

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

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Revision 1, AUGUST 2015
Revision 2, OCTOBER 2023

Canal Trade 1895

A. PREFACE

In this compilation, articles were transcribed from *The Evening Times*, a daily Cumberland newspaper and the *Evening Star* and *Washington Times* two Washington, D. C. newspapers. 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" and *Washington Times* articles marked with "WT."

The Evening Times, *Evening Star* and *Washington Times* newspapers were found on-line.

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

Revision 2 includes a number of articles filling in between the many lists of coal boats leaving Cumberland.

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

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Canal Trade – 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.

Fri. 1/11/95, p. 3.¹ Thomas Chaney, who died at his residence near dam No. 4 on Thursday of last week, it is said displayed symptoms of hydrophobia. He was possessed with a burning thirst, but when water was offered him, he would be seized with spasms of freight. it was necessary to tie him to a chair. Mr. Chaney's illness was very sudden. On the Monday

¹ *The Williamsport Leader*, Williamsport, Md.

previous to his death, he was hauling wood. Nothing is known as to his being bitten by a dog.

A number of former boatmen, who have been watching the progress of the C. & O. canal since its restoration, will again engage in the business the coming Spring.

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 William 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.

Sat. 1/24/95, p. 5. **Dropped Dead** –

ARCHIBALD ENSMINGER – Archibald Ensminger died suddenly, while leaning over a grindstone, at his home one-half a mile above Williamsport, along the Chesapeake and Ohio canal, early Tuesday morning. He was a canal level-walker for fourteen years and was 72 years old. He was a brother to John A. Ensminger, Williamsport, Geo. Ensminger, residing in Illinois and Mrs. Sallie Hager, this city. He

leaves a widow. Mr. Ensminger was a tailor by trade.²

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 lock-tender 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.

Fri., 3/1/95, p. 4.³ **Edward's Ferry Items.**

² *The Herald and Torch Light*, Hagerstown, Md.

Mr. Eugene Bisset, the boss carpenter on the canal, arrived here yesterday to make the necessary repairs, which will take about six days. He says then all the repairs on this section will be completed and the canal will be in a better condition than it has been for many years.

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 top of the dam, no 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 half ends

³ *Montgomery County sentinel*, Rockville, Md.

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.

Mon. 3/11/95, p. 2.⁴ **C. AND O. CANAL** Hagerstown, Md., March 10. – Superintendent Hughes has been directed to get the canal basin and towpath at Williamsport in order for the boating season. A large force of men are at work. The water will likely be turned on at Williamsport so as to allow boats to leave the last of this week and be in Cumberland march 18. Several new boats will be put on from Williamsport. The coming season bids fair to be not only the most prosperous one since the reopening of the canal in 1891, but one of the most prosperous in its entire history.

⁴ *Sun*, Baltimore, Md.

Chief Carpenter John W. Burgess states that there will be at least 210 boats in operation this season. The Cumberland Valley Railroad Company has provided increased facilities at Powell's Bend, below Williamsport, a point of connection with the canal, for the transfer of coal, lumber and other freight. Eighteen boats will run between Cumberland and Williamsport.

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 then 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 its 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	
Consolidation 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.

ES, Tue. 3/19/95, p. 3. **AFFAIRS IN GEORGETOWN** – The first canal boat from Cumberland will probably be here next Sunday. If mules are driven both night and day, Friday will witness the arrival of the first 1895 cargo.

Mules are never hustled on the first one or two trips of the season. They are turned out during the winter to graze in scanty pastures, and are consequently weak until they build themselves up on the regulation feed when the spring opens up. Twenty-one boats left Cumberland yesterday laden with coal. Others left ports this side for Georgetown with miscellaneous cargoes. The canal business promises to arouse more interest this year than ever before. Negotiations are now pending between shippers here and ship owners of the northern ports looking to the entering of vessels into the Georgetown trade.

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

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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
Consolidation No. 139	117 07
Jos. Z. Williams	119 13
C. E. Ways	120 00
Consolidation No. 122	121 17
Katie Hassett	109 00
Maj. H. D. Whitcomb	117 10
A. L. Miller	116 15
Steffey & Findlay, Williamsport	
Col. F. T. Goddard	112 12
Green Ridge	120 05
Cushwa & Sons, Williamsport	
Sallie C. Goddard	116 09
George’s Creek Coal & Iron Co.	
To J. P. Agnew & Co., Georgetown	
J. H. Mertens	122 13
Sharpsburg	119 12
To Embrey & Smith, Williamsport	
C. W. Ridley	119 09

ET, Fri. 4/5/95, 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	
Round Top	111 07
Consolidation No. 103	112 06
Consolidation No. 129	109 05

H. H. Keedy	120 00
Consolidation No. 118	118 08
W. H. Dunkinson	126 00
Consolidation No. 19	121 18
Consolidation No. 124	119 04
S. S. Carroll	118 07
Consolidation No. 113	112 17
Consolidation No. 112	117 05
Consolidation No. 4	117 01
John K. Cowen	116 09
Consolidation No. 123	115 00
Steffey & Findlay, Williamsport	
M. J. Adler	120 15
Little Fred	117 18
B. S. Randolph	114 10
Consolidation No. 121	119 04
George’s Creek Coal & Iron Co.	
To J. P. Agnew & Co., Georgetown	
G. A. Hoffman	
ET, Sat. 4/6/95, p. 1. COAL BY CANAL	
The following boats were loaded at this port since yesterday’s report:	
Consolidation Coal Company	
Meredith, Winship & Co., Georgetown	
L. M. Hamilton	113 14
Consolidation No. 121	119 04
Consolidation No. 137	117 14
Consolidation No. 116	119 02
S. M. Storm	118 08
Consolidation 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

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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: Consolidation No. 118, 118 08; S. S. Carroll, 118 07; W. H. Dunkinson, 126 06; Consolidation No. 19, 121 18; Consolidation No. 124, 119 04; No. 113, 112 17; Consolidation No. 142, 112 18; Consolidation No. 4, 117 01; J. K. Cowen, 116 09; Consolidation No. 123, 115; L. M. Hamilton, 113 14; and Consolidation 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
 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
 Consolidation No. 130 119 06
 Consolidation No. 136 116 00
 Consolidation No. 10 115 02
 R. D. Johnson 115 18
 W. B. Orme 117 08

Consolidation No. 140 115 00
 Consolidation No. 20 120 11
 James Goddard 122 02
 Consolidation No. 141 118 13
 W. A. Smoot 118 08
 Consolidation No. 15 119 02
 T. Leiper Patterson 115 07
 Steffey & Findlay, Williamsport
 Col. F. T. Goddard 105 18
 Green Ridge 116 03
 George's Creek Coal & Iron Co.
 To J. P. Agnew & Co., Georgetown
 Mertensville 121 00

WT, Tue. 4/9/95, p. 5. WEST END NEWS AND GOSSIP – The following barges loaded with Cumberland coal are enroute to Georgetown: W. J. Stephenson, 118 16; C. R. White, 117 01; Consolidation No. 2, 118 19; Consolidation No. 13, 120 04; Consolidation No. 6, 111 15; Maryland, 99 02; Anteros, 93 07; George S. French, 113 06; and Consolidation No. 18, 117 04.

