clause, that today is not a most
important one in the history of the state.

“The canal now holds its right to
further existence through decree of Judge
Stake, passed last year, which directs an
extension of time to ten years from May 1,
1891, or six years longer than the period
Judge Alvey mapped out. From this decree
Attorney General Poe took an appeal and the
case is now pending in the Court of Appeals.
It may be argued in October, Judge Stake’s
decree not only extended the time for the
maintenance of the canal, but ratified a
contract with the Chesapeake and Ohio
Transportation company, which is to operate
extensively in boating, and which is to
guarantee the trustees a fixed annual
revenue.

“Of course, no active steps have
been taken by this embryo corporation, nor
will any be taken until the Court of Appeals
confirms the ratification of their contract. If
electricity proves successful in canal
operation, and other contingencies do not
interfere, it is probable that the old
Chesapeake and Ohio canal, so interlocked
with the history, commerce and politics of
the state, may be quickened into a teeming
highway of transportation, through the
electric influence.

“No one interested in the
Chesapeake and Ohio or in the
Transportation Company is, however,
disposed to experiment in the new method
of propulsion that may be destined to
relegate the canal mule to the same
condition of obscurity which envelops the
street-car horse. The disposition is to await
developments on the Erie, and not until it
proves a complete success there will it be
used along Maryland’s boundary line. If it
is shown to be the proper and economical
method and there remains a canal to operate
these interested in the waterway say it will
be introduced.”

**COAL BY CANAL** –
The following boats were loaded at this port
today:

- **Consolidation Coal Company**
  - Meredith, Winship & Co., Georgetown
    - Kate Fulebar 117 03
    - No. 141 117 01
    - Consolidation No. 10 118 09
    - C. W. Adams 118 17
    - A. L. Miller 122 04
      - Cushwa & Sons, Williamsport
    - G. L. Nicholson 120 01
    - W. M. Cooper 110 13
    - Steffey & Findlay, Williamsport
    - Sallie Irene 127 01
      - George’s Creek Coal & Iron Co.
       - To J. P. Agnew & Co., Georgetown
    - J. J. Alexander 117 17

**WT, Wed. 5/1/95, p. 3. WEST END NEWS
AND GOSSIP** – The following barges,
loaded with coal, are due in Georgetown
today from Cumberland: No. 112, 117 05
tons; George Reiman, 122 04; John Leetch,
117 09; Consolidation No. 19, 125 14; C. W.
Miller, 118 07; J. H. Mertens, 123 06;
Anteros, 94 16; W. H. Dunkinson, 124 17;
W. B. Orme, 116 08; and No. 131, 121 11.
The barges Mary and Charlie & Willie
loaded with 116 10 and 116 13 tons,
respectively, are bound for Williamsport.

Boats that cleared Georgetown are
the Judge Stake, F. Flanagan, and J. K.
Cowen.
Canal men report that the forest fire which raged near Narrows Park for a week has been quenched by the rain.

WT, Thu. 5/2/95, p. 5. WEST END NEWS AND GOSSIP – The coal barges were somewhat delayed getting in yesterday by the high water, due from rain. The Judge Bradley and Consolidation No. 7 have come into port.

ET, Fri. 5/3/95, p. 1. COAL BY CANAL – The following boats were loaded at this port today:

Consolidation Coal Company
Meredith, Winship & Co., Georgetown
No. 103 116 05
No. 122 116 06
Consolidation No. 4 110 14
John K. Cowen 113 06
Consolidation No. 2 121 02
Cushwa & Sons, Williamsport
Lutie & Monie 114 09
Mary 114 12
Judge Douglass 111 11
George’s Creek Coal & Iron Co.
To J. P. Agnew & Co., Georgetown
Park Agnew 115 10
D. W. Sloan 119 10

WT, Fri. 5/3/95, p. 5. WEST END NEWS AND GOSSIP – The Chesapeake and Ohio canal is so swollen by the rains that at some points the high water is running over the walls. Traffic along the canal is nearly suspended.

ET, Sat. 5/4/95, p. 1. COAL BY CANAL – The following boats were loaded at this port today:

Consolidation Coal Company
Meredith, Winship & Co., Georgetown
No. 140 119 10
M. E. Grove 113 07
W. A. Smoot 118 09
C. R. White 119 12
Cushwa & Sons, Williamsport
Frankie & Fannie 112 09
To Steffey & Findlay, Williamsport
Little Fred 120 10
George’s Creek Coal & Iron Co.
To A. C. Gruber, Williamsport
Ruby 95 09
To J. P. Agnew & Co., Georgetown
D. W. Sloan 117 17
Ivy City 117 08

WT, Sat. 5/4/95, p. 4. WEST END NEWS AND GOSSIP - The following barges are reported enroute to Georgetown, their cargoes of Cumberland coal consigned to Meredith, Winship & Co.: C. W. Adams, 118 17; A. L. Miller, 122 04; Consolidation No. 2, 121 02; J. J. Alexander, 117 17; No. 141, 117 01; Consolidation No. 6, 119 11; do. No. 13, 117 16; No. 103, 116 05; John Hanaway, 118 14; and No. 122, 116 06.

The following boats have cleared the Georgetown harbor master’s office: J. L. Patterson, No. 110, Consolidation No. 15, Cuba, J. Goddard, G. S. French, No. 130, Anteros, L. P. Read, No. 138, and H. H. Keedy.

ET, Mon. 5/6/95, p. 4. COAL BY CANAL – The following boats were loaded at this port today:

Consolidation Coal Company
Meredith, Winship & Co., Georgetown
Maj. H. D. Whitcomb 118 00
George S. French 116 00
Chas. E. Keller, Jr. 119 18
C. E. Ways 93 09
Cushwa & Sons, Williamsport
Sallie C. Goddard 117 02
Steffey & Findlay, Williamsport
B. S. Randolph 116 02
George’s Creek Coal & Iron Co.
To J. P. Agnew & Co., Georgetown
Fred Weiland 117 01
To Embrey & Smith, Williamsport
A Unique Notice – Rand-McNally’s official railway guide for May, which contains a vast amount of information to the traveling public, has the following unique notice about Cumberland:

“Cumberland, county seat of Allegany county, Md. Situated on the Potomac river, 178 miles west of Baltimore. Population 12,729. Railroads – Baltimore and Ohio; Cumberland and Pennsylvania, same depot. Pennsylvania, West Virginia Central and Pittsburg; George’s Creek and Cumberland, same depot. Business Interests – all. Has a large steel and tin plate works, steel shafting works, hydraulic cement works, paper factory; several glass works, foundry, machine shops, etc. Coal, iron ore, and tire clay are mined in the vicinity. Situated at the head of Chesapeake and Ohio canal, and has a large shipping trade in coal and lumber. Hotels – Queen City, Windsor, American, Elberon. Public Hall – Academy of Music seats 1,200. Leading newspaper Time.”

An Unknown Boy Drowned – A colored boy, about 16 years of age, was drowned at Brickhouse Lock, near Orleans, on the Chesapeake and Ohio canal, on Saturday, the 4th. He was on the boat John K. Cowen, as a hand, under Captain Harry Burrough. His real name is unknown. He went by the name of “Peek.” He was swimming and his pantaloons came loose and entangled his feet. The coroner’s jury held an inquest and pronounced it a case of accidental drowning.

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COAL BY CANAL

The following boats were loaded at this port today:

Consolidation Coal Company
Meredith, Winship & Co., Georgetown
H. H. Keedy 118 09
No. 123 120 00
W. R. Lewis 118 18
L. W. Hamilton 118 18
T. Leiper Patterson 116 14
No. 110 121 03
M. J. Allen 118 10
Cushwa & Sons, Williamsport
Victor 109 03
No. 130 121 08
George’s Creek Coal & Iron Co.
To J. P. Agnew & Co., Georgetown
Fred Weiland 117 01
J. R. Zimmerman 118 15
To Embrey & Smith, Williamsport
Emma Mertens 122 08

Canal Tonnage
Collector McCardell, of Williamsport, has sent in his report to the canal company for April. During this month there were between 8,000 and 9,000 tons of coal shipped to Williamsport. This amount of tonnage compares very favorably with the amount shipped in April in past years, with the exception of last year, when the demand for Cumberland coal was very great on account of the strike in the Pennsylvania coal regions.

WT, Tue. 5/7/95, p. 6. WEST END NEWS AND GOSSIP – The following barges loaded with Cumberland coal are reported due in Georgetown within forty-eight hours: No. 140, 119 19; M. E. Grove, 113 07; Maj. H. D. Whitcomb, 118 00; Ivy City, 117 08; C. R. White, 119 12; W. A. Smoot, 118 09; and No. 131, 151 00.

Barges clearing Georgetown are the G. A. McIlhaney, N. C. Read, R. D. Johnson, Consolidation No. 9, and No. 144.

ET, Wed. 5/8/95, p. 1. COAL BY CANAL
The following boats were loaded at this port today:

Consolidation Coal Company
Meredith, Winship & Co., Georgetown
No. 109 118 13
B. T. Johnson 113 13
James Goddard 115 15
Judge A. Hunter Boyd 121 05
Consolidation No. 15 125 18
Consolidation No. 8 118 06
Consolidation No. 11 118 12
Joseph Bryan 117 10
Cushwa & Sons, Williamsport
D. M. Shupp 119 02
To Steffey & Findlay, Williamsport
Charlie & Nellie 118 04
George’s Creek Coal & Iron Co.
To A. C. Gruber, Williamsport
Ruby 94 15

WT, Wed. 5/8/95, p. 5. WEST END NEWS
AND GOSSIP – The following barges
loaded with Cumberland coal are enroute to
Georgetown: Victor, 111 12 tons; George S.
French, 116 00; Charles E. Keller, Jr., 119
18; C. Ways, 93 09; Fred Weiland, 117 01;
and No. 123, 120 05.

Those clearing the harbor master’s
office are the E. R. Ladew, W. D. L.
Walbridge, Nos. 102, 116 and 143, and
Consolidation Nos. 1, 3 and 17.

ET, Thu. 5/9/95, p. 3. COAL BY CANAL

The following boats were loaded at
this port today:

Consolidation Coal Company
Meredith, Winship & Co., Georgetown
No. 101 117 13
Judge McComas 121 08
No. 128 123 11
Leiper P. Read 120 14
No. 144 123 12
George A. McIlhaney 121 01
Judge Hagner 115 19
Cushwa & Sons, Williamsport
Mary 113 15
Lutie & Monie 113 07
George’s Creek Coal & Iron Co.
To J. P. Agnew & Co., Georgetown
Sharpsburg 123 19
Mertensville 113 18

ES, Thu. 5/9/95, p. 12. AFFAIRS IN
GEORGETOWN – It is reported that the
Wm. Wharton Co. of Philadelphia has
secured an option from the Chesapeake and
Ohio Canal Co. on the water power at dams
4 and 5, and will harness it for the purpose
of furnishing electrical power to
Williamsport and Hagerstown. The amount
to be invested is said to be over a quarter of
a million dollars.

The coal trade on the canal is
reviving again after a period of lethargy.
The strike in the Pocahontas region will
work to the advantage of the Cumberland
and George’s Creek regions.

ET, Fri. 5/10/95, p. 2. The coal trade on the
Chesapeake and Ohio canal is reviving
again, after a period of lethargy.

WT, Fri. 5/10/95, p. 5. WEST END NEWS
AND GOSSIP – Dams 4 and 5 on the
Chesapeake and Ohio Canal will shortly be
converted into power centers. A
Philadelphia electric company, it is said,
have secured an option from the canal
company for the conversion of the dams,
and probabilities point to the fact that
Hagerstown will soon be lighted by
electricity derived from dynamos run by
turbines at the dams.

ET, Sat. 5/11/95, p. 1. COAL BY CANAL

The following boats were loaded at
this port today:

Consolidation Coal Company
Meredith, Winship & Co., Georgetown
No. 102 121 01
No. 115 119 03
Consolidation No. 1 118 05
Consolidation No. 17 125 02
No. 101 118 12
No. 127 116 19
Cushwa & Sons, Williamsport
Frankie & Fannie 111 12
Sallie C. Goddard 115 07
AND GOSSIP – The barges J. J. Alexander, No. 146 and Judge Bradley have cleared port. It is stated that the coal fields about Cumberland will ship unusually large amounts of bituminous coal into Georgetown and other points in a day or two. The strike in the Flat Top region has increased the demand for Cumberland coal fivefold.

The residents of Canal road and the “Bottom” are complaining over the heavy quarrying across the river. At times a blast will hurl pieces of rock ranging from an ounce to nine or ten pounds completely across the channel to the District shore.

ET Mon. 5/13/95, p. 3. COAL BY CANAL
The following boats were loaded at this port today:

Consolidation Coal Company
Meredith, Winship & Co., Georgetown

No. 129 118 11
Consolidation No. 118 10
No. 132 117 03
No. 116 121 09
No. 133 118 10
No. 110 110 12

Cushwa & Sons, Williamsport
Lutie & Monie 117 03
No. 130 119 11
Mt. Vernon 118 12

To Steffey & Findlay, Williamsport
Col. F. T. Goddard 110 07

George’s Creek Coal & Iron Co.
To J. P. Agnew & Co., Georgetown
R. L. Somerville 112 15

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Electric Cars in Hagerstown. - Mr. Powell Evans, representing a Philadelphia syndicate, was before the commissioners of Hagerstown, Tuesday, and the city council and asked permission to erect poles and string wires along the roads of the county and the streets of Hagerstown for the purpose of conducting and supplying electrical power for all purposes, the power to be obtained from dam No. 4 or dam No. 5, on the Potomac river, about twelve miles from Hagerstown in a direct line. Mr. Evans says the power at dam No. 5, where there is a heavy fall, is equal to 3,000 horsepower. He has canvassed among the principal manufactories of Hagerstown and says manufacturers will take power to the amount of 1,500 horsepower. He claims electrical power, as his company will furnish it, will be about one-third to one-half cheaper than steam power. It is estimated that such a plant would cost near about $50,000. A
street railway for Hagerstown, with extensions to Williamsport and Funkstown and other places, if desired, is contemplated in the project. Franchises were granted by the city council at various times in the last couple of years, but these have all expired and the field is open.\footnote{Washington News, Washington, D. C. newspaper.}

\textit{Ibid}, p. 8. \textbf{THE CANAL BREAK} – The break in the Chesapeake and Ohio canal, on Dellinger’s wide-water level, ten miles below Williamsport, is not as serious as at first reported. The towpath has only broken away to a width of 42 feet and a depth of 10 feet, but the break slopes out toward the river to a width of 120 feet and a depth of 25 feet. About 90 feet of the towpath has gone away. Superintendent Hughes has gone with a large force of hands and a number of carts to repair the break. He says it will take about eight days to complete the work.

ET, Wed. 5/15/95, p. 3. \textbf{COAL BY CANAL} – The following boats were loaded at this port today:

\begin{itemize}
  \item Consolidation Coal Company
  \item Meredith, Winship & Co., Georgetown
  \item Libbie \hspace{1cm} 120 19
  \item C. B. Bayley \hspace{1cm} 119 17
  \item Mabel \hspace{1cm} 122 07
  \item J. R. McLean \hspace{1cm} 122 12
  \item No. 113 \hspace{1cm} 118 00
  \item Star No. 9 \hspace{1cm} 113 09
  \item A. H. Bowden \hspace{1cm} 120 14
  \item Consolidation No. 12 \hspace{1cm} 118 07
  \item No. 111 \hspace{1cm} 118 00
  \item W. A. Leetch \hspace{1cm} 119 19
  \item Alice Cable \hspace{1cm} 115 05
  \item Cushwa & Sons, Williamsport
  \item Mary \hspace{1cm} 115 03
  \item Mary Mertens \hspace{1cm} 121 05
  \item No. 129 \hspace{1cm} 120 19
  \item George’s Creek Coal & Iron Co.
  \item To Embrey & Smith, Williamsport
  \item Little Walter \hspace{1cm} 118 15
\end{itemize}

ET, Thu. 5/16/95, p. 1. \textbf{COAL BY CANAL} – The following boats were loaded at this port today:

\begin{itemize}
  \item Consolidation Coal Company
  \item Meredith, Winship & Co., Georgetown
  \item No. 117 \hspace{1cm} 120 17
  \item No. 128 \hspace{1cm} 122 08
  \item Judge Alvey \hspace{1cm} 116 18
  \item No. 123 \hspace{1cm} 113 11
  \item B. R. Mayfield \hspace{1cm} 115 17
  \item Consolidation No. 2 \hspace{1cm} 117 01
\end{itemize}

WT, Fri. 5/17/95, p. 6. \textbf{WEST END NEWS AND GOSSIP} – The following barges loaded with Cumberland coal are enroute to Georgetown: Mabel, 122 07 tons; J. R. McLean, 122 12 tons; No. 113, 118 00 tons; Star No. 9, 113 09 tons; A. H. Bowden, 120 14 tons; Consolidation No. 12, 118 07 tons; No. 111, 118 00 tons; W. A. Leetch, 119 19 tons; C. W. Miller, 117 14 tons; Alice Cable, 115 05 tons; No. 117, 120 17 tons; No. 128, 122 08 tons; and Judge Alvey, 116 18 tons.

ET, Sat. 5/18/95, p. 4. \textbf{COAL BY CANAL} – The following boats were loaded at this port today:

\begin{itemize}
  \item Consolidation Coal Company
  \item Meredith, Winship & Co., Georgetown
  \item M. C. Grove \hspace{1cm} 115 05
  \item George S. French \hspace{1cm} 111 17
  \item G. M. Winship \hspace{1cm} 120 19
  \item No. 112 \hspace{1cm} 119 00
  \item No. 124 \hspace{1cm} 118 00
  \item No. 137 \hspace{1cm} 117 15
  \item Cushwa & Sons, Williamsport
  \item No. 130 \hspace{1cm} 116 11
  \item Mary \hspace{1cm} 111 10
  \item George’s Creek Coal & Iron Co.
  \item To Embrey & Smith, Williamsport
  \item C. W. Ridley \hspace{1cm} 111 11
  \item To J. P. Agnew & Co., Georgetown
  \item Amelia Moyer \hspace{1cm} 118 10
\end{itemize}
AND GOSSIP – The following coal barges are enroute to Georgetown from
Cumberland: No. 116, 121 09 tons; No. 132, 117 03 tons; No. 135, 120 01 tons; No. 129, 118 12 tons; C. B. Bayley, 119 17 tons; Lesbia, 120 19 tons; R. L. Somerville, 113 17 tons; B. R. Mayfield 115 17 tons; Consolidation No. 2, 117 01 tons; and Muskingum, 111 19 tons. Boats cleared are: W. S/ Jacques, Plough Boy, Consolidation No. 21, W. H. Dunkinson, and Consolidation No. 19.

WEST END NEWS AND GOSSIP – The barges W. H. Meredith, Consolidation No. 5, Agnew, and No. 116 are enroute to Georgetown.

ET, Tue. 5/21/95, p. 8. CANAL BREAK FIXED – The break in the Chesapeake and Ohio canal on the two-mile level below Williamsport was repaired Saturday. Nearly a hundred men were at work and a great many carts were employed in hauling earth to fill in the large hole. The time taken to repair it was just four days, making the fastest record for repairing a break as large as this one ever known to the canal employees. Sixty boats were tied up at Williamsport and forty-five of them had on cargoes of coal for Georgetown, and fifteen of them were light, returning to this city. They all moved on Sunday and business has resumed its usual shape along the line.

WEST END NEWS AND GOSSIP – The barges J. J. Alexander, No. 113, Judge Alvey, No. 130, and Consolidation No. 4 have cleared port.

ET, Wed. 5/22/95, p. 3. CANAL BY CANAL
The following boats were loaded at this port today:
Consolidation Coal Company

Meredith, Winship & Co., Georgetown
H. H. Keedy 119 15
S. S. Carroll 114 08
John C. Poor 119 15
No. 119 116 08
No. 114 115 18
Judge Cox 118 13
No. 148 119 03
W. T. Coulehan 119 18
Consolidation No. 7 115 08
No. 136 113 01
No. 141 118 07
Plough Boy 117 11
F. O. Brockett 119 08
Cushwa & Sons, Williamsport
Sallie C. Goddard 119 04
George’s Creek Coal & Iron Co.
To A. C. Gruber, Williamsport
Ruby 95 10
To J. P. Agnew & Co., Georgetown
Hilda Chaney 117 02
Laura B. Agnew 119 07

ET, Thu. 5/23/95, p. 2. CANAL BY CANAL
The following boats were loaded at this port today:
Consolidation Coal Company
Meredith, Winship & Co., Georgetown
W. J. Walker 119 19
No. 134 117 12
No. 118 116 12
S. M. Storm 116 18
Consolidation No. 10 116 07
No. 139 117 15
Consolidation No. 18 119 17
John Leetch 114 08
W. B. Orme 118 08
No. 142 119 18
W. J. Stephenson 118 10
Consolidation No. 21 118 01
Judge McComas 120 17
Cushwa & Sons, Williamsport
D. M. Shupp 118 14
No. 126 117 10
George’s Creek Coal & Iron Co.
To J. P. Agnew & Co., Georgetown
The following schooners, loaded with coal, will sail during the present week for Boston: John S. Ames, William Lippset, Bertha Deane, and Earl P. Mason. The barges Consolidation No. 5, J. Alvey, Plough Boy, and Nos. 120 and 116 have cleared.

