

COMPILATION OF  
CANAL TRADE ARTICLES FROM THE  
*DAILY NATIONAL REPUBLICAN*  
A WASHINGTON D. C. NEWSPAPER  
1870, 1871 & 1872

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## A. PREFACE

This compilation of newspaper articles about the C. & O. Canal is one of a series. In 1870, the *DAILY NATIONAL REPUBLICAN* was published daily by W. J. Murtagh, in Washington, D.C. The microfilm boxes indicated that the contents went from Jan. 1, 1870 through Dec. 31, 1871 which is true as regards the first and last edition. However, every edition between those two dates was not found, and every edition found did not contain articles about the C. & O. Canal.

This compilation follows the format of the other compilations; specifically, the articles are transcribed in a two-column format as in the newspaper.

The reader will notice the occasional article about the Georgetown waterfront. There is an interest to document the location of Georgetown coal wharves where Cumberland coal was delivered. The reader will also notice the occasional article about flour mills, corn mills or coal dealers. These businesses were provided with products brought by canal boats and thus their location and capacity may also be of interest to Georgetown researchers.

Please remember that this newspaper was published in Washington, D. C. and thus references to: "The Canal," usually refer to the Washington Canal, vice the Chesapeake and Ohio Canal.

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

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Fri. 1/14/70, p. 4. **LOCAL NOTICES.** J. T. Lacey, corner of Canal and Twelfth streets, is selling a cargo of 400 tons of coal below market prices for cash; also, wood at reduced rates. Try him.

Mon. 2/14/70, p. 1. **The Consolidation of Maryland Coal Companies.** - This interesting subject, says the *Cumberland Civilian*, occupies much of the public attention at present, and while many are fearful of evil results, others prophecy much good to result therefrom to all the Cumberland region. The friends of the project argue that the consolidation will enable coal dealers to do away with a shoal of officers in New York, and the numerous "middle men" who eat up all the profits, whereby a general office can be established there, and coal put into market at greatly reduced rates. This cheapening of coal, they argue, must increase the demand, in consequence of which more men must be employed and more coal shipped. They argue further that the necessities of the trade will demand additional outlets, and the consolidation of the companies under one general head will enable them to work to such an advantage as could never be done while they were constantly underselling each other, and outsiders reaping whatever there was of profits in the business. This, they think, argues the *Civilian*, will enable them to guarantee the completion of the Western Maryland railroad to Cumberland, thus furnishing a third outlet for the trade. The amount required to accomplish this object would not be a heavy item to the combined capital of these companies, and they would not hesitate in the matter.

Tue. 3/15/70, p. 1. **Alexandria and Vicinity.**

The repairs to the aqueduct at Catoctin will, it is said, be completed by the 24th instant, and navigation on the Cumberland and Ohio canal be resumed on or about the 1st proximo.

Fri. 3/25/70, p. 4. **The Chesapeake and Ohio Canal.** - Messrs. W. W. Corcoran, J. G. Berrett

and a number of the stockholders and directors of the Chesapeake and Ohio canal were at Annapolis on Wednesday, and had an interview with the Committee of Ways and Means of the House of Delegates of Maryland, to which all questions connected with the canal have been referred. The interview was of the nature of a general conference, with suggestions for the consideration of the committee. The recommendations of the Governor in his recent message, in regard to the management of the canal, were approved by the bondholders, whose interests are identified with those of the State. The committee have the subject under consideration.

Mon. 3/28/70, p. 1. **The Canal.**

As we stated a few days since, water has been let into the canal on this level, and in twenty-four hours the entire line will be in navigable condition. The loading of boats will be commenced today, and by Monday business will begin pretty briskly. Several of the companies are ready to commence work, and others will perfect their arrangements in a short time. There have been some changes made in the organization and operation of the companies, and this must necessarily cause a little delay, but the probabilities are that a lively trade will be prosecuted during the season. About forty new boats have been built since the close of navigation last fall, there will be enough to prevent any delay by reason of want of means of transportation over this channel. - *Cumberland (Md.) Transcript*, 26th.

p. 4. **The River Front.**

The storm yesterday appeared to have spent most of its fury along the river front of the Potomac. Early yesterday morning the water rose to a height that soon submerged all the wharves extending from Seventh to Thirteenth street, and by 10 o'clock several of them were entirely destroyed.

The fish wharf, at the foot of Eleventh street, about 3 o'clock yesterday afternoon, surged to and fro, and threatened momentarily

to become a complete wreck; but the water having fallen some 12 inches by 4 o'clock, the wharf was saved, the only damage being the displacement of a few planks.

Riley's two wharves, above and below, however, were carried away, entailing a loss to their owner of at least \$1,500.

Fowler's wharf was submerged during the day, and a considerable portion floated off. The office and counting room were filled with water to a considerable depth, and a quantity of cord wood on the wharf was lost. Mr. F. will suffer to the amount of \$1,500.

Johnson's wharf, at the foot of Twelfth street, was carried away, as was also the wharf of Mr. Carter, at Thirteenth street. Loss about \$1,000.

Fay's wharf, at Ninth street, was submerged, but the damage done was trifling, as compared to the others.

The wharf of S. P. Brown, near Seventh street, was destroyed, as also a portion of the wharf nearby where the steamer Vanderbilt is moored. Altogether the damage done to wharf property along the front will not fall short of \$5,000.

There was quite a number of schooners and fishing smacks at the wharves, but we are happy to record that they escaped serious injury, only a few of them being "chaffed." From inquiry of the "oldest captain" we are informed that the Potomac has never before risen so high in so short a time, especially from a south wind and rain of so brief duration.

### **The Canal.**

A stroll along the banks of the Washington canal yesterday would have convinced anyone that the cry of "mud! mud! mud!" is without foundation, for the turbulent waters had nearly overflowed the banks along the entire route. The only point where it broke its confines was in the vicinity of Eleventh street, the water running along Louisiana avenue, and filling the cellars of several houses on the north side, which damage was soon repaired by "bailing."

### **The City.**

We have heard of no special damage by the storm throughout the city, save the uprooting of trees, slight injury to slate and tin roofs, the blowing down of a few signs and awnings, unhinging window shutters, etc., the whole, fortunately, accompanied by no accident to our citizens as far as we have been appraised.

The dwellers along the canal banks, and within a block of that great ditch, were required to hustle out early yesterday morning, and "elevate" such goods as they had in their lower stories. Toward evening, however, the water receded, and the alarm for the safety of some of the tenements was quieted.

A great number of the cellars of houses on the south side of the avenue were flooded by reason of water backing up from the canal.

### **Alexandria and Vicinity.**

At Alexandria the water was higher than has been known for years. The wharves were overflowed, and the merchants doing business along the river front were hard at work yesterday removing their goods to places of safety. The passengers on the ferry-boats were compelled to take passage in a small boat and be "paddled" to the dock where the steamer lay. The houses located on the marsh ground on the Virginia side of Long bridge are nearly submerged, and the roads in such condition as to completely stop travel over the bridge, carriages being obliged to use the Aqueduct bridge.

Wed. 3/30/70, p. 4. **Wharf Property Sold - Steamboat Improvements.** - A walk along the streets forming the river front shows great activity among the wharf-owners and dealers, and all things are being put in order for the opening of small-boat trade. The various wharves are being straightened up, and the prospects for business this spring looks well. Mr. A. P. Hoover has just purchased the lease of Galt's wharf, at the foot of Seventh street, for \$7,000, and proposes to run the saw-mill now in operation.

The steamboats plying on the river are being placed in complete order, in readiness for business. There is a prospect of mail-boats to Norfolk during the coming season. One of these is already announced as under the control of Messrs. S. P. Brown & Son and George H. Plant. She is known as the *Lady of the Lake*, and she is a first-class passenger steamer, of 800 tons burden. She is splendidly furnished, has 30 state-rooms and 75 berths; also, a large and commodious salon, furnished in the very best manner. A fine, safe boat of this class will be a great convenience on this line, and if cared for properly, will be largely patronized by our citizens. We feel confident that the boat is in safe hands.

Mon. 4/4/70, p. 4. **The Canal.**

The canal seems destined to have an unfavorable start in the trade this season. It has hardly been opened for navigation before a break occurred, the accident this time being caused by a wash in the embankment at the head of the nine-mile level, about forty miles above Georgetown. It will probably be repaired by Monday, however, unless the high water should prevent it. A leak has also occurred at the two-mile level, near Little Orleans, and the water was partly drawn off in order to remedy the defect. At present navigation is almost entirely suspended, owing to the high water in the river, which prevents effectually any passage of big slack water. - *Cumberland (Md.) Transcript, April 2.*

Tue. 4/5/70, p. 4. **The Georgetown Canal.** - The canal, from all accounts will not be in thorough working order for some days yet. Besides the break on the nine-mile level, the superintendent of the Georgetown division thinks the water will have to be turned off at the lower level until Wednesday, to allow of repairs, made necessary by the late rains.

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**A New Canal Bridge.** - The contemplated bridge to cross the canal at Sixth street will

make that street across the mall (already graded, with foot walks laid,) available for travel. The bridge will be a plain, substantial structure of wood, with three spans of 25 feet each. There will be a 30 feet wide roadway and 2 feet wide foot walks with railings.

Wed. 4/6/70, p. 4. **River Front.** - *Croush's Wharf* - Arrived - Schooner Only Daughter, Headley, from New York, with cargo of hay for Knode & Co.

*Potomac Ferry Wharf* - The steamer Wawaset, Fouke, left this wharf this morning for Cone River and river landings, with passengers and freight.

*Riley's Wharf* - Arrived - Schooner Erie, McAllister, from Philadelphia, with coal for Fowler & Langley.

*Carter's Wharf* - Arrived - Schooner Argo, Taylor, from Philadelphia, with coal for Geo. Bogus.

*Clark's Wharf* - Arrived - Schooner Cornelia, Noyes, from Philadelphia, with coal for Harvey, Clarke & Given.

[Transcriber's Note: These named wharves could have been where Cumberland coal was loaded in Georgetown.]

Fri. 4/8/70, p. 2. **Canal News.** - Information has been received that sand bars, formed by the recent high water upon the feeder levels of the Williamsport and Antietam divisions of the canal, would be removed by the 5th instant.

A letter from Mr. Masters, division superintendent, dated at Williamsport, states that loaded boats passed that point at 4 o'clock a. m., Tuesday, 5th instant.

Eighteen boats, laden with 1,855 tons of Cumberland coal and 100 tons Virginia gas coal, cleared yesterday.

A boat designed for freighting stone from the Freestone Quarries on Seneca creek was built at the boat-yard of Mr. Frederick Mertens, and yesterday went forward loaded with coal. A considerable number of boats arrived at this

port on yesterday. - *Cumberland Transcript*, 7th.

Mon. 5/2/70, p. 4. **Aquatic.** - It is expected that during the coming season boating matters will be lively in this vicinity. There are now three regularly organized clubs in the city. The Analostan, boat-house foot of G street; the Potomac, in Georgetown, and the Arlington, foot of Seventh street. The Analostan proposes to inaugurate the season during the second week of May by a flag raising and a review of the boats, 11 in number. The officers of this club are George V. Patten, jr., president; Willie Blanchard, vice president; Joseph Brown, secretary; W. T. Caldwell, treasurer; John Corson, captain; A. M. Tappan, coxswain. The crews of the Naval Academy at Annapolis are expected here in June, and will be the guests of the Analostan, with whom they will race, and there is some talk of a match between Walter Brown and Coulter on the Potomac during the season. [Transcriber's Note: This information may help in locating facilities along the Georgetown waterfront.]

Sat. 5/14/70, p. 1. **Alexandria and Vicinity.**

The disorderly behavior of the parties who now frequently assemble at the Virginia end of the Alexandria Canal Aqueduct to witness dog and chicken fights, and similar sports, have become so annoying to the residents of that neighborhood and to persons traveling on the aqueduct road, that the Sheriff of the county has been applied to for the constabulary force to abate what has become a nuisance.

Wed. 5/18/70, p. 1. **Alexandria Affairs.**

As the 11 o'clock local passenger train on the Alexandria and Washington railroad was on its way to Washington this morning, the cow-catcher struck a milk wagon, containing the owner and a young lady, which had backed down upon the track opposite the canal basin. Luckily, the wagon only was damaged, the occupants escaping without any injury.

Fri. 5/20/70, p. 1. **Alexandria Affairs.**

The lady who was riding with Mr. Joseph Markham, when his milk wagon was run into by the train on the Alexandria and Washington railroad day before yesterday, was considerably bruised. The horse was also badly hurt.

Mon. 5/23/70, p. 4. **The Washington Canal. Suggestions as to its Improvement.**

At the meeting of the Committee on the District of Columbia on Tuesday, a bill and plan for the improvement of our great nuisance, the Washington canal, will be considered, and we sincerely hope some good will at last result in this direction.

In this connection, we give below the views of a prominent engineer upon the subject. These views were embodied in a letter addressed to Hon. Lewis McKenzie, a member of the District Committee, who has handed the letter to us for publication.

May 16, 1870

Dear Sir: According to your suggestions, I will give you my views in relation to a subject which is to be considered by the Committee on the District of Columbia and which has been a source of complaint since the time to which my memory extends. The Washington canal occupies the position intended by nature for the construction of the principal sewer of the city; near the foot of the Capitol hill it receives the stream of Tiber creek, which should be the main branch sewer. Tiber creek, with its two outlets through the canal, one into the Potomac at Seventeenth street, and the other into the Eastern branch, near the arsenal, divides the city into three parts, respectively occupied by the Capitol, the President's House and the Agricultural Department. By far the larger portion of each of these drains by nature ultimately into the canal. The canal should, therefore, be made the main sewer of the city. But there are two conditions which any such sewer should be made to conform to: first, to be so located and constructed as to receive and conduct throughout its length a constant flood of fresh water; and, second, that it shall discharge its constant at the most remote available point from the residences of the population, and from the wharves of commerce. During the last two years I have frequently mentioned to prominent gentlemen in Washington my plan for converting the canal into a special agent and I will repeat it to you.



From the mouth of Rock creek to the foot of Seventeenth street, the Chesapeake and Ohio Canal Company have constructed and abandoned a canal which has a lock at Seventeenth street of about seven feet lift above ordinary low tide. They have built and abandoned a series of locks letting the water from the canal into Rock creek, and by means of a dam across the mouth of Rock creek, the waters of both that stream and of the Potomac were carried to the foot of Seventeenth street, and there poured down into the upper mouth of the Washington canal, with a fall of seven feet during low tide. By simply closing this mouth at the Washington canal, this fall of seven feet can be distributed uniformly throughout the length of the great open sewer, causing a moderate current of the water so supplied and carrying the drainage of the city into the Eastern branch, at its junction with the Potomac, and at the extreme end of the city. The first objection which would be heard to this improvement would be from that part of Pennsylvania avenue which was originally a marsh, and whose grade has been fixed so low that the tide ebbs and flows in the basements of the houses, carrying all the impurities of the great stagnant ditch back and forth with its feeble pulsations. The owners of these infected houses might prefer the sluggish fluctuation of filth than to be pervaded with a constant and flowing supply of pure water, always at work at its office of scavenger. Pennsylvania avenue can never be what it should be until its gradient raised high enough to allow of the sewers which pass under it to empty into the canal above high tide. But I suppose that property will continue to dwindle and grow valueless rather than make the temporary sacrifice of raising the grade along the site of the old swamp. Although this condition of Pennsylvania avenue may prevent the improvement I suggest from being carried out as effectually as might otherwise be, still I consider that it would be much more advantageous to the property in question, that the canal should be always filled to the brim with a running stream of purity, than to remain in its present condition, the laboratory of disease.

The next objection would be that the supply of water in Rock creek in dry weather would be insufficient to accomplish the objective of purification, and that it can not be drawn from the Georgetown level of the Chesapeake and Ohio canal, because it would create a current which would impede the ascending boats. The remedy for such an objection is part of my plan. I believe the time is not far when all boats that are to transfer their cargo to vessels on the Potomac, or continue to the contemplated canal to Annapolis, will be locked down into the river at the head of tide water and be towed to their destination by steam. This would leave but a short distance to the Little Falls dam for the canal to be widened and divided in such a manner as to secure an unimpeded way for ascending boats, while it will pass all the water necessary to turn the wheels of all the mills and

factories which may be erected on the now unoccupied banks of Rock creek. This water from the Little Falls, with which I would flush the main sewer, would be none the less effectual by reason of its having previously turned a hundred wheels of thirty feet diameter. If you will stand at Washington and extend your vision along the Metropolitan Branch; the Baltimore and Ohio and the Pittsburg and Connellsville railroads, as far as those swarming hives of iron makers in Pennsylvania, then sweep your eye over all that fertile and productive region which is included in the angle between the rail road from Washington to Pittsburg, and the railroad from Washington to Lynchburg and Danville to Charleston, you will perceive that it is a territory which produces everything which gives employment to the maintenance in greater abundance and variety than any other part of the United States, such as iron, coal, wheat, hemp, wood, oil, timber, slate, marble, copper, tobacco and cotton and that the whole region is neared by railway to Washington than to any other comparable city in the United States, and penetrated at all points by such railroads as the Baltimore and Ohio and its branches, the Pittsburg and Connellsville, the Virginia Valley railroad, the Shenandoah Valley railroad, the Orange, Alexandria and Manassas railroad, the Washington and Ohio railroad, the Chesapeake and Ohio railroad, the Lynchburg and Danville railroad, the Washington and Fredericksburg railroad, the Washington and Point Lookout railroad, all to be brought for this one focus of Georgetown and Washington, which starts at the southern end of that chain of cities posted along the great streamline highway from the capital of the United States to Boston. When these roads are complete, and in adequate subterranean avenues provided for their ingress and egress, and all obstructions removed from the navigation of the river as high as the upper wharves of Georgetown, and the flow of the Potomac river so regulated as to concentrate its dredging effect in a single definite channel next to the Washington shore, the city can hope to make some rapid strides in emulation of her neighbors, and will use the now wasted energies of the noblest river that runs to the Atlantic, and will, with it flush the stagnant ditch which has been so long a nuisance.

Wed. 6/8/70, p. 4. **A Portion of Long Bridge Destroyed.** - The steamer Rattlesnake, laden with a thousand tons of coal, left the Consolidation Company's wharf, Georgetown, yesterday afternoon shortly after 5 o'clock for a Northern port. As it neared the Long Bridge the draw on the Virginia side was opened to allow it to pass through. For some reason the steamer, instead of keeping to her course, drifted to the eastward, striking the pier

immediately east of the draw and destroying not less than one hundred and fifty feet of the bridge, all of which will have to be rebuilt. The steamer was wedged into the broken timbers, and considerably damaged about the bow and larboard side.

The Long Bridge has for some time past needed thorough repairs, and as travel over it will necessarily be suspended, owing to the above accident, it is to be hoped that Gen. Michler will have the work thoroughly and speedily done.

Fri. 6/10/70, p. 4. **Canal Coal Trade.** - The transportation of coal upon the canal is not so brisk as it was two weeks ago. We regret to learn that the demand for the article is not encouraging to the mining interests, and that in addition there has been no little trouble in procuring vessels to ship from Georgetown and Alexandria to the East. One of the principal companies - the Consolidation - suspended shipments from this point for about ten days, but resumed again on Monday.

Notwithstanding these drawbacks, the business for the month of May foots up handsomely; 899 boats were cleared from Cumberland within the month, carrying an aggregate of 98,675.18 tons of coal - an excess over the corresponding month of last year of 125 boats and 14,565.11 tons, and 51 boats and 8,039.10 tons above the month of June 1869, which was the largest previous month's shipments since the first opening of the canal. The shipments for the month, by companies and individuals were as follows: American Company 18,598, Borden Company 11,214, Consolidation Company 18,576.09, George's Creek Company 2,359.11, Hampshire & Baltimore Company 3,756.14, Maryland Company 26,099.11, Midlothian Company 1,981.12, James Boyce (Eckhart) 5,360.11, R. G. Rieman & Co. 5,304.04, Mayfield & Hieston 863.12, other parties 1,050 - total 98,675.18; 97,642.14 tons went through, 425 tons to Antietam Iron Works, 216.13 to

Williamsport, 206.01 to Shepherdstown and 74.03 to Sharpsburg. - *Cumberland Alleganian*.

Sat. 6/11/70, p. 2. After a suspension on the Chesapeake and Ohio canal for about seven hours, caused by the washing out of a lock gate at the seven locks, 16 miles above Georgetown, navigation was resumed last night and boats are now arriving and departing freely.

Mon. 6/27/70, p. 4. **G. L. Sheriff**, at his coal office, Four-and-a-half street and Canal, has on hand a large stock of the celebrated Cumberland coal, for family, steam and blacksmith purposes, which he offers at the lowest market rates.

Thu. 6/30/70, p. 4. **Attempt at Suicide.** - On Tuesday evening Emily Tasp, aged about 20 years, attempted to commit suicide by jumping in the canal. She was rescued by some of her friends before accomplishing the rash act, and taken to her home.

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**James Gleason**, at G street wharf, offers for sale a first-rate article of anthracite lump coal, suitable for foundry purposes, for sale cheap.

Sat. 7/9/70, p. 4. **The Canal Trade.**

Within the month of June there were cleared from the port of Cumberland 838 boats, laden with coal, carrying an aggregate of 91,564.04 tons. The uncertainty of what would be the action of Congress in regard to the duty on foreign coal and other circumstances has checked shipping, and the figures show 7,111.12 tons less than were manifested on the month of May. There are now 400 boats, generally well stocked and equipped, engaged in the transportation business, largely increased wharf and loading arrangements, and the canal throughout the month has been in first-rate boating condition. With these facilities, 25 per cent more coal could have been readily moved forward had the state of the market warranted the companies in increasing their shipments to

that extent. The shipments for the month, by companies and individuals, amounted to 91,564.04 tons. Of this 90,015.09 tons went through, 1,015.04 to Antietam Iron Works, 193.17 to Hancock, and 152.14 to Shepherdstown.

Coal shipments for season compared with last year:

	1869	1870
March	2,080.00	2,834.14
April	77,382.10	76,200.19
May	84,110.07	98,675.18
June	90,636.08	91,564.04
	<hr/> 255,209.05	<hr/> 269,275.04
Increase		14,066.19

*Cumberland Alleganian, July 7.*

Sat. 7/16/70, p. 4. **The Chesapeake and Ohio Canal Company - Meeting of Stockholders.**

An adjourned meeting of the stockholders of the Chesapeake and Ohio Canal Company was held yesterday at No. 69 Fayette street. Present, John Merryman, State treasurer, and Levin Wolford, State comptroller of the board of public works, representing Maryland; James G. Berrett, representing the United States and the District cities; John P. Poe, esq., representing the State of Virginia. Mr. Benjamin Fawcett, treasurer of the company, acting as secretary.

The committee appointed at the last stockholder's meeting, to which was referred the annual report of the late president and directors, made the following report:

This committee to whom was referred the forty-second annual report of the president and directors of the Chesapeake and Ohio Canal Company have carefully sought information upon the important matters therein contained. They first submit herewith a note of the president with a report from the engineer, being the latter officer's approximate estimate of the amount to be expended to place the canal in good condition. The committee would state that these estimates are based upon the personal examination of the canal, made since the 1st instant, by the two officers above named. The aggregate amount required will be seventy seven thousand six hundred and twenty dollars (\$77,620). The expenditure of so large a sum at the various locations named will require the special supervision of a competent

engineer, and your committee recommended that the board retain Mr. Hutton in its service, he having proved himself a competent and faithful officer.

In reference to the contracts and leases executed by the late board of directors to H. H. Dodge, on the 17th day of February, 1870, specially referred to us, your committee beg to report that they have examined into the same, and find that all matters connected therewith were thoroughly examined by the late board, and after full and tedious negotiation, the same were finally agreed upon as a compromise of all questions pending between said Dodge and the canal company. We therefore recommend the adoption of the following resolution:

*Resolved:* That the contracts and leases executed by the late board of directors on the 17th day of February, 1870, in pursuance of the compromise made with H. H. Dodge, are hereby assented to and approved.

As regards the controversy between Messrs. Walsh and McKaig and the company, there has been no action since filing objections to the confirmation of the award, and we recommend that the president of the canal company take immediate steps to have the whole proceedings of the case dismissed.

John Merryman.  
James G. Berrett.

On motion of Mr. Ritchie, the report of the committee on the late report of the president and board of directors was accepted, and the resolution contained therein relating to the contract and leases with H. H. Dodge was adopted.

The approximate estimate of the engineer for the thorough repair of the canal is as follows: For the Georgetown division, \$21,010; for the Seneca division, \$5,912; for the Monocacy division, \$15,350; for the Antietam division, \$8,064; for the Williamsport division, \$18,080; for the Hancock division, \$3,646; for the Cumberland division, \$5,549; total, \$77,620.

The meeting without transacting further business, adjourned to meet at the same place on Wednesday, September 21. - *Baltimore Sun, 14th.*

Fri. 7/22/70, p. 4. **Excursion to Seneca.**

The annual excursion and inspection of the works of the Seneca Quarry Company took place on Wednesday. At 6 o'clock, a.m., the officers of the company and their invited guests embarked for the trip, and proceeded up the

canal about two miles above Georgetown, when it was discovered that one of the locks was broken and they could go no further. Other conveyance was soon procured and the objective point reached in due season. After an examination of the works and all the points of interest in the vicinity, the inner man was duly refreshed, and the line of march was taken up for Washington, which was reached about 3 o'clock yesterday morning.

Among those who participated in this pleasant trip were Secretary Belknap, Gens. Sherman, Howard, Ballach, Eaton and Williams, Surgeon General Barnes, Mayor Emery, Henry D. Cooke, J. L. Kidwell, A. R. Shepherd, W. S. Huntington, Dr. Lamb of the Soldier's Home, Wm. Forsyth, esq., A. B. Mullett, supervising architect of the Treasury Department, S. O. Niles, and several prominent architects from New York city. The latter came on expressly for the purpose of examining the company's works, and ascertaining their ability to furnish Seneca stone in various sizes.

They expressed themselves highly pleased with the quarries, and said they should do all in their power to secure the introduction of the stone for building purposes in New York. The company have recently put up a number of Forney's patent saws, which work admirably, and they now have in their employ over three hundred men, nearly all of whom are citizens of the District. It is designed to build cottages for the whole number, and lay out the grounds in a regular manner.

#### **The Washington Canal.**

In the act making appropriations for sundry civil expenses for the Government for the year ending June 30, 1871, is the following clause relating to the canal:

"That the Mayor of the city of Washington, the Secretary of the Interior, the Commissioner of Public Buildings and Grounds, the Architect of the Capitol Extension and their successors in office, together with two men to be appointed by the Mayor of the city of Washington, by and with the advice and consent of the Board of Aldermen of said city, are hereby appointed a commission, who shall cause the Washington city canal,

either in whole or in part, to be dredged; or if deemed best, dredged and narrowed, or arched and converted into a sewer; and for the purpose of making this improvement, the corporate authorities of the city of Washington are hereby authorized and directed to levy and collect a tax of \$100,000 upon all taxable property in said city, for defraying part of the expenses thereof, and the sum of \$50,000 is hereby appropriated out of any money in the Treasury not otherwise appropriated, for defraying in part the expenses of the same; and out of any money arising from the sale of any real estate, should any take place belonging to said canal, the Government shall first be indemnified by any money hereby appropriated; the improvements aforesaid to be paid for at the rate of one-third by the Government, and two-thirds by the city as the work progresses, and the total expenditure not to exceed the amount herein provided for."

Sat. 7/23/70, p. 4. **Georgetown Affairs.**

**The Coal Shipment** from Cumberland by canal during the week ending July 15, amounted to 21,713 tons, against 294,011 of the same month of the previous year.

Tue. 7/26/70, p. 4. **Georgetown Affairs.**

**Demand for Coal.** - There is a good steady demand for Cumberland coal, for coastwise shipment, and yesterday there was quite a fleet of vessels hailing from Northern and Eastern ports, awaiting cargoes.

#### **Alexandria Affairs.**

**Affray at the Canal Basin.** - A preconcerted attack was made yesterday morning by a large party of colored men and boys from the locality now known as Newtown, upon the canal boatmen assembled at and near the basin. The attack was made with rocks and pistols, and repelled with pistols and guns, and the assailants were finally driven off with one of their members, it is reported, shot in the thigh. A young man who happened to be walking in that neighborhood at the time, came within an ace of being killed by a stray shot, the ball passing within a few inches of his head. The affray occasioned great excitement and attracted a large crowd. Several arrests were made and the parties properly dealt with.

Wed. 7/27/70, p. 4. **Georgetown Affairs.**

### **Leak in the Canal.**

On Friday last a leak occurred in the canal at the four-mile level, about eleven miles above Georgetown, which was of a nature that necessitated the drawing off of the water in order to repair the damage. Yesterday the necessary repairs were completed and the boats were enabled to pass without interruption.

### **The Canal.**

There is a full head of water in the canal notwithstanding the drought, and coal-laden boats are arriving freely, the numbered registered thus far in the present month being 163 from Cumberland.

### **Vessels in Port.**

There are now moored at the docks and anchored in the river fifty large sized schooners awaiting cargoes of coal for Eastern ports. The supply of coal on hand is ample, and the cargo rates are \$4.25 and \$4.50 per ton for run of mine.

Thu. 7/28/70, p. 4. **Alexandria Affairs.**

The *Gazette* of yesterday evening has the following news items:

A valuable horse belonging to Mr. R. H. Gemeny, fell in his tracks yesterday while hauling coal and died. Two mules belonging to Mr. Robert Sorrell fell dead on the tow-path of the canal yesterday, and one belonging to Mr. John Batt fell and died on the tow-path on Saturday last.

Fri. 7/29/70, p. 4. **More Light.** - Since the new bridge over the canal at Sixth street has been opened to travel that street has become quite a thoroughfare between the city and the Island, and there is a pressing necessity for street lights in that locality, especially near the bridge, where there is on railings to prevent pedestrians following the sidewalk from stepping directly into the canal. At present there is but one solitary lamp, that at the corner of Missouri avenue and Sixth street, between Pennsylvania and Maryland avenues. Will not the city fathers give us more light in this vicinity?