ET, Wed. 4/10/95, p. 4. **COAL BY CANAL**
 The following boats were loaded at this port since yesterday's report:

Consolidation Coal Company
 Meredith, Winship & Co., Georgetown
 Consolidation No. 110 118 01
 Chas. E. Keller, Jr. 115 08
 W. R. Lewis 120 00
 Consolidation 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, assigned to the Meredith, Winship Company: 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
Consolidation No. 131	110 03
Joseph Bryan	120 08
Wheatley Bros.	111 09
Steffey & Findlay, Williamsport	
B. S. Randolph	117 12
Consolidation 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; Consolidation No. 110, 118 01; No. 140, 115 00; Consolidated No. 20, 120 11; James Goddard, 122 02; Consolidation 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	
Consolidation 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; Consolidation No. 138, 121 17; N. C. Read, 115 04; Consolidation 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 Consolidation 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
Meredith, Winship & Co., Georgetown

Consolidation No. 104	116 03
Consolidation No. 11	124 02
Judge McComas	115 08
Consolidation No. 3	119 08
C. K. Lord	119 08
Nelson C. Read	122 05
W. E. Grove	112 12
C. B. Bayley	121 08
Consolidation No. 17	122 12

Steffey & Findlay, Williamsport

Sallie Irene	123 18
Col. F. T. Goddard	120 13

George’s Creek Coal & Iron Co.
To Embrey & Smith, Williamsport

Anteros	122 02
C. W. Miller	117 13

Today’s Consignments
Consolidation Coal Company
To Meredith, Winship & Co., Georgetown

Geo. A. McIlhaney	114 10
A. H. Dowden	119 01
C. R. Ladew	117 02
Judge Hagner	116 05
Consolidation No. 11	117 03
Consolidation No. 9	126 11
Consolidation No. 141	117 04
Consolidation No. 8	121 10

To Steffey & Findlay, Williamsport

Green Ridge	120 06
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WT, Tue. 4/16/95, p. 6. WEST END NEWS AND GOSSIP – The following loaded barges are reported to be enroute from Cumberland to Georgetown, consigned to Meredith, Winship & Company: A. H. Donden, 119 04; Consolidation No. 109, 118 09; and George A. McHenry, 119 19. For other points: Amelia Moza, D. M. Shupp, Charlie & Nellie, A. V. Nondy, A. H. Berdt and George McCadwell.

Barges that have cleared Georgetown are the Consolidation No. 12, P. Agnew, C. F. Beale,

Consolidation No. 14, G. M. Winship, C. Darrow, H. C. Winship, Consolidation No. 120, Judge Alvey, Consolidation No. 114, Consolidation No. 128, Plough Boy and W. T. Coulehan.

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.

ET, Thu. 4/18/95, p. 1. **COAL BY CANAL**

The following boats were loaded at this port yesterday:

Consolidation Coal Company	
Meredith, Winship & Co., Georgetown	
Consolidation No. 1	116 17
George S. French	115 07
Consolidation No. 115	118 04
Consolidation No. 145	120 08
Consolidation No. 102	119 01
Consolidation No. 18	121 13
J. R. McLean	124 16
C. Wagley K.	115 02
Consolidation No. 135	119 04
To Steffey & Findlay, Williamsport	
Little Fred	121 10
George’s Creek Coal & Iron Co.	
To A. C. Gruber, Williamsport	
Ruby	96 01

Today’s Consignments

Consolidation Coal Company	
To Meredith, Winship & Co., Georgetown	
M. J. Adler	121 01
F. O. Beckett	116 12
Consolidation 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, Consolidation No. 110 and Consolidation No. 130. Boats clearing Georgetown are the Judge Cox, J. H. Mertens, Consolidation No. 107, Consolidation No. 106, D. Linkins, G. L. Nicholson, Consolidation 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
 Consolidation No. 101 121 12
 Consolidation No. 143 117 15
 Consolidation No. 117 122 07
 Consolidation No. 2 119 09
 Consolidation No. 133 119 10
 Consolidation No. 114 123 09
 Consolidation No. 16 121 11
 Consolidation 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; Consolidation No. 102, 119 01; Consolidation No. 115, 118 04; Consolidation No. 108, 121 13;

Consolidation No. 145, 120 08; Consolidation 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
 Consolidation No. 14 122 15
 W. H. C. Bayley 119 14
 H. H. Keedy 118 00
 Consolidation No. 128 121 18
 Consolidation No. 132 119 16
 Consolidation 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 tying 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: Consolidation No. 109, Wheatley Bros., L. P. Reed, Judge Stake and Joseph Bryan. Those clearing are: F. Flanagan, Consolidation No. 113, Consolidation No. 124, Consolidation No. 142, Consolidation No. 132 and S. S. Carroll. The importation of Cumberland coal at the yards is expected to be very large this season.

ES, Sat. 4/20/95, p. 8. AFFAIRS IN GEORGETOWN – A large dealer in canal coal here said this morning in speaking of the apparent depression in the trade: “Coal has been pushed to Georgetown this season too rapidly. It can’t be gotten rid of quickly enough owing to the scarcity of vessels to carry it off, and as the wharves are piled high with it, it has been kept in the boats. This, in consequence, has drawn sixty or seventy crafts from the canal fleet.”

One firm here, it is reported, has forty laden boats lying about its wharves.

No substantial “pick up” in the trade is expected until the ice boats begin to come in, about the middle of May. Vessels won’t come to Georgetown for a single cargo – that is, they won’t enter the port light. Cargoes are usually taken from Georgetown only by vessels that have come in and discharged their loads. Too much valuable time would be taken up otherwise.

Then, too, there is not the great demand for coal to be supplied through the Georgetown port as formerly. Dealers say the railroads have so cut rates that most of the northern cities can now get their coal cheaper from the mines by rail than by way of the canal.

The lull in canal traffic, though, at present is due principally to the great quantity with which the town has been flooded. The trade during the first weeks of the canal’s opening was unprecedentedly large, causing the later stagnation.

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	
Consolidation No. 114	122 15
Plough Boy	121 12
W. T. Coulehan	117 07
Consolidation No. 129	112 17
Cushwa & Sons, Williamsport	
Frankie & Fannie	112 11
Steffey & Findlay, Williamsport	
G. W. McCardell	120 10
George’s Creek Coal & Iron Co.	
To J. P. Agnew & Co., Georgetown	
John K. Shaw	124 13
Ollie V.	117 02
J. R. Zimmerman	124 16
To A. C. Gruber, Williamsport	
Ruby	93 10

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	
Consolidation 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, Wed. 4/24/95, p. 6. **COAL BY CANAL** – The following boats were loaded at this port today:

Consolidation Coal Company Meredith, Winship & Co., Georgetown	
Consolidation No. 113	113 11
Consolidation 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

WT, Wed. 4/24/95, p. 4. 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; Consolidation No. 105, 119 13; and Consolidation No. 129, 112 17.

