COMPILATION OF
CANAL TRADE ARTICLES FROM
*THE EVENING TIMES*
A Cumberland, Md. newspaper
and
*THE NEWS*
a Frederick, Md. newspaper
and
*THE MORNING TIMES*
and
*THE EVENING TIMES*
two Washington, D. C. newspapers
and
*ALEXNADRIA GAZETTE*
an Alexandria, Va. newspaper
1896

Compiled by
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C & O Canal Association Volunteer
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Revised DECEMBER 2016
A. PREFACE

In this compilation, articles were transcribed from *The Evening Times*, a daily Cumberland newspaper; those articles have no prefix. *The Evening Times* was found on microfilm at Frostburg State University, Frostburg, MD. Articles were transcribed from *The News*, a Frederick, Md. newspaper; those are preceded by *News*. Articles were transcribed from *The Morning Times* and *The Evening Times*, two Washington, D. C. newspapers; articles from *The Morning Times* are preceded by MT, while those from *The Evening Times* are preceded by ET. Articles were transcribed from *Alexandria Gazette*, an Alexandria, Va. newspaper; those articles are preceded by AG. This revision includes articles about life on the canal; no additional coal freightage data was included.

Other articles found online and are footnoted.

This is an edited report. All the canal boat data was entered on an EXCEL spreadsheet and then checked for consistent spelling. Readers interested in that spreadsheet should contact the author. Descendants are encouraged to contact the transcriber if a consistent spelling is wrong; e.g. McIlhenny or Leetch or Reichter.

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

William Bauman
Revised DECEMBER 2016
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Canal Trade 1896.

AG, Thu. 1/2/96, p. 4. Fish in the Canal. - A dispatch from Williamsport, Md., says in the Big Pool and at Dellinger's Wide Water, on the Chesapeake and Ohio Canal, two points frequently visited by fishermen during the summer season, the waters teem with bass, catfish, suckers and other kinds of fish. The water in the canal bed is only three or four feet deep, and in these places bass that weigh from five to eight pounds and numbers of smaller bass, together with large schools of other members of the finny tribe, can be seen swimming about in the shallow water. Mr. Dellinger, who lives at the Wide Water, states that there are at least a ton of fish in that portion of the canal. The canal company has issued orders prohibiting seining in the canal, thus shutting off fishermen from reaping a rich harvest. An effective mode of catching fish in the low water along the canal adopted by fishermen is to kill or stun the fish with sticks or stones, and in many instances fine strings have been caught with the hands.

News, Fri. 1/3/96, p. 3. Seine-Farming Stopped in Canal. G. L. Nicholson, manager of the Chesapeake and Ohio canal, has posted notices along the canal prohibiting seining for fish.

Ibid, p. 4. Gunning for Carp. - A novel sport now in vogue with fishermen all along the line of the Chesapeake and Ohio Canal is the killing of large German and leather carp with shotguns.

The water in the canal bed, since the main body has been drawn off, is only about a foot and a half deep and carp of any size can easily be seen swimming along. Persons station themselves along the banks and await a sight of fish, picking off the large ones that appear.

The carp come to the canal from the Potomac river and seem to thrive better in the canal than in any other water. Some have been caught that weighed forty pounds.


The best record made along the line of the Potomac was when Mr. Boryer caught in one night's fishing 300 pounds of fish. All the fish were sold in the Hagerstown market.

At the present time, great numbers of fish are taken in the Chesapeake and Ohio canal and the Potomac river in a novel way.

The ice is broken to a width of 4 feet and a length of 30 feet. A scoop net is then dragged along the whole, the bottom of the net being held upon the bed of the stream by a pole.

Samuel Melown and a party caught 30 large black bass, 10 white suckers and 8 German carp, the largest of which weighed 20½ pounds, in an hour's "scooping" in the canal yesterday.

Hilary Ardinger, a Williamsport fisherman, has caught with rod, line and dip-net in the last season, 1,000 pounds of black bass, 590 pounds of white suckers and 300 pounds of eels and catfish in the Potomac river, Conococheague creek and Chesapeake and Ohio canal in the vicinity of Williamsport.

Thu. 1/16/96, p. 4. J. Graham Pearre, paymaster of the Chesapeake and Ohio canal, arrived in this city on the No. 1 last evening.

AG, Thu. 1/23/96, p. 3. Muskrats are causing many leaks in the Chesapeake and Ohio canal.
ES, Fri. 1/24/96, p. 8. **Building Many Canal Boats** – In anticipation of a busy season next year on the Chesapeake and Ohio canal, boat builders at Cumberland, Md., have already begun work on a number of new boats. The demand for new boats is due to the increase in trade at the close of navigation, which coal shippers state will be heavier next season, and also to replace some barges that have been in service for many years, which are considered unfit for further use.

**News**, Tue. 1/28/96, p. 3. **Trapping Animals for Fur**.- All along the line of the Chesapeake and Ohio Canal the muskrat trappers are reaping a harvest, especially as the canal authorities are furnishing the hunters with steel traps.

The rats have become a nuisance, burrowing in the banks and injuring the towpath to a great extent. The animals have never before been so plentiful. Samuel Malone, the veteran trapper, caught 24 last Friday night and Harry Williamson got 15.

In the "Lock Woods," about a mile below Williamsport, red foxes, raccoons and skunks abound. Trappers and huntsmen go after the animals nightly and get many skins, which are used by furriers. Last week they captured ten raccoons, five foxes and four skunks.

Fri. 2/28/96, p. 4. **Fifteen Days** – The police officers raided an old canal boat last night and arrested Jennie Sanders, Lizzie Sanders, Alex. Redden and Will Alexandria, all colored, charging them with disorderly conduct. They were tried before Squire Thompson this afternoon who dismissed the cases against the men and fined the women $5 apiece which they could not pay. They were then given a fifteen day dose of the station house.

AG, Fri. 2/28/96, p. 3. In the Maryland House of Delegates last night, the bill to waive the State's lien on the Chesapeake and Ohio canal in favor of other creditors was passed.

**News**, Sat. 2/29/96, p. 8. **C. and O. Canal to Open March 16**. - In response to numerous requests for information President George L. Nicholson, of the Chesapeake and Ohio Canal Company, writes that the water will be let on the canal on March 12, and that boats will be loaded with coal at Cumberland on March 16. He says that he has every reason to believe that the coming season will be a most prosperous one.

Mon. 3/2/96, p. 4. **New Canal Boats**. - A number of new canal boats are being built at Williamsport for the coal trade on the Chesapeake and Ohio canal for the coming season. One of the new boats has been named for Governor Lowndes. All the old barges along the line are being put in a fit condition for the trade, and everything is in readiness for business.

Tue. 3/3/96, p. 1. **C. and O. Canal Interests**

Friends of the Chesapeake and Ohio canal, since the appointment of receivers of the Baltimore and Ohio, fear that the receivership will have a detrimental effect on the canal because of the close alliance which has always existed between the canal and the road.

It is stated that the canal has not been able, even in its late and more prosperous years, to pay more than its operating expenses and the interest on the improvements, and that the bondholders have gotten nothing for a long time. The Baltimore and Ohio Company, it is further stated, has been furnishing the money of late years to rehabilitate the old waterway, and since the road has gone into the hands of a receiver, it is thought this supply of money
will now cease and the sale of the canal will be forced by its creditors.

The Baltimore and Ohio management wanted to keep the canal in existence as long as possible, for its existence has prevented a rival railroad from paralleling the Baltimore and Ohio to tidewater and capturing the great quantity of coal hauled from the bituminous districts of Maryland and West Virginia to seaport.

Wed. 3/4/96, p. 4. WATER TURNED IN The Canal Will be Ready for Operation as Soon as the Ditch Fills Up. - Superintendent of the Chesapeake and Ohio Canal, Mr. Peter Kelly, turned on the water in the canal this afternoon. It usually takes the "ditch" about twelve days to fill up, and boating will therefore commence about March 16th.

Boatmen are of the opinion that the coming season will be one of the most prosperous that has been experienced on the canal for some time. Boat owners have been busy repairing, and building new boats, and long the quiet that has pervaded the line of the canal will give way to the "chirps" of the mule driver, as they trudge up and down the great old waterway.

ES, Tue. 3/10/96, p. 11. AFFAIRS IN GEORGETOWN - Stole Harness – William Green, alias Davis, colored, a professional harness thief, who was arrested some time ago by Precinct Detective Burrows, was held to await the action of the grand jury Saturday in the Police Court, for obtaining goods under false pretenses. The complainant is Capt. Joseph Magruder of the canal boat Pratt. Last January, during Capt. Magruder’s absence, Green appeared at the boat, and upon an order purporting to be sent by the captain secured a new double set of harness. These he succeeded in selling to a Montgomery county farmer, taking an old set of harness and $4 in cash. Green was arrested some days ago, but there was considerable difficulty in getting the countryman to appear in town. He came down Saturday, however, and the case was sent to the higher court.

Fri. 3/13/96, p. 6. Issuing Way Bills. In pursuance of an order issued by G. L. Nicholson, general manager of the Chesapeake and Ohio canal, collectors at the different ports along the line began issuing way bills yesterday to boatman. The levels of the canal are rapidly filling with water, and by Saturday the whole line will be full. A fleet of ten boats are on their way to this city from Williamsport.

ET, Sat. 3/14/96, p. 4. MUTINY ON A CANAL BOAT - There was mutiny on the poop-deck of the sturdy old canal boat Seneca last night. The craft is lying in the raging canal near the Georgetown bridge, having just returned from a cruise to the Cumberland coal fields.

As a result of the revolt the commander of the Seneca, Capt. Tom Thrasher, clad in an homespun suit and wearing his trousers tucked in a long pair of boots, appeared in Judge Miller's police court this forenoon as a complainant against a member of his crew, named Solomon R. Panner. A number of canal sailors were in the court room to watch the outcome of the case.

Panner was charged with assaulting Capt. Tom Thrasher, and from the appearance of the captain it was evident that while he was a Thrasher by name he was not a thrasher by nature. His left eye was cut, swollen and blackened, and there were a number of other cuts on his hardened visage.

"What did Panner do to you?" asked his honor, addressing Capt. Tom.

"He attacked me, sir, and thumped me in the face. I was half asleep when he gave me the rush."
"Had you been drinking?"
"Yes, sir. We had been drinking some gin ashore."
"Did you strike Penner?"
"No, but I had a right smart scrimmage with him, and he rolled me all over the deck."

Sailor Solomon Panner then took the witness stand. He said the captain grabbed him.

"And," he continued, addressing Judge Miller as "cap'n," "he fastened his teeth in my leg and tried to commit homicide."

Policeman Seymour testified to arresting Panner. He was running away from the canal boat Seneca, and as his hands were covered with blood, the policemen thought he had been engaged in desperate work, took him prisoner and escorted him to the canal boat, where he learned of the affair. Capt. Thrasher appeared to have been severely thrashed by Panner when the patrolman saw him. His face was covered with blood.

Panner was sent to jail for six days, it being shown that Thrasher was in a measure to blame for the assault.

Wed. 3/18/96, p. 4. Ice Interferes
Today was the time set for the beginning of the boating season, but the recent cold spell froze the canal over to such an extent that no boats were able to leave this port today, although a number were loaded ready for the trip. It is thought the ice may soften by tomorrow, and if so the boats will commence going out tomorrow.

Ibid., p. 6. Threatened With a Coal Famine. - Williamsport is threatened with a coal famine. The supply on the wharves has been reduced to a little over one hundred tons, and there are no prospects of receiving a supply soon by canal on account of the freeze-up between there and this city. Coal dealers state that, unless the weather breaks up shortly, allowing boats to proceed on their way, the coal trade will be seriously crippled.

News, Wed. 3/18/96, p. 4. Navigation on the Chesapeake and Ohio Canal has received a serious blow by a freeze up on the upper levels. Thirty three boats are blocked in the ice, which is six inches thick between the Four Locks and Dam No. 6.

Thu. 3/19/96, p. 6. The Canal Question. - An important Decision Expected Next Week from the Court of Appeals. - Annapolis, Md., March 18. - The judges of the Court of Appeals are expected to return to Annapolis next Monday, and it is thought that a decision in the Chesapeake and Ohio canal case may be looked for, although it is by no means certain. This decision is of far-reaching importance and the financial difficulties of the Baltimore and Ohio company have a bearing on it.

This case grows out of an appeal from an order passed by Judge Stake in the circuit court for Washington county in Equity, extending the time for the operation of the canal by the trustees of the bondholders. The time for the operation by the trustees fixed in Judge Alvey's decree has expired, and if Judge Stake is reversed that decree will be enforced unless something now unforeseen happens, and the property will have to be put up at public sale.

Mr. John P. Poe, who, as attorney general represented the State in taking the appeal, asked the court to also pass upon the priorities of the heirs upon the canal, and to adopt Judge Alvey's opinion upon that question. In his opinion, but not in the decree, Judge Alvey expressed the belief that the State's mortgages take precedence of the mortgage to secure the construction bonds of 1844, and that the latter is a lien on the revenue only and in the event of sale.
their security is gone. It was upon this theory that Judge Alvey gave the canal to the bondholders for four years.

If the court should decide that the bonds take priority over the State's mortgage, then the State has probably no interest in the works, and the bill waiving its lien in favor of the labor claims and the Lowndes judgment will go for nothing.

It will be remembered that the bill for the payment of these claims was passed in 1894, and Governor Brown vetoed it upon the written opinion of the attorney general. From that opinion, the present Governor, Mr. Lowndes, dissented, and wrote an opinion to controvert Mr. Poe, which was published at the time. It is a question now whether the Baltimore and Ohio railroad's financial troubles will not have a serious bearing upon the whole canal question.

While the railroad company has not directly been conducting the business, those interested in the company have supplied the money and the railroad company has been interested in giving the canal freight to carry. Now it is thought that the financial condition of the road, and of some affected by that condition will not be such that they could afford to purchase the canal should it be put up for sale.

The whole question is a serious one, and no step should now be taken without the most careful consideration. If the Court of Appeals should coincide with Judge Alvey in his view of the priorities of liens, then the State should get enough for its interest to pay off the entire net debt of the State.

News, Mon. 3/23/96, p. 1. **Blockade Open.**

The blockade on the Chesapeake and Ohio Canal is now open, the first loaded boats, including the steamer Anteros, having passed Hancock yesterday morning. Light boats are moving westward.

Up to and including March 31st the following shipments have been made over the Chesapeake and Ohio canal for the season of 1896:

Eighty-five boats have cleared carrying in the aggregate 9,531 08 tons.

**Today's Shipments.**

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

Consolidation Coal Co.

To Winship, Meredith & Co., Washington
Geo. S. Reiman 117 07
No 127 123 12
C. B. Bayley 115 04
W. R. Lewis 119 01
W. T. Coulehan 115 01
No. 106 116 09
Judge McComas 118 07
To Steffy & Findley, Williamsport
Consolidation No. 10 126 17
Green Ridge 121 17
To Cushwa & Son, Williamsport
Chas. Darrow 121 10
Mary Mertens 118 04
George's Creek Coal & Iron Co.
To John Myers, McCoy's Ferry
New Alexandria 116 01
To E. W. Embrey, Williamsport
W. D. L. Walbridge 123 08

**Summary of Shipments to Date**

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<tr>
<th>Boats clearing today</th>
<th>10</th>
<th>600 21</th>
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<tr>
<td>Tonnage today</td>
<td>75</td>
<td>9,531 08</td>
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<tr>
<td>Boats and tonnage for year</td>
<td>85</td>
<td>10,131 29</td>
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Ibid., p. 2. **THE CANAL CLAIMS.**

The passage of the canal claims bill was an act of tardy justice to the laborers whose wages went to pay interest on the bonds of '78 and prevent foreclosure under that mortgage placed upon the corpus of the canal by the State. These claims and those for material, etc., now stand as a second mortgage on the canal, and depend upon a sale for satisfaction.

The order of the Court of Appeals for a reaugument before it upon the appeal from the circuit court for Washington county, is construed as an admission that the decision of the lower court extending the time for experimenting with the canal by the
bondholders of 1844, will be reversed and the original order of sale be affirmed. The reargument and decision will likely determine finally the status of the '44 bonds, and while the delay is vexatious, and a hardship to the laborers who have been kept out of their hard-earned money for years, it promises a speedy and final adjustment of equities in the premises.

The rumor that the '44 bondholders (the B. & O. R. R. Co.) propose to force the case into the Supreme Court of the United States is not credited by well informed lawyers.

Thu. 4/2/96, p. 4. THE CANAL TRADE.
The following boats left this port since the close of yesterday's report:
George's Creek Coal & Iron Co.
To Smith Bros., Williamsport
J. R. Zimmerman 119 00
Consolidation Coal Co.
To Steffy & Findley, Williamsport
J. R. McLean 121 00
A. J. Mondy 91 17
No. 124 113 09
To Cushwa & Son, Williamsport
Lutie & Monie 117 19
To Winship, Meredith & Co., Washington
No. 128 119 00
No. 123 116 18
E. R. Ladew 113 18
No. 103 116 04
No. 104 114 01
No. 109 119 08
N. C. Read 120 09
No. 116 116 17

Summary of Shipments to Date
Boats Tonnage
Boats and tonnage today 14 1,621 01
Previously reported 95 11,084 09
Totals to date 109 12,705 10

Arrival and departure of Boats
Boats arriving at this port since yesterday at 3 p.m.: No. 134 and J. K. Cowen, from Washington; Ruby and A. J. Mondy, from Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: F. O. Beckett and No. 136.
Boats leaving Williamsport up to 3 p.m. yesterday: Park Agnew.

Fri. 4/3/96, p. 4. THE CANAL TRADE.
The following boats left this port since the close of yesterday's report:
Consolidation Coal Co.
To Winship, Meredith & Co., Washington
Chas F. T. Beale 117 09
Consolidation No. 14 116 19
T. A. McAboy 123 18
J. H. Lee 114 07
Consolidation No. 9 117 08
Consolidation No. 11 119 04
No. 114 112 11
B. Bridges 119 04
No. 119 116 11
No. 138 118 15
To Steffy & Findley, Williamsport
D. Linkins 118 14
Charlie & Nellie 119 01

Summary of Shipments to Date
Boats Tonnage
Boats and tonnage today 12 1,413 10
Previously reported 109 12,705 10
Totals to date 121 14,119 09

Boats arriving at this port since yesterday at 3 p.m.: Mt. Vernon, Charlie & Nellie and Sallie C. Goddard, from Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: Anteros and Geo. S. French.
Boats leaving Williamsport up to 3 p.m. yesterday: Sallie Irene, D. M. Shupp and Gov. Lowndes.

Sat. 4/4/96, p. 4. THE CANAL TRADE.
The following boats left this port since the close of yesterday's report:
Consolidation Coal Co.
To Winship, Meredith & Co., Washington
Consolidation No. 12 116 18
No. 152 113 03
Joseph Bryan 115 18
Judge Stake 116 02
No. 111 118 05
No. 141 120 08
To Steffy & Findley, Williamsport
Gov. L. Lowndes 122 08
Park Agnew 116 06
Sallie Irene 123 18
Sallie C. Goddard 129 03
To Cushwa & Son, Williamsport
Mary 118 18
D. M. Shupp 119 16
George's Creek Coal & Iron Co.
To Smith Bros., Williamsport
Emma Mertens 119 03

Summary of Shipments to Date

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<th>Tonnage</th>
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<td>Boats and tonnage today</td>
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<td>Previously reported</td>
<td>121 14,119 00</td>
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<td>Totals to date</td>
<td>134 15,657 04</td>
</tr>
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</table>

Boats arriving at this port since yesterday at 3 p.m.: Sallie Irene, D. M. Shupp and Park Agnew, from Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: none.


Mon. 4/6/96, p. 4. THE CANAL TRADE.
The following boats left this port since the close of Saturday's report:
Consolidation Coal Co.
To Winship, Meredith & Co., Washington
No. 135 118 19
C. K. Lord 118 13
W. A. Smoot 118 14
Consolidation No. 15 123 01
T. K. Stuart 110 08
W. B. Orme 111 18
To Steffy & Findley, Williamsport
Green Ridge 114 05
Col. F. T. Goddard 119 14
George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington
Anteros 95 13
To Smith Bros., Williamsport
Judge Douglas 111 11

Summary of Shipments to Date

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<tr>
<th>Boats</th>
<th>Tonnage</th>
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<tbody>
<tr>
<td>Boats and tonnage today</td>
<td>10 1,161 01</td>
</tr>
<tr>
<td>Previously reported</td>
<td>144 16,814 09</td>
</tr>
<tr>
<td>Totals to date</td>
<td>154 17,975 13</td>
</tr>
</tbody>
</table>

Boats arriving at this port since yesterday at 3 p.m.: Judge Hagner, Jas. A. Garfield, Anteros, from Washington; Green Ridge, Col. F. T. Goddard, Ed E. Reichter, Ruby, from Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: No. 115, C. R. White, J. J. Alexander.

Boats leaving Williamsport up to 3 p.m. yesterday: Ruby, Little Fred, J. H. Wilson, G. W. McCordell.

Tue. 4/7/96, p. 4. THE CANAL TRADE.
The following boats left this port since the close of yesterday's report:
Consolidation Coal Co.
To Cushwa & Son, Williamsport
J. H. Wilson 122 03
Ed E. Reichter 119 17
To Steffey & Findlay, Williamsport
Ruby 93 03
To Winship, Meredith & Co., Washington
Consolidation No. 8 121 17
B. S. Randolph 115 14
A. S. Carroll 118 07
B. T. Johnson 111 14
Geo. S. French 112 10
George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington
Sharpsburg 128 08
Mrs. McComas 116 03

Summary of Shipments to Date

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<th>Boats</th>
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<td>144 16,814 09</td>
</tr>
<tr>
<td>Totals to date</td>
<td>154 17,975 13</td>
</tr>
</tbody>
</table>

Boats arriving at this port since yesterday at 3 p.m.: No. 136, F. O. Beckett and C. R. White, from Washington.

Boats leaving Georgetown up to 3 p.m. yesterday: No. 140, No. 107, J. P. Hewitt, No. 105, No. 143.

Boats leaving Williamsport up to 3 p.m. yesterday: A. J. Mondy, J. R. Zimmerman, Chas. Darrow, Consolidation No. 10, and Charles Miller.

Wed. 4/8/96, p. 4. THE CANAL TRADE.
The following boats left this port since the close of yesterday's report:

George's Creek Coal & Iron Co.

To Smith Bros., Williamsport
J. R. Zimmerman 117 15
To J. P. Agnew & Co., Williamsport
J. J. Alexander 120 08
Consolidation Coal & Co.
To Steffey & Findlay, Williamsport
A. J. Mondy 119 09
F. S. Mead 112 19
To Winship, Meredith & Co., Washington
Consolidation No. 3 117 12
No. 115 110 12
H. H. Keedy 121 18
T. L. Patterson 118 10
Judge Alvey 118 09
Summary of Shipments to Date

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<th>Boats and tonnage today</th>
<th>Boats</th>
<th>Tonnage</th>
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<td>17,975 13</td>
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<tr>
<td>Totals to date</td>
<td>163</td>
<td>19,049 00</td>
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Boats arriving at this port since yesterday at 3 p.m.: Consolidation No. 10, Sallie Irene, Little Fred, Emma Mertens, Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: No. 113, Consolidation No. 17, W. H. Dunkinson, Consolidation No. 19.

Boats leaving Williamsport up to 3 p.m. yesterday: Gov. Lowndes, Emma Mertens, Lutie & Monie, No. 130, Judge Douglas, Green Ridge.

Thu. 4/9/96, p. 4. THE CANAL TRADE.
The following boats left this port since the close of yesterday's report:

George's Creek Coal & Iron Co.

To Smith Bros., Williamsport
Emma Mertens 121 00
To J. P. Agnew & Co., Washington
Laura B. Agnew 116 05
Consolidation Coal Co.
To Steffey & Findlay, Williamsport
Sallie Irene 121 11
No. 129 119 08
Charlie & Nellie 121 01
Little Fred 110 05
G. W. McCardell 119 19
To Cushwa & Son, Williamsport
Chas. Darrow 121 00

To Winship, Meredith & Co., Washington
Chas. F. Kelly 115 12
C. Weagley K 111 04

Summary of Shipments to Date

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<th>Boats</th>
<th>Tonnage</th>
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<td>Boats and tonnage today</td>
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<td>Previously reported</td>
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<tr>
<td>Totals to date</td>
<td>173</td>
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News, Thu. 4/9/96, p. 3. Business on the Canal. - George W. McCardell, collector of tolls for the Chesapeake and Ohio Canal Company at Williamsport, sent in his report for the past fourteen days. The canal opened for navigation on March 12, but owing to the rough weather and great amount of ice the loaded boats did not arrive there until March 24. The report of the shipments of coal gives a total tonnage for fourteen days' time of 3,364 16 tons. The toll collections amounted to $1,437.08. This is a splendid showing for the old water way.

Fri. 4/10/96, p. 4. THE CANAL TRADE.
The following boats left this port since the close of yesterday's report:

Consolidation Coal Co.

To Winship, Meredith & Co., Washington
M. E. Grove 112 00
J. C. Poor 117 06
Judge Bradley 123 15
To Steffey & Findlay, Williamsport
Green Ridge 121 01
No. 123 117 18
Gov. L. Lowndes 115 18
To Snyder & Fernsner, Four Locks, Md.
Libbie 115 08

George's Creek Coal & Iron Co.
Boats leaving Williamsport up to 3 p.m. yesterday: No. 126, A. J. Mondy, Dan'l Dinkins, W. H. Cooper, May.

WT, Sun. 4/12/96, p. 10. CANAL CHILDREN HER CARE – Noble Work of a Good Woman Among the Lowly –

I am going to tell you a story about a missionary.

Perhaps you do not think a missionary a particularly interesting creature, but it all depends on the point of view and what a missionary means to you. I don’t mean to relate the story of one who has been to foreign lands to preach to the heathen. Such a one acquires glory and has the pleasure of a career and gains experience, all of which is calculated to give charm to life.