The following boats were loaded at this port today:

Consolidation Coal Company

Meredith, Winship & Co., Georgetown

Consolidation No. 13 118 00
Consolidation No. 6 117 02
Consolidation No. 20 123 06
W. A. Smoot 119 13
F. M. McAboy 121 11
Cushwa & Sons, Williamsport

Mary 112 16
Victor 118 02
George’s Creek Coal & Iron Co.

To J. P. Agnew & Co., Georgetown

Mary Mertens 118 00

WT, Fri. 5/24/95, p. 5. WEST END NEWS AND GOSSIP – The following barges, loaded with Cumberland coal, are on the canal, their destination being Georgetown:

Judge Cox, 118 13 tons; No. 114, 115 18 tons; S. S. Carroll, 114 08 tons; John C. Poor, 119 15 tons; No. 119, 116 08 tons; No. 106, 119 03 tons; No. 14, 118 07 tons; Hilda Chaney, 117 02 tons; W. T. Coulehan, 119 18 tons; L. B. Agnew, 119 07 tons; No. 136, 116 01 tons; Consolidation No. 7, 115 08 tons; F. O. Brockett, 119 08 tons; Plough Boy, 117 11 tons; W. J. Walker, 119 19 tons; and No. 134, 117 12 tons.

ET, Sat. 5/25/95, p. 3. COAL BY CANAL

The following boats were loaded at this port today:

Consolidation Coal Company
Meredith, Winship & Co., Georgetown

Consolidation No. 13 118 00
Consolidation No. 6 117 02
Consolidation No. 20 123 06
W. A. Smoot 119 13
F. M. McAboy 121 11
Cushwa & Sons, Williamsport

Mary 112 16
Victor 118 02
George’s Creek Coal & Iron Co.

To J. P. Agnew & Co., Georgetown

Mary Mertens 118 00

WT, Sun. 5/26/95, p. 8. WEST END NEWS AND GOSSIP – The barges W. H. Winship, No. 114 and Judge Bradley have cleared port. The list of vessels leaving Cumberland with cargoes will reach West End today.

ET Mon. 5/27/95, p. 3. COAL BY CANAL

The following boats were loaded at this port today:

Consolidation Coal Company
Meredith, Winship & Co., Georgetown

John K. Cowen 115 06
Kate Fulebar 117 03
Consolidation No. 8 115 10
W. R. Lewis 119 00
No. 109 117 01
C. W. Adams 117 00
No. 133 122 07
No. 101 117 19
C. R. White 114 00
No. 122 115 04
M. J. Adler 117 16

To Steffey & Findlay, Williamsport

B. S. Randolph 116 00
George’s Creek Coal & Iron Co.
To J. P. Agnew & Co., Georgetown
Anteros 95 18
J. R. Zimmerman 118 14
Mt. Vernon 121 00

ER, Tue. 5/28/95, p. 3. COAL BY CANAL
The following boats were loaded at
this port today:
Consolidation Coal Company
Meredith, Winship & Co., Georgetown
Consolidation No. 11 120 05
A. L. Miller 118 15
Consolidation No. 1 122 01
T. Leiper Patterson 125 00
No. 103 119 00
James Goddard 119 09
James A. Garfield 120 00
No. 119 120 15
No. 127 118 03
Cushwa & Sons, Williamsport
Frankie & Fannie 115 09
George’s Creek Coal & Iron Co.
To J. P. Agnew & Co., Georgetown
J. J. Alexander 111 11
J. H. Mertens 122 00

WT, Tue. 5/28/95, p. 5. WEST END NEWS
AND GOSSIP – The large break in the canal
near Williamsport has been repaired, and the
large number of boats held back are now
coming in. The following barges are
reported due in Meredith, Winship & Co.’s
docks within the next week: Consolidation
No. 13, 118 00 tons; Consolidation No. 6,
117 02 tons; Consolidation No. 20, 123 06
tons; W. A. Smoot, 119 13 tons; F. M.
McAboy, 121 11 tons; Judge Douglass, 117
07 tons; Mary Mertens, 118 00 tons;
Anteros, 95 18 tons; J. K. Cowen, 115 06
tons; and Kate Fulebar, 117 03 tons.

Boats clearing Georgetown are the
G. A. McIlhaney, C. W. Miller, Florence,
Oak Springs, Consolidation Nos. 15 and 2,
Joseph Bryan, No. 138, Ivy City, Judge

ET, Wed. 5/29/95, p. 3.
Consolidation Coal Company
Meredith, Winship & Co., Georgetown
G. A. McIlhaney 118 15
M. E. Grove 110 18
Consolidation No. 9 123 19
No. 144 120 15
Consolidation No. 15 121 14
E. R. Ladew 119 09
Maj. H. D. Whitcomb 120 17
No. 130 118 10
Cushwa & Sons, Williamsport
S. C. Goddard 116 04
George’s Creek Coal & Iron Co.
To J. P. Agnew & Co., Georgetown
W. D. L. Walbridge 117 15
New Alexandria 117 03
Sharpsburg 118 03
To Embrey & Smith, Williamsport
C. W. Ridley 120 03

ET, Thu. 5/30/95, p. 3.
Consolidation Coal Company
To Steffey & Findlay, Williamsport
Charlie & Nellie 123 01
A. J. Mondy 120 11
Meredith, Winship & Co., Georgetown
W. C. Bagley 113 18
C. E. Ways 120 12
Consolidation No. 1 115 02
No. 123 119 08
L. M. Hamilton 112 16
Judge Hagner 113 08
Geo. S. French 111 05
George’s Creek Coal & Iron Co.
To J. P. Agnew & Co., Georgetown
D. W. Sloan 118 18
C. W. Miller 118 19
ET, Fri. 5/31/95, p. 3. **COAL BY CANAL**

The following boats were loaded at this port today:

**Consolidation Coal Company**
Meredith, Winship & Co., Georgetown

Joseph Bryan 122 09
Judge A. H. Boyd 119 07
Consolidation No. 2 118 02
No. 138 118 06
No. 129 112 10
C. Wagley K. 114 16
No. 101 121 15
No. 113 117 09
W. A. Leetch 129 19

**Cushwa & Sons, Williamsport**

Lutie & Monie 118 03
Mary 113 03
Victor 112 08

**George’s Creek Coal & Iron Co.**
To J. P. Agnew & Co., Georgetown

Benj. Vaughan 119 10
John K. Shaw 122 03

**Today’s Shipments**

Consolidation Coal Co.
Meredith, Winship & Co., Georgetown

No. 107 122 10
No. 143 117 12
Consolidation No. 16 121 18
No. 145 110 02
Consolidation No. 3 117 08
Mabel 118 10
To Bridges & Henderson, Hancock

Round Top 87 02
To Steffey & Findlay, Williamsport

Sallie Irene 127 16
Col. F. T. Goddard 118 11
G. W. McCardell 102 08
Ruby 99 10
To Cushwa & Sons, Williamsport

Sallie C. Goddard 117 16
George’s Creek Coal & Iron Co.
To J. P. Agnew & Co., Georgetown

Ivy City 118 19
Mertensville 119 10
Eva 117 15

ET, Mon. 6/3/95, p. 3. **COAL BY CANAL**

The following boats were loaded at this port Saturday and today:

**George’s Creek Coal & Iron Co.**
To J. P. Agnew & Co., Georgetown

Ollie V. 119 05
John Hanaway 118 10
G. L. Nicolson 119 10
To Embrey & Smith, Williamsport

D. M. Shupp 123 12
Emma Mertens 120 01

**Consolidation Coal Company**
To Meredith, Winship & Co., Georgetown

No. 132 121 15
No. 102 112 01
No. 108 116 11
No. 120 118 10
No. 126 121 05
C. K. Lord 118 12
No. 115 117 10

**Steffey & Findlay, Williamsport**

Little Fred 121 05

**ET, Tue. 6/4/95, p. 3. COAL BY CANAL**

The following boats were loaded at this port today:

**Consolidation Coal Company**
Meredith, Winship & Co., Georgetown

H. H. Keedy 117 03
Libbie 117 02
Star No. 9 114 08
J. Graham Pearre 114 01
Consolidation No. 17 125 07
J. R. McLean 124 05
To Steffey & Findlay, Williamsport

Green Ridge 117 08
Frankie & Fannie 115 10
George’s Creek Coal & Iron Co.
To J. P. Agnew & Co., Georgetown

R. L. Somerville 111 11

**ET, Wed. 6/5/95, p. 1. COAL BY CANAL**

The following boats were loaded at this port today:

**Consolidation Coal Company**
Meredith, Winship & Co., Georgetown

No. 107 122 10
No. 143 117 12
Consolidation No. 16 121 18
No. 145 110 02
Consolidation No. 3 117 08
Mabel 118 10
To Bridges & Henderson, Hancock

Round Top 87 02
To Steffey & Findlay, Williamsport

Sallie Irene 127 16
Col. F. T. Goddard 118 11
G. W. McCardell 102 08
Ruby 99 10
To Cushwa & Sons, Williamsport

Sallie C. Goddard 117 16
George’s Creek Coal & Iron Co.
To J. P. Agnew & Co., Georgetown

Ivy City 118 19
Mertensville 119 10
Eva 117 15
ET, Fri. 6/7/95, p. 2. **COAL BY CANAL**
The following boats were loaded at this port today:

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<thead>
<tr>
<th>Company</th>
<th>Destination</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>George’s Creek Coal &amp; Iron Co.</td>
<td>To J. P. Agnew &amp; Co., Georgetown</td>
<td>12/02</td>
</tr>
<tr>
<td>Anteros</td>
<td></td>
<td>92/07</td>
</tr>
<tr>
<td>J. R. Zimmerman</td>
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<td>115/07</td>
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<tr>
<td>Little Walter</td>
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<td>111/11</td>
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<tr>
<td></td>
<td>To Embrey &amp; Smith, Williamsport</td>
<td></td>
</tr>
<tr>
<td>Emma Mertens</td>
<td>Consolidation Coal Co.</td>
<td>12/01</td>
</tr>
<tr>
<td></td>
<td>To Steffey &amp; Findlay, Williamsport</td>
<td></td>
</tr>
<tr>
<td>A. J. Monday</td>
<td></td>
<td>12/05</td>
</tr>
<tr>
<td>Green Ridge</td>
<td></td>
<td>113/02</td>
</tr>
<tr>
<td></td>
<td>To Meredith, Winship &amp; Co., Georgetown</td>
<td></td>
</tr>
<tr>
<td>No. 106</td>
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<td>119/16</td>
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<td>W. R. Lewis</td>
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<td>Consolidation No. 7</td>
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<tr>
<td>Consolidation No. 2</td>
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<td>117/01</td>
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<tr>
<td>Jos. Z. Williams</td>
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<td>117/05</td>
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<td>Consolidation No. 6</td>
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<td>114/04</td>
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<td>Consolidation No. 13</td>
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<td>119/01</td>
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ET, Wed. 6/12/95, p. 3. **COAL BY CANAL**
The following boats were loaded at this port today:

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<th>Company</th>
<th>Destination</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Consolidation Coal Company</td>
<td>Meredith, Winship &amp; Co., Georgetown</td>
<td>119/03</td>
</tr>
<tr>
<td>S. S. Carroll</td>
<td></td>
<td>114/14</td>
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<tr>
<td>Daniel Linkins</td>
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<td>121/11</td>
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<table>
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ET, Thu. 6/13/95, p. 3. **COAL BY CANAL**
The following boats were loaded at this port today:

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<th>Company</th>
<th>Destination</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Consolidation Coal Company</td>
<td>Meredith, Winship &amp; Co., Georgetown</td>
<td>117/01</td>
</tr>
<tr>
<td>S. S. Carroll</td>
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<td></td>
<td>To Meredith, Winship &amp; Co., Georgetown</td>
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</tr>
<tr>
<td>W. S. Jacques</td>
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<td>115/07</td>
</tr>
<tr>
<td>Consolidation No. 19</td>
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<td>123/00</td>
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<tr>
<td>W. H. Dunkinson</td>
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<td>120/16</td>
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<tr>
<td>J. P. Hewitt</td>
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<td>118/12</td>
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<tr>
<td></td>
<td>To Bridges &amp; Henderson, Hancock</td>
<td></td>
</tr>
<tr>
<td>Round Top</td>
<td></td>
<td>108/12</td>
</tr>
<tr>
<td>George’s Creek Coal &amp; Iron Co.</td>
<td>To J. P. Agnew &amp; Co., Georgetown</td>
<td></td>
</tr>
<tr>
<td>Anteros</td>
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<td>99/00</td>
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<tr>
<td>Mt. Vernon</td>
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<td>123/09</td>
</tr>
<tr>
<td>Sharpsburg</td>
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<td>119/12</td>
</tr>
<tr>
<td></td>
<td>To Embrey &amp; Smith, Williamsport</td>
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<tr>
<td>Emma Mertens</td>
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<td>112/12</td>
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ET, Fri. 6/14/95, p. 3. **COAL BY CANAL**
The following boats were loaded at this port today:

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<th>Destination</th>
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<td>Consolidation Coal Company</td>
<td>Meredith, Winship &amp; Co., Georgetown</td>
<td>118/15</td>
</tr>
<tr>
<td>G. A. McIlhaney</td>
<td></td>
<td>118/15</td>
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<tr>
<td>M. E. Grove</td>
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<td>110/18</td>
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<tr>
<td>Consolidation No. 9</td>
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<tr>
<td>No. 144</td>
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<td>120/15</td>
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<tr>
<td>Consolidation No. 15</td>
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<td>121/14</td>
</tr>
<tr>
<td>E. R. Ladew</td>
<td></td>
<td>119/09</td>
</tr>
<tr>
<td>Maj. H. D. Whitcomb</td>
<td></td>
<td>120/17</td>
</tr>
</tbody>
</table>
COAL BY CANAL

The following boats were loaded at this port today:

Consolidation Coal Company
Meredith, Winship & Co., Georgetown
No. 110 120 01
No. 132 115 11
T. C. McAboy 119 16
No. 131 118 06
No. 139 131 13
No. 115 128 05
John C. Poor 118 10
Consolidation No. 21 118 16
W. B. Orme 120 12
Jos. J. Williams 119 12
John Leetch 117 01
Joseph Becker 119 06
Steffey & Findlay, Williamsport
A. J. Mondy 116 19
G. W. McCardell 118 15
George’s Creek Coal & Iron Co.
To J. P. Agnew & Co., Georgetown
D. W. Sloan 119 19
D. M. Shupp 120 13
To Embrey & Smith, Williamsport
C. W. Ridley 116 01

In spite of all the projected electrical improvements on the canal the mule still remains the motive power. His indestructible hide is still pounded upon, and insensitive ears filled with imprecation horrible to others, unimpressionable to him.

ES, Sat. 6/15/95, p. 7. AFFAIRS IN GEORGETOWN – Canal Activity – Traffic on the Chesapeake and Ohio canal during the past two weeks has been exceptionally good. Coasting vessels have come up to Georgetown in numbers. At the upper ports there has also been considerable trade in coal. Williamsport has received 500 tons daily for several weeks. There is not an idle boat on the highway. Bustle is seen all along the coal course. The difficulty experienced early in the season in getting vessels here to take the coal to northern ports has disappeared. Stevedores have been on a run for two months. The fuel wharves are fairly swarming with hustling, sweating men, unloading ice, anthracite coal and lumber, and putting on the product of the Cumberland region, the mainstay of the canal. Winship, Meredith & Co. and John P. Agnew & Co. are doing most of the shipping.

ET Mon. 6/17/95, p. 3. COAL BY CANAL

The following boats were loaded at this port today:

Consolidation Coal Company
Meredith, Winship & Co., Georgetown
H. H. Keedy 117 18
Consolidation No. 14 121 10
C. F. T. Beale 118 08
No. 106 117 08
No. 131 118 07
M. J. Adler 118 05
Consolidation No. 7 117 10
E. W. Quince, Point of Rocks, Md.
Morning Star 109 11
Steffey & Findlay, Williamsport
Little Fred 112 18
Sallie Irene 112 08
Mary 115 18
George’s Creek Coal & Iron Co.
To J. P. Agnew & Co., Georgetown
John K. Shaw 122 13
Ollie V. 115 07
W. D. L. Walbridge 117 04
To Embrey & Smith, Williamsport
Emma Mertens 113 08
ET, Tue. 6/18/95, p. 3. **COAL BY CANAL**

The following boats were loaded at this port today:

Consolidation Coal Company
Meredith, Winship & Co., Georgetown
M. E. Grove 108 00
No. 112 118 04
B. R. Mayfield 117 16
Judge W. S. Cox 112 09
W. J. Walker 118 19
No. 119 123 09
W. A. Smoot 120 12
No. 103 119 04
Consolidation No. 29 123 18
Consolidation No. 8 118 13
W. R. Lewis 117 10
Steffey & Findlay, Williamsport
Col. F. T. Goddard 121 12
Green Ridge 120 01
George’s Creek Coal & Iron Co.
To J. P. Agnew & Co., Georgetown
Eva 118 11
Mertensville 113 09

ET, Wed. 6/19/95, p. 1. **COAL BY CANAL**

The following boats were loaded at this port today:

Consolidation Coal Company
Meredith, Winship & Co., Georgetown
George S. French 113 02
Judge McComas 121 07
No. 111 117 12
Consolidation No. 6 116 05
Consolidation No. 13 118 17
George S. Reiman 119 10
J. K. Cowen 115 18
Detroit 119 00

To Cushwa & Sons, Williamsport
S. C. Goddard 114 07
Frankie & Fannie 118 17
To Steffey & Findlay, Williamsport
Ruby 90 18
Charlie & Nellie 123 00
B. F. Randolph 115 00

George’s Creek Coal & Iron Co.

ES, Wed. 6/19/95, p. 12. **AFFAIRS IN GEORGETOWN**

When the strike was on last August in the coal region where the Chesapeake and Ohio draws the great bulk of its trade from, President Mayer of the Consolidation Coal Company, the largest owners of the canal fleet, promised all those who did not strike the equivalent in money of six months house rent and fuel. This month the promise was fulfilled. Over $60,000 were distributed among the men.

ET, Thu. 6/20/95, p. 3. **COAL BY CANAL**

The following boats were loaded at this port today:

Consolidation Coal Company
Meredith, Winship & Co., Georgetown
No. 127 120 03
Consolidation No. 11 118 03
F. O. Beckett 115 17
No. 109 120 13
No. 138 117 17
Plough Boy 117 07
W. J. Stephenson 119 10
Katie Hassett 117 12
T. Leiper Patterson 118 15
No. 110 120 06

To Steffey & Findlay, Williamsport
A. J. Monday 113 14
To Cushwa & Sons, Williamsport
Lutie & Monie 117 12
George’s Creek Coal & Iron Co.
To Embrey & Smith, Williamsport
C. W. Ridley 117 03
To J. P. Agnew & Co., Georgetown
Park Agnew 113 16
J. R. Zimmerman 120 09

ET, Fri. 6/21/95, p. 3. **COAL BY CANAL**
The following boats were loaded at this port today:

Consolidation Coal Company
Meredith, Winship & Co., Georgetown
W. T. Coulehan 118 06
No. 122 117 19
No. 121 120 19
No. 141 115 19
Consolidation No. 9 116 02
No. 129 113 02
No. 113 113 17

To Bridges & Henderson, Hancock
Round Top 87 01
Steffey & Findlay, Williamsport
G. W. McCardell 118 07
Little Fred 119 11

George’s Creek Coal & Iron Co.
To J. P. Agnew & Co., Georgetown
Ivy City 117 11
Anteros 93 01
A. W. Nicolson 119 18
Little Walter 117 07
Benj. Vaughan 121 01
Hilda Chaney 118 17
Mrs. McComas 123 06
G. L. Nicolson 120 10

WT, Sun. 6/23/95, p. 3. SUIT OVER WATER POWER – C. & O. Canal Said to Interfere with a Stream of an Ice Factory – The removal of 120 square inches of water power from Edes Mill, near the Little Falls of the Potomac, to the Robinson Mill, now known as the Ice Factory, is the subject of an injunction suit filed yesterday by W. H. Burr against Joseph Bryan and others, representing the Chesapeake and Ohio Canal Company.

David Smith, of the Smith Transparent Ice Company, acquired the right to the use of this water by purchase, and the company now asks for a decree permitting the removal of the application of the stream to the ice factory, and for an injunction to prevent the canal company from interfering with their free use of the water.