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**The Canal.** - Boats from Cumberland are still arriving freely, and coal continues in good, steady demand, with ample stocks on the docks.  
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The Cumberland *Civilian* of yesterday has the following paragraphs:

The excessive heat last week came hard upon the horses and mules drudging upon the canal. Between twenty and thirty fell dead in their tracks. This was probably caused in some measure by hard driving.

Sat. 7/30/70, p. 4. **Chesapeake and Ohio**

**Canal.** - At a meeting of the president and directors of the Chesapeake and Ohio canal, held on Wednesday last at Berkeley Springs, it was agreed to make an appropriation to pay the past due coupons since January 1, 1861, of the repair bonds of the canal company, the bonds having been guaranteed by the State of Virginia, that State paid the interest from 1851 up to 1861. It will require some \$100,000 to pay the coupons up to July, 1869, the period at which the bonds themselves matured, and which at present there is no provision for redeeming.

On motion of Col. Berret, it was ordered that the president take such steps as may be necessary to dismiss all proceedings instituted by the canal company for the condemnation of the lands of McKaig & Walsh, at Cumberland. The effect of this is a refusal to accept the award of \$80,000 made heretofore by a jury in favor of McKaig & Walsh for lands which the company desired for opening an outlet from the large basin of these gentlemen at Cumberland, for coal boats and shipments.

On motion of Col. Berret, the following was also accepted:

*Resolved.* - That from and after August 1, 1879, all officers of the Chesapeake and Ohio Canal Company will be required to devote their whole time and attention to the duties of the positions they occupy; and that the President be, and he is hereby directed to establish such rules and regulations as to insure compliance with this order, and define the manner of the performance of their respective duties. Nor will any officer or employee be allowed to

engage in other business whilst in the service of this company.

On motion of Mr. Brown, it was resolved that it is deemed inexpedient at present to make any further changes in the employees of the company, except for incompetency.

The Board adjourned to meet in Baltimore on Tuesday, the 10th of August.

Mon. 8/1/70, p. 4. **Georgetown Affairs.**

**The Canal.** - Boats are slack off, and the arrivals during the past few days have been limited. The stock of coal, however, is ample, and vessels in the river have no difficulty in securing full cargoes.

Wed. 8/3/70, p. 4. **Georgetown Affairs.**

**The Canal.** - There was quite a fleet of boats registered at the collector's office yesterday, principally laden with coal from Cumberland. The river vessels are thus enabled to load with celerity, and the port is now filled with schooners of all classes of tonnage from the North and East.

Thu. 8/4/70, p. 4. **Georgetown Affairs.**

**The Canal.** - Boats from Cumberland are again commencing to arrive, the sunken boat near Catoctin having been raised, and the break caused by the late freshet being repaired.

There arrived yesterday morning at the wharves on the river side, eight coastwise schooners, and the channel now presents a lively scene of sails awaiting cargoes of coal.

Fri. 8/5/70, p. 4. **Trade on the Canal.** - The general stagnation in business in the Eastern cities during the heated term, lessened the demand for coal, and as a consequence the transportation upon the canal for the month of July was not as large as in the preceding months of the present season, or in the corresponding month of last year. Within the month 614 boats were cleared at the Cumberland office, laden with 67,185.12 tons of coal. The shipments by companies and individuals were as follows:

American company	17,784 00
Borden company	9,922 13
Consolidation company	12,123 10
George's Creek company	1,064 02
Hampshire company	3,416 02
Maryland company	19,535 18
Midlothian company	231 02
James Boyce	779 10
Mayfield & Hieston	314 08
Other parties	20,014 07
	<hr/> 67,185 12 <hr/>

Throughout the month the supply of water has been good, and navigation but slightly interrupted. A small break occurred in the Georgetown division, which required the withdrawal of the water from one of the levels for several days, and we learn that a heavy rain on Saturday last did some damage below Harper's Ferry, which made it necessary to withdraw the water to remove a sand bar, &c., and preventing the passage of boats until Monday evening. - *Cumberland Alleganian*, August 3rd.

Mon. 8/8/70, p. 4. **Georgetown Affairs.**

**The River Front.** - There is still considerable activity on the river front, owing to the demand for coal for coastwise shipment, and the channel and wharves are dotted by a large fleet of schooners. There is no change in prices, and Cumberland run of mine is still bringing \$4.25@4.50 per ton.

**The Canal.** - Yesterday but few boats appeared above the collector's office from Cumberland, but today it is expected that quite a number will arrive and be registered.

Tue. 8/9/70, p. 4. **Alexandria Affairs.**

The *Gazette* of yesterday evening has the following news items:

**Appearances** at Fishtown were more lively this morning than usual. Coal vessels were loading with the product of the Cumberland mines and discharging the product of the mines of the Schuylkill; a Philadelphia steamer was

discharging salt, and several river craft were landing their cargoes of watermelons.

### **Georgetown Affairs.**

**New Wharf.** - The corporation is having a new and substantial wharf at the foot of High street, on the site of the late ferry slip. When completed it will be a decided improvement, and afford increased accommodations to vessels arriving at this port. The work is being prosecuted under the supervision of Street Commissioner R. R. Shekel.

**Break in the Canal.** - Information was received here yesterday of a break in the culvert on the canal near Point of Rocks. In consequence no boats beyond that point are arriving, but in a few days the canal will be in navigable order again along the entire route.

Wed. 8/10/70, p. 4. **Georgetown Affairs.**

**The Break** in the Chesapeake and Ohio canal at the culvert near the Point of Rocks will be repaired today, and boats stopped above will be enabled to descend. The boats detained are mostly loaded with coal, but several of them contain flour, wheat and corn, which is much needed here just now by our millers.

Thu. 8/11/70, p. 4. **Georgetown Affairs.**

**The Canal.** - Business is very slack on the canal. The steam packet Minnesota started yesterday with the mail to Seneca, not being able to proceed further, owing to the water being drawn off above that point, than as far as Harper's ferry, the repairs to the culvert at Point of Rocks not having been completed yesterday.

**Arrival of Wheat.** - The schooner Margaret Ella, Captain J. S. King, arrived yesterday from Alexandria with 2,000 bushels now red wheat, consigned to Hartley & Bro. There was also two or three arrivals of boats by canal with cargoes of wheat.

Sat. 8/13/70, p. 4. **Georgetown Affairs.**

**The Canal.** - There are no boats arriving yet from above Seneca. The break in the

culvert near Point of Rocks has not yet been repaired, but it is expected that it will be completed in time to permit the passage of boats on Monday. The steam packet Minnesota will start on her regular trips to Harper's ferry on and after Monday next.

Tue. 8/16/70, p. 4 **Georgetown Affairs.**

**The Canal.** - The break in the canal near Point of Rocks, having been repaired, yesterday at 10 o'clock the first two coal boats for several days reported at the register's office from Cumberland. There are about 250 coal-laden boats on the way here, and by Wednesday or Thursday morning the whole fleet will have arrived. Owing to the accident to the canal the docks of the Borden and Cumberland Coal & Iron Companies, also that of Ray's, have been cleaned dry of the "black diamonds," but in a day or two they will commence filling up again. The demand for coal, however, for coastwise shipment is only fair at present, and we do not notice more than a dozen schooners in port awaiting cargoes. The price of Cumberland coal for run of mines is still \$4.25@4.50 per ton.

**Improvement.** - The Cumberland Coal & Iron Company are constructing houses for the introduction of steam machinery in unloading coal boats at the wharf on the canal, in front of the warehouse of A. H. Brandt, east of the Aqueduct bridge.

**Board Meeting.** - The board of directors of the Chesapeake and Ohio canal meet at Baltimore today for the purpose of electing a harbor master and other officers to be located here, as also to transact other business in the interest of the canal.

**Merchants' Exchange.** - In anticipation of the arrival of several boats laden with wheat and corn, the Merchants' Exchange will formally reopen at 11 o'clock this morning.

Wed. 8/17/70, p. 4. **Georgetown Affairs.**

**The Canal.** - There was some few arrivals of coal boats yesterday contrary to expectation,

as there are about two hundred and fifty on their way here, but it is supposed that one of the boats has stuck on the sand bar at nine mile level, and will have to be drawn over the bar before those in the rear can proceed.

**Experimental Trip.** - The steam canal boat "R. H. Castleman," started on the first trip yesterday morning, and should her machinery work satisfactorily, will continue as far as Cumberland, and return with a load of coal.

Thu. 8/18/70, p. 4. **Georgetown Affairs.**

**The Port.** - The wharves along the river front are quiet, the large fleet of schooners noticed a few days ago having loaded with coal, and departed on their destination eastward.

**The New Wharf.** - The wharf now in course of construction, at the foot of High street, it is expected, will be completed by the end of this week. The work is being done in a most substantial and creditable manner by Joseph R. Deeter, contractor, under the supervision of R. R. Shekel, street commissioner.

**The Canal.** - Yesterday the canal presented a lively scene in the arrival and loading of coal boats. Throughout its entire length navigation is in excellent condition; and should nothing occur in the way of breaks, boats will constantly arrive until the close of navigation. There are several boats with grain on the way, which are expected to reach here today, when our mills will be in active operation.

#### **Alexandria Affairs.**

A colored boy, named Isaac Robinson, hailing from Prince George's county, Maryland, arrived here yesterday evening on the Washington Ferry boat, with a broken leg and in destitute circumstances. He was sent from the wharf to police headquarters, where his fractured limb was set by Dr. Powell, after which he was taken to the alms-house. His story does not speak well for the charity of Georgetown and Washington. It is as follows: He was a hand on board a canal boat which traded to Georgetown; his leg was accidentally

broken while on his way down the canal; when he arrived in Georgetown he applied for pecuniary and surgical assistance, which were refused him, and he was directed to go to Washington; in Washington his appeals received a similar response, and it was not until he managed to reach this city that his wound was even dressed.

#### **Chesapeake and Ohio Canal Directors**

**Meeting.** - The president and directors of the Chesapeake and Ohio Canal Company met yesterday, at the office of Alexander Brown & Sons, pursuant to adjournment. Present, Hon. James C. Clarke, president, and Messrs Young and Dodge. Messrs Berret and Meredith were absent. Mr. R. Hutton, chief engineer of the company, was granted leave of absence for some months, to enable him to accept an appointment from the James river and Kanawha Coal Company of Virginia, to make a survey for the proposed extension of that work. After transacting the usual routine business of the canal, the board adjourned to meet at Cumberland on the 15th of September next. - *Baltimore Sun.*

**Rates of Hauling.** - The coal cartmen have adopted the following uniform rate for hauling coal from the river front, and the rate has been agreed to by all the dealers on the front save one. From the river front to the canal, 40¢ per ton; to south of E street north, 50¢; south of L street north 60¢; south of O street north 65¢; north of O street to Boundary street, \$1; west of Nineteenth street, 75¢; east of Second street east to Eleventh street east, 75¢; east of Eleventh street east, \$1; to consumers south of L street, 60¢ per ton. These rates are higher than have heretofore been charged, but it is claimed that the business requires the employment of expensive teams, which must be paid for at living prices.

Fri. 8/19/70, p. 4. **Georgetown Affairs.**



**The Canal.** - Business on the line of the canal continues lively, and boats are arriving and departing freely.

Sat. 8/20/70, p. 4. **Georgetown Affairs.**

**Mule Drowned.** - A valuable mule, belonging to James Flanagan, broke his halter yesterday morning and started down the towpath, but walked into the canal near the station and was drowned. The captain of the boat recovered the dead animal, and putting a rope around his neck, took him in tow to Cumberland yesterday in order to satisfy his owner that the mule "came to his death by drowning."

Mon. 8/22/70, p. 4. **Georgetown Affairs.**

**The Canal.** - There are quite a fleet of coal boats lying above aqueduct bridge, which arrived here late Saturday night, and awaiting registration at the collector's office this morning. The river is nearly deserted of sailing craft, and the demand for coal for shipment is merely nominal.

Tue. 8/23/70, p. 4. **Georgetown Affairs.**

**The Canal.** - The arrivals of coal boats yesterday were lively, and they are now stretched a distance of at least three miles above the aqueduct awaiting registration. There are but few vessels on the river front, and coal is now accumulating at the docks of the companies here.

**Drowned.** On Saturday afternoon a colored man named Charles Johnson, a hand on one of the Seneca stone boats, fell overboard in the canal, near Seven Locks, and was drowned. The body had not been recovered up to a late hour yesterday afternoon.

Wed. 8/24/70, p. 1. **Georgetown Affairs.**

**Canal.** - We have no change to notice in canal activity. Boats from Cumberland are arriving regularly and hundreds of hands find employment in unloading and massing coal on the several docks. Coastwise vessels are scarce

and wanted, and cargo prices of run of mine coal still remain at \$4.25@ \$4.50 per ton.

Thu. 8/25/70, p. 4. **Georgetown Affairs.**

**The Canal.** - Boats still continue to register at the collector's office quite freely, and the number of arrivals since the 1st inst. foot up 520 boats, including some laden with grain. Vessels are still in demand for coastwise shipment, and the docks are now rapidly filling with Cumberland coal.

Fri. 8/26/70, p. 4. **Georgetown Affairs.**

**Wharf Completed.** - The public wharf at the foot of High street was completed yesterday afternoon, and is now open for use. The work was done by Messrs. Dexter & Barnes under the supervision of Street Commissioner R. R. Shekel, and gives complete satisfaction to the authorities. Messrs. Dexter & Barnes will at once proceed to rebuild the adjoining wharf of Mr. Sweeny, which has been out of repair for some time.

**Canal.** - Business still continues lively on the line of the canal, and the new wharf of the Cumberland Coal and Iron Company, adjoining A. H. Bradt's, having been completed, boats will commence unloading there this morning, steam having been introduced for the purpose, thus enabling boats to clear with facility.

Sat. 8/27/70, p. 1. **Georgetown Affairs.**

**"Capital Mills."** - Yesterday our reporter was invited to visit the above flour mills, on Water street, between Warren and Lingan streets, recently purchased by Messrs. Tenney, Davidson & Co., of John Davidson, esq. They were formerly known as the "Model Mills," and for fine machinery, with the latest modern improvements, and the order and cleanliness with which they are kept, well deserved the appellation. It is here where the "William H. Tenney Best Family Flour," is made, a brand that is now coming into use in our local markets, and which favorable competes with brands of Georgetown flour that have had a

reputation for their superiority throughout the length and breadth of the United States. The mills front 71 feet on Water street, and with a warehouse adjoining, for the storage of flour, have a total front of 111 feet. The mill proper is brick, three stories in height, with an attic story, the roof covered with metal. Its depth is 42 feet, extending to the canal, affording admirable facilities for receiving wheat either from canal, river or wagons. The attic story is used for their superior receivers and fine bolting cloths. The third floor contains a counting room, patent wheat cleaner, and is used for the reception of grain from the canal. On the second floor is a middling burr, three pair of burrs, and a packing room. The large iron wheel, propelled by water from the canal, extends from the basement to the third story, and on the first story is the master wheel, which moves all the machinery through each story to the attic, besides conveying wheat to each floor and garner without manual labor. We learn that the mills turn out an average of 100 barrels of flour every twenty-four hours. They are well worth a visit, and the gentlemanly proprietors take pleasure in showing the interesting features of the mills and the manufacture of flour to all who call. The firm act on the belief that however superior the machinery of their mills may be, good flour can only be made from good wheat, and hence they give their personal attention to the selection of choice wheat for their "Wm. H. Tenney Best Family Flour." In another column will be found the advertisement of Messrs. Tenney, Davidson & Co., giving particulars about their flour.

#### ----- **Newly Appointed Harbor Master.**

The president of the Chesapeake and Ohio Canal Company has recently appointed Mr. John H. Kindle harbor master for the Georgetown division of the canal. The new appointee has already exhibited his fitness for the position in regulating the large fleet of boats which have arrived since the break in the canal, near Point of Rocks, and boatmen speak in high praise of his endeavors in keeping the passage

clear for descending and ascending boats, thus avoiding the "jams," which heretofore frequently occurred near this point, and agents of coal companies here and our millers are well pleased with the appointment of Mr. Kindle.

**Vessels for Coal.** - Arrived at the wharf of the Borden Mining Company the following schooners: S. W. Bunnell, Capt. Bunnell, from Providence for Fair Haven, Massachusetts; B. C. Terry, Capt. King, from and for Jersey City; J. F. Durfee, Capt. Musty, from and for Fall River, Massachusetts; Carlton Jayne, Capt. Brown, from and for Fall River; Daniel Brown, Capt. Grinnell, from and for Fall River; M. E. Graham, Capt. Fountain, for Wareham, Massachusetts.

**Boat Sunk.** - On Thursday afternoon, as the canal boat Iowa, Capt. Callan, was going out partly loaded, she came in contact with the boat Seneca Chief, loaded with wood and corn, near the waste way, knocking her bow in and causing her to sink in a few minutes. A force was put to work at once to unload the sunken boat, and it was raised yesterday and hauled down to short level for repairs.

**The Canal.** - There is nothing special to note on the canal, and boats from Cumberland with coal continue to arrive regularly, the navigation throughout the line being in excellent condition. A few grain boats arrived here yesterday.

Mon. 8/29/70, p. 1. **Georgetown Affairs.**

**Canal Shipments.** - The shipment of coal last week by the several companies here for distant points, was as follows: Ray's docks 4,717, Consolidation Company 5,010, Borden 2,500, Agnew's 300. Total 12,527 tons. Vessels are still scarce and wanting.

**Arrived.** - The steamer Virgin, of New York, arrived here on Saturday, and will load with several thousand tons of Cumberland coal.

Tue. 8/30/70, p. 4. **Georgetown Affairs.**

**The Canal.** - There was a large fleet of boats from Cumberland arrived Sunday night and yesterday, and the coal companies are busy in

unloading and re-shipping to northern and eastern port. Employ is now given to hundreds of poor people as coal-heavers, and "Old Bradt" is doing well.

**The River Front.** - At the wharves there is some little animation, several schooners having arrived with grain, and others loading with coal. The latter article is now in abundant supply, and vessels experience no delay in receiving full cargoes. There is no change in price, coal being put on shipboard at \$4.25@4.50 per ton.

Thu. 9/1/70, p. 4. **Georgetown Affairs.**

**Cutting Affray.** - About 9 o'clock on Tuesday night, the usual harmony on the canal was somewhat disturbed and excited by a cutting affray on a canal boat lying a short distance above the aqueduct. It appears that John Dodson, employed on the boat "Cunningham," has entertained for some time a grudge against a boatman named Joseph Garish, and at the same time mentioned above made a desperate assault upon him with a pocket-knife. Garish was cut across the breast and neck, besides having his lower lip split open. Yesterday morning Officer Rodgers arrested Dodson, who was taken to the Police Court, and committed to jail in default of \$2,000 bail to answer a charge of assault and battery with intent to kill. Dr. Williams attended to the injured man, and pronounced his wound, not of a fatal nature.

**The Canal.** - Business on the canal is still lively, and coal and grain boats are coming in freely.

**The Port.** - There are but few coastwise schooners in port for coal, and the docks are commencing to pile up with the products of the Cumberland mines.

Fri. 9/2/70, p. 1. **Georgetown Affairs.**

Affairs at the coal depots have been very quiet during the past few days in consequence of the scarcity of vessels.

Sat. 9/3/70, p. 4. **Georgetown Affairs.**

**The Canal.** - Business is a little slack on the canal, though coal boats continue to arrive regularly. Owing to the scarcity of river crafts the docks are accumulating with coal. Grain is scarce and wanted, especially choice wheat, and we note no arrival by canal since Thursday.

Mon. 9/5/70, p. 4. **Georgetown Affairs.**

**Cruelty to Animals.** - The society for the prevention of cruelty to animals would find a wide field of labor were they to visit the line of the canal and observe the condition of the horses and mules employed in towing canal boats. Not one out of ten of the animals can be found but what has lacerated sides and shoulder, caused by the chafing of chains and ropes, and their appearance in most cases is such as to awake the strongest sympathy in behalf of the poor dumb brutes. If no improvement can be made in the present style of gearing we would suggest that the boats on the canal to be propelled by steam, and thus do away with the service of horse-power. Navigation by this means would be more expeditious as well as economical, which is demonstrated from the fact that most of the first-class canals of the country are now traversed by steam propellers.

**Canal.** - Business on the canal is less active now owing to want of coastwise vessels. Coal boats from Cumberland arrive steadily.

Tue. 9/6/70, p. 4. **Coroner's Inquest.** - A few weeks ago, a colored man, named Charles Johnson, was accidentally drowned from a canal boat while in the vicinity of Seven Locks. The body was recovered and interred, but since that time some of the friends of the man started a story that he had been foully dealt with, and asked an investigation. Accordingly on Sunday, the 28th of August, Coroner Dr. Potter had the body exhumed, empanelled a jury, and a post mortem examination made by Dr. J. F. Hartigan. Owing to the absence of several witnesses, further proceedings were postponed until Sunday last, when the jury met at the First

ward station, and proceeded to examine the witnesses. A number of persons were questioned, but their evidence did not throw any light on the subject.

Dr. Hartigan testified that he made the post mortem examination, but on account of decomposition could not ascertain what caused death, from chest or abdomen. He found a cut in the head, over the left eye, which had been made before death. There was no fracture of the skull. He could not account for the wound, which must have been made before he fell into the water. After a review of all the evidence, the jury returned a verdict that Charles Johnson came to his death at the Seven Locks, in Montgomery county, Maryland, by drowning, after having received a blow on the left side of the head; and that the said blow was inflicted in a manner which they were unable to determine from the evidence before them.

After the verdict was rendered Capt. Kramer, the captain of the boat, who had been under arrest, was discharged.

Wed. 9/7/70, p. 4. **Georgetown Affairs.**

**Georgetown Flour Mills  
Their Location and Capacity.**

Yesterday we took a hasty glance at and through the several flour mills in this vicinity, and that our readers may form some idea of the whole magnitude. we will briefly enumerate their location and capacity, and show their abundant facilities not only to supply our own wants with the great 'staff of life.' but likewise to manufacture flour for other domestic markets and shipment to foreign countries. Our water-power is immense, and when fairly developed, will far surpass that of Lowell or any other place in the United States. The quality of Georgetown flour has a reputation for excellence not surpassed elsewhere, and some of our family brands have a world-wide celebrity. The most important fact worthy of mention is, that many of our millers are receiving large orders for the South American market, a trade heretofore almost exclusively

held by the Richmond mills, which fully demonstrates the superiority of the brands and the capacity of the mills here to supply that important section of the world.

A. H. Herr and James S. Welch's "Columbia Mills" are located within the corporation limits, near the Aqueduct, and run eleven pairs of burrs. It is at these mills that the famous "Jas. S. Welch Family Flour" is manufactured, and, their capacity is about 300 barrels per day.

Messrs. Herr & Welch have another mill, known as the "Pioneer," located near the south end of the corporation market. It has nine run of burrs, and was built about two years ago, under the immediate supervision of Mr. James S. Welch. The mill was constructed at a great outlay of money, and ranks among the finest mills in the United States. Its capacity is from 250 to 300 barrels of high grade family flour per day, such as "National Mills," and "Royal York" brands, which find a ready market in Baltimore, Philadelphia, New York and Boston.

A. Ross Ray & Brothers' mills are located on the corner of Water and Potomac streets, and run four pairs of burrs, and have a capacity of about 300 barrels a day. The "Arlington Family," and "Arlington Extra" flour, which are well known and have a high reputation are manufactured here.

D. L. Shoemaker's "Foundry Mills," a short distance above the Aqueduct, have a capacity of 150 barrels per day, and run four pairs of burrs. Attached to the same is a corn mill, with one run of burrs, having a capacity of 300 bushels of meal per day. Mr. S. manufactures the "Evermay" extra flour, which is a favorite brand and in good reputation.

George Shoemaker & Co.'s "Riverside Mills" are just below the Columbia Mills, and run four pairs of burrs, with a capacity of from 100 to 150 barrels per day. Here is manufactured the "Waverly Family," "Riverside" and "Magnolia" brands, the latter a superior high grade extra, for which there is a ready demand.

Evan Lyon's mill, on Rock Creek, a short distance above the old paper mill bridge, runs three pairs of burrs and turns out 100 barrels of flour per day. It is at this mill the "Union" and the "Metropolis" brands of extra are made, the reputation of which is well known.

Tenney, Davidson & Co.'s mill is near the Aqueduct bridge, runs four pairs of burrs, and has a capacity of about 125 barrels per day. A superior quality of family and extra flour is here manufactured, which is in good request in Georgetown, and a considerable quantity finds its way to the Richmond market. The "Wm. H. Tenney Best Family Flour" is also produced at this mill.

C. T. Edmonston & Co.'s "Lock Mills" are situated about three miles above town, on the line of the canal, and run two pairs of burrs, with a capacity of 120 barrels per day. The "Peabody Family" and extra flours come from these mills, and find good request in our market.

There are a number of other mills contiguous to Georgetown, among which is John Darby & Son's "Chesapeake Mills," situated at Seneca, about 22 miles from here, and near the line of the Chesapeake and Ohio canal. This mill runs five pairs of burrs, with a capacity of 100 barrels per day. The "Chesapeake" is a high grade of extra, and always finds a ready market; as does, also the "Caledonia Family," manufactured at the above mills.

Independent of the flour mills, Mr. Mark Young successfully runs a corn mill. This mill is located on the line of the canal, a few steps from the "Columbia Mills." It runs two pairs of burrs, and by improved machinery grinds from 500 to 600 bushels of meal per day.

From our hurried visit we conclude that the Georgetown mills have facilities for manufacturing daily from 1,500 to 2,000 barrels of flour, requiring from 7,000 to 10,000 bushels of wheat per day to keep them in operation. The bulk of grain is received by way of the Chesapeake and Ohio canal, and a great

deal comes by wagon from neighboring counties of Montgomery and Prince George, Maryland; but the supplies are not always sufficient to satisfy the demand, and millers are compelled to seek other sources, ordering large quantities from New York, Alexandria and Baltimore markets. Farmers, therefore, will see the importance of Georgetown as a grain market, and as prices generally rule high, they would save money and time by bringing wheat, corn and other grain here, instead of shipping to Baltimore and other distant markets, where full prices are not always obtained.

Fri. 9/9/70, p.4. **Alexandria Affairs.**

**Unknown Dead Man.** The dead body of an unknown white man, apparently about 60 years old, was discovered yesterday evening floating in the canal, between Slater's and the Washington & Ohio railroad bridge, by John Petit, Robert Murphy and a man named Dougherty. The captain of a coal boat, bound up, stopped and had the body pushed ashore and tied to a stake. It was afterward brought to the jail yard, where a coroner's inquest was held upon it at 6 o'clock by Justice Beach. No external evidence of violence being visible, the jury, of which W. L. Penn was foreman, returned a verdict of supposed accidental drowning. On the body were found a silver watch and a pocket knife. A bunch of keys was sewed up securely in the bottom of his right-breeches pocket, with black thread. One of the keys was made of brass, and was about three inches long, the other two were of rusty iron, and had the appearance of such as belong to meat chests and smoke houses.

The deceased had on a suit of perfectly new dark blue woolen clothes, such as are sometimes worn by United States soldiers and sailors, and a blue woolen shirt. He wore no vest. He had been recently shaved, but had a small tuft of gray beard below the chin on the neck; hair shorter behind than on the top of the head; sallow complexion; lips compressed; forehead rather inclined to be flat and slightly

receding; about five feet four inches high, and weighed about 120 or 130 pounds; was what would be called a small old man. The corpse was not the least swollen and from appearances could not have been in the water more than ten or twelve hours. There was a slight scratch on the forehead that bled freely, which was probably caused by taking it out of the water. The interment was made immediately after the examination.

#### **Georgetown Affairs.**

**Canal.** - Boats still arrive regularly, and the canal is now in excellent order. We notice several schooners at the wharves taking in coal for Northern and Eastern ports.

Sat. 9/10/70, p. 4. **Georgetown Affairs.**

**The Port.** - The river front yesterday presents rather a cheery appearance, the wharves, as far down as Rock creek and as high up as the Aqueduct, being occupied by steamers and schooners in loading and unloading.

Mon. 9/12/70, p. 4. **Georgetown Affairs.**

**Canal.** - The canal presented a very dull appearance yesterday, there being not more than a half dozen boats above the aqueduct to be registered at the collector's office today. Grain-laden boats come down slowly, and wheat is wanted in this market.

Wed. 9/14/70, p. 4. **Georgetown Affairs.**

**The Coal trade.** - During the past twenty four hours the various coal companies doing business in Georgetown have received 2,203 tons of coal, whilst their shipments have reached 2,451 tons.

**Canal.** - The business along the canal is comparatively dull. During the past twenty four hours there have been twenty nine arrivals with an average of 108 tons each, consigned to the various coal companies located in this city, while the departures were 260, mostly light.

Thu. 9/15/70, p. 4. **Georgetown Affairs.**

**Canal.** - During the past twenty-four hours there have been ten arrivals of boats laden with an average of 110 tons of coal, each consigned to various dealers here.

**Departures.** - During the same period there have been nineteen departures, mostly light, for various points along the line.

**The Coal Trade.** - Since our last report there has been received here 1,890 tons of coal, whilst the shipments reach 1,844 tons.

Sat. 9/17/70, p. 4. **Georgetown Affairs.**

**Canal.** - The business on the canal is comparatively light. During the past twenty-four hours the arrivals have reached fifteen, whilst the departures number twenty.

Mon. 9/19/70, p. 4. **Georgetown Affairs.**

**Shipments of Coal.** - During the week ending Saturday, the amount of coal shipped from Cumberland by canal was 16,961.13 tons; while the shipments from this port to Northern and Eastern cities foot up 10,000 tons.

Tue. 9/20/70, p. 3. **Georgetown Affairs.**

**The Canal.** - There were no boats in yesterday, and the line of the canal presented a dull appearance, owing to a break near Williamsport, Maryland. The damage has been repaired, and boats are expected this morning, when activity throughout the line will be resumed.