But I found a missionary the other day who stays at home. She is a woman who has given up all the things commonly supposed to make life interesting and desirable; given up all the pleasures of working for self-interest in the passion of bettering the lives of those around her.

I don’t say that such a life has not its compensations. In fact, I am disposed to believe that everything equalizes in some way, and that people who do good in this world do it because it is their ideal, and the great pleasure that can come to one is in the pursuit of an ideal.

I first heard of her in this way:

Someone told me that a lady had a mission school among the Italians. One knows so very little about these Italians, beyond seeing them every day pushing banana carts and grinding out music from a hand-organ. They are clannish and picturesque. Artists paint them, but no one talks with them or interviews them. The reason is apparent. They do not answer questions, and they resent being associated within a condescending manner.

A LIMITED VOCABULARY
They learn very little English. If you address any questions to them they answer “yes” or “no,” and one thinks them taciturn. But they really have no idea what you are talking about, and their English is confined to assent and dissent, and the price of their wares.

I once fancied I had an extended conversation with an Italian about Christmas. It was all on my side, and he had merely said “yes” and “no,” and when I was told that he had not the faintest idea what I was talking about, by someone who knew, I gave it up as a bad job.

Now, this missionary who had succeeded in getting with the Italians to the extent of establishing a school among them and thus constantly associating with them, was to me an object of great interest. Therefore, I set about finding her abode and studying her. I found her living in a sunny back room down near the Italian quarter, which is close to the foot of Capitol Hill. The room was high up among the branches of the trees, where the birds sing and chirp all day, making a lively and serene companionship. It was a very modest little home of one room, humbly furnished, yet it seemed a desirable place to be in, for the atmosphere was one of peaceful happiness.

The missionary is a silver-haired woman, aged before her time. The frosts of sorrow must have whitened her hair and blanched her withered face. It takes rather an intimate knowledge of her to become aware that she is no more than middle-aged. A little girl of some nine years, who is her daughter and her constant companion, helps to the realization of this fact. This child was playing about the room in a quiet manner, her quaint little face set in a shower of curl and, lighted with a pair of long-lashed, bright blue eyes, was busy with fancies. A great deal of her occupation had to do with a big Bible she was carrying around.

“Have you come to talk to you about your Italians,” I announced. “You have a school among them, I believe.”

“I did have a school,” she returned. “And did you give it up, or can’t your church afford to go on with it?”

“I do not work with any church, though many good people helped me to keep up the rent of the room I had. It was in a basement of the Eastern Dispensary, and was very suitable to my work.”

“And you gave it up?”

“Oh, no; they wanted room for something else, and – there were other reasons.”

I waited, but the other reasons were not forthcoming.

“Have you given up being a missionary then?”

“Oh, no; there is too much to be done in this world for that, and there is such a dearth of missionaries in the world.”

“And how are you going on with your work?”

“Well, I am going on just as I would like, I am trying to find a room to place my school in, but meanwhile I go to see the women and talk with them.”

“And how did you talk with them? Do you know their language? You see I have tried, and found it impossible.”

“No; I don’t know the language beyond a few phrases,” and the lady smiled, “I went to them in the spirit of God, and he opened my heart to an understanding. It was difficult, though, at first. I had to get the hearts of the men. I explained to them that I would teach them English, or enough of it to help them in their work. They doubted me at first. I suppose they thought it was a trick to get money out of them. But after a while they found it was not. When they were at leisure, I talked to them and taught them from the Bible.”

“And did you win them over?”

HER OWN CHURCH
“Very soon. When once they grew to trust me, it was an open door to their wives and then the children. I think the children do the very best missionary work, for they are in the families all the time, and can have a lasting influence.”

REFORM THROUGH THE NEEDLE

“And what did you teach them?”

“Firstly, I taught them to sew, and then I taught them the Bible. It is beautiful to see what an influence the sewing had. I was kept so busy cutting out under garments that I could do little else when they began to understand that it was helpful to them. Then I gave them patterns, and I soon had some thirty-two families working with me through their children.”

“And then, I suppose, they began to learn English and you Italian?”

“No, I have never learned Italian. The children learn a little English, but their parents do not.”

“Then, how could you get on with the women?”

“I do not know, except by the grace of God. We understand each other.”

“Do you mean that you understand Italian without learning the language?”

“That is it.”

“But that is what one would call a miracle.”

“Yes, and it is a miracle, and it is not the only miracle that has been granted to me,” and the missionary looked out through the branches of the trees.

“But the world does not believe in miracles today.”

“Yet miracles happen, and the Lord promised his disciples that they should perform miracles. Let me tell you about one of my little Italian girls. She was blind. She could see nothing. But she used to come to my school, and learned with all a child’s perfect faith to put her trust in the Lord. I never said anything to her about her blindness, but simply encouraged her in her faith.”

“One day she came running into the school and said ‘Teacher, I can see! I can see! And I came over to see you first of all, Jesus did it. He has made me able to see!’”

“Do you mean to say that that child was healed from blindness without medical attention?” I exclaimed, leaning toward her in excitement.

“I do, and why not? Didn’t the Lord heal lepers and make the dead come back to life? Then why shouldn’t He still make the bodies of those whole whose souls he has healed?”

I couldn’t reply to that. I simply stared at her.

“Can I see that child some day?”

“Yes, I think so.” she replied. But if you want to assure yourself of the possibilities of miracles you may look at me. The Lord performed as wonderful a one for me.”

The woman was sitting opposite me, perfectly calm and natural, and talking in an every-day sort of manner. It simply seemed strange that I should labor under excitement and not that she should be calm. And yet no one could doubt the absolute sincerity of that chastened face.

“Was it blindness in your case?”

“No.” And the lady leaned forward and turned her face aside. “Do you see that red mark on my neck?”

“I do.”

“That mark is all that is left of a great cancer that filled up the side of my neck. The Lord took it away.”

“You mean that it gradually went away without treatment?”

“I mean that it went away like a breath – in a moment.”

It is needless to say that I found I could not believe her, and I fell back in my chair, looking at her intently and striving to
find one sign of mental reservation in her eyes.

“Did you pray to have it removed?”

I asked, finally.

“No, I never asked directly of the Lord. I don’t think that is the way to pray. I think it is a sin to pray for anything but spiritual blessing. I was sitting one day resting my head in my hand. My hand was over the cancer. I was thinking about the blessings of God, and the thought came to me if the Lord can make our immortal souls whole and redeem them for eternal life He certainly can purify our bodies and fill them with health. I immediately received a baptism of the Holy Spirit and my pain was gone. I took my hand away and looked at it. For a moment, the pain was in my hand, but I soon lost that and I went to the mirror and looked at my face.”

“And you saw?”

“Nothing but a red mark, and the room was filled with a whisper that told me the mark was left there for a constant reminder of what God had done to me.”

Reader, you may not believe this; but, explain it as you will, if you had looked into the clear eyes of the woman who told it, you must have believed in her honesty. She certainly believes it with all her heart.

WORKED ONLY FOR HIM

She then went on to tell me that she was led to go into the street and then to a house which proved to be a faith institute that she did not know existed in Boston, the city she then lived in. There she showed herself to the teacher and began studying the scriptures with him. Shortly after she came to Washington and began her work among the Italians.

“How long ago was that?”

“About four years.”

“And have you seen any marked results?”

“Indeed, I have. About all the families that I had originally have removed from the alleys and are living on the streets and buying homes of their own. That is a great step, more than you could understand, if you do not know the nature of the alleys. They are hiding places for criminals and frauds.”

“How do you know that there are criminals there?”

“How do I know? These men have come to me with their sin-troubled hearts and confessed to me crimes that I cannot bear to think of. At first it seemed to me that I could not bear it, but the Lord showed me I could and must help to bring those souls back to Him.”

“How do they live when they get out of the alleys?”

“Do you see that brick row down there?” she asked, pointing to a narrow street visible from the window. “There are a number of Italians in there. They pay $20 a month and often make bigger payments. Eventually they will own their homes. They sleep in beds and eat off tables and keep their homes clean.”

“And formerly?”

“Formerly they slept five or six in a room on the floor in some little dark, unsanitary building. They ate off the floor. The men would make their wives go out with them all day to help them with the organs, and would beat them for nothing. That is, some of them would. Now they live like Americans.”

AMONG THE CANAL CHILDREN

“It certainly seems too bad that your work among them should be checked in this way.”

“Yes, but I have other work to do; and perhaps it’s right. I have a mission up among the canal-boat children.”

“Indeed?” said I. “Can’t I go with you some day and see the children?”

She said that I might, and I felt that here was something tangible. I had hardly dared to ask to go on a round of visits with
her among the Italians, but a school is different. Any one may visit a school without giving offense.

The following day I met them, the mother and little girl, at the junction, and we took the Georgetown car. The ride to the end of the line was gone in no time, and we set out to walk through to the canal. The day was fine, sunny, and still, and the child ran along in front of us, skipping and romping with all the frolicsome ness of youth. Her religion did not weigh on her, and she was as airy as a feathered songster.

There are three ways to get to the chapel where the mission is held. One can keep on the road which skirts the canal and pass through the tunnel which leads under it just below the chapel, or one may go down the steps by the Aqueduct Bridge and follow the towpath, which leads directly by the door of the chapel, or one may go down to the river and follow the mill road; we took the former. There is a board walk for a considerable distance and one soon gets into the country. The view across the river is glorious.

On the way, we met some children who ran up to speak to their teacher and to tell her there were no boats in and there could be no school. Their faces were full of affection for the woman and one could readily see that she is a great person in their lives. She stroked their cheeks and talked for a moment with them, asking about mother.

We passed an Italian shop and the woman who was in the store went to get her six-week-old baby and lay it in the missionary’s arms. it was dressed in a long white robe and looked like any pink infant, happy and sweet. The missionary told me that it was a great advance for the babes to be dressed like this, as the Italians usually swaddle their little ones in blankets.

There were green things growing already along the banks as we got farther out, and the child ran to bring me leaves and sprigs. Her mother was telling me how she had formerly been a sculptress and sometimes when with these little ones, she longed to dash their faces into marble.

GAVE UP HER ART

“Don’t you work at your art at all now?” I asked her.

“No; I gave it all up. The devil was in it. Not in any mental way; but it came between me and my work for God. I honestly believe that and I gave it up. When I get to heaven and see these faces in some way around me glorified, I shall feel that it was better work than chiseling than in marble.”

“What are you going to make of that child?” I asked.

“I shall rear her in love of God, and He will leads her in His own way.” was the reply.

The road we were on is a favorite resort for bicyclists. It skirts the canal, and just across it stands the chapel between the canal and the river. It is one of a number of historic stone buildings that stand here. In a big building below cannon balls were made during the war of 1812. The chapel was used for a storehouse. All this property belongs to Mr. Tenny, who owns the mills along here, and he gave the use of the little square brick house to the missionary.

She pointed out to me where she had first held her school under two giant trees below on a grass plot. One day she was at work there with fifty children and a thunder storm came up and scattered them. They had to run off for the bridge.

But the storm proved to be a blessing. Mr. Tenny saw them, and at once made arrangements about the chapel. It has a cross over the doorway, so that it is easily distinguished from the other buildings. When we had crossed through the tunnel and climbed the hill and stood before the door, we could read the inscription beneath
the cross. It is, “Come unto me all ye that labor and are heavy laden and I will give you rest.”

There is a box desk fastened against the front of the house. It is covered with oil-cloth, and in it is a Bible. When the old fashioned door was thrown open, I saw a bare room with some little benches ranged around an antique fireplace. A fire was laid here ready to be lighted and send out its crackling heat out to dispel all dampness. A window toward the river let in a flood of sunshine.

On the walls were some simple verses, such as children can read, and the Lord’s prayer in large text. There was also a colored engraving of the crucifixion.

“Can you children say the Lord’s prayer?” I asked.

“Yes, indeed. They can say that and the Commandments.”

After we had quite explored the place and rested, we strolled back to the cars by the river road. There were two boats lying in the canal, and I thought as I looked at the old tubs that no one would go among people who lived in such habitations but such a woman as this in the shabbiest and plainest attire with the most consecrated purpose.

A day or two later I was in Georgetown and thought I would go down and see the chapel again and if possible talk to some of the women. The chapel was closed, but the roar of a cataract nearby was beguiling and I went to look at the falls and to bask in the pleasantness of these children’s playground.

I could see no one about, and so I followed the tow-path back to the bridge. On the way, I passed the boats lying there for rent, and climbed up on the deck of one of them. A boy nearby told me that the families live in the rear cabins. I went to take a peep at them. How human beings can live in them I do not understand. They are terrible places; cramped, dirty, dark and unwholesome. No wonder the poor little tow-headed children have chills and fever.

I went on to a little house under the bridge, in front of which some children were playing marbles, and I asked them about the chapel up the canal.

“That’s a mission.” said the oldest boy.

“What is it for?”

“A lady comes there to teach us things.”

“Do you go to learn?”

“Yessum; lots of children go.”

Seeing a woman’s face through the window, I asked him is his mother was home, and he called her.

She came to the door smiling and as neat as a pin. “Madame,” I asked, “can you tell me anything about the lady that has the mission up yonder?”

“Why, nothing much; only she’s an awful good lady, and come down here to teach the canal children. You see, these children can’t go to school or church. They’re mostly always away on the boats, and, then, they’re too poor to associate with the town children. Well, she just takes the canal children when they’re in and she teaches ‘em to sew and to read the Bible.”

“Is she doing any good?”

“Yes, ma’am; I think she is, right smart. She has Sunday afternoon talks with the men and then she has a class for the mothers. Everybody likes her and thinks she is a right good woman.”

“What church is she from?”

“I guess she don’t come from any particular church. She just teaches people to be good and live right. She don’t preach no doctrine as I can see.”

“Is she here much of the time?”

“Three times a week, regular. She comes Tuesdays, Thursdays and Sundays. She’s awful patient. If the boats ain’t in she
stays around a little and then goes back. I guess she’s a pretty good woman.”

I said good-bye to the woman, and climbed the stairs leading to the bridge. Leaning over here and looking at the sluggish current below I thought of the missionary’s life, and contrasted it with the cyclists whirling along the pleasant roads. It isn’t so gay but it is a happy life it seems.

One more inquiry I made about her. I wondered about her competence, and if in giving up her art she had thrown herself upon charity. I found out from a lady to whom she had formerly paid rent that she lives by making little knitted shoes and selling them in stores.

A woman gently bred, well educated, capable of gracing the finest drawing room in the land, has seen fit to order her life thus, presenting her body a living sacrifice. She may not be worthy of so long a story in the minds of some, and yet it seems to me her’s is a wonderful life drama. SIBYL WILBUR

Mon. 4/13/96, p. 4. THE CANAL TRADE.
The following boats left this port since the close of Saturday's report:

George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington  
J. H. Mertens 118 15  
Fred Weiland 108 19  
Olive V. 112 18  
To Smith Bros., Williamsport  
J. R. Zimmermann 121 16  
Consolidation Coal Co.
To Steffey & Findlay, Williamsport  
Hugh L. Bond, Jr. 113 13  
F. S. Mead 113 02  
To Winship, Meredith & Co., Washington  
Judge W. S. Cox 116 05  
Consolidation No. 5 117 15  
George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington  
New Alexandria 125 06  
John Hanway 118 10  

Summary of Shipments to Date

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Boats arriving at this port since yesterday at 3 p.m.: W. H. Dunkinson, Consolidation No. 19, No. 137, Consolidation No. 17, No. 126, from Washington; D. Dinkins, J. R. McLean, from Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: C. W. Miller, Jno. J. Adler, Consolidated No. 117, No. 115, No. 128, C. W. Adams, Consolidation No. 16, W. F. Hassett, Consolidated No. 18.

Boats leaving Williamsport up to 3 p.m. yesterday: Charlie & Nellie.

Tue. 4/14/96, p. 4. THE CANAL TRADE.
The following boats left this port since the close of yesterday's report:

Consolidation Coal Co.
To Steffey & Findlay, Williamsport  
Hugh L. Bond, Jr. 113 13  
F. S. Mead 113 02  
To Winship, Meredith & Co., Washington  
Judge W. S. Cox 116 05  
Consolidation No. 5 117 15  
George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington  
New Alexandria 125 06  
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Boats arriving at this port since yesterday at 3 p.m.: No. 134, No. 107, Consolidation No. 20, No. 105, J. P. Hewitt, J. Leetch, James Goddard, from Washington; Ed E. Reichter, F. S. Mead, from Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: No. 109, Judge McCombs, Geo. A. McIlhenny, No. 104, Anteros, E. R. Ladew, A. H. Dowden.

Boats leaving Williamsport up to 3 p.m. yesterday: W. D. L. Walbridge, B. E. Randolph, G. W. McCardell, Sallie Irene, Mt. Vernon.
THE TRUSTEES' REPORT - The Canal Claimed to be in Excellent Shape. - The first report of the trustees of the bondholders of 1844 of the Chesapeake and Ohio canal has been filed in the circuit court clerk's office in Hagerstown. The report is signed by J. K. Cowen, Joseph Bryan and Hugh L. Bond, Jr., trustees, and contains a letter from Manager G. L. Nicholson, which was adopted by the trustees as a part of their report.

The sale of lands in Washington to the Washington Gas Light company for $97,563.41 and the money applied to the payment of the coupons on the bonds of 1878, is reported. Mr. Nicholson says in his letter that the physical condition of the canal is better now than at any time since its construction, and that the average cargo in 1895 was 117 tons, against 110 tons in previous years. The following are also reported: Entire renewal of five composite locks, the entire renewal of 10 wooden and one stone waste weir and the rebuilding of seven stone locks.

The strike in the mines in 1894 and the unprecedented low water during the August, September, October and November 1895, are given as reasons for the small tonnage during these seasons. The cost of handling a ton of freight in 1893 was 35-2/10 cents, and the report says that twice the amount of tonnage could have been handled for 19-2/10 cents per ton.

The greatest difficulty that confronts the canal, says the report, is the uncertainty of the tenure of the trustees, and the objection that shippers have to changing the arrangements that they have with the railroads to make new connections with the canal on account of this uncertainty.

The statement of receipts and disbursements from December 1, 1891, to December 1, 1892, shows receipts of $576,553.41, divided as follows: Toll, $135,970.88; rents, $4,766.28; advances by Mary E. Garrett, $435,163.34; advances by H. C. Winship, receiver, $644.31; the disbursements were $568,763.65, including $453,653.48 for repairs, leaving a balance of $7,790.17.

The receipts for the year ended December, 1893, were $139,923.34 and disbursements $124,949.24, leaving a balance on hand of $22,465.30.

The receipts for the year ended December, 1894, were $128,461.04, and disbursements $117,292.80, leaving a balance on hand of $33,633.54.

The receipts for the year ended December, 1895, were $138,692.29 and disbursements $142,088.65, leaving a balance on hand after payment of $3,210.45 in fees and commissions of $59,939.73.

The tonnage was: 1891, 50,533.14; 1892, 265,799.08; 1893, 336,295.11; 1894, 393,694.14; 1895, 313,015.13.

There is also a statement of the millers' settlements, amount paid Georgetown millers for making repairs to Georgetown level, which was paid by water rents, and did not enter into the following statements. The millers had $27,487.50 in rents to pay, and had to their credit $14,182.98 in water certificates, leaving a balance of $2,304.52.

THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

Consolidation Coal Co.
To Cushwa & Son, Williamsport
Ed E. Reichter 120 03
To Steffey & Findley, Williamsport
Sallie Irene 123 18
B. S. Randolph 116 01
To Winship, Meredith & Co., Washington
No. 131 116 16
Consolidation No. 4 115 18
George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington
Mary Mertens 122 19
Anteros 98 04
Thu. 4/16/96, p. 4. THE CANAL TRADE.
The following boats left this port since the close of yesterday's report:

George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington  114 17
W. H. Cooper  112 14
W. D. L. Walbridge  122 03
To E. W. Embrey, Williamsport
H. C. Winship  117 14
Consolidation Coal Co.
To Steffey & Findlay, Williamsport
Gov. L. Lowndes  121 18
To Cushwa & Son, Williamsport
G. L. Nicholson  112 11
To Dr. E. E. Wootten, White's Ferry, Md.
Unexpected  118 00
To Winship, Meredith & Co., Washington
Alice Cable  111 00

Boats arriving at this port since yesterday at 3 p.m.: B. S. Randolph, Mt. Vernon, Sallie Irene, from Williamsport; Consolidation No. 6, No. 109, Consolidation No. 18, Anteros, No. 108, No. 145, Consolidation No. 13, W. A. Leetch, Consolidation No. 16, from Washington.

Boats leaving Georgetown up to 3 p.m. yesterday: D. W. Sloan, Morning Star, W. R. Lewis, G. S. French, W. I. Stephenson.

Boats leaving Williamsport up to 3 p.m. yesterday: R. D. Johnson, Gov. L. Lowndes, J. H. Nelson, Mertensville.

Boats leaving Georgetown up to 3 p.m. yesterday: C. K. Lord, No. 127, Sharpsburg.

Boats leaving Williamsport up to 3 p.m. yesterday: No. 139, Green Ridge, Chas. Darrow.

ET, Thu. 4/16/96, p. 2. THIEVES ON A CANAL BOAT - Moored in the rushes on the opposite shore of the Potomac is an ancient canal boat, which is practically under the surveillance of the Washington police. Lieut. Vernon, of the Fourth precinct, has received reliable information that the old craft is used as a retreat by thieves, gamblers and other members of the crooked fraternity; and also, that property stolen in Washington is stored on it. In other words, it is a floating den of thieves and fence.

The storm-battered, time-stained, old hulk is fitted up as a sort of boathouse. It is located about a pistol shot east of wicked Jackson City, and is so concealed in the dense growth of high river grass and weeds which line the river banks as to be nearly hidden from view. Several years ago, this old vessel cruised upon the placid waters of the Chesapeake and Ohio Canal. In its palmy days, it sailed under the euphonic name of "May Belle," and the big red letters, partially obliterated by time, tide and storm are still visible on her decaying stern sheet.

Among the denizens of the across-the-river resorts of vice the "May Belle" is spoken of in unclassic terms as "de bum boat." Many frowsy tramps formerly used the crumbling cabin and hold as a lodging place and shelter from the elements, but of late a more dangerous class have converted the canal boat into a veritable piratical craft. It is now the abode of crap shooters, small card players and crooks, who visit this city during the night and return to their aquatic retreat laden with stolen plunder before daylight.
On Sundays, the deck of the "May Belle" fairly bristles with negroes and whites, shooting craps, engaging in other forms of gambling and drinking the riotous liquor sold across the bridge and commonly known as whiskey.

On last Sabbath, a free fight is said to have taken place on the ancient canalier, during which one of the drunken scrappers was knocked overboard and nearly drowned. The old boat and its thievish crew are regarded as a menace to law and good order and it will be watched at long range by the Fourth precinct police. It is believed that such jobs as the Golden highway robbery and the ferry-house robbery were hatched on board the so-called "bum boat."

In the neighborhood where it is moored area number of flat-bottomed row-boats, or bateaus, which are believed to be employed in ferrying the crooks to this city during the candlelight hours, since the police have been keeping such a close watch on the Long Bridge.

Fri. 4/17/96, p. 4. THE CANAL TRADE.
The following boats left this port since the close of yesterday's report:
George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington
Park Agnew 114 18
Consolidation Coal Co.
To Winship, Meredith & Co., Washington
Geo. S. French 116 18
A. L. Miller 118 16
Consolidation No. 7 118 07
To Cushwa & Son, Williamsport
J. H. Wilson 119 10
To Steffey & Findley, Williamsport
Green Ridge 117 05
G. W. McCardell 123 01

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</table>

Boats arriving at this port since yesterday at 3 p.m.: C. W. Adams, W. J. Anderson, Geo. A. McIlhenny, A. H. Dowden, from Washington; Green Ridge, John H. Wilson, from Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: Geo. S. Reiman, Consolidation No. 4, J. J. Alexander, C. B. Bayley, M. E. Grove.

Boats leaving Williamsport up to 3 p.m. yesterday: F. T. Goddard, A. J. Mondy.

MT, Fri. 4/17/96, p. 2. DOLLAR GAS HEARING. The dollar gas bill was discussed yesterday afternoon by President Winship, of the Georgetown Gas Company, and Mr. Jackson Ralston, of the board of trade, before the Senate District Committee.

Mr. Proctor, by a series of questions, showed that the Georgetown Gas Company buys its coal of Meredith, Winship & Co., of which firm Mr. Winship is himself a member. They own 140 boats on the Chesapeake and Ohio Canal, and bring coal direct from the mines.

Sat. 4/18/96, p. 4. THE CANAL TRADE.
The following boats left this port since the close of yesterday's report:
Consolidation Coal Co.
To Winship, Meredith & Co., Washington
Judge Hagner 116 10
No. 112 113 15
W. S. Jacques 118 10
No. 120 114 07
W. H. C. Bayley 115 07
No. 118 122 01
To Cushwa & Son, Williamsport
No. 126 116 09
Chas. Darrow 120 18
George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington
D. W. Sloan 122 09
C. W. Miller 118 09

Summary of Shipments to Date
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<th>Boats</th>
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20
Boats arriving at this port since yesterday at 3 p.m.: C. K. Lord, Judge McComas, from Washington; Chas. Darrow, Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: Mrs. McComas, H. H. Keedy, B. Bridges.

Boats leaving Williamsport up to 3 p.m. yesterday: S. C. Goddard.

WT, Sun. 4/19/96, p. 19. SNAPSHOTS ALONG THE CANAL IN GEORGETOWN

“Yer mus’ keep on this side, ‘less yer would rather swim through.”