ET Mon. 6/24/95, p. 3. COAL BY CANAL

The following boats were loaded at this port today:

Consolidation Coal Company
Meredith, Winship & Co., Georgetown
James Goddard 121 18
Judge Stake 116 12
Consolidation No. 2 118 09
E. R. Ladew 123 00
B. T. Johnson 115 17
No. 105 119 19

To Steffey & Findlay, Williamsport
Sallie Irene 119 00

To W. B. Scheffley, Darnestown, Md.
Cuba 87 08

George’s Creek Coal & Iron Co.
To Embrey & Smith, Williamsport
Emma Mertens 116 18

To J. P. Agnew & Co., Georgetown
Judge Douglass 113 16
H. C. Winship 123 13

C. R. White 123 16
C. W. Adams 120 19
George A. McIlhaney 118 17
Consolidation No. 1 117 17
No. 101 121 10
No. 104 118 19
No. 102 119 19
C. Weakley K. 112 02
Kate Fulebar 118 18

To Steffey & Findlay, Williamsport
Green Ridge 120 01
Col. F. T. Goddard 119 18

To Cushwa & Sons, Williamsport
Mary 110 00

George’s Creek Coal & Iron Co.
To J. P. Agnew & Co., Georgetown
Arch Greenless 122 16
A. H. Bradt 115 07
Use of Water Power – A bill of equity has been filed by William H. Burr against Joseph Bryan and other acting substituted trustees of the Chesapeake and Ohio Canal Company praying for an injunction. The complainant states that he has become possessed of certain mill property, known as Edes mill, located near the Little Falls, and that he is entitled to the uninterrupted use of certain water power to be drawn from the Chesapeake and Ohio canal, 120 square inches thereof. The mill property, formerly known as the Robinson mill, is now being used for the manufacture of ice, and the complainant prays that the location of the water power may be transferred thereto. He therefore asks for such a decree, and for an order enjoining the defendants from in any way interfering therein.

COAL BY CANAL

The following boats were loaded at this port today:

George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Georgetown
J. H. Mertens 121 11
Sharpsburg 119 14
C. W. Miller 117 03
Mary Mertens 118 19
To Embrey & Smith, Williamsport
C. W. Ridley 117 00
Consolidation Coal Company
Meredith, Winship & Co., Georgetown
W. A. Leetch 121 15
Joseph Bryan 116 01
No. 138 125 09
Consolidation No. 10 122 19
Consolidation No. 1 119 14
Judge Hagner 118 08
To V. Cushwa & Sons, Williamsport
Sallie C. Goddard 113 07
No. 130 118 15
Steffey & Findlay, Williamsport

Charlie & Nellie 119 05

The following boats were loaded at this port today:

Consolidation Coal Company
Meredith, Winship & Co., Georgetown
No. 107 124 00
No. 123 123 18
No. 113 122 11
C. E. Ways 119 07
Charles E. K., Jr. 118 07
Consolidation No. 5 118 11
To Steffey & Findlay, Williamsport
A. J. Moudy 117 17
George's Creek Coal & Iron Co.
To Embrey & Smith, Williamsport
Emma Mertens 118 18
To J. P. Agnew & Co., Georgetown
Laura B. Agnew 118 17

Review of Season

Affairs in Georgetown – The books of the Chesapeake and Ohio Canal Company here show that the shipments of coal this season to date are 54,000 tons ahead of last season's corresponding period.

During June, from the 1st to the 22nd, 13,000 tons were shipped coastwise – the Boston and other New England ports. From the first of the present month up to last Saturday 225 boats were loaded for Georgetown. These are facts and figures from the company's records.

It was thought at the beginning of the season that last year's canal record would be hard to beat, but the present season is going ahead in a walk. The old difficulty of getting vessels in which to ship the coal coastwise has not been experienced to any extent this year. Georgetown has done a "cracking" shipping business, and ship chandlers along the wharves have been highly pleased with their participation.
The following boats were loaded at this port today:

Consolidation Coal Company
Meredith, Winship & Co., Georgetown
No. 137 116 02
Consolidation No. 12 118 03
W. H. Bayley 120 00
No. 135 121 16
No. 145 122 05
No. 120 118 01
To Steffey & Findlay, Williamsport
G. W. McCardell 120 14
Ruby 89 19
Sallie Irene 122 08
Little Fred 119 06
To Cushwa & Sons, Williamsport
Lutie & Monie 116 12
D. M. Shupp 120 10
George’s Creek Coal & Iron Co.
To J. P. Agnew & Co., Georgetown
Laura B. Agnew 116 16
Mt. Vernon 115 16
John K. Shaw 119 07

ET, Sat. 6/29/95, p. 3. COAL BY CANAL
The following boats were loaded at this port today:

Consolidation Coal Company
Meredith, Winship & Co., Georgetown
G. M. Winship 120 07
George S. French 111 04
Judge A. H. Boyd 115 19
Maj. H. D. Whitcomb 119 11
Hugh L. Bond, Jr. 115 02
Alice Cable 114 17
No. 116 119 01
Nelson C. Read 118 08
C. K. Lord 115 19
S. S. Carroll 116 12
H. H. Keedy 117 12
To Steffey & Findlay, Williamsport
Col. F. T. Goddard 117 11
To V. Cushwa & Sons, Williamsport
Green Ridge 119 03
Sallie C. Goddard 119 10
George’s Creek Coal & Iron Co.
To J. P. Agnew & Co., Georgetown
W. T. Hassett 121 13
Fred Weiland 113 13
A. G. Johnson 114 09
Ollie V. 117 15

ET, Mon. 7/1/95, p. 3. COAL BY CANAL
The following boats were loaded at this port today:

Consolidation Coal Company
Meredith, Winship & Co., Georgetown
Jas. A. Garfield 118 08
No. 141 117 18
No. 111 123 02
Consolidation No. 3 112 02
No. 112 118 08
No. 102 119 08
No. 116 115 01
No. 118 110 11
Daniel Linkins 113 14
No. 140 119 15
Judge McComas 118 10
To Cushwa & Sons, Williamsport
Mary 118 16
No. 139 119 11
Consolidation No. 8 118 17
Steffey & Findlay, Williamsport
Charlie & Nellie 118 16
A. J. Mondy 120 04
George’s Creek Coal & Iron Co.
James Collem, Monocacy, Md.
Gracie C. 109 10
To Embrey & Smith, Williamsport
C. W. Ridley 111 12
To J. P. Agnew & Co., Georgetown
D. W. Sloan 119 19

ET, Tue. 7/2/95, p. 3. COAL BY CANAL
The following boats were loaded at this port today:

Consolidation Coal Company
Meredith, Winship & Co., Georgetown
Consolidation No. 10 125 09
No. 124 117 17
C. B. Bayley 117 11
Morning Star 110 09

34
To V. Cushwa & Sons, Williamsport
W. S. Jacques 115 16
P. H. Cowden 116 18
George’s Creek Coal & Iron Co.
To J. P. Agnew & Co., Georgetown
Emma Mertens 118 10

54,000 Tons of Coal More – The Chesapeake and Ohio Canal company has shipped 54,000 tons of coal more this season than the corresponding season last year. *Ibid*, p. 8. Hagerstown – The story of the assault on Mrs. Evers, wife of John Evers, a lock-tender on the Chesapeake and Ohio canal, one mile below Hancock, on Thursday night last, is generally discredited there. Mrs. Evers’ physician, who was called in immediately after her freight, states that no assault was committed, but that while she was at the spring below her house procuring water she was scared by the presence of a man.

ET, Wed. 7/3/95, p. 1. In Full Blast – The George’s Creek coal company, that has been practically doing nothing this season on the canal, has again resumed operations and everything is in full blast on the line of the old waterway. – *Williamsport Leader*.

*Ibid*, p. 3. COAL BY CANAL
The following boats were loaded at this port Saturday and today:
George’s Creek Coal & Iron Co.
To J. P. Agnew & Co., Georgetown
Ollie V. 119 05
John Hanaway 118 10
G. L. Nicolson 119 10
To Embrey & Smith, Williamsport
D. M. Shupp 123 12
Emma Mertens 120 04
Consolidation Coal Company
To Meredith, Winship & Co., Georgetown
Consolidation No. 19 124 10
W. H. Dunkinson 121 01
No. 142 117 13
Judge Bradley 121 01
Jos. Z. Williams 120 02
No. 134 113 03
Consolidation No. 2 118 10
F. M. McAboy 120 15
No. 139 117 19
To Cushwa & Sons, Williamsport
Lutie & Monie 118 09
Victor 111 10

Consolidation Coal Co.
Meredith, Winship & Co., Georgetown
No. 107 122 10
No. 143 117 12
Consolidation No. 16 121 16
No. 145 110 02
Consolidation No. 5 117 08
Mabel 118 10
To Bridges & Henderson, Hancock
Round Top 87 02
To Steffey & Findlay, Williamsport
Sallie Irene 127 16
Col. F. T. Goddard 118 11
G. W. McCardell 122 08
Ruby 99 10
To Cushwa & Sons, Williamsport
Sallie C. Goddard 117 16
George’s Creek Coal & Iron Co.
To J. P. Agnew & Co., Georgetown
Ivy City 118 10
Mertensville 119 10
Eva 117 15

ET, Fri. 7/5/95, p. 3. COAL BY CANAL
The following boats were loaded at this port today:
Consolidation Coal Company
Meredith, Winship & Co., Georgetown
Consolidation No. 19 124 10
W. H. Dunkinson 121 01
No. 142 117 13
Judge Bradley 121 01
Jos. Z. Williams 120 02
No. 134 113 03
Consolidation No. 2 118 10
F. M. McAboy 120 15
No. 139 117 19
To Cushwa & Sons, Williamsport
Lutie & Monie 118 09
Victor 111 10

35
ET, Tue. 7/9/95, p. 3. **COAL BY CANAL**

The following boats were loaded at this port today:

Consolidation Coal Company
Meredith, Winship & Co., Georgetown
No. 109 112 13
No. 113 113 06
No. 112 118 17
No. 129 114 16
John K. Cowen 110 04
M. E. Grove 113 00
Judge W. S. Cox 113 00
Consolidation No. 6 113 08
Consolidation No. 16 121 01
T. Leiper Patterson 114 15
No. 110 118 11
B. R. Mayfield 115 03
Steffey & Findlay, Williamsport
Col. F. T. Goddard 117 03
To Cushwa & Sons, Williamsport
No. 130 121 02
Consolidation No. 20 120 10
George’s Creek Coal & Iron Co.
To J. P. Agnew & Co., Georgetown
Eva 116 11
H. C. Winship 118 10

ES, Thu. 7/11/95, p. 2. **SALE OF CANAL PROPERTY** – By consent of the parties interested, including the state of Maryland, Judge Cole this afternoon directed a foreclosure of the mortgage given by the Chesapeake and Ohio Canal Company May 15, 1878, for $817,584.17, and the sale of all the real estate held by the company east of Rock creek, at public auction. For the two parcels of land leased by the Washington Gas Light Company, the company has offered $100,000, and the court directs that that bid be accepted, if no greater sum is offered at the public sale, the two parcels to be sold for no less amount. Charles F. S. Beale is appointed trustee to sell, his bond to be $100,000.

Ibid, p. 11. **AFFAIRS IN GEORGETOWN** – Canal managers are watching with interest the experiments with the new Lamb electrical cable system for boat haulage now being made in Trenton, N. J. The system appears so practical that serious consideration will be given it by the companies for the local canal most largely engaged in transportation. It introduces a towpath overhead cable line, with the motors suspended from the cable, and to which the towline is attached. Electrical
men all over the country are greatly interested.

The electrical system that for some time was experimented with on the Erie canal and was watched here by the transportation company with the intention of bringing it into local prominence if successful, did not fulfill the expectations of the inventors last year, and has been laid aside. The present Chesapeake and Ohio canal men recognize the fact that the mule cannot much longer reign as the supreme power in canal locomotion, and a worthy successor will instantly receive flattering support.

The break discovered at the Glen Echo level of the canal a few days ago has been repaired. It was not immediately discovered by the canal inspectors on account of the mussiness of the river water, which hid the earthy stream that made its way from the artificial waterway.

Water has been drawn out of the big trough near Williamsport temporarily, to enable workmen to better clear the bed of the grass that has grown up to the great interference of the boats’ progress.

The present year still continues to far outstrip all previous ones under the trustee management in the amount of business done.

ET, Fri. 7/12/95, p. 2. **THE C. & O. CANAL** – The Baltimore Sun of today contains the following dispatch from its Washington correspondent, which is of great interest to citizens of Maryland, especially to those living in the counties along the Chesapeake and Ohio canal. The dispatch says: Chief Justice Bingham today made a decree for the sale of that portion of the Chesapeake and Ohio canal which lies within the jurisdiction of the Supreme Court of the District of Columbia. The decree, will, of course, not be carried out until reinforced by a Maryland decree by the Circuit Court for Washington county, or some other court in that state. The decree is a consequence of the failure of the Chesapeake and Ohio canal to begin the payment of the debt which many years ago was decreed to be a lien upon its entire property.

The decree came about this way: This morning Messrs. John K. Cowen, Joseph Bryan and Hugh L. Bond, Jr., as counsel for the receivers of the canal, filed a petition to the Equity Court setting out the history of the Chesapeake and Ohio canal litigation since 1878, sworn to in Baltimore by Mr. Bond on the 9th of July before George W. Hanlenbeck, notary public. The petitioners set out that they are substituted trustees under the mortgage deed of 1878, executed by the Chesapeake and Ohio Canal company, their co-trustee, Henry H. Keedy, having died about the 3rd of January, 1893, and their co-trustee, Bradley T. Johnson, having resigned as such trustee.

They allege that in the decreed order of December 1, 1890, in which the Circuit Court of Washington county, Md., concurred, they are in possession of all the real estate of the canal company. On October 20, 1890, it was decreed by the Circuit Court of Washington county “that the Chesapeake and Ohio Canal company is largely in default and wholly unable to earn any tolls or revenues or to pay any part of the principal and interest of the bonded debt. The mortgagees and bond holders are entitled to a decree for sale to pay the debt, etc.”

Then, after listing the land of the company in this District and the outstanding leases thereon, the petitioners ask the foreclosure of the mortgage deed of trust of May 15, 1878, and that the process of sale “may be applied to the payment of the indebtedness of the Chesapeake and Ohio Canal company in accordance with the terms of the mortgage and the act of the General
Assembly of Maryland of 1878, chapter 58, authorizing the same.”

The Chief Justice entered a decree in substance as follows:

First – The cause came on in the supplementary bill, etc., of J. K. Cowen, Joseph Bryan, Hugh L. Bond, Jr., trustees, and the answers of the Chesapeake and Ohio Canal company. The court decrees that the lien of bonds and coupons secured by mortgage of May 15, 1878, is a valid lien on the real estate, superior to any other lien or encumbrance.

Second – That the Chesapeake and Ohio Canal company shall within five days after the entry of this decree pay to said trustees, petitioners or the clerk of the court for the benefit of the holders of the outstanding bonds secured by the mortgage of May 15, 1875, and the unpaid coupons, $817,584.17, being the sum due under said mortgage.

Third – That unless the payment be made within this time the mortgage of May 15, 1878, be foreclosed, as to the real estate, and that the said real estate be sold, and that by such sale all equity of redemption on the part of the Chesapeake and Ohio Canal company, or all other parties to the suit, except the Washington Gaslight company, shall be foreclosed, cut off and forever barred.

Fourth – That the real estate shall, in default of payment of the sum mentioned, be sold, without valuation, appraisement, redemption or extension, at public auction, to the highest bidder, in front of the premises in Washington, D. C., at a day and hour to be fixed by the special trustees herein appointed, in his advertisement daily for at lest ten days in some newspaper, and shall be offered at sale as a whole, subject to two leases of the Gas company. The trustees shall accept no bid of less than $100,000 and shall require a deposit of $5,000 in money or certified check. And as soon as sale is made he shall certify the sale and the compliance with the conditions by the purchaser to the court. If the purchaser does not comply with his bid the deposit shall be forfeited and applied as the court shall direct.

Fifth – Chas. F. P. Beale is appointed trustee to execute the decree, and shall, on confirmation of the sale and payment of the purchase money, make and deliver a deed to the purchaser, and thereupon the purchaser shall hold the canal and all its rights as fully as the Chesapeake and Ohio Canal company now holds the same, free of all claims by parties to this suit, and shall be entitled to such deeds of as may be necessary.

Seventh [sic] – That the fund arising from the sale of the real estate so sold shall be applied as the canal may hereafter direct, all questions to the application of the franchise money being hereby reserved.

Eighth – That the trustees give bond in $160,000 before proceeding to execute the trust.

It is thought that the sale will take place about the middle of August next.

ES, Fri. 7/12/95, p. 12. AFFAIRS IN GEORGETOWN – Mary Shoemaker, a seventeen-year-old girl, daughter of Jacob Shoemaker, was drowned yesterday in the Chesapeake and Ohio canal. The accident occurred at Little pool, a wide portion of the waterway this side of Hancock. Deceased was dipping a pail of water, when she lost her balance and fell in. No one was near enough to save the girl. Her screams were heard and she was seen just as the last effort to remain above was made. The body was recovered shortly after the end came.

ET, Mon. 7/15/95, p. 3. A BOATMAN KILLED – On Saturday, Sheriff Zellas, of Washington county, arrested George Lapole, a canal boatman, at Williamsport, charging him with the murder of David J. Markey at
the lock along the canal about one mile above Harper’s Ferry. Lapole made the following statement: “Markey was on my boat and got off at Harper’s Ferry. When he came back from the town he was under the influence of liquor, and commenced to curse me and call me ugly names. I asked him to stop abusing me, and he seemed to pay no attention. I finally got angry and went out on the towpath and knocked him down. I only struck him once, with my bare fist. I am surprised to hear of his death, but I did just as any other man would have done.”

Markey died late Saturday night, and the sheriff was telegraphed to arrest Lapole at once. The prisoner was taken to Hagerstown and placed in jail to await a hearing. It is said that when Markey fell his head struck a rock and the skull was fractured. He was carried to the store of Albertus Spence, opposite Harper’s Ferry, where he died. An inquest was held and Lapole charged with the killing.

David J. Markey was a son of the late David J. Markey, and was well and largely connected in Frederick city, being a brother of J. Hanshaw Markey, Mrs. M. N. Rohrberg, Mrs. David C. Winebrener, Mrs. A. E. Gibson, of Laurel, and of Harry Markey, San Francisco, Cal.

Mr. Markey was about fifty-one years of age, unmarried, and spent most of his life in Frederick. He was subject to spells of temporary mental aberration and was under treatment on several occasions for his affliction.

His remains were carried to Frederick Saturday night by his brother, J. Hanshaw Markey. Inquiry among some boatmen in South Cumberland revealed the fact that Markey was well known among the boatmen, and that he was a quiet and inoffensive man.

ET, Tue. 7/16/95, p. 2.  **THE CANAL PROPERTY** – The Washington *Star* says: Under a decree of the District court a few days ago, as stated in the *Star*, the trustees of the Chesapeake and Ohio Canal company have been authorized to sell certain property in Washington, east of the creek and along the line of the original eastern end of the waterway which terminated at Tiber creek. The property involved is that occupied at present by the Washington Gas Light company, embracing land between F and G, G and H, and H and I, and the “Mole wharf,” east of the creek.

The Gas Light Company have offered $100,000 for the property. Any other purchaser would be obliged to buy off a long lease of the company. The proceeds will be devoted to the cancellation of old debts. The decree does not affect in any manner the canal property west of Rock creek or the present condition of affairs pertaining thereto, as many suppose. The property is disconnected from the canal proper.

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**COAL BY CANAL**

The following boats were loaded at this port today:

- **Consolidation Coal Company**
  - Meredith, Winship & Co., Georgetown
    - O. H. Dowden 114 09
    - George S. French 114 09
    - No. 103 118 14
    - E. R. Ladew 117 05
    - James Goddard 117 07
    - Consolidation No. 5 114 17
    - Bradley T. Johnson 117 15
    - George’s Creek Coal & Iron Co.
    - To J. P. Agnew & Co., Georgetown
    - J. H. Mertens 116 13
    - West Virginia Central
      - John R. Zimmerman 118 11
      - Little Fred 121 16
CANAL BOATS TIED UP – Over two score of coal barges belonging to the Consolidated Coal Company and Frederick Mertens & Sons are lying in the Chesapeake and Ohio canal from Aqueduct bridge to outlet lock waiting to be unloaded.

A week ago last Monday the canal broke just above Cabin John’s bridge and the tow path was washed away. The boats coming down from Cumberland were obliged to lay over four days until the canal was repaired. The result was that when they reached Georgetown on Monday forty-three boats came in together. The barges of the Consolidated Company have been coming in and going out ever since but those belonging to Mertens & Sons have been unable to unload.