Thu. 9/22/70, p. 4. **Georgetown Affairs.**

**The Canal.** - We noticed considerable activity on the line of the canal yesterday, the break having been repaired near Williamsport, and thus enabling boats to pass through. Coastwise vessels are in demand, and coal is accumulating at the docks. The cargo price is steady at \$4.25@\$4.50 per ton for run of Cumberland mines.

Fri. 9/23/70, p. 4. **Georgetown Affairs.**

**Canal Business.** - The appearance of the canal yesterday was lively, with a line of coal-laden

boats extending from the Aqueduct a distance of more than two miles above. The coal-heavers were in their merriest mood at the prospect of uninterrupted employment until the close of navigation in unloading boats.

Sat. 9/24/70, p. 4. **Georgetown Affairs.**  
**River Front.** - We notice several coastwise vessels in port, several having arrived at the coal docks yesterday, where they are being loaded with dispatch with Cumberland coal.  
**Canal.** - Boats continue to arrive freely, and the canal yesterday was completely stocked with vessels, and business on the entire line is remarkably brisk.

Mon. 9/26/70, p. 4. **Georgetown Affairs.**  
**Coal Trade.** - The receipts by canal of Cumberland coal last week were 8,730 tons, and the shipments coastwise amounted to 6,028 tons.

Tue. 9/27/70, p. 4. **Georgetown Affairs.**  
**New Canal Packet.** - The new steam packet "Eureka," Capt. Phil. Craig, started from Congress street wharf yesterday morning on a trial trip as far as Great Falls. She had a select party of ladies and gentlemen on board; and the packet returned in the evening, the party being delighted with the trip and the satisfactory movement of the "Eureka."

**The Canal.** - The appearance of the canal is still lively, and boats continue to arrive as usual without interruption. There is a full head of water, and the canal is in most excellent condition.

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**Needs Repair.** - The bridge spanning the canal at Seventh street is now in a very dilapidated condition, the flooring on either side for foot passengers being rotted away. As it is the duty of the commissioner of the canal to keep the several bridges in repair, we call the attention of that officer to the bridge in question, that needed repairs may be made at once.

Wed. 9/28/70, p. 4. **Georgetown Affairs.**  
**Canal.** - There is a slack in canal business, and but few boats arrived yesterday. Coastwise vessels are wanted to take in coal for Northern and Eastern cities.

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**Steam on Canals.** - The arrival of the steamer Cathcart, at G-street wharf, from Schuylkill Haven, with a cargo of anthracite coal, is proof conclusive that steam can be used for navigating canals, and especially for transporting coal direct from the Schuylkill mines to this District, thus avoiding the expense of trans-shipment at Philadelphia. It is said that the run from Philadelphia to Schuylkill Haven can be made in twenty-four hours. Several trips from Philadelphia to this place have been made in fifty-three hours, running time.

Thu. 9/29/70, p. 4. **Georgetown Affairs.**  
**Canal Boat Detained.** - About 1 o'clock yesterday afternoon it was announced here that the lock gates at Weverton, Maryland, had been washed out, and that no boats would descend from above that point until the gates were repaired, which will probably be today.  
**The Canal.** - The usual number of coal boats reported this morning, and we notice the arrival of several coastwise schooners to load with the Cumberland product.

Fri. 9/30/70, p. 4. **Georgetown Affairs.**  
**Repaired.** - The damage done to the lock gates near Weverton, Md., having been repaired during Wednesday night and yesterday, about 125 boats reported at the register's office.  
**The Canal Boat Colbert** arrived yesterday with a cargo of flour & corn, consigned to Burroughs & Dongal.

Sat. 10/1/70, p. 4. **Georgetown Affairs.**  
**The Canal.** - The late rains have done no damage to the line of the canal as far as heard from, and boats continue to arrive regularly.

**Alexandria Affairs.**

**Canal Boat Sunk.** - The canal boat E. F. C. Young struck an old spike just outside of the outlet lock, this morning and sunk.

Mon. 10/3/70, p. 1. **THE GREAT FLOOD.** On Saturday morning last the merchants of Washington and Georgetown, doing business along the line of the river front and in the vicinity of the canal, were stricken with surprise on visiting their stores to find that, without a moment's warning, and while they were totally unprepared for it, a terrible freshet from the upper Potomac had angrily swept down with resistless force, and after considering such slight obstacles as interfered, had completely submerged and destroyed property and worse still, sacrificed human lives. Within thirty years past there has not occurred so fearful a flood, and although the damage done is not yet fully apparent, when it is ascertained, the aggregate amount will astonish even those who, during the excitement, visited the several points, and awestruck watched the mighty element in its seething, surging flood.

#### **In Washington.**

The streets along the river bank were totally submerged, the wharves strained and torn from their location, while vast piles of cord wood and lumber were swept away as so many chips. The river was filled with drift of every possible description, while occasionally the dead bodies of various animals were observed floating down the stream. The steamboats plying between this city and points on the lower Potomac labored exceedingly in keeping clear of the mass of debris which was floating down with the current.

#### **The Bridges.**

Both the Long bridge and the railroad bridge adjoining were among the first objects of solicitation, and at an early hour on Saturday crowds had gathered to see whether either or both could withstand the torrent. They were soon satisfied, for after the 5 a.m. train had crossed, it was determined to stop the travel, and in a little while the Long bridge was

deemed so unsafe that parties were forbidden to cross. These precautions were wise, for soon an immense portion of the Chain bridge, which gave way about 6 o'clock a.m., and in the timber and debris, together with the flood, in its force succeeded in breaking away two spans of the southern end of the bridge, and the old brick causeway actually crumbled away, and was washed, portion by portion, down the river until now but little remains.

Yesterday the locality of these bridges was visited by thousands of persons. The railroad bridge is in very rickety condition, and it is more than probable that before the patrons of the *Republication* shall have finished the reading of this report, the entire structure will be carried off. The brick and about three hundred feet has been swept away by the flood.

The Long bridge will also suffer terribly, as from the looks of the woodwork yesterday afternoon it had been terribly shaken, and fears were expressed that the greatest part of it will be carried down the stream before daylight.

The navy yard bridge, now being completed, was under water for several hours on Saturday, but no damage was done to it.

#### **The Canal and vicinity.**

This much berated ditch was also a point of interest from the fact that the sudden rise of the water in the river had caused it to overflow its banks at several points, the water rushing through the streets contiguous to it at a rapid rate. Sixth, Ninth, Tenth, Eleventh and Fourteenth streets were the principal points of interest, the inhabitants of the blocks between Louisiana avenue and C street being completely hemmed in by a body of water four feet deep, while the cellars and basements of the dwellings and business houses were completely submerged, in some instances the water standing to a height of five feet during the day. The water kept steadily advancing, and soon there was to be found four feet in the basement at the Fountain hotel, corner of Sixth street and the avenue, the same depth at Russell & Leonard's, Ninth street and the avenue, and



about the same in the cellar of the establishment of Messrs. A. R. Shepherd & Bros. At Middleton & Beall's, adjoining the St. James hotel, the water was about two feet in depth.

About 3 o'clock it broke into the cellar of the St. James, but by the prompt action of the proprietor, Mr. Bunker, and a full force of assistants, its progress was stayed for an hour or two; but gaining headway, Mr. Bunker promptly secured the services of Columbia steam fire engine, which had the effect of keeping the cellars dry.

At the establishment of Messrs. Harvey & Holden, corner of Eleventh street and the Avenue, business was brought to a stand-still by 3 o'clock p.m., the water having risen to such height as to extinguish the fires in the ranges.

The basement of the National hotel and Dubant's restaurant, on the northern corners of Sixth street, were covered with water at an early hour, causing a cessation of business.

The water in the cellar of the St. Marc hotel reached a depth of eight inches, and it is stated by the proprietor, Mr. John H. Semmes, that it has never before been known to raise sufficiently high to enter the cellar.

The news-boys, boot-blacks and idlers assembled in large numbers in the vicinity of the streets named above, and amused themselves greatly at witnessing the efforts of the residents of the locality to navigate to dry ground. Boats, scows, rafts, logs, (and one enterprising genius brought out a bath-tub,) were used as a means of transportation. At Tenth street, a colored man created much amusement by using a plank with a raised seat, *a la race-boat*. His ingenious use of the paddle elicited much applause.

At those points where the water commenced on the streets on which the canal bridges were located, the proprietors of a lot of carts did a thriving business in "ferrying" pedestrians across. The street-cars were eagerly availed of as a mode of transit across the miniature lake formed on Seventh street. Yesterday, although the water had receded, all the basements along

the south side of the avenue in the localities given, were left full of water, and today the merchants will have a busy time in "bailing out," provided the rains of yesterday do not bring down another flood.

### **Incidents of Yesterday.**

The immense crowds which collected along the river and canal banks yesterday gave evidence of the great interest felt by thousands of our people in the results of the freshet. All day long the crowds remained in the vicinity of the Long bridge watching the current, and the hundreds of wreckers busily engaged in catching drift wood and articles of furniture which had been swept down by the tide. One of these enterprising parties was fortunate enough to catch the body of a piano, which was hauled to shore at Fourteenth street, and was eagerly inspected by the waiting ones.

The water from the canal receded yesterday morning, leaving the streets in a horrible condition. All day long the proprietors of Avenue business-houses remained at their establishments making their arrangements for the work of today, and we hear of one or two who have secured the services of the steam fire engines to pump them out.

The losses of our merchants will, in many cases, be exceedingly heavy, among these we hear that Mr. John A. Baker is a heavy loser from having a large amount of guano spoiled. Mr. John Murphy, a young coal and wood dealer in the northern section of the city, lost 140 cords of wood, which were swept down with the current.

### **Georgetown and Vicinity Yesterday.**

A more doleful aspect could scarcely be imagined than the river front at Georgetown yesterday. All the wharves, from Aqueduct bridge as far down as Rock creek, were submerged, and the timber of which they were composed rocked to and fro at the mercy of the rapid current of the Potomac, momentarily denoting complete demolition.

Although the water has rapidly receded since noon of Saturday, Water street yesterday

afternoon resembled a miniature river, and the warehouses adjoining the wharves on the west side, stood as beacons in the midst of an ocean, being surrounded on all sides with water to a considerable depth.

The lumber yards of Messrs. Pickrell, Wheatley and Libbey were literally afloat, and their losses by washed away timber must be considerable, the extent of which can only be ascertained after the subsiding of the waters.

While to loss of property cannot at this time be computed, the sacrifice of life must be heavy, from rumors that reached here from the vicinity of Harper's Ferry, where it is represented that houses and whole families have been swept into eternity in the brief space of the twinkling of an eye.

At the Aqueduct bridge, where an immense quantity of debris from above has been wedged beneath one of the piers, the upright hand of a child was discovered on Saturday afternoon protruding above the rubble. In the great anxiety to recover the body, a rush was made by several persons on the wedged mass, which loosened and gave way by the motion, when the body of the unfortunate little innocent sank and disappeared, being carried away by the angry torrent.

A new frame structure on the fish wharf, belonging to Mr. Power, was washed away on Saturday afternoon and completely demolished by coming in contact with the obstructions near the Long bridge.

On the same afternoon, and nearly at the same hour, two full-rigged schooners nearby were washed from their moorings, one of which was carried down the stream as far as Easby's Point, where it was landed high and dry upon the flats. The other vessel was more fortunate, her anchors having been dropped, which held fast, thus securing her from material damage. The vessels had come to port to load with coal only a day or two previous.

Messrs. King & Dickson are sufferers to a great extent, by the loss of a great quantity of

wood and coal, wharfed on the line of the rising waters.

The canal was cut by authority, we learn, on Saturday afternoon on the level above the Chain bridge, thus diverting the water into the Potomac channel. In consequence of this action all the water is out below that point, and our several flour mills have been brought to a sudden standstill, and will doubtless so remain for some time to come, as it is impossible to ascertain what damage the canal has sustained above the Chain bridge, though it is the opinion of experienced canal men that the injury is very serious from the washing away of tow path and the damage to the locks.

Competent parties very much question the propriety of the canal, as they assert that the water in the level above the Chain Bridge on Saturday afternoon was not above its usual head, and while the mills here are just in their season of activity, should it be ascertained that there was no pressing ground for turning off the water by cutting the canal, the parties should be held accountable to those who will be the great losers by the suspension of their business for an indefinite period.

About 11 o'clock yesterday morning rain again set in, which continued during the day with slight intervals, but coming from a different direction it is not expected that the affluents of the upper Potomac will be affected thereby, though it is said that the great body of water which has descended within the past few days is principally from the Monocacy section and that the bulk of the flood is behind the regions of Hancock and Catoclin.

Mr. E. Moody, living near Eades' mills, about two miles above Georgetown, visited the low lands near his residence about 1 o'clock on Saturday morning to look after a quantity of sheep and cattle he designed bringing to market during the morning. He found them all safe, and retired to bed. Two hours later he was the loser of two hundred and seventy head of sheep and six fine beeves, the whole having been swept off by the flood.

### **In Past Times.**

There have been innumerable freshets in past times, and from a diary kept by Mr. Drill, of Georgetown, who was a miller, we find that the most memorable floods occurred on October 8th and 9th, 1847, when the Potomac reached a point one foot higher than in June, 1848; but on April 20, 1852, the river rose two feet and one inch higher than the previous freshets, the cause being the melting of snow and rain in the Alleghany range of mountains. By this flood the canal was damaged to an extent of \$80,000, which amount was borrowed shortly afterwards by the Chesapeake and Ohio Canal Company from the State of Virginia to put the work in repair. Davidson & Lyon, on Water street, Georgetown, then suffered considerable loss in flour, which was at the time stored in their warehouses, and Mr. Joseph Libbey lost large quantities of lumber, cord wood, &c., as did other doing business contiguous to the above named parties.

The oldest residents give it as their opinion that the present freshet, in extent of damage, far exceeds all previous floods in this locality, and that the water has risen several inches higher than ever before known.

Last night, at 8 o'clock, the Potomac was rapidly rising, and fears were entertained that the incoming tide would materially add to the loss of wharf property.

The steamers, E. C. Knight, of the New York line, and the Lady of the Lake, of the Norfolk line, were still at their berths, Georgetown, the water on the wharves being of a depth which precluded the possibility of either vessel taking in freight until it subsides.

### **At Harper's Ferry - A tale of Horror Forty Persons Drowned.**

By an express which left Harper's Ferry at 12 o'clock on Saturday night, we have received the details of one of the most frightful and thrilling catastrophes that has ever overtaken a hapless community. Two score lives are ascertained to be lost; property, representing the toll full accumulation of years, has been swept in an

instant to utter destruction, and hundreds of wretched fellow beings, houseless, homeless and stripped of all they possessed, wander amid a scene of desolation and destruction where yesterday happy homes smiled in the midst of scenery of picturesque loveliness. Men, women and children have been swept in an instant to a watery grave, and before the very eyes of and almost within reach of agonized relatives and friends, who were unable to stretch out a hand to their relief - who now stand in need of a relieving hand themselves.

### **The Flood**

almost equals that of 1852 in its destruction of property, while it far exceeds it in its destruction of life. For two days the rains along the banks of the Potomac river had been very heavy, and on Friday afternoon the waters began to rise. For a time no serious apprehensions were felt, but as evening approached the boiling current of the streams continued mounting higher and higher, with a steadiness and rapidity that begat alarm. About 6 p.m. apprehensions were felt for the safety of the bridges spanning the river, and some of the more timid or the more cautious counseled the

### **Evacuation of the Island.**

This island is situated in the Shenandoah river, opposite Loudoun Heights. Its tenability in season of flood has been a sensitive point with the occupants, and they sturdily maintained their ground. The island has a large flouring mill upon it and about fifteen or twenty dwelling houses. After dark the flood came down from the upper river in increased volume, and the waters rose more rapidly than ever. They poured in between the island and the heights, and all were then thoroughly alarmed. But it was too late, and further escape was impossible. The torrent swept along with indescribable velocity, bearing down on its bosom timber, trunks of trees and all manner of debris, which darted past with arrowy swiftness, and precluded the possibility of any boat crossing their mad and headlong courses, even could it have lived in those wild waters.

In a short space of time the flood swept over the whole island, submerging it to a depth of ten to fifteen feet, and carrying everything before it. Only a few of the most substantial houses, together with the large brick flouring mill, were left standing. The neat little cottages were floated from their foundations and dashed against each other - sometimes overturned, when they would seem to melt before the relentless rush of water as if they had been made of card board. From the mainland, the details of the catastrophe were invisible; only the lights of the mill could be seen - a beacon watched with quaking hearts till the cold dawn of day came to lighten the scene that was - in no figure of speech - heartrending. With their houses many of the inmates had gone down the stream. But

#### **A Fearful Sight**

remained that might well sicken the stoutest heart and blanch an iron cheek. In several dwellings, yet standing were men, women and children - some screaming frantically and pleading for assistance; other waving signals for relief which no human hand could render, and still others calm and quiet in mute attitudes of despair.

As was afterwards learned one aged woman had expired during the night in an agony of terror that bore down her wasted strength. It was still impossible for any boat to live in the furious stream, and all day long the wretched inmates of the beleaguered houses were watched by the scarcely less wretched crowd of persons on the mainland. A first, a second, and then a third house was seen during the day to yield to the violence of the current, and, oscillating to and fro, to sweep down the stream, with its lost living freight of shrieking, praying victims. Later in the day a boat got near enough to the island to admit of a rope, with a basket arranged to run through it, to be rigged to a house containing seventeen inmates; these were all got off in safety just before dark. In that transfer an incident occurred which is not excelled in thrilling power by any scene

imagined in romance. An infant had been placed in the basket without being tied, and when about half-way down the basket tilted, and the little innocent rolled over to the very edge. A thrill of terror shot through the multitude who were spectators, and hearts stopped beating and men covered their eyes with their hands. One instant more and the baby would have been plunged into the boiling tide. A quick, strong pull on the rope jerked the basket back to a level; it was drawn toward the house again, the baby securely fastened to it, and lowered safely into the boat amid the acclaims and sobs of the spectators.

As nearly as can be ascertained the total number of lives lost will not exceed 35 or 40. It was reported that bodies had been recovered several miles down the stream at Berlin, but we are yet without the particulars.

#### **Destruction of Property.**

All the railroad track and bridges between Harper's Ferry and Shenandoah City are washed away. The Shenandoah City bridge comprised three spans of eighty feet each. Passengers, baggage and mail are now being transferred from Harper's Ferry to Halltown by stage. From the later place the track is perfect. The main stem of the Baltimore and Ohio railroad sustained no damage, and trains are running through on regular time. The entire destruction of railroad property was confined to the Winchester branch.

The water rose to within three feet of the

#### **Large Iron Bridge**

connecting Maryland and Virginia over the Potomac at Harper's Ferry, completely inundating the hotel and Adams' express building, and cutting off all communication between the depot and town except by boats. The water is now rapidly falling, and has receded four feet since 4 p.m. The weather is clear, and doubtless a calm, star lighted night will look down upon a scene of wreck and desolation which no imagination can adequately picture. No estimate of the aggregate loss can yet be formed, but it is immense.

Tue. 10/4/70, P. 1 **THE GREAT FLOOD.**

The waters of the Potomac and Washington canal receded during Sunday night, and yesterday morning saw the business men of this vicinity wading through the mire and mud which had been deposited in cellars, yards and streets, intent upon making up the account of losses.

#### **The Damage to the Bridges and Railroad.**

The destruction of the Long and Chain bridges is a matter of much moment to many of our citizens, as well as the residents of the adjoining counties in Virginia who gain access to our markets with their produce. An examination by officers detailed for the purpose yesterday disclosed the fact that the Long bridge was injured greatly - about one half of the causeway having been carried away, besides the great portion of the woodwork, which is torn and twisted in every direction. Three spans of the Chain bridge have been carried away, and months must elapse before it can be placed in condition for travel.

In consequence of the scarcity of funds in the hands of General Michler it is doubtful whether the bridges can be properly repaired until an appropriation from Congress.

#### **The Railroad and Bridge.**

Yesterday afternoon Receiver Clephane and other officers of the Washington, Georgetown and Alexandria railroad made a tour of observation over the bridge and road. Although much injured the damage done the company is not near so great as at first supposed, and Mr. Clephane gives it as his opinion that \$3,000 will be all that is necessary to place everything in running order. The officers propose at once to repair, and to this end a large force of men were engaged yesterday who will today be placed at work.

#### **The Losses**

The losses by the flood in this vicinity, although heavy, do not amount to near as much as first supposed. Nearly all the residents of the south side of the Avenue, from Sixth to Twelfth

streets, lost by the damage done to their cellars. Besides those mentioned in the *Republican* of yesterday, we hear of Messrs. Harvey & Holden, who by the stoppage of business and loss of perishable material, lose about \$2,000; Messrs. Bryan & Bro., grocers, \$200; Messrs. Geo. W. Bunker & Co., St. James hotel, \$500; Messrs. A. R. Shepherd & Bro., about \$1,000; Messrs. Russell & Leonard, \$1,000; Dubant's restaurant, \$500; Scott & Broughton, Fountain hotel, \$800; and many others in smaller amounts.

#### **The Steam Fire Engines as Work.**

Mayor Emery yesterday notified Chief Engineer Holmes to render all the assistance possible with the fire department to such citizens as might need their services. Accordingly two of the engines were busy all day in pumping out cellars.

#### **Sanitary Work.**

The sanitary officers, as also other policemen, are notifying parties whose cellars have been overflowed to use lime in their cellars, as suggested in the *Republican* yesterday, and in some cases parties think that they should give them time to have the debris removed. Some cellars which have been filled, from the stench, appear to be very foul.

#### **The Result in Georgetown.**

At Georgetown the waters have subsided, and the river at noon yesterday rolled on in its usual course, the tide being at its natural height.

Water street, as might be expected, was a scene of considerable confusion, hundreds of white and colored men being engaged during the day in removing *debris* caused by washing and in cleansing the ground floors of warehouses that had been filled with yellow mud to the depth of several inches.

We visited the line of destruction from the Aqueduct bridge as far down as Rock creek, and ascertained, through careful inquiry, that the losses sustained by our people were fortunately far below previous estimates, probably not exceeding from \$10,000 to

\$12,000, including damages to stock and injury done the several wharves.

Among the principal sufferers are Edmonston & Co., who lose about \$1,000 in grain and empty flour barrels; F. L. Moore, \$1,000 in Peruvian guano stored on Water street; the New York Steamship Company, \$1,000, occasioned by flooding of their warehouse and injury done goods stored therein; Evan Lyons, about \$200, in loss of wheat and plaster; William Clabaugh, \$200, by injury done his wharf and flooding of his cellar; Burroughs & Dougal, a similar sum; Edward Ridgeway, cooper, \$500; H. P. Gilbert, \$300 stock; Tyler & Hyde, agents of Philadelphia Steam Packet Company, about \$800; and R. Cropley and other to smaller amounts.

The hose of the steam fire engine "Henry Addison" was kindly loaned by the fire commissioners of the town, and were effectively used yesterday in cleaning out stores and washing lumber of the accumulated mud.

The lumber yards of Messrs. Pickrell, Libbey and Wheatley, sustained comparatively little damage on the occasion, losses to the three gentlemen being computed at a few hundred dollars each.

Most of the wharves are more or less injured, but we notice that Pickrell's, constructed more than 20 years ago, and Hyde and Tyler's remain as intact as when first built, notwithstanding the greatest strain and the very *acme* of the flood centered there.

There was but little injury done the shipping, one or two vessels only having slipped their cables. The steamship E. C. Knight, of the New York line, and the Lady of the Lake, of the Norfolk route, are at their wharves, as are also several coastwise schooners, which must remain "locked in" until the draw of the Long Bridge is repaired to enable their passage through.

The canal is at a stand-still, all the water on the Georgetown level having been drawn off and the mills consequently stopped. Should the weather continue favorable it is expected the

cut-off below Chain bridge will be repaired by the end of the present week, and the mills enabled to resume operations in the early part of the coming week.

It was reported here yesterday morning that the mills at Seneca had been swept away, though many regard the rumor without foundation in fact.

Owing to the want of communication we have not been able to gather any reliable information from the line of the canal between here and Harper's Ferry, but it is presumed that the canal has not materially suffered, as there is no important rise in the Potomac above that point, and as we have a \$10,000 per annum president of the canal, who is an energetic officer, and a full treasury at his command, we have confidence that the repairs and resumption of canal navigation will be very soon restored.

There was nothing done on Change yesterday, there being no demand for wheat, and the only mill now running hereabouts is that of Mr. Evan Lyons, on Rock creek, the freshet having interfered with his operations only a few hours on Saturday.

Mr. R. E. Fugitt, of our town, returned yesterday from the vicinity of Great Falls, and reports that when he left, at 7 o'clock in the morning, there was a sudden rise in the Potomac, the water being within one foot of the highest point of the falls, and he thinks that the bulk of the freshet is still behind, as the waters from the mountain ranges above have not reached the upper Potomac tributaries.

Wed. 10/5/70, p. 1. **THE POTOMAC RIVER.**

### **The Freshet in Georgetown.**

The topic among all classes yesterday was the late freshet. A letter received from above by a well-known merchant here, states that at Berlin and Point of Rocks the water was higher than ever known before, being twenty inches above the railroad tracks at Point of Rocks. The stores and private houses were all flooded, and large quantities of merchandise were destroyed

among the sufferers being several Georgetown dealers who had goods on storage there. Capt. Wm. H. Ritter, of the packet Minnesota, reached here on Monday evening. He reports his boat as being detained at Edward's Ferry, owing to the break in the canal near that point. He says the water at that Ferry reached a mark within seven inches as high as in 1853, but that the destruction to property was more disastrous than on that eventful occasion. The Captain thinks the break near Edward's Ferry not favorable for speedy repair, as the earth to reconstruct the bank will have to be brought from a great distance above, and that a temporary dam will have to be thrown across the canal, and boats employed to convey the earth as near as possible to the break, and then carted to the required point.

Above Seneca the tow-path and the berm bank opposite has been washed away, and several days must elapse before it can be repaired.

Information direct from Seneca was received here on Monday evening. The mills (reported to have been carried away) remain intact, and our informant states that the water in the creek there did not rise to a height to overflow its banks.

The Potomac here yesterday was at its usual height, but the current was unusually strong in the morning, owing to the descending waters from above, made rapid by the rain of Monday evening. The steamer E. C. Knight, Captain Johnson, and Lady of the Lake, Captain Denty, loaded with flour yesterday, the former for New York and the latter for Norfolk. The Knight started yesterday afternoon, the draw at the Long bridge, not interfering with her passage. The Lady of the Lake will leave this morning, Captain Denty not willing to risk the cross-current through the Long bridge draw, as his vessel is wider and draws more water than the New York steamers.

There was nothing done on Merchants' Exchange yesterday, the mills being stopped owing to the injuries to the canal and no supply

of water, and consequently there is no need of grain.

We learn that in consideration of the present state of affairs consequent upon damage done to the Chain and Long bridges, rendering them impassable, the lessees of the Georgetown and Alexandria aqueduct bridge have generously reduced the tolls over that structure 25 per cent. As there is no other means of communicating with the District by wagon travel at present than by the aqueduct route, this action on the part of the lessees is very commendable.

Thu. 10/6/70, p. 1. **Georgetown Affairs.**

**Our Town Yesterday.** - Exceeding quietness was observable on the marts of business yesterday, the damage by the late flood precluding anything like a lively resumption of trade, though the countenances of nearly all our merchants were wreathed in smiles, notwithstanding the severe test they are subjected by the "dead-lock" in which they are environed.

President Clark, of the Chesapeake and Ohio canal, was in town on Tuesday night, and imparted the encouraging information that he has employed a gang of some five hundred laborers, whom he has placed at work night and day to repair the damages done on the line of the canal, and he expects the work will be completed in about twenty days, when canal navigation will be resumed from Cumberland to this point.

An additional force has been set to work on the Georgetown division, and it is asserted that water will be turned in this level within a period of eight or ten days, when our flour mills will be enabled to resume operations.

There are now eighteen sail of coastwise vessels in port, and the accumulated piles of coal lately noticed on our docks are rapidly diminishing to make up cargoes for Northern and Eastern markets.

The Aqueduct bridge presented a rather lively appearance yesterday in the passage to and fro of wagon teams coming and going from

our local markets, and in view of the importance of country trade from the Virginia side it is suggested that the bridge company further reduce tolls, that Georgetown and Washington may be recipients of fresh garden and dairy products daily from the other side.

The damage done by the late freshet to the wharves of the Philadelphia Steam Packet Company not having been repaired, the propeller New York, of that line, which arrived on Tuesday evening, proceeded to Hartley's wharf above, where she is now taking in back freight.

#### **Alexandria Affairs.**

**The Damages** to the Chesapeake and Ohio canal by the late freshet are, it is thought, not so serious as they were at one time supposed to be, and hopes are now entertained that the necessary repairs can be completed in twenty days.

**Fri. 10/7/70, p. 4. Georgetown Affairs.**

**Our Merchants** on Water street are brushing up, and their places of business lately flooded are beginning to assume their wonted appearance. The business yesterday on that thoroughfare was quite lively, there being an active demand from Washington and Georgetown dealers for flour, corn meal, oats, &c., which brought full prices.

**Sat. 10/8/70, p. 4. Georgetown Affairs.**

**Our Wharves.** - Early next week the work of rebuilding and repairing our wharves, injured by the flood, will be commenced, and the work prosecuted to early completion.

**The Canal.** - By Monday night it is expected that the break on the canal, near the Chain bridge, will be repaired, when water will be turned in this level, and our mills enabled to resume operations.

#### **Alexandria Affairs.**

**Intelligence** received at the office of the American Coal Company, in this city, is to the effect that the chief breaks in the line of the Chesapeake and Ohio canal caused by the late

flood, are at Harper's Ferry and on the Georgetown level. A large force is employed in making the necessary repairs, and navigation will, it is now supposed, be resumed between the 22nd and 25th instant.

**Tue. 10/11/70, p. 1. Georgetown Affairs.**

**The Mills and Canal.** - Our flour mills still remain at a stand-still, owing to no water in the canal, but since the freshet advantage has been taken by the proprietors in cleaning out and making necessary repairs to their mills. The break near Chain bridge is nearly repaired, and Mr. Kindle, in charge of the work, informs us that on Wednesday water will be turned into the Georgetown level, and that by the middle of next week the entire length of the canal will be in navigable order, light boats being already enabled to proceed to Cumberland from a point near Harper's Ferry.