This direction was proffered a Times man as he sauntered along Twenty-ninth street, Georgetown, on a sunny morning last week to take a peek at the old Chesapeake and Ohio Canal. The sporty youngster had a cigar in his mouth, cocked at an angle of forty-five degrees, and he had that kindly feeling toward humanity at large that glows in the heart of a youngster who has successfully evaded parental authority and the District compulsory education law.

He was basking in the sunshine and enjoying one of those first warm spring days, the like of which makes his brother culprits out in the country think of “fishin’.” His explanation had reference to the banks of the canal.

At the bridge loitered the gamins, each one, likewise, with a surreptitious holiday before him. And young girls with little brothers and sisters by the hands could be seen at different points along the street with books and slates under their arms trudging to school. An old colored man sat in the doorway of his cabin with the sun beating down upon him with summer fervor, and when aroused from his nap gave a most profuse greeting.

The direction given by the boot black was found to be correct, because at places the high walls rise perpendicularly from the water’s edge, making it only possible to proceed along this picturesque old waterway on the towpath side.

There is much of the picturesque here to greet one’s eyes, and the unique views are many. The old waterway itself has a sort of melancholy about it that makes it interesting. For now, it is only a shadow of its former self. In those “good old days” before the advent of steam locomotion, this was a common carrier to the West, as Cumberland, Md., was then called. And the immense traffic that the towpath and wharves, at the Georgetown level a busy scene, day and night, was a feature of the early history of Washington’s sister city.

The din made by yelling teamsters, and by the boats, as they rubbed sides, the clanging of chains, braying of donkeys, and the tintinnabulations of the numerous bells fastened to their harness, which also made it a noisy scene, is remembered by people now living here. During the ’50s the emigration to the Western reserve was very great, and during that period the canal was in its prime. It was new and well-kept then, but the steam cars were gradually creeping through the mountains, and when their tracks of steel were at last laid in a continuous stretch to the Ohio River, traffic fell off at a surprising rate.

Trade has been decreasing ever since, and now little else but coal is towed from Cumberland. The gates and wharves have on this account been much neglected, and now some of them are most picturesque old ruins.

At the very start of this waterway at Rock Creek, or more properly speaking, where it starts for now – for formerly it ran through the city of Washington – is such a scene. It is the old dilapidated gate that lowers the water for the last time, and finally discharges it into the river again, after having been lowered time and again by the numerous locks between here and the point above Williamsport where it is received.
There are a number of locks within a short distance of this one, and each of them is a heavy lift, owing to the steep hill that rises gradually to the level of the city’s streets from Rock Creek. They also show the markings of time on the mossy walls, rusting iron and rotting timbers. As one proceeds westward, a variety of smells greet his nostrils, the gas manufactory on the right bank furnishing the most noxious intermixture.

That spring morning showed a great deal of activity on the towpath above Twenty-ninth street. The canalers had received word that “the ice was clear in the upper valley,” and each spring when that welcome information was given out, these “mariners” are aroused from their winter’s lethargy, boats are recaulked, and the mules, seemingly animated with a new spirit, stretch the towline and are started on their long journeys up the river.

All winter long these boats are tied up to the wharves at different points along the canal, and the wharves at Georgetown are very popular during these months of rest. On either side of Thirty-second street and near the Aqueduct Bridge these boats have been seen huddled together during the winter in the shadowy perspective of huge stone walls and warehouse which shelter them from the elements and shut them out from the world of work.

At the coming of spring they are all anxious to be off. When The Times man loitered along the bank this was apparent on every hand. Men were busying themselves on deck and on the towpath repairing the leaks or mending harness, while the women were scurrying hither and thither on board carrying things out of the holds and directing the children to do the last errands before the start was made.

This life was full of interesting features. The whole towpath presented a picturesqueness in the grouping of objects, both animate and inanimate, that would be difficult to equal elsewhere in the District. Black and white “wharf rats” were on hand to get into trouble with everybody, and particularly with the muleteers, whose constant “clucking” they so amazingly imitated. When not “hunting trouble” they were seen “shooting craps,” and this latter sport was hurriedly and often ingenuously changed into a game of marbles at the approach of a policeman.

Micawbers were on hand, too. This class of people are to be found almost everywhere, and any means of migration seems to have a charm for them, even though it be the slow canal boat. Some of them were real applicants for work as drivers, but the majority were idle spectators lounging away their time. Those who were employed were to be given their board enroute and a slight stipend when Cumberland was reached.

“Yes, sir,” said one of the canalers, inviting the scribbler on board his boat, “we poor fellows who ain’t blessed with big boys has to hire help. We can’t afford to pay much, because rates is so low that we eke out a bare existence for ourselves, and what little we do earn in the pleasant weather is eaten up in the winter months when we are compelled to remain idle.”

“Yes,” he continued, on being questioned, “we do enjoy the life, even though it isn’t very payin’. I never heard much grumbling among the men, while on the go. But when we gits ‘froze up’ out in the open country by a premature colds snap, or when there is an unusually late unloosing of ropes in the spring we’s likely to be a little grumpy. Yer see, we is human, an’ we don’t like that.”

“Most of us own our boats and stock and these old barges, as yer would call ’em, are our homes. They are just as dear to us as are the brown stone fronts of yer city chaps. Yer see, we have the advantage of you folks
in one respect. We have a front yard a hundred and ninety miles long and its made up of mountain scenes, and rivers and woodlands that only one landscape gardener can ever produce. The out our back door is a continuous big farm of an equal length.

“All we has to do, yer see, is to move along from one end of our domain to the other and enjoy life. We don’t git no dust nor dirt like yer does in the city, and we travels along so smoothly, that one can live on deck under an awning of a summer’s day and imagine the whole world is floatin’ along before him.

“Yes, sirree, it is nice. An’ it don’t cost much; we have no rent to pay; we can slip ashore occasionally and find driftwood for fuel, an’ when we wants fresh garden truck or dairy produce all we has to do is to run a plank ashore on our back-door farm and skip across a meadow to a farm house, where we can be supplied. Of course, we has to pay for it, same as you do in the city, but what we get is cheaper and fresher.

“Then think of the beautiful summer nights with the moon silverin’ the river and the canal – “

“Mosquitoes?”

“Mosquitoes! Mosquitoes!! Why, bless yer soul man, we is tortured to death when we has to lay in Georgetown of a summer’s night.”

His little floating home showed that economy was practiced aboard. Still, in the scanty furnishings there was extreme neatness. Just he and his wife lived there, and the latter, who peeped from a cabin window on being called, smilingly invited the intruder down stairs.

It was a very small apartment, at the stern, and served at once for a kitchen, dining room, sitting room, and bedroom. Some of the domiciles of these peculiar people are a little longer than this one was. And on the large boats there are usually in addition to the stern cabin, a cabin amidships where the cooking and the general housework is done. On all the boats, there are cabins in the bow which are used as stables for the mules, and other stock.

This apartment was cozy. The furniture was necessarily limited and what little there was, showed what truth was expressed in the saying that “necessity is the mother of invention.” The interior was a most compact apartment, and if all the tables and chairs and beds and different utensils used in this floating home were given space at one time, it might have required a room five time its dimensions to accommodate them.

The designer of that interior had an inventive brain. On one side of the cabin was a bed turned up flat against the wall, and hidden by curtains that would almost defy detection, and it was not a small bed, either; at other places were hinged shelves, and tables and seats, which fitted against the walls to a nicety when not in use. On the walls were pictures and bric-a-brac and a many pocketed piece of fancy work, which the gentler sex have named “catch-alls.” And this was not all; there was a rocking chair, with soft pillows, a clock, and a canary bird in a cage. And it was not crowded.

There exists a society among these 200 people, who thus live on the raging canal, that is as marked and exclusive as that which makes the famous “Four Hundred” so distinctive. Calls are made among themselves, and visits are paid; courtesies are shown and the various other little neighborly amenities are indulged. They also have their differences, just as do those of the upper class, and probably as often do quarrels ensue.

There is lovemaking on the towpath, too. There are many bright-faced girls in the colony and they blush at the call of some driver, or perhaps a young man who owns a boat and needs a mate, as he tramps along
the bank of the canal to make his regular obeisance after his day’s work is done.

A peep westward from the Thirty-second street bridge shows some animated scenes during boating season. There are high stone walls on either side and along the southern wall is a very picturesque skyline, when seen from the path below. The boats are tied up to the banks in convenient quarters and slight lines that would apparently be insufficient to hold a mastiff to his kennel are all that prevents their moving about. They do rock slightly, however, and as the boats swing lazily to and fro in the current, their motion, no doubt, serves a natural cradle to lull the residents to sleep.

Gang planks that soon become imbedded in the ground at the shore and serve as thresholds to these domiciles, and the front doors, half above and half below deck, are their portals.

Nearly every boat has a dog or two and these canines are, strange to say, on good terms with the feline part of the household. They walk the deck together, eat from the same dish and are generally agreeable. Indeed, the dogs and cats are as exclusive as the inhabitants, and a strange creature of their class will be allowed to roam along the tow-path at will, but they dare not cross the plank.

Sun-bonneted women were to be seen walking about their little domains attending to the various household duties, and all apparently busily engaged for their summer’s migration.

In a short time this queer, shifting community will be broken up and scattered along the route of the canal, but the society will still exist. The trip to Cumberland and return occupies about fourteen days, and while they are separated from one neighbor for that length of time they meet others every day, and thus they always have something to relate from either up or down the river and their friendships never grow stale.

After the flood of 1889, when the canal was washed out for miles at places in the upper valley, these poor folks were stranded. The boats were, of course, left at the different points along the canal where they were when the freshet came, and their distress was rather marked during the two years which intervened before the water was again set going. Now the canal is in good repair all the way, and the livelihood it furnishes them is a continuous outing that might be envied by pent-up city people.

Beyond Thirty-second street are a number of coal dumps, receptacles from most of the towage that comes from Cumberland. Formerly a great deal of grain was carried over the canal, but now the whole service is given up to the dusky diamonds, and since nothing is now shipped west over this smooth tract all the boats go up “light.”

At the Aqueduct Bridge The Times man strolled through Water street to the foot of Thirty-fourth, where he climbed the steep unfrequented thoroughfare on his homeward journey.

This is the section of Georgetown known as “Boston.” On the right as one approaches the narrow bridge over the canal stands a landmark of the old town. It was once the town place of that good man and former mayor of the city, Henry Foxhall. It is now dilapidated, but in its spacious halls have once gathered those who were “well bred, well read and well fed,” because the notables who visited the city were sure to share the hospitality of that gentleman.

There are other old houses in this section with equally interesting histories and mentioned because of an incident which happened here and as a direction.

When The Times man started on his journey along the canal the sporty young gentleman who was mentioned at the
beginning of this article, also ventured the information that one would likely find more “fun” in “Boston” than down on the towpath, and on reaching the bridge at this point he found a little “fun” in the way of a droll piece of advice given by a policeman.

A colored woman, with a most capacious mouth, and the dress torn and hat gone, confronted the blue-coat, and a knot of onlookers.

“He troid to cut yer face, is it?” repeated the policeman, with an accent and a semi-serious air that at once showed he was not born in France. “Well, th’ nixt toime any one troies to cut yes in th’ face, just open up the gre’t cavity in yer he’d an’ yer face will disappear intoirly. Now, git out o’ this, yes trollop.”

Mon. 4/20/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of Saturday’s report:

George's Creek Coal & Iron Co.
To J. P. Agnes & Co., Washington
Mertensville 118 08
J. J. Alexander 118 02
Consolidation Coal Co.
To Winship, Meredith & Co., Washington
G. M. Winship 116 03
Consolidation No. 2 120 00
C. R. White 119 14
No. 135 115 17
No. 133 116 03
No. 106 118 14
No. 23 114 04
C. E. Ways 117 08
No. 121 119 05
To Steffey & Findley, Williamsport
Ruby 88 17
A. J. Mondy 116 03
Col. F. T. Goddard 117 11
To Bridges & Henderson, Hancock
R. L. Somerville 91 04


Boats leaving Georgetown up to 3 p.m. yesterday: No. 128, No. 115, W. C. Read, No. 125, No. 103, W. B. Orme, W. A. Smoot, No. 138.

Boats leaving Williamsport up to 3 p.m. yesterday: Lutie & Monie, Emma Mertens.

News, Mon. 4/20/96, p. 2. Breaks in the Williamsport division of the Chesapeake and Ohio canal have been repaired.

Tue. 4/21/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday’s report:

George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington
Cora Lee 118 10
Emma Mertens 117 11
Consolidation Coal Co.
To Winship, Meredith & Co., Washington
Kate Fulcher 115 03
Maj. H. D. Whitcomb 119 04
Consolidation No. 10 119 01
J. G. Pearre 108 06
No. 143 114 08
No. 110 119 08
To Steffey & Findlay, Williamsport
Sallie C. Goddard 112 16
To Cushwa & Son, Williamsport
Lutie & Monie 116 16

Summary of Shipments to Date

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Boats arriving at this port since Saturday at 3 p.m.: J. J. Alexander, Wm. B. Owen, No. 127, W. I. Stephenson, from Washington; A. J. Mondy, Col. F. T. Goddard, Lutie & Monie, Mertensville, from Williamsport.

Boats arriving at this port since Saturday at 3 p.m.: Sallie C. Goddard, Emma Mertens, from Williamsport; Consolidation No. 9, Geo. S. Reiman, C. B. Bayley, from Washington.

Boats leaving Georgetown up to 3 p.m. yesterday: No. 114, No. 115, Judge Stake, No. 119, No. 142.
Boats leaving Williamsport up to 3 p.m. yesterday: Charlie & Nellie, D. M. Shupp.

Wed. 4/22/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington
A. W. Nicholson 123 18
Mrs. McComas 117 06

Consolidation Coal Co.
To Winship, Meredith & Co., Washington
No. 3 118 10
Judge Bradley 121 09
Consolidation No. 2 122 09
No. 1 108 09
No. 130 118 18
Mabel 120 00
J. W. Walker 113 19
M. E. Grove 113 19
L. P. Read 117 11
L. M. Hamilton 116 17
No. 12 117 19
No. 124 121 12
To Steffey & Findley, Williamsport
Charlie & Nellie 120 18
To Cushwa & Son, Williamsport
D. M. Shupp 118 19

H. C. Winship 116 10
To J. P. Agnew & Co., Washington
Anteros 93 16

Consolidation Coal Co.
To Steffey & Findley, Williamsport
Sallie Irene 123 01
To Winship, Meredith & Co., Washington
No. 31 119 02
Judith McLean 120 18
No. 102 116 13
John K. Cowen 115 03
W. S. Jacques 117 09
Leidbecker, Jr. 117 18
No. 107 125 17
S. H. Angstrom 120 17
Consolidation No. 19 121 03

Summary of Shipments to Date

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Boats arriving at this port since yesterday at 3 p.m.: Sallie Irene, H. C. Winship, Mt. Vernon, from Williamsport; N. C. Read, No. 125, Anteros, Sharpsburg, from Washington.

Boats leaving Georgetown up to 3 p.m. yesterday: J. Bryan, J. H. Lee, Chas. E, L. Beale, Consolidation No. 14, Geo. S. French.

Boats leaving Williamsport up to 3 p.m. yesterday: Mary, Little Fred, F. S. Mead.

Fri. 4/24/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington
A. G. Johnson 120 02
Mt. Vernon 121 08
Sharpsburg 120 10
To Smith Bros., Williamsport
J. R. Zimmermann 118 03

Consolidation Coal Co.
To Winship, Meredith & Co., Washington
No. 5 120 13
J. P. Hewitt 119 03
J. Z. Williams 115 05
James A. Garfield 117 18
F. O. Beckett 114 08
Sat. 4/25/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington
Laura B. Agnew 116 18
Consolidation Coal Co.
To Winship, Meredith & Co., Washington
John Leetch 113 13
No. 107 120 12
George S. French 111 11
No. 121 122 05
Consolidation No. 17 120 14
To Steffey & Findlay, Williamsport
B. S. Randolph 120 14
To Cushwa & Son., Williamsport
Mary 118 16

Summary of Shipments to Date
Boats and tonnage today 8 905 01
Previously reported 301 36,014 13
Totals to date 309 36,919 14

Boats arriving at this port since
yesterday at 3 p.m.: Laura B. Agnew, Judge
Stake, No. 114, J. H. Mertens, from
Washington; F. S. Mead, B. S. Randolph, from Williamsport.

Boats leaving Georgetown up to 3
p.m. yesterday: None.

Mon. 4/27/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington
J. H. Mertens 117 10
Little Walter 118 07
Consolidation Coal Co.
To Winship, Meredith & Co., Washington
No. 109 123 05
No. 108 121 12
Consolidation No. 8 120 06
Consolidation No. 6 117 01
To Steffey & Findlay, Williamsport
Green Ridge 118 19
Gov. L. Lowndes 121 19
To Cushwa & Son., Williamsport
Ed E. Reichter 124 04

Summary of Shipments to Date
Boats and tonnage today 9 1,083 14
Previously reported 309 36,919 14
Totals to date 318 38,003 08

Boats arriving at this port since
yesterday at 3 p.m.: Hugh L. Bond, Jr.,
Judge A. Hunter Boyd, Consolidation No.
14, Chas. F. T. Beale, from Washington;
Green Ridge, Gov. L. Lowndes, Ed E.
Reichter, from Williamsport.

Boats leaving Georgetown up to 3
p.m. yesterday: Ollie V., No. 144, No. 111.

Boats leaving Williamsport up to 3
p.m. yesterday: G. W. McCardell, J. H.
Wilson.

Tue. 4/28/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

Consolidation Coal Co.
To Winship, Meredith & Co., Washington
W. A. Leetch 117 09
Consolidation No. 13 121 17
No. 145 119 10
Consolidation No. 22 122 08
To Cushwa & Son, Williamsport
J. H. Wilson 122 06
George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington
J. K. Shaw 119 15

Summary of Shipments to Date

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Boats arriving at this port since yesterday at 3 p.m.: J. H. Wilson, from Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: Consolidation No. 11, Consolidation No. 12, Mary Mertens, T. A. McAbey.

Boats leaving Williamsport up to 3 p.m. yesterday: G. L. Nicholson, Col. F. T. Goddard, H. C. Winship.

Wed. 4/29/96, p. 4. THE CANAL TRADE.
The following boats left this port since the close of yesterday's report:
Consolidation Coal Co.
To Steffey & Findlay, Williamsport
G. W. McCardell 118 02
To Winship, Meredith & Co., Washington
Consolidation No. 16 121 15
E. R. Ladew 118 17
No. 117 121 08
To Bridges & Henderson, Hancock
R. L. Somerville 113 15
George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington
Benj. Vaughan 120 16
Morning Star 117 01

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Boats arriving at this port since yesterday at 3 p.m.: Ruby, Chas. Darrow, J. R. Zimmermann.

Boats leaving Georgetown up to 3 p.m. yesterday: Ruby, Chas. Darrow, J. R. Zimmermann.

Thu. 4/30/96, p. 4. THE CANAL TRADE.
The following boats left this port since the close of yesterday's report:
George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington
H. C. Winship 121 12
W. T. Hassett 126 01
Little Fred 124 09
To Smith Bros., Williamsport
J. R. Zimmermann 123 11
To Steffey & Findley, Williamsport
Ruby 92 03
Col. F. T. Goddard 121 00
Judge McComas 104 17
A. H. Dowden 119 19
Geo. A. McIlhenny 111 19
C. W. Adams 117 19
No. 104 119 15

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Boats arriving at this port since yesterday at 3 p.m.: Ruby, Chas. Darrow, Col. F. T. Goddard, J. R. Zimmermann, H. C. Winship.

Boats leaving Georgetown up to 3 p.m. yesterday: J. J. Alexandria, T. K. Stuart, Consolidation No. 8, Consolidation No. 15, T. L. Patterson, Consolidation No. 3, C. Weagly K., Chas. E. K. Jr., No. 141, B. R. Mayfield, Anteros, Consolidation No. 4.

Boats leaving Williamsport up to 3 p.m. yesterday: Charlie & Nellie, Lutie & Monie, D. M. Shupp.

Ibid. p. 6. SQUATTERS ALONG THE CANAL - A Resurvey to be Made to Establish Claims a Necessity. - B. F. Mackall and Arthur Taylor, civil engineers, of Washington, D. C., in company with County Surveyor Elmer E. Piper, were in Williamsport yesterday initiating a resurvey of the Chesapeake and Ohio canal property in the neighborhood by some manner the
maps giving the old lines and drawings have been lost or concealed, so that they cannot be found, and the whole line from Cumberland to Georgetown will have to be re-surveyed and new maps made. So many persons have squatted on what is thought to be canal property, and refuse to vacate when requested by the company, that a resurvey to establish claims became a necessity.

Fri. 5/1/96, p. 4. THE CANAL TRADE.
The following boats left this port since the close of yesterday's report:  
George's Creek Coal & Iron Co.  
To J. P. Agnew & Co., Washington  
Anteros 95 03  
G. L. Nicholson 114 07  
No. 116 116 08  
Consolidation Coal Co.  
To Winship, Meredith & Co., Washington  
M. E. Grove 114 00  
No. 139 120 02  
C. K. Lord 120 01  
W. R. Lewis 121 08  
To Cushwa & Son, Williamsport  
Mary Mertens 120 06  
Lutie & Monie 111 09  
D. M. Shupp 123 14  
Chas. Darrow 120 08  
To Steffey & Findlay, Williamsport  
Charlie & Nellie 115 14

Summary of Shipments to Date

<table>
<thead>
<tr>
<th>Boats and tonnage today</th>
<th>11 1,394 12</th>
</tr>
</thead>
<tbody>
<tr>
<td>Previously reported</td>
<td>342 39,766 00</td>
</tr>
<tr>
<td>Totals to date</td>
<td>353 41,160 12</td>
</tr>
</tbody>
</table>

Boats arriving at this port since yesterday at 3 p.m.: No. 114, T. A. McAboy, Consolidation No. 12, S. S. Carroll, Consolidation No. 11, Anteros, J. J. Alexander, Mary Mertens, from Washington; Chas. Dandy, D. M. Shupp, Lutie & Monie, Charlie & Nellie, from Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: J. C. Poor, Consolidation No. 2, Judge Cox, Consolidation No. 5, No. 118, Consolidation No. 1, Alice Cable, C. R. White, Judge Alvey, No. 120, No. 121, No. 132.

Boats leaving Williamsport up to 3 p.m. yesterday: Sallie Irene, Mary, S. C. Goddard.

Sat. 5/2/96, p. 4. THE CANAL TRADE.
The following boats left this port since the close of yesterday's report:  
Consolidation Coal Co.  
To Cushwa & Son, Williamsport  
Consolidation No. 9 121 06  
Mary 118 07  
F. S. Mead 118 07  
To Winship, Meredith & Co., Washington  
No. 18 119 12  
W. B. Orme 120 17  
No. 106 120 18  
M. J. Adler 122 12  
To Seneca Stone Co., Seneca, Md.  
H. H. Keedy 119 11  
George's Creek Coal & Iron Co.  
To J. P. Agnew & Co., Washington  
J. J. Alexander 120 05

Summary of Shipments to Date

<table>
<thead>
<tr>
<th>Boats</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boats and tonnage today</td>
<td>9 1,083 17</td>
</tr>
<tr>
<td>Previously reported</td>
<td>353 41,160 12</td>
</tr>
<tr>
<td>Totals to date</td>
<td>362 42,244 09</td>
</tr>
</tbody>
</table>

Boats arriving at this port since yesterday at 3 p.m.: Mary, from Williamsport; T. L. Patterson, Consolidation No. 8, T. K. Stuart, Consolidation No. 15, No. 118, B. T. Johnson, No. 135, from Washington.


Boats leaving Williamsport up to 3 p.m. yesterday: No. 126.

Mon. 5/4/96, p. 4. THE CANAL TRADE.
The following boats left this port since the close of Saturday's report:  
Consolidation Coal Co.  
To Cushwa & Son, Williamsport  
J. H. Wilson 119 15
No. 106  112 15
To Winship, Meredith & Co., Washington
Geo. S. French  113 10
No. 128  117 12
W. I. Stephenson  120 11
No. 116  117 14
N. C. Read  122 14
W. A. Smoot  120 01
No. 103  117 09
Libbie  71 09
No. 127  117 10
George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington
Hilda Chaney  113 13

Summary of Shipments to Date
Boats Tonnage
Boats and tonnage today  11 1,478 17
Previously reported  362 42,244 19
Totals to date  373 43,723 16

Boats arriving at this port since
yesterday at 3 p.m.: No. 101, No. 124, John
C. Poor, C. R. White, Consolidation No. 3,
C. Weagley K., Chas E. K. Jr.,
Consolidation No. 4, No. 43, Consolidation
No. 1, No. 143, No. 140, Geo. S. French,
No. 145, No. 120, No. 124, from
Washington; No. 126, J. H. Wilson, from
Williamsport.

Boats leaving Georgetown up to 3
p.m. yesterday: W. S. Jacques, Judge
Hagner, Emma Mertens, Cora Lee, No. 112,
R. D. Johnson, Mrs. McComas.

Boats leaving Williamsport up to 3
p.m. yesterday: Lutie & Monie, Chas.
Darrow.

The largest load of coal ever shipped
on the Chesapeake and Ohio Canal was
transported on the boat Henry Mertens,
carrying one hundred and thirty one tons.

Tue. 5/5/96, p. 4. THE CANAL TRADE.
The following boats left this port since the
close of yesterday's report:
George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington
Ivy City  118 10
Ollie V.  119 03

Sallie Irene  120 16
Consolidation Coal Co.
To J. P. Agnew & Co., Washington
No. 115  118 12
To Cushwa & Son, Williamsport
Geo. S. Reiman  117 12
Ed E. Reichter  121 13

Summary of Shipments to Date
Boats Tonnage
Boats and tonnage today  7 842 02
Previously reported  373 43,723 16
Totals to date  380 44,565 18

Boats arriving at this port since
yesterday at 3 p.m.: Ed E. Reichter, from
Williamsport; Judge Cox, Judge Alvey, No.
113, No. 133, from Washington.