There arrived in town yesterday the Consolidation No. 8, E. R. Ladew, Consolidation No. 14, Anteros, Consolidation No. 102, N. C. Read and Consolidation 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
Consolidation 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, Consolidation No. 139, Consolidation No. 118 and Consolidation 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	
Consolidation No. 137	119 15
W. J. Walker	119 02

Canal Trade 1895

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; Consolidation No. 124, 113 08; Consolidation No. 113, 113 11; and Consolidation No. 106, 118 03.	
Boats clearing Georgetown are the W. B. Orme, Consolidation No. 21, Consolidation No. 18, F. Flanagan, Anteros, and Consolidation 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
Consolidation 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
<i>Ibid</i> , 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.	
<i>Ibid</i> , 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
Consolidation No. 131	121 11
Consolidation No. 136	119 19
Consolidation No. 118	121 13
C. K. Lord	117 04
Consolidation No. 18	120 07
Frankie & Fannie	111 10
Cushwa & Sons, Williamsport	
Consolidation No. 126	117 02
Steffey & Findlay, Williamsport	
A. J. Moudy	120 02
G. W. McCardell	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.]	
WT, 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; Consolidation No. 142, 116 07; S. S. Carroll, 115 02; and Consolidation No. 137, 119 15.	
The A. L. Miller and Consolidation No. 115 have cleared Georgetown.	

WT, 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.

ET, Tue. 4/30/95, p. 1. **COAL BY CANAL** – The following boats were loaded at this port today:

Consolidation Coal Company	
Meredith, Winship & Co., Georgetown	
Katie Hassett	114 15
Consolidation No. 139	119 09
James A. Garfield	116 19
W. J. Stephenson	118 11
Consolidation No. 21	119 18
Consolidation No. 121	120 15
To Bridges & Henderson, Hancock	
Round Top	104 06
Cushwa & Sons, Williamsport	
Sallie C. Goddard	115 10
George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Georgetown	
Laura B. Agnew	118 10

WT, Tue. 4/30/95, p. 5. WEST END NEWS AND GOSSIP – The following loaded barges arrived in Georgetown yesterday: P. R. Mayfield, Consolidation No. 111, Judge Alvey, Consolidation No. 117, Consolidation No. 12. W. Hassett, Florence, Consolidation No. 128, W. H. C. Bayley, G. S. French, Consolidation No. 14, F. Flanagan and Oak Spring.

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

Wed. 5/1/95, p. 2.⁵ **An Heir to a Fortune.**

⁵ *Evening Capital*, Annapolis, Md.

Henry Percy Thompson, the Chesapeake and Ohio canal lock-tender, has left Williamsport for Washington to arrange the preliminaries to secure his portion of the \$3,000,000 legacy left to four heirs by the late George W. Hilton, of Washington. His attorneys have sent him a check for \$150 for his expenses while in Washington. Thompson's home is at Williamsport, although he has been attending lock near Cumberland.

ET, 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
Consolidation 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: Consolidation 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

Consolidation 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.

Thu. 5/2/95, p. 4.⁶ Harry Percy Thompson, a former resident of this place, but now a lock keeper at the ten-mile lock [Lock 75] below Cumberland, has received the assuring news from an attorney at Washington city that by the death of an uncle, John W. Hilton, of that city, he is one of four heirs to an estate valued at three millions in money and a large amount of real estate. Harry is, of course, jubilant over the affair, and says that as soon as he gets his fortune, he is coming to Williamsport to build himself a handsome residence and reside here the rest of his days and spend his money among the people who were kind to him in adversity. – *Leader*.

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	
Consolidation No. 103	116 05
Consolidation 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	

⁶ *Catoctin Clarion*, Thurmont, Md.

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

Consolidation No. 140	119 10
M. E. Grove	113 07
W. A. Smoot	118 09
C. R. White	119 12
Consolidation No. 131	151 00
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; Consolidation No. 141, 117 01; Consolidation No. 6, 119 11; do. Consolidation No. 13, 117 16; Consolidation No. 103, 116 05; John Hanaway, 118 14; and Consolidation No. 122, 116 06.

The following boats have cleared the Georgetown harbor master's office: J. L. Patterson, Consolidation No. 110, Consolidation No. 15, Cuba, J. Goddard, G. S. French, Consolidation No. 130, Anteros, L. P. Read, Consolidation 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	
Consolidation No. 123	120 05

Ibid. p. 6. **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*."

ET, Tue. 5/7/95, p. 1. **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.

COAL BY CANAL

The following boats were loaded at this port today:

Consolidation Coal Company	
Meredith, Winship & Co., Georgetown	
H. H. Keedy	118 09
Consolidation No. 123	120 00
W. R. Lewis	118 18
L. W. Hamilton	118 18
T. Leiper Patterson	116 14
Consolidation 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: Consolidation 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 Consolidation 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	
Consolidation 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 Consolidation 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	
Consolidation No. 101	117 13
Judge McComas	121 08

Consolidation No. 128	123 11
Leiper P. Read	120 14
Consolidation 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.

Fri. 5/10/95, p. 6.⁷ **Bad Break in the Canal** – The tow path for a distance of 95 feet at the foot of Dellinger's wide water, below Williamsport, on the Chesapeake and Ohio canal, was swept out into the river on Sunday about midnight. The break is ten feet deeper than the bottom of the canal and was caused by the river secretly undermining the bank. Many tons of earth disappeared in the river. People who were pursuing night fishing at that point escaped without injury. It will take at least a week to repair the damage and in the meantime through boating will be at a standstill. A large force of men are now filling up the breach.

An additional force will go to work today on the break.

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	
Consolidation No. 102	121 01
Consolidation No. 115	119 03
Consolidation No. 1	118 05
Consolidation No. 17	125 02
Consolidation No. 101	118 12
Consolidation No. 127	116 19
Cushwa & Sons, Williamsport	
Frankie & Fannie	111 12
Sallie C. Goddard	115 07
To Steffey & Findlay, Williamsport	
G. W. McCardell	116 10

WT, Sat. 5/11/95, p. 6 – **WEST END NEWS AND GOSSIP** – The barges J. J. Alexander, Consolidation 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.

⁷ *The Herald and Torch Light*, Hagerstown, Md.

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	
Consolidation No. 133	119 19
J. Graham Pearre	112 01
C. K. Lord	117 18
C. Wagley K.	111 08
Consolidation No. 16	122 05
Consolidation No. 107	119 04
Consolidation No. 115	116 08
Consolidation No. 5	119 08
Consolidation No. 108	118 11
Seneca Stone Quarry, Seneca, Md.	
Consolidation No. 133	118 10
Cushwa & Sons, Williamsport	
D. M. Shupp	111 07
Victor	114 00
To Steffey & Findlay, Williamsport	
Sallie Irene	123 10
George's Creek Coal & Iron Co.	
To A. C. Gruber, Williamsport	
Ruby	98 15
To J. P. Agnew & Co., Georgetown	
Eva	115 18
J. J. Alexander	126 00
Anteros	98 10

ET, Tue. 5/14/95, p. 3. **COAL BY CANAL**

The following boats were loaded at this port today:

Consolidation Coal Company	
Meredith, Winship & Co., Georgetown	
Consolidation No. 129	118 11
Consolidation No.	118 10
Consolidation No. 132	117 03
Consolidation No. 116	121 09
Consolidation No. 133	118 10
Consolidation 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

Tue. 5/14/95, p. 3.⁸ **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.

Ibid, p. 8. **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.

⁸ *Washington News*, Washington, D. C. newspaper.