It is thought, however, several schooners will arrive in Georgetown today and all the boats will be able to leave for Cumberland either this evening or tomorrow.

COAL BY CANAL

The following boats were loaded at this port today:

George’s Creek Coal & Iron Co.
To J. P. Agnew & Co., Georgetown
Amelia Moyer 113 15
Little Walter 117 18
A. Greenless 112 14
Mary Mertens 120 11
John Hanaway 123 17

Consolidation Coal Company
Meredith, Winship & Co., Georgetown
No. 103 116 15
No. 107 116 18
C. Weakley K. 111 10
W. A. Smoot 119 04
No. 133 120 18
Consolidation No. 18 112 17
No. 120 118 09
No. 136 117 17
No. 112 117 02

Libbie 119 02
Consolidation No. 15 123 13
Hugh L. Bond, Jr. 117 10
Steffey & Findlay, Williamsport
B. S. Randolph 118 01
To V. Cushwa & Sons, Williamsport
Mt. Vernon 118 14
D. M. Shupp 119 12
W. H. Cooper 119 17

AFFAIRS IN GEORGETOWN – Killed by a Blow – Geo. W. Leopold, who is charged with having murdered D. J. Markey at Lock 34 on the canal, had a preliminary hearing yesterday at Hagerstown. The autopsy revealed the fact that death had resulted to Markey through a blow to the head.

Capt. Barton Haines gave the most important testimony of the day. He was on the boat when the fatal quarrel started. It originated through the telling of an old trouble that occurred between the men in 1882. Leopold invited Markey to go ashore to settle the quarrel with blows. Markey declined. Then Leopold struck him while sitting on deck and knocked him prostrate. The boat was then drawn up to the tow-path and the men got off. Markey was struck a blow when on shore which felled him again. Then he was left. He lay for a long time unconscious. Some one finally picked him up. Death was too near, though, to avert. Albertus Spencer assisted in trying to restore life.

The tragic death has excited great comment on the canal.

Visiting boatmen are deeply concerned over the affair.

It is generally acknowledged by those who knew Markey that he drank a good deal and was quarrelsome.

The following boats were loaded at this port today:
George’s Creek Coal & Iron Co.
To J. P. Agnew & Co., Georgetown
Park Agnew 116 15
R. D. Johnson 118 11
C. W. Ridley 117 16
To Embrey & Smith, Williamsport
Benj. Vaughan 115 09
Consolidation Coal Company
Meredith, Winship & Co., Georgetown
No. 123 117 03
Consolidation No. 2 118 13
Daniel Linkins 118 00
C. E. Ways 110 13
M. J. Adler 120 13
S. S. Carroll 116 13
Charles E. K., Jr. 117 07
To V. Cushwa & Sons, Williamsport
No. 130 112 04
No. 127 113 04
Steffey & Findlay, Williamsport
Charlie & Lillie 117 16

ET Mon. 7/22/95, p. 1. COAL BY CANAL
The following boats were loaded at this port today:
George’s Creek Coal & Iron Co.
To J. P. Agnew & Co., Georgetown
A. H. Bradt 116 00
Anteros 92 02
J. J. Alexander 118 03
Fred Weiland 114 00
Consolidation Coal Company
Meredith, Winship & Co., Georgetown
No. 118 118 17
No. 111 118 10
No. 102 117 06
J. R. McLean 98 09
No. 115 120 09
W. R. O’Neal 122 05
John Leetch 112 13
Consolidation No. 4 118 10
Judge Hagner 116 10
To V. Cushwa & Sons, Williamsport
Mary 112 13
No. 126 118 18
Steffey & Findlay, Williamsport

A. J. Moody 119 14
Ruby 90 00

ET, Tue. 7/23/95, p. 3. COAL BY CANAL
The following boats were loaded at this port today:
George’s Creek Coal & Iron Co.
To J. P. Agnew & Co., Georgetown
Mt. Vernon 116 19
Emma Mertens 119 05
Consolidation Coal Company
Meredith, Winship & Co., Georgetown
Nelson C. Read 122 01
No. 122 117 17
No. 121 118 00
C. L. Miller 118 19
L. M. Hamilton 108 00
No. 131 116 18
Consolidation No. 10 118 12
To V. Cushwa & Sons, Williamsport
Sallie C. Goddard 118 09
Charles Darrow 113 10
R. L. Somerville 114 10
G. L. Nicolson 113 17
Steffey & Findlay, Williamsport
G. W. McCardell 120 05
Green Ridge 113 11

ET, Wed. 7/24/95, p. 3. COAL BY CANAL
The following boats were loaded at this port today:
George’s Creek Coal & Iron Co.
To J. P. Agnew & Co., Georgetown
W. D. L. Walbridge 120 01
Hilda Chaney 117 15
Geo. A. Hoffman 120 13
New. Alexandria 116 00
Consolidation Coal Company
To Meredith, Winship & Co., Georgetown
J. Graham Pearre 110 13
No. 116 117 01
Leiper P. Read 117 04
W. H. Bayley 116 03
Plough Boy 115 17
G. M. Winship 117 02
No. 134 118 12
No. 130 118 03
   To V. Cushwa & Sons, Williamsport
D. M. Shupp 118 03
Sallie Irene 118 05

ET, Thu. 7/25/95, p. 1. **COAL BY CANAL**
The following boats were loaded at this port today:
Consolidation Coal Company
   Meredith, Winship & Co., Georgetown
   No. 128 120 16
   Judge Bradley 120 07
   James Baker, Jr. 120 02
   Judge Alvey 115 17
   James A. Garfield 119 10
   Geo. S. French 115 06
   Consolidation No. 8 115 14
   Judge McComas 118 17
   W. S. Jacques 118 02
   Judge Boyd 113 10
   Meredith, Winship & Co., Williamsport
   B. S. Randolph 117 16
   To V. Cushwa & Sons, Williamsport
   Judge Douglass 116 00
   Little Neomie 115 01
   Victor 111 08
   George’s Creek Coal & Iron Co.
   To J. P. Agnew & Co., Georgetown
   Ivy City 113 16
   A. G. Johnson 113 12
   H. C. Winship 116 17
   Muskingum 123 06

Ibid, p. 8. **AFFAIRS IN GEORGETOWN – A Lively Time on a Canal Boat** – W. J. Haycock, a canal boatman, chased Thos. Thrasher yesterday with a huge knife and alleged murderous intent. The foot race took place on Haycock’s boat, and was highly exciting. Space was limited and acrobatic feats necessary to avoid a contact with the knife. There were jumps, leaps, sprinting, somersaults and handsprings, witnesses say. Several times both narrowly escaped going over in the water. There was murder in Haycock’s eye and fear in Thrasher’s.

The canal has been particularly lively of late with assaults of various kinds. It is claimed that this is an indication of prosperity.

ET, Sat. 7/27/95, p. 1. **COAL BY CANAL**
The following boats were loaded at this port today:
Consolidation Coal Company
   To Steffey & Findlay, Williamsport
   Col. F. T. Goddard 117 18
   Charlie & Nellie 126 01
   To V. Cushwa & Sons, Georgetown
   Mary 116 03
   Meredith, Winship & Co., Georgetown
   No. 111 118 01
   Consolidation No. 1 114 10
   T. C. McAboy 117 06
   C. B. Bayley 119 16
   Katie Hassett 114 07
   W. H. Duncannon 122 19
   Consolidation No. 19 123 10
   No. 101 120 04
   Kate Fulebar 120 07
   No. 125 119 03
   John C. Poor 117 11
   No. 127 119 00
   George’s Creek Coal & Iron Co.
   To J. P. Agnew & Co., Georgetown
   Ollie V. 118 11
   Sharpsburg 118 05

<table>
<thead>
<tr>
<th>No.</th>
<th>Name</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>130</td>
<td>John K. Cowen</td>
<td>119 16</td>
</tr>
<tr>
<td>119</td>
<td>C. K. Lord</td>
<td>121 08</td>
</tr>
<tr>
<td>16</td>
<td>Consolidation No. 11</td>
<td>120 15</td>
</tr>
<tr>
<td></td>
<td>George’s Creek Coal &amp; Iron Co.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>To J. P. Agnew &amp; Co., Georgetown</td>
<td></td>
</tr>
<tr>
<td>D. W. Sloan</td>
<td>118 08</td>
<td></td>
</tr>
<tr>
<td>Amelia Moyer</td>
<td>118 04</td>
<td></td>
</tr>
<tr>
<td>Eve</td>
<td>117 10</td>
<td></td>
</tr>
<tr>
<td></td>
<td>To Embrey &amp; Smith, Williamsport</td>
<td></td>
</tr>
<tr>
<td>Benj. Vaughan</td>
<td>122 02</td>
<td></td>
</tr>
</tbody>
</table>

ET Mon. 7/29/95, p. 1. **COAL BY CANAL**

The following boats were loaded at this port today:
- Consolidation Coal Company
  - Meredith, Winship & Co., Georgetown
  - T. Leiper Patterson 117 05
  - No. 119 117 15
  - No. 120 117 18
  - Consolidation No. 21 120 17
  - Consolidation No. 9 120 00
  - Consolidation No. 11 122 11
  - Mabel 122 03
  - H. H. Keedy 118 11
  - F. T. Beal 120 11
  - To V. Cushwa & Sons, Williamsport
  - D. M. Shupp 126 19
  - To Steffey & Findlay, Williamsport
  - G. W. McCardell 116 05
  - Davis Coal & Coke Co.
  - To Merten’s Sons, Georgetown
  - J. H. Mertens 121 14

ET, Wed. 7/31/95, p. 3. **COAL BY CANAL**

The following boats were loaded at this port today:
- Consolidation Coal Company
  - Meredith, Winship & Co., Georgetown
  - Geo. S. Reiman 117 02
  - No. 111 120 01
  - No. 110 120 00
  - No. 114 122 04
  - Maj. H. D. Whitcomb 115 17
  - No. 131 113 10
  - Steffey & Findlay, Williamsport
  - Sallie Irene 123 18
  - To V. Cushwa & Sons, Williamsport
  - Lutie & Monie 115 01
  - Mary 110 16
  - Victor 111 02
  - George’s Creek Coal & Iron Co.
  - To J. P. Agnew & Co., Georgetown
  - C. W. Miller 117 15

ES, Thu. 8/1/95, p. 5. **AFFAIRS IN GEORGETOWN – A Story of Benj. Homans**

The tomb of Benjamin Homans, former chief clerk of the War Department, in the old Presbyterian cemetery here, is being dismantled, and the bricks of the vault are being carted away. This has brought forth a story from Mr. C. H. Trunnell, an old gentleman here who has a wonderful store
of interesting incidents. Benjamin Homans was the man who sent two dray loads of public documents to the canal boat of Capt. Daniel Collins, late a justice of the peace at the Great Falls of the Potomac, and placed two armed soldiers on guard, John Hull and Jacob Baltzer, telling them to allow no one to come on board. A little later, so the story runs, a very beautiful lady, who proved afterward to be Dolly Madison, drove down to the boat and gave Wm. Sherwood, one of the crew, a small trunk, telling him to take great care of it, and that he should be rewarded. Then Homans gave the order to Sherwood to take the boat up the canal, and not wait for the captain, who had gone to Washington. The boat, accordingly, was headed for a point near where was the Hominy House, the home place of the grandparents of Mr. Henry Brewer, the surveyor, who resides here. That night the Capitol was burned, and it is said that the documents saved were among the most valuable belonging to the nation.

ET, Sat. 8/3/95, p. 3. COAL BY CANAL
The following boats were loaded at this port today:

<table>
<thead>
<tr>
<th>Name</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>James Goddard</td>
<td>121 08</td>
</tr>
<tr>
<td>No. 129</td>
<td>116 12</td>
</tr>
<tr>
<td>No. 138</td>
<td>118 19</td>
</tr>
<tr>
<td>Detroit</td>
<td>119 18</td>
</tr>
<tr>
<td>Judge Cox</td>
<td>117 15</td>
</tr>
<tr>
<td>B. T. Johnson</td>
<td>117 18</td>
</tr>
<tr>
<td>No. 101</td>
<td>115 11</td>
</tr>
<tr>
<td>No. 130</td>
<td>120 17</td>
</tr>
<tr>
<td>No. 141</td>
<td>119 07</td>
</tr>
<tr>
<td>W. A. Smoot</td>
<td>122 04</td>
</tr>
<tr>
<td>Geo. A. McIlhaney</td>
<td>120 04</td>
</tr>
<tr>
<td>No. 110</td>
<td>117 18</td>
</tr>
</tbody>
</table>

To V. Cushwa & Sons, Williamsport

<table>
<thead>
<tr>
<th>Name</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>D. M. Shupp</td>
<td>121 10</td>
</tr>
<tr>
<td>Charlie &amp; Nellie</td>
<td>119 13</td>
</tr>
</tbody>
</table>

ET, Mon. 8/5/95, p. 3. Strengthening the Towpath – The Chesapeake and Ohio Canal company has a force of men at work strengthening the towpath bank of the canal for a distance of one and a-half miles between Delinger’s Island and Two Locks, on the four-mile level, below Williamsport, by planting 10 foot logs along the river bank, against the towpath. A huge pile driver with a two-hundred-pound hammer is employed in the work. The logs are rafted from Dam No. 6, and about 6,000 will be used. A break occurred at that point early in the summer which weakened the bank.

Ibid, p. 6. COAL BY CANAL
The following boats were loaded at this port today:

<table>
<thead>
<tr>
<th>Name</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anteros</td>
<td>90 08</td>
</tr>
<tr>
<td>L. B. Agnew</td>
<td>118 18</td>
</tr>
</tbody>
</table>

Consolidation Coal Co.

To Meredith, Winship & Co., Georgetown

<table>
<thead>
<tr>
<th>Name</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>E. R. Ladew</td>
<td>119 09</td>
</tr>
<tr>
<td>F. O. Beckett</td>
<td>119 06</td>
</tr>
<tr>
<td>Joseph Bryan</td>
<td>119 00</td>
</tr>
<tr>
<td>Libbie</td>
<td>118 01</td>
</tr>
<tr>
<td>No. 113</td>
<td>116 12</td>
</tr>
<tr>
<td>No. 112</td>
<td>116 18</td>
</tr>
<tr>
<td>Charles E. K., Jr.</td>
<td>116 14</td>
</tr>
</tbody>
</table>

To Cushwa & Sons, Williamsport

<table>
<thead>
<tr>
<th>Name</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lutie &amp; Monie</td>
<td>117 00</td>
</tr>
<tr>
<td>Mary</td>
<td>117 04</td>
</tr>
</tbody>
</table>

Steffey & Findlay, Williamsport

<table>
<thead>
<tr>
<th>Name</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sallie Irene</td>
<td>121 05</td>
</tr>
</tbody>
</table>

Ibid, p. 11. COAL BY CANAL
The following boats were loaded at this port today:

<table>
<thead>
<tr>
<th>Name</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Alexandria</td>
<td>118 03</td>
</tr>
<tr>
<td>Mary Mertens</td>
<td>118 15</td>
</tr>
<tr>
<td>J. Hanaway</td>
<td>113 03</td>
</tr>
</tbody>
</table>
ET, Wed. 8/7/95, p. 1. **Selling Canal Property** – The property of the Chesapeake and Ohio canal company, which is occupied by the Washington city gas light company and fronts on the river between 28th and [??] streets, Washington, was offered at public sale yesterday. Under the terms of the order of court directing the sale to be made on no bid less than $100,000 for the property as a whole would be considered. There were very few present yesterday when the property was offered for sale, and as no bid of that amount was received, the property was withdrawn. An offer of that amount was made by the gas company, and it was decided by the court to offer the property at public auction, and if a better price was not obtained, then it could be disposed of at private sale. The offer of the gas company for this property will be accepted. As has been stated, the property is now occupied by the gas company under lease.

*Ibid*, p. 3. **COAL BY CANAL**

The following boats were loaded at this port today:

Consolidation Coal Co.

To Meredith, Winship & Co., Georgetown

No. 115 120 01

Judge McComas 121 18

Consol No. 15 120 08

John Leetch 114 08

S. S. Carroll 116 00

Consolidation No. 12 119 18

C. W. Adams 118 08

Consolidation No. 16 123 15

Joseph Baker 116 11

No. 132 117 11

No. 145 118 12

To Steffey & Findlay, Williamsport

Charlie & Nellie 116 09

Little Fred 114 14

To V. Cushwa & Sons, Williamsport

Sallie C. Goddard 111 09

Charles Darrow 123 09

ET, Thu. 8/8/95, p. 3. **COAL BY CANAL**

The following boats were loaded at this port today:

Consolidation Coal Co.

To Meredith, Winship & Co., Georgetown

Consol No. 18 121 04

No. 115 120 01

Judge McComas 121 18

Consol No. 15 120 08

John Leetch 114 08

S. S. Carroll 116 00

Consolidation No. 12 119 18

C. W. Adams 118 08

Consolidation No. 16 123 15

Joseph Baker 116 11

No. 132 117 11

No. 145 118 12

To Steffey & Findlay, Williamsport

B. S. Randolph 113 14

Col. F. T. Goddard 116 06

Ruby 89 13

George’s Creek Coal & Iron Co.

To Embrey & Smith, Williamsport

Emma Mertens 117 12

A. H. Bradt 113 18

To J. P. Agnew & Co., Georgetown

Mertensville 120 11

R. D. Johnson 114 11

W. D. L. Walbridge 116 04
George’s Creek Coal & Iron Co.
To J. P. Agnew & Co., Georgetown
Mrs. McComas 111 04
C. W. Ridley 111 00
Park Agnew 111 14
A. Greenless 117 01
Geo. A. Hoffman 115 10

Mr. C. A. Little, attorney-at-law of Hagerstown, and who has been appointed by the Governor to collect and audit claims against the Chesapeake and Ohio canal, will meet the creditors of the canal company on Wednesday, August 21st inst., at the clerk’s office for this county, and take charge of such claims as may be presented to him against the company.

Williamsport
News reached Williamsport yesterday morning that the recent storms had played havoc along the line of the Chesapeake and Ohio canal. The lightning and high winds destroyed a number of large trees, blowing them over into the canal and causing the boatmen a great deal of trouble at different points on the four-mile level above Williamsport. Superintendent Hassett, of that division, has a large gang of hands at work clearing away the debris, and it is thought that navigation will not be delayed.

Thomas Little, an old employee of the Chesapeake and Ohio canal company, died at his home, near Williamsport, Monday, of old age and general debility. Mr. Little was about eighty years old, had been in the employ of the canal company for 30 years, and before that time was a stage driver between Frederick and Hagerstown.

ET, Fri. 8/9/95, p. 2. COAL BY CANAL –
The following boats were loaded at this port today:
George’s Creek Coal & Iron Co.
To J. P. Agnew & Co., Georgetown
Sharpsburg 125 07

Fred Weiland 115 10
Consolidation Coal Co.
To Meredith, Winship & Co., Georgetown
Daniel Linkins 112 11
Consol No. 8 118 11
G. M. Winship 119 03
Star No. 9 116 02
No. 122 119 03
C. K. Lord 118 03
No. 120 116 18
J. R. McLean 119 05
Judge Hagner 114 10
Judge Bradley 119 18
To Steffey & Findlay, Williamsport
A. J. Monday 121 09
To V. Cushwa & Sons, Williamsport
D. M. Shupp 117 09
Victor 107 13

Ibid, p. 8. Canal Obstructed – The severe storms of the past week did considerable damage along the line of the Chesapeake and Ohio Canal. The high winds and lightning knocked a number of large trees into the canal on the four-mile level, above Williamsport, causing the boatmen much trouble. Navigation suffered some delay. The obstructions are being rapidly removed by a force of men.