Boats leaving Georgetown up to 3
p.m. yesterday: W. S. Jacques, Judge
Hagner, Emma Mertens, Cora Lee, No. 112,
R. D. Johnson, Mrs. McComas.

Boats leaving Williamsport up to 3
p.m. yesterday: Lutie & Monie, Chas.
Darrow.

News, Tue. 5/5/96, p. 4. CANAL
IMPROVEMENTS - Cleaning Out the
Waterway at Cumberland. - Since March
1 the Chesapeake and Ohio Canal dredging
force, under Division Superintendent Peter
Kelly, has been at work widening and
deeplening the waterway along South
Cumberland, so as to give more wharfage
room, and at the same time give the water
more chance to feed the lower levels. The
work commenced near the feed gates, and
the width of the canal has been increased
twenty five feet and its depth from three and
three and one half feet to eight and one half
and nine feet. On the average eight hundred
cubic yards of mud have been removed daily
and dumped into the river by means of a
derrick. The mud is taken up in large iron
buckets, each holding a cubic yard, and
transported on scows to the derrick erected
on the narrow strip dividing the canal and
river. The dredging will be continued for
some time yet, and it is thought that this
work on such an extensive scale will obviate for some time to come canal cleaning, which has been necessary on a much smaller scale for the past four springs. A good volume of water at the head of the canal will tend to keep up the levels better that formerly. Much of the deposit taken up comes from the city of Cumberland through the town drain. The canal will also be deepened above the feed gates along the Consolidation Coal Company's boat yard, giving more water at the ways to facilitate boat building and repairing.

Wed. 5/6/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

Consolidation Coal Co.
To Cushwa & Son, Williamsport
Lutie & Monie 118 07
W. H. Cooper 116 16
No. 125 115 00
To Winship, Meredith & Co., Washington
Jos. Bryan 117 09
C. F. T. Beale 111 18
Consolidation No. 14 123 01
No. 143 116 03
J. H. Lee 110 08
Hugh L. Bond 111 13
Judge Stake 122 07
C. B. Bayley 119 13

George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington
D. W. Sloan 122 00
C. W. Miner 113 02
Victor 117 14

Summary of Shipments to Date

<table>
<thead>
<tr>
<th>Boats</th>
<th>Tonnage</th>
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</thead>
<tbody>
<tr>
<td>Boats and tonnage today</td>
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<tr>
<td>Previously reported</td>
<td>380</td>
</tr>
<tr>
<td>Totals to date</td>
<td>394</td>
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</tbody>
</table>

Boats arriving at this port since yesterday at 3 p.m.: A. L. Miller, Consolidation No. 7, No. 110, W. D. L. Walbridge, Cora Lee, W. H. Cooper, from Washington; Lutie & Monie, Chas. Darrow, from Williamsport.


Boats leaving Williamsport up to 3 p.m. yesterday: D. M. Shupp, Mary Mertens, Mary, B. S. Randolph.

Thu. 5/7/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington
Mrs. McComas 120 10
Park Agnew 119 10
Mertensville 120 03
New Alexandria 120 07
W. D. L. Walbridge 116 06
Cora Lee 118 17
To Smith Bros., Williamsport
Emma Mertens 103 03

Consolidation Coal Company
To Winship, Meredith & Co., Washington
No. 144 118 10
No. 138 124 00
To Cushwa & Son, Williamsport
Judge Douglas 114 17
D. M. Shupp 125 01
Chas. Darrow 125 06

Summary of Shipments to Date

<table>
<thead>
<tr>
<th>Boats</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boats and tonnage today</td>
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<tr>
<td>Previously reported</td>
<td>403</td>
</tr>
<tr>
<td>Totals to date</td>
<td>415</td>
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</table>

Boats arriving at this port since yesterday at 3 p.m.: D. M. Shupp, Mary, Sallie C. Goddard, from Williamsport; Park Agnew, Judge Douglas, Mrs. McComas, Mertensville, M. W. New Alexandria, from Washington.

Boats leaving Georgetown up to 3 p.m. yesterday: none.

Boats leaving Williamsport up to 3 p.m. yesterday: F. S. Mead, Consolidation No. 9.

Fri. 5/8/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington
A. Greenless 115 05
Sharpsburg 124 02
Consolidation Coal Company
To Winship, Meredith & Co., Washington
Consolidation No. 11 120 00
S. S. Carroll 119 03
Consolidation No. 12 118 05
No. 114 125 04
T. A. McAboy 121 15
No. 114 123 03
W. T. Coulehan 119 08
No. 119 120 01
No. 114 123 03
To Cushwa & Son, Williamsport
Mary Mertens 118 11
Sallie C. Goddard 107 08
F. S. Mead 116 18
Mary 116 13

Summary of Shipments to Date

<table>
<thead>
<tr>
<th>Boats</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boats and tonnage today</td>
<td>14</td>
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<tr>
<td>Previously reported</td>
<td>415</td>
</tr>
<tr>
<td>Totals to date</td>
<td>429</td>
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</tbody>
</table>

Boats arriving at this port since yesterday at 3 p.m.: Sharpsburg, R. D. Johnson, No. 112, W. S. Jacques, Judge Hagner, C. E. Ways, No. 123, from Washington; Mary Mertens, Williamsport.
Boats leaving Georgetown up to 3 p.m. yesterday: No. 137, A. G. Johnson, J. H. Mertens, Anteros, M. E. Grove, Mabel.
Boats leaving Williamsport up to 3 p.m. yesterday: Gov. Lowndes, Libbie.

AG, Fri. 5/8/96, p. 2. The coal trade between Cumberland and Georgetown has not been good so far this season by canal.

Sat. 5/9/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:
George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington
C. W. Ridley 113 07
R. D. Johnson 112 10
Consolidation Coal Company
To Winship, Meredith & Co., Washington
C. Weagley K 118 09
Consolidation No. 3 118 04
Consolidation No. 2 119 04
No. 1 117 15
No. 41 110 11
No. 122 117 10

No. 135 121 03
B. T. Johnson 118 19
Judge A. H. Boyd 117 18
No. 118 120 12
Consolidation No. 10 112 02
T. K. Stuart 118 08
Consolidation No. 8 119 12
T. Leper Patterson 119 10
To Cushwa & Son, Williamsport
C. R. White 117 11
Consolidation No. 9 120 12
J. H. Wilson 120 09
To Steffey & Findlay, Williamsport
B. S. Randolph 116 06

Summary of Shipments to Date

<table>
<thead>
<tr>
<th>Boats</th>
<th>Tonnage</th>
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<tbody>
<tr>
<td>Boats and tonnage today</td>
<td>20</td>
</tr>
<tr>
<td>Previously reported</td>
<td>429</td>
</tr>
<tr>
<td>Totals to date</td>
<td>449</td>
</tr>
</tbody>
</table>

Boats arriving at this port since yesterday at 3 p.m.: No. 136, Consolidation No. 102, Anteros, J. H. Mertens, from Washington; Consolidation No. 9, J. H. Wilson, B. S. Randolph, from Williamsport.
Boats leaving Georgetown up to 3 p.m. yesterday: none.
Boats leaving Williamsport up to 3 p.m. yesterday: No. 126, Ed E. Reichter, Green Ridge.

Mon. 5/11/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of Saturday's report:
Consolidation Coal Company
To Winship, Meredith & Co., Washington
No. 122 121 18
Consolidation No. 5 119 12
No. 131 112 17
W. S. Jacques 114 15
Consolidation No. 4 120 07
M. E. Grove 113 15
J. C. Poor 117 00
To Cushwa & Son, Williamsport
Ed E. Reichter 111 19
Mt. Vernon 115 19
To Steffey & Findlay, Williamsport
Gov. L. Lowndes 119 06
George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington
A. G. Johnson 122 06
A. W. Nicholson 118 17
A. J. Mondy 114 12
Summary of Shipments to Date

<table>
<thead>
<tr>
<th>Boats and tonnage today</th>
<th>Boats</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boats and tonnage today</td>
<td>15</td>
<td>1,771 19</td>
</tr>
<tr>
<td>Previously reported</td>
<td>429</td>
<td>50,465 05</td>
</tr>
<tr>
<td>Totals to date</td>
<td>444</td>
<td>52,183 04</td>
</tr>
</tbody>
</table>

Boats arriving at this port since yesterday at 3 p.m.: No. 137, Libbie, Geo. Winship, J. G. Pearre, from Washington; Geo. S. Reiman, Ed E. Reichter, Mount Vernon, Gov. L. Lowndes, from Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: Judge McComas, Katie Fletcher, Judge Bradley.

Boats leaving Williamsport up to 3 p.m. yesterday: J. R. Zimmerman, Geo. S. Reiman, No. 123.

Tue. 5/12/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

Consolidation Coal Company
To W. H. Knode, Shepherdstown
H. H. Keedy 117 00
To Steffey & Findley, Williamsport
Green Ridge 110 02
To Cushwa & Son, Williamsport
No. 115 117 16
George's Creek Coal & Iron Co.
To Smith Bros., Williamsport
J. R. Zimmerman 124 00
To J. P. Agnew & Co., Washington
A. H. Bradt 111 13

Summary of Shipments to Date

<table>
<thead>
<tr>
<th>Boats and tonnage today</th>
<th>Boats</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boats and tonnage today</td>
<td>5</td>
<td>588 10</td>
</tr>
<tr>
<td>Previously reported</td>
<td>444</td>
<td>52,183 04</td>
</tr>
<tr>
<td>Totals to date</td>
<td>449</td>
<td>52,771 14</td>
</tr>
</tbody>
</table>

Boats arriving at this port since yesterday at 3 p.m.: H. H. Keedy, Mabel, from Washington; No. 125, from Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: No. 134, L. B. Agnew, J. K. Shaw, James Goddard.

Boats leaving Williamsport up to 3 p.m. yesterday: F. T. Goddard, Lutie & Monie, D. M. Shupp, Judge Douglas.

Wed. 5/13/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

Consolidation Coal Company
To Winship, Meredith & Co., Washington
No. 120 119 13
W. H. C. Bayley 117 05
No. 140 121 03
No. 143 113 03
Consolidation No. 1 119 01
To Steffey & Findley, Williamsport
D. M. Shupp 123 04
Lutie & Monie 116 13

Summary of Shipments to Date

<table>
<thead>
<tr>
<th>Boats and tonnage today</th>
<th>Boats</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boats and tonnage today</td>
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<td>836 10</td>
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<tr>
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<td>449</td>
<td>52,771 14</td>
</tr>
<tr>
<td>Totals to date</td>
<td>456</td>
<td>53,511 04</td>
</tr>
</tbody>
</table>

Boats arriving at this port since yesterday at 3 p.m.: Lutie & Monie, D. M. Shupp, from Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: Geo. S. French.

Boats leaving Williamsport up to 3 p.m. yesterday: Chas. Darrow, Emma Mertens.

Thu. 5/14/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington
Laura B. Agnew 119 15
John K. Shaw 117 11
Consolidation Coal Co.
To Winship, Meredith & Co., Washington
No. 102 112 15
Judge Alvey 117 08
J. Graham Pearre 112 15
Libbie 111 00
Judge W. S. Cox 117 01
G. M. Winship 120 17
No. 137 121 16
Consolidation No. 10 112 04
No. 106 118 13
No. 112 120 14
B. R. Mayfield 117 04
Fri. 5/15/96, p. 4. THE CANAL TRADE.
The following boats left this port since the close of yesterday's report:
  George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington
Col. F. T. Goddard 117 02
G. W. Griffin 117 18

Consolidation Coal Co.
To Cushwa & Son, Williamsport
F. S. Mead 123 00
Mary 115 13
W. H. Cooper 118 08
To Winship, Meredith & Co., Washington
James Goddard 116 11
Geo. S. French 114 00
Kate Fulcher 118 13
Judge McComas 122 11
No. 134 120 01
C. E. Ways 116 04
Mabel 118 09
No. 125 118 08
Geo. S. Reiman 119 19

Summary of Shipments to Date
Boats Tonnage
Boats arriving at this port since yesterday at 3 p.m.:
  Judge McComas, from Washington; No. 109, C. K. Lord,
The following boats left this port since the close of yesterday's report:

Consolidation Coal Co.
To Winship, Meredith & Co., Washington
James A. Garfield 119 13
F. O. Beckett 119 06
L. P. Read 119 02
Consolidation No. 21 120 15
To Steffey & Findley, Williamsport
G. W. McCardell 118 05
To Cushwa & Son, Williamsport
No. 180 118 07

Summary of Shipments to Date
Boats Tonnage
Boats and tonnage today 9 1,068 07
Previously reported 511 63,043 07
Totals to date 520 64,101 14

Boats arriving at this port since yesterday at 3 p.m.: Jas. A. Garfield, F. O. Beckett, Sharpsburg, Little Walter, Morning Star, Amelia Moyer, Benj. Vaughan, from Washington; J. H. Wilson, Mt. Vernon, from Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: C. W. Miller, H. Chaney, Sharpsburg, No. 101, Consolidation No. 13, Consolidation No. 7, Consolidation No. 6, Ollie V., Cora Lee.

Boats leaving Williamsport up to 3 p.m. yesterday: Ed E. Reichter.

Wed. 5/20/96, p. 4. THE CANAL TRADE.

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

George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington
C. W. Miller 113 03
Little Fred 118 16
Benj. Vaughan 114 11
Amelia Moyer 119 12
Morning Star 116 19
Sharpsburg 121 00

Consolidation Coal Co.
To Winship, Meredith & Co., Washington
Jos. Z. Williams 116 16
To Steffey & Findley, Williamsport
Ruby 87 06
To Cushwa & Son, Williamsport
J. H. Wilson 118 10

Summary of Shipments to Date
Boats Tonnage
Boats and tonnage today 10 1,149 03

Tue. 5/19/96, p. 4. THE CANAL TRADE.
The following boats left this port since the close of yesterday's report:

George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington
Little Walter 120 03
G. L. Nicholson 113 11
W. T. Hassett 119 05

Summary of Shipments to Date
Boats Tonnage
Boats and tonnage today 14 4,656 01
Previously reported 497 58,387 06
Totals to date 511 63,043 07


Boats leaving Williamsport up to 3 p.m. yesterday: C. R. White, J. C. Goddard, Mt. Vernon.
Previously reported 520 61,131 14
Totals to date 530 62,280 17

Boats arriving at this port since yesterday at 3 p.m.: Consolidation No. 13, M. E. Grove, No. 101, Jos. Z. Williams, C. W. Miller, Little Fred, from Washington; Sallie Goddard, J. H. Wilson, from Williamsport.


Boats leaving Williamsport up to 3 p.m. yesterday: D. M. Shupp, No. 126, Lutie & Monie.

Thu. 5/21/96, p. 4. THE CANAL TRADE.
The following boats left this port since the close of yesterday's report:
Consolidation Coal Co.
To Winship, Meredith & Co., Washington
No. 101 119 17
M. E. Grove 116 10
To Cushwa & Son, Williamsport
D. M. Shupp 120 13
To Bridges & Henderson, Hancock
L. M. Hamilton 117 19
George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington
Cora Lee 115 07
Fred Weiland 115 08
Hilda Chaney 117 17
Sallie C. Goddard 117 14
Mt. Vernon 112 15

Summary of Shipments to Date
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<tr>
<th>Boats</th>
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<td>530 62,280 17</td>
</tr>
<tr>
<td>Totals to date</td>
<td>539 62,800 17</td>
</tr>
</tbody>
</table>

Boats arriving at this port since yesterday at 3 p.m.: Fred Weiland, Hilda Chaney, from Washington; D. M. Shupp, Ed E. Reichter, from Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: W. A. Leetch, W. D. L. Walbridge, Judge McComas, No. 104, Geo. A. McIllhenny, Mertensville, No. 139, W.

Boats leaving Williamsport up to 3 p.m. yesterday: Chas. Darrow, Charlie & Nellie.

Fri. 5/22/96, p. 4. THE CANAL TRADE.
The following boats left this port since the close of yesterday's report:
Consolidation Coal Co.
To Winship, Meredith & Co., Washington
W. B. Orme 121 08
A. H. Dowden 112 10
Consolidation No. 16 121 15
To Cushwa & Son, Williamsport
Ed E. Reichter 123 12
Lutie & Monie 116 06
No. 136 118 10
Chas. Darrow 118 16
To Steffey & Findley, Williamsport
Charlie & Nellie 120 00
To J. P. Agnew & Co., Washington
A. J. Mondy 116 08

Summary of Shipments to Date
<table>
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<th>Boats</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boats and tonnage today</td>
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</tr>
<tr>
<td>Totals to date</td>
<td>548 64,419 02</td>
</tr>
</tbody>
</table>

Boats arriving at this port since yesterday at 3 p.m.: Lutie & Monie, A. J. Mondy, A. H. Dowden, Charlie & Nellie, No. 136, W. B. Orme, Consolidation No. 16, Charles Darrow.


Boats leaving Williamsport up to 3 p.m. yesterday: F. S. Mead, Charlie & Nellie.

Sat. 5/23/96, p. 4. THE CANAL TRADE.
The following boats left this port since the close of yesterday's report:
Consolidation Coal Co.
To Winship, Meredith & Co., Washington
Summary of Shipments to Date

<table>
<thead>
<tr>
<th>Boats and tonnage today</th>
<th>Boats</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boats and tonnage today</td>
<td>14</td>
<td>1,662 10</td>
</tr>
<tr>
<td>Previously reported</td>
<td>548</td>
<td>64,419 02</td>
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<tr>
<td>Totals to date</td>
<td>564</td>
<td>66,081 12</td>
</tr>
</tbody>
</table>

Boats arriving at this port since yesterday at 3 p.m.: Consolidation No. 17, Consolidation No. 20, Consolidation No. 18, Ivy City, Ollie V., Mary, No. 145, No. 104, E. R. Ladew, W. A. Leetch, F. S. Mead, Consolidation No. 6, No. 129, No. 139, No. 106, D. W. Sloan, Mertensville, New Alexandria.

Boats leaving Georgetown up to 3 p.m. yesterday: No. 103, No. 128, John Hanway, J. K. Shaw, W. I. Stephenson, Aneros, No. 142, Judge Stake, A. L. Bond, S. S. Carroll.

Boats leaving Williamsport up to 3 p.m. yesterday: Mary Mertens, W. H. Cooper, No. 130.

Mon. 5/25/96, p. 4. THE CANAL TRADE.
The following boats left this port since the close of yesterday's report:

George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington
W. D. L. Walbridge 112 14
New Alexandria 114 00
Mrs. McComas 117 18
J. K. Shaw 117 17
To Smith Bros., Williamsport
J. R. Zimmerman 119 10

Consolidation Coal Co.
To Winship, Meredith & Co., Washington
J. R. McLean 122 00
No. 129 119 04
Consolidation No. 6 119 15
No. 106 120 08
M. J. Adler 121 05
No. 139 119 16
No. 105 114 13
W. A. Smoot 117 05
Geo. S. French 112 09
J. P. Hewitt 117 00
W. R. Lewis 118 12

To Steffey & Findley, Williamsport
Sallie Irene 124 09
To Cushwa & Son, Williamsport
Mary Mertens 119 07
W. H. Cooper 121 01

Tue. 5/26/96, p. 4. THE CANAL TRADE.
The following boats left this port since the close of yesterday's report:

George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington
Arch Greenless 115 05
D. W. Sloan 112 00
A. G. Johnson 114 05
R. D. Johnson 110 12
C. W. Ridley 111 05
John Hanway 112 14
A. W. Nicholson 117 06
Consolidation Coal Co.
To Winship, Meredith & Co., Washington
No. 119 117 10
No. 141 119 11
No. 108 119 05
No. 103 119 05
Consolidation No. 8 117 10
No. 102 119 15
Judge Stake 116 10
W. I. Stephenson 119 18
S. S. Carroll 115 15
C. B. Bayley 117 04
Judge Bradley 119 05
No. 127 118 19
No. 117 114 02
To Cushwa & Son, Williamsport
J. H. Wilson 120 04
No. 130 119 06
D. M. Shupp 121 00

Summary of Shipments to Date
Boats Tonnage
Boats and tonnage today 23 2,692 02
Previously reported 581 68,332 14
Totals to date 604 71,024 16

Boats arriving at this port since yesterday at 3 p.m.: No. 119, No. 144, No. 118, No. 105, Consolidation No. 8, No. 142, Judge Stake, Arch Greenless, R. D. Johnson, from Washington; J. H. Wilson, from Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: None.

Boats leaving Williamsport up to 3 p.m. yesterday: No. 126, Chas. Darrow, Gov. L. Lowndes.

Wed. 5/27/96, p. 4. THE CANAL TRADE.
The following boats left this port since the close of yesterday's report:

George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington
W. T. Hassett 114 09
Emma Mertens 115 15
J. H. Mertens 110 01
G. W. Griffin 116 01
A. H. Bradt 113 04
Consolidation Coal Co.
To Winship, Meredith & Co., Washington
Consolidation No. 9 122 14
Consolidation No. 12 118 13
No. 111 115 11
Consolidation No. 11 116 05
No. 124 120 02
Consolidation No. 14 120 04
Chas. F. T. Beale 117 08
Chas. Darrow 118 07
Lutie & Monie 116 04

Summary of Shipments to Date
Boats Tonnage
Boats and tonnage today 14 1,680 00
Previously reported 615 72,299 10
Totals to date 629 73,229 10

Boats arriving at this port since yesterday at 3 p.m.: Consolidation No. 15, Consolidation No. 12, No. 111, Consolidation No. 11, Chas. F. T. Beale, No. 124, Consolidation No. 14, from Washington; Chas. Darrow, Lutie & Monie, from Williamsport.


Boats leaving Williamsport up to 3 p.m. yesterday: None.

Fri. 5/29/96, p. 4. THE CANAL TRADE.
The following boats left this port since the close of yesterday's report:
Consolidation Coal Co.
To Winship, Meredith & Co., Washington
No. 131 114 10
Hugh L. Bond, Jr. 113 10
J. D. Payne 115 01
L. M. Hamilton 117 17
T. A. McAboy 120 19
To Steffey & Findley, Williamsport
Gov. L. Lowndes 116 17
George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington
J. J. Alexander 114 08
R. L. Somerville 116 01

Summary of Shipments to Date
<table>
<thead>
<tr>
<th>Boats</th>
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<tr>
<td>Totals to date</td>
<td>637</td>
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</tbody>
</table>

Boats arriving at this port since yesterday at 3 p.m.: No. 131, Hugh L. Bond, J. D. Payne, L. M. Hamilton, T. A. McAboy, J. J. Alexander, R. L. Somerville, from Washington; Gov. L. Lowndes, from Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: J. C. Poor, Dan'l Linkins, W. C. Read, M. E. Grove.

Boats leaving Williamsport up to 3 p.m. yesterday: None.

News, Fri. 5/29/96, p. 4. Inspecting the Canal. - George L. Nicholson, president, and J. Graham Pearre, paymaster of the Chesapeake and Ohio Canal Company, were in Williamsport Wednesday. They were taking the usual monthly tour of inspection over the line of the canal on board the pay boat Candoc and were paying off the employees enroute. Both President Nicholson and Paymaster Pearre were delighted with the future prospects for the old waterway, and stated that the canal company, as a corporation, was paying very well at present, the business being done over the line now being better than it has been for many years.

 Tue. 6/2/96, p. 4. THE CANAL TRADE.
The following boats left this port since the close of Friday's report:
Consolidation Coal Co.
To Cushwa & Son, Williamsport
Ed E. Reichter 113 07
D. M. Shupp 122 08
To Steffey & Findley, Williamsport
Col. F. T. Goddard 117 19
Green Ridge 120 12
F. S. Mead 118 00
To Winship, Meredith & Co., Washington
John C. Poor 107 12
No. 111 124 02
B. T. Johnson 117 12
T. K. Stuart 120 09
No. 105 120 12
W. T. Coulehan 118 19
No. 138 121 14
No. 126 123 11
C. K. Lord 122 12

Today's Shipments
George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington
H. C. Winship 115 09
Sharpsburg 80 06
W. H. Cooper 113 18
Capt. James Little in the Canal. - Everybody in this section knows Capt. Jas. Little, of Piedmont, and everybody likes him. The captain has friends by the hundreds, but yesterday one of them, a true and tested friend, put the captain in the canal just below the coal wharf. It was done slowly and deliberately, of malice aforethought, and, strange to say, the captain made no protest, but silently, and with dignity, went into the canal. In other words, Mertens' Sons launched a new boat in celebration of the continuance of the canal in its present hands under the recent decision of the court of appeals, and Mr. Will Mertens was permitted to christen the boat. In honor of the oldest coal operator of the region he caused the boat to be named "Capt. James Little," and forthwith the captain was put in the canal.

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

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>W. S. Jacques</td>
<td>118 15</td>
</tr>
<tr>
<td>No. 115</td>
<td>120 19</td>
</tr>
<tr>
<td>No. 117</td>
<td>121 19</td>
</tr>
<tr>
<td>Consolidation No. 3</td>
<td>119 11</td>
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<tr>
<td>H. H. Keedy</td>
<td>119 04</td>
</tr>
<tr>
<td>James Goddard</td>
<td>117 10</td>
</tr>
<tr>
<td>No. 102</td>
<td>117 07</td>
</tr>
<tr>
<td>No. 40</td>
<td>120 11</td>
</tr>
<tr>
<td>No. 43</td>
<td>118 12</td>
</tr>
<tr>
<td>No. 116</td>
<td>119 03</td>
</tr>
<tr>
<td>To Cushwa &amp; Son, Williamsport</td>
<td></td>
</tr>
<tr>
<td>Mary</td>
<td>111 00</td>
</tr>
<tr>
<td>Ed E. Reichter</td>
<td>119 17</td>
</tr>
<tr>
<td>To Steffey &amp; Findley, Williamsport</td>
<td></td>
</tr>
<tr>
<td>Green Ridge</td>
<td>115 05</td>
</tr>
</tbody>
</table>

Boats arriving at this port since yesterday at 3 p.m.: Col. F. T. Goddard, F. S. Mead, A. J. Mondy.