ET, Wed. 5/15/95, p. 3. **COAL BY CANAL**

The following boats were loaded at this port today:

Consolidation Coal Company	
Meredith, Winship & Co., Georgetown	
Libbie	120 19
C. B. Bayley	119 17
Mabel	122 07
J. R. McLean	122 12
Consolidation No. 113	118 00
Star No. 9	113 09
A. H. Bowden	120 14
Consolidation No. 12	118 07
Consolidation No. 111	118 00
W. A. Leetch	119 19
Alice Cable	115 05
Cushwa & Sons, Williamsport	
Mary	115 03
Mary Mertens	121 05
Consolidation No. 129	120 19
George's Creek Coal & Iron Co.	
To Embrey & Smith, Williamsport	
Little Walter	118 15
To J. P. Agnew & Co., Georgetown	
C. W. Miller	117 14

ET, Thu. 5/16/95, p. 1. **COAL BY CANAL**

The following boats were loaded at this port today:

Consolidation Coal Company	
Meredith, Winship & Co., Georgetown	
Consolidation No. 117	120 17
Consolidation No. 128	122 08
Judge Alvey	116 18
Consolidation No. 123	113 11
B. R. Mayfield	115 17
Consolidation No. 2	117 01

WT, Fri. 5/17/95, p. 6. **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. **COAL BY CANAL**

The following boats were loaded at this port today:

Consolidation Coal Company	
Meredith, Winship & Co., Georgetown	
M. C. Grove	115 05
George S. French	111 17
G. M. Winship	120 19
Consolidation No. 112	119 00
Consolidation No. 124	118 00
Consolidation No. 137	117 15
Cushwa & Sons, Williamsport	
Consolidation No. 130	116 11
Mary	111 10
George's Creek Coal & Iron Co.	
To Embrey & Smith, Williamsport	
C. W. Ridley	111 11
To J. P. Agnew & Co., Georgetown	
Amelia Moyer	118 10

WT, Sat. 5/18/95, p. 6. **WEST END NEWS AND GOSSIP** – The following coal barges are enroute to Georgetown from Cumberland:

Consolidation No. 116, 121 09 tons; Consolidation No. 132, 117 03 tons; Consolidation No. 135, 120 01 tons; Consolidation 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.

WT, Sun. 5/19/95, p. 5. **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.

WT, Tue. 5/21/95, p. 4. **WEST END NEWS AND GOSSIP** – The barges J. J. Alexander, Consolidation No. 113, Judge Alvey, Consolidation No. 130, and Consolidation No. 4 have cleared port.

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

Consolidation Coal Company	
Meredith, Winship & Co., Georgetown	
H. H. Keedy	119 15
S. S. Carroll	114 08
John C. Poor	119 15
Consolidation No. 119	116 08
Consolidation No. 114	115 18
Judge Cox	118 13
Consolidation No. 148	119 03
W. T. Coulehan	119 18
Consolidation No. 7	115 08
Consolidation No. 136	113 01
Consolidation 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. **COAL BY CANAL**

The following boats were loaded at this port today:

Consolidation Coal Company	
Meredith, Winship & Co., Georgetown	
W. J. Walker	119 19
Consolidation No. 134	117 12
Consolidation No. 118	116 12
S. M. Storm	116 18
Consolidation No. 10	116 07
Consolidation No. 139	117 15
Consolidation No. 18	119 17
John Leetch	114 08
W. B. Orme	118 08
Consolidation 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
Consolidation No. 126	117 10
George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Georgetown	
Mrs. McComas	119 03
WT, Thu. 5/23/95, p. 5. WEST END NEWS AND GOSSIP - 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 Consolidation Nos. 120 and 116 have cleared.	
ET, Fri. 5/24/95, p. 1. COAL BY CANAL	
The following boats were loaded at this port today:	
Consolidation Coal Company	
Meredith, Winship & Co., Georgetown	
George S. Reiman	117 13
Consolidation No. 140	123 05
Judge Stake	115 06
Detroit	117 08
Consolidation No. 131	117 05
Katie Hassett	118 19
Consolidation No. 121	120 01
Cushwa & Sons, Williamsport	
Lutie & Monnie	120 04

George's Creek Coal & Iron Co.
 To Embrey & Smith, Williamsport
 Judge Douglas 117 07
 To J. P. Agnew & Co., Georgetown
 Emma Mertens 116 15

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; Consolidation No. 114, 115 18 tons; S. S. Carroll, 114 08 tons; John C. Poor, 119 15 tons; No. 119, 116 08 tons; Consolidation No. 106, 119 03 tons; Consolidation No. 14, 118 07 tons; Hilda Chaney, 117 02 tons; W. T. Coulehan, 119 18 tons; L. B. Agnew, 119 07 tons; Consolidation 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, Sat. 5/25/95, p. 6. WEST END NEWS AND GOSSIP – The barges Consolidation No. 120, J. J. Alexander, Fannie Flanagan, Consolidation No. 75 and Anteros have arrived in port.

WT, Sun. 5/26/95, p. 8. WEST END NEWS AND GOSSIP – The barges W. H. Winship, Consolidation 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
 Consolidation No. 109 117 01
 C. W. Adams 117 00
 Consolidation No. 133 122 07
 Consolidation No. 101 117 19
 C. R. White 114 00
 Consolidation 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
 Consolidation No. 103 119 00
 James Goddard 119 09
 James A. Garfield 120 00
 Consolidation No. 119 120 15
 Consolidation No. 127 118 03

Cushwa & Sons, Williamsport
 Frankie & Fannie 115 09

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

Canal Trade 1895

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, Consolidation No. 138, Ivy City, Judge Boyd, P. Agnew, M. S. Grove, Consolidation No. 27, Judge Hagner, and E. R. Ladew.

ET, Wed. 5/29/95, p. 3. **COAL BY CANAL**
 The following boats were loaded at this port today:

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
Consolidation No. 130	118 10

Cushwa & Sons, Williamsport

S. C. Goddard	116 04
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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
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ET, Thu. 5/30/95, p. 3. **COAL BY CANAL**
 The following boats were loaded at this port today:

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
Consolidation 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
Consolidation No. 138	118 06
Consolidation No. 129	112 10
C. Wagley K.	114 16
Consolidation No. 101	121 15
Consolidation 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

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	
Consolidation No. 132	121 15
Consolidation No. 102	112 01
Consolidation No. 108	116 11
Consolidation No. 120	118 10
Consolidation No. 126	121 05
C. K. Lord	118 12
Consolidation No. 115	117 10
Steffey & Findlay, Williamsport	
Little Fred	121 05

Today's Shipments

Consolidation Coal Co.	
Meredith, Winship & Co., Georgetown	
Consolidation No. 107	122 10
Consolidation No. 143	117 12
Consolidation No. 16	121 18
Consolidation 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, 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	
Judge McComas	119 01
Nelson C. Read	122 02
Consolidation No. 135	118 10
Steffey & Findlay, Williamsport	
B. S. Randolph	119 15
George's Creek Coal & Iron Co.	
To Embrey & Smith, Williamsport	
C. W. Ridley	117 18
To J. P. Agnew & Co., Georgetown	
Anteros	96 02
Little Walter	119 02
Geo. A. Hoffman	122 08
Park Agnew	120 07
A. W. Nicolson	122 10

ET, Fri. 6/7/95, 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	
Anteros	92 07
J. R. Zimmerman	115 07
Little Walter	111 11
To Embrey & Smith, Williamsport	
Emma Mertens	120 01
Consolidation Coal Co.	