ET Mon. 8/12/95, p. 3. COAL BY CANAL –
The following boats were loaded at this port today:
Consolidation Coal Co.
To Meredith, Winship & Co., Georgetown
No. 213 115 08
No. 195 123 12
C. E. Ways 119 18
W. H. C. Bayley 119 03
John C. Poor 118 05
No. 101 118 12
Judge Alvey 116 15
H. H. Keedy 119 10
No. 123 118 01
M. E. Grove 113 13
Consolidation No. 10 119 16
C. Wagley K. 112 05
ET, Wed. 8/14/95, p. 3. COAL BY CANAL

The following boats were loaded at this port today:

Consolidation Coal Co.
To J. P. Agnew & Co., Georgetown
C. W. Miller 112 12
A. G. Johnson 116 03
Amelia Moyer 115 11
Little Walter 116 18
Hilda Chaney 121 08
John K. Shaw 117 17

Consolidation Coal Co.
To Meredith, Winship & Co., Georgetown
W. H. Dunkinson 121 19
L. M. Hamilton 117 14
Geo. S. Reiman 115 18
No. 110 116 10
James A. Garfield 116 19
No. 133 119 14
Plough Boy 119 11
Consolidation No. 9 119 12
John K. Cowen 115 10

To Steffey & Findlay, Williamsport
Little Fred 112 00
A. J. Mundy 106 15
Mt. Vernon 113 19

To V. Cushwa & Sons, Williamsport
Charles Darrow 117 00
D. M. Shupp 122 14

ET, Thu. 8/15/95, p. 3. COAL BY CANAL

The following boats were loaded at this port today:

Consolidation Coal Co.
To Meredith, Winship & Co., Georgetown
T. C. McAboy 116 17
Consolidation No. 2 112 08
C. B. Bayley 114 03
S. M. Storm 118 09
Geo. S. French 110 10
A. L. Miller 108 01
No. 114 116 16
Mabel 110 03

Steffey & Findlay, Williamsport
Green Ridge 114 18
ET, Fri. 8/16/95, p. 2. COAL BY CANAL
The following boats were loaded at this port today:

Consolidation Coal Co.
To Meredith, Winship & Co., Georgetown
No. 114 113 09
Consolidation No. 3 109 13
Katie Hassett 111 08
Nelson C. Read 118 05
No. 116 115 16
Consolidation No. 6 112 00
No. 117 115 02
Consolidation No. 13 115 13
To V. Cushwa & Sons, Williamsport
Lutie & Monie 111 13
Steffey & Findlay, Williamsport
Ruby 88 00
Sallie Irene 111 07
Co. F. T. Goddard 114 00
George’s Creek Coal & Iron Co.
To J. P. Agnew & Co., Georgetown
J. J. Alexander 110 01
W. T. Hassett 116 03

ES, Sat. 8/17/95, p. 5. AFFAIRS IN GEORGETOWN – Mr. Charles Little, who was appointed by Gov. Brown special auditor of certain claims against the Chesapeake and Ohio canal, has opened his office in Williamsport. Thousands of dollars’ worth of claims have already been filed.

Mon. 8/19/95, p. 2. The body of a colored man, identified as George E. Brown, was discovered floating in the Georgetown canal at Thirty-fourth street about 2 o’clock yesterday afternoon by James Faulkner, of Thirty-fourth street.

Brown was working on the coal barge “Muskingum,” belonging to J. P. Agnew & Co., under Capt. Twigg, some time ago, but went on a protracted spree several days since leaving the boat which lay at the Agnew chutes.

Just before 12 o’clock Saturday night Brown came down the tow path under the influence of liquor.

HE FELL OVERBOARD
Boarding the boat the man shouted to Capt. Twigg that he intended to stay on the deck awhile to sober up. When Capt. Twigg went into his little cabin to retire he left Brown lying on the center cabin roof apparently asleep.

The thought that the man would fall overboard did not enter the barge master’s head as he knew Brown was an old boatman. When the captain arose yesterday morning he did not think anything of Brown’s disappearance concluding he had walked ashore and gone away.

Young Faulkner was on the top of the tall wall bounding the canal near Thirty-fourth street, with another boy, when he noticed something resembling a human body floating on the surface of the water near the walk. He immediately notified Mr. Twigg, who rowed out and recovered the body, which was placed in the Seventh precinct patrol wagon and conveyed to the station.

Capt. Twigg identified the corpse as that of Brown. The man it is thought must have rolled off the boat into the water while asleep.

Brown was about 45 years of age, and resided in Alexandria until his wife left him recently.
Deputy Coroner Glazebrook last evening reviewed the body but deemed an inquest unnecessary.  

ET, Tue. 8/20/95, p. 2. **COAL BY CANAL**

The following boats were loaded at this port today:

- George’s Creek Coal & Iron Co.
  - To J. P. Agnew & Co., Georgetown
  - W. D. L. Walbridge 118 00
  - Laura B. Agnew 115 18
  - Park Agnew 118 13
  - John Hanaway 116 14
  - G. L. Nicolson 116 00

- Consolidation Coal Co.
  - To Meredith, Winship & Co., Georgetown
  - W. A. Leetch 115 14
  - To Bridges & Henderson, Hancock
  - Round Top 107 14
  - To Steffey & Findlay, Williamsport
  - G. W. McCardell 113 03
  - Little Fred 111 13
  - Mt. Vernon 118 17
  - Ruby 92 10
  - To Cushwa & Sons, Williamsport
  - D. M. Shupp 115 08

ET, Wed. 8/21/95, p. 1. **AUDITING THE CLAIMS** – Mr. Charles A. Little, the State’s Attorney of Washington county, who was appointed by Governor Brown to audit the claims of persons in this State against the Chesapeake and Ohio canal, is here today, hard at work at the court house.

The Times reporter called on Mr. Little late this afternoon, but to question he said: “I have nothing at present, nor indeed will I ever have anything myself to give out for publication on this subject. I am working for the Governor and my report will be submitted to him by the first of October.”

“Have you any idea of the amount of claims you have already audited, Mr. Little?” the reporter asked.

“No, I really have no idea and could not state the amount even if I knew it. I cannot say anything at all for publication.”

ES, Wed. 8/21/95, p. 3. **AFFAIRS IN GEORGETOWN** – An old and rotten telegraph pole on the towpath of the Chesapeake and Ohio canal fell yesterday while half a dozen boys were at its base. One, Charles G. Renner, about fourteen years of age, was crushed about the thighs. Edward Renner, his ten-year-old brother, also received injuries. The pole was seen falling by two of the boys, and a scramble commenced, but the Renner children were not alert enough to escape. More serious injury to the older boy was probably averted by a rise in the ground, which caught the full force of the pole’s fall, and prevented it from resting its weight upon him. Edward seems to have been but grazed, though his bruises are severe.

Charlie was unable to rise, and it was thought until the Emergency Hospital was reached that his bones had been crushed into a pulp. At the Emergency Hospital, it was found that the principal injuries were to the flesh of the limbs, above the knees.

The telegraph pole which fell is one owned by the canal company, and was erected, it is said, fifteen or twenty years ago, to support the company’s line to Cumberland. Long stay in the ground had decayed the lower portion. The boys were playing some sort of a game, in which the pole was used as a home base. At the exciting point in the game there was a united run against the big upright. The force of the contact broke it at the base and it fell.

WT, Thu. 8/22/95, p. 1. **Crushed by a Canal Boat** – James Whorton, twenty-four years of age, employed as a laborer on the Chesapeake and Ohio canal, was badly crushed about the chest by a canal boat just above Georgetown yesterday afternoon. He

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2 *The Morning Times*, Washington, D. C.
was removed to Providence Hospital, where he now lies in a serious condition.

ET, Sat. 8/24/95, p. 6. **Never Has Been Done Before** – Owing to the extremely low water along the line of the Chesapeake and Ohio canal and Potomac river, the canal company has been forced to keep all gates at the feeder locks open, so as to have enough water in the canal bed to let loaded boats pass. This is something that has never been done in the history of the canal before.

-----------------------
**COAL BY CANAL** –
The following boats were loaded at this port today:

<table>
<thead>
<tr>
<th>Perkins Coal Company</th>
<th>To Meredith, Winship &amp; Co., Georgetown</th>
</tr>
</thead>
<tbody>
<tr>
<td>No. 121</td>
<td>108 02</td>
</tr>
<tr>
<td>Consolidation No. 18</td>
<td>108 06</td>
</tr>
<tr>
<td>John Leetch</td>
<td>98 19</td>
</tr>
<tr>
<td>H. H. Keedy</td>
<td>101 11</td>
</tr>
<tr>
<td>No. 148</td>
<td>103 01</td>
</tr>
<tr>
<td>Geo. S. French</td>
<td>107 09</td>
</tr>
<tr>
<td>Joseph Becker, Jr.</td>
<td>101 09</td>
</tr>
<tr>
<td>No. 132</td>
<td>103 03</td>
</tr>
<tr>
<td>Consolidation No. 17</td>
<td>109 10</td>
</tr>
<tr>
<td>S. S. Carroll</td>
<td>105 17</td>
</tr>
</tbody>
</table>

To Steffey & Findlay, Williamsport

| Ruby                 | 75 16                                  |
| Mt. Vernon           | 108 11                                 |
| Green Ridge          | 102 17                                 |
| G. W. McCordell      | 107 11                                 |

To V. Cushwa & Sons, Williamsport

| D. M. Shupp          | 104 17                                 |

George’s Creek Coal & Iron Co.
Meredith, Winship & Co., Georgetown

| No. 138              | 103 16                                 |
| Katie Hassett        | 104 04                                 |
| Geo. A. McIlhaney    | 108 10                                 |
| Steffey & Findlay, Williamsport |
| No. 146              | 103 06                                 |
| Sallie Irene         | 110 14                                 |

To Cushwa & Sons, Williamsport

| Ed E. Reichter       | 104 06                                 |

ET, Thu. 8/29/95, p. 3. **COAL BY CANAL** –
The following boats were loaded at this port today:

<table>
<thead>
<tr>
<th>George’s Creek Coal &amp; Iron Co.</th>
</tr>
</thead>
<tbody>
<tr>
<td>To J. P. Agnew &amp; Co., Georgetown</td>
</tr>
<tr>
<td>H. C. Winship</td>
</tr>
<tr>
<td>Fred Weiland</td>
</tr>
<tr>
<td>W. T. Hassett</td>
</tr>
<tr>
<td>D. W. Sloan</td>
</tr>
<tr>
<td>Ivy City</td>
</tr>
</tbody>
</table>

Consolidation Coal Co.
Meredith, Winship & Co., Georgetown

<table>
<thead>
<tr>
<th>Consolidation No. 2</th>
<th>98 02</th>
</tr>
</thead>
<tbody>
<tr>
<td>No. 103</td>
<td>99 14</td>
</tr>
<tr>
<td>Judge Hagner</td>
<td>99 08</td>
</tr>
<tr>
<td>Judge Alvey</td>
<td>100 12</td>
</tr>
<tr>
<td>No. 107</td>
<td>101 11</td>
</tr>
<tr>
<td>No. 133</td>
<td>105 03</td>
</tr>
<tr>
<td>No. 110</td>
<td>110 10</td>
</tr>
<tr>
<td>T. L. Patterson</td>
<td>99 01</td>
</tr>
<tr>
<td>No. 135</td>
<td>98 03</td>
</tr>
<tr>
<td>W. H. C. Bayley</td>
<td>98 08</td>
</tr>
<tr>
<td>Consolidation No. 15</td>
<td>101 03</td>
</tr>
<tr>
<td>C. E. Ways</td>
<td>98 19</td>
</tr>
<tr>
<td>No. 123</td>
<td>101 07</td>
</tr>
<tr>
<td>C. W. Adams</td>
<td>93 08</td>
</tr>
<tr>
<td>Col. F. T. Goddard</td>
<td>97 12</td>
</tr>
</tbody>
</table>

To Steffey & Findlay, Williamsport

| A. J. Mondy          | 106 19 |
| Little Fred          | 101 13 |
| Ruby                 | 76 15  |

To Cushwa & Sons, Williamsport

<table>
<thead>
<tr>
<th>Consolidation No. 10</th>
<th>99 17</th>
</tr>
</thead>
<tbody>
<tr>
<td>John K. Cowen</td>
<td>100 17</td>
</tr>
<tr>
<td>Consolidation No. 9</td>
<td>101 11</td>
</tr>
</tbody>
</table>
No. 122 99 02

ET, Fri. 8/30/95, p. 5. COAL BY CANAL
The following boats were loaded at this port today:
George’s Creek Coal & Iron Co.
To J. P. Agnew & Co., Georgetown
J. H. Mertens 101 08
J. R. Zimmerman 107 19
To R. McL Smith, Williamsport
John Hanaway 97 05
Consolidation Coal Co.
To V. Cushwa & Sons, Williamsport
F. S. Mead 91 17
D. M. Shupp 101 01
Mary Mertens 101 06
No. 126 100 07
To Steffey & Findlay, Williamsport
Green Ridge 99 10
To Meredith, Winship & Co., Georgetown
Joseph H. Lee 99 05
No. 113 99 13
No. 124 98 10
W. B. Orme 109 10
Star No. 9 98 11
No. 136 100 01
Judge Stake 97 16
C. Wagley K. 98 18
J. C. Poor 99 09

Ibid, p. 10. COAL BY CANAL
The following boats were loaded at this port today:
George’s Creek Coal & Iron Co.
F. Mertens’ Sons, Harper’s Ferry, W. Va.
B. Bridges 101 00
J. P. Agnew & Co., Georgetown
Little Walter 94 06
New Alexandria 99 15
Sharpsburg 101 14
Hilda Chaney 97 04
A. G. Johnson 96 12
Ollie V. 95 00
Consolidation Coal Co.
To Meredith, Winship & Co., Georgetown
No. 128 97 13
Judge Alvey 97 13

W. T. Coulehan 94 02
No. 111 97 00
Geo. S. Reiman 103 17
James A. Garfield 97 08
No. 114 88 15
L. P. Read 97 04
M. J. Adler 100 11
To V. Cushwa & Sons, Williamsport
Sallie C. Goddard 93 14
Charles Darrow 101 00

ET, Mon. 9/2/95, p. 2. COAL BY CANAL
The following boats were loaded at this port today:
George’s Creek Coal & Iron Co.
J. P. Agnew & Co., Georgetown
W. D. L. Walbridge 100 16
Anteros 71 10
A. W. Nicolson 100 14
Mertensville 102 01
A. H. Bradt 101 09
Laura B. Agnew 101 12
C. W. Miller 97 06
To C. W. Embrey, Williamsport
Benj. Vaughan 101 05
Consolidation Coal Co.
To V. Cushwa & Sons, Williamsport
Mt. Vernon 103 02
Ed. E. Richter 97 08
Lutie & Monie 96 09
To Steffey & Findlay, Williamsport
Sallie Irene 99 05
G. W. McCardell 102 01
To Meredith, Winship & Co., Georgetown
No. 116 99 11
No. 115 100 00
Nelson C. Read 101 00
Mabel 99 07
No. 142 102 16
Alice Cable 100 04
Kate Fulebar 94 13
W. A. Smoot 97 05
No. 127 97 15

ET, Wed. 9/4/95, p. 6. COAL BY CANAL
The following boats were loaded at this port today:

Consolidation Coal Company
To Meredith, Winship & Co., Georgetown

Consolidation No. 19  104 08
W. H. Dunkinson  104 18
C. R. White  98 10
Consolidation No. 11  98 08
Consolidation No. 1  98 03
W. A. Leetch  98 17
Consolidation No. 4  100 00
M. E. Grove  98 10
Hugh L. Bond, Jr.  98 18
No. 118  98 13
To V. Cushwa & Sons, Williamsport
Sallie C. Goddard  99 06
No. 103  103 03
Charles Darrow  98 04
W. H. Cooper  98 13
Consolidation No. 10  97 18
George’s Creek Coal & Iron Co.
To J. P. Agnew & Co., Georgetown
Emma Mertens  98 05
John Hanaway  94 13
R. D. Johnson  99 02
C. W. Ridley  100 17

Ibid, p. 9. Sudden Death of a Boatman. – Henry J. Ensminger, an old boatman and resident of Williamsport, aged sixty-six years, dropped dead from heart disease Tuesday evening on a canal boat at dam No. 6, ten miles west of Hancock.

ET, Fri. 9/6/95, p. 1. COAL BY CANAL – The following boats were loaded at this port today:

Consolidation Coal Company
To Meredith, Winship & Co., Georgetown

F. O. Beckett  119 16
Consolidation No. 1  98 10
E. R. Ladew  118 17
No. 119  100 03
Consolidation No. 18  102 15
C. K. Lord  101 08
A. H. Dowden  93 16
H. H. Keedy  97 06
Consolidation No. 9  93 08
Consolidation No. 21  98 12
No. 102  101 19
Consolidation No. 14  100 06
C. F. T. Beall  93 13
To Steffey & Findlay, Williamsport
Little Fred  100 14
Col. F. T. Goddard  98 14
Ruby  70 07
To V. Cushwa & Sons, Williamsport
D. M. Shupp  90 14
George’s Creek Coal & Iron Co.
To J. P. Agnew & Co., Georgetown
Morning Star  98 16
G. L. Nicolson  97 12

ET, Sat. 9/7/95, p. 4. COAL BY CANAL – The following boats were loaded at this port today:

Consolidation Coal Company
To Meredith, Winship & Co., Georgetown

Judge Boyd  97 05
Joseph Becker, Jr.  99 14
No. 105  98 03
W. J. Stephenson  98 18
Maj. H. D. Whitcomb  96 05
No. 129  99 09
B. R. Mayfield  95 16
No. 134  97 02
No. 101  96 18
No. 132  98 08
J. K. Cowen  95 19
No. 112  100 03
Consolidation No. 8  98 15
To V. Cushwa & Sons, Williamsport
Mt. Vernon  98 02
F. S. Mead  95 03
B. Badges  99 11
No. 116  97 11
Ed E. Reichter  100 15
George’s Creek Coal & Iron Co.
To J. P. Agnew & Co., Georgetown
John K. Shaw  67 11
Arch Greenless  94 13

ET, Thu. 9/12/95, p. 4. COAL BY CANAL
The following boats were loaded at this port today:

Consolidation Coal Company
To Steffey & Findlay, Williamsport
Ruby 69 11

To Cushwa & Sons, Williamsport
D. M. Shupp 93 01
Judge Douglass 87 11
Mt. Vernon 91 12
W. H. Cooper 91 02

Meredith, Winship & Co., Georgetown
Consolidation No. 16 96 08
Consolidation No. 10 96 18
W. S. Jacques 93 19
Detroit 94 18
Consolidation No. 15 94 15

George’s Creek Coal & Iron Co.
To J. P. Agnew & Co., Georgetown
H. C. Winship 91 18
Ivy City 94 14
Muskingum 94 09

ET, Sat. 9/14/95, p. 4. COAL BY CANAL
The following boats were loaded at this port today:

Consolidation Coal Company
To Meredith, Winship & Co., Georgetown
No. 114 99 05
Charles E. K., Jr. 93 06
No. 141 93 10
No. 142 97 12
John C. Poor 96 02
Libbie 98 06

To V. Cushwa & Sons, Williamsport
R. L. Somerville 96 01
Mary 95 11
Round Top 95 00
No. 108 97 17

George’s Creek Coal & Iron Co.
To C. W. Embrey, Williamsport
Benj. Vaughan 95 19
J. P. Agnew & Co., Georgetown
A. G. Johnson 97 01
Fred Weiland 89 19
Ollie V. 98 17

Ibid, p. 8. FOR MORE WATER – Raising the Dam – The operations of increasing the water supply of Washington by raising the height of the dam at Great Falls are stated as follows: “Quarrying and cutting and transporting stone were continued. Of about 3,500 blocks required 322 were taken from the quarry to Great Falls, making 766 now ready to place. There are 160 more at the quarry awaiting cutting and transportation. The erection of a cement shed and a derrick and the laying of a railroad track from the canal to the Maryland shore were commenced. A sixty-foot barge for carrying stone from the quarry was built and the stone crusher was repaired preparatory to its use in crushing stone for the concrete filling of the dam. A contract for furnishing, erecting and testing a cableway for use in raising so much of the dam as crosses the river channels was prepared and submitted to the chief of engineers for his approval.

Damages From Overflow
On the 5th of August, the Secretary of War approved the recommendation of the chief of engineers that an officer of the corps of engineers be designated to meet an engineer, to be selected by the Chesapeake and Ohio canal authorities, to form a commission to report as to the claim of the representatives of the canal company against the United States for damages from the proposed raising of the dam at Great Falls. Mr. G. L. Nicolson, general manager of the canal, was selected by the canal authorities to act with Maj. H.M. Adams, corps of engineers, as the commission in this matter. The probable operations for September include the first work of raising so much of the dam as crosses Conn’s Island and erecting the cableway.

WT, Tue. 9/17/95, p. 4. COAL BY CANAL
The following boats were loaded at this port today:
Consolidation Coal Company
To V. Cushwa & Sons, Williamsport
No. 122 90 00
Sallie C. Goddard 90 14
Charles Darrow 92 19
D. M. Shupp 93 10
To Steffey & Findlay, Williamsport
B. S. Randolph 91 10
To Meredith, Winship & Co., Georgetown
Alice Cable 92 16
W. H. C. Bayley 96 07
Mabel 96 13
Kate Fulcher 91 11
Consolidation No. 5 98 14
No. 102 96 13
No. 109 95 09
No. 135 96 04
George’s Creek Coal & Iron Co.
To J. P. Agnew & Co., Georgetown
R. D. Johnson 96 14

Ibid, p. 6. MISERY OF CANAL

MULES – The attention of The Times having been called to the ill-treatment of the animals used on the towpath of the Chesapeake and Ohio Canal between Cumberland, Md., and Georgetown, yesterday a representative of the paper visited the landing on Water street at the foot of Thirtieth northwest.

Here the reporter found twenty-five or thirty horses and mules hitched to posts and rocks. Their condition was all that was described, perhaps worse. There they stood, under the beaming sun without even an apology for shelter, one or two nibbling a little hay, while the others looked on hungrily and wistfully. This condition, it is said, has existed all summer and is likely to continue all winter and next summer if not put a stop to by the officers of the Humane Society.