**Coal.** - We noticed yesterday the loading of several schooners at the docks here with Cumberland coal for Eastern ports, and the supply here is rapidly disappearing, though in the course of a few days ample quantities will arrive to meet any coastwise demand.

**Wed. 10/12/70, p. 4. Georgetown Affairs.**

**About the Canal.** - Mr. George Waters was in receipt of a letter yesterday morning from Berlin, in which the writer states that water was turned in that level of the canal, on Monday night, and boats from that point may be expected here on Friday night or Saturday morning. The writer speaks in glowing terms of President Clark, whose energy in directing the repairs to the canal surpassed all expectation, as it was thought, from damage to the line by the late freshet, it would require at least a suspension of navigation for a period of one month. Mr. Clark also asserted that the water would not be turned off in December, as was the case last year, but that navigation would be kept open until the last moment, when the canal might be frozen over, at which time advantage would be taken to clean out the bed.



Information yesterday from the break above Chain bridge was to the effect that water would be turned in this level last night, enabling the mills here to resume operations in the course of today.

Thu. 10/13/70, p. 1. **Georgetown Affairs.**  
**The Canal.** - Water was turned in the Georgetown level yesterday 12 o'clock, and today it is expected that our mills will resume operations.

p. 4. **The Washington Canal.**

**What shall be done with it?**

Besides the market-house franchise, the Pennsylvania avenue pavement and the river channel improvement, Congress at its late session passed a law providing for the improvement of the Washington canal, which has so long been a source of great annoyance, ridicule and disease to this community, and now that the Avenue and market-house projects are well under way, and the work of river improvement soon to commence, the *Republican*, true to its pledge to work for the welfare of the whole people, proposes to do what it can to relieve our city of the disgusting ditch which has for years made the capital of the nation the laughing stock of its visitors. In order that our readers may thoroughly understand the present status of the canal we print entire the law as passed by Congress.

**THE LAW OF CONGRESS**

The bill as approved is as follows:

*Be it enacted, etc.,* That the Mayor of the city of Washington, the Secretary of the Interior, the Commissioner of Public Buildings and Grounds, the Architect of the Capitol Extension, and their successors in office, together with two men to be appointed by the Mayor of the city of Washington, by and with the advice and consent of the Board of Alderman of said city, are hereby appointed a commission, who shall cause the Washington canal, either in whole or in part, to be dredged, or it deemed best dredged and narrowed, or arched and converted into a sewer. And for the purpose of making this improvement the corporate authorities of the city of Washington are hereby authorized and

directed to levy and collect a tax of \$100,000 upon all taxable property in said city for defraying part of the expenses thereof, and the sum of \$50,000 is hereby appropriated, out of any money in the Treasury not otherwise appropriated, for the purpose of defraying in part the expenses of the same; and out of any moneys arising from the sale of any real estate, should any take place, belonging to said canal, the Government shall first be indemnified for any moneys hereby appropriated; the improvements aforesaid to be paid for at the rate of one third by the Government and two thirds by the city as the work progresses, and the total expenditure not to exceed the amount herein provided for.

The two gentlemen selected by the Mayor, and confirmed on Monday evening last by the Board of Aldermen, are Messrs. S. H. Swetland and William Dixon, two gentlemen well known in this community; and as their confirmation fills the commission, it is proposed to at once hold a meeting and decide upon what action shall be taken. And here it would be well to state that the attacks made upon Mayor Emery in connection with the canal have been entirely gratuitous and without just reason. The members of the commission named in the bill could not act until the two men had been confirmed by the Board of Aldermen, and this was not done until three days ago. The fact that immediate action has been taken with a view to commencing work promptly is proof positive of the interest felt in the subject by the Mayor and his anxiety to hasten the completion of all the preliminaries. The tax bill recently passed levies 18 cents on the hundred dollars for the canal improvement. This will probably net for the present year about \$70,000 - a sum amply sufficient to carry on the work until next year.

The projects for improving the canal are nearly as numerous as the different styles of pavement offered for the Avenue, and the commission will have to use great discretion in preparing their plan. Some of the canal doctors say it should be narrowed; some that it should be cleaned out and left at its present width; others that it should be arched over, and numerous other ideas in regard to the work have been advanced. The recent freshet has probably

exploded the arching scheme, but the other plans will, it is thought, receive due consideration. The meeting of the commission will be held in a few days, when, doubtless, some definite action will be taken. It is to be hoped that a plan will soon be adopted, the work speedily begun, and our city relieved of the present fearful nuisance, as our "big ditch" is now generally known.

Fri. 10/14/70, p. 1. **Georgetown Affairs.**

**The Canal.** - Today it was expected that a large fleet of coal-laden boats from Cumberland will arrive here. The head of water in this level is about eighteen inches below mark, and in order to get the usual height of six feet it will be necessary to raise the embankment at the cut-off above Chain bridge.

Sat. 10/15/70, p. 1. **Georgetown Affairs.**

**Sunday Law Abolished,** - The regulations of the Chesapeake and Ohio canal in regard to boating prohibited the passage heretofore of boats through the locks on the canal on Sundays, and consequently at whatever point of the line they happened to be on the Sabbath day, they were compelled to tie up until Monday morning. At a meeting of the directors on Wednesday the Sunday clause of their regulations was abolished, and boats in future will navigate at all times while the canal is in condition. It was also resolved at the meeting to substitute Hagerstown, Md., in place of Annapolis, as the locality for the main office of the company.

Mon. 10/17/70, p. 1. **The Washington Canal - It is to be Dredged.** - The commission

appointed under the act passed by Congress for the improvement of the Washington canal met on Saturday afternoon at the Interior Department. There were present Judge Otto, Acting Secretary of the Interior; Mayor Emory. Gen. N. Michler, Commissioner of Public Buildings and Grounds; S. H. Swetland and Wm. Dixon, Mr. Edward Clark, architect of the

Capitol, was unavoidably detained. The commission organized by the election of Mayor Emery as president, and Mr. S. H. Swetland as secretary. After a short discussion it was decided that the plan of improvement should be to dredge the canal its entire length to a depth of four feet below low water mark. Messrs. Gen. Michler, S. H. Swetland and William Dixon were appointed a committee to prepare the specifications for the work. The commission seemed unanimous in the desire to have the work speedily commenced. The specifications will be ready for publication in a few days.

p. 2. **The Washington Canal.**

The action of the commission appointed to adopt a plan and carry forward the work of improving the Washington canal is satisfactory to the great mass of people. We are pleased to note the promptitude evinced on the part of the gentlemen comprising the commission, and the earnestness they evince in providing for a speedy commencement of the work. As we understand it the idea of the commission is simply to dredge the canal its entire length in order that a permanent stream of water may be constantly flowing through, thus carrying off the sewage of the city, and at the same time affording boatmen opportunity to landings at every point that may be desired.

The improvement is one of great magnitude, and a mode of meeting the expense to be incurred has been provided; and as there are hundreds of laboring men in this city who need the work which will be afforded to them, it is to be hoped that the specifications may be speedily prepared, the contract promptly let, and the nuisance which has so long existed in our city to the detriment of health and property may be abated, and the Washington canal made available for commercial purposes.

Thu. 10/20/70, p. 1. **Georgetown Affairs.**

**The Canal.** - There is now a good head of water in the canal, but owing to some temporary break a number of boats are detained

some distance above town. It is expected that the needed repairs will be finished today, and the boats and their cargoes get down.

Tue. 10/25/70, p. 1. **Public Buildings and Grounds in the District. - What has been done and what is needed. - Annual Report of Gen. N. Michler. THE CANAL.**

The report quotes the act of Congress appointing the Canal Commission, and says: The commission has met, and after mature deliberations, has concluded to thoroughly dredge the canal. Subsequent considerations may suggest additional alterations in the course and dimensions of the canal, so as to make it a paying institution, as well as an ornament to the city. Should the corporation open the streets, and rows of trees be planted along its banks, the canal may become a useful thoroughfare, instead of a disgusting nuisance.

Wed. 10/26/70, p. 4. **The Canal.** - In accordance with the act of Congress, the canal is soon to be thoroughly dredged and cleaned. General Michler and Messrs. Dixon and Swetland, canal commissioners, are making the necessary preparation for active operations. The soil taken from the canal is to be deposited in the following places: In the dyke near Seventeenth street; near the Monument, between the island and the Monument grounds; on the Botanical Garden grounds, and in the marshy grounds near the mouth of the canal, on the Eastern branch.

Thu. 10/27/70, p. 4. **The Washington Canal.** A meeting of the commission charged with the duty of cleaning out the Washington canal was to have been held yesterday afternoon at the office of the Secretary of the Interior, but owing to the fact that the Secretary was very busy, and Mr. Clark, architect of the Capitol, absent by reason of a prior engagement, and adjournment was had until today.

The committee consisting of General Michler and Messrs. Dixon and Swetland,

appointed to prepare specifications, have performed their work, and are ready to report what they have perfected. These specifications, it is presumed, will be adopted and at once be advertised.

Fri. 10/28/70, p. 4. **The Canal.**

The canal is at last to be cleaned out and made navigable. The commission lately organized met yesterday, there being present Mayor Emery, Secretary Cox, Gen. Michler, and Messrs. Clark, Swetland and Dixon. It was decided to dredge the canal its entire length four feet on the side and six feet in the center below the lowest tide.

Proposals for doing the work have been invited, with the stipulation that the work must be commenced in fifteen days after the awarding of the contract, and finished by the 1st of July 1871, the successful bidder giving bond in the sum of \$40,000 for the carrying out of the contract.

It is the intention of the commission to push the work vigorously, and by the 1st of July at furtherest, the city will be rid of one of its nuisances, and the maligners of the city will have lost one of their standing causes of complaint.

Mon. 10/31/70, p. 4. **The Canal**

**Improvements.** - According to data obtained from the office of the United States coast survey the following will be the depth of the canal when dredged according to the specifications of the commissioners; To 4 feet below the plane of lowest tides, its depth of water at times of lowest tides will be 4 feet; at mean low tide, 5.9 feet; at mean high tide, 8.8 feet; at highest tides, 11.7 feet; and between mean low and mean high tides the average depth will be 7.85 feet.

Tue. 11/1/70, p. 4. **Improvement of the Canal. The Washington Aqueduct Major Elliot Placed in Charge.**

A recent order from the War Department relieves Gen. N. Michler from the further charge of the Washington aqueduct and the improvement of the channel of the Potomac river as provided for by the act passed at the last session of Congress, and places the work in the charge of Major George H. Elliot, United States Engineers. This change has been made in view of the fact that the duties of Gen. Michler, as superintendent of public buildings and grounds, are sufficient to occupy all his time. In fact, the special commissions on which he has been placed in connection with local improvements have rendered his position one of very great labor. This change, it is understood, will not affect the status of Mr. Theodore Samo, the civil engineer of the aqueduct, who will still be continued by Major Elliot. The work of improving the channel will be conducted on the plans as prepared by Gen. Michler.

**Fri. 11/11/70, p. 4. The Washington Canal. Opening the Bids for Dredging and Improving it.**

Yesterday, at 12 m., the commission for improving the canal met in the office of Mayor Emery for the purpose of opening the bids for the same. There were present Mayor Emery, Architect Clark, Hallett Kilbourn and Wm. Dixon. The office was filled with anxious spectators, most of them interested in the bids being opened.

Twenty four different individual and companies had sent in proposals, some of them two or three, for different amounts. Each bid was opened by Mayor Emery, read aloud by Mr. Kilbourn, and recorded by J. H. Swetland, who was acting as clerk. The following are the proposals and the order in which they were opened.:

Gleason & Tenley, three bids - for west section, \$180,000; east section, \$80,000; whole line, \$210,000; no bond. E. F. Randall, east section, \$60,000. Charles B. Church, whole length, \$179,000; bond imperfect. Peter Campbell, whole length, \$67,240. Ralph R.

Osgood, east section, \$100,000. Charles H. Eslin & Co., three bids - west section, \$135,000; east section, \$85,000; entire, \$220,000; no bond. Isaac L. Gibbs, whole length, \$139,000. John W. Van Hook, whole length, \$127,000. James Fitzpatrick and Samuel Cross, bid 65 cents per cubic yard; no bond. Sam. Y. Payne, whole length, \$135,000; no bond. William Buchley, east section, \$31,567.63¾. Thomas P. Morgan, three bids - west section, \$91,000; east section, \$39,000; whole length, \$130,000; he also proposes to extend the seawall at Seventeenth street for \$6,500. J. H. Teemyer & Co., whole canal, \$88,800. Jos. R. Deeler and William A. Wilson, section No. 1, \$94,350; section No. 2, \$46,000; no bond. J. V. W. Vandenburg & Co., whole length, \$75,000. A. D. Tucker, three bids - west section, \$90,000; east section, \$50,000; whole length, \$140,000. G. V. Luring & Co., whole length, \$95,000. James A. Tait, two bids - east section, \$41,200; whole length, \$113,200; no bond. James E. Woodruff, whole canal, \$50,250. Alfred Lee & Co., whole canal, \$87,500. J. J. Joyce, whole length, \$39,500; no bond. J. W. Howard & Co., whole length, \$60,500. T. Adams & Son, whole canal, \$146,000; also a proposition to build canal wall in the vicinity of Seventeenth street and reclaim certain lands, \$196,000.

As will be seen from the above the bidders raised somewhat in their estimates, one being as low as \$39,000, and the highest being \$230,000. The lowest bid, accompanied with the bond, as required by law, was that of James E. Woodruff, on whose bond appears the names of Alfred Lee and G. H. Giddings. Lee also appeared as one of the bidders. The contract has not yet been awarded, the commission desiring to examine fully all the bids, and to make the award to only a responsible party, and one who will vigorously prosecute the work.

**Sat. 11/12/70, p. 4. A Canal Visitor.** - Judge Wright, Commissioner of Canal of the State of

New York, arrived in the city yesterday, and is stopping at the metropolitan. By invitation, he visited the Mayor's office during the day, and spent some time in discussing with Mayor Emery the project of cleaning the canal, the best mode of procedure, and also the best manner of conducting it after it shall have been cleaned and improved.

Tue. 11/15/70, p. 1. **WASHINGTON CANAL.** A meeting of the Canal Commission was held yesterday morning in the office of the Secretary of the Interior. Ten o'clock was the time fixed for the meeting, and at that hour Mayor Emery, General N. Michler, Hallett Kilbourn and William Dixon, Esqs., of the Commission, assembled in the room of the Chief Clerk, awaiting the pleasure of the Secretary, who is also a member of the Commission.

About 11 o'clock the Secretary signified his readiness to go into session, and the members entered his office. Mayor Emery presided, with Mr. S. H. Swetland as secretary. The first business in order was the reading of the minutes of the session of Saturday.

#### **This Disclosed the Fact**

that at the meeting Secretary Delano announced that he was in favor of narrowing the canal and forming with the dirt removed new ground, of which, by the Secretary's calculation, there could be made a stretch 250,000 feet long by fifty feet wide. Mayor Emery opposed the idea, as he contended that the commission had already decided to dredge, and the entire width was necessary for commercial purposes. Secretary Delano then moved that the commission re-advertise for proposals not only for dredging but for narrowing the canal to a uniform width of fifty feet. This proposition was negatived by a vote as follows: Yeas - Secretary Delano and Mr. Edward Clark; nays - Mayor Emery, General Michler and Messrs. Kilbourn and Dixon. The minutes having been corrected in several places, in accordance with the suggestions of Secretary Delano, were adopted, and

#### **The Business of the Day**

commenced. Mr. Dixon from the committee appointed to ascertain from Mr. Peter Campbell information in regard to his bill, reported that they had waited upon the bidder and had a conversation in regard to his ability to perform the work. Mr. Campbell was quite reticent, and seemingly afraid that what he said to the committee might affect his bid. He was asked if he had a dredge and other machinery necessary to do the work. He replied that he could obtain everything needed. If the contract was awarded him he would explain more fully as to his facilities.

Gen. Michler said that his impression from the conversation of Campbell was that he would not be able to do the work properly, and in the manner prescribed by law, and complete it as required. He evidently had not the necessary machinery.

Secretary Delano: Why is this scrutiny necessary in this particular bid?

Gen. Michler said that in view of the fact that this appeared the lowest legitimate bid it was necessary to scrutinize it. Very few persons had the appliances to finish this work in the time required by the specifications, therefore the committee were desirous of satisfying themselves that in case the contract was awarded to this bidder the work would be done to the satisfaction of the commission.

Secretary Delano: Well, all I want to do is to have the labor done to the best interests of the Government.

Gen. Michler said that as far as he understood the case they wanted to give this contract to someone who will do the work, not to have it sold to a third party. He had inquired of experienced men the lowest price for which the filth in the canal could be removed, and they had all agreed that 30 cents per yard was the lowest sum possible for it to be done without loss.

There was 300,000 cubic yards to be moved, and the bid of Mr. Campbell seemed out of proportion to a satisfactory job.

Secretary Delano said he wanted the action of the committee to be of such a character as would

**Bear Congressional Investigation.**

He did not see anything in the statement of the committee which would interfere with Mr. Campbell's successful completion of the work. But there were other bids lower than Mr. Campbell's; would it not be well to look after them?

Mr. Dixon asked if it would not be better to consider the bids as they passed, commencing with the lowest bid. A discussion ensued in regard to the legality of certain of the bids, in which Judge Otto, Assistant Secretary of the Interior, who was present at the request of Secretary Delano, took part. During the discussion Mr. Swetland was dispatched to the City Hall to obtain the original bids. At the close of the discussion Secretary Delano remarked that he did not care anything about the combinations spoken of; he desires to see the work well done, and as cheap as possible.

Gen. Michler replied that the commission was in charge of the matter, and it was their duty to see it properly completed.

Secretary Delano: Well, I don't suppose anyone keeps these dredges on hand; we only want to be satisfied that the successful bidder can find them if we want them.

Mr. Swetland having returned with the original bids, Mr. Kilbourn opened them and read over to the Secretary of the Interior five separate documents, proposing to do the work for sums ranging from \$39,000 to \$75,000. These bids were evidently the work of the same party or parties, and the combination trick was very apparent.

Gen. Michler said that the five bids should all be thrown out, as it was evident there was collusion. He instanced the practice of the engineer bureau as a precedent for such action.

Mayor Emery said that he had been credibly informed that none of these parties were responsible, and that they would accept no contract unless it could be obtained at the

highest figure, and then probably they would sell out. In order to dispose of the whole matter, Mr. Kilbourn moved to throw out the bids of Joy, Woodruff & Co., Howard & Co., J. V. W. Vanderburg, and Alfred Lee. This was agreed to - ayes, Gen Michler, Mayor Emery, and Mr. Kilbourn; nays, Secretary Delano, and Mr. Dixon.

The question being, what action should be taken on the bid of Peter Campbell, Mr. Dixon asked permission to say a word.

**Mr. Dixon's Objections.**

He must object to acting in the matter now because he did not believe that the specifications were legal, not having been approved by all the members of the commission. He complained that in preparing the specifications he, as a member of the committee appointed for the purpose, had been ignored. He was particularly opposed to that part of the paper reading as follows:

"It is particularly understood that every bidder will be required to satisfy the commission that he has the necessary machinery and appliances to begin and complete the work in the required time, and in accordance with this specification."

He also made objection to the section of the specification relative to placing the earth on the ground; that left too much power in the hands of the commission.

General Michler (interrupting) said the places designated were exactly as agreed upon so far as designated at all - others being only talked - and not in control of the commission.

Secretary Delano here took occasion to say that he had been mistaken in signing the specifications. Had he know what he did now, he would not have done so.

Mayor Emery said that the specifications had been specially submitted to the engineers of the commission, General Michler and Mr. Clark, and they had heartily approved then; therefore, he (the Mayor) had accepted them.

**Mr. Dixon Continuing,**

said that he had positively refused to sign the paper. He then made a few remarks on the placing of cobble stones of Pennsylvania

avenue, but finally came back to his subject, and said that it was wrong in the specifications to prescribe where the contractors should commence. That should be left to his pleasure.

### **Charges of Bribery.**

One fact, said Mr. Dixon, I am certain of. Efforts have been made to bribe two members of this commission by offers of fine houses worth from \$10,000 to \$12,000 each.

This announcement fell like a thunder-clap, and the gentlemen present looked at each other.

General Michler: I should like to have the names of the members, and know who attempted bribery.

Mr. Dixon. It was not General Michler, I assure you.

The General. I guess not, sir.

In concluding, Mr. Dixon moved that the bids of Peter Campbell be accepted.

Secretary Delano said that in view of the grave statement just made, he would suggest the practicability of commencing the entire canal proceedings anew, taking fresh advertisements based on new specifications.

Mayor Emery said this was the first he had heard of the bribery story. He could not think that there had been any such proceeding.

Mr. Dixon said that he had been visited by quite a number of persons. They besieged him at his home to procure the specifications to be prepared in accordance with their desires.

Mayor Emery: Do you make any charge against any member of the commission?

"No, sir," positively replied Mr. Dixon.

Mr. Dixon was pressed to give the names of the persons who attempted to bribe the commission. He at first declined to give any name, but finally said that he was met, while in company with Mr. Swetland, late one of the commission, by a party who said that they must not draw the specifications too tight, and said that a fine house for each of them could be obtained in such an event.

Mr. Kilbourn. I move the gentlemen be requested to give the name of the party.

Mr. Dixon. I will not; Mr. Swetland can do so if he chooses.

Mr. Swetland was appealed to tell what he knew. That gentleman said that he had no objection. The person he supposed Mr. Dixon referred to was Mr. R. M. Hall, who did meet them one day, and did say the words which he alleges; but he (Mr. Swetland) thought it was one of Mr. Fall's jokes, and treated it as such.

Mr. Dixon. Mr. Hall had approached me before.

Secretary Dixon. What was the proposition?

Mr. Dixon. Well, in speaking of the specifications he said we must not tie him up too tight. In conversation with Mr. Swetland, I told him I would consent to nothing that was not fair and square, and he said that was his decision, but added, if we do not get the money the contractors will.

Secretary Delano. In view of the facts which have appeared here, I think we had better

### **Commence De Novo.**

He suggested this as a matter of policy. The city has had a good deal of talk about it, and everything seems to combine to give argument for the capital removal. He threw out these remarks in a friendly way, and did not mean to cast a shadow on the action of the majority of the commission.

Mayor Emery said that for eight or ten years the people of Washington had been laboring to procure the cleansing of the canal. They had now got the work so far advanced that he did not want to see it stopped by such a ridiculous story as had been heard. Because the two gentlemen met Mr. Hall and he spoke in a jocose manner to them he did not see any reason that the work on the canal should be stopped. For his part he was willing to

### **Take the Responsibility,**

if any there was, to have the work done speedily and by competent persons.

Mr. Kilbourn spoke in the same strain, and urged that the award be made at once.

The Secretary of the Interior stated that, in view of the remarks made by Mr. Dixon in regard to the circumstances connected with the preparation of the specifications, and because, when he signed those specifications, he was ignorant of the circumstances alluded to by Mr. Dixon, and that he had not since becoming Secretary of the Interior, had time to examine the law under which proceedings were being had, and was ignorant as to what had previously been done, he desired to withdraw his signature from the specifications.

Mr. Dixon repeated his motion that the contract be awarded to Peter Campbell.

Gen. Michler said that, in order to come to a vote, he would second the motion.

Mr. Dixon said that he had inquired as to Mr. Campbell's bond, and found that Sayles J. Bowen was assessed at \$23,530 worth of real estate; R. C. Hewitt, \$25,478, making an aggregate of \$49,003.

Mayor Emery said that Mr. Hewitt, one of Campbell's bondsmen, had stated to him that if he (Campbell) got the contract he would not be able to complete it without he could make his money out of the job. His own impression was that should the commission award the contract to him, it would occasion a great deal of trouble.

At this junction the Secretary, with Judge Otto, retired for a few moments conversation. Upon returning, the Secretary said: Well, gentlemen, what is the question?

The Mayor announced that the vote would now be taken on the award to Campbell; this was done, and resulted in the rejection of his bid. Yeas - Secretary Delano and Mr. Dixon. Nays - General Michler, Mayor Emery and Mr. Kilbourn. The announcement being made, the following dialogue ensued.

Secretary Delano. "Well, gentlemen, you know what bid you want to accept. What is the use of wasting time; let us have the bid."

Mayor Emery. "We will take the next bid."

The Secretary. "I presume it is all settled anyhow."

The next bid was that of J. H. Teemyer & Co. for \$88,800. Accompanying the bid was the following:

**Admiral Porter's Endorsement.**

Washington, D. C., November 11, 1870.

*Hon. M. G. Emery, Mayor of Washington, President of Commission for Improvement Washington Canal:*

Sir: I understand that Messrs. J. H. Teemyer & Co. are bidders for the improvement of the Washington canal.

I have known these gentlemen for a long time and take pleasure in recommending them as energetic, reliable and thoroughly competent men.

They have done a great deal of work for the Navy Department under my immediate supervision and in every case have faithfully executed their contract to my entire satisfaction and to that of the Department. They have all the necessary machinery and appliances for dredging, and can be depended upon to execute the work with dispatch.

The Department has given them several contracts for this kind of work, all of which were completed within the given time and in the best manner.

I hope these gentlemen will receive the favorable consideration of the commission.

Very respectfully, your obedient servant,

DAVID D. PORTER.

Mr. Dixon asked who were the sureties, and the reply was Messrs. John O. Evans and Franklin Rives.

A discussion ensued on the merits of the firm, which was interrupted by Secretary Delano, who hastily spoke: Gentlemen, I suppose there is no need of wasting any time on this; let's decide it.

The vote was taken, and resulted in the affirmative, Messrs. Delano and Dixon voting no. So the contract was awarded to Messrs. Teemyer & Co.

On Motion of Mr. Kilbourn, a committee was appointed to ascertain the ability of the gentlemen, and then the commission adjourned.

**The Successful Bidders**

are gentlemen well known in this community as contractors of strict integrity and sterling energy. They represent the American Dredging Company of Philadelphia, which is more largely engaged in this business than any other firm in this country. They have the contract for dredging the Susquehanna and Schuylkill rivers, do all the work for the city of



Philadelphia, have now a force at work in the Dutch Gap Canal, and are also dredging in the Monongahela river, near Pittsburgh. On two occasions the company have dredged the Georgetown channel. They have manufactured a number of their patent dredges which meet the unanimous approval of the naval officers who have witnessed their workings.

The commission is to be congratulated in having the bid of this company to accept, as there is no doubt that their facilities for doing the work speedily are greater than could be obtained elsewhere. They state that they will be at work with two dredges in fifteen days, and propose to put four machines at work at the opening of spring. The contract will probably be signed tomorrow.

p. 4. **The River Front.**

The wharves along the entire river front, from the bridge to the arsenal, are crowded with crafts of various descriptions discharging cargoes of coal, wood, lumber, and merchandise. A short visit to and conversation with the owners of both wharves and vessels discloses the fact that there exists a unanimity of sentiment in regard to the proposed opening of the channel in accordance with the plan set for a petition published in the *Republican* a few days ago. In the vicinity of Seventh street affairs look lively.

Wed. 11/16/70, p. 3. **Alexandria Affairs. Chesapeake and Ohio Canal.** - The Chesapeake and Ohio canal board, which met in Georgetown on Thursday last, adjourned on Friday afternoon. The question of the water supply to millers was thoroughly discussed, and the matter resulted in the board directing the engineer to carry out to the letter the contracts with the leases of water on the Georgetown level. In the coal trade last week 12,230 tons were received and 12,197 tons shipped.

Fri. 11/18/70, p. 4. **The Washington Canal. The Work to be Commenced.**

Yesterday morning Messrs. J. H. Teemeyer & Co., the successful bidders for dredging the canal, received an official notification from Mayor Emery that their bid (\$88,800) had been accepted, subject to the report of the committee appointed to investigate the validity of the bond. The committee were prepared to report favorably on the bond, but did not do so on account of the absence of Gen. Michler.

Messrs. Teemeyer & Co. are active, energetic businessmen, and have taken prompt measures for carry out the contract. Two dredging machines will certainly arrive within fifteen days, and immediately thereafter work will be commenced. The people have reason to congratulate themselves that the contract has been thus awarded, as it insures an honest, prompt and speedy riddance of the canal nuisance.

Mon. 11/21/70, p. 4. **The Canal.**

General N. Michler and Hallet Kilbourn, esq., a sub-committee on the canal commission, who were sent to Philadelphia in order to ascertain whether the contractors, Messrs. J. H. Teemeyer & Co., had facilities for the work at their disposal, as was represented to the commission, have returned and will present their report to the commission today. They found that the statements of the gentlemen were true in every particular, and that some of the dredges are already on the way to Washington. Mr. Kilbourn says "that they found the contractors had enough machinery at their disposal to fill the entire canal." This proves that the commission were right in awarding the contract as they did, and, for the last time, we may assure our readers that the work will be speedily commenced and vigorously pushed to a successful completion. Then will another of our eye-sores have disappeared, and additional zest given to the furthering of similar improvements where they are needed.

Tue. 11/22/70, p. 1. **The Washington Canal.**

A meeting of the canal commission was held at the Mayor's office, City Hall, yesterday afternoon. The commission was called to order by Mayor Emery - present, Gen. Michler, Mayor Emery, Architect Clark, and Messrs. Kilbourn and Dixon, with Mr. Swetland as clerk.

Mr. Swetland stated to the commission that it would be impossible for the Acting Secretary of the Interior to attend the session.

The minutes of the last meeting were read by the secretary, and at the request of Mr. Dixon were passed over informally, as there were some few corrections he wished made.

#### **The Committee Report.**

Gem. Michler, from the committee appointed to ascertain whether Messrs. Teemyer & Co. were responsible and prepared to carry out the contract if awarded them, reported that he and Mr. Kilbourn had proceeded to Philadelphia and various other points and had ascertained beyond a doubt that the gentlemen were well prepared and had the means and appliances at their disposal to carry out the contract.