Canal Trade 1895

To Steffey & Findlay, Williamsport	
A. J. Monday	121 05
Green Ridge	113 02
To Meredith, Winship & Co., Georgetown	
Consolidation No. 106	119 16
W. R. Lewis	118 19
Consolidation No. 7	117 12
Consolidation No. 2	117 01
Jos. Z. Williams	117 05
Consolidation No. 6	114 04
Consolidation No. 13	119 01

ET, Wed. 6/12/95, p. 3. **COAL BY CANAL**
 The following boats were loaded at this port today:

Consolidation Coal Company	
Meredith, Winship & Co., Georgetown	
S. S. Carroll	119 03
Daniel Linkins	114 14
Consolidation No. 118	121 11
C. K. Lord	118 19
Consolidation No. 136	120 10
Steffey & Findlay, Williamsport	
Little Fred	119 09
Sallie Irene	122 16
Col. F. T. Goddard	120 03
George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Georgetown	
W. H. Cooper	118 14

ET, Thu. 6/13/95, p. 3. **COAL BY CANAL**
 The following boats were loaded at this port today:

Consolidation Coal Company	
Steffey & Findlay, Williamsport	
Ruby	87 13
	111 00
To Cushwa & Sons, Williamsport	
Lutie & Monie	117 01
To Meredith, Winship & Co., Georgetown	
W. S. Jacques	115 07
Consolidation No. 19	123 00
W. H. Dunkinson	120 16
J. P. Hewitt	118 12
To Bridges & Henderson, Hancock	
Round Top	108 12

George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Georgetown	
Anteros	99 00
Mt. Vernon	123 09
Sharpsburg	119 12
To Embrey & Smith, Williamsport	
Emma Mertens	112 12

ET, Fri. 6/14/95, p. 3. **COAL BY CANAL**
 The following boats were loaded at this port today:

Consolidation Coal Company	
Meredith, Winship & Co., Georgetown	
G. A. McIlhane	118 15
M. E. Grove	110 18
Consolidation No. 9	123 19
Consolidation No. 144	120 15
Consolidation No. 15	121 14
E. R. Ladew	119 09
Maj. H. D. Whitcomb	120 17
Consolidation 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, Sat. 6/15/95, p. 3. **COAL BY CANAL**
 The following boats were loaded at this port today:

Consolidation Coal Company	
Meredith, Winship & Co., Georgetown	
Consolidation No. 110	120 01
Consolidation No. 132	115 11
T. C. McAboy	119 16
Consolidation No. 131	118 06
Consolidation No. 139	131 13
Consolidation No. 115	128 05
John C. Poor	118 10
Consolidation No. 21	118 16
W. B. Orme	120 12
Jos. J. Williams	119 12

Canal Trade 1895

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

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.

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.

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

Consolidation No. 106	117 08
Consolidation 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
Consolidation No. 112	118 04
B. R. Mayfield	117 16
Judge W. S. Cox	112 09
W. J. Walker	118 19
Consolidation No. 119	123 09
W. A. Smoot	120 12
Consolidation 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

Canal Trade 1895

Meredith, Winship & Co., Georgetown	
George S. French	113 02
Judge McComas	121 07
Consolidation 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.	
To J. P. Agnew & Co., Georgetown	
Geo. A. Hoffman	111 00
J. J. Alexander	122 19
John Hanaway	115 16
R. L. Somerville	117 19

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	
Consolidation No. 127	120 03
Consolidation No. 11	118 03
F. O. Beckett	115 17
Consolidation No. 109	120 13
Consolidation No. 138	117 17
Plough Boy	117 07
W. J. Stephenson	119 10

Katie Hassett	117 12
T. Leiper Patterson	118 15
Consolidation 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
Consolidation No. 122	117 19
Consolidation No. 121	120 19
Consolidation No. 141	115 19
Consolidation No. 9	116 02
Consolidation No. 129	113 02
Consolidation 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

ET, Sat. 6/22/95, 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
Consolidation 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

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	
C. R. White	123 16
C. W. Adams	120 19
George A. McIlhaney	118 17
Consolidation No. 1	117 17
Consolidation No. 101	121 10

Consolidation No. 104	118 19
Consolidation	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
R. D. Johnson	118 03

ES, Mon. 6/24/95, p. 2. **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.

ET, Tue. 6/25/95, 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	
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
Consolidation 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
Consolidation No. 130	118 15
Steffey & Findlay, Williamsport	
Charlie & Nellie	119 05

ET, Wed. 6/26/95, p. 3. **COAL BY CANAL**

The following boats were loaded at this port today:

Consolidation Coal Company	
Meredith, Winship & Co., Georgetown	
Consolidation No. 107	124 00
Consolidation No. 123	123 18
Consolidation 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

ES, Wed. 6/26/95, p. 12. **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.

Thu. 6/27/95, p. 4.⁹ **Down Goes the Yacht.**

Mr. Henry Shepherd's steam yacht *Minnehaha* met with bad luck Tuesday night. Mr. Shepherd with several friends went up the canal as far as Kerfoot's lock [Lock 40] on the boat, and returned late in the evening. When a short distance above the Shepherdstown lock someone in the boat attempted to change position, and somehow or other the little vessel upset and went to the bottom of the canal upside down. All the occupants escaped with no damage than a very complete sousing in the water.

ET, Fri. 6/28/95, p. 3. **COAL BY CANAL**

The following boats were loaded at this port today:

Consolidation Coal Company	
Meredith, Winship & Co., Georgetown	
Consolidation No. 137	116 02
Consolidation No. 12	118 03
W. H. Bayley	120 00
Consolidation No. 135	121 16
Consolidation No. 145	122 05
Consolidation 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

⁹ *Shepherdstown Register*, Shepherdstown, WV.

Fri. 6/28/95, p. 3.¹⁰ Traffic on the C. and O. canal is reported to be very dull in consequence of a lack of vessels for shipment from Georgetown.

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
Consolidation 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
Consolidation No. 141	117 18
Consolidation No. 111	123 02
Consolidation No. 3	112 02
Consolidation No. 112	118 08
Consolidation No. 102	119 08
Consolidation No. 116	115 01

¹⁰ Prince George's enquirer and southern Maryland advertiser, Upper Marlboro, Md.

Consolidation No. 118	110 11
Daniel Linkins	113 14
Consolidation No. 140	119 15
Judge McComas	118 10

To Cushwa & Sons, Williamsport

Mary 118 16

Consolidation 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
Consolidation No. 124	117 17
C. B. Bayley	117 11
Morning Star	110 09
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. 132	121 13
Consolidation No. 102	122 01
Consolidation No. 108	116 14
Consolidation No. 120	118 10
Consolidation No. 126	121 05
C. K. Lord	118 12
Consolidation No. 115	117 10

Steffey & Findlay, Williamsport

Little Fred	124 05
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Today’s Shipments

Consolidation Coal Co.