All of these animals had just returned from a trip from Cumberland, and a sorrier lot of beasts could hardly be found anywhere.

FULL OF SORES

Of the whole number, more than half showed marks of much inhuman treatment. In many cases the sores were nearly healed, but in others the wounds caused by the galling collar were still fresh, one or two of them being actually revolting to the sight.

The greater part of the animals were in very poor condition. They had an appearance of having been trained down to bone and muscle. Any way there was plenty of evidence of bone, though the presence of muscle had to be left to the imagination.

When it is known that these animals work day and night, rain or sunshine, in hot or cold weather, for days at a time, without any let up or rest, it is no surprise that they are dying by inches. “A trip,” that is to Cumberland and return, a distance of 368 miles, is made in seven days, making an average of fifty-two miles per day. The load they have to haul varies with the condition of the water; when it is high a load is estimated at 125 tons and at low water ranges from 75 to 90 tons.

NO REST FOR THE WEARY

“No rest for the weary” “On the long trip to Cumberland four and sometimes five animals are in harness, but then there is no rest either day or night, except just long enough to feed man and beast. In this way the trip is made in three days or at an average of sixty-four miles a day. A day is consumed in unloading – if they are lucky enough to catch a return “fare” as they call it – and loading, and then the return trip is again accomplished in the remaining three days of the week.

The horses and mules belong mostly to the boat men and a stock company at Cumberland, which sells to the canal man on easy terms. In all there are about 150 horses and mules used in towing the canal boats and there is no doubt but that those seen yesterday were a fair sample of all the others.

ES, Wed. 9/18/95, p. 3. Looking for a Man
The police authorities of the Georgetown precinct are looking for a young white man who last Monday night assaulted an old man by the name of George W. Freeman. Freeman is employed as a boatman on the Chesapeake and Ohio canal, and is about fifty-three years of age. The name of his assailant is known to the police, but they refuse to divulge it.

The trouble between the two men grew out of a row they indulged in shortly before midnight Monday in that part of Georgetown known as “Boston,” a tough section of the city. There was a bantering of words, and the men, who it is said were both partially intoxicated, got to fighting. Freeman came out with the worst of the set-to, having a severe cut on the head, and numerous bruises all over his body. He was taken charge of by friends, who cared for him, and, though the police had heard of the fight and could have captured the man who did the assaulting, they were unable to learn who the injured man was. As soon as discovered, Freeman was taken to the station house, where he is held as a United States witness, while the officers of the precinct are searching for the assailant. The latter has in the meantime effected his escape.

Freeman’s injuries are painful, but will not result seriously.

ET, Thu. 9/19/95, p. 4.

Death of Mrs. Izenhour – Mrs. John Izenhour died this morning on a canal boat, at the wharf. The deceased was in her 48th year. The funeral arrangements have not yet been made.

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COAL BY CANAL

The following boats were loaded at this port today:

Consolidation Coal Company
To Meredith, Winship & Co., Georgetown
No. 118  90 06
N. C. Read  96 03
C. E. Ways  91 15

Consolidation No. 14  88 03
No. 116  91 19
Judge W. S. Cox  90 03
C. F. T. Beall  92 09
C. B. Bayley  91 11
J. R. McLean  83 08
No. 106  90 10
No. 119  93 13
B. T. Johnson  90 03
Consolidation No. 3  89 12
J. K. Cowen  85 06
Consolidation No. 9  90 11
To Steffey & Findlay, Williamsport
Geo. McCardell  93 18
Sallie Irene  91 07
To V. Cushwa & Sons, Williamsport
Lutie & Monie  38 14
Judge Douglass  87 04
George’s Creek Coal & Iron Co.
To J. P. Agnew & Co., Georgetown
C. W. Ridley  93 14
Mertensville  88 00
W. D. L. Walbridge  89 03

ET Mon. 9/23/95, p. 3.

COAL BY CANAL

The following boats were loaded at this port today:

Consolidation Coal Company
To Meredith, Winship & Co., Georgetown
A. L. Miller  80 01
Consolidation No. 4  81 18
Judge Bradley  86 15
L. M. Hamilton  81 09
S. S. Carroll  75 06
No. 132  72 08
W. S. Stephenson  77 06
F. S. Mead  79 14
Consolidation No. 21  73 16
No. 109  82 02
To Steffey & Findlay, Williamsport
Charlie & Nellie  76 18
A. J. Mondy  81 05
Col. F. T. Goddard  71 09
To V. Cushwa & Sons, Williamsport
No. 126  75 16
Mary  71 09
George’s Creek Coal & Iron Co.
To J. P. Agnew & Co., Georgetown
Anteros 51 19
J. J. Alexander 71 04

ES, Mon. 9/23/95, p. 12. The Canal Men –
All the canal men with but few exceptions
will vote the republican ticket this year.
Hardly a Hurst button is seen along the line.
One old leader among the men says that they
will not vote any more for Gorman’s
candidates, as they fear that they might yet
accomplish the sale of the Chesapeake and
Ohio canal, in which they were s few years
ago frustrated by Judge Alvey. It has not
been so many years ago when, it is said,
Gorman owned almost the souls of the canal
men, “but things have changed, you know.”

ET, Tue. 9/24/95, p. 3. COAL BY CANAL
The following boats were loaded at
this port today:
George’s Creek Coal & Iron Co.
To J. P. Agnew & Co., Georgetown
Morning Star 78 08
To R. McL. Smith, Williamsport
Mary Mertens 79 12
To C. W. Embrey, Williamsport
Benj. Vaughan 78 01
To V. Cushwa & Sons, Williamsport
D. M. Shupp 78 17
Sallie C. Goddard 78 07
Meredith, Winship & Co., Georgetown
No. 121 76 09
No. 101 76 16
No. 113 78 06
J. C. Pearre 68 10
Judge A. H. Boyd 75 18
No. 131 79 15
W. R. Lewis 74 18
Consolidation No. 1 76 00

ET, Wed. 9/25/95, p. 3. COAL BY CANAL
The following boats were loaded at
this port today:
Consolidation Coal Company
To Meredith, Winship & Co., Georgetown
T. C. McAboy 76 14
No. 120 77 03
Maj. H. D. Whitcomb 69 10
No. 108 69 11
Consolidation No. 12 72 11
W. A. Smoot 71 06
Consolidation No. 2 71 10
Consolidation No. 20 69 18
No. 101 73 08
B. R. Mayfield 70 08
No. 141 69 08
Plough Boy 69 07
George’s Creek Coal & Iron Co.
To J. P. Agnew & Co., Georgetown
New Alexandria 78 07
W/ T. Hassett 71 14

ET, Thu. 10/3/95, p. 2. ATTACKED IN
HIS CABIN – C. C. Fearson, a canal
boatman, was assaulted about 11 o’clock
last night in the cabin of a canal boat lying at
Tenney’s mill, near the Aqueduct bridge, in
Georgetown.

Fearson returned to the boat quite
late, and was surprised to find two men in
his cabin. He asked them what they were
doing there and they made no reply, when
he set upon them and a fierce encounter
ensued.

In the melee, the boatman was
severely injured by the intruders, one of
whom dealt him several severe blows with a
hatchet which they found in the cabin. He
was struck several times over the head and
body, and was not discovered until early this
morning, when his son called to see him at
the boat.

He found his father lying in his berth
in a pool of blood and immediately informed
the police. The man was taken to the
Emergency Hospital, where his wounds
were dressed and he was sent to the boat
about 2 o’clock today.

Fearson, who admits that he was
quite drunk at the time of the encounter,
does not remember the appearance of the men, and said to a *Times* reporter that it was doubtful if he could identify them. He says he has no doubt but what they came into his cabin for the purpose of robbery, for he has missed his purse and supposes the robbers took it after they had knocked him into insensibility.

ET, Thu. 10/10/95, p. 1. **CHESAPEAKE AND OHIO CANAL BIDS** – A matter of great interest to the people of Allegany county and the entire State, occupied the attention of Governor Brown, yesterday, at Annapolis. It was the opening of the bids, of which there were three, for the purchase of the State’s interest in the Chesapeake and Ohio canal. The bids, which were sealed, were opened by the Governor at noon in the executive chamber, in the presence of a few persons, including the representative of one of the bidders. As Governor Brown was the only member of the Board of Public Works present, action upon the matter was deferred until his associates on the board, which is composed of the Governor, Comptroller and Attorney-General, could be consulted. The State’s interest for which these bids are offered is as follows:

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Common stock</td>
<td>$733,721.11</td>
</tr>
<tr>
<td>Preferred stock</td>
<td>4,375,000.00</td>
</tr>
<tr>
<td>Unpaid guaranteed dividends for fifty-six years</td>
<td>11,883,000.00</td>
</tr>
<tr>
<td>Mortgage under the Act of 1841</td>
<td>2,000,000.00</td>
</tr>
<tr>
<td>Unpaid interest for sixty years</td>
<td>7,200,000.00</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$29,052,724.11</strong></td>
</tr>
</tbody>
</table>

The first bid opened was that signed by John K. Cowan, Joseph Bryan and Hugh L. Bond, trustees. It was thought by those present to be in the interest of the Baltimore and Ohio railroad. The bidders, whose proposal was accompanied by a bond of $100,000 executed by the American Banking and Trust company, offered to purchase the entire interest of the State at $310,000 in cash. This is $216,600 less than was offered by another company.

**The W. & C. Railroad**

The Washington and Cumberland Railroad company, whose interests were looked after by C. M. Handley, secretary, in their bid offered to accept the lease authorized to be made by the act of Assembly of 1899, chapter 185, upon the terms mentioned, and to comply with all of them and to pay $70,000 for the labor claims as well as to make all other payments mentioned in the act. They claim, under the circumstances, that they are entitled to an option and say they should not be deprived of the opportunity guaranteed under the act of 1899, chapter 185, to acquire the canal property.

“If persons in the interest of the Baltimore and Ohio railroad,” they say, “are allowed to acquire the interests of the State of Maryland in the canal under the proposals invited by the board, the effect will be to place the canal and all its works practically and substantially in the control of the said company, and so be at war with the policy of the State of Maryland as declared by the act of 1899, and be subversive of the best interests of the people and the State of Maryland.”

Continuing, they say: “By the act of Assembly of 1899, chapter 185, approved by the Governor on March 22, 1899, the State of Maryland, in very clear and strong terms, declared its opinion in regard to the proper disposition to be made of the Chesapeake and Ohio canal. In providing for the disposition made by said act of Assembly, the State of Maryland, while securing for itself what seemed to it, under all the circumstances of the case, a reasonable amount as an annual payment, was governed by a desire to do justice to those who, while their legal right to any lien on the property of the canal was doubtful, yet in the opinion of the Governor and Legislature had a strong moral claim.

**The Lease’s Terms**
But this act of Assembly shows also that independently of making proper provision for the different classes of creditors, it was of the utmost importance that such a policy should be pursued in the disposition of the canal as would promote the interest of that portion of the State traversed by the canal, but also be of benefit to the whole State. With these objects in view, this act of Assembly, after reciting that it was hopeless to make any further effort to continue the life of the canal as a waterway and recognizing its capabilities as the route of a railway, the construction of which would largely develop all the property on its line and would give a new outlet from the coal mines to tidewater, authorized a lease of the canal property for 99 years, renewable forever, to the Cumberland and Washington Railroad company, with authority to said company to use such parts of the property as was needed for the construction of a line of railway from Cumberland to the District of Columbia, with authority also to utilize such parts as were available still as a waterway.

The considerations to be paid for the lease, they say, are substantially as follows:

First – Rent of $15,000 annually to the State, renewable on the payment of $300,000.

Second – Payment of principal and interest of bonds under act of 1878, amounting to over $630,000.

Third – Payment of 25 per cent, as principal on bonds issued under act of 1844, chapter 281.

Fourth – Payment of judgment of $39,000 against canal company, constituting a lien on the Cumberland wharf, considerable part of which belongs in Cumberland.

Fifth – Payment of $70,000 in liquidation of labor claims since 1877.

Mr. Kerens’ Bid

The third proposal was from Richard C. Kerens, a capitalist, of St. Louis, said to be interested in the West Virginia Central, in which Senator Gorman, ex-Senator H. G. Davis and Stephen B. Elkins are also interested. Mr. Kerens’ bid is accompanied with a bond in the Fidelity and Deposit Company, Edwin Warfield, president, and is witnessed by Bernard Carter. All the bids are dated from Baltimore. No bond is attached to the proposal of the Washington and Cumberland Railroad Company, and it is probable the Baltimore and Ohio will have but one competitor.

Mr. Kerens’ bid is for $526,000 subject to the following conditions:

1. Provided that contemporaneously with the payment of the said purchase money by proper orders and entries to be made in the proceeding in the case in the circuit court for Washington county of George S. Brown and others against the Chesapeake and Ohio Canal company, the State of Maryland and others, in which case [illegible] for sale of the said Chesapeake and Ohio canal was passed, dated October 2, 1890, the said Richard C. Kerens, or his assigns, are made parties to the said case, and so that said proposed purchaser shall be subrogated to and have all the rights which the State of Maryland now has in the said cause and under said decree.

2. And provided further, that under the above mentioned decree of October 2, 1890, of the circuit court for Washington county, with such modifications, if any, as may be deemed right and proper by the court to be made therein, the entire line of the said Chesapeake and Ohio Canal company, and all its works, in the State of Maryland and in the District of Columbia, in said decree described and directed to be sold, shall be offered for sale at public auction within one year from the date hereof, and that by the terms of said sale it shall be declared that possession of the property so sold shall be
delivered to the purchaser or purchasers upon the ratification of said sale, fee of all right of possession granted by said decree of October 2, 1890, to the trustees of the bondholders of 1844, or granted to them by any subsequent modification of said decree of October 2, 1890; and provided that before the said purchase money mentioned in this proposal shall be payable proper provision for the sale above mentioned shall be made in the said proceedings in said court.

The bids were opened in accordance with an advertisement of August 3, 1895, inviting proposals for the purchase for cash of the entire interest of the State in the Chesapeake and Ohio canal.

_Ibid_, p. 4. The several bids, on yesterday opened at Annapolis, for the sale of the State’s interest in the Chesapeake and Ohio canal, show that, unless the Baltimore and Ohio railroad company can continue to hoodwink the courts, it must part with its quasi hold upon the old canal. When men like R. C. Kerens outbid the Baltimore and Ohio by hundreds of thousands of dollars; there is left to the Board of Public Works no excuse and no escape from the acceptance of that _cash_ bid, which gives to the State the greatest return for its property. Nor can the proposition of the West Virginia Central Railway company supported by Legislature enactment, exceeding by hundreds of thousands of dollars the bid of the Baltimore and Ohio be ignored or lightly considered by the Board of Public Works. The courts of Maryland are not supposed to be conducted in the interest of any such monopoly as the Baltimore and Ohio railroad, the Board of Public Works is the agent of the whole people – it must act upon this basis, and in so acting it is evident that the hold of the Baltimore and Ohio upon the Chesapeake and Ohio canal soon will be broken and a competitive and enterprising railroad will be constructed in its place.

ES, Thu. 10/10/95, p. 3. **Increasing the Water Supply** – Good progress is reported in the project for increasing the water supply of Washington by raising the height of the dam at Great Falls 2 ½ feet. There are no 973 stones at Great Falls for this work. They were quarried and cut at Seneca. The coping has been removed from the section of the dam crossing Conn’s Island. Bench marks have been established and a railroad track has been laid across Conn’s Island. The contract for setting up a suspension cableway for raising Virginia channel sections of the dam requires its completion November 4 next. Authority was received to pay $15,000 to the Chesapeake and Ohio Canal Company, upon the condition that the canal authorities release the United States from all claims for damages to the canal embankment and tow path by the raising of the dam.

ES, Sat. 10/12/95, p. 3. **Canal Navigation Interrupted** – Cumberland, Md., October 11. – There is almost a great drought here. Never in the history of the Chesapeake and Ohio canal was the water so low in the Potomac river as at this time. Below the dam the bed of the river is perfectly dry from shore to shore, and apparently not a drop of water flows down its channel. Although every drop of water in the river and Willis creek passes through the in-take lock of the canal basin, there is not sufficient depth of water to float an empty boat through the basin. Yesterday evening several boats of the Consolidated Coal Company’s line cleared for Georgetown with about one-third of their carrying capacity, but they had not gone half a mile before they literally stuck in the mud, and, although the drivers doubled their teams on the foremost boat in the convoy, they could not move it. Hence, navigation on the canal is closed until the water rises.
THE CANAL’S FUTURE – CUMBERLAND, Md., October 12, 1895. – Gov. Brown was in Annapolis Wednesday, as already published in The Star, and opened bids for the state’s interest in the Chesapeake and Ohio canal, which runs from this city to Georgetown, D. C., a distance of 184 miles.

As Gov. Brown was the only member of the board of public works present, no action was taken upon the different bids, one of which was made in the interest of the Baltimore and Ohio Railroad Company, and the other two in the interest of the West Virginia Central and Pittsburg railway.

It is really a fight between the Baltimore and Ohio and the Pennsylvania railroads, the latter company being on friendly terms with the West Virginia Central and Pittsburg Railway Company.

The latter company has built its railroad from the Elk Garden region of West Virginia to Cumberland, where it has been shipping coal over the Pennsylvania railroad principally, although a small portion is shipped over the Baltimore and Ohio.

A Road Along the Trowpath

The object of the West Virginia Central and Pittsburg Railway Company is to build a railroad over the towpath of the canal from Cumberland to Georgetown, which would almost parallel the tracks of the Baltimore and Ohio Railroad Company.

Offers for the Canal

Of course, the Baltimore and Ohio Railroad Company objects to the sale of the canal to the West Virginia Central and Pittsburg Railway Company. The Baltimore and Ohio Railroad Company offers to purchase the entire interest of the state for $310,000. The West Virginia Central and Pittsburg Railway Company offers $526,000, and the Washington and Cumberland Railroad Company a rent of $15,000 annually to the state of Maryland, redeemable on the payment of $300,000, besides the payment of the principal and interest of the bonds issued under the act of 1878, amounting to over $600,000, and the payment of 25 per cent of the principal of the bonds issued under the act of 1844; and about $100,000 of other claims, including a judgement of about $30,000 and $70,000 in liquidation of labor claims from 1877 to 1890.

The company wishes to lease the canal for ninety-nine years, renewable forever, to the Cumberland and Washington Railroad Company, with authority for that company to use such parts of the property as are needed for the construction of a line of railroad from Cumberland to the District of Columbia, with authority to utilize such parts as were available still as a waterway.

The Canal Traffic

The Consolidated Coal Company shipped during the year 1894 238,831 tons over the canal, the total shipments over the canal being 303,694 tons. The other companies shipping over the canal were the George’s Creek Coal & Iron Company, 60,379 tons; Black, Sheridan & Wilson, 4,185 tons; West Virginia Central, 208 tons; and Borden, 91 tons.

The Consolidation Coal Company shipped from their mines alone in 1894 888,338 tons. The George’s Creek Company, 364,600 tons and Borden Company, 265,546 tons. These three companies could ship over 1,000,000 tons by canal, which would soon pay the interest on the debt of the canal. It is not likely that the canal, which cost the state of Maryland more than $40,000,000, will be sold for any such sum as has been offered.

The Canal

The canal was commenced in 1828 and completed to this city in the fall of 1850. The canal was formally opened on Thursday, October 10, 1850, forty-five years ago today, which was a glad day to the
people of Allegany county. The Baltimore and Ohio railroad had been completed to Cumberland in 1842, but it was a death blow to the traffic along the line of the old National road from Cumberland to Wheeling when it was completed to the latter place in 1853. The National road was the scene of much activity, as from twenty-five to thirty stages and wagons left Cumberland each day for Wheeling. The canal in 1850 had made a business boom in Cumberland and all along the line of the canal. Boat yards were plentiful, and kept busy all the time. Employment was given to over 2,000 people on the canal, who were engaged on the boats and in the shipyards. Cumberland seemed destined to be a place of great commercial importance.

The Baltimore and Ohio Railroad Company spent a great deal of money in building the Queen City Hotel and the steel rail mill in 1870, and the population of Cumberland had about doubled in twenty years. The wharf at South Cumberland was always a scene of great activity. The crowd of boatmen that gathered, with the shifting and dumping of the cars, the merry tooting of the boat horns, and the singing of the drivers, made the scene a lively one.

During its most prosperous days, from 1865 to 1875, there were 500 boats on the canal, carrying each about 112 tons of coal. All the principal coal companies at that time were shipping over the canal. This waterway is of greatest importance to the miners of Allegany and Garrett counties. Its trade is yearly increasing, and its capacity is 1,000,000 tons a year.