Boats leaving Williamsport up to 3 p.m. yesterday: Col. F. T. Goddard, F. S. Mead, A. J. Mondy.
Tue. 6/23/96, p. 4. THE CANAL TRADE.
The following boats left this port since the close of Monday's report:

George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington
W. T. Hasset 117 05
D. W. Sloan 118 05
Little Walter 115 16
Corr. Lee 112 17
Little Fred 115 13
Icy City 102 18

Consolidation Coal Co.
To Winship, Meredith & Co., Washington
M. J. Adler 118 15
Margie E. Grove 112 10
George S. French 112 03
Consolidation No. 15 117 03
No. 112 121 03
C. K. Lord 121 02
T. A. McAboy 121 07
No. 111 119 08
Consolidation No. 12 119 04
A. H. Dowden 118 11
Chas. F. T. Beale 108 17
To Cushwa & Son, Williamsport
Lutie & Monie 117 15
Ed E. Reichter 108 00
D. M. Shupp 123 08

Summary of Shipments to Date

<table>
<thead>
<tr>
<th>Boats and tonnage today</th>
<th>Boats</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boats arriving at this port since yesterday at 3 p.m.: B. T. Johnson, No. 135, Washington.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Boats leaving Georgetown up to 3 p.m. yesterday: No. 114, No. 122, Ollie V., Consolidation No. 5, No. 113, Anteros, G. W. Griffin, C. Weagley K., Chas. E. K., Jr.

Thu. 6/25/96, p. 4. THE CANAL TRADE.
The following boats left this port since the close of Tuesday's report:

George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington
Victor 110 17
G. L. Nicholson 109 12
Mrs. McComas 113 00
Park Agnew 113 03

Consolidation Coal Co.
To Winship, Meredith & Co., Washington
No. 111 112 02
T. K. Stuart 117 10
No. 108 120 07
Jos. Bryan 119 04
No. 135 117 14
B. T. Johnson 119 16
To Steffey & Findley, Williamsport
Green Ridge 118 05
G. W. McCardell 101 02
Gov. L. Lowndes 118 05
B. S. Randolph 111 19
To Cushwa & Son, Williamsport
No. 126 119 17

Today's Shipments

George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington
Anteros 92 05
Mertensville 117 02
Ollie V. 119 07
C. W. Ridley 115 11
G. W. Griffin 112 00
Hilda Chaney 101 14
W. D. L. Wallbridge 116 02
To Smith Bros., Williamsport
Emma Mertens 111 18

Consolidation Coal Co.
To Winship, Meredith & Co., Washington
No. 115 119 08
W. T. Coulehan 118 03
Consolidation No. 5 106 02
No. 112 118 08
L. M. Hamilton 112 03
John C. Poor 118 01
No. 83 118 01
C. W. Adams 113 04
To Steffy & Findley, Williamsport
A. J. Mondy 112 12

Summary of Shipments to Date
Boats and tonnage today 32 3,702 13
Previously reported 821
Totals to date

Boats arriving at this port since
Tuesday at 3 p.m.: No. 136, John Hanway,
W. H. Cooper, Washington, D. C.

Boats leaving Williamsport up to 3 p.m. Tuesday: A. J. Mondy, Emma Mertens,
F. S. Mead, Col. F. T. Goddard, Charlie &
Nellie, Charles Darrow, J. R. Zimmermann

Boats leaving Georgetown up to 3 p.m. Tuesday: No. 102, Consolidation No. 2,
W. C. Read, W. S. Jacques, Consolidation
No. 3, No. 136, Jas. Goddard, No. 115,
Judge Alvey, No. 133, Geo. A. McIlhenny,
No. 137, No. 149, No. 116, No. 113.

Fri. 6/26/96, p. 4. THE CANAL TRADE.
The following boats left this port since the
close of Tuesday's report:

George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington
John Hanway 116 08
Consolidation Coal Co.
To Winship, Meredith & Co., Washington
Hugh L. Bond, Jr. 117 09
No. 106 114 18
No. 111 118 08
No. 116 121 14
Chas E. K., Jr. 114 15
C. Weagley K. 117 19
James Goddard 116 07
To Steffey & Findley, Williamsport
F. S. Mead 117 15
Charlie & Nellie 115 10
Col. F. T. Goddard 118 15
To Cushwa & Son, Williamsport
W. H. Cooper 116 08

Summary of Shipments to Date

Boats and tonnage today 12 1,105 17
Previously reported 866 107,622 08
Totals to date 928 108,928 15

Boats arriving at this port since
Tuesday at 3 p.m.: None.

Boats leaving Georgetown up to 3 p.m. yesterday: J. P. Payne, No. 136, Judge
Bradley, No. 109, H. H. Keedy, No. 129,
No. 121, Consolidation No. 10, A.

Greenless, Judge Cox, B. B. Winship, J. J.
Alexander.

Boats leaving Williamsport up to 3 p.m. yesterday: Charlie & Nellie, Chas.
Darrow, J. R. Zimmerman.

MT, Mon. 7/6/96, p. 2. DROWNED IN
THE CANAL. - The body of Walter T.
Ford, aged twenty-five, a stonemason,
employed by Joseph Fanning, a contractor,
was found floating in the Chesapeake and
Ohio canal between Twenty-eighth and
Twenty-ninth streets, early Sunday morning
by Charles Cromp, a lock tender. He
secured the body and notified the police of
station No. 7, who took it to the morgue,
after which his father and sister, who live at
2311 L street northwest, were notified.

When the body had been fully
identified as that of Ford Undertaker Gawler
was directed to prepare it for burial.

How Ford met his death will perhaps
never be known. He left his home Saturday
night about 7 o'clock, but said nothing as to
where he was going. It was learned today,
however, that he went down to Georgetown,
where he joined Michael Fanning, a brother
of his employer. The two were together a
good part of the evening and had several
drinks in the Georgetown saloons. They
celebrated a good deal, but about 12:30
Sunday morning Fanning tried to get Ford to
go home, but he refused and the two
separated.

Where Ford went after that is not
known, as no one has been found who saw
him after he left Fanning. It is supposed that
he wandered down toward the canal in
search of other companions and fell in. He
was evidently under the influence of liquor
and unable to save himself. There were no
marks of violence on his person and his
death is therefore thought to be purely
accidental.

The deceased was a single man, but
leaves a father and several brothers and
sisters. The funeral will be held Tuesday afternoon, and the interment will be in Mount Olivet Cemetery.

News, Mon. 7/6/96, p. 3. **Drowned in the Canal.** - Thomas Edward Burns, a fireman on freight engine No. 1234 of the Baltimore and Ohio railroad, whose home is at 1512 Williams street, Baltimore, was drowned about 10:30 a.m., Sunday at Brunswick, while bathing in the Chesapeake and Ohio canal.

Mr. Burns left Baltimore with his engine Saturday at 11 a.m., and while his engine was lying over at Brunswick he, in company with his two brothers, John V. and William T. Burns, and Howard Markey, went in bathing.

John Burns said they were all inexperienced swimmers and that his brother started to go across the canal. When he got some distance from the shore they noticed that he went under the water, but thought he was ducking himself. He came to the surface, made a few motions with his hands and then went under again, never to come up alive.

**AFTER THE SPICE OF LIFE** – Annie Westcott Found Canal Boat Existence Monotonous – During the greater part of her life Annie Westbrook has lived on a canal boat, a weary, hum-drum existence, but the break came last night. As the twilight darkened the yellow waters of the canal, she left the scow and went ashore.

The first saloon she reached having a private entrance, she entered, and seating herself at a table, began ordering straight whiskies, first carefully counting a lot of small change knotted in one end of her handkerchief.

The waiter, who would have brought her a vitriol cocktail if she had ordered it, was kept on the run by Annie. He saw a port-wine-faced woman, stout and frowsy, taking enormous drinks and keeping as silent as a mute.

His surprise was great as he was returning with the tenth whiskey to see the quiet customer endeavoring to climb on the table, a feat she accomplished after breaking the castors and smashing several glasses.

In answer to the waiter’s request that she resume her seat Annie shook out her skirts and aimed a kick at his head, yelling like a mad woman and bringing everybody in the bar around her.

No persuasion could quiet her. She was howling, crazy drunk, and was finally carted to the station-house, where she kept the officers awake all night with her screams.

**A PENITENT WOMAN**

She was penitent and sick as Kendig escorted her to the rail, under the stern gaze of his honor.

“Are you a married woman?” inquired the court.

“I am, sir,” replied Annie.

“Any children?”

“Yes, sir,” she answered, biting her lip.

She asked the judge please to let her go as the canal-boat left this evening, and her husband and children would not be able to account for her absence.

“You ought to be thoroughly ashamed of yourself,” said the judge; “a mother and a wife, debauching herself. You got drunk most deliberately.”

Annie’s taste of city life evidently did not agree with her for she moistened her parched lips with her tongue as if she had taken some unpleasant medicine.

“I am not going to trust you by yourself,” continued the judge. “I am going to send for your husband and let him take you home.”

Later in the day he came and Annie was released.
ES, Wed. 7/8/96, p. 12. FIRST MATE ARRESTED – She Was a Woman and Ran on a Canal Boat – Mrs. Westbrook is captain of the canal boat “John H. Mertens,” and her daughter Annie, who is a full-grown woman, is first mate. Three days ago, the boat reached here from Cumberland with a load of grain and was sent to Alexandria to unload. When the boat was put in the river yesterday and sent to Alexandria, Annie remained in Georgetown, thinking she would spend her time among the boatmen until her mother returned this morning to start on the return trip to the Maryland coal region. She is a general favorite among the families of the boatmen, and any of them would have welcomed her to their cabins and entertained her until the return of the “Mertens.”

Annie had accepted the hospitality of one family and would have remained on the boat last night had she not indulged in several Georgetown “hummers” of beer and then gotten in the hands of E. C. Blake, one of the recently appointed policemen. This explained her presence in Judge Kimball’s court this morning as the leader of the procession.

“You are charged with having used profanity in a house on K street loud enough to be heard on the street.” read the clerk.
“Are you guilty or not guilty?”
“Not guilty, I guess,” was her response.
“She was cursing and swearing so loud that I heard her nearly a block away,” was the policeman’s complaint.
“I don’t think I used bad language,” she said, “because I’m not in the habit of using bad language.”
“When were you in court before?” the judge asked her.
“She belongs on a canal boat,” volunteered Bailiff Kendig. “And the boat will leave here today.”

“Where’s your husband?” the court asked.
“I guess he’s in Georgetown,” was her response.
“Will he come for you?”
“I don’t know.”
“I’ll detain you until later in the day and see if he will come for you.”

ET, Mon. 7/13/96, p. 1. A SAD ACCIDENT - John W. Kane, of this City, Drowned Saturday Afternoon at Georgetown.

Chief of Police Steiner received a telegram from Washington yesterday afternoon stating that John W. Kane had been drowned in the canal and asking what disposition be made of the body.

Captain Steiner at once notified the unfortunate man’s father, Mr. John Kane, a shoemaker, residing on Broadway, who at once wired to the chief of police at Washington to have the remains sent to Winchester, Va.

Mr. and Mrs. Kane and daughter left on the midnight train and met the remains at Harper's Ferry. The interment will be made at Winchester.

The Washington correspondent of today's Baltimore Sun gives the following additional facts:

"John Kane, of Cumberland, Md., employed on the canal boat J. W. Walker, was drowned yesterday afternoon, near the outlet lock. Capt. W. B. Lucas, who controls the boat, saw him a short time before 5 o'clock struggling in the water and threw him a rope, but he could not catch it. Then he stretched a long pole towards him, but he could not grasp it. and after twice rising sank for the last time.

"An hour later the body was recovered by Captain Lucas and John Mulligan and the corpse sent to the morgue, where the coroner gave a certificate of accidental drowning. The deceased is the
son of Jno. Kane, Broadway, Cumberland, Md., and the husband of Mrs. Ida Kane, of Winchester, Va. The remains are held at the morgue until the friends of the deceased can be heard from."

The deceased leaves besides a father, mother, several brothers and sisters, among whom are Frank, Walter & Albert, Mrs. McKnabb and Mrs. Howard Fuller.

Ibid, p. 4. THE CANAL TRADE.
The following boats left this port since the close of Friday's report:

George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington
G. L. Nicholson 113 12
Ollie V. 111 00
Park Agnew 120 12
Consolidation Coal Co.
To Winship, Meredith & Co., Washington
T. A. McAboy 121 10
T. K. Stuart 117 02
No. 16 119 00
Consolidation No. 12 119 04
Jos. Bryan 116 17
No. 113 118 17
No. 135 121 02
Walter F. Grove 114 03
Consolidation No. 3 119 01
Chas. F. T. Beale 119 00
W. I. Stephenson 119 07
To Cushwa & Son, Williamsport
D. M. Shupp 111 19
Sallie Irene 123 02
J. H. Wilson 120 08

Thu. 7/16/96, p. 6. Bicycling on the Tow Path. - Officials of the Chesapeake and Ohio canal are exercising the strictest precaution to prevent bicycling on the tow path, yet, in defiance of a special order which was sent out from canal headquarters sometime ago prohibiting wheelman from traveling on the tow path, there have been many violations by touring bicyclists and those of this vicinity. The prohibitory order was issued in behalf of the safety of the boatmen, who were constantly complaining about the interruption to travel by the great numbers of bicycles, which also, in several cases, were the cause of frightening the mules, and placing the animals' lives in jeopardy by the teams plunging into the canal while scared.

Sat. 7/18/96, p. 4. THE CANAL TRADE.
The following boats left this port since the close of Thursday's report:

George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington
Col. F. T. Goddard 116 15
A. J. Mondy 116 10
Laura P. Agnew 111 06
Fred Weiland 115 13
Consolidation Coal Co.
To Winship, Meredith & Co., Washington
W. H. C. Bayley 118 12
No. 119 108 15
No. 101 121 09
Consolidation No. 8 118 05
James A. Garfield 110 17
Consolidation No. 18 119 11
To Steffey & Findley, Williamsport
G. W. McCardell 121 01
Sallie Irene 121 12
To Cushwa & Son, Williamsport
Mary 118 08
Green Ridge 121 10
Today's Shipments
George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington
Anteros 91 10
W. T. Hassett 117 06
New Alexandria 118 17
A. W. Nicholson 117 19
R. D. Johnson 117 08
Consolidation Coal Co.

Summary of Shipments to Date

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<tr>
<th>Boats and tonnage today</th>
<th>Tonnage</th>
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<td>2,011 14</td>
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<td>1,087 128,289 17</td>
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<tr>
<td>Totals to date</td>
<td>1,101 130,261 11</td>
</tr>
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</table>

Boats arriving at this port since

Tuesday at 3 p.m.: None.


Boats leaving Williamsport up to 3 p.m. yesterday: Ed E. Reichter, F. S. Mead.
To Winship, Meredith & Co., Washington
No. 121 111 18
Consolidation No. 10 120 10
No. 120 120 12
L. M. Hamilton 117 02
Linda 111 18
To Cushwa & Son, Williamsport
Emma Mertens 120 06
No. 126 118 00
D. M. Shupp 127 08
J. H. Wilson 120 09

Summary of Shipments to Date

<table>
<thead>
<tr>
<th>Boats and tonnage today</th>
<th>Boats</th>
<th>Tonnage</th>
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<tbody>
<tr>
<td>Boats and tonnage today</td>
<td>28</td>
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<tr>
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<td>119,737 16</td>
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<tr>
<td>Totals to date</td>
<td>1,176</td>
<td>130,261 11</td>
</tr>
</tbody>
</table>

Boats leaving Georgetown up to 3 p.m. today: Judge Alvey, N. C. Read, Judge Cox, J. Becker, M. F. Grove, No. 112, C. M. Beard, B. R. Mayfield, Ivy City, Little Fred, D. M. Shupp, No. 120, Amelia Moyer.

Boats leaving Williamsport up to 3 p.m. today: J. H. Wilson, D. M. Shupp, Emma Mertens, R. S. Arnold, Ed E. Reichter.

ES, Mon. 7/20/96, p. 12. Going for the Bicyclists – Bicyclists who use the towpath of the Chesapeake and Ohio canal are being proceeded against by the Maryland authorities, at the request of the canal officials, the boatmen claiming that traffic on the waterway is very seriously interfered with. In many cases the mules have been so frightened at the approach of wheels that they have gone into the water, where they were only rescued after much difficulty. Due notice some time ago was given the public to the effect that the towpath was not open to wheelmen.

Tue. 7/21/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

<table>
<thead>
<tr>
<th>Boats and tonnage today</th>
<th>Boats</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boats and tonnage today</td>
<td>11</td>
<td>1,295 07</td>
</tr>
<tr>
<td>Previously reported</td>
<td>1,298</td>
<td>142,620 02</td>
</tr>
</tbody>
</table>

Consolidation Coal Co.
To Winship, Meredith & Co., Washington
Judge W. S. Cox 122 02
W. L. Read 120 07
Geo. S. French 120 19
To Cushwa & Son, Williamsport
Chas. Darrow 119 19

Summary of Shipments to Date

<table>
<thead>
<tr>
<th>Boats and tonnage today</th>
<th>Boats</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boats and tonnage today</td>
<td>7</td>
<td>823 18</td>
</tr>
<tr>
<td>Previously reported</td>
<td>1,123</td>
<td>119,737 16</td>
</tr>
<tr>
<td>Totals to date</td>
<td>130,261 11</td>
<td></td>
</tr>
</tbody>
</table>

Boats leaving Georgetown up to 3 p.m. yesterday: Victor, Park Agnew, H. McIlhenny, G. W. Griffin, Ollie V., W. H. Robinson, Consolidation No. 19, Consolidation No. 1, No. 142, Alice Cable.

Boats leaving Williamsport up to 3 p.m. yesterday: Mary Mertens, B. S. Randolph, No. 120, Mary, Green Ridge.

MT, Tue. 7/21/96, p. 4. The Chesapeake and Ohio Canal officials are about proceed against bicyclists who use the tow-path. The bike and the canal mules don't gee.

Thu. 7/23/96, p. 1. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

<table>
<thead>
<tr>
<th>Boats and tonnage today</th>
<th>Boats</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boats and tonnage today</td>
<td>11</td>
<td>1,295 07</td>
</tr>
<tr>
<td>Previously reported</td>
<td>1,298</td>
<td>142,620 02</td>
</tr>
</tbody>
</table>

Consolidation Coal Co.
To Winship, Meredith & Co., Washington
W. H. Dunkinson 116 16
Consolidation No. 19 122 06
Consolidation No. 18 118 00
No. 112 116 03
To Steffey & Findley, Williamsport
Green Ridge 118 18
To Cushwa & Son, Williamsport
Mary 115 13
Mary Mertens 123 03

Summary of Shipments to Date

Boats leaving Williamsport up to 3 p.m. yesterday: Emma Mertens, No. 126, Ed E. Reichter.

ET, Thu. 7/23/96, p. 1. **BIG BREAK IN THE CANAL.** - Collector T. N. McAboy, of the Chesapeake & Ohio Canal, was notified this morning of a break in the Fourteen-mile level above Big Pool, and about ten miles from Williamsport, Md.

The leak was discovered by General Superintendent Nicholson yesterday afternoon while on his monthly inspection of the waterway. Had the break not been apprehended in time serious damage might have resulted.

A large gang of men were dispatched and at once set at work to repair the bank and towpath.

Traffic will be interfered with for several days along the level, but it is not thought at the office in Georgetown that the damage will be great.

The point is about 112 miles from Washington, and transportation is heavy at this season of the year. Boats returning from here will not be delayed in leaving, but will necessarily be tied up at the level if they reach that point before the repairs are completed.

The coalers coming down the canal will be compelled to wait for three or four days, so that the effects of the break will not be felt here for that length of time.

General Manager Nicholson did not deem the break of sufficient magnitude to require his remaining to oversee the work, which he has left in the hands of Superintendents William T. Hassett and James T. Richards, with a large force of men. He continued his tour of inspection, and will arrive at this end of the big ditch tomorrow.

Ex-Receiver Winship, who is one of the largest stockholders in the canal and the owner of many of the boats, stated this morning that any interference with navigation at this time by reason of a break would be most disastrous.

Large quantities of coal are just now being shipped from the Cumberland fields this way in canal boats and being transferred to schooners for Boston and other New England points. The heavy rains at intervals for the past two weeks, it is thought, have softened the earth and allowed the water to leak through, causing the break. It is possible that traffic may be tied up for a week or even ten days, but he did not think the delay would continue for more than half that time.

WT, Sat. 7/25/96, p. 3. **ALONG THE RIVERFRONT –** Business in shipping circles and along the river front is very quiet. Several of the big vessels that arrived last week laden with lumber, ice, cement and others with a miscellaneous cargo have passed out light for points East and South.

Some of the larger vessels are laying at the Georgetown docks waiting for a load of coal for some of the Eastern ports. There are a number of stevedores and longshoremen lying around waiting for a job but there is little hope of steady work for these men for a month at least. At every wharf, in all the offices of the steamboat companies, the answer as to the state of business is the same – “quiet, very quiet.”

The largest and most important vessel to arrive during the week was the four-masted schooner William C. Tanner of Bath. The Tanner came in Tuesday with a cargo of 18,000 tons of ice from Kennebec for the Independent Ice Company. The schooner was unable to get up to dock until
Thursday and has consequently been delayed in discharging. She will probably be cleared by tomorrow night when she will go to Georgetown for coal for Portland. Capt. Johnson of the Tanner reports an uneventful trip from the Kennebec river.

AG, Mon. 7/27/96, p. 3. There has been a break in the Chesapeake and Ohio Canal at Cherry Run, about 114 miles above Washington, which will detain many boats for two weeks. Among the number is that of Captain Sorrell, loaded with coal consigned to Messrs. W. A. Smoot & Co., in this city.

ES, Mon. 7/27/96, p. 3. AFFAIRS IN GEORGETOWN – Notes – The break in the canal at Big Pool, which made its appearance last Wednesday, quickly widening, so that navigation had to be suspended, has been repaired. Unusual efforts were used to facilitate the work. Late Saturday boats began to once more move over that part of the highway. It was thought at first that fully ten days would be consumed by the repairers.

Tue. 7/28/96, P. 1. THE CANAL TRADE. Boats Crowd the Waterway at Washington - The Break at Big Pool.

The Washington Star says that the officials of the canal consider the break near Williamsport of small import, as far as the canal trade is concerned. It is rather a "godsend." The reasons assigned are numerous, and the inconvenience occasioned is only to the canal men who were unfortunate enough to be in the level on which the break occurred and beyond it.

Owing to adverse winds there has been a scarcity of sail vessels to arrive in Washington, and as a result there are nearly 109 canal boats in the five mile level loaded with coal waiting to unload it. The boats are strung out from the end of the canal clear through the first lock, five miles away. Just as soon as these vessels that are now on their way to Washington reach there the canal boats can begin to unload and release the crowded condition of the level here.

So fast were the loaded canal boats coming in that the officials were getting worried and were unable to determine what was best to do with them under the circumstances. The break in the canal at Big Pool, near Williamsport, prevented a further accumulation of loaded boats and by the time the break in the canal is repaired the crowded condition of the canal will have been considerably remedied.

"The break," said President Winship, "will practically have no effect whatever on the business, only so far as it will be the means of clearing the level before other boats arrive. You see," continued Mr. Winship, "adverse winds, southerly winds and other causes have delayed the sailing vessels that were expected to arrive, and in consequence the boats lying in the canal loaded with coal have been unable to discharge their cargo."

ET, Wed. 7/29/96, p. 8. CANAL BOATS TIED UP. The repairs to the break in the bank of the Chesapeake and Ohio Canal at Big Pool, on the fourteen-mile, near Williamsport, are not yet completed, but, in spite of the delay of through transportation, the jam in the five-mile level at this end of the canal is more serious than it was last Thursday, when the break occurred.

The cry is still for more sailing vessels, but there is no response. A large four-mast schooner, carrying 1,700 tons of coal, cleared yesterday morning for an Eastern port, and only one sailing vessel, the Edwin R. Hunt, of Bath, is now at the Consolidation dock, Georgetown, loading with coal. This is the only vessel north of the Long bridge, and there are in the basin of the canal over 100 boats, each loaded with an average of 117 tons of coal, waiting to be
unloaded into some sailing vessel for a
down East port.

There is no prospect of an immediate change in the present condition of affairs unless it is to increase the number already in the lower basin by a hundred more heavily loaded boats which were in the canal this side of the break, near Williamsport. There are equally as many loaded boats beyond the break, which will come through as soon as the repairs are completed.

Unless there is a steady arrival of sailing vessels here within the next week the glut of coal in the canal will be a very serious one, and will mean a considerable loss to the canal men who have been compelled to wait to get their boats unloaded. There are a number of boats in the level now that have been there for two weeks, and there is no prospect of releasing them for two weeks more.