Meredith, Winship & Co., Georgetown

Consolidation No. 107	122 10
Consolidation No. 143	117 12
Consolidation No. 16	121 16
Consolidation No. 145	110 02
Consolidation No. 5	117 08
Mabel	118 10

To Bridges & Henderson, Hancock

Round Top	87 02
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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
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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
Consolidation No. 142	117 13
Judge Bradley	121 01
Jos. Z. Williams	120 02
Consolidation No. 134	113 03
Consolidation No. 2	118 10
F. M. McAboy	120 15
Consolidation No. 139	117 19

To Cushwa & Sons, Williamsport

Lutie & Monie	118 09
Victor	111 10
Consolidation No. 113	118 17

Steffey & Findlay, Williamsport

G. W. McCardell	117 03
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George’s Creek Coal & Iron Co.

To J. P. Agnew & Co., Georgetown

W. D. L. Walbridge	119 19
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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

Consolidation No. 109	112 13
Consolidation No. 113	113 06
Consolidation No. 112	118 17
Consolidation 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
Consolidation No. 110	118 11
B. R. Mayfield	115 03
Steffey & Findlay, Williamsport	
Col. F. T. Goddard	117 03
To Cushwa & Sons, Williamsport	
Consolidation 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

ET, Thu. 7/11/95, p. 1. **Today's Picnics** – This morning the Reform Episcopal Sunday school held their annual picnic. The scholars, teachers and friends left on board the pleasure boat "Louise," via the Chesapeake and Ohio canal, for Long's grove.

Ibid, p. 7. **COAL BY CANAL**

The following boats were loaded at this port today:

Consolidation Coal Company	
Meredith, Winship & Co., Georgetown	
Consolidation No. 9	122 12
W. J. Stephenson	117 11
W. R. Lewis	118 17
F. O. Beckett	120 15
Judge Stake	118 01
Detroit	119 00
Consolidation No. 114	119 06
To V. Cushwa & Sons, Williamsport	
Lutie & Monie	117 17
D. M. Shupp	122 15
George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Georgetown	
J. J. Alexander	119 14
Geo. A. Hoffman	117 12
To Embrey & Smith, Williamsport	
Emma Mertens	117 01

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 least 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.

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
Consolidation 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	
F. Mertens' Sons, Harper's Ferry, W. Va.	
John R. Zimmerman	118 11
Little Fred	121 16

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.

WT, Wed. 7/17/95, p. 2. **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.

ET, Thu. 7/18/95, 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	
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	
Consolidation No. 103	116 15
Consolidation No. 107	116 18
C. Weakley K.	111 10
W. A. Smoot	119 04
Consolidation No. 133	120 18
Consolidation No. 18	112 17
Consolidation No. 120	118 09
Consolidation No. 136	117 17
Consolidation 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

Canal Trade 1895

W. H. Cooper 119 17

ES, Thu. 7/18/95, p. 10. 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.

ES, Fri. 7/19/95, p. 10. AFFAIRS IN GEORGETOWN – General Manager Nicholson and Paymaster Pierre of the Chesapeake and Ohio canal are engaged at present in inspecting the highway and paying off the employees. They report that this season so far has witnessed the transportation of 66,000 tons over the corresponding season of last year.

ER, Sat. 7/20/95, 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

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

Consolidation No. 118 118 17

Consolidation No. 111 118 10

Consolidation No. 102 117 06

J. R. McLean 98 09

Consolidation 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

Consolidation No. 126 118 18

Steffey & Findlay, Williamsport
A. J. Moody 119 14

Ruby 90 00

Canal Trade 1895

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
Consolidation No. 122	117 17
Consolidation No. 121	118 00
C. L. Miller	118 19
L. M. Hamilton	108 00
Consolidation 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
Consolidation No. 116	117 01
Leiper P. Read	117 04
W. H. Bayley	116 03
Plough Boy	115 17
G. M. Winship	117 02
Consolidation No. 134	118 12
Consolidation 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	
Consolidation 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

ET, Fri. 7/26/95, p. 3. **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	
Consolidation 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
Consolidation No. 101	120 04
Kate Fulebar	120 07
Consolidation No. 125	119 03
John C. Poor	117 11
Consolidation No. 127	119 00

George's Creek Coal & Iron Co.

To J. P. Agnew & Co., Georgetown

Ollie V.	118 11
Sharpsburg	118 05

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

Little Fred	122 01
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To V. Cushwa & Sons, Williamsport

Sallie C. Goddard	116 10
Charles Darrow	110 10

Meredith, Winship & Co., Georgetown

W. A. Leetch	115 13
Consolidation No. 3	114 13
S. M. Storm	122 12
Consolidation No. 129	110 16
Consolidation No. 130	119 16
John K. Cowen	113 07
C. K. Lord	121 08
Consolidation No. 11	120 15

George's Creek Coal & Iron Co.

To J. P. Agnew & Co., Georgetown

D. W. Sloan	118 08
Amelia Moyer	118 04
Eve	117 10
To Embrey & Smith, Williamsport	
Benj. Vaughan	122 02

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
Consolidation No. 119	117 15
Consolidation 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
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To Steffey & Findlay, Williamsport

G. W. McCardell	116 05
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Davis Coal & Coke Co.

To Merten's Sons, Georgetown

J. H. Mertens	121 14
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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
Consolidation No. 111	120 01
Consolidation No. 110	120 00
Consolidation No. 114	122 04
Maj. H. D. Whitcomb	115 17
Consolidation No. 131	113 10

Steffey & Findlay, Williamsport

Sallie Irene	123 18
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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

ET, Thu. 8/1/95, 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. W. Nicolson 116 09
 John K. Shaw 117 12
 R. L. Somerville 116 07
 G. L. Nicolson 110 09
 To V. Cushwa & Sons, Williamsport
 C. W. Ridley 120 15

Consolidation Coal Company
 To Meredith, Winship & Co., Georgetown
 Consolidation No. 100 118 04
 W. J. Walker 119 04
 Round Top 108 10
 W. J. Stephenson 114 05
 B. R. Mayfield 115 17
 Consolidation No. 112 119 12
 Consolidation No. 127 116 17

To Steffey & Findlay, Williamsport
 B. S. Randolph 117 17
 F. S. Mead 116 07
 Consolidation No. 122 117 12

Davis Coal & Coke Co.
 To W. Mendenhall, Hancock
 M. E. Grove 115 11

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:

Consolidation Coal Company
 To Meredith, Winship & Co., Georgetown
 James Goddard 121 08
 Consolidation No. 129 116 12
 Consolidation No. 138 118 19
 Detroit 119 18
 Judge Cox 117 15
 B. T. Johnson 117 18
 Consolidation No. 101 115 11
 Consolidation No. 130 120 17
 Consolidation No. 141 119 07
 W. A. Smoot 122 04
 Geo. A. McIlhaney 120 04
 Consolidation No. 110 117 18

To V. Cushwa & Sons, Williamsport
 D. M. Shupp 121 10
 To Steffey & Findlay, Williamsport
 Charlie & Nellie 119 13
 Little Fred 117 01
 A. J. Mondy 120 15

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:

George's Creek Coal & Iron Co.

To J. P. Agnew & Co., Georgetown

Anteros	90 08
L. B. Agnew	118 18

Consolidation Coal Co.

To Meredith, Winship & Co., Georgetown

E. R. Ladew	119 09
F. O. Beckett	119 06
Joseph Bryan	119 00
Libbie	118 01
Consolidation No. 113	116 12
Consolidation No. 112	116 18
Charles E. K., Jr.	116 14

To Cushwa & Sons, Williamsport

Lutie & Monie	117 00
Mary	117 04

Steffey & Findlay, Williamsport

Sallie Irene	121 05
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Ibid, p. 11. **COAL BY CANAL**

The following boats were loaded at this port today:

George's Creek Coal & Iron Co.

To J. P. Agnew & Co., Georgetown

New Alexandria	118 03
Mary Mertens	118 15
J. Hanaway	113 03
J. J. Alexander	118 17

Consolidation Coal Co.