If the canal is not sold, its present managers next year will probably introduce electricity as the motive power. It would cost $3,000,000 to equip the canal with electricity, or $450,000 to furnish it to be operated by mule power.

ET, Wed. 10/16/95, p. 2. Canal Coal Trade – Williamsport, Md., Oct. 16. – Four canal boats, each having on board twenty-five tons of coal, passed Williamsport yesterday enroute to Georgetown. These are the first boats loaded at Cumberland for two weeks. There was a rise of six inches on the Cumberland level of the canal, caused by light rains in those districts and these boats were loaded as an experiment. They had to be pulled out of the mud on that level by extra force.

ET, Thu. 10/24/95, p. 1. The Canal Traffic – The Baltimore American’s Williamsport correspondent says in that paper today: “The coal companies at Cumberland are urging boatmen to return to that place with their boats. It is reported today that all the boats tied up here, numbering about thirty, have been ordered to Cumberland. They will be loaded with fifty-ton cargoes, with which, it is thought, the levels can now be navigated. A number of boats, lying at Sharpsburg, are ready to move as soon as it is deemed practicable. On Monday, eleven boats were loaded at Cumberland, and on Tuesday, fourteen. Each boat carried about forty tons of coal. A majority of boatmen stopped on their own account, as they said it was impossible to make a living under the depression. Few boats are making regular trips to Williamsport, carrying hay, hoop poles and merchandise.

WT, Thu. 10/24/95, p. 2. Canal Is Drying Up – The Chesapeake and Ohio canal, it is reported, is nearly dry at the upper end, and consequently the present outlook for coal shipments from Cumberland has assumed a startling aspect. Barges of from 125 to 135 tons capacity are coming into Georgetown slowly, and the average loads are about thirty tons each. At some points the canal
men state it is nearly impossible to pass the water is so low, and the only way the boats are navigated at all is when they pass in a clump from lock to lock, allowing the water in the upper locks to run into the lower ones.

If rain does not come the canal at high points will be dried up in a very short time and the coal supplying companies are anything but prepared for such an emergency.

WT, Sun. 10/27/95, p. 1. **INDICTED FOR MURDER** – Cumberland, Md., Oct. 26. – Great excitement was created here this afternoon by the finding of a true bill against Richard D. Johnson, jr., for the murder of Grant W. Zufall on the 24th of last December.

It will be remembered that the body of Zufall was found under the ice in the Chesapeake and Ohio Canal last January. Johnson is a highly respected and well-connected young man of this city. Up to a late hour tonight bail has been refused.

ET Thu. 10/31/95, p. 8. **COAL BY CANAL**

The following boats were loaded at this port yesterday:

- Consolidation Coal Company
  - To Meredith, Winship & Co., Georgetown
    - B. F. Johnson 69 15
    - No. 1 68 02
    - Charles E. K., Jr. 47 15
    - W. A. Leetch 48 15
    - Judge Alvey 30 05
    - No. 123 50 16
    - C. E. Ways 58 10
  - To V. Cushwa & Sons, Williamsport
    - Round Top 45 11
    - To Steffey & Findlay, Williamsport
    - Sallie Irene 49 16
    - George’s Creek Coal & Iron Co.
      - To J. P. Agnew & Co., Georgetown
        - J. Hanaway 52 16
        - Muskingum 50 12

ET Mon 11/11/95 p. 3. **COAL BY CANAL**

The following boats were loaded at this port today:

- Consolidation Coal Company
  - To Steffey & Findlay, Williamsport
    - G. W. McCardell 115 12
    - J. R. Zimmerman 112 13
    - B. S. Randolph 111 05
  - To V. Cushwa & Sons, Williamsport
    - Consolidation No. 20 111 01
    - Alice Cable 100 18
  - To Meredith, Winship & Co., Georgetown
    - Consolidation No. 11 114 09
    - John Leetch 118 18
    - No. 101 114 17
    - Geo. S. French 109 18
    - M. J. Adler 109 06
    - Jos. H. Lee 112 10

- George’s Creek Coal & Iron Co.
  - To J. P. Agnew & Co., Georgetown
    - Judge Douglass 106 13
    - Mertensville 113 05

ES, Fri. 11/15/95, p. 3. **THE WATER SUPPLY** – Raising the Great Falls Dam – Interesting details are given of the work of raising the height of the dam at great Falls, for which Congress appropriated $125,000 at its last session. This dam extends from the Virginia to the Maryland shore, crossing Conn’s Island. The present height of its crest is 148 feet, and it is to be raised to a height of 150.5 feet. The stone for the work is procured from the government quarry at Seneca, on the Chesapeake and Ohio canal, eight miles above Great Falls. It is brought down to the dam on barges. The work of getting the stone and raising the dam at Conn’s island was carried on during the last month under the original approved project. Maj. Davis says the quarrying is attended with much difficulty, owing to the great depth of overlying material, which has to be stripped before suitable stone can be reached. Weather and water conditions have been favorable for the work on the dam.
itself, and good progress has been made. The total amount of cut stone laid to date is 284 cubic yards, leaving 1,434 cubic yards yet to be laid. So far 183 cubic yards of coping have been reset on the dam, leaving 915 cubic yards yet to be reset. There have been placed 71 cubic yards of concrete and 60 cubic yards of rip-rap, leaving 359 cubic yards of concrete and 1,640 cubic yards of rip-rap yet to be placed. The work of the contractor on the cableway between Conn’s Island and the Virginia shore has progressed somewhat slowly, Maj. Davis says, and it is not probable that it will be completed before the middle or the latter part of November – too late to be used for this season’s work. The work of raising the dam will be continued until it is prevented by freezing weather. The stripping of the quarry at Seneca will also be continued as long as possible.

ET, Sat. 11/16/95, p. 1. Knocked Into the Canal – In a jam of canal boats, a few miles above Shepherdstown, Wm. L. Arthur was struck in the forehead by a towline and knocked into the canal. He was quickly gotten out and taken the Shepherdstown and given surgical attention. – Hagerstown Globe.

WT, Mon. 11/18/95, p. 3. MORMON ELDERS AT WORK – The Mormons have renewed their efforts to extend their faith among the people along the canal and are reported to be making many converts. Canal boatmen, whose crafts are now lying near the bridge beyond Georgetown, say that the Mormon elders, or preachers, are working in the district near Hancock, Md., and also in the vicinity of Cumberland, Md.

Since the Mormon convention in September at Piney Plains, a small country town on the Maryland turnpike, about twenty-two miles this side of Cumberland, but little has been heard of them. Captain Reid of the canal boat Tilly Taylor comes from that part of the country and gives an interesting account of the Mormon crusade in Maryland during the past summer.

He says that Elder Baulkman, from Salt Lake City, and another preacher visited the small towns near Cumberland early in the summer and preached in this district, using the farm houses for meeting places, as the authorities would not permit the use of the churches or school houses. They also flooded the county with Mormon tracts and literature. This matter contained supposed selections from the Mormon bible and reference to the orthodox Bible where the same wording might be found.

This and the powerful preaching and exhortations of the two elders induced many of the ignorant farmers to join the faith. When a man joined the Mormons, he agreed to give the church one-tenth of his earnings. The Mormons lived well.

In September, a convention of eighteen elders in all was held in Piney Plains at the farm house of John Morris, who was a recent convert to the faith. During the progress of the meeting a band of neighbors who objected very strongly to the style of seed sown by these men attempted to break into the Morris house and disperse the audience, which numbered over 300 people, many of whom attended merely out of curiosity.

The outcome was a pitched battle in which guns and pitchforks were freely used. Mark Robnet, a bright young farmer, was ordained a preacher at the same meeting. The number of converts was quite large and the amount of money which found its way into the pockets of the Mormon elders was much larger.

The elders preached on several of the canal boats but had been lost sight of until their recent reappearance.
Feeling runs high in many of the towns against the Mormons and trouble is anticipated.

The canal men discuss the matter freely and say that the missionaries may be roughly handled if they continue their work.

ET, Wed. 11/20/95, p. 1. **ZUFALL MURDER TRIAL** – One of Cumberland’s Celebrated Cases Attracts Great Crowds – Cumberland, Md., Nov. 20. – The case of R. D. Johnson, jr., charged with the murder of Grant M. Zufall on the night of December 24, 1894, was begun in the circuit court, this city, yesterday. Owing to the social prominence of the accused and the serious nature of the charge the courtroom was crowded to its utmost capacity. About eighty-five witnesses were sworn.

The State is represented by States Attorney Sloan, M. F. Kooser of Somerset, Pa., and Capt. R. H. Gordon, while the defense is represented by B. A. Richmond, D. J. Blackiston, DeWarren H. Reynolds, J. W. Thomas, W. E. Walsh of this city and Gen. Bradley T. Johnson of Baltimore.

Zufall’s body was found in the Chesapeake and Ohio canal on February 16, 1895, about two months after his mysterious disappearance.

WT, Fri. 11/22/95, p. 9. **SUSPECTED OF A HOLD-UP** – John O’Donnell, aged twenty-six, and claiming to be a laborer, was captured last night by officers of the Third precinct police station and sent to station No. 7, where he is held for highway robbery.

Last Tuesday night G. E. Richards was held up on Water street, Georgetown, and robbed of $125 by two young white men. Richards is a canal boat captain and had left his boat to come to the city when he was accosted on Water street by a boy who said that he had a horse just across the bridge, which he wanted to sell.

Richards offered him $5 and the boy left to get the horse. Richards, while waiting stepped in a saloon and when he left it a young man came forward and asked him if he was not going to buy that horse. Richards replied that the boy had failed to return and that the trade was off.

As he started off the young man detained him and politely said that he had picked up a $1 bill just as the captain had entered the saloon and handed it to Richards, who disclaimed ownership. The young man insisted that he count his money and make sure.

The moment Richards took out his wallet, which contained $125, another man snatched it and both fled, and although closely pursued by Capt. Richards, escaped by dodging up an alley. Officer Birkigt next morning arrested Charles Mobley on suspicion.

Mobley’s case was continued yesterday morning until the 29th without hearing. The man O’Donnell is held for complicity in the hold-up and is suspected of having had a hand in a number of similar crimes.

ES, Fri. 11/22/95, p. 3. **Selling at a Loss** – All the bids for the interest of the state of Maryland in the Chesapeake and Ohio canal have been rejected. Only one, it is said, that of Mr. Cowen and his associates, complied with the terms of the advertisement. Their bid, however, was but $310,000. These parties already have temporary possession of the canal, under a decree of Judge Alvey passed October, 1890.

Further bids will be received until December 22, 1895.

The state’s interest claim cost Maryland, with interest, etc., nearly twenty-seven million dollars.

ET, Sat. 11/23/95, p. 6. **They Are Charged With the Murder of Charles Calhoun.** –
John Wolf and James Westbrook, towboatmen of this city, have been arrested at
Georgetown, D. C., and are in jail, charged with the murder of Charles Calhoun, aged
about 69 years. Wolf and Westbrook were in charge of a canal boat owned by F.
Mertens’ Sons. The men were all intoxicated, and an altercation arose, which
resulted in a dangerous assault upon Calhoun. His skull was fractured, and he
was cut and bruised in other places. He was removed to a hospital, where he lingered
until Thursday, when he died of his injuries.

ES, Thu. 11/28/95, p. 3. **Coal Shipment** –
The local demand for Cumberland coal is so
great at present that a let-up is being made in
shipments.

Schooners are here to take it away,
but the black product cannot be spared. In
the meantime the demand is increasing. The
railroads are being worked to their capacity,
and every boat available has been pressed
into service on the canal. The shippers are
on a hop, skip and jump. They are doing
their best, but their best won’t satisfy. Boats
are loading and unloading continuously, and
the canal all along its course presents an
active picture.

Boatmen are vying with each other
in the hurry that has been called for. There
are more boats on the canal now than there
ever were before.

ES, Sat. 11/30/95, p. 2. **LIFE ON THE
CANAL** – I spent a day on the canal
recently, and now if there is any sort of
human wretchedness or depravity left for me
to see please don’t tell me where to find it; I
have seen enough.

The center of my canal experience
was a mission Sunday school on the tow-
path a mile above Aqueduct bridge. My
companions were a missionary and her little
girl.

We were not a particularly lively
looking procession as we trudged up Water
street, the river running black and unfriendly
beside us, while a biting, cold wind showed
as little respect for our gentle sex as did the
operations of the long line of mills along
which we had to pass, peek-a-booing with
rolling barrels, flying shingles and
apologizing for our existence in a tangle of
horses, heavy wagons and busy men. To be
perfectly honest, I was not happy on this
excursion. Nor did attendant circumstances
permit me any reason for believing anybody
has any right to happiness in all this great,
grudging, godless world.

Let me tell you the story of how the
missionary came to start a Sunday school on
the canal, and I think that for the nonce,
perhaps, even you, a Philistine, will fail to
find perfect peace to a full stomach and a
cloyed palate.

**Founding the Mission**

Late one evening last summer this
small gray missionary and her shadowy little
girl dragged into my house, the most pitiful
pair of human beings I ever saw. Both
seemed shrunken to about one-half their
usual dimensions, which are considerably
below the average at their greatest; the
woman’s face that has the unquestioning
wise eyes of one’s baby somehow set in the
years of loving patience and endurance of
one’s mother, was so white and wrinkled
with exhaustion, her voice so faint, her
footsteps so lagging, she looked ready to
drop and die where she fell. The little girl
was the least excuse for a soul to remain on
earth that you can imagine. She drifted in
like a ghost, and her voice in the effort of
speaking was like the last breath of a wind
dying in a whisper around a bleak corner.

“What in the world have you been
doing now?” I asked, and when the
missionary told me that she had started a
Sunday school on the canal for the children
of the boatmen I climbed right up on the
platform of my worldly experience and began to lecture. I told her that while the souls of these children doubtless needed attention, that it was well to remember that her body and that of her own child were not exempt from the same necessity, that charity began at home and that self-sacrifice such as she at that moment exemplified was nothing less sinful than suicide. The tears that trickled down the furrows in her cheeks while preached didn’t hinder me doing what I considered my duty as a reasonable heathen. She was too tired to talk back, and after supper she left me still peacocking over the part I had played in raising a Christian missionary from the depths of willful self-destruction.

The next day I had a note from the missionary, and to this land of plenty, can you believe what it told me? – that for six weeks she had been unable to get a scrap of work to do whereby she earns her daily bread, and that for three weeks her allowance of bread for herself and child had grown so wretchedly insufficient that to keep from going mad sitting still in enforced idleness, hungry, she had gone up the canal, and in helping souls as near starvation as was her body had sought the fourth dimension of her needs that self-forgetfulness in others makes possible at times.

The First Meeting

The Sunday school she thus started held its first meetings on a couple of logs under the Aqueduct bridge. The class some days numbered sixty. Think of that many children companioning with mules on the canal! Soon the wife of a canal man who, determined to educate her children, had taken a couple of rooms in an old frame building just to one side under the bridge, invited the missionary to hold meetings in the yard in front of her living room. This yard, that was nothing more than a piece of dirt, with a fence around it, was speedily made to bloom with a few flowers and shine with cleanliness, and here all summer long, while you, or you, or gayer ones than you, were rattling over the bridge above in pursuit of pleasure, realized chiefly in a headache next morning, this half-fed missionary was initiating her band of small social outcasts into the “divine worship of sorrow,” and proving its sublime form with the cruel facts of her own life.

The Sunday exercises were supplemented by two meetings during the week, when the children were taught to read and sew. These lessons speedily became the brightest thing in canal life, and every boat carrying children tried to arrange its trips to make the most of this civilizing influence. There was one exception, however. One woman declined all invitations to have her four children come into the yard for lessons with the rest.

“No, indeed.” said she, as she stood in her marine castle, her tousled head out the window, framed in a dilapidated sunbonnet, a pipe between her teeth – “no, indeed; I ain’t going to let no children of mine go into that woman’s yard. I ain’t come to that, thank you, ‘sociatin’ with them as has a landlord standin’ at their door every month – no, indeed!”

Thus, you see, caste obtains even in canal life, and according to its canons those who live on rented property do not rank in the social swim with those who own their homes. While canal men pay $15 per trip for their boat, this is not for the privilege of residence, but for the wear and tear of the commercial use it serves. The home is thrown in, and when the boats are tied up during the winter the families may live on in them without charge.

A Room Finally Secured

When the weather grew cold this fall, a man who owns a string of mills in the vicinity of the canal, grateful to the missionary for the influence her presence
exercised upon the hardened sinners surrounding him, offered her a room in a deserted mill that fronts on the towpath nearly opposite Georgetown University. Thither we were bound, and after we had gotten within a stone’s throw of the building, while I was not at all hilarious being so far removed from civilization into the bosom of canal life, I did not realize the full horror of the situation until a nanny goat came bounding up to greet us. I had expected mules, and I am sufficiently versed in the obstinacy of men that I felt prepared to meet and conquer mules. But this strange beast that was advancing upon us with constantly increasing rapidity – my screams awoke the echoes of the historic hills about, and then – what? Well, what would you have done? There was the river on one side and the canal on the other, and an awfully cold day for a plunge into either. Yet the infuriated animal came on, and but for the bravery of the missionary there would doubtless be today a nanny goat on the canal afflicted with a bad conscience and a worse digestion, while I – I would not be writing this story. The courageous missionary shooed at nanny, who responded by pausing on her hind legs and wave at me with her front feet, whereupon, with another scream of terror I dashed up to the towpath and was saved. A noble canal man, hearing my cry for help, ran down and literally sat upon nanny, thus holding her fast until we had escaped into the Sunday school room.

**The Sunday School Room**

This room is part of a building where cannon balls were manufactured during the war of 1812. The building has twice fallen in, and when a man from one of the mills down the road was helping the missionary clean up the other day he told her she’d better not step with her “whole heft” when she walks across the floor or its likely to fall in again. This lent an element of uncertainty to life more spicy than pleasant, which, however, did not begin to appeal to me as did the isolation in which we three weak and unprotected females were established. According to all reports I had heard canal men are not just the companions a woman would choose to accompany her into a wilderness, and here we were, utterly removed from all other human beings.

I know the fearless spirit of the missionary in overcoming wrong wherever she encounters it, and a wretched after-thought, now that we were settled on the bank of the raging canal with a day ahead among the peculiar society it affords, I said faintly: “I hope you haven’t made any enemies up here.”

Before the missionary could answer there was a rap at the door, and there stood my answer – a feature whose petticoats betokened femininity, but whose voice and eyes were certainly the devil’s.

“Be you the woman that took John ------’s girl away from him?” she asked.

“I’m the same woman,” said the missionary.

“Well, he’s sick and dead sorry he’s done so bad, and says if you’ll come up to Quackenbush’s alley about 7 o’clock this evening he thinks you kin convert him afore he dies.”

The missionary expressed great sorrow to hear of John’s condition, and sent him a bundle of tracts, bidding the girl tell him to read those till she got there. But when the girl was gone the missionary laughed and said John would have to die unconverted if he waited for her to go up to Quackenbush’s alley to save him. “He and his father and a brother have all three sworn to have my life,” she said, “and they are constantly sending messages to me, hoping to get me into their hands.”

This was cheerful for a beginning of our day, and with quaking nerves, I begged to know what she had done to John.
“Why, soon after I began to work up here last summer a girl came to me and asked me to get her away from a man with whom she had been living on the canal for five years. During all that time, she had worked like a dog, and he had never given her a cent of money. She was dressed in rags, and said that the winter previous, while the boat was tied up, she had worked on a farm and gone barefooted all winter, John collecting and appropriating her wages. I promised to provide some place to take her, and was to see her the next time the boat was in. The following Sunday – we were having our mission school under the bridge then – no children were on hand when I got to the bridge, so I started up the towpath to drum them up. I had sent a number down, and, with Ruthie, started further on to a boat that was tied up just below the mill here, quite a distance from the others. As I was almost there I heard screams, and a woman’s voice crying, “Don’t kill me, don’t kill me,” while a man’s voice was answering “Die, you dirty dog, die.” I left Ruthie standing on the towpath and dashed on the boat. As I put my head in the window I saw a man beating – well, you couldn’t tell hardly what he was beating the poor thing was so covered with blood.

“You let that woman alone,” I cried; “I’ll have ten police here in a moment.” I said, and at the sound of my voice the brute looked up and cursed me and said he would kill me in the bargain, if I didn’t get out of his way. I ran back to Ruthie and then saw three men standing the other side of a bunch of mules tied just above.

“For the love of heaven,” I said, “don’t let that man kill that woman.”

“It’s his woman and his boat,” said they, “tain’t none o’ our business.”