Thu. 7/30/96, p. 4. THE CANAL TRADE.
The following boats left this port since the close of last Thursday's report:

<table>
<thead>
<tr>
<th>consolidation coal co.</th>
<th>boats</th>
<th>tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>to winship, meredith &amp; co., washington</td>
<td>consolidation no. 1</td>
<td>110</td>
</tr>
<tr>
<td>jos. becker</td>
<td>121</td>
<td>18</td>
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<tr>
<td>w. r. lewis</td>
<td>112</td>
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<tr>
<td>geo. s. reiman</td>
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<tr>
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<td>120</td>
<td>18</td>
</tr>
<tr>
<td>h. h. keedy</td>
<td>116</td>
<td>11</td>
</tr>
<tr>
<td>john k. cowen</td>
<td>114</td>
<td>04</td>
</tr>
<tr>
<td>consolidation no. 22</td>
<td>123</td>
<td>01</td>
</tr>
<tr>
<td>judge mccomas</td>
<td>120</td>
<td>04</td>
</tr>
<tr>
<td>no. 131</td>
<td>118</td>
<td>00</td>
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<tr>
<td>w. a. leetch</td>
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<td>06</td>
</tr>
<tr>
<td>no. 118</td>
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<td>11</td>
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<tr>
<td>j. h. wilson</td>
<td>127</td>
<td>01</td>
</tr>
<tr>
<td>d. m. shupp</td>
<td>125</td>
<td>01</td>
</tr>
<tr>
<td>h. g. read</td>
<td>100</td>
<td>06</td>
</tr>
<tr>
<td>mt. vernon</td>
<td>119</td>
<td>11</td>
</tr>
<tr>
<td>to steffy &amp; findley, williamsport</td>
<td>sallie irene</td>
<td>119</td>
</tr>
<tr>
<td>chas. w. miller</td>
<td>george's creek coal &amp; iron co.</td>
<td>120</td>
</tr>
<tr>
<td>to smith bros., williamsport</td>
<td>j. a. zimmermann</td>
<td>120</td>
</tr>
<tr>
<td>to j. p. agnew &amp; co., washington</td>
<td>h. chaney</td>
<td>118</td>
</tr>
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Summary of Shipments to Date

<table>
<thead>
<tr>
<th>boats</th>
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</tr>
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<tbody>
<tr>
<td>boats and tonnage today</td>
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<tr>
<td>previously reported</td>
<td></td>
</tr>
<tr>
<td>totals to date</td>
<td></td>
</tr>
</tbody>
</table>

ES, Thu. 7/30/96, p. 5. AFFAIRS IN GEORGETOWN – Only 5,065 tons of coal were shipped through the canal last week. This represented about one-thirteenth of the coal mined and shipped last week from Cumberland. The break was responsible for the short cargoes; this week there will be a swoop of boats upon the town. Sixty of the boats caught the other side of the break will come in today and tomorrow.

News, Mon. 8/3/96, p. 2. A survey is being made of the whole line of the Chesapeake and Ohio Canal under the direction of Superintendent Nicholson.

ES, Fri. 8/7/96, p. 12. AFFAIRS IN GEORGETOWN – The filling in of the channel just above the Long bridge has had a bad effect upon the shipping of the port of Georgetown, and driven away considerable trade. The channel has been filled in until the depth is now only twenty feet. For ordinary shipping this is plenty deep enough, but there are occasions when the draught of vessels demands a greater depth. An illustration happened only a few days ago. The schooner William H. Clifford came to Georgetown with a load of 1,800 tons of ice from Kennebec, consigned to the Independent Ice Company. The schooner would have left the port with a cargo of 2,600 tons of coal, but with that load on she drew twenty-two feet of water – too deep to
pass out the harbor. Consequently, she was forced to go to Newport News for a cargo. The depth at the wharves in this port is in most cases much greater than the depth of the channel at this place.

The hot weather has had an effect upon the coal trade, and there is very little coal at this end of the line – much less than for previous seasons at this time of the year. The hot weather has a noticeable effect upon the speed of the canal boats, the mules being unable to make the usual time. While there are a good many boats coming down with a load, there are only a few unloading at present at the wharves.

The schooner Mary E. Morse of Kennebec, Me., arrived at the port this morning with a cargo of 12,000 pounds of ice for the Independent Ice Company. The schooner Charles A. White of Kennebec is now unloading a cargo of 12,000 pounds of ice for the Great Falls Ice Company.

During the week, the following vessels have taken on cargoes: Schooner Daylight of Boston, 1,000 tons of coal; schooner John H. Butrick of Lynn, 950 tons of coal; schooner Cox & Green of Boston, 1,000 tons of coal; schooner John J. Hanson of Boston, 1,000 tons of coal.

Tue. 8/11/96, p. 6. A Mad Dog On a Boat.

A mad dog created consternation among boatmen at Lock 51 on the Chesapeake and Ohio canal yesterday. It first attacked a mule team and the driver. The animal was kicked into the canal by the driver and swam to the shore, and then jumped on the boat and attacked the steersman, who sprang into the water to save himself and swam to the towpath. John Moses, locktender and owner of the dog, procured a gun and killed it.

AG, Tue. 8/11/96, p. 2. Judgments Against the Canal. - The first judgments against the Chesapeake and Ohio Canal Company, under the new law, enacted by the last Maryland Legislature, were filed in the Circuit Court for Washington county, Md., yesterday. The law waives and releases the liens of the State of Maryland upon the corpus of the canal and upon its tolls and revenues in favor of certain creditors, chiefly poor people living along the canal who since 1877 furnished labor, supplies and materials for the company. The Governor appointed State's Attorney Charles A. Little to go into the counties where the claimants live and audit all claims against the canal. The judgments filed yesterday were gotten in Allegany county, and were in favor of William T. Coulehan, obtained in 1891, for $3,600.31; William E. Walsh and Clara T. Walsh, obtained in 1881, for $60, and William E. Walsh, obtained in 1889, for $149.29. Judge Edward Stake ordered the judgments to be filed after they were certified to by the Allegany County court, clerk in the consolidated equity cases, involving all the litigation of the canal now pending in this court. Many persons who hold judgments against the canal cannot force execution, as they are out of date, judgments in Maryland expiring after twelve years if not renewed.

MT, Sun, 8/16/96, p. 3. Cruise of the "Mule Yacht." - The "mule yacht," a house-boat of the canal boat pattern, which now lies in the Chesapeake and Ohio canal, between Jefferson and Thirty-first street, is being refitted and overhauled preparatory to a cruise through the canal to Cumberland.

The "mule yacht" belongs to a party of Philadelphians, and is in charge of Capt. Joseph McGrunder. The party, numbering thirty ladies and gentlemen, will leave next week for Cumberland, and will visit Antietam to attend the erection and dedication of several monuments there before they return.
OUT ON THE RAGING CANAL. SAIL ON THE "MULE YACHT" - Thirty-five jolly Philadelphians, seventeen of whom are young ladies, and all of whom are upper ten society in Quakerdom, under the care of J. M. Justis and wife, will leave Jefferson street and the Chesapeake and Ohio Canal, Georgetown, in a few days on their palatial canal boat, the "Mule Yacht," for a trip to Cumberland.

These young people have fallen in love with this kind of traveling and they never let a summer pass without including in the round of gaieties a canal voyage. Two years ago, when the party first conceived the idea of sailing over the pleasant waters of the Chesapeake and Ohio, Mr. Justis had already led successful canal exploring expeditions upon three successive summers. The trip up this waterway, which he then took, was so enjoyable that nothing would do but the voyage should be repeated this year.

Some difficulty was experienced in getting a suitable boat and finally after a conference with Capt. Joseph Magruder, who carried the party safely through all the adventures and dangers on the previous occasion, it was decided to have a boat built. Cumberland's yards were ransacked for suitable timber and the canal scoured for a fitting model. The "Mule Yacht" was the result of all these preparations and today she rides on the placid waters, a thing of beauty in the eyes of the boatmen.

THE CRAFT

The craft is one of the largest of its kind and is built for comfort rather than speed. The freshly applied paint reflects in an infinite variety of colors the rays of the sun. The name "Mule Yacht" is painted on the stern in an array of dazzling colors, while the pure white hull rising out of the water is pleasing to the eye. The deck is as unobstructed and free from all objects as a ballroom floor, making a delightful promenade. An awning, which can only be described as of a "sky blue pink" protects the amateur boatmen from the midday sun's rays and tempers the heat of the morning. Such is the craft as she is today.

This evening or tomorrow the party are expected, and a grand transformation will take place. Dainty fingers will transform the bare boat into a boudoir. Rattan and camp chairs, rockers and invalid recliners will be placed in the most favorable positions on the large deck, where the cool breezes of the morning may be enjoyed and the pure zephyrs of the evening inhaled. Lolling in hammocks, lounging on the deck, or comfortably reclining on a chair, the young couples idly chat, while the moon beams softly on the water, as it gently taps the sides of the boat. This is pleasure of no common kind, and it is strange that this form of summer pastime has not more followers.

The motive power is a regular mule team, but their trappings and equipment will be bedecked and ornamented with all kinds of regalia, to let the people know and see that the party is not only coming, but is there. The boat proceeds at irregular intervals, according to the moving of the spirit. The party is likely to go anywhere from seven to twenty miles per day, and at other times prone to lie along the shore near a seductive scene for perhaps several days. The little hamlets along the route are subjected to careful exploration for historical and legendary lore. Fishing is indulged in the satiety, while all take a hand in hunting.

GAITHERSBURG. - Special dedicatory services took place Sunday at the recently completed new Baptist mission at Edward's ferry, on the Chesapeake and Ohio Canal. A throng spent the day in the church grove and...
witnessed the dedication. Those officiating were: Dr. James L. Lodge, of this town, who gave the dedicatory sermon in the morning; Dr. Jas. L. R. Milbourne, pastor of Rockville Baptist Church, the evening sermon; revival services at night. The building, now free of debt, is a frame one, well located and cost $500 in cash, besides liberal donations of lot, material and labor. Most interesting circumstances are noted in connection with the establishing of this church. Rev. Messrs. Schorr and Cummings, of Baltimore, agents of the Maryland Bible House, organized a Sunday school in 1883. A vacant carpenter shop for several summers served as a meeting place, but, being turned out, an unused boat on the canal was secured. In May, 1889, the school then being a prosperous one, the boat was carried away by the flood, and the school property entirely destroyed. In this emergency, the mission dedicated Sunday was begun, Franklin Square Church, Baltimore, coming to the rescue with a contribution of $25, enabling the school to secure an outfit and reorganize. The Sunday school numbers more than forty scholars. Mrs. James Elgin, its first superintendent, continues to the present time. The church is connected with the Poolesville circuit, Rev. Lewis Jones now minister in charge. Rev. H. M. Stricker and J. D. Rayfield formerly served the church.

Wed. 8/26/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of Monday's report:

**George's Creek Coal & Iron Co.**

To J. P. Agnew & Co., Washington

<table>
<thead>
<tr>
<th>Boat</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Benj. Vaughan</td>
<td>115 12</td>
</tr>
<tr>
<td>Little Fred</td>
<td>111 17</td>
</tr>
<tr>
<td>Mertensville</td>
<td>119 11</td>
</tr>
<tr>
<td>Arch Greenless</td>
<td>117 16</td>
</tr>
<tr>
<td>J. J. Alexander</td>
<td>116 16</td>
</tr>
<tr>
<td>Mabel</td>
<td>119 00</td>
</tr>
<tr>
<td>Anteros</td>
<td>92 01</td>
</tr>
<tr>
<td>R. L. Somerville</td>
<td>111 03</td>
</tr>
</tbody>
</table>

**Consolidation Coal Co.**

To Winship, Meredith & Co., Washington

<table>
<thead>
<tr>
<th>Boat</th>
<th>Tonnage</th>
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<tr>
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<td>W. A. Smoot</td>
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<tr>
<td>No. 137</td>
<td>112 05</td>
</tr>
<tr>
<td>No. 133</td>
<td>121 00</td>
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<tr>
<td>Judge McComas</td>
<td>122 09</td>
</tr>
<tr>
<td>T. K. Stuart</td>
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<td>Consolidation No. 5</td>
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<td>Judge Bradley</td>
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<td>No. 142</td>
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<td>Major H. D. Whitcomb</td>
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<tr>
<td>No. 101</td>
<td>128 08</td>
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<tr>
<td>Jos. Z. Williams</td>
<td>121 03</td>
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<td>Chas. F. T. Beale</td>
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<tr>
<td>John C. Poor</td>
<td>117 11</td>
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<tr>
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<td>Consolidation No. 17</td>
<td>121 04</td>
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<td>To Steffey &amp; Findlay, Williamsport</td>
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<tr>
<td>Col. F. T. Goddard</td>
<td>119 17</td>
</tr>
<tr>
<td>Charlie &amp; Nellie</td>
<td>120 01</td>
</tr>
<tr>
<td>J. R. Bee</td>
<td>122 19</td>
</tr>
<tr>
<td>A. J. Mondy</td>
<td>121 00</td>
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<tr>
<td>To T. K. Newkirk, Two Locks</td>
<td></td>
</tr>
<tr>
<td>Mary</td>
<td>113 19</td>
</tr>
<tr>
<td>To Cushwa &amp; Son, Williamsport</td>
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<tr>
<td>Lutie &amp; Monie</td>
<td>92 01</td>
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**Summary of Shipments to Date**

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<thead>
<tr>
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Boats leaving Georgetown up to 3 p.m. yesterday: Little Walter, No. 105, J. C. Hewitt, No. 128, Mabel, Anteros, J. H. Lee, No. 139.

Boats leaving Williamsport up to 3 p.m. yesterday: A. J. Mondy, Lutie & Monie.

Fri. 8/28/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of Wednesday's report:

**George's Creek Coal & Iron Co.**

To J. P. Agnew & Co., Washington

<table>
<thead>
<tr>
<th>Boat</th>
<th>Tonnage</th>
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</thead>
<tbody>
<tr>
<td>Little Walter</td>
<td>119 00</td>
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</table>

**Consolidation Coal Co.**

To Winship, Meredith & Co., Washington

<table>
<thead>
<tr>
<th>Boat</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hugh L. Bond</td>
<td>111 03</td>
</tr>
<tr>
<td>L. P. Read</td>
<td>116 16</td>
</tr>
<tr>
<td>To Steffey &amp; Findley, Williamsport</td>
<td></td>
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<tr>
<td>Consolidation No. 12</td>
<td>119 09</td>
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</table>
WT, Sun. 8/30/96, p. 16.  SUNDAY ALONG THE CANAL – It has been a patent fact ever since the sad and lamented fall of our first parents from the state of primeval innocence and happiness that humanity has been divided into four distinct classes – the good, the indifferent good, the bad, and the indifferent bad.  Just why such groups of people exist is a much mooted question which has agitated the minds of Messrs. Homer, Dante, Milton & Co., and caused them to twist their utterances into all inconceivable shapes for the sake of the sound and the meter.  Each reached a conclusion at least satisfactory to himself, and then rested on his labors, asking no more than that his work should be looked upon by us latter-day mortals as immoral.

Yet, in spite of all the explanations offered and the rules laid down by them for the concentration of all mankind into the state where evil worketh not, their hard-hearted fellow-men have been content to read their writings, admire the beauty of the language, and then go along in the same old furrow, regardless of the appeals and exhortations to put the share into new and better fields.

Hence it comes about that the indifferent good, the bad and the indifferent bad are still with us, and a part of us.  In all walks and conditions of life they are to be found, but in some places and under certain conditions and times the contracts between them are brought out the stronger by the existing circumstances.

SUNDAY ON THE CANAL

There is no better way to observe the different actuations of the human heart than to study canal life on a Sunday.  Sunday is the eminently proper time, for then it is that the cares of the workday world are thrown aside to a great degree and humanity basks itself in a world ideal to each individual.  Then, too, the canal is the very spot, for those who “sail the storm-less deep” present human nature to the eye in all its phases and idiosyncrasies.

Washington is a good place to view canal life.  The boats come down from Cumberland, the western terminus; Williamsport, Point of Rocks and other towns; with their cargoes of coal, during the week days, and tie up here on Sunday to await their turn to unload at the coal yards at the mouth of Rock Creek.  That is, a great many of them do, while others, as one of the boatmen remarked philosophically to the writer, think “boatin’s boatin’,” and that Sunday is as good a day to ride the placid waters as any other.

On a recent Sunday, the line of boats extended all the way to Glen Echo.  There were over 125, some gorgeously decorated with the Stars and Stripes and bunting and brilliantly painted, while others displayed not a sign of ornament, and the sides, the decks and the cabins apparently had never been introduced to the paint brush.
and there the weekly washing could be seen hung on a line stretched between one of the end cabins and the center cabins, where the “festive board” of the boatman is spread by the masculine hand of the boatman’s wife.

CHILDREN ARE PLENTIFUL

Tow-headed children of all sizes and ages, with a greater or less amount of clothing, bobbed up everywhere on the towpath, along the edges of the water, where the more timid ventured but a short distance in, and out into the canal where the more venturesome disported themselves in high glee and got rid of a week’s accumulation of dirt.

Small babies were on the decks, encased in soap boxes and sending forth spasmodic yells of delight or anger, or were hitched up in a sort of harness, to which was attaches a strap of leather, the loose end being tied to an iron ring fastened in a plank, to prevent the little ones from rolling off the deck into the water, when the mother was giving her attention to some of the other manifold duties which devolve upon her.

Men were sitting about, idly dangling their bare feet over the edge of the boat, smoking their corn cob pipes or trying to discover, by the aid of their crude knowledge of mathematics, where any profit was to come from when the canal company had been paid $15 for the use of the boat, $16 for the hire of the four mules, the lock men the $4.50 for their necessary services, the three or four hands their wages, the feed man for the hay and the oats for the stock, and grocer for the necessaries of life – canal men know not the taste of luxuries – during the trip down, the long wait of perhaps a week or ten days before their turn to unload, and the trip back, which is generally a moneyless one, for freight is rarely sent to the headwaters of the canal.

Sometimes a boatman is lucky enough to carry back a small cargo of lumber, but as the cases are isolated ones and there are scores of applicants for the handling, the freight bill amounts to almost nothing. Perhaps half a dozen of the men were laboriously perusing the contents of a book, a magazine, or a newspaper, given them by some charitable person.

Those of the women who were not preparing the evening meal were sitting beside several of their numerous flocks of children, soothing them and snatching disconnected sentences from some periodical in their lap. A few of the coarser and masculine type, lolled around like the men and puffed away at a pipeful of tobacco.

The mules were tethered along the bank in groups of four. They contentedly grazed on the rank growth of weeds all about and seemed to ask nothing more than to be left to their own asinine thoughts and proclivities.

SUNDAY AIR OVER ALL

It was a varied scene and yet it seemed to be pervaded by the quiet which elsewhere distinguished Sunday from the other days of the week. And, pray, why shouldn’t there be a similarity? It was a scene where man was the chief figure, and is not man the same in generalities the world over?

A small square, one-storied brick structure, which used to do service in years gone by as a storage house for the cannon balls molded in the old, half-ruined mill in the rear and which stands on the left bank of the canal, about 300 yards west of the Aqueduct bridge, plays an important part in the religious life of the canal children and incidentally the lives of the fathers and the mothers.

Above the door is a small white wooden cross and underneath is a strip of white wood bearing the Scriptural verse, “Come unto me all ye that labor and are heavy laden and I will give you rest.”
Inside the unpapered walls are hung with charts of the Lord’s prayer, quotations from the Scriptures and colored charts like those in vogue in the infant departments of church Sunday schools. A dozen or more plain white chairs were arranged in a circle, and in each one sat a child listening intently to a whole-souled, kindhearted woman, who was telling them the simple tales of the Bible, which children love so well to hear.

The lady, Mrs. S. E. Saffold, of this city, saw the little chance of religious instruction among the canal people, so she conceived the idea of carrying on a missionary work among the children on her own resources. Mrs. Saffold has been laboring at the little mission now for more than six months, and her patience and persistence to the cause have been amply rewarded in the good results which she declares she has witnessed.

Her classes for sewing and general instruction on Tuesday and Thursday afternoons and for religious teachings on Sundays have grown from a first attendance of two to an attendance of frequently forty or fifty children, who have looked anxiously forward to the arrival of the boats at the lower terminus that they might “go see Auntie Saffold.” At first there were a great many obstacles to overcome – the opposition of outsiders, and the many causes which would naturally keep the parents and the children from looking with favor upon the enterprise. But all these drawbacks have been conquered, and the canal people have come to regard Mrs. Saffold and her mission as a part of their religious existence.

THE CANAL MISSIONARY

The work done by Mrs. Saffold is of a practical kind. She teaches the boys and girls how to sew and knit and to take proper care of their clothing, besides giving them instructions in the elementary branches. She distributes religious and other good reading matter among the men and women every Sunday, and encourages the women in every manner she can in their work, which often, owing to the monotony day after day, with not much amusement or recreation to act as a condiment, becomes mere drudgery to many of them.

At the time of the visit to the mission Mrs. Saffold was much perturbed and saddened over the knowledge which had just reached her by a down boat of the drowning of two of her little pupils on the up trip of the boats, in charge of their fathers. Drowning of children is not uncommon, and almost every boat has its sad story of the sudden taking off of one or more of its members in this way. The children go too near the edge in their play, and fall over when no one is looking. Then the boat is stopped and the canal is dredged by the heart-stricken father and his hired hands for the little body, while the poor mother sits on the deck and weeps inconsolably. When the body is recovered, it is frequently buried alongside the bank of the canal. Then the boatmen and his wife return once more to the duties of running the old craft, and endeavoring to eke out a bare living for those remaining to be looked after and reared.

TIES UP WHERE HE IS

When a religiously inclined boatman cannot make the Washington terminus before the Sabbath is upon him or reach his little cottage up among the mountains, which, mayhap, he has secured through hard work and painstaking economy, he ties up the boat wherever he happens to be and awaits the arrival of Monday. He and his family observe the day in the good old-fashioned way of the Pilgrim fathers and are a religious assemblage in themselves.

The, when Monday, dawns, the mules, refreshed by the one day’s rest, are again hitched to the towline, the driver swings and cracks his whip, the mules start along the towpath, and the boat is once more
moving toward its destination. But, as everywhere else in this variegated sphere of ours, the wicked have their inevitable inning. To put it in the language of the boatman quoted above: “In course some of them that says they be Christian folks tie up, but some of the others as boasts of no religious learnin’ keeps right on and cusses at the mules and things the same as on Mondays or Saturdays. About the only difference is that the wimmin folks don’t do any washin’ on that there day.”

So much for the better and the worse elements among the inhabitants of the craft of the canal.

Sunday is the one day to the canal men for recreation and amusement, the one day to break the continuous round of monotony of the other six, and those who hold it not a sin to so use the day, and they who consider it no loss of time to give their mules a much-needed rest for four and twenty hours – in other words, the indifferent good and the indifferent bad spend the day getting out of life what little enjoyment they can in the short space available to them for that purpose. Of course, a sprinkling of the other two classes always go to make up the aggregate number of the pleasure seekers.

HOLD FAMILY PARTIES

Where several boats are in close contact and the people are congenial, the different crews and families often visit one another, the men discussing the prospects for the shipping, the women exchanging their simple ideas of dress, decoration and cookery, and perchance, if there are youths and shy girls aboard, somebody goes “a-courtin’.” The day to these people is a time for the interchanging of ideas and thoughts of mutual interest and vantage.

To another set the old-time art of the Greek muse, Terpsichore, holds over its devotees the same fascination that is seen in the modern ballroom. In this particular instance an old deserted barn near Glen Echo does service as the ballroom, and the great floor is waxed to an astonishing smoothness. The orchestra, composed of the musically inclined boatmen, and there are not a few good musicians among their number, the range of instruments being from a jew’s harp to the time-honored violin and cornet, strike up a lively tune and the dancing begins, such dancing as was in fashion fifty years ago – quadrilles, Virginia reels, and what not calling to mind the laughable dancing scene in “The Old Homestead.”

DANCES AT GLEN ECHO

The men in their stocking-less feet, the women in their best bibs and tuckers, the youths of both sexes rigging out “fit to kill,” all throw themselves into the spirit of the occasion and a merry time they have of it ‘way into the early hours of Monday morning. It is a sight worth seeing. The men courtesy in their awkward, sincere manner, the women bow smilingly in return, the youth blushes when he offers his arm to the maiden for the “rommee all,” while she reddens gorgeously through sympathy.

All the while the fiddler keeps time with head and feet, his bow vigorously grating back and forth on the fiddle strings; the cornetist blows himself red in the face, while the comical old negro, who can tell you innumerable tales of the times indefinitely characterized as “befoh de wah, sah,” picks callous places on the ends of his stubby fingers in his energetic endeavors to get the best music possible out of the old banjo, which, if it could talk, might be able to tell of ante-bellum days, too.

It is a happy-go-easy time for all the participants, and when the dance finally breaks up the whole parcel of them are literally worn out from the night’s exertions. Next day the mules receive the usual cuts of the whip, and perhaps an unusual amount of unparalleled swearing, for the little sleep has
been in no wise conducive to the compatibility of the tempers of the erstwhile revelers.

LODGE MEETINGS ON BOARD

Many of those who do not wish to observe a too quiet day or to attend the dances, as evening comes on gather in groups, according to the various secret and benefit societies to which they belong, and hold impromptu lodge meetings. A great many of the boatmen belong to some one or other of the societies, the most prominent being the order of Masonry, the Knights of Pythias, the order of Red Men and the Golden Eagle. A boatman usually paints on the lamp board at the bow of his boat the shield or other design of his organization, with the name of the chapters to which he belongs and its location.

The moon was shining high in the sky when the artist and the writer started on the return journey. The muddy water of the canal looked not unpleasingly in the silvery light; even the old hulks seemed changed for the better under the “moon’s bewitching spell.” From somewhere among the boats came the sounds of a banjo and a guitar, followed by the deep bass voices of some men and the treble notes of the women.

The words sounded strange, yet familiar, in that spot, but the singers sang with a feeling that came straight from the heart, with that simple melody so pleasing to the ear, only heard among those in the lower walks of life, and this was the song they sang: “Tho’ be it ever so humble, there is no place like home.”

And the artist and the writer departed, thinking to themselves that the people of the canal are not so different from the rest of human kind, after all.


George Brown, a colored boy, formerly employed on the canal boat William Leetch, was arrested this morning by Policeman Aug. brown, for assaulting Sommerfield Cross, the little son of the captain of the boat. The negro broke a flask over the child’s head and knocked him down with a club.¹


George Brown, colored, employed as a canal boat driver, is locked up in the Georgetown station, charged with an assault upon the twelve-year-old son of Capt. Cross, with whom Brown has been recently employed.