#### **All Right.**

On motion of Architect Clark the report of the committee was accepted, the president authorized to notify Messrs. Teemyer & Co. that their bid had been accepted, and the Mayor and General Michler requested to draw up and execute the contract.

#### **Mr. Dixon Votes Aye.**

Mr. Dixon, not seeming to vote, the Mayor inquired his opinion on the motion, when he replied, "well, if the majority vote in favor of it, of course I vote aye." The Mayor inquired if there was any further business, when Mr. Dixon said he wanted the minutes corrected in one or two places.

The correction asked was in regard to a conversation between Mr. Swetland and himself about preparing the specifications. After quite an animated discussion on the question, and the relating of a number of incidents in connection with it, with which to satisfy each that the other was wrong, on motion of Mr. Clarke, it was

agreed that the minutes should be corrected so as to meet the approval of both Mr. Swetland and Mr. Dixon, and the meeting adjourned.

Immediately on the adjournment of the meeting Mr. Emery handed the following:

#### **Letter of Acceptance**

to J. H. Teemyer, who was present:

Mayor's Office, City Hall  
Washington, November 21, 1870.

*J. H. Teemyer & Co., contractors:*

Gentlemen: Your bid for dredging the canal is hereby accepted, and you are notified to enter into the contract without delay. Very respectfully,

M. G. Emery,

President of the Commission for the Improvement of the Washington Canal.

#### **Mr. Teemyer Ready.**

As soon as the contents of the letter were read by Mr. Teemyer that gentleman promptly stepped forward and signified his readiness to sign the contract at once. To this the Mayor would not agree, as the paper had not yet been inspected by the Secretary of the Interior, and he did not care to move further in the matter before submitting them for his approval

Mr. Teemyer stated to the commission that two dredges were now on the way to Washington, and were expected every day, and immediately on their arrival the work would certainly be commenced.

Wed. 11/23/70, p. 4. **THE CANAL.**

The *Chronicle* of Monday last contained a long article purporting to be the details of an interview between a reporter of that paper and Mr. Peter Campbell, whilom a wood measurer under the late municipal administration. The object of the publication was evidently intended to throw discredit upon the canal contract as awarded, and aims to show that there has been foul play in the award. As the gentlemen connected with the canal commission are so well known, it is needless for us to attempt any explanation of their action. But as the statement of Mr. Campbell is so full of inconsistencies it is proper that some notice should be taken of it in order that they may be exposed.

In the first place, the specifications under which the advertisement was awarded were drawn with the greatest care, and met the approval of the majority of the commissioners, among them General N. Michler and Mr. Edward Clark, two Government officials, whose reputation for practical and scientific attainments we presume none will gainsay. So that the slur upon them, and the hint that the contract is in law vitiated, is of no effect.

In the second place, the question of bond is referred to. And if notice must be taken of this point, it would seem even worse for Mr. Campbell's bid, in view of the fact that the bond was worthless in law. Mr. Bowen, who is named as one of the bondsmen, is assessed, as per the exhibit of Mr. Dixon, at a trifle over \$23,000. Mr. Campbell says he but recently justified on a bond of \$50,000. And now he appears as Mr. Campbell's bondsman in \$40,000. Mr. Hewitt, who is assessed at over \$24,000, Mr. Campbell says justified lately for \$30,000. And now we find him as a bondsman in \$40,000. How is this? Are these gentlemen, with a known property, as given, competent to bond in three times the amount? But Mr. Hewitt, who is so much spoken of by Campbell, says that he did not go upon the bond. He only became surety that, in case Peter got the contract, he would bond.

The statement of Mr. Hewitt, as made to Mayor Emery, and as announced by his honor in the commission, has never been denied by Mr. Hewitt, notwithstanding Mr. Campbell says so.

Mr. Hewitt stated positively to our reporter, in the presence of two gentlemen, no later than Monday morning, that the Mayor was about correct, as reported in the *Republican*, and we republish the statement as made at the Interior Department.

"Mayor Emery said that Mr. Hewitt, one of Campbell's bondsmen, had stated to him that if he (Campbell) got the contract he would not be able to complete it without he could make his money out of the job. His own impression was that, should the commission award the contract to him, it would

occasion a great deal of trouble." From this statement it would seem that Mr. Hewitt did not have as much confidence in Mr. Campbell and his bid, as Mr. Campbell would seem to think.

### **The Machinery Question**

is dwelt upon by Mr. Campbell, and he says that he assured the commission he had the control of all the necessary appliances. Here is the report of Mr. Dixon and Gen. Michler on the subject as published in the *Republican* of November 15.

Mr. Dixon from the committee appointed to ascertain from Mr. Peter Campbell information in regard to his bill, reported that they had waited upon the bidder and had a conversation in regard to his ability to perform the work. Mr. Campbell was quite reticent, and seemingly afraid that what he said to the committee might affect his bid. He was asked if he had a dredge and other machinery necessary to do the work. He replied that he could obtain everything needed. If the contract was awarded him he would explain more fully as to his facilities.

Gen. Michler said that his impression from the conversation of Campbell was that he would not be able to do the work properly, and in the manner prescribed by law, and complete it as required. He evidently had not the necessary machinery.

Secretary Delano: Why is this scrutiny necessary in this particular bid?

Gen. Michler said that in view of the fact that this appeared the lowest legitimate bid it was necessary to scrutinize it. Very few persons had the appliances to finish this work in the time required by the specifications, therefore the committee were desirous of satisfying themselves that in case the contract was awarded to this bidder the work would be done to the satisfaction of the commission.

Secretary Delano: Well, all I want to do is to have the labor done to the best interests of the Government.

Gen. Michler said that as far as he understood the case they wanted to give this contract to someone who will do the work, not to have it sold to a third party. He had inquired of experienced men the lowest price for which the filth in the canal could be removed, and they had all agreed that 30 cents per yard was the lowest sum possible for it to be done without loss.

There was 300,000 cubic yards to be moved, and the bid of Mr. Campbell seemed out of proportion to a satisfactory job.

Mr. Campbell's bid for the work was \$67,240, he had estimated that but for 200,000 yards of dirt would be removed, when Gen. Michler said there are 300,000. Quite a difference, as will be seen, and one which, if

Campbell's bid had been accepted, would have been a serious matter in the successful completion of the improvement.

The attempt to implicate May or Emery, as evinced by Campbell,

**Is Most Cruel and Unfair.**

As ascertained by our reporter, the conversation, as detailed between the Mayor and Hewitt, took place after the contract was awarded, and could not affect the result. The Mayor, as a practical man, said then, as he did in the meeting, that Campbell's bid was too low for an honest fulfillment of the contract.

**Campbell's Story of Bribery,** as between Messrs. Teemyer & Co. and himself, is pronounced by that firm to be maliciously false from beginning to end. On the contrary, Campbell's emissaries came to the gentlemen named and offered to withdraw Campbell from the competition if they (Teemyer & Co.) would pay him (Campbell) \$5,000. This proposition they say was made, and the reputation of Mr. Teemyer and his partners as honorable men in this community is so well assured, that we are firm in the belief nine tenths of the people will accept the statement as worthy of credence.

In Campbell's statement he lays great stress upon the fact that

**"Two Young Gentlemen,** who hold corporation offices," had waited upon him to bribe him or to see if he would sell out. Our reporter has been busy for two days in hunting up those "young men," and although all the corporation employees "of tender years" have been interviewed, they all

**Deny Having Any Complicity** in the arrangement. One of the "young gentlemen holding a corporation office," appeared much exasperated at the question, and blurted forth: Young Gentlemen - "Pete Campbell \$5,000! Why if it had been offered him he would have jumped at it. I have thought a good deal about that canal business, and can readily see what a nice job there was in the affair for election purposes. We all know that

Campbell and his friends are opposed to the administration of Mayor Emery and the Reform Party, and are doing everything in their power to break down the good work they are doing. They intend to make a desperate attempt to get control of the city at the approaching election.

"Now the arrangement, I believe, was this: Campbell would get the contract, trifle along at the canal during the winter and spring, and fifteen days before the election 2,000 voters could be imported, become registered and be thrown to work on the canal to carry the election for the purposes of Mr. Campbell and his friends. This job could have been accomplished if well worked; but it was so transparent that 'the engineer was foisted by his own petard, and Campbell was checkmated.'" Whether the young corporation official was correct in his ideas, we leave for the consideration of the public; but we are satisfied that the action of the commission in awarding the contract was correct, and will prove to have been the wisest arrangement which, under the circumstances, could be made, to result in the greatest good for the Government, the city, and the removal of the canal nuisance.

Tue. 11/29/70, p. 4. **The Washington Canal.** The contract for dredging the Washington canal by Messrs. J. H. Teemyer & Co., was executed at the Mayor's office yesterday. The first dredge will arrive early today, to be followed in a day or two by two others, now being towed up the Potomac river. The work of dredging will be commenced tomorrow in the basin at the eastern end of the canal (its junction with the Eastern branch). The dredges, it is estimated, will take up about three hundred cubic yards of dirt or more each day and the contractors state that in the eastern section they expect to be able to finish about a mile a month.

The work at the basin, where the dredge will commence today, is of such a character as to necessitate the use of scows, of which a sufficient number have been provided. The energy and vim displayed by the contractors is

indeed commendable, and render the success of the enterprise, within the specified time, thoroughly assured. The contractors propose to spare no means by which they can perform their work thoroughly, and for this our people will be ever grateful. With the work on the canal well under way, the market house foundations being laid, and Pennsylvania avenue almost completed, our city on Monday next will greet Congress with a conscious pride in having at least commenced, in good shape, the valuable improvements provided for by Congressional enactment last winter.

#### **The Contract.**

The contractors for the work are John H. Teemyer, John O. Evans and Franklin B. Colton doing business under the name and style of J. H. Teemyer & Co. They agree to dredge and clean out the Washington canal its entire length and breadth including the outlets to the river channel, the depth of four feet at the sides and six feet in the center below the lowest tides, for the sum of \$88,800, and to deposit the earth so removed in conformity with the specifications, and under the direction of the committee; provided that they shall not be required to do any work more than is designated in the specifications, nor be held responsible for any delay caused by the commissioners or superintendent, or for obstructions to the work not under their control, or that of the commission; the commission agreeing to remove any obstruction to the work over which the contractors have no control. They agree that all the work done shall be subjected to a

#### **Rigid Inspection**

before being accepted, and such as does not conform to the specifications shall be rejected. They agree to commence work within fifteen days from the execution of the contract and complete it by the 1st day of July 1871. Payments to be made from time to time as the work progresses; the commission reserving 20 per cent, which shall be paid when the entire work is completed. No payment to be made for a less amount than one quarter of a mile. No

member of Congress, officer or agent of the Government, shall be admitted to any share herein, or any benefit arising therefrom.

#### **The Specifications**

provide that the earth removed shall be placed as follows: On and against the dyke extending south from the Seventeenth street wharf - so much as shall be directed to raise the Seventeenth street wharf; on the grounds north of the Monument lot; on the hollow at the west end of the navy yard. Sand and gravel to be placed where the commission shall direct. The commission reserves the right to designate such other places of deposit as they may deem necessary. The dredging to commence at either or both ends as the commission may direct.

Wed. 11/30/70, p. 4. **The Canal Improvement.**

#### **Arrival of the Dredges.**

On Yesterday morning two of the dredges to be employed by Messrs. Teemyer & Co., in cleaning out the canal arrived from Philadelphia and anchored in the vicinity of the navy yard, where they are being prepared and coaled in order to commence work today. A trial of the machinery was made soon after their arrival, and they were found to be in complete and perfect working order. They are manned by men skilled in their use, who were brought on with them, and will remain until the job is completed. The dredges are of the most perfect pattern now in use, and are fitted up with ample accommodations for the workmen, most of whom will make their homes on board during the stay in the city.

Thu. 12/1/70, p. 1. **Alexandria Affairs.**

**Navigation** was impeded on the canal yesterday by a sunken boat at the Four Mile Level. The obstruction, however, was speedily removed, and boats are now arriving and departing freely.

Fri. 12/2/70, p. 4. **The Washington Canal.**

#### **The Work of Dredging Commenced.**

The two steam dredges, of which mention has heretofore been made in the *Republican*, were

yesterday placed at work at the eastern terminus of the canal, and at 12 'clock precisely the first bucket of mud was lifted. The start was made in the presence of the Mayor, Gen. Michler and Mr. Kilbourn, of the canal commission, with a number of gentlemen who had been invited to be present. The commencement was entirely satisfactory, and the work, so well commenced, will be continued without any cessation. Within a few days, two more dredges will arrive and be placed at work in the canal at the western terminus.

Sat. 12/3/70, p. 1. **Alexandria Affairs.**

**C. & O. Canal.** - The water in the canal will be drawn off on the 20th instant, and from now until that date boats along the line will be returning to lay up for the winter. The tolls during the past month amounted to nearly \$9,000 receipts at this end of the line, with a total of 775 arrivals during the month.

**The Canal.** - During the month of November there were 209 arrivals of boats at this place, bringing 39,000 bricks, 380 perches of stone, 71 tons cement, 21,006 tons of coal, and 258 perches limestone. During the same time there were 206 departures carrying 40 tons of salt and 171,000 bricks.

Mon. 12/5/70, p. 1. **The Canal Commission.** A meeting of the canal commission was held on Saturday last at Mayor Emery's office. The principal business transacted was the appointment of an executive committee of four from the commissioners, consisting of the following members: Gen. Michler, William Dixon, Hallett Kilbourn and the Mayor as chairman. To these gentlemen is confided the full powers of the commissioners, and they have been instructed to see that the work is going on in accordance with the contract they have entered into with Teemyer & Co. There was then some discussion as to the place in which they should meet in future. Mayor Emery said they could have rooms in the

Kimmell house, on C street, over the Police court, free of charge, and which belonged to the city.

Mr. Swetland informed the Commission that they could have the use of his office on Seventh street, between E and F streets, if they desired it, and said that for his own convenience he wished the Commission to meet there.

Mr. Kilbourn said the suggestion of Mr. Swetland was a good one for one reason only, which just struck him at the moment, and it was that by meeting there they might have the presence of the Secretary of the Interior, who would only have to step across the street to unite with them.

The resolution to make Mr. Swetland's office the place of meeting was then agreed to, and also that their meetings officially shall be on the first and third Wednesday of each month.

The commission then adjourned, and all seemed perfectly satisfied that the work of cleaning out the great, dirty, raging, grand canal of our city is going on, and that the nuisance will be abated.

Teemyer & Co. have dredges at work already, and more are on the way, which will arrive during today and be set to work.

Mon. 12/12/70, p. 4. **Alexandria Items.**

A Mule was stolen from a canal boat at the basin. The thief got off with the animal.

Sat. 12/17/70, p. 4. **Fire on the Chesapeake Canal.** - The steam packet "Eureka," Captain Philip S. Craig, of Georgetown, was completely consumed by fire, while laying at Edward's ferry, on the Chesapeake and Ohio canal, about thirty miles above Georgetown, on Tuesday night last. The loss was about \$5,000, on which there was an insurance of \$3,000 in the Aetna Fire Insurance Company, of Hartford. This is the same boat on which Mr. Heyworth, of Washington, was injured in September last.

Tue. 12/20/70, p. 4. **The Canal - Meeting of the Commission.** - A meeting of the canal

commission was held at the office of the secretary yesterday; all the members present except Secretary of the Interior. After a discussion of the progress of the work it was suggested that the term of the contract (six feet dredging in the center) would undermine all the bridges except the "brick bridge;" and Mr. Follansbee was appointed to superintend the removal and replacing of such bridges as would interfere with the dredging operations.

Mon. 1/2/71, p. 4. **NEW YEAR**

**How it was Ushered in.**

**Washington Canal Mission.**

A very pleasant assemblage of the scholars and friends of this well known mission gathered together on New Year's Eve at the rooms of the school, Carusi's building. This is the fifth festive occasion of the mission. It will be remembered that it was instituted the 8th of July 1866, and has continued uninterruptedly to the present time. Our fellow citizen, Mr. Devereux, who was one of the persons who organized and established the mission, is still its general superintendent and treasurer.

The mission comprises two schools, the white department and colored, almost entirely supported from the private funds of the general superintendent, who has made this noble work of reclaiming the neglected people of this vicinity his own specialty and great object of life.

At the request of the superintendent of the white department, Mr. Devereux took charge of the exercises, and welcomed the scholars and their friends, expressing the great pleasure it afforded him to meet them again, on this, the fifth occasion of the New Year's festivity, hoping that a kind Providence would smile on those present, scholars, teachers and friends, that they might be blessed with the renewed privilege of meeting at the close of another [year] now opening upon them, and closed by wishing them all "A happy and prosperous New Year." He then introduced a gentleman well known in the Sabbath school work in Illinois, who made some pertinent remarks upon the blessings and privileges they enjoyed in the Sabbath school.

Mr. C. B. Ramsdell, formerly connected with the mission, made a few remarks, after which the children sang the pretty melody of "Happy Voices," with a select choir of five boys, and chorus by the school. Other melodies were sung, including that beautiful chant, "The Lord is in His Holy Temple."

Mr. J. C. Brown addressed the children upon the inducement held out to them to punctuality and good behavior, namely: a complete outfit, top coat, hat, boots, and all to the best boy; and a handsome cloak to the best girl; and a present of some kind to all deserving scholars; and that they were under great obligations to the general superintendent and his assistants, which he felt assured they would always remember.

The general superintendent then announced that he had a list of 17 scholars who had been attendant upon the school almost the entire period of its existence, and as a reward for their faithfulness six were presented with a tasteful edition of the Bible, and the rest with beautiful and instructive books.

The school was then regaled with the good things provided, of candy, cake and apples, in great abundance.

The superintendent of this department of the Canal Mission, Mr. H. R. Singleton, esq., of the Pension Office, a gentleman of fine scholarship, and deeply devoted to the interests of Sabbath schools.

We cannot help congratulating J. C. Brown, esq., the teacher of music to the school, for the excellent manner in which the melodies selected for the occasion were performed.

Mon. 2/6/71, p. 1. **Alexandria Affairs.**

**Canal Navigation** - It is said by the officers of the Chesapeake and Ohio canal that the winter repairs to that important line of internal improvement will be completed by the 10th prox., and the canal be ready for navigation by that time, but shippers here do not expect to resume operations before the 1st of April.

Wed. 2/8/71, p. 2. **Bridging the Canal.**

Mayor Emery returned to the Board of Common Council, Monday evening, without his approval, the "act relating to the removal of canal bridges." The Mayor is of the opinion, even though the bridges over the canal do not form such obstructions as to make their removal



necessary to enable the contractors for dredging the canal to execute their work, yet it would nevertheless be necessary to have them removed and replaced by draw or pivot bridges, or else the improvement would be in great measure lost.

We are just of the same opinion. It would be a very absurd proceeding to remove the bridges, just for the sake of accommodating the dredging machines. The bridges are not so very low nor wide as to interfere with the work of dredging. But that a different style of bridge is needed must be apparent to everyone. The present contrivances for crossing the raging canal to that *terra incognita*, South Washington, are an unmitigated nuisance.

If we had the proper kind of bridges, that bountiful region of Washington, "the Island," would blossom like the rose. The Islanders would wake up from their long and dreamy tuper, communication with the mainland would be frequent and friendly, and many benefits, too numerous to mention, would follow from the closer connection. Low, wide bridges in a level line from either bank of the canal, and pivoted in the center so as to swing easily around to permit the passage of boats, are what is needed. The streets that strike from the Avenue towards the Island should be continued forward as though no canal existed at all. We hope this suggestion, for the sake of our particular friends, the inhabitants of "the Island," will be taken up and acted on.

Thu. 3/2/71, p. 2. **A Naval War on the Potomac.** - The Alexandria City Council are decidedly belligerent in regard to the mud which is now taken from the Washington canal in scows and deposited just above that ancient city, where they fear a bar will be formed. The Council have determined to order out the army and navy of the old burg, and put men under the command of the city superintendent of police, with orders to arrest the tars manning the mud scows or perish in the attempt. A look-out is to

be kept, and the scows seized if they come within the jurisdiction of Alexandria.

It is yet undecided whether the warlike Alexandrians will take to the water in scows or in schooners. Tug-boats have been suggested as the most formidable engines of warfare that could possibly be devised for a struggle of the kind impending, but chivalrous people of the ancient city are altogether above taking any unfair advantage even of the mud slingers, and will very likely elect to carry on the war in scows. We shall have a full force of reporters on hand to describe the impending battle of the scows, which in point of unique interest will surpass any marine engagement of ancient or modern times. The canal tars talked of employing a fire engine and fighting with a huge hose which shall project a blinding and stifling deluge of mud on the Alexandrian warriors and take all the martial ardor out of them.

As the *Alexandria Gazette* takes a deep interest in the matter, we hope to receive information in time to be present at the scowling engagement.

#### p. 4. **Letters from the People.**

##### **The Chesapeake and Ohio Canal.**

"Old Citizen" referring to the Chesapeake and Ohio canal, says:

"If the canal was completed to the Monongahela river, and a lock and dam navigation was made to the Ohio, the District would reap the benefit of a commerce with the West which is her legitimate right, and which she would have enjoyed long since if it was not for the railroads of Maryland."

DISTRICT

SECOND

FIRST DISTRICT

SEVENTH

EIGHTH

NINTH

TENTH

ELEVENTH

TWELFTH

THIRTEENTH

FOURTEENTH

FIFTEENTH

SECTION  
The section of the city of Washington, D. C., which is situated on the north side of the Potomac River, and which is bounded by the city of Georgetown on the west, by the city of Alexandria on the south, and by the city of Baltimore on the east.

SECTION  
The section of the city of Washington, D. C., which is situated on the south side of the Potomac River, and which is bounded by the city of Georgetown on the west, by the city of Alexandria on the south, and by the city of Baltimore on the east.

SECTION  
The section of the city of Washington, D. C., which is situated on the east side of the Potomac River, and which is bounded by the city of Georgetown on the west, by the city of Alexandria on the south, and by the city of Baltimore on the east.

SECTION  
The section of the city of Washington, D. C., which is situated on the west side of the Potomac River, and which is bounded by the city of Georgetown on the west, by the city of Alexandria on the south, and by the city of Baltimore on the east.

SECTION  
The section of the city of Washington, D. C., which is situated on the north side of the Potomac River, and which is bounded by the city of Georgetown on the west, by the city of Alexandria on the south, and by the city of Baltimore on the east.

SECTION  
The section of the city of Washington, D. C., which is situated on the south side of the Potomac River, and which is bounded by the city of Georgetown on the west, by the city of Alexandria on the south, and by the city of Baltimore on the east.

SECTION  
The section of the city of Washington, D. C., which is situated on the east side of the Potomac River, and which is bounded by the city of Georgetown on the west, by the city of Alexandria on the south, and by the city of Baltimore on the east.



DIAGRAM OF THE TERRITORY OF COLUMBIA AS DISTRICTED.

Sat. 3/4/71, p. 2. **The Alexandrians** indignantly await the approach of the Washington canal mud scows. The *Gazette* is as confident of the prowess of the townsmen as was Napoleon of his army; and predicts that there will be no naval war at all, only a "boat race," thereby intimating that the Washington mud scows will retreat on the appearance of the redoubtable Virginians. Our neighbor should remember Sudan, and renounce its boastful spirit.

Wed. 3/8/71, p. 4. **Chesapeake and Ohio Canal Opened.** - Water was let in all the levels from Georgetown to Cumberland last Saturday, and navigation was resumed for the season yesterday. The steamer S. D. Castleman (the first boat of the season) arrived last night with one hundred and twenty tons of Duke quarry marble. Several boats loaded with coal will reach here in a day or two.

Mon. 3/13/71, p. 4. **C. & O. Canal.** - At a meeting of the Directors of the Chesapeake and Ohio Canal Company, at Cumberland, on the 8th instant, \$10,500 were appropriated to pay the expenses of the canal for the month of February.

Thu. 3/16/71, p. 1. **"Diagram of the Territory of Columbia as Districted."** located on previous page. [Transcriber's Note: Besides showing the location of the Washington Canal, in 1871, note the location of wharves in both district 5 and 11. The wharves of Georgetown were not shown.]

Sat. 3/18/71, p. 4. **The Canal.**  
The work of dredging the canal, which was delayed on account of the cold weather, was resumed a few weeks ago, and is now progressing satisfactorily. The contractors for the work, now that the weather has settled, are making all haste, and expect to have it completed in the time specified by their contract. The work, as has heretofore been stated, was commenced in the basin near the

channel, and on account of the large amount of deposit that had accumulated, proceeded but slowly. Now that the machines are fairly started it will go rapidly on, the superintendent being convinced that in four weeks at furthest all the eastern end will be dredged.

There are at present in service four machines, all built by the American Dredging Company, of Philadelphia, and owned by the contractors. Three of them are of the old Carmichael and Osgood pattern, one of which was used at the navy yard by the Government, and subsequently sold to the company. The fourth machine is of an improved pattern, lately invented by Ralph R. Osgood, of Troy, New York, and which is certainly the most complete and perfect dredge now in use. It is large sized, worked with two fifteen horsepower engines, and is capable of excavating one hundred cubic feet per hour. The great objection to the old machine was that the crane and handle of the dipper were so short that it was necessary to always keep the scow in front of it to dump the mud into. By the improvement this defect is remedied, and the deposit can be thrown fifty feet from the center of the dredge - thus, in the case of the narrow canal, doing away with scows entirely.

All the work is done by three men, an engineer, a fireman, and a crane-tender, the latter regulating the entire movement with two levers, one worked with the foot and the other with the hand; one producing a forward and the other a backward thrust motion to the dipper, which, combined with a traveling weight-bearing shive, enables the operator to do the work of excavation as though done on a short crane, and yet is able to deposit the excavated material at any reasonably-desired distance from the machine, thus saving both labor and expense.

While at work the machine is kept in position by four iron-pointed posts forty-five feet high, which are set in grooves at either corner, and work up and down by means of a hoisting chain, worked by the engine. When

they wish to move the posts are drawn up about six or eight feet, and after the dredge is put in position the spring which holds them is touched, and by the velocity and weight they sink four or five feet into the earth and keep the machine firm and fast.

All the machines are curiosities, and quite a crowd of persons were present yesterday witnessing them in operation, especially while a lot of old piles in the canal were being removed. Next week it is intended to float the smallest machine as far up the canal as possible during high tide, and work from that point up.

#### **Another Plan for Improving the Canal.**

As a sanitary measure, the work of dredging should be pushed along as rapidly as the contractors propose to proceed; but many of our citizens agree that the eastern and middle portions will be kept free from obstructions with great difficulty, owing to the many angles occurring. The canal commission have had this matter under consideration, and at their request, General Michler is now preparing a plan whereby the canal can be straightened in such a manner as to afford free scope for the water, and maintain a current at all times. This will be a work of considerable expense, but as it will be necessary the matter will be acted on fully within a few months.

#### **Sat. 4/1/71, p. 4. Chesapeake and Ohio Canal.**

The president of the Chesapeake and Ohio canal has issued the following order to division superintendents, and hereafter information may always be had at the collector's office in Georgetown and Cumberland: "In order to insure more regularity and to impart reliable information, particularly to Cumberland and Georgetown, it will be the special duty of the superintendents to telegraph from the nearest telegraph station to the collectors at Georgetown and Cumberland, when from any cause navigation is suspended on his division, in which message he must state occurrence, whether leak, break, sunken boat, or anything that makes it necessary to draw off the water.

He must also state the estimated length of time navigation will be stopped; also state place where obstruction occurs. No excuse will be taken for failure to comply with this order.

Wed. 4/19/71, p. 4. **Steam on Canals.** - The Legislature of New York offers \$50,000 for an invention whereby the Erie canal can be successfully navigated by steam. Steam on the Chesapeake and Ohio canal is a fixed fact. Mr. S. D. Castleman's steam canal boat is now running regularly on the canal and making good time. A few days ago she landed with one hundred tons of Duke marble and made the trip to Washington, sixty four miles, in eighteen hours.

Thu. 4/20/71, p. 4. **Alexandria Affairs. Coal Commerce.** - The canal boat Gen. Grant, belonging to the Consolidation Coal Company, is sunk at Berlin, but it causes no obstruction, and boats are arriving and departing freely.

Sat. 4/22/71, p. 4. **Alexandria Affairs. Accident.** - Mr. Samuel Henry, the foreman at the wharves of the American Coal Company, accidentally fell through the hatch of a canal boat on Wednesday last and was severely hurt.

Thu. 4/27/71, p. 4. **Alexandria Affairs. Chesapeake and Ohio Canal.** - Boating coal upon the canal, says the *Cumberland News* of Tuesday, still continues fully up to the capacity of the railroad company delivering to the wharves, and nearly up to the complement of boats upon the canal. The departures from Cumberland on Monday numbered 41, carrying 4,394 09 tons.

Fri. 4/28/71, p. 4. **The Coal Trade.** - The reports show that during the week ending April 22 there was shipped from Cumberland, by the Chesapeake and Ohio canal to Georgetown and Alexandria, 24,598 04 tons of coal, making a total for the year thus far of 140,505 03.

Wed. 5/3/71, p. 4. **SHIP SUNK.**

Yesterday morning the steamship Hercules, which had been loading with coal at the wharf of the Consolidation Coal Company, in Georgetown, completed her cargo of one thousand and thirty five tons, and in tow of a steam tug was being moved off, when it was discovered that she was leaking. Efforts were made at once to find the place of leakage, but without success and in about three hours she sunk, the forward portion of the boat being well out of the water, with a dry deck, while the stern was completely covered with water, which concealed even the guards.

The steam fire engine Henry Addison was called for, and soon responded, but owing to the fact that the tide was at its height did not attempt to pump it out, but remained on the spot until 11 o'clock, when they began work, but at a late hour could not discover that any progress had been made with the work. It is thought that the cargo will have to be unshipped before she can be got up, as there is fully 385 tons of water in the water bottom, and two hundred tons settled in the coal, making nearly 600 tons more weight than her capacity.