“Then I took Ruthie by the hand, and back we went on the boat. The man instantly rushed upon us, and grabbing me by the shoulder, said, with uplifted hand, “D---- you once! Now I’m going to give you just three chances to get off this boat and out ‘n my way, and if you don’t quit, I’ll duck you as sure as I’m a livin’.” D----n you twice! D----n you – he started the third time, and I jerked away from him, demanding, “Who and what are you that you dare lay hands on me? In the name of the Lord Jesus Christ I command you let me be.” The bully actually let go of me and stepped back a step, but said again “You get off this boat, or I’ll duck that gal o’ yourn if I don’t you.” I then stepped back on the gang plank, and was insisting that he stop abusing the woman, when quick as a flash he had hold of the end of the gang plank, and I tell you Ruthie and I had to jump lively. We landed on the towpath with a thud, precisely the same moment that the plank went down with a splash. The have a long pole with a hook on the end of it, for getting the plank when it goes down, and as he set about this the woman had struggled to her feet and put her head out the window.

“Oh, lady, don’t you know me?” she said, “I’m the girl that was askin’ you take me away from this man.” Sure enough it was Annie, but such a sight! Two of her teeth were knocked in, her face was dripping with blood, her clothes were half torn off her, and everywhere her flesh showed, it was cut and bleeding. “Can you jump, Annie.” I said, “if you can, jump and I’ll take you now.”

“Yes, I’ve jumped that often and I can now.” the girl replied, “and started up out of the house. The three men standing to one side, had come to the front when the man tried to duck me, and now they were ready to defend me.”

“He’ll not touch you again, Annie,” I called to her, as the man turned to head her off. He saw that we were now five against him, and so began to coax the girl not to go; then when she moved right along, he bade her wait until he put down the plank if she
would go. She had barely stepped foot on it, when, quick as a cat, the man had hold of the end, and I screamed, “Jump, Annie, he’s going to duck you.” She did jump, just as Ruthie and I had done, and again the plank went down with a splash. I went with the girl up to the police station and we had the man arrested. The next morning in the Police Court he told a tale of such wonderful virtue and forbearance on his part, and such dreadful doings of Annie, that Judge Miller said: “Well, I guess, John, you’d better go up for sixty days just to get a rest from such an awfully bad woman.” He served his term; meanwhile I had placed Annie out of his reach in a home down in Virginia, and ever since he has been free John has been sending me such tokens of his esteem as came this morning, varied with threats of violence.

You can fancy the recital of life, as she lived on the canal, was not calculated to increase my confidence in my surroundings. The missionary’s room, moreover, was in itself assurance that the world, to which I hang by faith, was something apart, and all its provisions for peace of mind and creature comfort counted naught in this strange order of existence.

A Woman’s Touch

The touch of home that a woman’s love is somehow empowered to give a barren place here betokened a love so impersonal as to have its clearest rendering written in the inscription above the door: “Come unto me all ye who are weary and heavy laden, and I will give you rest.” The blessed little girl who is home anywhere that want, sorrow and sin make an abiding place for her mother’s service of humanity, went about singing softly to herself; yet fraught with sacredness as was this room wherein I was the only inharmonious element, I may as well frankly confess I was none the less scared. Every once in a while, there would be a kind of swishing sound, and perhaps a clanking of chains outside, and the missionary would exclaim, “There comes a boat,” and would run to the door. I following, wondering if this one would take off our dead bodies or would it be the next.

On a Canal Boat

These canal boats are about seventy-five feet long with two low-roofed cabins, one at either end, each about twelve feet square. In one are housed the mules and in the other the man and wife and children. Ten days are occupied in the trip, which extends from the navy yard in Washington to Cumberland. At each place the boat ties up for two or three days to load or unload. This affords the women and children a measure of liberty, but they still remain a class apart. The society of the submerged has it distinctions and unwritten laws as iron-bound as those above administered by Midas and Mrs. Grundy, and in this society, which is literally out of sight, canal folks are counted a degree lower that the lowest that live on land. I saw one of the canal children black and blue, as far as her flesh was visible, from a pounding she had been given by school children from the toughest part of Georgetown, who resented the little girl’s attempt to go to school, and sought by beating to teach her to keep the place that according to their social scheme is on the canal and nowhere else. The towpath is the only bit of ground where these children feel they have a business right to be, and when the boats are tied up the mules take so much of this narrow space that the very beasts of the field seem to combine with all humanity above to crowd the little folks of the canal back on the bad-smelling, close-confined boats, the decks of which offer such an uncertain playground that the children play there staked like cattle. They wear a leather band around the waist, which fastens them by a long rope to a staple on the boat. They sleep in this harness in summer, when families, as a rule, make their beds on deck.
Yet, despite this precaution, canal children are constantly drowning. Six have been lost this way since last June.

**Pauline Pry Goes Aboard**

In order to change the mules from the towpath on one side to the other, a boat tied up in front of the missionary’s door, and with great trepidation I went aboard. I did not go down into the jaunty cabin, I could not. There isn’t Sulphur nor Turkish baths enough in the world to ever put me on good terms with myself again had I done so. This room, twelve feet square, had a bed across one end part way, and hung over this was another bed. Extending the rest of the way across was something built like a closet, which contained another bed, the partitioning forming the frame, the occupants crawling in through a small door. In the niche on the side which this closet bed made was a cook stove on which grease and onions were frying. A locker on the other side, with four children and a great raw-boned woman, constituted the remainder of the furniture at the time of my visit.

**A Sample Canal Matron**

“You dear old soul; I’m terrible glad to see you.” was the greeting the woman gave the missionary, taking her pipe out of her mouth and spitting with good aim out the small window. She wore a sun bonnet that looked as if it also served the purpose of a night cap, and in spite of the cold day, her dress waist was fastened by but two buttons at the waist and opened from there to the throat to make performing the maternal function to a six-month old baby as little trouble as possible.

“Didn’t I get a scare comin’ down this trip.” she said. “You see Joe in bed there?” We had not seen Joe, but being directed by her motion, now perceived a boy of about eight years old under the covers of the closet bed.

“We wuz about three miles this side of Cumberland when I see that brat go off inter the water. “There’s Joe ducked.” says I. “He’s divin’.” says pop. “He ain’t divin’. ” says I. “He is divin’.” says pop. Then says I, “If he’s divin’ I’ll dive.” an’ I duv. Down I went and sure’s as he’s a red-headed, good-for-nothing brat, there he was on the bottom, his hands dug tight in the mud, stiflin’ like a blamed fool. I yanked him up sudden, I kin tell you, and brought him up and sluing him at pop, sayin’ “That’s how he was divin’.” We rolled him over a mighty sight afore the water come out’n him, and now he ain’t feeling good for much yet, but he’s a living. I never did believe in those folks as have their hearts broke and go snivelin’ around to make others miserable. You see, I might ha’ been sitting by a corpse this minit and carrying on to kill if I hadn’t up and hustled that brat back where he belongs, and I reckon if other folks’d do more hustlin’ and less hangin’ back and hollerin’ we all’d get along a heap easier; ain’t that so?”

Nobody could dispute this philosophy, first, because it is sound, and also because the canal lady uttering it looked able to back up every word she spoke.

It was only a few minutes work changing the mules, and we therefore made a call, fashionable as to point of duration, and then went up the road a bit to visit a charity, the like of which you never saw.

**A Hospital for Cats**

It is a hospital for cats, and is located in a negro shanty, on the river. The founder and sole sustainer of this charity was just coming home as we approached. He is a dirty, dilapidated colored boy about fifteen years old. He grinned from ear to ear, recognizing the missionary.

“Bringing home another.” he said, and drew from inside his coat the worst-looking cat that ever hung onto the last thread of a cat’s ninth life. It was bitten and chewed and bloody and blear-eyed and tailless.
“Doan’ know how it is, lady,” the boy kind of apologized to me, “but I just can’t see one o’ them poor things suffer.”

Then he showed me into his hospital where were all sorts and conditions of cats in various stages of disease and convalescence. That boy never passes by a suffering cat, but his clothes provided with most remarkable sort of cat-ambulance pockets, and the missionary told me she has seen him coming home, the funniest-looking figure, all his pockets filled with sick and needy cats.

From here we set out down the towpath to visit such boats as might be in. At the missionary’s door in passing we were intercepted by a cause for reconstructing the common belief that this is an ungrateful world.

“How do you do, Carrie, where did you come from?” said the missionary, and the girl to whom she spoke burst out crying, saying: “I came from badness lady, but I wanted to bring you this.” extending a leather hand bag. “’Deed you needn’t be afraid to touch it, for I bought it with clean money – money I earned washing, and I want you to take it so as to have something to let you know I’m thankful to you for all you’ve done for me, an’ if I can ever get over loving that man I’ll live square, lady – indeed I will; but it tain’t no use trying now – I can’t help it – truly I can’t.”

The missionary sent the poor thing away feeling, that bad as she was or could be, there was one, yes, two – the missionary and a God – who would patiently wait for her and love her.

Chills in Unison

The first boat we came to presented a picture as comic as it was pathetic. Sitting in a row out in the sun, bundled in all kinds of rags, were nine children, each one just a little smaller than the next, down to a mere baby, and every last one of them was having a chill. Some were pretty near through shaking; others had just begun; but all nine were at it in pitiful earnest.

“B-b-bad weather f-f-for ch-chills,” said the mother, coming out, shaking also.

The missionary told us that these canal folks have ague the year around, partly due, she thinks, to what they eat. In their close quarters they rarely provide a set meal, as even poor people elsewhere do. The “piece it” – bread and ‘lasses, or bread and pork drippings with canal water for the children to drink, and whisky for the men and women. We learned on this boat that the woman who had stood out against the Sunday school because of her aristocratic prejudice against associating with people who have a landlord over them, had died at the hospital the night previous. Walking on up the path, the missionary said, “There is the widower.”

The Widower

The seriously wretched and pathetic condition of these people was nearly lost on me in the somewhat comical aspect they each and all presented. This widower when we sighted him was staking his mule on the towpath, and he, too, had chills. There he stood, shaking like an aspen leaf in front of the mule that was looking earnestly into his face, “winking his eyebrows at the man,” the missionary’s little girl said, and shaking his tail in sympathetic accord with the man’s malaria and general misfortune.

After getting around on the safe side of the mule – that is the farthest possible from his heels – the missionary spoke with the man about his bereavement, and though his wife had been known to be one of the most hardened cases on the canal, the missionary said with a discouraged sigh, that expressed more than her words, for charity’s sake attempted: “Well, I hope the poor woman is better off.”

“I d-d-dunno.” responded the honest husband. “If heaven’s all it’s painted up to
be, ‘tain’t likely she’ll get much of a show there."

I started to go with the missionary on the next boat, but the sight and smell that greeted me were too much for my unregenerated senses, and I retreated, where I still saw and couldn’t help hearing what went on there.

The missionary had been carrying a great roll of linen rags to give to a girl with a cancer if she happened to be in, and there she was – one of the most awful things my prying eyes have ever looked upon. She uncovered her face, which was literally eaten up with a cancer.

The missionary spoke of an effort she had been making to get this girl, who is only sixteen years of age, into the Home for Incurables. She lives in this boat with a sister, and does the cooking and helps look after the six children of this family. The sister opposed the idea of taking the girl away. “When pop died, three years ago, she wasn’t able to do ‘nothin’ toward payin’ the buryin’ up expenses, and it’s little ‘nough she can do to stay on with me, now she’s got big enough to help work and mind the children.”

“I doan’ know,” spoke up the husband, deliberately: “I doan’ know but she better go. I’m getting’ tired of this myself – I am.”

“I don’t think that’s a very nice way to talk.” retorted the wife.

“Well, I doan’ care,” stolidly replied the husband; “I’m sick of it. I tell you.”

“Pshaw.” answered the wife, “‘tain’t so bad; you can stand most anything after you get used to it.”

My judgment coincided with the man’s so distinctly. I hurried the missionary off, and revolted against any further revelations of life on the canal that were as unendurable as that.

There was but one other boat in, and in this we found a solitary youngster about eighteen years old looking green with ague, and gloomy with discouragement. His captain is a man who was formerly a bookkeeper. Failing eyesight drove him to give up his work, and, thinking that in boating on the canal was an opportunity for a sober and intelligent man to make money, he hired a boat. He had returned the day before and pocketed $118 as the profits of his first trip.

Late that night he went up to a saloon in Georgetown to bring out his assistant, who was in there drunk, and while there a man offered him a dollar bill, saying he had lost it. The captain thought not, but on the man’s insisting, drew out his roll to see, and – the same old game. Neither his money nor the man had been seen since.

While the boy was pouring this tale of woe into the missionary’s ear, to my infinite distress, a perfect swarm of the most disreputable looking negroes was coming out of an old building near the towpath toward us. We were now a bit below Aqueduct bridge, and within screaming distance of civilization, or I am sure I don’t know what I should have done.

“Got any papers left today?” these frightful creatures asked, and the missionary bestowed upon them a load of tracts with gay-colored pictures.

“Two hundred of those creatures roost in that old mill,” she told me – “sleep there like maggots on a cheese, and do their cooking in old coal scuttles. In summer the stench from the place is so sickening that inured as I am to repulsive things I cannot stand it to go by there.”

Next, we went back toward the bridge, and rapped at the door of a frame house. A girl with a mild face and gentle voice greeted us, and coming after her at the top of the stairs, making its way with difficulty, was a baby, two years old, the girl’s mother said: “The baby has no father, and the pair, with the girl’s mother, live in
one room that is like a barn, not so decent, doubtless, as your barn, or yours, and wretchedly cold as the day was, they had not a bit of fire in the room. The baby was blue with the cold. I have seen cold babies before in my life, but somehow this one, with its tiny blue hands, that were like small pieces of ice in mine, cut into my heart and consciousness, the common fact that a baby was cold – cold today, tonight, tomorrow – cold the whole winter through – and here its mother bearing above the burden of her own wants, this simple, cruel fact, her baby cold. Do you know I am such a heathen I had never been able to see the common sense of bothering with the poor until this cold baby taught me?

They’re wretched, the poor are, to be sure, but so am I, and the whole thing is purely relative. Their animal wants are no worse than my wants of another sort, so what’s the use of fussing about them. Wretched? We are all wretched. Let us leave the poor to their luck. Goodness knows we do well if we look after ourselves. This is about the logic on which I have been wont to rise superior to cold babies and wretched women, avowing missionary work to the meddlesome. “You disturb the harmony of their wretchedness,” I have said, “and, relieving one want, only introduce them to another probably more difficult to bear.”

Now, however, I saw sounder logic in red flannel than in any system of philosophy possible to be applied to the poor. I saw not only a baby made comfortable, but a mother relieved of the necessity to sin. When her child is hungry, freezing, when those common, every-day animal wants that anybody but the poor can supply are crying out in a woman’s baby, and in her own body; when work is not to be had without a “character” that warrants its bestowal and the poor are destitute even of the right to labor, does not a penny turned at a vice become the sole resource a woman has, and with whom does the sin rest – her, in too deliberate vice, or us, in our deliberate ignorance of her needs?

“Please don’t talk such dreadful things,” said a good woman of whom I begged some clothing for this baby. “I am so nervous, it makes me fairly sick to hear about the poor.”

A Canal Romance

Possibly you are no less nervous, so I’ll tell you a pretty romance of canal life, in which the wealthy and respectable play the prominent part and the poor cut a very, very small figure indeed.

I spent the evening in Georgetown the day following my picnic on the canal, and I was full of the subject, which somehow failed to reproduce in my hostess any degree of the enthusiasm it had aroused in me. Later during the evening a number of others had dropped in, and I wandered from the drawing room into the library, with the son of the family, a man between thirty-five and forty, whose state of single blessedness I have often made the subject of jest. “Your canal reminiscences were not awfully popular as a matter of conversation; did you notice it?” he said. “Come with me, and I’ll show you the reason why.”

He took me into a small room, his bachelor’s den, opening off the library, and, pointing to a skull grinning on the wall above his deck, said: “That’s the reason there.”

Then he told me his story. When he was a youngster attending Georgetown College he discovered one day a pretty little girl on one of the canal boats – a little girl with soft, yellow curls, and big, brown eyes, that were wistful with an inborn longing for something different from the life she knew. The days that this girl’s boat was tied up near the bridge grew to be the best days of his week, and gave color to all he did and hoped. He pegged away at school for dear
life, his boyish dreams being to get through college, and go to work so that he could send this girl to school, educate and marry her. Then the report reached his mother’s ears that he was a devoted attendant of a girl on the canal.

“You can fancy what followed.” he said. “We haven’t much of anything left in our family but blood, and didn’t the bones of my ancestors rattle in the awful war my mother made upon me! That I wanted to marry the girl was infinitely worse to her mind than if I had wanted anything else of her. I was finally given my choice between never seeing my mother again nor stepping foot inside my home and never seeing the girl again. I hadn’t got it clear in my mind just which I had the heart to do – kill my mother or the girl, for quitting either meant the same to each – and as much from habit as anything, I drifted down to the canal one evening and, of course, sought to know if her boat was in. It was, and in that wretched closet bed that you described with so much feeling this evening my little girl was sick – half dead with fever. I arranged for her to be carried to the hospital, and went home, to find my mother sick also – she seemed to have some sort of crazy perception that the case had gone against her, and in every way that a clever and determined woman can devise she managed to keep me by her side the next day and the next night. The next morning I told her plainly that I was going, why I was going and where. I went to the hospital and - they do such things with dispatch, you know, when it’s only a little girl, and nobody interested – she was dead, and I could find no trace of her. Two nights later I found her on the dissecting table of a medical school. and I brought this skull home to my mother. She has never set foot in this room since the skull has been hanging there. She avoids the library for fear she will get a glimpse of it. But she forgot it entirely last winter, or else thought five years were sufficient to make me forget it, and urged my marriage with a girl who was visiting here. I said nothing, but brought her to this door. Needless cruel of me? There’s a feeling in my heart that the world’s needlessly cruel.” the man finished, and who will contradict him?

Certainly not PAULINE PRY

ES, Fri. 12/6/95, p. 3. AFFAIRS IN GEORGETOWN – The shipments of coal to Georgetown by way of the canal will cease to be made in a few days until the spring. The last boat will leave Cumberland on the 14th. The water will be drawn off between the 21st and 25th. The season has been a heavy one, and both the local and foreign demands for coal have been great. At present all the coal received here in Georgetown is being distributed within the city limits.

Boatmen have had much difficulty during the past cold weeks in keeping help. Boys are employed, their hire being all that can be afforded. Ten dollars a month and board is the average earned by these assistants. When shipments cease some of the boatmen will take up the work of cutting crossties, gathering tan bark and doing work. Many, though, will “loaf” the winter through. The reports about destitution on the canal at present are said at the canal office to be greatly exaggerated. Some of the families have received here and there touches of malaria, but this year the canal people have been singularly free, comparatively, from the usual canal ailments and distresses. There has been much work to do, and the activity has benefited all. Then, too, the prosperous season has enabled all to live comfortably. All boatmen this season have averaged $2 net a day. But very few own the boats they command. At present there are five woman who captain canal boats. They are Mrs. Leopold, whose husband is now being held for murder; Mrs.
Riley, Mrs. Eddy and Mrs. Engle. Two of these are widows. The others have husbands, but they don’t figure much.

ET, Mon. 12/16/95, p. 6. **CANAL SEASON OVER** – Active preparations are going on at the various canal carpenter shops for extensive repairs along the waterway during the closed season. A large derrick and two steam pumps are being gotten into readiness at the Hancock shops for the rebuilding of the lower lock at the head of the Little Slackwater, at Dam No. 5. The lock fills directly from the dam and a cofferdam will have to be constructed and pumps kept constantly going, in order to accomplish the work.

A new waste weir will be built at Barrett’s lock, two miles east of Hancock. The old structure is in such a condition as to invite a break.

Supervisor Wm. T. Hassett says that no early steps will be taken to restore the telephone line along the canal.

Two new scows were built and a company boat constructed at the Hancock shops during the past summer. Lock gates were built mainly at the shops here and at Williamsport. The shops here supply all carpentry from this city to Little Orleans, the Hancock shops from the latter point to Four Locks and the Williamsport shops from Four Locks to Dam No. 4.

The water will be drawn out of the C. & O. canal between December 21 and 25. Boating was pursued with great difficulty last week. The ice-breaker was run in order to keep the channel open. The big pool was entirely frozen over and several boats stuck there. The ice was nearly an inch thick. The boating season has been successful, notwithstanding the stoppage for nearly two months as the result of the drought. Boatmen average $2 net a day.

ES, Thu. 12/19/95, p. 3. **Canal Boat Sunk** – While on the way to Georgetown, laden with coal, the canal boat G. S. Nicolson, Captain Castle, day before yesterday sprung a heavy leak through contact with ice, and when in the “Big Hole” sank. Steps were at once taken to raise the boat.

There were on board over a hundred tons. The horses in the cabin stable were gotten out in safety.

es, Fri. 12/20/95, p. 8. **AFFAIRS IN GEORGETOWN** – **Held Up** – It is reported from Hancock along the line of the canal that Charles Carmichael was held up night before last there, and, at the point of the pistol, compelled to hand over every cent in his possession. Not much money, however, was secured.

It is alleged that the highwaymen were assistant Chesapeake and Ohio canal boatmen.