To Meredith, Winship & Co., Georgetown

M. J. Adler	117 07
Geo. S. French	118 01
Hugh L. Bond	116 03
Consolidation No. 103	113 07
Consolidation No. 107	121 06
Consolidation No. 121	117 10

Steffey & Findlay, Williamsport

Mt. Vernon	120 02
Green Ridge	119 01
G. W. McCardell	118 18

To Cushwa & Sons, Williamsport

Victor	112 18
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[Transcriber's Note: Yes, there were 2 listings in this edition.]

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

Consolidation No. 138	119 01
W. T. Coulehan	116 06
Consolidation No. 137	118 16
Consolidation No. 102	119 07
Consolidation No. 29	120 03
Consolidation No. 113	118 17
Consolidation No. 124	114 01
Consolidation No. 17	122 00
Consolidation No. 131	117 12
Consolidation No. 104	118 15
W. B. Orme	117 17

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

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
Consolidation No. 115	120 01
Judge McComas	121 18
Consolidation 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
Consolidation No. 132	117 11
Consolidation 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

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

Ibid, p. 8. **C. & O. CLAIMS** –

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
Consolidation No. 122	119 03
C. K. Lord	118 03
Consolidation 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
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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
 Consolidation No. 213 115 08
 Consolidation No. 195 123 12
 C. E. Ways 119 18
 W. H. C. Bayley 119 03
 John C. Poor 118 05
 Consolidation No. 101 118 12
 Judge Alvey 116 15
 H. H. Keedy 119 10
 Consolidation No. 123 118 01
 M. E. Grove 113 13
 Consolidation No. 10 119 16
 C. Wagley K. 112 05
 W. S. Jacques 114 05
 Consolidation No. 11 119 11
 To Steffey & Findlay, Williamsport
 Green Ridge 118 04
 Col. F. T. Goddard 111 08
 F. S. Mead 115 03
 Consolidation No. 122 118 11
 G. W. McCardell 118 06
 Mt. Vernon 123 06
 Sallie Irene 115 14
 B. S. Randolph 111 00
 To V. Cushwa & Sons, Williamsport
 Lutie & Monie 117 17
 Mary 113 17

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

Muskingum 108 14
 J. H. Mertens 121 00
 H. C. Winship 115 12

To Embrey & Smith, Williamsport
 Benj. Vaughan 115 14

ET, Tue. 8/13/95, p. 3. **COAL BY CANAL**

The following boats were loaded at this port today:

Consolidation Coal Co.
 Steffey & Findlay, Williamsport
 Ruby 89 15
 Charlie & Nellie 118 09
 To Cushwa & Sons, Williamsport
 Sallie C. Goddard 116 08
 Meredith, Winship & Co., Georgetown
 L. P. Read 116 14
 T. Leiper Patterson 117 03
 J. G. Pearre 110 09
 Consolidation No. 128 119 10
 Consolidation No. 4 120 05
 W. R. Lewis 114 19
 Alice Cable 111 14
 Consolidation No. 1 114 07
 Consolidation No. 19 121 03
 George's Creek Coal & Iron Co.
 To J. P. Agnew & Co., Georgetown
 Antares 91 11
 W. H. Cooper 111 15
 D. W. Sloan 116 12

ET, Wed. 8/14/95, 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
 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

Canal Trade 1895

Geo. S. Reiman	115 18
Consolidation No. 110	116 10
James A. Garfield	116 19
Consolidation 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
Consolidation No. 114	116 16
Mabel	110 03

Steffey & Findlay, Williamsport

Green Ridge	114 18
Consolidation No. 122	110 08

To Cushwa & Sons, Williamsport

Consolidation No. 126	111 01
Victor	107 17

George's Creek Coal & Iron Co.

To J. P. Agnew & Co., Georgetown

Ollie V.	113 08
Ivy City	117 11
R. L. Somerville	111 11
Judge Douglass	109 13

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

Consolidation No. 114	113 09
Consolidation No. 3	109 13
Katie Hassett	111 08
Nelson C. Read	118 05
Consolidation No. 116	115 16
Consolidation No. 6	112 00
Consolidation 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.¹¹

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

¹¹ *The Morning Times*, Washington, D. C.

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.

Thu. 8/22/95, p. 8. **Auditing Canal Claims** – State Attorney Charles A. Little, who was appointed by Governor Brown as special Auditor in the cases of claims against the Chesapeake and Ohio Canal Co., has opened an office in the Prosser Hotel, Williamsport, where he will receive the claims many of which are in the hands of merchants and others, amounting to thousands of dollars.¹²

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 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:

Consolidation Coal Company
 To Meredith, Winship & Co., Georgetown
 Consolidation No. 121 108 02

Consolidation No. 18	108 06
John Leetch	98 19
H. H. Keedy	101 11
Consolidation No. 148	103 01
Geo. S. French	107 09
Joseph Becker, Jr.	101 09
Consolidation No. 132	103 03
Consolidation No. 17	109 10
S. S. Carroll	105 17
To Steffey & Findlay, Williamsport	
Ruby	75 16
Mt. Vernon	108 11
Green Ridge	102 17
G. W. McCardell	107 11
To V. Cushwa & Sons, Williamsport	
D. M. Shupp	104 17
George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Georgetown	

ET, Tue. 8/27/95, p. 1. **COAL BY CANAL**
 The following boats were loaded at this port today:

Consolidation Coal Co.	
To Meredith, Winship & Co., Georgetown	
J. J. Alexander	109 17
John K. Shaw	108 01
Victor	106 15
George's Creek Coal & Iron Co.	
Meredith, Winship & Co., Georgetown	
Consolidation No. 138	103 16
Katie Hassett	104 04
Geo. A. McIlhaney	108 10
Steffey & Findlay, Williamsport	
Consolidation No. 146	103 06
Sallie Irene	110 14
To Cushwa & Sons, Williamsport	
Ed E. Reichter	104 06

ES, Tue. 8/27/95, p. 5. **AFFAIRS IN GEORGETOWN** – Mary Smith, the girl who was arrested yesterday for petit larceny, is the same person who preferred charges some time ago against Capt. Underdonk of the canal, swearing that he had criminally assaulted her while a passenger on his boat.

¹² *The Herald and Torch Light*, Hagerstown, Md.

The case was investigated and it was pretty clearly shown that Mary was not what she reported herself to be.

They found her an old offender against the laws of morality, and sent her to the hospital. Mary was arrested yesterday for stealing wearing apparel from a woman named Trammel, on "Frog Island," who had taken her in and given her food and rest. The theft was discovered soon and the Trammels made after her. She was caught on the Virginia side of the Aqueduct bridge with the clothes on. Most of the apparel was torn from Mary and she was driven over to the Georgetown side, where the police stepped in and took a hand. Mary is said to be white, though she associates chiefly with colored people of the lowest order.

ET, Thu. 8/29/95, 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

H. C. Winship	101 19
Fred Weiland	106 06
W. T. Hassett	101 02
D. W. Sloan	109 11
Ivy City	99 05

Consolidation Coal Co.