The Hercules is a first class steamship, and was built about two years ago at Chester, Pa., for the Reading Railroad Company, and has been constantly in service since. She is commanded by Captain Dougherty, and would have sailed in the afternoon for her destination, New York, if the accident had not occurred. The damage will not amount to much beyond the expense of delay, and unloading and reloading.

Tue. 5/4/71, p. 4. **The Canal.** - Tired of waiting for the contractors who were awarded the job of cleaning out the canal, the Board of Health, at their meeting yesterday, took the preliminary steps towards abating the nuisance. They will give the matter their careful consideration, and after settling the best mode will at once proceed to carry it into execution.

Fri. 5/5/71, p. 4. **Quick Work on the Chesapeake and Ohio Canal.** - Mike Quigly is a crack captain on the Chesapeake and Ohio canal, and is famous for the number of trips he makes during the season. His boat, the John Wier, is one of the best appointed on the canal, and his team of six mules is of the very finest kind. Last Saturday morning at 9 o'clock Mike began loading his boat at the Duke marble quarries, three miles above Harper's Ferry, took on 74 blocks, some of them weighing four tons; left at 6 o'clock, reached G-street wharf in this city before daylight on Monday morning, discharged his cargo and was on his way back before sundown of the same day. This is regarded as the quickest work ever done on the canal, and Mike won a bet doing it.

The fleet of vessels loading Cumberland coal at Georgetown for Northern ports is still very large. In fact it rather increases than diminishes. The coal business on the canal, too, is better than ever known before, and President Clarke is exerting all his energies to the work of keeping the canal in perfect order and facilitating navigation. The tolls this year, we are informed, are more than double what they were last year. As many as seventy boats have been entered and locked in one day. The companies at Cumberland, too, are worked to their fullest extent, and having settled all differences with the boatmen, everything moves along satisfactorily. The Baltimore and Ohio railroad is also doing a much heavier business than usual in coal freights. Several extra trains have been put on the road. The freight over the Baltimore and Ohio railroad to Baltimore is \$3 per ton; from Cumberland to Georgetown, via the canal, it is only \$1.35; thus giving Georgetown a material advantage over Baltimore as a shipping port.

Sat. 5/6/71, p. 4. **Alexandria Affairs.**  
**Steam on Canal.** - The steam canal propellor R. H. Castleman was loaded at Cumberland, Md., on Tuesday at the Potomac river wharf with ninety tons of coal, and has cleared that

port for Georgetown. She moved through the water at a good rate of speed, making but little, if any more wave than a boat drawn by horses.

**Trade Facilities.** - Why all the companies engaged in the Cumberland coal trade don't make this their port of shipment has always [been] unaccountable to those who know anything about the advantages offered by Alexandria. These advantages are numerous, and among them is the depth of water. The schooner Hattie Baker, after being half loaded at Georgetown, had to be towed down here this morning to have her cargo completed. With a full load she could not have passed the bar in the Georgetown channel, just above the Long bridge.

Mon. 5/8/71, p. 4. **Board of Health.**

**The Canal Nuisance.** - The Board of Health having declared the canal a nuisance, on motion, it was agreed to invite Governor Cooke, the members of the Board of Public Works, Professors Henry and Baird, of the Smithsonian Institute, to meet with them at an early day, and discuss the best mode of abating it. [Transcriber's Note: This refers to the Washington Canal.]

Wed. 5/10/71, p. 1. **Alexandria Affairs.**

**Canal News.** - The Chesapeake and Ohio and Alexandria canals so far as heard from have sustained but little damage. Only a slight break at Mercersville has as yet been reported. Boats are detained by high water at Big Slackwater. The Consolidation boat *Creole* sunk at Oldtown on Friday last. It is doubtful whether she can be raised without having her cargo removed.

**The Freshet.** - The river continues full, with a strong current, and some drift wood is making its appearance. The water is so high at, and rushes so rapidly past Georgetown, that vessels cannot reach the wharves there. In consequence of apprehended danger at the draw bridge across the Potomac, the local trains between here and Washington, that stopped running yesterday morning, have not yet recommenced

their trips, but the cars of the through trains are pulled over the dangerous place by ropes attached to the locomotives which remain at either end of the draw. The trains from Harrisonburg do not arrive now until 9 o'clock at night, in consequence of the injury mentioned yesterday to the bridge across the north branch of the Shenandoah river.

p. 4. **Another Freshet Feared.**

The continued heavy rain storm for the past few days and the gradual rise in the river has led many to fear the approach of another terrible freshet. As yet, no serious damages have been reported; and in conjunction with the subject, Capt. F. G. Adams, of this city, has received the following dispatch:

**Harper's Ferry, May 8.** - The freshet is very high here. All the temporary bridges on the Winchester and Potomac branch of the Baltimore and Ohio railroad are weighted down with cars loaded with coal, to keep them from washing away. The water is receding slowly, and by night we will be able to see the destruction done. The trains are stopped on that line, (meaning the W. & P. branch.) A large body of water is passing down through Hull's Island property, on the Shenandoah, and fears are entertained that it will do serious damage.

Thu. 5/11/71, p. 1. **Alexandria Affairs.**

**Obstructions to Travel.** - The repairs to the bridge across the north branch of the Shenandoah, have been completed, and trains will run through to Harrisonburg as usual tomorrow.

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**The River Front.** - The work of constructing a seawall and grading Water street, from Sixth to Seventh street, was begun yesterday by the contractor. The line will start from Seventh street, about Sheckells' restaurant, and strike Sixth street just about the center of the residence of Mr. Couch, which will have to be removed. The improvement is much needed, and will add materially to the business of the wharves and landings in the vicinity.

Fri. 5/12/71, p. 4. **The Canal Nuisance.**

At the last meeting of the Board of Health, the subject of how to abate the canal nuisance was fully discussed. There were present all the members of the board, Governor Cooke, Prof. Baird, Gen. Meigs, Hon. Horace Capron, Colonel Thomas Green and B. H. Severson.

Letters were read from Professor Henry, of the Smithsonian Institute, and S. J. Bowen. The former advocated the immediate arching of the stream its entire length, giving in detail the reasons therefore.

Mr. Bowen favored the sewer system. He would contract the width, and straighten the canal from Third to Seventeenth streets as much as possible, and leave an opening sufficient for the free passage of all the water and other material flowing into it, and arch it over. Sand, earth and other solid matter not carried out by the force of the current, can be removed by flat-boats running in the arch at high tide, and loading when the tide ebbs. Escapes for the gas generated within the arch can be made by openings with chimneys or flues sufficient high to prevent any annoyance or nuisance from that source.

He also suggests a change in the course of the Tiber from its present channel, and causing it to empty its contents into the Eastern branch by means of a sewer, open or covered, from near the northern boundary of the city to the Eastern branch in the vicinity of "Gibson's spring." This could be accomplished by a small outlay, which would be more than repaid by the saving of the expense of constructing and keeping up the great number of bridges over the creek and its branches in the northern part of the city at their intersections with the streets, which must necessarily be done if the creek flows in its present course.

Gen. Meigs said the suggestion in regard to the Tiber was new to him. If it could be done it would remove the only obstacle in the way of a proper system of sewerage, but he feared it was impracticable. The project of arching the canal

was also, in his opinion, impracticable on account of the frequent overflows.

He thought it would be necessary to dredge the canal and leave it open as an outlet for the creek. In this event he would suggest that a main sewer be laid at a convenient distance from the canal, with others of sufficient size for ordinary service emptying into it, and that the main sewer be connected with the canal by siphons, so that in case of heavy rains which the sewers proper could not conduct the surplus water might overflow into the canal, and thus escape to the river. The ordinary sewerage of the city - that from which miasma is generated - would escape independently of the canal, and only the rain-water, which was muddy but not impure, would go to the canal. This plan is in operation at London and Paris with complete success.

Hon. Horace Capron thought it would be necessary to cut loose the sewer from the canal, in order to make it of any value.

Prof. Baird, Col. Green and Mr. Severson each gave their views on the subject, and the board adjourned.

It is thought that the board will prepare and submit a plan for the abatement of this nuisance at an early day.

Sat. 5/13/71, p. 4. **Minor Items.**

The Georgetown coal trade for the week is as follows: Receipts, 19,744 tons; shipments, 21,647; of which the Maryland Company received 6,062, and shipped 6,062 tons; Consolidated Coal Company was in receipt of 6,563, and sent off 7,866; Agnew's wharf received 2,500 and loaded 3,00 tons. The Midlothian Company was in receipt of 2,019, and shipped 2,019 tons; the Borden Mining Company received 2,600 and shipped 2,600 tons.

Thu. 5/18/71, p. 4. **Meeting of the Board of Public Works.** - The Board of Public Works held a meeting yesterday at their rooms, present Governor Cooke, A. R. Shepherd, S. P. Brown,

J. A. Magruder and A. B. Mullett. The object of the meeting was to consider and devise some plan for the improvement of the Washington canal. To further this object several prominent citizens and scientific gentlemen had been invited to be present and express their views on the subject. Among the gentlemen invited and in attendance was General M. C. Meigs, Dr. Hall, Wm. Forsyth, S. S. Smoot, A. Cluss and B. D. Carpenter.

Suggestions were offered by several of the gentlemen as to the best means by which this nuisance could be abated, the canal placed in practicable condition and made useful for traffic. After a liberal expression of views, the further consideration of the subject was postponed to another meeting.

Thu. 6/1/71, p. 4. **Georgetown.**

Georgetown was laid out in 1752 in accordance with an act of the General Assembly of Maryland, passed June 8, 1851 [sic 1751], for laying out a town on the Potomac river, above the mouth of Rock creek, in Frederick county. Captain H. W. Crabb, and Messrs. John Needham, John Clagett, James Perrie, Samuel Magruder the third, James W. Bealle and David Lynn were authorized to purchase 60 acres from George Gordon and George Bell, and have it laid out in a most convenient manner for a town.

The reason for locating a town at that place was because a tobacco warehouse was there, to which ships came for tobacco, around which had gathered a small hamlet. The Rock of Dunbarton (61 acres) was added to Georgetown in 1783; a part of "Frogland" and "Discovery" was added in 1785, and in 1789 the town was incorporated, with John Mckall Grant as recorder, and Brooke Beall, Bernard O'Neal, Thos. Beal of Georgetown, Jas. M. Ligan, John Threlkeld and John Peter, esquires, Aldermen "so long as they shall behave themselves."

From such beginning rose the mighty city governments, now overshadowed and lost forever. *Illium fuit.*

Sat. 6/3/71, p. 4. **Commercial - The Canal and Coal Trade.** - The receipts and shipments for coal for the week ending last night were as follows: Receipts, 24,712 tons; shipments, 25,891, of which the Consolidation Coal Company received 9,401 tons, and shipped 11,280 tons; Maryland Coal Company received 7,107 and sent away 7,107 tons; the Midlothian Coal Company was in receipt of 2,144 tons, and sent off 2,144 tons. The receipts at Agnew's wharf were 2,600 tons and shipments of 2,000 tons; the Borden Mining and Coal Company received 3,360 tons and sent away 3,360 tons.

The whole number of boats reported at the collector's office for the week ending last night was 267, of which 247 were coal laden. During the same period there have arrived 5 boats with grain, 12 with red and limestone, and 3 with ice. The whole number of boats reported for the month of May, 1,192 against 1,032 for the month of May 1870, making an excess over the same month of last year of 160 arrivals.

Wed. 6/7/71, p. 1. **The Strike of the Coal Laborers.** - The strike of the coal laborers of Georgetown still continues, and bids fair to act against them, as the principal coal companies are sending their boats to Alexandria to unload and for the present ordered all shipments of coal from Cumberland to stop. This will give the companies at Cumberland an opportunity to ship all the coal needed by the Baltimore and Ohio railroad to Baltimore. The principal sufferers from the strike will be the boatmen, canal company, the merchants and those furnishing the men with provisions. Alexandria will now reap the benefit of the strike, as plenty of men can be had there at the old wages without fearing any interference from the Washington strikers. These men were receiving from \$2 to \$2.50 per day when they struck under the influence of the men in this city, and



it is more than probable that the move will prove injurious to them.

The Governor received yesterday morning the following letter from Alexander Ray, esq., of Georgetown, a leading shipper of coal, which shows how injuriously the strike is affecting the commercial interests of the District:

*Hon. H. D. Cooke, Governor of the Territory, Washington, D. C.*

**Sir:** I beg permission to lay before your Excellency the simple statement of a grievance which most certainly affects my rights as a private citizen. I am engaged in the business of transshipping Cumberland coal, and employ about one hundred colored laborers.

They have been well treated, have received very liberal weekly pay, and up to date seemed perfectly satisfied. But owing to the "strike" in Washington last week, and the concession granted, there appeared this morning an evident dissatisfaction on the part of some coal laborers, which culminated in the demand of 50 per cent, additional wages, an advance which it is impossible to concede without disastrously affecting my business. In the meantime, however, two sets of boat hands had gone to work, but parties arrived, and with stones in hand and threats, compelled those who were willing to work at the usual rate to cease.

I respectfully submit to your Excellency the inquiry whether under the new administration of affairs in the Territory you cannot protect private citizens engaged in business, and whether such persons as are willing and anxious to work for a fair and liberal compensation cannot be protected from assault of reckless combinations of lawless individuals.

I trust you will do me the honor to communicate an early reply.

Very respectfully, yours, &c.

Alex. Ray.

Georgetown, D. C., June 5, 1871.

**Gov. Cooke's Reply.**

Governor's Office, June 6, 1871.

*Alexander Ray, esq., Georgetown:*

**Dear Sir:** I am in receipt of your letter of last evening. In reply to your inquiry, be assured that private citizens engaged in lawful business shall be protected from molestation and interference to the fullest extent of the authority of the Government. Measures are now being taken for "the protection of such persons as are willing and anxious to work for a fair and liberal compensation," and it is hoped and believed that these measures will be effectual.

Very respectfully, your obedient servant.

H. D. Cooke, Governor.

Thu. 6/8/71, p. 4. **THE STRIKE**

**THE GEORGETOWN RIOT.**

**Work Again Stopped on the Canal.**

**Two of the Ringleaders Arrested.**

Since the interference with the coal hands in Georgetown, two or three days ago, the boats have been lying along the banks of the canal, the hands idle, and the outsiders refusing to work until yesterday, when several of the owners of boats, who had got tired of waiting, made an arrangement by which all the hands were united and the men proceeded to unload. They had hardly begun work, however, before the crowd of idle strikers, to the number of two or three hundred, who had been hanging around the wharves, led by Perry Thompson and Thomas Bromley, rushed on the boats and insisted that the men should not work.

Lieut. Essex, of the Police, with Sergeants Boorman and Robinson, and Officers Campbell, Miles, Brown, Sebastian, Jones, Haney and Cunningham at once appeared on the scene and ordered the men to disperse. This they were about to do in a quiet, orderly manner, when Thompson began to harangue them, advising them not to go. He was promptly arrested by Lieut. Essex, and on the way the crowd followed, and they were incited to rescue by his friend Bromley, who in turn was also arrested. Both were taken to the station house and locked up, after which the rain suddenly came up, and without much trouble the crowd was dispersed. Subsequently, they gathered in small groups

and angrily discussed "the situation" until driven away by the police, not before three of them had been arrested for disorderly conduct.

The principals were brought before Judge Snell today, charged with inciting a riot, and will, no doubt, be sent by him to jail to await trial before the Criminal Court.

#### **The Strike Extends to Alexandria.**

The *Gazette* of yesterday contains the following "A delegation of colored men arrived here this morning from the coal yards in Georgetown, and informed the colored hands employed at the lower coal wharves that if they continued to work any longer for less than two dollars a day a larger force would appear here and drive them out of the yards. They then went off, but as no gangs were at work in the upper coal wharves, did not visit that locality. Notwithstanding the threat, the hands at the lower wharves continued their work; but it is not known how long it will be before they follow the example set them, or may be compelled to obey the commands of the strikers in Washington.

#### **Fri. 6/9/71, p. 4. The Coal-Heavers Strike.**

The strike of the coal-heavers still continues. The strikers lounged around the streets in the vicinity of the wharves, as they have done since the beginning of the movement, to the great inconvenience of persons residing in the neighborhood. The men at work at the Consolidation wharf commenced unloading the coal boats, but were obliged to suspend operations, as a sufficient force to trim the coal in the vessels could not be obtained. About 12 o'clock the men went to work on this wharf, and matters ran along smoothly. Everything is quiet, and no trouble seem to be anticipated, although the police are out in strong numbers. Those who are disposed to work seemed annoyed, and in some cases are kept from working by the presence of those who hang about. Mr. Winship, the agent of the company, received a telegram yesterday morning instructing him to send all boats to Alexandria

after 12 o'clock should the strikers continue to refuse to work at the old rates.

He says the men can easily make \$2 per day by unloading four boats a day, though they claim to be able to unload only three boats a day, and demand \$2 for doing that amount of work. By the books of the Borden Mining Company it is shown that the men employed by it have each received from \$14.50 to \$15 per week, (during the greater part of May,) making an average of *over* \$2 per day. This being the case, the men who had worked for the Borden Company were yesterday set to work at \$2 per day, and required to unload four boats per day, and this action will result in a saving of money to the company.

Reports from Alexandria show all quiet, and that the police as well as a number of citizens are determined to protect those who will work.

#### **Mon. 6/12/71, p. 4. Alexandria Affairs.**

**Coal Shipments.** - The amount of coal shipped from this port during the week ending today was as follows: American Coal Company, 4,162 tons, J. P. Agnew, 3,467 tons, and G. Hutton 1,068 tons.

#### **Tue. 6/13/71, p. 4. Minor Items.**

John Frazier, employed on one of the Seneca stone boats, fell overboard on Sunday, near the Alexandria stop-lock, and was drowned. His body was taken to the residence of Mr. Robert Williams, his father, in Georgetown.

#### **Thu. 6/15/71, p. 4. The Canal Blocked.**

The entire surface of the Chesapeake and Ohio canal for a considerable distance above Georgetown is now completely choked up with canal boats, all laden with coal from Maryland and Pennsylvania. There are at least one hundred and twenty five of the unladen barges, the captains of which are anxiously awaiting their turn to unload and get off. Although the coal trade this year has not been as heavy as usual, this stop is caused by the fact that just at

the time of the strike great numbers of boats were coming down, and the interruption in work for the several days interfered so materially, both on account of room and labor, that thus far it has been impossible to catch up.

The men, or at least most of them, have resumed work, and in a short time it will be well up. A conversation with those interested in such matters shows that the cost of the late delay will amount, in the aggregate, to several thousand dollars, for when the trouble began there were enough vessels in the harbor to take coal as fast as it arrived, and the cause of the present delay is because some of them started off without waiting for a load. Now that the work is again well under way the thousands of tons of coal will be transferred from the barges to the vessels, and the regular canal trade go on uninterruptedly.

Sat. 6/24/71, p. 4. **Cleaning the Canal.**

The contractors for cleaning out the canal, Messrs. Teemeyer & Co., have their dredging machines and a full force of men at work in the mouth of the canal, foot of Seventeenth street. The workmen have cut a passage, opposite Sycamore Point, through the old causeway, and now two dredging machines are gradually working up the canal toward Fourteenth street. Piles have been driven from the southeast corner of Gait's wharf, on the line of the causeway, reaching to the angle where it turns in the direction of Monument Lot. A plank wall is to be erected against those piles. Two pile drivers and a large force of workmen are busily employed, and there is every indication that the work will be vigorously prosecuted.

Mon. 6/26/71, p. 4. **Alexandria Affairs. Coal Shipments.** - The coal shipments from this port during the week ending today have been as follows: American Coal Company, 3,823 tons; J. P. Agnew, 1,729 tons; and G. Hutton, 480 tons.

Fri. 7/7/71, p. 1. **Georgetown Affairs.**

In the coal market the receipts and shipments of that article since the 1st inst. have been as follows: The Consolidation Company have received and shipped 4,442 tons; the Midlothian Company, including yesterday, received and shipped 2,029 tons; the Maryland Company, for the same period, received and shipped 8,585 tons; Agnew's wharf received and shipped 1,440 tons; and the Borden Company received 1,650 tons, and shipped 2,200 tons. The above includes but three days receipts and shipments, viz: the 1st, 3rd and 5th of this month.

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An inquest was held Wednesday night by Coroner Potter upon the body of Julia Riddle, the colored girl drowned in the canal Wednesday. The body was discovered near the Green street bridge by a boatman, who immediately informed the authorities. She was about 18 years of age. The jury rendered a verdict of accidental drowning.

Sat. 7/8/71, p. 4. **Georgetown Affairs. The Canal.**

The number of boats reported at the collector's office, Chesapeake and Ohio Canal for the week ending yesterday were 247, of which 225 were loaded with coal, and the others brought grain, bark, red stone and sand stone.

Mon. 7/10/71, p. 4. **Georgetown Affairs. Arrival of Grain.** - Arrived Saturday, schooners Margaret, Ella and Hazard, from Alexandria, with 2,350 bushels red wheat, consigned the Hartley & Bro. Also, boat Seneca, with 650 bushels of corn, 165 barrels of flour and 1,000 bushels mill feed, for W. H. Dougal.  
**Tan Bark.** - Canal boat Monongahela arrived yesterday with a load of tanner's bark for J. E. Cox.

Tue. 7/11/71, p. 4. **Alexandria Affairs. Canal News.** - The lock gates washed out at the tunnel on the 17th instant, have been recovered,

and the navigation of the Chesapeake and Ohio canal was interrupted a short time only.

Wed. 7/12/71, p. 4. **Georgetown Affairs.**

**Canal Boat** J. M. Thomas, from Point of Rocks, with 3,000 bushels new wheat for J. G. Waters.

**Alexandria Affairs.**

**Scarcity of Vessels.** - For two weeks past vessels have been scarce at this port and Georgetown, and freights have consequently advanced considerably to all points in the north, or rather to all ports to which Cumberland [coal] is shipped. The absence of shipping creates a dullness about the coal depots, which is the more apparent because of the unusual activity lately prevailing there.

**Suspension of Canal Navigation.** - It was mentioned in yesterday's *Gazette* that two lock gates had been washed out of the Chesapeake and Ohio canal at the tunnel. No boats have arrived here since yesterday morning, and it is supposed that the suspension of navigation has resulted from the accident alluded to, the reports of no other cause of obstruction have as yet reached here.

Thu. 7/13/71, p. 4. **Georgetown Affairs.**

**The Port.** - Arrived, canal boats H. Willison, J. M. Forbes, H. T. Weld, L. G. Stanhope, Alex Ray, J. R. Haines, J. H. Weir, S. Boyer, J. Gunning and H. J. Heath, loaded; also the C. W. Hayden, loaded with stone.

Fri. 7/14/71, p. 4. **Georgetown Affairs.**

**Horse Drowned.** - About 11:30 o'clock yesterday a horse and cart belonging to John Clancy, loaded with plaster, was standing on Gunnell's wharf, near the canal. The horse became restless and backed into the canal, and before assistance could be rendered the horse drowned. The animal was valued at \$175 the loss of which will be very much felt by his owner.

Sat. 7/15/71, p. 4. **Georgetown Affairs.**

Consolidation Coal Company's Wharf: Arrived - Canal Boats Boyer, H. J. Kenah, Jim Gunney, Jennie Lind, Wren, J. T. Davis and Hoodley Powell; schr. J. B. Smith, sailed for Allen's Point, Conn. with coal.

**Agnew's Wharf:** Arrived - Canal Boats Minnie Topper, J. R. Humbird and J. B. Slatery.

**Borden Mining Company's wharf:** Arrived - Canal Boats R. E. Fugitt, H. C. Winship, E. F. Wheeler, Fairplay and G. H. Calvert.

**The Coal Trade.** - The receipts and shipments of coal by the Chesapeake and Ohio canal for the week ending yesterday were:

**Consolidation Coal Company** received 7,166 tons and shipped 4,490 tons.

**Maryland and Midlothian Companies** received 6,270 tons and shipped 4,084 tons.

**Agnew's wharf** 1,400 tons and shipped 4,084 tons.

**Borden Mining Company** received 2,800 tons and shipped 1,460 tons.

**Summary of Boats arrived and Departed.** - For the week ending yesterday, Consolidation Coal Company, arrived and departed 68 canal boats, 14 schooners and 1 steamer.

**Maryland and Midlothian Companies** - Arrived and departed 64 canal boats and 12 schooners.

**Agnew's wharf** - Arrived and departed 13 canal boats, 3 schooners and 1 steamer.

**Borden Mining Company** - Arrived and departed 25 canal boats and 4 schooners.

**Canal Arrivals.** - Total number of boats arriving for the week ending yesterday were 179, laden with coal, stone and grain.

**Boatman's Strike.** - The agent of the Maryland Coal Company, at Cumberland, telegraphed to Georgetown, yesterday that the boatmen at the above place were on a strike.

Mon. 7/17/71, p. 1. **Georgetown Affairs.**

**The Canal.** - The threatened strike among the canal boatmen at Cumberland has ended, and the boatmen have again started on their trips.

Tue. 7/18/71, p. 4. **Georgetown Affairs.**

**Backed Overboard.** - A mule belonging to one of the canal boats made a misstep yesterday, and fell overboard. Assistance was promptly rendered and he was restored to *terra firma*.

**The Canal.** - Consolidation Coal Company's wharf - Arrived, Morning Star, Hoboken, Smith, Brengle, Bettie, Black Hawk, McClellan, Stevens, Rip Van Winkle. Agnew's wharf - Arrived, H. D. Bower, T. Long, Dahlia, Odd Fellows, Eureka, Diligent, Elizabeth, schr. Mary E. Long loading for Boston.

Borden Mining Company's wharf - Arrived, Tillie, B. Lynn, J. R. Rench, H. Kesley, Ware, Chas. A. Greene.

**Tan Bark** - Canal boat Monongahela arrived from Hancock with bark for J. E. Cox.

#### **Alexandria Affairs.**

**Malicious Assault.** - On Saturday night last a brutal and malicious assault was made by the captain of a canal boat named James Scott upon a crippled man named John Smith, one of his hands. Smith was picked up on the Washington turnpike yesterday by Mr. Donat Pipher and brought to town. The particulars of the affair are reported to be as follows: The boat left here for Cumberland late Saturday evening, and had reached Four-mile run when Smith expostulated with the captain for maltreating a woman who was on board. The captain responded by seizing a hatchet and cutting him severely in the back and assaulting him so furiously that he had to jump overboard. The captain jumped after him, but Smith, being an excellent swimmer, reached the bank first, and rolling down among the thick weeds concealed himself so effectually that his pursuer, who was still armed with his hatchet and swore he would kill him, was unable to discover him, and after a long search got aboard his boat and went on up the canal. Smith lay hid all night, but yesterday morning managed, in his wounded condition, to crawl as far as the turnpike, where, as stated above, he was found by Mr. Pipher and brought to town in a wagon. Telegrams have been sent to points along the canal authorizing the arrest

and commitment of Scott. Smith's wounds are represented to be of a severe, though it is thought not mortal, character.

Wed. 7/19/71, p. 4. **Georgetown Affairs.**

**The Canal.** - Arrived at Consolidation Company's wharf: W. Marbury, Yonkers, Atlanta, G. W. Tucker, W. A. Stevens, Thos. Nimmo, W. C. Smith, Hawk, Peacock, Communipau.

**Arrived** at Borden Company's wharf: Emerald, Jno. H. Farrow, Onward, S. S. Lynn, John Conder.

The canal boat Bradfield Hartley arrived with 3,850 bushels corn - sold to arrive.

#### **Alexandria Affairs.**

**Large Schooner.** - Among the vessels now loading at the wharves of the American Coal Company, is the C. L. Bushnell, a schooner into which will be put one thousand tons of coal - more than some of the ships that used to trade here could carry.

Thu. 7/20/71, p. 4. **From the Wharves.**

#### **Georgetown Affairs.**

**The Canal.** - Arrived at Consolidation Company's wharf: Boats Arthur Cropley and Thos. Croton.

**Arrived** at Borden Mining Company's wharf: Boats Hollander, Thos. Drenner and S. Ardinger.

Fri. 7/21/71, p. 4. **From the Wharves.**

#### **Georgetown.**

**The Canal.** Consolidation Coal Company's wharf - Arrived, J. B. Barnum, Croton.

#### **Georgetown Affairs.**

**Grain Receipts.** - Messrs. Hartley & Bro. received per canal boat Middy, from White's Ferry, 1,800 bushels of wheat and 160 bushels of corn.

Sat. 7/22/71, p. 4. **From the Wharves.**

#### **Georgetown.**

**Summary of Boats Arrived and Departed.** - For the week ending yesterday: At

Consolidation Company, arrived 15 schooners, 50 canal boats; Maryland Company, 10 schooners, 8 canal boats; Midlothian Company, 6 schooners, 4 canal boats; Agnew's wharf, 5 schooners, 8 canal boats; Borden Mining Company, 15 schooners, 24 canal boats.

**Canal Arrivals.** - Total number of boats arriving and departing by the Chesapeake and Ohio Canal as reported in the collector's office for the week ending yesterday were 127 boats arrived, and 182 departed, of which number 95 were loaded with coal, 2 with grain, 1 with bark, 28 with stone, 2 with cord wood, and 1 with cement.

#### **Georgetown Affairs.**

**Grain Receipts.** - The canal boat Bradfield Hartley arrived yesterday with 3,300 bushels of wheat for Hartley & Bro.

**Break in the Canal.** - The general impression at Georgetown among the merchants is that the break at Mercersville will be so far repaired that loaded boats will be able to pass through tomorrow. As it now is, numbers of boats are detained on the other side, which accounts for the few arrivals.

**The Coal Trade** - The receipts and shipments of coal for the week ending yesterday were: Consolidation Company - receipts 5,139 tons, shipment 6,596 tons; Maryland Company - receipts 896 tons, shipped 3,133 tons; Midlothian Coal and Iron Company - receipts 463 tons, shipped 1,432 tons; Agnew's wharf - receipts 1,000 tons, shipped 1,500 tons; Borden Mining Company - receipts 2,688 tons, shipped 4,990 tons.

Mon. 7/24/71, p. 4. **Georgetown Affairs.**

**The Canal.** - The canal boat J. N. Thomas arrived from Point of Rocks, Md., with 2,500 bushels wheat and 700 bushels corn.