Fri. 9/4/96, p. 8. Turned His Mule Out to Die. - Nicholas Long, captain of a canal boat, was arrested yesterday on a charge of cruelty to animals. Long is charged with having turned loose in the streets a dying mule, which was shot by an agent of the humane society.

ES, Fri. 9/4/96, p. 7. AFFAIRS IN GEORGETOWN – Canal Traffic – The season on the canal so far has not quite equaled that of last year, so far as volume of traffic is concerned. Up to September 1 the total amount of coal brought down amounted to a fraction over 209,000 tons, a figure smaller that at the same period last year. This is not an indication of the total amount for the year, and it is expected that before the season closes the total amount will exceed that of last year. The canal will remain open until December 15, and water will not be drawn off until December 25, giving almost four more months of traffic. During that time it is expected that the total tonnage of coal carried over the waterway will amount to 350,000 to 400,000 tons. During the recent hot weather the traffic on the canal was affected, the boatmen being unable to push the mules as fast as ordinarily. At present there are about forty boats lying at this end of the line with

¹ Evening Star, Washington, D. C.
cargoes waiting to be discharged, while about the same number is at Cumberland taking on a load, and a large number plying between the two points.

Tue. 9/8/96, p. 4. THE CANAL TRADE. The following boats left this port since our last report:

George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington
Fred Weiland 117 08
A. W. Nicholson 119 10
Consolidation Coal Co.
To Winship, Meredith & Co., Washington
C. R. White 117 09
No. 101 120 06
Judge W. S. Cox 117 09
Consolidation No. 4 123 07
No. 119 114 02
Judge Bradley 123 17
Consolidation No. 5 115 10
No. 139 122 13
No. 101 121 13
W. I. Stephenson 119 10
To Cushwa & Son, Williamsport
Consolidation No. 18 120 14

Summary of Shipments to Date

<table>
<thead>
<tr>
<th>Boats and tonnage today</th>
<th>Boats</th>
<th>Tonnage</th>
</tr>
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<tbody>
<tr>
<td>Previously reported</td>
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<td>222,681 15</td>
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<td>Totals to date</td>
<td>1,895</td>
<td>223,611 02</td>
</tr>
</tbody>
</table>

Thu. 9/10/96, p. 4. THE CANAL TRADE. The following boats left this port since Tuesday's report:

George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington
J. H. Mertens 120 04
G. W. Griffin 114 16
Morning Star 113 01
C. W. Ridley 114 10
W. T. Hassett 116 10
To C. W. Embrey, Williamsport
Little Walter 114 01
Consolidation Coal Co.
To Winship, Meredith & Co., Washington
Consolidation No. 10 122 10
Chas. B. Bayley 118 09
Consolidation No. 6 116 13
Jos. Z. Williams 120 03
No. 131 120 06
J. K. Cowen 113 09
No. 116 113 19
C. B. Winship 119 00
No. 103 118 00
To Cushwa & Son, Williamsport
F. S. Mead 118 12
G. M. Winship 119 02
Mary Mertens 115 11
To Steffey & Findley, Williamsport
Col. F. T. Goddard 122 19
G. W. McCardell 124 10

Today's Shipments
Consolidation Coal Co.
To Winship, Meredith & Co., Washington
W. A. Leetch 120 03
Maj. H. D. Whitcomb 118 07
Hugh L. Bond, Jr. 113 08
Consolidation No. 17 120 09
C. K. Lord 119 08
No. 113 116 00
J. C. Poor 118 14
Consolidation No. 14 120 03
Chas F. Beale 115 15
Consolidation No. 2 120 01
To U. Darby & Son, Seneca, Md.
Hugh L. Bond, Jr. 101 14
To Cushwa & Son, Williamsport
No. 108 116 01
No. 107 101 07
Lutie & Monie 121 10
W. H. Cooper 120 17
Mary 111 09
Consolidation No. 18 120 14

Summary of Shipments to Date

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<tr>
<th>Boats and tonnage today</th>
<th>Boats</th>
<th>Tonnage</th>
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<tr>
<td>Previously reported</td>
<td>1,898</td>
<td>223,614 02</td>
</tr>
<tr>
<td>Totals to date</td>
<td>1,936</td>
<td>228,087 01</td>
</tr>
</tbody>
</table>

Boats leaving Georgetown up to 3 p.m. Tuesday, No. 128, No. 137, W. D. L. Walbridge, H. Chaney, W. R. Lewis.
Boats leaving Williamsport up to 3 p.m. Tuesday: Lutie & Monie, W. H. Cooper, Chas. Darrow, H. H. L. Read, Gov. Lowndes, No. 130, Jas. Goddard, Green Ridge.

Fri. 9/11/96, p. 4. THE CANAL TRADE. The following boats left this port since Tuesday's report:

George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington
Victor 115 13
A. H. Bradt 118 08
Hilda Chaney 120 01
New Alexandria 119 03
Consolidation Coal Co.
To Winship, Meredith & Co., Washington
W. R. Lewis 115 05
Consolidation No. 11 117 19
No. 115 116 18
James Goddard 120 07
Gov. L. Lowndes 120 07
Consolidation No. 15 121 01
To Cushwa & Son, Williamsport
No. 130 117 06
D. M. Shupp 116 07
Chas Darrow 117 10

Summary of Shipments to Date
Boats Tonnage
Boats and tonnage today 13 1,536 10
Previously reported 1,936 228,087 01
Totals to date 1,949 229,623 11

Boats leaving Georgetown up to 3 p.m. yesterday: M. J. Adler, Jos. Becker, Cora Lee, Amelia Moyer, Park Agnew, No. 121, C. Weagley K, Consolidation No. 21, Chas. E. K., Jr., S. S. Carroll, No. 124.

Boats leaving Williamsport up to 3 p.m. yesterday: J. H. Wilson, Sallie Irene, Ed E. Reichter.

Sat. 9/12/96, p. 4. THE CANAL TRADE. The following boats left this port since yesterday's report:

George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington
John Hanway 116 15
D. W. Sloan 112 12
Anteros 121 03
Arch Greenless 114 07
Green Ridge 118 13
Consolidation Coal Co.
To Winship, Meredith & Co., Washington
No. 117 118 12
T. L. Patterson 116 09
No. 135 119 09
M. E. Grove 118 19
T. K. Stuart 117 19
Consolidation No. 8 116 07
No. 128 119 00
No. 127 114 02
No. 137 120 14
To Steffey & Findley, Williamsport
Sallie Irene 119 12
To Cushwa & Son, Williamsport
J. H. Wilson 121 11
C. E. Ways 118 07
No. 139 117 06

Summary of Shipments to Date
Boats Tonnage
Boats and tonnage today 18 2,133 03
Previously reported 1,949 229,623 11
Totals to date 1,967 231,725 18

Boats leaving Georgetown up to 3 p.m. yesterday:

ES, Sat. 9/12/96, p. 12. SUPPORTS SIX CHILDREN – A Mother Who is the Captain of a Canal Boat – There is at present running into Washington a little woman who has for the past three years been captain of a canal boat, and makes as good time as any of the men. Mrs. Eugene Stephens is captain of canal boat No. 124, running on the Chesapeake and Ohio canal between this city and Cumberland, a distance of 184 miles.

The round trip generally takes about twelve days, and Mrs. Stephens is always on time, doing all the work herself, with the
help of her six children, three boys and three girls. The eldest boy is sixteen, the next thirteen and the youngest boy is ten. The girls are too young to be of much service, but with this crew Mrs. Stephens manages to run her boat without outside help, and brings down her boat loaded to its full capacity of 120 tons of coal. In person Mrs. Stephens is small, weighing less than 100 pounds. When young she must have been good-looking, but care and hard work have left their traces, although it does not appear to have soured her temper, as everyone who knows her has a good word for her, and she is respected by every boatman on the canal. To a representative of The Star she said: “My home is in Shepherdstown, W. Va., and I have been on the canal for five years. For two years, my husband ran this boat, but three years ago, he dropped dead while we were making a trip.

“I didn’t know what to do, as I had six little children, and my husband, although a hard-working man, had not left any money. However, I managed to take the boat through, and acting on the advice of friends I hired help and took my husband’s place. It was a hard tussle, as my children were too small to help me, and hired help is generally unreliable.

“Those were hard times for me, but I could see no other way to provide for my children, so I persevered until they grew large enough to help me, and I could dispense with hired labor.

“Now we run the boat ourselves, and run night and day, too. One of my girls can now take a turn at steering when the boat is light, but of course when loaded that work falls on me and my eldest son, as the other children are not strong enough.

“Yes, it’s a hard life, but then I am raising my family far more comfortably than I could anywhere else, as I could not pay rent and support these six children in any other way.

“Oh, yes, I hope to be able to leave the canal as soon as my children are large enough to find employment elsewhere, but in the meantime, it is the best we can do.”

With all the hard work, Mrs. Stephens’ boat is neat and clean, and her children show a mother’s careful attention.

_Ibid_, p. 16. **USE OF THE TOWPATH** — There was an opinion gaining ground among the local wheelmen that the officials of the Chesapeake and Ohio canal had decided to throw open the use of the towpath to the local cyclists. Upon investigation, this was found to be a delusion. The canal officials have no such idea in view and do not contemplate taking any action in the matter. A Star reporter called upon Mr. G. L. Nicholson, the superintendent of the canal, during the week and had a talk with him about the matter, but that individual expressed no inclination to rescind the order against bicyclists using the towpath. On the contrary, he gave out the impression that the order would be as rigidly enforced as ever.

The suggestion was brought up that the towpath be thrown open to the wheelmen, and that a toll for the use of the towpath should be charged. The superintendent was opposed to this, and stated that he would as soon throw the path open free of charge to the wheelmen as to charge a toll.

“Since I have been superintendent of the canal,” said Mr. Nicholson, “I have refused to issue any permit to ride over the towpath. Only one exception was made to this, and that was at the time the League of American Wheelmen had a relay run from this city to Denver, Col. I at first refused to give a permit, but considerable pressure was brought to bear, and I at last consented and gave a permit for the cyclists to ride only one way, from Williamsport to Cumberland. They had to return by another route. The presence of the bicycles on the towpath

_60_
frightens the mules and causes more or less damage. The mules and canal boats are to our company what passengers are to a railroad train. If through the negligence of the railroad people a passenger is hurt, the company is libeled for damage, and the same is the case with us, and we are obliged to look out for our own interests.”

It is to be regretted that the use of the towpath cannot be secured. While not of an extraordinary smooth character, it has one advantage – it is almost a dead level from Georgetown to Cumberland, and in traversing it a cyclist avoids the hills and mountains that he would otherwise encounter on such a trip. Since the towpath has been closed to riders communication with Leesburg has been practically shut off, as the roads leading to that place are too bad to be ridden. Another thing that would be of advantage would be the run from Angler’s Club House to great Falls, doing away with the necessity of a cycle path. It might be added here that in a good many places up north there is no objection to riding on the towpaths.

Tue. 9/15/96, p. 4. THE CANAL TRADE.
The following boats left this port since Saturday's report:

George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington
R. D. Johnson 115 13
Mrs. McComas 117 08
James Little 112 01
W. D. L. Walbridge 113 12
Ivy City 117 03

Consolidation Coal Co.
To Winship, Meredith & Co., Washington
John Leetch 112 03
W. B. Orme 120 00
No. 129 116 12
No. 102 115 05
No. 136 115 16
No. 140 119 13
H. H. Keedy 119 13
No. 143 117 00
To Steffey & Findley, Williamsport
B. S. Randolph 113 07
Charlie & Nellie 117 13

To Cushwa & Son, Williamsport
W. H. Cooper 115 00
Consolidation No. 18 113 05
Ed E. Reichter 119 13

Today's Shipments.
George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington
C. W. Millar 112 03
Mt. Vernon 118 19
Sallie C. Goddard 116 09
Sharpsburg 106 18
Amelia Moyer 115 14
To Smith Bros., Williamsport
J. R. Zimmerman 120 03

Consolidation Coal Co.
To Steffey & Findley, Williamsport
Col. F. T. Goddard 117 04
To Cushwa & Son, Williamsport
Mary 112 14
No. 126 116 17

To Meredith Winship & Co., Washington
Judge Hagner 116 04
Consolidation No. 21 121 08
W. H. C. Bayley 117 13
No. 110 121 00
G. M. Winship 117 17
No. 122 119 12
S. S. Carroll 113 04
M. J. Adler 110 04
Consolidation No. 20 118 05
No. 116 117 11
Consolidation No. 14 120 12
Jas. H. Lee 116 15
Geo. A. McIlhenny 116 16
W. T. Coulehan 121 03

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<th>Boats and tonnage today</th>
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<td>41</td>
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<td>231,725</td>
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<tr>
<td>Totals to date</td>
<td>2,008</td>
<td>236,533</td>
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ET, Tue. 9/15/96, p. 3. CLAIMS FOR GREAT FALLS DAM. - Chesapeake and Ohio Canal Company to Receive $15,000.

Messrs. John K. Cowen, Joseph Bryan and Hugh L. Bond, surviving trustees of the Chesapeake and Ohio Canal, filed a petition in court at Hagerstown, Md., yesterday, asking that the court sign an order authorizing the trustees to receive $15,000 from the United States. Judge Edward Stake set September 21 for hearing arguments on the petition.

On March 2, 1895, Congress passed an act appropriating $125,000 for the purpose of raising two and a half feet the government dam at Great Falls, in the Potomac River, to increase the water supply for Washington city. The canal company protested against the raising of the dam, claiming it would damage the canal banks and towpath. A committee was appointed consisting of Major H. M. Adams, of the corps of engineers, U. S. A., representing the United States, and George L. Nicholson, general manager of the canal, for the canal company.

This committee decided that the estimated damages would aggregate $15,000. The work of raising the dam is about completed, and the trustees want the authority to receive the money from the United States.

Wed. 9/16/96, p. 4. THE CANAL TRADE. The following boats left this port since yesterday's report:

<table>
<thead>
<tr>
<th>Consolidation Coal Co.</th>
<th>To Meredith Winship &amp; Co., Washington</th>
</tr>
</thead>
<tbody>
<tr>
<td>No. 121</td>
<td>121 02</td>
</tr>
<tr>
<td>Chas. E. K., Jr.</td>
<td>116 01</td>
</tr>
</tbody>
</table>

Jos. Bucker 119 11
Consolidation No. 19 123 03
L. P. Read 118 01
W. H. Dunkinson 122 12
No. 138 117 15
No. 121 116 08
No. 139 111 18
T. A. McAbey 122 18
Daniel Linkins 115 05
F. O. Beckett 118 00
C. Weagley K 113 08
No. 118 118 19
To Cushwa & Son, Williamsport
Lutie & Monie 113 12
Mary Mertens 121 02

George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington
Park Agnew 115 09
Cora Lee 116 09
Benj. Vaughan 115 14
H. C. Winship 116 05
Emma Mertens 117 18

Summary of Shipments to Date

<table>
<thead>
<tr>
<th>Boats and tonnage today</th>
<th>Boats</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>2029</td>
<td>21</td>
<td>2,476 10</td>
</tr>
<tr>
<td>Previously reported</td>
<td>2,008</td>
<td>236,533 09</td>
</tr>
<tr>
<td>Totals to date</td>
<td>2,029</td>
<td>249,019 19</td>
</tr>
</tbody>
</table>

Boats arriving at this port since yesterday at 3 p.m.: Lutie & Monie, T. A. McAbey, J. J. Alexander, W. H. Renshaw, Consolidation No. 19, Judge McComas, C. Weagley K., Chas. E. K., Jr., A. H. Dowden, Mabel, No. 12, F. O. Beckett, Emma Mertens, Daniel Linkins, Mary Mertens.


Boats leaving Williamsport up to 3 p.m. yesterday: No. 107, No. 130, D. M. Shupp, F. S. Mead.

Thu. 9/17/96, p. 4. THE CANAL TRADE.
The following boats left this port since yesterday's report:

Consolidation Coal Co.
To Meredith Winship & Co., Washington
<table>
<thead>
<tr>
<th>Name</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jos. Bryan</td>
<td>117 06</td>
</tr>
<tr>
<td>A. H. Dowden</td>
<td>115 01</td>
</tr>
<tr>
<td>Judge McComas</td>
<td>120 11</td>
</tr>
<tr>
<td>Consolidation No. 7</td>
<td>119 00</td>
</tr>
<tr>
<td>No. 108</td>
<td>120 17</td>
</tr>
<tr>
<td>Geo. S. French</td>
<td>114 05</td>
</tr>
<tr>
<td>No. 111</td>
<td>120 19</td>
</tr>
<tr>
<td>Consolidation No. 1</td>
<td>117 01</td>
</tr>
<tr>
<td>F. S. Mead</td>
<td>116 09</td>
</tr>
<tr>
<td>To Cushwa &amp; Son, Williamsport</td>
<td>123 19</td>
</tr>
<tr>
<td>D. M. Shupp</td>
<td>116 09</td>
</tr>
<tr>
<td>George's Creek Coal &amp; Iron Co.</td>
<td>121 01</td>
</tr>
<tr>
<td>To J. P. Agnew &amp; Co., Washington</td>
<td>119 12</td>
</tr>
<tr>
<td>Mabel</td>
<td>119 12</td>
</tr>
<tr>
<td>J. K. Shaw</td>
<td>119 12</td>
</tr>
<tr>
<td>Libbie</td>
<td>110 19</td>
</tr>
<tr>
<td>To Steffey &amp; Findley, Williamsport</td>
<td>120 07</td>
</tr>
<tr>
<td>G. W. McCardell</td>
<td>126 01</td>
</tr>
<tr>
<td>To Meredith Winship &amp; Co., Washington</td>
<td>116 15</td>
</tr>
<tr>
<td>Consolidation No. 2</td>
<td>116 15</td>
</tr>
<tr>
<td>Consolidation No. 3</td>
<td>112 06</td>
</tr>
<tr>
<td>No. 138</td>
<td>120 12</td>
</tr>
<tr>
<td>J. P. Hewitt</td>
<td>116 10</td>
</tr>
<tr>
<td>No. 128</td>
<td>118 19</td>
</tr>
<tr>
<td>No. 131</td>
<td>107 15</td>
</tr>
<tr>
<td>No. 142</td>
<td>116 11</td>
</tr>
<tr>
<td>To Cushwa &amp; Son, Williamsport</td>
<td>121 11</td>
</tr>
<tr>
<td>J. H. Wilson</td>
<td>120 19</td>
</tr>
<tr>
<td>No. 129</td>
<td>120 19</td>
</tr>
<tr>
<td>C. Darrow</td>
<td>116 01</td>
</tr>
<tr>
<td>To Steffey &amp; Findley, Williamsport</td>
<td>120 07</td>
</tr>
<tr>
<td>Sallie Irene</td>
<td>120 07</td>
</tr>
<tr>
<td>Charlie &amp; Nellie</td>
<td>120 14</td>
</tr>
</tbody>
</table>

**Summary of Shipments to Date**

<table>
<thead>
<tr>
<th>Boats</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boats and tonnage today</td>
<td>18 2,308 16</td>
</tr>
<tr>
<td>Previously reported</td>
<td>2,044 240,788 10</td>
</tr>
<tr>
<td>Totals to date</td>
<td>2,062 242,897 06</td>
</tr>
</tbody>
</table>

Boats arriving at this port since yesterday at 3 p.m.: No. 108, Libbie, D. M. Shupp, G. W. McCardell, Geo. S. French, Consolidation No. 7, No. 111, Consolidation No. 1, F. S. Mead.


Boats leaving Williamsport up to 3 p.m. yesterday: Sallie Irene, Chas. Darrow, G. H. Wilson.

Fri. 9/18/96, p. 4. **THE CANAL TRADE.**

The following boats left this port since yesterday's report:

George's Creek Coal & Iron Co.

- **To J. P. Agnew & Co., Washington**
  - Little Fred 113 13
  - Mertensville 114 06
  - Little Walter 116 17
  - A. G. Johnson 113 16
  - W. T. Hassett 117 11
  - Laura B. Agnew 116 11

Consolidation Coal Co.

- **To Meredith Winship & Co., Washington**
  - Consolidation No. 2 116 15
  - Consolidation No. 3 112 06
  - No. 138 120 12
  - J. P. Hewitt 116 10
  - No. 128 118 19
  - No. 131 107 15
  - No. 142 116 11

Summary of Shipments to Date

<table>
<thead>
<tr>
<th>Boats</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boats and tonnage today</td>
<td>18 2,308 16</td>
</tr>
<tr>
<td>Previously reported</td>
<td>2,044 240,788 10</td>
</tr>
<tr>
<td>Totals to date</td>
<td>2,062 242,897 06</td>
</tr>
</tbody>
</table>


Sat. 9/19/96, p. 4. **THE CANAL TRADE.**

The following boats left this port since yesterday's report:

- **Consolidation Coal Co.**
  - No. 145 117 05
  - G. S. Reiman 118 12
  - E. R. Ladew 117 12
  - W. A. Smoot 120 03
  - N. C. Read 121 11
No. 107 118 11  
Judge Alvey 113 01  
B. R. Mayfield 120 17  
No. 132 120 17  
George's Creek Coal & Iron Co.  
To J. P. Agnew & Co., Washington  
Anteros 91 07  
A. J. Mondy 123 07  
R. L. Somerville 111 15  
Consolidation Coal Co.  
To Cushwa & Son, Williamsport  
Consolidation No. 18 117 09  
To Steffey & Findley, Williamsport  
B. S. Randolph 120 01  
George's Creek Coal & Iron Co.  
To Smith Bros., Williamsport  
J. R. Zimmermann 121 05  

Summary of Shipments to Date  
Boats Tonnage  
Boats and tonnage today 15 1,361 00  
Previously reported 2,062 242,897 00  
Totals to date 2,077 244,261 00  


Boats leaving Georgetown up to 3 p.m. yesterday: Consolidation No. 9, Jas. Z. Williams, Consolidation No. 4, C. R. White, Consolidation No. 10, J. W. Walker, No. 115, Consolidation No. 5, W. I. Stephenson, Jas. Goddard.  

Boats leaving Williamsport up to 3 p.m. yesterday: No. 126, Mary, F., T. Goddard.  

Mon. 9/21/96, p. 4. THE CANAL TRADE.  
The following boats left this port since Saturday's report:  
Consolidation Coal Co.  
To Meredith Winship & Co., Washington  
B. T. Johnson 114 10  
Consolidation No. 12 116 11  
No. 105 122 01  
No. 144 117 00  
Judge W. S. Cox 116 00  
C. W. Adams 115 09  
C. E. Ways 121 00  
J. K. Cowan 108 12  
No. 104 113 00  
No. 141 120 13  
C. K. Lord 119 02  
J. R. McLean 122 01  
Consolidation No. 16 118 19  
No. 112 118 15  
Consolidation No. 6 118 11  
George's Creek Coal & Iron Co.  
To J. P. Agnew & Co., Washington  
G. L. Nicholson 114 18  
Judge Douglas 112 03  
Morning Star 116 00  
Hilda Chaney 116 08  
G. W. Griffin 110 19  
Consolidation Coal Co.  
To Cushwa & Son, Williamsport  
Ed E. Reichter 119 00  
W. H. Cooper 118 13  
Mary 111 08  
Lutie & Monie 112 17  
F. T. Goddard 119 19  

Summary of Shipments to Date  
Boats Tonnage  
Boats and tonnage today 25 1,925 17  
Previously reported 2,077 244,261 00  
Totals to date 2,072 247,196 17  


Boats leaving Williamsport up to 3 p.m. Saturday: Lutie & Monie, Mary Mertens, D. M. Shupp.  

Tue. 9/22/96, p. 4. THE CANAL TRADE.  
The following boats left this port since yesterday's report:  
Consolidation Coal Co.
To Meredith Winship & Co., Washington
Judge Stake 120 11
Geo. Hamilton 114 17
No. 125 115 19
No. 139 120 12
No. 115 120 15
C. B. Winship 116 07
A. L. Miller 118 11
No. 127 112 12

George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington
C. W. Ridley 120 01
Fred Weiland 123 12
A. S. Nicholson 118 16
John H. Mertens 118 15
Kate Fulcher 119 18
J. D. Payne 120 00
Alice Cable 117 17

Consolidation Coal Co.
To Cushwa & Son, Williamsport
D. M. Shupp 117 01
Mary Mertens 122 18
H. H. L. Read 104 07

Summary of Shipments to Date

<table>
<thead>
<tr>
<th>Boats and tonnage today</th>
<th>Boats</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boats and tonnage today</td>
<td>18</td>
<td>2,127 10</td>
</tr>
<tr>
<td>Previously reported</td>
<td>2,072</td>
<td>247,198 17</td>
</tr>
<tr>
<td>Totals to date</td>
<td>2,090</td>
<td>249,221 07</td>
</tr>
</tbody>
</table>

Boats arriving at this port since yesterday at 3 p.m.: H. H. L. Read, A. L. Miller, C. B. Winship, Consolidation No. 10, Judge Bradley.


Boats leaving Williamsport up to 3 p.m. Saturday: Chas. Darrow, J. H. Wilson.

MT, Tue. 9/22/96, p. 4. Traffic of the Chesapeake and Ohio Canal is very heavy now, the amount of coal coming through being something enormous. Dealers and canal men are rushing the coal through as fast as possible, to avoid the early closing of the waterway.

Wed. 9/23/96, p. 4. THE CANAL TRADE.
The following boats left this port since yesterday's report:

Consolidation Coal Co.
To Meredith Winship & Co., Washington
Consolidation No. 10 117 10
Judge Bradley 119 06
No. 106 118 07
No. 114 121 07
J. Z. Williams 113 01
Consolidation No. 9 122 00
No. 103 127 01
O. A. Lynch 121 00
James Goddard 108 05
J. W. Walker 120 02
No. 129 117 08
C. R. White 118 17
No. 101 120 19
Judge Bradley 117 06
C. B. Bayley 108 04
No. 113 114 17

George's Creek Coal & Iron Co.