To Meredith, Winship & Co., Georgetown

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

To Steffey & Findlay, Williamsport

A. J. Mondy	106 19
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Little Fred	101 13
Ruby	76 15
To Cushwa & Sons, Williamsport	
Consolidation No. 10	99 17
John K. Cowen	100 17
Consolidation No. 9	101 11
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
Consolidation No. 126	100 07

To Steffey & Findlay, Williamsport

Green Ridge	99 10
To Meredith, Winship & Co., Georgetown	

Joseph H. Lee	99 05
Consolidation No. 113	99 13
Consolidation No. 124	98 10
W. B. Orme	109 10
Star No. 9	98 11
Consolidation 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

Canal Trade 1895

A. G. Johnson	96 12
Ollie V.	95 00
Consolidation Coal Co.	
To Meredith, Winship & Co., Georgetown	
Consolidation No. 128	97 13
Judge Alvey	97 13
W. T. Coulehan	94 02
Consolidation No. 111	97 00
Geo. S. Reiman	103 17
James A. Garfield	97 08
Consolidation 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
Consolidation No. 115	100 00
Nelson C. Read	101 00
Mabel	99 07
Consolidation No. 142	102 16
Alice Cable	100 04

Kate Fulebar	94 13
W. A. Smoot	97 05
Consolidation 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
Consolidation No. 118	98 13

To V. Cushwa & Sons, Williamsport	
Sallie C. Goddard	99 06
Consolidation 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

Canal Trade 1895

Consolidation 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
Consolidation 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
Consolidation No. 105	98 03
W. J. Stephenson	98 18
Maj. H. D. Whitcomb	96 05
Consolidation No. 129	99 09
B. R. Mayfield	95 16
Consolidation No. 134	97 02
Consolidation No. 101	96 18
Consolidation No. 132	98 08
J. K. Cowen	95 19
Consolidation 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
Consolidation 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	
Consolidation No. 114	99 05
Charles E. K., Jr.	93 06
Consolidation No. 141	93 10
Consolidation 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
Consolidation 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	
Consolidation 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
Consolidation No. 102	96 13
Consolidation No. 109	95 09
Consolidation 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

"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.

COAL BY CANAL

The following boats were loaded at this port today:

Consolidation Coal Company	
To Meredith, Winship & Co., Georgetown	
Consolidation No. 118	90 06
N. C. Read	96 03
C. E. Ways	91 15
Consolidation No. 14	88 03
Consolidation 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
Consolidation No. 106	90 10
Consolidation 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
Consolidation No. 132	72 08
W. S. Stephenson	77 06
F. S. Mead	79 14
Consolidation No. 21	73 16
Consolidation 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	
Consolidation 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 a 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	
Consolidation No. 121	76 09
Consolidation No. 101	76 16
Consolidation No. 113	78 06
J. C. Pearre	68 10
Judge A. H. Boyd	75 18
Consolidation 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
Consolidation No. 120	77 03
Maj. H. D. Whitcomb	69 10
Consolidation No. 108	69 11
Consolidation No. 12	72 11
W. A. Smoot	71 06
Consolidation No. 2	71 10
Consolidation No. 20	69 18
Consolidation No. 101	73 08

B. R. Mayfield	70 08
Consolidation 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:

Common stock	\$733,721.11
Preferred stock	4,375,000.00
Unpaid guaranteed dividends for fifty-six years	11,883,000.00
Mortgage under the Act of 1841	2,000,000.00
Unpaid interest for sixty years	7,200,000.00
Total	<u>\$29,052,724.11</u>

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’s 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.

Ibid, p. 8. AFFAIRS IN GEORGETOWN

For years there has not been such a drought in the upper canal region as exists at present. The oldest inhabitants even go so far as to say that the canal has not been similarly affected since its establishment, over sixty years ago. The Potomac up about Cumberland is almost dry. In places the bottom is visible from shore to shore, and there is no flow into the canal. The little water seen in other places appears to be moveless. Navigation has practically been suspended. For days there have been no cargoes shipped greater than thirty-eight tons – one-third of a regular cargo. General Manager Nicholson of the Chesapeake and Ohio canal confirms the truth of these reports. About Cumberland, he says, the river bed is absolutely dry, and ten miles down the course of the stream only enough water can be dammed to run one pump two hours out of twenty-four. This pump has been in position since 1872, and this is the first time that there has not been water enough to satisfy its capacity completely. What little water is here, is of a nauseating quality; so thick with mud that a duck couldn't swim in it. Down toward Williamsport the depth of the water in the canal increases, ranging from one and a half to two and a half feet. Under favorable conditions, there are six feet of water in the great trough.

There has begun to be suffering in the Cumberland region, particularly among cattle. The wells, etc., are being forced. Capt. Passeno, for years a riverman of this section but who of late has been running boats on Drummond lake and the Dismal Swamp canal, was in town this morning on business, and, in conversation with a *Star* reporter, said that the drought in that section of Virginia was beyond anything on record.

ES, Mon. 10/14/95, p. 15. **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 Towpath

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.

ES, Wed. 10/16/95, p. 11. **Affairs in Georgetown.** – Slight rains in the upper Potomac districts have raised the water in the Cumberland level of the Chesapeake and Ohio canal six inches. As an experiment, four boats were loaded on Monday and sent downward. They were given twenty-five tons each.

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
Consolidation No. 1	68 02
Charles E. K., Jr.	47 15
W. A. Leetch	48 15
Judge Alvey	30 05
Consolidation 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
Consolidation 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, tow boatmen 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 shrunk 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 in her mad career to stand 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 its 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 than 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 div. 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, stiffin’ 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 bleary-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 desk, 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. Needlessly 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.

ES, Thu. 12/12/95, p. 6. **Notes.** – The Chesapeake and Ohio canal is frozen over from lock 6 [*sic.* Dam 6] to Cumberland, a distance of fifty miles. The company's ice breaker is at work.

The trial of Geo. W. Leopold, the boatman charged with the murder of David Markey, came up today at Hagerstown.

Tue. 12/10/95, p. 7.¹³ **The C. and O. Canal.** Hancock, Md., Dec. 9. – Canal boatmen state that all the coal they can haul to Georgetown is taken by local dealers for home consumption, while coal barges are lying there unloaded. The boatmen, generally, winter their stock with farmers in proximity to the canal and engage themselves with odd jobs until navigation is resumed. Many remove to their comfortable homes, while others are content to live on their boats during the winter. Some few boatmen own boats, while the great majority are the property of the coal companies.

Five captains of canal boats are women, two being widows. Mrs. Leopold, whose husband, George W. Leopold, a canal captain, is in jail at Hagerstown, charged with the murder of David Markey, has been running the boat ever since his arrest. Mrs. Riley, Mrs. Eddy and Mrs. Engle are other captains.

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 coffer-dam will have to be constructed and pumps kept constantly going, in order to accomplish the work.

A new waste weir will be built at Barnett'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 reconstructed at the Hancock shops during the past summer. Lock gates were built mainly at the Cumberland and Williamsport shops. The Cumberland shops supply all carpentry from Cumberland to Little Orleans, the Hancock shops from the latter point to Four Locks, and the Williamsport shops from Four Locks to Dam No. 4.

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

¹³ *Sun*, Baltimore, Md.

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.

ES, Mon. 12/23/95, p. 3. **WILL NOT SELL NOW.** – BALTIMORE, Md., December 23 – A special dispatch to the News from Annapolis, Md., says: Governor Brown and Treasurer Jones of the board of public works met here at noon and decided that as there was pending litigation over the Chesapeake and Ohio canal, it was inexpedient at this time to dispose of the state’s interest in the waterway, as had been proposed.