**The Canal** is again in working order. Boats began to arrive yesterday, and numbers are on their way down.

#### **Alexandria Affairs.**

**Canal Navigation.** - Advices from along the line of the Chesapeake and Ohio canal report

Feeder's level, on which the late break occurred, was filled last night, and that boats passed the scene of the late obstruction this morning. As stated yesterday, arrivals are expected on Wednesday.

Tue. 7/25/71, p. 4. **From the Wharves  
Georgetown.**

**The Canal.** - Arrived, the C. E. Clarke and Park Agnew, with coal for Mayfield & Hieston; Blue Bell, T. X. Delano, T. J. Murray, Mountain City and F. H. Walcott, with coal for the Consolidation Coal Company; Evening Star, B. M. Young, Fred C. Doyle, C. F. Waters and S. H. Shearman, with coal for the Borden Mining Company; Seneca, with flour and mill feed for W. H. Dougal and 1,600 bushels wheat for Benson Talbott; Wm. H. Billmyer, with 3,100 bushels wheat for G. Waters and 800 bushels corn.

#### **Alexandria Affairs.**

**Canal Navigation.** - After an interruption of some days, in consequence of a break in Feeder's Level, on the Chesapeake and Ohio canal, navigation has again been resumed. Loaded boats from Cumberland commenced arriving at 7 o'clock this morning.

Wed. 7/26/71, p. 4. **From the Wharves  
Georgetown.**

**The Canal.** - Arrived, boat Medley, from White's Ferry, with 2,000 bushels wheat, 400 bushels corn and 200 bushels oats, to Hartley & Bro.; boats Catherine Van Tassell, Sallie myer Adam Norrie, Erastus Corning, Mountain City, Harlem and Pigeon, with coal for Consolidation Company; boats Serguson and Hero, Jessie and S. Charles, with coal for Agnew's wharf; boats John R. Master, Clarke Grimes, Abe Greene, Excelsior and Wm. Worden, with coal for Borden Mining Company.

#### **Georgetown Affairs.**

**The Break in the Canal.** - It is reported by a letter received from Mercersville, Md., that it will require probably ten days to repair the damage to the canal so as to allow boats to pass.

Quite a number arrived yesterday, the majority of whom were below the level when the break occurred. The engineer, William R. Hutton, esq., has started for the scene of the break to direct its repair. The extent of the break is estimated at fifty feet in length, and underwashed some seven feet below the bed. The full particulars of the trouble will, no doubt, reach Georgetown tomorrow, now that the engineer is on the spot.

#### **Alexandria Affairs.**

**Chesapeake and Ohio Canal.** - A dispatch from Weverton, Md., dated yesterday says: "Quite a serious break in the Chesapeake and Ohio canal took place at Shepherdstown, West Virginia, this morning, which will impede travel thereon for several days. The break near this point which occurred several days since has just been repaired. A large force of workmen have been sent to Shepherdstown, and the break will be repaired with all possible speed." A telegram, dated Sandy Hook, Md., received in Georgetown, states that another break has occurred in the canal on Five Mile Level, about four miles below the late break at Mercersville. The cause of the last break was the giving way of a stone wall. The division superintendent says the break is a bad one, and as there are no materials on hand, and it is difficult to get at it, he thinks it will be some time, a week at least, before it can be repaired sufficiently for boats to pass. These breaks seriously interrupt the business of coal and grain merchants. But eight loaded boats arrived at the collector's office in Georgetown yesterday. The *Cumberland News* of yesterday says that the business is improving and boats are arriving and departing freely. The departures on Saturday were thirty nine boats carrying a total of 4,271 03 tons. The break near dam No. 4 is so far repaired that boats passed that point on Saturday. The break above referred to will interfere for some days with the regular business of the canal.

Thu. 7/27/71, p. 4. **From the Wharves  
Georgetown.**

**The Canal.** - Arrived: Valley, with coal for Mayfield & Hieston; E. B. Hartley, from Berlin, with 3,800 bushels of wheat for Hartley & Bro.; Lark, with coal for Consolidation Company; Susan Charles, M. A. Adams, Invincible, J. R. Haines, R. Herr, Ida & Sallie, with coal for Borden Mining Company; General Mills, C. W. Hayden, with red stone for Seneca Stone Company; Benson Talbott, from Montgomery, with 2,000 bushels of wheat for Benson Talbot.

#### **Georgetown Affairs.**

**The Break in the Canal.** - Capt. J. Masters, Agent for the Borden Mining Company at Georgetown, received the following telegram yesterday, dated Hagerstown, Md., from W. R. Hutton, esq., engineer of the canal, in relation to the break: "Repairs will be completed tomorrow (today.) Light boats may pass Friday morning or earlier."

#### **Alexandria Affairs.**

**Canal Boats.** - The Secretary of the Treasury has decided that canal boats navigating the navigable waters of the United States are subject to the same enrollment and license as coasting vessels. This decision is of considerable importance and interest at all ports where canal boats arrive and depart daily, with coal, &c., and by the terms of the decision are liable to its requirements.

Fri. 7/28/71, p. 4. **Georgetown Affairs.**

**The Break in the Canal.** - The collector's office of the Chesapeake and Ohio Canal received yesterday the following dispatch from Engineer Wm. R. Hatton in relation to the breach, dated Hagerstown, Md., July 26, "Loaded boats will probably pass the break by Friday." (today)

**Mule Stolen** - Messrs. Mayfield & Hieston lost a mule belonging to one of their canal boats on Wednesday. Their impression is that it has been stolen. They offer a liberal reward for his return.

Sat. 7/29/71, p. 4. **From the Wharves.  
Georgetown.**

**The Canal.** - Arrived, boats Nettie Graham, from Shepherdstown, with 2,000 bushels of wheat for George Waters; Medley, from White's ferry, with 2,500 bushels for Hartley & Bro.

#### **Georgetown Affairs.**

**The Break in the Canal.** - The collector received a dispatch yesterday from J. C. Clark, president of the Chesapeake and Ohio canal, saying the break near Sharpsburg, Md., was all right again. It is supposed that boats will arrive tomorrow afternoon. The water in the Chain bridge level was drawn off at 6 o'clock last evening, for the purpose of removing rocks, &c., that have fallen from the towpath, and will again be filled this evening.

**The Coal Trade.** The receipts and shipments of coal by the Chesapeake and Ohio canal, for the week ending last night, were; Consolidation Coal Company received 1,742 tons, shipped 6,146 tons; Midlothian Coal Company received 647 tons, shipped 1,039 tons; Maryland Company received 999 tons, shipped 1,508 tons; Agnew's wharf received 600 tons, shipped 700 tons; Borden Mining Company received 1,800 tons, shipped 1,835 tons.

**Summary** of boats arrived and departed for the week ending last night: Consolidation Company, arrived and departed, 18 schooners and 17 canal boats; Midlothian Company, 3 schooners and 6 boats; Agnew's wharf, 2 schooners and 5 boats; Maryland Company, 3 schooners and 9 boats; Borden Mining Company, 6 schooners and 16 boats. Total number of boats arriving, as reported by the collector, is 110, of which 93 were loaded with coal, 3 with grain, 5 with red stone and 1 with limestone.

#### **Alexandria Affairs.**

**Canal Navigation.** - Telegrams received here state that the water was let off on the Antietam or Five Mile level of the Chesapeake and Ohio canal, in which the late break occurred, last night, and that light boats passed the point of the recent obstruction this morning, and that loaded boats would pass there tonight. Arrivals

from Cumberland may therefore be expected on Sunday

**Coal Trade.** - In consequence of the recent suspension of navigation on the Chesapeake and Ohio canal nearly all the coal depots in this city and Georgetown have become exhausted, and a large number of vessels have accumulated at both ports awaiting cargoes. Sixty sail, it is said, can be counted at Georgetown.

Mon. 7/31/71, p. 4. **From the Wharves.**

#### **Georgetown.**

**The Canal.** - Arrived, boats Westfield, from Edward's Ferry, with 35 cords of wood for Mayfield & Hieston; C. W. Hayden, from Seneca, with stone for Potomac railroad; Thomas Johnson, from Seneca, with stone for Potomac railroad; E. B. Hartley, from Berlin, with 2,500 bushels of wheat for Hartley & Bro.

Tue. 8/1/71, p. 4. **From the Wharves.**

#### **Georgetown.**

**The Canal.** - Arrived, boats J. O. Russell, with coal for Mayfield & Hieston; B. F. Childs, M. Moore, Julia Manning, with coal for Consolidation Company; Ingomar, with coal for George's Creek Company; J. N. Thomas, from Point of Rocks, with 2,800 bushels of wheat and 450 bushels of corn for J. G. Waters; Monocacy, with 1,255 bushels wheat for B. Talbott; H. C. Winship, M. H. Russell and Vigilant with coal for the Borden Mining Company.

#### **Georgetown Affairs.**

**Messrs. Mayfield & Hieston** received a letter yesterday from their mines on George's creek stating that the miners had struck, but that no serious delay or difficulty was anticipated.

#### **Alexandria Affairs.**

**Canal Navigation.** - Though no new breaks have been reported on the Chesapeake and Ohio Canal, contrary to expectations, no boats had arrived here from Cumberland, at 8 o'clock this evening.

Wed. 8/2/71, p. 4. **From the Wharves.**



### **Georgetown.**

**The Canal.** - Arrived, boats Robert Emmett, with coal for Mayfield & Hieston; Charles & Ada, J. S. Welsh, Delaplane, Dunnerburg, Uno, Kindle, Will. H. Thomas, B. L. Sprigg, Linnett, Hammond, Diamond, Hawk, Minnesota, Magpie, Mary Jane, Miami, with coal for Consolidation Company; Chesapeake, H. Willison, J. B. Slattery, J. T. Davis, with coal for George's Creek Company; F. Kitwill, Maryland, Cherokee Tribe, Loretta, J. T. James, W. H. Boyd, with coal for Borden Mining Company; Seneca, with 400 bushels wheat and 500 bushels of corn for B. Talbott & Son.

### **Georgetown Affairs.**

**The Strike.** - Work has been resumed at the George's Creek mines, and all is again quiet.

Thu. 8/3/71, p. 4. **From the Wharves.**

### **Georgetown.**

**The Canal.** - Arrived, boats Medley, from White's Ferry, with 2,500 bushels wheat for Hartley & Bro., and B. Talbott, Minnesota, Mary Jane, Miami, J. S. Walsh, Magpie, Dr. Delaplane, H. T. Wells, Lina, Hawk, Kindle, Dunnerburg, Diamond, with coal for Consolidation Coal Company; T. Long, Minnie Tapper, Diligent, J. R. Humbird, Morning Star, Elizabeth, with coal George's Creek Company; W. R. Snow, Laura, L. Grove, Samuel Bayer, Pearl, R. C. Fugitt, with coal for Borden Mining Company.

### **Alexandria Affairs.**

**The Strike at Cumberland.** - The strike at Cumberland, mentioned in yesterday's *Gazette*, was confined to the miners employed by the Hampshire & Baltimore Company at the National Mine, on George's creek, and resulted from a difficulty between the superintendent and the men, and not from a demand for higher wages. It is probable that the disagreement has already been settled.

**Canal Commerce.** - Since Monday evening at 3 o'clock loaded boats from Cumberland have been continually arriving at this port, and the American Company, which at the time did not

have a ton of coal, has now six thousand tons at their wharves or in the canal basin, and the other agencies are also receiving large supplies.

Fri. 8/4/71, p. 4. **Georgetown Affairs.**

**Mr. George Waters** has received 7,100 bushels of wheat by canal boats Nellie Graham and Wheeler. By canal cement boats [Round Top] Nos. 1 and 2, the Baltimore and Potomac Railroad Company has received 1,325 bushels of cement.

Sat. 8/5/71, p. 4. **From the Wharves.**

### **Georgetown**

**The Canal.** - Arrived, boats E. B. Hartley, from Berlin, with 3,800 bushels wheat, for Hartley & Bro.; Andrew Johnson, from Cumberland, with 110 tons coal, for J. G. Waters; Arkansas Traveler, Creole, W. C. Smith, Mercia, Martha Jane, Hudson, Wave, Campbell, Vulture, Gowanus, C. P. Manning, H. J. Kenah, with coal for Consolidation Coal Company; Hero, Coulehan, Bennett, J. K. Whitford, Eureka, with coal for George's Creek Company; John P. Agnew, Richard Bender, Horace Resley, Sallie B. Lynn, Martha Leander, Lovell, B. L. Slack, with coal for Borden Mining Company.

### **Georgetown Affairs.**

**Severe Accident.** - James S. Maston, a boat builder by trade, employed at Fort Washington, whilst trimming some timber cut a gash in his right ankle about three inches in width. It appears the log upon which he was working turned over, and the adz caught his ankle inflicting the wound, which is severe but not of a serious nature. Mr. Maston was conveyed from the fort to this city, where he was placed under the care of his family physician, Dr. Shekells.

**The Coal Trade.** - Receipts and shipments of coal for the week ending yesterday have been: Maryland Co., receipts, 7,346; shipped, 6,556. Midlothian Co., receipts, 2,285; shipped, 1,199. Borden Mining Company, receipts, 3,450; shipments, 1,800 tons. Agnew's wharf, receipts, 1,800; shipments, 1,531 tons.

Consolidation Company, receipts, 4,790; and shipments, 7,090 tons.

Mon. 8/7/71, p. 4. **From the Wharves.**

**Georgetown.**

**The Canal.** - Arrived, boats Lillie Lemen, with coal for Mayfield & Hieston; Medley, from White's Ferry, with 2,200 bushels of corn, 600 bushels of wheat, for Hartley & Bro.; Catherine Waters, from Sharpsburg, with 3,100 bushels for George Waters; George Long, from Hancock, with bark for John E. Cox.

Tue. 8/8/71, p. 4. **From the Wharves.**

**Georgetown.**

**The Canal.** - Arrived, boats Valley, Park Agnew, with wood and coal for Mayfield & Hieston; McClellan, Atlanta, E. M. Linthicum, C. P. Marbury, W. P. Smith, Anna Campbell, Arkansas Traveler, Vulture, Hawk, Owl, Robin, Dove, Ino, with coal for Consolidation Coal Company; B. M. Young, Evening Star, John C. Hazeith, Peacock and Thomas Drenner, with coal for Borden Mining Company; J. & H. Kornes, from Hancock, with 350 barrels Round Top cement for Geo. Waters.

Wed. 8/9/71, p. 4. **From the Wharves.**

**Georgetown.**

**The Canal.** - Arrived, boats J. N. Thomas, from Point of Rocks, with 2,500 bushels corn and 50 bbls. flour for J. G. Waters; Mary E. Hammond, Thos. E. Sheridan, Eveline Rhinehart, Creole, Communipaw, Anthony Vancorlear, Pigeon, F. W. Beck, Blue Bell, J. B. Varnum, W. C. Smith and J. Murray, with coal for Consolidation Coal Company; Ingomar, with coal for George's Creek Company; J. R. Masters, S. H. Sherman, Mary & Anna, Onward and Dr. F. C. Doyle, with coal for Borden Mining Company; James S. Welsh, with cement for new State Department.

**Georgetown Affairs.**

**Canal Break.** - Mr. George Waters yesterday afternoon received a telegram, dated Hagerstown, from a gentleman residing at

Sharpsburg, states that a break in the canal occurred at the latter place, which is not considered of a serious nature, and will be immediately repaired.

Thu. 8/10/71, p. 4. **From the Wharves.**

**Georgetown.**

**The Canal.** - Arrived, boats Antietam and George Washington, with coal for Mayfield & Hieston; E. Bradfield Hartley, from Berlin, with 3,800 bushels of wheat, for Hartley & Bro.; Nettie Graham, from Berlin, with 3,100 bushels of wheat, for George Waters; Stevens, Croton, L. Smith, Mountain City, Adam, Mary, Thomas J. Mahaffey, E. M. Linthicum, Atlanta, with coal for Consolidation Coal Company; H. Willison, Huntington, with coal, for George's Creek Company; Benson Talbott, with 1,000 bushels of wheat and 1,500 bushels of corn, for B. Talbott; Capt. J. R. Masters, J. R. Haines, A. C. Greene, Excelsior, with coal, for Borden Mining Company.

**Georgetown Affairs.**

**Break in the Canal.** - Nothing further has been received at the collector's office in regard to the break, which has been located at Federal Level, Mercerville, about eighty miles up the canal. Advices received estimate the breach at one hundred and fifty yards, and that it is hourly becoming larger. It is thought that some time will elapse before the breach is remedied, consequently causing a delay in the arrival of a number of boats ready to come this way.

**Alexandria Affairs.**

**Another Break in the Canal.** - Another break has occurred in the Chesapeake and Ohio canal; three within as many weeks, each larger than its predecessor, and all at the same place - Five Mile Level. Of course navigation on the Alexandria canal is again suspended, and the reception of coal at this port again discontinued. The boatmen are by no means mealy-mouthed in their expressions concerning these repeated breaks, and assert with earnestness that other than physical agencies are at work in causing them.

Fri. 8/11/71, p. 4. **From the Wharves.**

**Georgetown.**

**The Canal.** - Arrived, boats A. S. Trunnell, from White's Ferry, with 2,100 bushels of wheat for Hartley & Bro.; Red Eye No. 1, from Loudoun county, with 700 bushels corn and 100 bushels of wheat for Jos. G. Waters; Dove, Laura, Hoboken, Manning, Paul, Forge, Brown, Bones, Ursella, Estela, S. S. Cunningham, with coal for Consolidation Coal Company; William Gordon, M. A. Adams, Invincible, with coal for Borden Mining Company.

**Georgetown Affairs.**

**Canal Break.** - The following dispatch was received at the collector's office yesterday, in relation to the canal, from J. C. Clark, president at Frederick, Maryland: "Closed break this a.m. at 6 o'clock; put water on this morning; hope to pass light boats tonight; loaded boats tomorrow."

Sat. 8/12/71, p. 1. **From the Wharves.**

**Georgetown.**

**The Canal.** - Arrived, boats Valley, with 35 cords of wood for Mayfield & Hieston and 250 bushels of wheat for B. Talbot; W. D. Sloan, with coal for Mayfield & Hieston; Susan Charles, Rudolph Herr and Hero, with coal for Borden Mining Company.

**Georgetown Affairs.**

**Summary of Boats** arrived and departed, as reported from the collector's office, for the week ending yesterday: Arrived, 145; departed, 201. With coal, 121; with peaches, 2; with limestone, 4; with red stone, 10; with cement, 2; with grain, 6.

**Receipts and Shipments of Coal.** - The receipts and shipments of coal for the week ending yesterday were as follows: Consolidation Coal Company - Receipts, 4,278 tons; shipped, 3,530 tons; George's Creek Company - Receipts, 500 tons; shipped 550 tons. Maryland Company - Receipts, 3,520 tons; shipped, 3,312 tons. Midlothian Company - Receipts, 900 tons; shipped 140

tons. Borden Mining Company - Receipts, 2,600 tons; shipped 750 tons.

**Leak in the Canal.** - Mr. W. W. Blunt, collector, received yesterday the following dispatch from W. P. Hutton, superintendent of the canal, dated Hagerstown: "Bad leak at breakwater. Draw off." This will occasion another delay in boats coming down, and there is every possibility that the delay will continue until the latter part of next week.

Tue. 8/15/71, p. 4. **Georgetown Affairs.**

**The Canal** is again in working order, and boats are expected down tonight or tomorrow. The following telegram was received yesterday at the collector's office: "Leaks closed, and water put on, light passed yesterday, loaded ones today."

**Repairing the Locks.** - In consequence of the length of time the locks between Rock creek and Congress street have been in use, the water was drawn off yesterday for the purpose of giving them a thorough repair.

Wed. 8/16/71, p. 4. **From the Wharves.**

**Georgetown.**

**The Canal.** - Arrived, boats Nettie Graham, from Berlin, with 2,700 bushels wheat, 100 bushels corn, for George Waters; Medley, from White's Ferry, with 3,000 bushels wheat and 500 bushels corn for Hartley & Bro.

Thu. 8/17/71, p. 4. **From the Wharves.**

**Georgetown.**

**The Canal.** - Arrived, boats Valley, with 36 cords of wood for Mayfield & Hieston; E. Bradfield Hartley, from Berlin, with 3,800 bushels wheat to Hartley & Bro.; Monocacy, from Monocacy, with 1,000 bushels corn, 2,000 bushels of wheat, and a small lot of oats for Benson Talbot.

**Georgetown Affairs.**

**The Raging Canal.** - Capt. J. R. Masters received a telegram stating that loaded boats had commenced passing Sandy Hook yesterday

morning at 3 o'clock. It is expected there will be numbers of boats down this morning.

Fri. 8/18/71, p. 4. **From the Wharves.**

**Georgetown.**

**The Canal.** - Arrived, boats George Mohler and Jas. Flannagan, from Shepherdstown, with limestone for W. H. Godey and Wm. Cammack; Hayden and A. H. Barnes, from Seneca with red stone for Baltimore and Potomac Railroad and Government Insane Asylum; W. H. Billmyer, from Shepherdstown, with 3,800 bushels of wheat and 50 barrels of flour for Geo. Waters.

Sat. 8/19/71, p. 4. **From the Wharves.**

**Georgetown.**

**The Canal.** - Arrived, boats Charles & Ada, General Grant, Uno, Dunnerburg, Magpie, Delaplane, W. R. Snow, Miami, C. W. Harbor, with coal for Consolidation Coal Company; T. Long, J. B. Slattery, Wm. Marbury, Jessie, Capt. J. Weir, J. R. Humbird, with coal for George's Creek Company; Florette, J. L. Russell, W. H. Boyd, Frank Kitwell, Morning Star, with coal for Borden Mining Company.

**Georgetown Affairs.**

**The Coal Trade.** - The following are the receipts and shipments for the week ending yesterday: Consolidation company - receipts 1,519 tons, shipments 3,083 tons; Agnew's wharf - receipts, 1,200 tons, shipments, 1,200 tons; Maryland company - receipts, 2,530 tons, shipments 4,618 tons. Midlothian company - receipts 670 tons, shipments 1,100 tons; Borden mining company - receipts, 1,100 tons, shipments, 3,675 tons.

**Summary** of boats arrived during the week ended yesterday, as reported at the collector's office: Arrived, 80; of which 2 were loaded with grain, 2 with peaches, 6 with red stone, 2 with limestone, 2 with wood, and 66 with coal.

Mon. 8/21/71p. 4. **From the Wharves.**

**Georgetown.**

**The Canal.** - Arrived, boats Valley, with 35 cords of wood for Mayfield & Hieston. Cleared, boat Jessie for Cumberland, with 30,000 feet of lumber and 25,000 laths from Jas. & J. E. Libbey. Arrived, boats Jas. W. Walsh, with cement for Baltimore and Potomac Railroad; A. S. Trundle, from White's ferry, with 1,500 bushels of wheat and 1,000 bushels of corn for Hartley & Bro.; Quaker City, with 110 tons coal for Mayfield & Hieston; Noble B. Slacker, with wood for Clabaugh.

**Georgetown Affairs.**

As the canal boat Noble M. Blacker was wending its way down the canal with a load of wood, it ran against one of the seven locks, knocking the coping down and delaying the boats five hours. The damage will be immediately repaired.

**MURDER.**

**The Prisoner Committed.**

We add this morning another chapter to the tearfully increasing history of crime in this District. On Saturday a human being was, in a moment of mad passion, sent unwarned from this world to eternity. That, too, by the hands of a fellow workman, with whom, according to the best information that can be obtained, he had an hour before been on the best of terms. The parties to this case are poor and comparatively unknown, but that neither lessens the crime and its consequences, nor serves to allay in the breasts of the community the alarm excited by the commission of this too frequently occurring crime of murder.

**The Facts**

in the case are as follows: On Saturday afternoon the canal boat F. A. Mertens, Captain Robert Shull, started from one of the Georgetown wharves up the Chesapeake and Ohio canal, on its return trip to Cumberland, light. Aboard the boat were the captain, his wife, a white man named Milton Ward, and a colored man named John Allen. They proceeded up the canal, and in the vicinity of the Chain bridge, about half past four o'clock, when the colored man (Allen) used some rather

profane language in the presence of the captain's wife. For this he was taken to task by Ward, when some hard words passed between them. The result was that Ward went into the cabin and brought out a musket kept there, declaring that he was a "bad man," and that Allen had better not fool with him. Allen

**defied him to shoot,**

when, instead of doing this, he quickly clubbed the gun and struck him on the head, knocking him overboard. Both the captain and Ward then jumped ashore (the boat still going on) and ran toward the spot just in time to see the hand of the victim as he

**sank to rise no more.**

Seeing at once that the man was drowned, Ward fled to the woods in the vicinity, and remained secreted for some time, until finding an opportunity, he made an excuse and got aboard another boat bound for Cumberland. In the meantime a report of the affair had been sent to Georgetown and officers dispatched to the spot. The captain was promptly arrested, attempts made to recover the body, and Officer J. F. O'Brian sent up the canal to, if possible,

**capture the murderer.**

Yesterday about 12 o'clock the body of Allen was found, and the coroner immediately notified of the fact. In his absence the acting coroner, Dr. J. F. Hartigan, promptly repaired to the spot, summoned a jury and held an inquest, at which the facts as above stated were elicited, and a verdict rendered in accordance therewith. About 4 o'clock Officer O'Brian returned with Ward in custody, and he was committed to jail by the acting coroner. The deceased was about twenty three years of age, and was rather a good looking man. When the body was recovered it was found that there were three contusions on the head above the left temple, and the theory of the coroner is that he was stunned by the blows and drowned.

Tue. 8/22/71, p. 4. **From the Wharves.**

**Georgetown.**

**The Canal.** - Arrived, boats Peacock, from Antietam, with 115 tons pig iron for George Waters; Magpie, Dr. Delaplane, H. T. Kindell, Dove, Uno, J. W. Snow, Harper, Miami, General Grant, Charley & Ada, Dunderburg, with coal for Consolidation Coal Company; Hero, Odd Fellow, Snyder Charles, Ingomar, Elizabeth Coulehan, with coal for George's Creek Company; Geo. W. Thecker, J. H. Percy, Lizzie & Phillie, Horace Resley, Tillie B. Lynn, Leander, Lovell, Sprigg Lynn, Chas. A. Greene, F. Ensminger, Bertha, May Young, J. H. Farrow, Thomas Dremen, Emerald, Alexander, Martha, Amazon, Hollander, with coal for Borden Mining Company; Monongahela, from Canton, with 3,000 bushels of wheat for George Waters; Catherine F. Waters, from Sharpsburg, with 3,300 bushels and 149 barrels of flour.

**Georgetown Affairs.**

**The Mills** upon the canal are working under great difficulties in consequence of the low state of the water.

**The boats** on the canal are arriving very fast, and making a great many "jams." Consequently the water has been low on Georgetown level.

Wed. 8/23/71, p. 4. **From the Wharves.**

**Georgetown**

**The Canal** - Arrived, boats Robin, E. M. Linthicum, Joseph Murray, T. E. Sheridan, J. S. Mackie, with coal for Consolidation Coal Company; L. Lovell, Martha, F. Ensminger, B. L. Slack, Chas. A. Greene, with coal for Borden Mining Company; J. N. Thomas, from Point of Rocks, with 2,200 bushels of corn, 1,200 bushels of wheat, and 75 barrels flour for Jos. G. Waters.

**Georgetown Affairs.**

**Kicked by a Mule.** - A colored boy named "Sam," a driver for the canal boat Monongahela, was severely injured yesterday by being kicked in the stomach by a mule. Dr. Brockenbrough was summoned and rendered all the assistance in his power to relieve the sufferer.

**Mills Stopped.** - The superintendent of the Georgetown level has ordered the millers along the line to suspend operations between the hours of 5 a.m. and 6 p.m., resuming work at night. The cause of this is scarcity of water, caused by the low water in the Potomac. The canal boats are laboring under great difficulties, some of them being fast in the mud and cannot move.

Thu. 8/24/71, p. 4. **From the Wharves.**

**Georgetown.**

**The Canal.** - Arrived, boats M. Fannon, John Young, Lilly Lemmen, Star of Cumberland, John G. Greenless, with coal for Mayfield & Hieston; David Hoadley, Traveler, Atlanta, Monongahela, Yonkers, Joseph Murray, Diamond, Walcott, Wave, New Bettie, Minnesota, Pigeon, with coal for Consolidation Coal Company; S. Charles, Elizabeth, Ingomar, Diligent, C. Segerson, with coal for George's Creek Company; Emerald, Sallie Ardinger, Evening Star, B. M. Young, Joseph H. Harron, with coal for Borden Mining Company.

**Georgetown Affairs.**

**Permission** was granted yesterday morning to the millers along the canal to run their mills until further orders. The water is still low and it is very probable that they will not be able to continue in operation long.

The colored boy "Sam," mentioned in yesterday's *Republican* as being injured by the kick of a mule, was yesterday removed to the hospital. His injuries are of a more serious nature than was at first supposed.

Fri. 8/25/71, p. 4. **From the Wharves.**

**Georgetown.**

**The Canal.** - Arrived, boats J. N. Thomas, from Point of Rocks, with 1,200 bushels of corn and 2,500 bushels of wheat, for Jos. G. Waters; Energy, Fulton, W. C. Smith, Anthony Van-collier, Laurence A. Cropley, Lewis Smith, Delano, Robin, Jas. S. Macky, J. K. Whitford, Allen Campbell, E. M. Linthicum, Hudson, Thos. E. Sheridan, H. J. Kannaugh, with coal

for the Consolidation Coal Company; Huntington, with coal for George's Creek Company; Thos. Drennon, Hollander, J. R. Haines, Fred C. Doyle, John C. Hassett, Captain Masters, with coal for Borden Mining Company; Nettie Graham, from Berlin, with 2,700 bushels wheat for George Waters; E. F. Wheeler, from Mercerville, with 341 barrels of flour for W. H. Dougal; 2,800 bushels of wheat for Geo. Waters.

**Georgetown Affairs.**

**Mills Stopped.** - The millers on the canal line received orders yesterday to suspend operations in consequence of the small quantity of water in the canal. The rain that fell last night had hardly any effect on the canal, and great despair is manifested towards the prospect of a long delay.