Consolidation Coal Co.
To Cushwa & Son, Williamsport
Chas. Darrow 115 13
J. H. Wilson 123 10
No. 126 115 16

Summary of Shipments to Date

<table>
<thead>
<tr>
<th>Boats and tonnage today</th>
<th>Boats</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boats and tonnage today</td>
<td>24</td>
<td>2,826 19</td>
</tr>
<tr>
<td>Previously reported</td>
<td>2,090</td>
<td>249,324 07</td>
</tr>
<tr>
<td>Totals to date</td>
<td>2,114</td>
<td>252,151 06</td>
</tr>
</tbody>
</table>

Boats arriving at this port since yesterday at 3 p.m.: A. Greenless, Green Ridge, Ivy City, Chas. Darrow, John H. Wilson, W. I. Stephenson.

Boats leaving Williamsport up to 3 p.m. yesterday: F. S. Mead, G. W. McCordell, No. 130, Ed E. Reichter, J. R. Zimmerman, Sallie Irene.

Thu. 9/24/96, p. 4. THE CANAL TRADE. The following boats left this port since yesterday's report:

George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington
Sallie C. Goddard 112 09
John Hanway 115 06
C. W. Miller 110 07
Sharpsburg 124 07

Consolidation Coal Co.
To Meredith Winship & Co., Washington
W. B. Orme 119 05
James A. Garfield 119 07
No. 137 120 18
H. H. Keady 117 11
T. L. Patterson 116 04
G. M. Winship 118 03
S. S. Carroll 112 12
Consolidation No. 13 118 03
No. 102 116 15
No. 140 123 07
To Steffey & Findley, Williamsport
Charlie Miller 120 01
G. W. McCardell 124 12
To Cushwa & Son, Williamsport
Mary 117 18
No. 180 120 18

Summary of Shipments to Date
Boats Tonnage
Boats and tonnage 18 2,128 07
Previously reported 2,131 254,516 19
Totals to date 2,152 256,645 06

Boats leaving Georgetown up to 3 p.m. yesterday: Anteros, Consolidation No. 21, A. H. Dowden, W. H. C. Bayley, Consolidation No. 20, Geo. S. French, Cora Lee, No. 102, J. K. Shaw, W. T. Coulehan, T. A. McAbey, W. H. Dunkinson, Consolidation No. 10, Geo. A. McIlhenny.

Boats leaving Williamsport up to 3 p.m. yesterday: B. S. Randolph, D. M. Shupp.

Sat. 9/26/96, p. 4. THE CANAL TRADE. The following boats left this port since yesterday's report:

George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington
New Alexandria 117 17
Mt. Vernon 113 18
Benj. Vaughan 114 09
H. C. Winship
Consolidation Coal Co.
To Meredith Winship & Co., Washington
No. 120
116 05
No. 134
116 01
Judge McComas
126 10
Consolidation No. 8
118 16
John C. Poor
110 17
No. 109
119 08
Consolidation No. 18
115 13
No. 143
101 05
No. 124
114 15
To Cushwa & Son, Williamsport
D. M. Shupp
121 15
To Steffey & Findley, Williamsport
B. S. Randolph
122 01

Summary of Shipments to Date
Boats Tonnage
Boats and tonnage  15 1,773 08
Previously reported 2,152 256,645 06
Totals to date 2,167 258,418 14

Mon. 9/28/96, p. 4. THE CANAL TRADE. The following boats left this port since Saturday's report:

George's Creek Coal & Iron Co.
To J. P. Agnew & Co., Washington
W. T. Hassett
120 01
Park Agnew
117 04
Corn Lee
113 16
J. J. Alexander
117 04
J. K. Shaw
115 08
Mrs. McComas
120 04
W. D. L. Walbridge
115 08

Consolidation Coal Co.
To Meredith Winship & Co., Washington
Consolidation No. 21
120 06
Consolidation No. 17
123 15
No. 130
123 05
No. 128
112 03
A. H. Dowden
121 03
T. K. Stuart
115 17
M. J. Adler
120 00
Geo. S. French
113 11

J. H. Lee
117 16
Consolidation No. 4
121 16
To Cushwa & Son, Williamsport
J. H. Wilson
121 12
Mary Mertens
121 00
H. H. L. Read
97 04
Consolidation No. 18
120 02
Lutie & Monie
113 00

Summary of Shipments to Date
Boats Tonnage
Boats and tonnage  22 2,594 06
Previously reported 2,167 258,418 06
Totals to date 2,189 262,013 00


Boats leaving Williamsport up to 3 p.m. yesterday: H. H. L. Read, Mary Mertens, Chas. Darrow.

ET, Wed. 9/30/96, p. 2. There were few vessels at the navy yard wharf, and no great damage was done to them. The Ella Treadwell was driven ashore and several small boats and yachts were overturned. A large canal boat loaded with coal was sunk in the channel just off the navy yard, but the captain and family escaped to the shore, with their mules and animals.

IN THE SOUTHWEST
The southeastern part of the city shared in last night's awful destruction of property. It caught the full force of the gale, and the streets today present tangible evidences of the power of the elements. There were no fatalities and scarcely any injuries, but there were many victims of freight and fear.

There were few vessels at the navy yard wharf, and no great damage was done them. The Ella Treadwell was driven ashore and several small boats and yachts were overturned. A large canal boat loaded with coal was sunk in the channel just off the
ES, Sat. 10/3/96, p. 8. **ON THE UPPER POTOMAC** – A special from Frederick, Md., dated the 2nd, to the Baltimore Sun, says: From 12 o’clock Wednesday night up to 10 o’clock Thursday morning the Potomac river at Point of Rocks, Frederick county, rose twenty-nine feet. The freshet has inundated miles of country along the Baltimore and Ohio railroad, doing great damage to property between harper’s Ferry and Boyd’s station along the Metropolitan branch.

For many miles the river and canal are one vast body of mad, rushing water. The freshet is carrying down thousands of shocks of corn, portions of dwellings, stabling, buggies, light wagons, canal boats, trees, chicken coops, lumber, fencing and everything of a moveable nature that came in contact with the rising flood.

Twenty-five houses in the Point of Rocks neighborhood were entirely surrounded and the first floors were covered with from two to three feet of water. Several small houses at the Point were moored with ropes to trees to keep them from floating off.

The county road leading from the high bridge was covered with five feet of water, and people going or coming from Leesburg, Va., were ferried for nearly half a mile.

WT, Sun. 10/11/96, p. 4. **City Brevities**

The coal boat Waters, which sank off the Navy Yard during the recent storm with 121 tons of coal on board, has been raised and is now on its way to Cumberland, Md.

MT, Mon. 10/12/96, p. 4. The coal traffic on the Chesapeake and Ohio canal is very heavy at this season of the year, the boatmen trying to get as much coal through to tidewater as possible before the cold weather closes up the canal.

WT, Fri. 10/16/96, p. 4. **City Brevities**

Bell divers are working night and day trying to raise the sunken coal boat C. A. Adams, which is lying off the wharf of the Washington Gas Light Company, at the foot of Twelfth street southeast.

ET, Sat. 10/24/96, p. 3. **SAVING THE POTOMAC BASS - CANAL MANAGERS GIVE AID.** - Active steps are being taken by the Game and Fish Protective Association, which has a large membership in this city and the adjoining counties of Maryland and Virginia, to preserve the bass in the Potomac River. The executive committee is working out a plan which the members claim will result in the saving of more than a million bass to that stream every year.

The Chesapeake and Ohio Canal, which runs parallel with the river, is drained during the first part of each December. When the water is drawn off there are many deep and shallow pools left. In these pockets the young black bass, large and small, take refuge until the canal is again flooded. In the past it has been the custom to allow all comers to fish these pools with line, scoop-net or small seine, and the fish have been captured by the wholesale. The association has arranged, it is said, to prevent this indiscriminate destruction of the future.

For more than a week Deputy Game Warden George W. Massamore has been along the river and canal arranging the plan. The fishing clubs and individual anglers of this city have expressed their determination to cooperate with him, as have many of the farmers whose places adjoin both streams.

**ORDERS GIVEN TO LOCK TENDERS.**
Col. G. L. Nicholson, superintendent of the Chesapeake and Ohio Canal, has volunteered to assist in the praiseworthy work. As a preliminary move, he has issued to all lock tenders and other employees of the canal company, an order, instructing them to prohibit the fishing of the canal by any persons except those in the employ of the Game and Fish Protective Association, who will carefully capture the bass in the pools in the canal bed and deposit them in the river, where they can multiply without danger from the pot fishers, who formerly took them in great numbers to supply the Washington market.

As soon as the water is drawn off operations will be commenced. They will at first extend from Little Falls to Hancock, Washington county, Md. The bass will be caught in dip nets and seines. A seine about thirty feet in length and five feet deep will be drawn through the shallow pools, and a seine fully 100 feet in length in the larger and deeper holes. Three men will be assigned to each small seine and six to the big ones.

The fishermen will have to work quickly, as it is estimated that they will have to haul seine in pools extending over sixty miles of canal, which will require at least fifteen days. As fast as the bass, big and little, are caught they will be at once thrown into the Potomac.

WILL MAKE THE BEST BASS STREAM.

The pools will also be found to contain myriads of catfish, eels, sunfish, carp and suckers. The pick of these will be sold to help pay the expenses attending the seine-hauling. Orders have been issued to destroy the smaller carp, as that species is said to be destructive to other fishes.

The latter-day Isaak Waltons are enthusiastic over this project. They claim that by faithfully carrying out the proposed program for several years the Potomac will become the best bass stream in the United States. Through the efforts of the game-protecting organizations, the Virginia and Maryland legislatures have passed excellent laws to protect fish in the river from other than sportsmanlike methods of taking them. Efforts will be made to have the West Virginia legislature pass a similar law this fall.

In the past seasons, when the fish were caught in the pools left at the draining of the canal, the poorer varieties were sold to the farmers, while the bass were usually picked out and sent to this city.

The season for catching bass in Maryland and West Virginia is from June 1 to April 15.

It is said the first bass placed in the canal were carried in a bucket by Conductor Dukehart, of the Baltimore and Ohio Railroad, who is deceased, and deposited them in the stream at a point near Harper's Ferry.

ET, Mon. 11/2/96, p. 8. **Police Court**

“I wanted a friend of mine to go somewhere with me and she wouldn’t, so I jes’ cussed her,” was the defense Mary Reed made before his honor in answer to the charge of profanity preferred against her, the offense having been committed on Thirty-third street Saturday night.

“Do you consider that sufficient provocation for breaking the third commandment and violating the law?” inquired his honor.

“No, sir, Mister Jedge: but I was awful mad,” pleaded Marty, who carried in her arms an eighteen-months-old babe, and both were weeping profusely.

“You work on a canal boat, don’t you?” put in Prosecutor Pugh. Mary said she did.

“Oh, well then, Judge, it’s impossible for anyone to work on a canal boat who doesn’t swear. I would recommend that you take her bonds.”
“I can’t send that little child to the workhouse,” responded the court in a tone of pity, “so I’ll let you go this time.”

Mary was making promises and good resolutions as she passed Doorman Flynn, going out of the court.

MT, Fri. 11/13/96, p. 5. ROCKVILLE.

Albert Young, a boatman, was drowned in the Chesapeake and Ohio canal a day or two since at Seneca lock. While entering the lock Young was standing near the edge of his boat, which gave a sudden lurch and threw him overboard.

Young was twenty-three years of age, and resided at Point of Rocks. He was well known here as well as in Gaithersburg, where he recently married Miss Ella Taylor.


Two canal boat sailors called upon Justice Lewis I. O’Neal yesterday and requested him to attach the craft Marcus, now lying at Georgetown, because the captain owed them $2 each for wages.

The justice informed them that he could not seize the canal boat, and the men, after leaving his office, threatened to either scuttle the vessel or else go outside of the District lines, play pirates and capture her as security for the wages due them.


The season on the Chesapeake and Ohio canal will close by the 15th of next month, or possibly sooner, the weather determining this fact. During the working season Superintendent Nicholson, whose office is on 31st street below M, has steadfastly refused to permit wheelmen to use the path, claiming that the presence of the wheels frightens the mules and causes them to do more or less damage, for which the canal company was directly responsible to the boatmen. In fact, through the aid of the Maryland authorities there have been laws passed making it an offense to ride on the towpath, as more than one local wheelman has found out to his sorrow. Now that the season will shortly close the chief objection to cyclists using the towpath will be removed. It is suggested to those wheelmen who desire to use the towpath for a trip during the coming winter months that the superintendent would most likely issue a permit to ride on the path. A permit is absolutely essential, and like a passport in a foreign country is apt to prevent the holder from many petty inconveniences. The canal will remain closed until March, at any rate, and though this season of the year is not the most favorable for bicycle riding, it is the only season when there is any possibility of using a towpath for a cycle path.

AG, Mon. 11/30/96, p. 1. SAVING THE BASS.- The New York Sun contained the following from the Shepherdstown, W. Va.: "The game and fish protective associations of Maryland and West Virginia have made plans for restocking the Potomac with bass. About December 1 of each year the water is drawn from the Chesapeake and Ohio canal, and in most of the levels pools are left. In these pools great numbers of bass, carp and catfish take refuge, and the pot hunters have things their own way. With small seines, they can get almost every fish in the canal, and they lose no time in bagging everything in sight. If the cold weather comes too suddenly they kill the fish through the ice. This wholesale destruction will not be permitted hereafter. Dr. George W. Massamore, deputy game warden for Maryland, has enlisted the assistance of the various fishing clubs along the river and of the resident sportsmen to save the bass. A valuable ally has been secured in Col. G. L. Nicholson, superintendent of the canal, who has issued
orders to lock tenders and other employees, instructing them to prohibit any person from fishing in the canal except the employees of the Game and Fish Protective Association, who will secure the bass in the pools and deposit them in the river to increase and multiply. The section of the canal that will be fished as soon as the water is drawn off extends from Little Falls, just above Washington, to Hancock, a distance of about 100 miles. Hand seines will be used, and the work will be done thoroughly. The bass of all sizes will at once be placed in the river. The catfish, carp and other fish of good size will be sold.

Special war will be made on the carp, which have proved to be very destructive to other fish. The carp have a decided preference for spawn, and this fondness is having a serious effect on the quantity of bass and other game fish in the Potomac.

ES, Tue. 12/1/96, p. 6. AFFAIRS IN GEORGETOWN – Protecting the Mules – The regular winter crusade against the canal boatmen at this end of the line was commenced yesterday by Humane Officer Rabbitt. Every year about this time the boatmen, just as the season closes on the canal, leave the mules out on the towpath all day and night. The officers of the Humane Society insist that this is cruelty, and endeavor to force the boatmen to keep the mules overnight in the small stables on the boats. Six captains were arrested last evening on this account, but they were subsequently released on collateral. They gave their names as George Hite, William Anderson, William Patten, Lafayette Dick, Jacob Johnson, O. G. Hammond and Daniel Sailor.

ET, Tue. 12/8/96, p. 3. ANGLERS MAY REVEL THEN – Potomac to be Made a Great Bass Stream – From the Baltimore Sun – Dr. George W. Massamore, of the Maryland Game and Fish Protective Association, has arranged to seine the Chesapeake and Ohio Canal, in order to transfer all the black bass in the canal to the Potomac River, a scheme which he has been following up since last spring. All the German carp caught in the canal will be destroyed, as they are considered a nuisance, being of no account as food fish, and a destroyer of other fish and their spawn.

Last week Dr. Massamore went to Washington to perfect the arrangements. He first visited Col. G. L. Nicholson, at Georgetown, general superintendent of the Chesapeake and Ohio Canal, who assured him that he was willing to lend assistance to the scheme. He gave to Dr. Massamore, as the representative of the Maryland Game and Fish Protective Association, permission to seize the canal, the work to be done in sections.

STOCK THE POTOMAC
“Our object,” said Dr. Massamore last night, “is to make the Potomac one of the greatest bass streams in the country. The bass in the Potomac will be protected by laws already passed by the legislators of Maryland and Virginia, and the laws to be passed next year by the West Virginia legislature. These laws provide that bass cannot be taken except by hook and line. Having obtained permission of Colonel Nicholson, I went to Washington, and saw United States Fish Commissioner J. J. Brice. Members of the Blue Ridge and the Woodmont Clubs were with me.

“Mr. Brice entered heartily into the spirit of the scheme and commended the enterprise. He said he would assist us by furnishing men and material to do the work. We will, of course, attend to the transportation of the nets, and will take care of the men while they are at work. Every year the water in the canal is allowed to run out, except what is left in the holes or pools,
and people living along the canal used to seine out thousands of bass.

“The water will be drawn from the canal this month, and then our work will begin. We will divide the canal into four sections, and take out all the bass in the holes, and transfer them, in baskets, to the Potomac. It is probable that we may repeat this year after year.

AN ANGLER’S PARADISE

“The Potomac is adapted to bass, and we want to make it an angler’s paradise. There are accommodations all along the river. Boatmen will be on hand to wait on the fishermen. All the expense of the work will be borne by the fishing clubs and our association. The work can be done in one week at a cost of about $1,000.

“We will clean out the canal from a point just above Hancock down to Little Falls, just above Washington. Thus, in a few days we can put bass into the Potomac that it would require years to propagate. The nets we will use can catch fish from three inches to twenty-two inches in length. We will be amply repaid for our work. Anglers all over the State are interested in the enterprise, and are willing to lend a helping hand.”

Dr. Massamore is a representative sportsman. He is experienced and expert as an angler, is an excellent shot, and a hearty and vigorous champion of any method which seeks to protect fish or game, and increase the supply. The idea of seining the canal and saving the quantities of bass, which would otherwise be killed, originated with Dr. Massamore, and he placed himself in correspondence with Dr. Walter S. Harban, of the Blue Ridge Rod and Gun Club.

CANAL FULL OF BASS

There was some correspondence upon the subject, and it became evident that there would have to be co-operation among the Maryland and District anglers, in order to meet the expense of the proposed undertaking.

The canal is full of bass. It is fed from the Potomac, and when the water is let in, the bass come in with it, and remain between the narrow banks until the water is withdrawn in winter. Heretofore the fish thus left in the mud and pools that remain after the water is taken out of the canal have either been smothered in the slime or frozen when cold weather came.

Some idea of the scope of the operations to be undertaken may be gained from the fact that the canal is 186 miles long, and will be seined at the points where the water collects in the pools and small lakes, from Cumberland to Georgetown.

Asked whether he thought that the carp could be gotten out of the Potomac, Dr. Massamore said: “There are professional carp catchers, who are familiar with the habits of the carp, and who know where to locate them. They have cleaned out some of the streams in New Jersey. These fish move in schools, and can be easily gobbled up by professional carp catchers. We might possibly consider the matter later, but it seems rather remote.”

News, Fri. 12/11/96, p. 3. CANAL SUPERINTENDENT NICHOLSON.

Dr. Massamore during his visit yesterday also saw Col. G. L. Nicholson, the efficient superintendent of the Chesapeake and Ohio Canal, who immediately promised to cooperate in the work in every way possible. Col. Nicholson will give the necessary permits for the seining of the various pools and when the water is drawn off the canal he will have it drawn off slowly, so that none of the fish in it will leave. Some idea of the scope of the operations to be undertaken may be gained from the fact that the canal is 185 miles long and will be seined at the points where the water collects in the pools and small lakes.
from Cumberland to Georgetown. Cr. Massamore returned to Baltimore this morning, and in a few days all the plans will be completed for the prosecution of the work described. There will be some funds necessary for the prosecution of the work and it is believed that the fishermen who are devoted to bass fishing will subscribe the small sum necessary and a subscription paper will be circulated in Washington and in Baltimore in a few days.

MT, Mon. 12/14/96, p. 2. **STOLE MONEY AND A RING.** - James Shaw, an employee of the Chesapeake and Ohio Canal, had a gold ring and $25 in money stolen from him at the company's house, on the Canal road.

The theft was traced to Jerome Shipman, another employee of the company, who disappeared at the time, and has been in hiding since. Last night Mounted Policeman Bradley found him concealed in a house on the Conduit road, and locked him up in the Seventh precinct station.

The case will be brought up in the police court today.

ET, Mon. 12/14/96, p. 4. **STOLE HIS SAVINGS.** - Jerome Shipman, who is employed by the Chesapeake and Ohio Canal Company, was brought before Judge Miller today by Policemen Bradley and Settright, charged with stealing $25.63, a gold ring and pocketbook from James H. Shaw, a fellow-worker on the canal. Shaw had saved the money to keep him during the winter, when his job of work was finished, and he is out of employment.

Shipman, who knew this, entered Shaw's room and stole the money. The owner came in and found him there, when Shaw pretended he had an attack of cramps. Shaw applied restoratives, and when he missed his "rainy day" fund, Shipman had fled to Maryland. He returned and was arrested last night while hiding in a little house, near the receiving reservoir.

Judge Miller fined him $20 or sixty days, and ordered the prisoner to repay Shaw the money he had stolen.

ES, Wed. 12/16/96, p. 6. **AFFAIRS IN GEORGETOWN – Season for Shipping**

The season for shipping on the canal and river has about stopped. The last load of coal from this port will be shipped in a day or two. A three-masted schooner is lying at the wharf, taking on a cargo of 1,000 tons of coal for Boston, and as soon as this is completed the shipping on the river front will be over for the year. On the canal the season will close in a few days. The year has been prosperous, and the weather remained open long enough to keep the traffic up to this date. The break in the canal the early part of the present month at Brick House level [M.P. 147] has been repaired, and shipments of coal are now coming down. When the boats reach the city, they will tie up for the season.

AG, Wed. 12/16/96, p. 2. **Saving the Bass.** - The experiment of saving bass fish in the Chesapeake and Ohio Canal will shortly be made. Mr. G. L. Nicholson, manager of the canal, lately wrote a letter to Dr. George W. Massamore, assistant state game warden and secretary of the Maryland Game and Fish Protective Association, advising him that the water would possibly be drawn from the canal between December 19 and 21. Mr. Nicholson added that he had issued preemptory orders that no persons other than those carrying orders from Dr. Massamore should be allowed to fish any parts of the canal when the water is drawn off. The canal where the Protective Association proposes to operate by taking bass from the canal and transferring them to the river extends from Hancock, Md., to a point near Washington, a distance of about 168 miles.
United States Fish Commissioner J. J. Brice will send four experts from his department to superintend the work. These men will be clad with rubber clothes and armed with seines. Each of the four men will have a divisional part of the canal to direct.

*News,* Thu. 12/17/96, p. 3. **Held Up.**

Frank Ingram, living near Sandy Hook, Washington county, says he was held up by strangers while making his way home from Mountain Lock, along the Chesapeake and Ohio canal, Saturday night, and robbed of $65.

*AG,* Mon. 12/21/96, p. 3. Mr. George W. Massamore, secretary and treasurer of the Maryland Game and Fish Protective Association, will start tomorrow for Harper's ferry, from which point he will superintend the transfer of bass from the Chesapeake and Ohio Canal into the Potomac river. The water will begin to be drawn from the canal today by a slow process, so as to leave the fish in the pools.

*ET,* Thu. 12/24/96, p. 3. **POTOMAC TO GET MORE BASS.** - Seining of Chesapeake and Ohio Canal Begins Today. - Plans are being perfected which will be soon carried into execution for seining the Chesapeake and Ohio Canal and removing the bass and transferring them to the Potomac. Col. W. G. Nicholson, the superintendent of the canal, will have charge of the work, which will probably begin today.

The seining operation will be conducted in four divisions. The first, from Little Falls to Harper's Ferry, will be under the direction of Mr. Leighton R. Harron, of the United States Fish Commission; the second, from Harper's Ferry to Williamsport, will be in charge of Dr. Walter S. Harban, of this city, member of the Blue Ridge Fishing Club. Dr. Harban will be assisted by Col. William H. Love and Mr. C. S. Schermerhorn of Baltimore.

Division No. 3, from Williamsport to Hancock, will be superintended by Mr. J. Scott Bowers, of Hagerstown, and that portion of the canal from Hancock to Cumberland, will be looked after by Mr. James M. Green, of this city, who is also a member of the Woodmont Fishing Club.

The feeders which connect the canal and the river have been closed up, and the water is slowly leaking out. A sharp lookout will be kept up all along the line, to see that none except the duly authorized seining parties molest the fish, and a corps of assistants will be stationed at various points upon the waterway. Instructions have been issued by Col. Nicholson to separate the bass from the carp, and to kill the latter.

Hereafter it is proposed that the bass in the Potomac shall be better protected. The legislatures of both Maryland and Virginia have passed laws expressly forbidding the use of the trap or outline in catching bass, and providing that no bass shall be taken from the water save by hook and line. The spawning season, between May 15 and June 15, inclusive, is stipulated as a time when they shall not be molested in any manner.

However, to assure protection to Potomac bass, it is also necessary that the fishing laws of the State of West Virginia should conform to those of the two other States which border on the river. The fishing clubs who are interested in seining of the canal have also taken steps to secure the passage of a proper bill by the West Virginia legislature, which meets on the 13th of next month. Congress will also be asked to pass a law embodying the same provisions, which shall apply to the Potomac from the point where it reaches the District line at Little Falls to the lighthouse point below Alexandria.
Several Congressmen who are followers of Isaak Walton and adept with the rod and line have already interested themselves in the scheme, and will urge the passage of a law for the proper protection of the bass.

_Bass Seining Postponed._ - The seining of the Chesapeake and Ohio Canal by the Maryland Game and Fish Protective Association for the purpose of turning the bass into the Potomac river has been postponed until more moderate weather allows the work to be prosecuted without the obstruction of the constant freezing of the water.

Seines, long boots and other necessary articles have been shipped to points along the canal and everything is in readiness to begin with eight or ten squads of men at a few hours' notice by wire from Dr. G. W. Massamore, secretary of the association.