**New Canal Boat.** - Messrs. Mayfield & Hieston, coal dealers on Montgomery street, have placed upon the canal a very pretty new boat, built by F. Mertens, Cumberland, Md. She made her first trip yesterday, and proved a success. Her capacity is 116 tons.

Sat. 8/26/71, p. 4. **From the Wharves.**

**Georgetown.**

**The Canal.** - Arrived, boats Valley, from Edward's Ferry, with 35 cords of oak wood, for Mayfield & Hieston; Medley, from White's Ferry, with 1,700 bushels of wheat and 300 bushels white corn, for Hartley & Brother; W. A. Stevens, Fred. Beck, Mary E. Hammond, with coal for Consolidation Coal Company; Wm. Borden, with coal for Borden Mining Company.

**Georgetown Affairs.**

**The Coal Trade.** - The receipts and shipments of coal by the different companies for the week ending yesterday are as follows: Maryland company received 4,620 tons, shipped 5,654 tons; Midlothian received 2,090 tons, shipped 1,678 tons; Borden Mining company received 3,700 tons, shipped 3,500 tons; George's Creek company received 2,000 tons, shipped 1,200

tons; Consolidation company received 9,370 tons, shipped 9,035 tons.

Mon. 8/28/71, p. 4. **From the Wharves.**

**Georgetown.**

**The Canal.** - Arrived, boats E. B. Hartley, from Berlin, with 3,600 bushels of wheat for Hartley & Bro.; W. Marbury, from Weverton, with 3,500 bushels of wheat for the same firm; Gondola, from Loudoun county, Virginia, with 460 bushels of corn for J. G. Waters; Slattery, T. Long, Captain John Wheeler, J. G. Russell, Chesapeake, with coal for George's Creek Company; Excelsior, Susan, Chas. R. Herr, Martha Williams, Ida & Sallie, with coal for Borden Mining Company; Dr. Simes and Julia Estella, with stone.

Cleared, boat Star for Cumberland, with 27,000 feet of yellow pine lumber from J. & J. Libby.

Tue. 8/29/71, p. 4. **From the Wharves.**

**Georgetown.**

**The Canal.** - Arrived, boats Mary & Anna Hoboken, J. B. Varnum, Delaplane, Croton, Magpie, Mary W. Moore, Erastus, Corning, with coal for Consolidation Coal Company; Benson Talbott, from Edward's Ferry, with 2,600 bushels of wheat for Benson Talbott; Henry Freeland, M. A. Adams, Loretta, R. E. Fugit, S. B. Lynn, G. H. Colbert, with coal for Borden Mining Company; J. R. Humbird, Diligent, with coal for George's Creek Company; George Long, from Hancock, with bark for John E. Cox.

**Georgetown Affairs.**

**Mills in Operation** - The rain has added considerably to the height of the canal, and the mills took advantage of this rise and resumed operations yesterday.

Wed. 8/30/71, p. 4. **From the Wharves.**

**Georgetown.**

**The Canal.** - Arrived, boats W. Devecmon, with 101 tons of coal for Mayfield & Hieston; Monongahela, from Hancock, with 800 barrels cement for Geo. Waters; Excelsior, Robert

Morgan, Paul Jones, Robert Creamer, John Gibbons, Ephraim Doolittle, Charley Morris, Kate & Annie, Saucy John, Holzey, Happy Ann, High Kite, The Guardian Angel, Sprig of Myrtle, The Lively Turtle, with coal for various coal companies; A. Trudell, from White's Ferry, with 2,300 bushels [wheat], 400 bushels of corn, and 400 bushels oats for Hartley & Bro., and B. Talbot & Sons.

Thu. 8/31/71, p. 4. **From the Wharves.**

**Georgetown.**

**The Canal.** - Arrived, boats Valley, from Great Falls, with 35 cords of wood for Mayfield & Hieston;

Cleared, boat F. P. Steffy, for Williamsport, Md., with 10,000 feet of worked flooring from J. & J. Libby. Boats Forbes, Snow, Fairplay, Boyer, Owl, Thomas Lowther, Emma Reinhardt, J. Brane, Wm. Hill, Broadway, with coal for Consolidation Coal Company; boats Jessie, Quaker City, S. Charles, Odd Fellow, Diligent, with coal for George's Creek Company; boats L. M. Lovell, Martha Sprigg, S. Lynn, Geo. W. Thacker, Jas. W. Percy, Lizzie & Phillie, Horace Resley, John T. James, Geo. W. Colbert, with Borden Mining Company.

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**Filling up the Canal.**

The south wall of the canal, between Third and Seventh streets, is being taken up by workmen, and the stone transferred to Seventeenth street, to be used on the new wall that is being placed in the center of the canal at that place. Mr. A. Gleason, who is now carrying out his contract in grading and paving Seventh street south, is, by direction of the Board of Public Works, using the surplus earth to fill up the canal, between Four-and-a-half and Fifth streets. It is intended to leave a sewer on the north side, which will be arched and carried to Virginia avenue, where in due time a basin will be cut through to the James Creek canal.

Fri. 9/1/71, p. 4. **From the Wharves.**

### **Georgetown.**

**The Canal.** - Arrived, boats Grove, V. S. Sprigg, Nimmo, Kitwell, Poll, Andrew Johnson, Blue Bell, Dove, Dunnerburg, Mohawk, with coal for Consolidation Coal Company; Ingomar, J. T. Coulehan, Minnie Topper, with coal for George's Creek Company, and Emerald, Alexander, B. L. Slack, C. A. Greene, F. Ensminger.

### **Georgetown Affairs.**

**The Troubles of the Coal Companies.** - The agents of coal companies are sadly in want of coal vessels at their wharves. A letter received yesterday states that a large fleet of vessels are lying off Sandy Hook, and have been there nearly a week, held back in consequence of unfavorable winds. The agents are of the opinion that this quietness along the wharves is without parallel, and they are in hopes that tomorrow will show some sign of an early resumption of business.

### **Alexandria Affairs.**

**Scarcity of Vessels.** - Cumberland coal is rapidly accumulating at the depots in this city in consequence of the want of vessels to take it away. Coal is plentiful, freights high, but vessels scarce.

Sat. 9/2/71, p. 1. **Georgetown Affairs.**

**The Coal Trade.** - The receipts and shipments of coal for the week ending yesterday were as follows: Borden Mining Company, receipts 2,850 tons, shipments 1,077 tons; Agnew's wharf, receipts 1,800 tons, shipments 250 tons; Consolidation Company, receipts 8,101 tons and shipments 5,028 tons.

p. 4. **From the Wharves.**

### **Georgetown.**

**The Canal.** - Arrived, boats Monocacy, with 3,005 bushels of wheat, corn and oats for Benson, Talbot & Son, and Hartley & Bro.; C. F. Waters, from Sharpsburg, Md., with 3,000 bushels of wheat for George Waters.

Mon. 9/4/71, p. 4. **Georgetown Affairs.**

**A Large Fleet** of vessels, to load with coal for Northern ports, are expected today. The southwest winds, which have prevailed along the coast during the past week, have prevented those lying below from coming up. The cause of the delay has at last abated, and it is expected there will be an early resumption of business.

**The Canal.** - Arrived, boat Round Top, from Hancock, with 800 barrels of cement, for George Waters. A number of boats arrived Saturday and yesterday from Cumberland with coal for the various wharves along the canal. Tolls received at the collector's office for the month of August last amounted to \$13,091.21. The amount of tolls received during the month of July was \$8,311.14.

Tue. 9/5/71, p. 4. **From the Wharves.**

### **Georgetown.**

**The Canal.** - Arrived, boats Park Agnew, Mayfield & Hieston, Lillie Lemen, Peter L. Lemen, with coal, and Valley with wood, for Mayfield & Hieston; Kindle, Black Hawk, Bettie, Atlanta, Arkansas Traveler, Wren, Minnesota, Washington Irving, with coal for Consolidation Coal Company; J. O. Russell, T. Long, Elizabeth, Dahlia, Chesapeake, J. B. Sterling, with coal for George's Creek Company; J. G. Hassett, A. C. Greene, Hollander, S. H. Sherman, Invincible, with coal for Borden Mining Company.

Wed. 9/6/71, p. 4. **From the Wharves.**

### **Georgetown.**

**The Canal.** - Arrived, boats J. H. Thomas, from Point of Rocks, with 2,500 bushels of wheat and 800 bushels of corn for Geo. Waters; Lawrence Delano, J. S. Mackie, Energy, Cherokee Tribe, Louis Smith, H. T. Walls, Julia Madden, Benj. F. Charles, with coal for Consolidation Coal Company; Capt. John Weir, with coal for George's Creek Company; W. Borden, B. Herr, Nathan Williams, Onward, Susan Charles, with coal for Borden Mining Company.

### **Georgetown Affairs.**



**Mills Stopped.** - The mills were compelled to suspend operations yesterday in consequence of the low water in the canal. This continued trouble is causing the millers to suffer greatly, and it is hoped that means can be devised to prevent these frequent suspensions.

Thu. 9/7/71, p. 4. **From the Wharves.**

**Georgetown.**

**The Canal.** - Arrived, boats A. Reinhardt, Whitford, Henry C. Winship, Yonkers, C. P. Manning, Hawk, Mountain City, Adam Norrie, Russell, H. J. Kenah, Diamond, Erastus Corning, W. H. Boyd, with coal for Consolidation Coal Company; C. Segerson, Humbird, with coal for George's Creek Co.; B. M. Young, Dr. Grimes, Tillie B. Lynn, Morning Star, Ida & Sallie, with coal for Borden Mining Company.

**Georgetown Affairs.**

**The Mills** again resumed work yesterday, but were ordered to suspend on account of the low water in the canal, which is caused by the large number of boats arriving, therefore compelling the locks to be frequently opened.

Fri. 9/8/71, p. 1. **The Millers and Canal Company.** - The millers were compelled to suspend operations again early yesterday morning, and there is general indignation among them at this action of the canal company in thus interrupting their business from day to day. They assert that if the company would take proper care of the water in the canal, there would be no necessity for stopping the mills on account of low water. They ascribe the lowness of the water to three causes: First, to the defective feeder near the Chain bridge; second, to the waste of water in the Alexandria canal; and third, to the waste at the outlet locks into Rock creek. They believe if the company would take measures to prevent the waste at the points named, the canal would be full enough at all times, excepting during a severe drought, to enable the mills to run without interruption.  
p. 4. **From the Wharves.**

**Georgetown.**

**The Canal.** - Arrived, boats Valley, with 35 cords of wood for Mayfield & Hieston; Wm. Marbury, from Weverton, with 3,350 bushels of wheat for Hartley & Bro.; E. Bradfield Hartley, from Berlin, with 3,500 bushels of wheat, and Medley, from White's Ferry, with 2,800 bushels of wheat and corn for Hartley & Bro.

Sat. 9/9/71, p. 4. **Georgetown Affairs.**

**Summary of Boats.** - Arrived, as reported at the collector's office, Chesapeake and Ohio canal, for the week ending yesterday, 264, 9 of which were loaded with redstone, 3 with cement, 3 with limestone, 3 with wood, 5 with grain, and 241 with coal.

**The Coal Trade.** - The receipts and shipments of coal for the week ending yesterday were as follows: Borden Mining Company - receipts, 3,410 tons; shipments, 3,600 tons. Agnew's Wharf - receipts, 1,800 tons; shipments, 1,200 tons. Midlothian Company - receipts, 1,870 tons; shipments, 1,052 tons. Maryland Company - receipts, 5,700 tons; shipments, 5,954 tons. Consolidation Company - receipts, 9,129 tons; shipments, 6,735 tons.

**Meeting of the Millers and Merchants.** - A meeting of the millers and merchants was held yesterday morning to take action in relation to the course of the Canal Company in preventing the mills from running on account of low water. W. H. Tenney, esq., occupied the chair. Messrs. A. H. Herr, D. L. Shoemaker, George Hill, and E. B. Hartley expressed their views as to the causes of the suspension, and advocated measures to prevent a repetition. A. H. Herr, A. Ross Ray and George Hill were appointed a committee to draw a letter to be addressed to the president of the Canal Company, setting forth the grievances of the millers and merchants, and requesting him to take immediate action in the premises.

Mon. 9/11/71, p. 4. **From the Wharves.**

**Georgetown.**

**The Canal.** - Arrived, boats G. H. Colbert, Joseph H. Farrow, John T. James, Horace Resley, Evening Star, with coal for Borden Mining Company; Quaker City, Huntington, Jessie, with coal for George's Creek Company; W. Smith, Robin, L. Van Cassin, Mary Jane, S. S. Cunningham, Miami, Fair Play, M. R. Snow, Wave, E. M. Linthicum, Bowery, A. J. Senter, Uno, J. Crane, with coal for Consolidation Coal Company.

Wed. 9/13/71, p. 4. **From the Wharves.**  
**Georgetown.**

**The Canal.** - Arrived, boats Mary & Anna, Owl, Peacock, Pigeon, Mohawk, General McClellan, Boyer, Mary A. Moon, P. J. Smith, Jno. Robert E. Getty, J. C. Hoffman, with coal for Consolidation Coal Company; J. O. Russell, T. Long, J. B. Slattery, with coal for George's Creek Company; Loretta, Martha, F. Ensminger, Charles A. Greene, Alexander, Emerald, J. K. Haines, J. R. Masters, S. Ardinger, with coal for Borden Mining Company.

#### **Georgetown Affairs.**

**Receipts of Wheat.** - Hartley & Brother have received 600 bushels of wheat per schooner from Alexandria. George Waters has received 2,700 bushels of wheat per canal.

**The Mills** were shut down yesterday and again today, on account of low water in the canal. A large force of men is at work on the defective feeder, near Little Falls.

Thu. 9/14/71, p. 4. **From the Wharves.**  
**Georgetown.**

**The Canal.** - Cleared by Consolidation Company, boats Van Leer Sprigg, with 91 tons; J. P. Agnew with 97 tons; Richard Bender, 89 tons; J. N. Forbes, with 91 tons; The Wrench, with 94 tons; for Washington merchants. Arrived, J. B. Thomas, Catskill, Kitwell, Bronx, J. P. Smith, J. P. Hoffman, F. H. Walcott, H. T. Weld, Arkansas Traveler, Henry Lothar, Harlem, Ursula & Estella, J. P. Varnum, Charlie & Ada, with 1,430 tons of coal for

Consolidation Coal Company; B. L. Slack, J. C. Hassett, A. C. Greene, Collinger, Invincible, W. Borden and Nathan Williams, with 770 tons of coal for Borden Mining Company.

Fri. 9/15/71, p. 4. **From the Wharves.**  
**Georgetown.**

**The Canal.** - Arrived, boats Mayfield & Hieston with 112 tons of coal for Mayfield & Hieston; E. Bradfield Hartley, from Berlin, 3,800 bushels of wheat for Hartley & Bro.; E. F. Wheeler, from Mercerville, with 4,200 bushels of wheat for G. Waters, and 105 barrels flour for W. H. Dogall; Linnet Hoadley, Minnesota, Lark, Atlanta, B. T. Charles, Rip Van Winkle, Wren, Pearl, L. Smith, J. L. Mackie, H. C. Winship, with 1,320 tons of coal for Consolidation Coal Company; Odd Fellow, P. Long, with 220 tons of coal for George's Creek Company.

#### **Georgetown Affairs.**

**The Low Water.** - The water in the canal still continues low and the mills remain idle. Two boats sunk in the canal near the Great Falls, suspending navigation until yesterday morning, when the sunken boats were raised and navigation resumed.

#### **The Chesapeake and Ohio Canal.**

The president and directors of the Chesapeake and Ohio canal held a meeting at Frederick on Tuesday last, and discussed the subject of remedying the scarcity of water in the canal; which was postponed without action to the next meeting.

The receipts from the canal last month were over \$38,000; being an excess of \$8,000 over the month of July.

A resolution was offered by Col. Jas. G. Berrett, which was adopted, directing the committee on transportation to make an examination into the condition of the canal from Georgetown to Seventeenth street, Washington, and take such steps as may, in their judgment, best promote the interests of the company, and abate the difficulties complained

of by citizens along the line of the canal to the Board of Health of Washington city.

Sat. 9/16/71, p. 4. **From the Wharves.**

**Georgetown.**

**The Canal.** - Arrived, boats Lillie Lemen, with 94 tons of coal; Valley, with 35 cords of wood for Mayfield & Hieston; Hawk, Bettie, Delano, R. H. Russell, with 440 tons of coal for Consolidation Coal Company; Chesapeake, Capt. Weir, with 220 tons of coal for George's Creek Company; Tillie B. Lynn, Ida & Sallie, Susan Charles, Dr. Grimes, with 550 tons of coal for Borden Mining Company.

**Georgetown Affairs.**

**Lock Gates Out.** - Three of the lock gates on the canal, one at No. 12 and two at No. 18, are out, which will delay the arrival of boats until Sunday night or Monday morning.

**The Coal Trade.** - The receipts and shipments of coal for the week ending yesterday were as follows: Maryland Company, receipts, 4,290 tons; shipments, 3,526 tons; Midlothian Company, receipts, 1,761 tons; shipments, 2,580 tons; Borden Mining Company, receipts, 3,300 tons; shipments, 3,600 tons; Agnew's Wharf, receipts, 1,800 tons; shipments, 1,400 tons; Ray's Docks, receipts, 4,770 tons; shipments, 5,939 tons; Consolidation Company, receipts, 7,578 tons; shipments, 8,051 tons.

**Summary of Boats** reported at the collector's office for the week ending yesterday were: 110 boats, of which 85 were laden with coal, 5 with grain, 2 with brick, 3 with cement, 3 with red stone, and 2 with limestone.

**Alexandria Affairs.**

**Canal Commerce.** - During the month of August there were 263 arrivals of boats at this port, bringing in 12 perches of wrought stone, 6 tons sundries, 30 perches rough stone, 26,994 tons of coal, 258 perches of limestone. During the same period there were 268 departures of boats carrying 2 tons melons, 24 tons salt, 7,500 shingles, 1,034,750 bricks, 21 tons plaster. Total arrivals for season, 1,449 boats; total departures for season, 1,444 boats.

Mon. 9/18/71, p. 4. **From the Wharves.**

**Georgetown.**

**The Canal.** - Arrived, boats I. N. Thomas, from White's Ferry, with 3,800 bushels of wheat for J. G. Waters; Wm. Marbury, from Weverton, with 3,000 bushels of wheat for Hartley & Bro.

Tue. 9/19/71, p. 4. **From the Wharves.**

**Georgetown.**

**The Canal.** - Arrived, boats M. Fannon, R. E. Fugit, G. H. Colbert, H. Freeland, S. H. Sherman, H. Resley, and H. A. Adams, with 770 tons of coal for Borden Mining Company; Blue Bell, Black Hawk, Charles & Ada, Emma Reinhardt, H. F. Kindle, Paul and T. E. Sheridan, with 970 tons of coal for Consolidation Coal Company; Segerson, Humbird, M. McNally, Quaker City, Ingomar, Jessie and Eureka, with 770 tons of coal for George's Creek Company; George Long, with tan bark for John E. Cox; J. & H. Korn, from Williamsport, with 400 bbls. flour and 440 bbls. cement for George Waters.

**Georgetown Affairs.**

**All Right Again.** - The gate lock Nos. 12 and 18 have been put in repair, and travel again resumed on the canal. The water of the recent rains has so raised the canal that the mills were enabled to again resume operations.

Wed. 9/20/71, p. 4. **From the Wharves.**

**Georgetown.**

**The Canal.** - Arrived, boats Dunnerburg, Clara L. Brengle, Martha Jane, Vulture, T. J. Mahaffy, Maryland No. 2, Mary Jane, W. H. Boyd, W. M. Hills, J. Gunney, Energy, Miami, General Grant, Uno, Snow, T. J. Nimmo, with 1,760 tons of coal, for Consolidation Coal Company; James H. Percy, Spuggle, Lynn, Bertha, M. Tonry, Leander, Lovell, John D. James, with 550 tons of coal for Borden Mining Company.

**Georgetown Affairs.**

**Repairing Feeder.** - A large force of men are at work at the Little Falls repairing the feeder.

The work will last several days, and when completed it is expected a sufficient supply of water will be had.

Thu. 9/21/71, p. 4. **From the Wharves.**

**Georgetown.**

**The Canal.** - Arrived, boats Nettie Graham, from Berlin, with 3,000 bushels wheat for Geo. Waters.

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**Contract Awarded.**

Messrs. Mayfield & Hieston were yesterday awarded the contract for furnishing four hundred tons of Cumberland coal to the Bureau of Engraving and Printing, Treasury Department, at \$4.89 per ton.

Fri. 9/22/71, p. 4. **From the Wharves.**

**Georgetown.**

**The Canal.** - Arrived, boats Valley, from Great Falls, with 35 cords of wood for Mayfield & Hieston; Samuel Charles, from Clear Spring, with 189 bbls. flour for George Waters, and 3,500 bushels of wheat; W. H. Dougall, E. B. Hartley, from Berlin, with 3,900 bushels of wheat to Hartley & Bro.

**Georgetown Affairs.**

**That Canal.** - The lock gate on seven mile level is reported to have gone out Wednesday night, and the report was substantiated by no boats arriving, which shows that something is wrong.

**Bridge Repaired.** - The bridge across the canal on Potomac street is undergoing repair, under the control of the Chesapeake and Ohio Canal Company. The old floor is to be removed and a new one placed thereon.

Tue. 9/26/71, p. 4. **From the Wharves.**

**Georgetown.**

**The Canal.** - Arrived, boats Sallie Billmyer, from Shepherdstown, with 4,000 bushels of wheat for Geo. Waters; C. F. Waters, from Clear Spring, with 2,700 bushels of wheat for Geo. Waters; B. Talbott, from Edes' Ferry, with

3,000 bushels of wheat for B. Talbott & Son, and W. H. Dongall.

Wed. 9/27/71, p. 4. **From the Wharves.**

**Georgetown.**

**The Canal.** - Arrived, boats Mayfield & Hieston, with 116 tons of coal for Mayfield & Hieston; H. Van Tassel, M. A. Moore, Hunter & Bruce, Cherokee Tribe, Delaplane, L. Boyer, W. Irving, Harper, Arkansas Traveler, M. H. Russell, Jenny Lind, Creole, Charles & Ada, S. Smith, with 1,440 tons of coal for Consolidation Coal Company; McNally, J. R. Humbird, Quaker City, with 330 coals of coal for George's Creek Company; Tillie B. Wynn, Susan Charles, R. E. Fugit, Ida & Sallie, Evening Star, with 550 tons of coal for Borden Mining Company.

Thu. 9/28/71, p. 4. **From the Wharves.**

**Georgetown.**

**The Canal.** - Arrived, boats Lillie Lemen, with 114 tons of coal for Mayfield & Hieston; Wm. Marbury, from Shepherdstown, with 1,000 bushels of wheat for Hartley & Bro., and 5 cords of bark for E. Lynch; Magpie, Pearl, Andy Johnson, A. Vancorlear, J. B. Thomas, Diamond, Geo. B. McClellan, with 770 tons of coal Consolidation Coal Company; Ingomar, Chesapeake, Segerson, with 230 tons of coal for George's Creek Company; Geo. H. Colbert, H. Freeland, M. A. Adams, S. H. Sherman, H. Resley, with 550 tons of coal for Borden Mining Company.

**Georgetown Affairs.**

**Good Appointment.** - Mr. S. H. Sherman, superintendent of the Borden Mining Company at this city, yesterday received his commission as harbor master at this port. Mr. Sherman has a wide experience in matters pertaining to his duties, and has gained his knowledge practically by being harbor master five consecutive years. The appointment meets the approbation of the citizens as one of just recognition for faithful performance of his office requirements.

**Repair of Feeder.** - The water in the canal has again begun to flow in much larger quantities, owing to the repair of the feeder near Little Falls, which has been put in complete order.

Fri. 9/29/71, p. 4. **Georgetown Affairs.**

**Grain Receipts.** - Messrs. Hartley & Bro. received per schooner Margaret Ella, from Alexandria, 900 bushels of wheat, and by canal boat E. Bradfield Hartley, from Berlin, 3,800 bushels of wheat. George Waters received per canal boat Nettie Graham, from Berlin, 2,500 bushels of wheat and 250 bushels of corn.

**The Canal.** - It is generally conceded that canal navigation will remain uninterrupted during the remainder of the season, as the recent heavy rains have added materially to the flow into the canal.

Sat. 9/30/71, p. 1. **Georgetown Affairs.**

**The Canal.** - The business of the canal has been somewhat retarded this week in consequence of the scarcity of coal schooners.

The number of boats arrived this week, as reported at the collector's office, Chesapeake and Ohio canal, is 129.

**Coal Trade.** - The receipts and shipments of coal for the week ending yesterday has been as follows: Midlothian Company, receipts 1,320 tons, and shipments 2,012 tons; Borden Mining Company, receipts 2,600 tons, and shipments 2,000 tons; Agnew's wharf, receipts 1,500 tons, and shipments 1,400 tons; Ray's docks, receipts 5,395 tons, and shipments 8,362 tons; Consolidation Company, receipts 6,100 tons, and shipments 5,100 tons. Total receipts for the week, 15,595 tons; total shipments, 11,862 tons.

**Grain Receipts.** - Jos. G. Waters received yesterday per canal 2,000 bushels of wheat, 900 bushels of yellow corn, and 240 bbls. of flour. B. Talbot & Son received from the same source 475.

Wed. 10/4/71, p. 4. **Georgetown Affairs.**

**The Canal.** - Messrs. Mayfield & Hieston yesterday shipped by canal 35 tons of hard coal

to Cumberland, Md. Libbey & Bro. shipped 10,000 shingles and 50,000 lathes to same place.

Thu. 10/5/71, p. 4. **Georgetown Affairs.**

**Scarcity of Water.** - The low water in the canal is again placing the mills at a standstill. Several ceased running yesterday on this account.

Fri. 10/6/71, p. 4. **From the Wharves.**

**Georgetown.**

**The Canal.** - Arrived, boats Mayfield & Hieston, with 115 tons of coal for Mayfield & Hieston; Sallie Billmyer, from Shepherdstown, with 3,000 bushels of wheat for Geo. Waters.

Sat. 10/7/71, p. 4. **From the Wharves.**

**Georgetown.**

**The Canal.** - Arrived, boats E. Bradfield, Hartley, from Berlin, with 3,800 bushels of wheat for Hartley & Bro.; and Schroeder, Estelle, Bowery, J. Lind, Hammond, Dr. Delaplane, Bronx, Jim Gunning, D. C. Brown, H. J. Cavanaugh, M. Russell, with coal for Consolidation Company; Round Top No. 1, from Hancock, with 563 bbls. of cement for Geo. Waters; Nettie Graham, from Berlin, with 3,000 bushels of wheat and a small lot of corn for Geo. Waters.

**Georgetown Affairs.**

**Repair of a Level.** - In consequence of the damage continually being done to boats, the short level in the canal between Washington and Green streets is being repaired by replacing the tow-path wall. This reconstruction is badly needed, as no later than Thursday night a boat laden with gas coal had her stern stove in, damaging the boat to such an extent that a coffer dam was necessary to be built in order to enable her to reach her destination.

**The Repair of Lock No. 1** was completed yesterday, under the supervision of Mr. Isaac Morse, superintendent of the Georgetown division.

**The Coal Trade.** - The receipts and shipments of coal at the various wharves for the week

ending yesterday were as follows: Maryland Company - received, 5,060 tons, shipped, 4,706 tons. Midlothian Company - received 2,205 tons, shipped 996 tons. George's Creek Company - received, 1,500 tons, shipped 1,100 tons. Borden Mining Company - received 1,750 tons, shipped 2,317 tons. Consolidation Company - received 7,738 tons, shipped 4,640 tons.

**Summary of boats** arrived up to yesterday, as reported at the collector's office of the Chesapeake & Ohio canal: whole number 231; of this number 218 were laden with coal, and the remainder with red stone, limestone, bricks and grain.

Mon. 10/9/71, p. 4. **Georgetown Affairs.**  
**The Canal.** - Arrived, boats Lillie Lemen and Valley, with wood and coal, for Mayfield & Hieston; E. F. Wheeler, from Mercerville, with 4,000 bushels of wheat for Geo. Waters; Seneca, from Seneca, with 3,000 bushels of wheat for W. H. Douglass.

Tue. 10/10/71, p. 4. **From the Wharves.**  
**Georgetown.**

**The Canal.** - Arrived, boats Medley, from White's Ferry, with 2,800 bushels of wheat; A. S. Trundle, from same place, with 3,000 bushels of wheat for Hartley & Bro. and Benson Talbott & Son; J. N. Thomas, from Point of Rocks, with 2,500 bushels of wheat, 800 bushels of corn, 60 barrels of flour and 1,000 bushels of mill feed for Joseph G. Waters.

**Georgetown Affairs.**

**The Coal Trade.** - Coal is arriving very fast to the various wharves, but, owing to the great scarcity of vessels, the companies are obliged to stack their stock. If vessels do not soon arrive the companies will be necessitated to curtail shipments from Cumberland. The uninvited scarcity is attributed to the head winds that have been prevailing for some time past. The prospects are good for a heavy fall trade, as

there are still several hundred thousand tons of coal to be shipped in order to fill contracts.

Wed. 10/11/71, p. 4. **From the Wharves.**  
**Georgetown.**

**The Canal.** - Arrived, boats E. Bradfield Hartley, from Berlin, with 3,800 bushels of wheat for Hartley & Bro.

Thu. 10/12/71, p. 4. **Georgetown Affairs.**  
**The Canal.** - Arrived boat J. H. N. Korn, from Hancock, with 760 barrels of cement and 94 barrels of flour for Geo. Waters.

Fri. 10/13/71, p. 4. **From the Wharves.**  
**Georgetown.**

**The Canal.** - Libbey & Bro. yesterday shipped per Canal to Cumberland 60,000 shingles and 15,000 feet of lumber.

Sat. 10/14/71, p. 4. **From the Wharves.**  
**Georgetown.**

**The Canal.** - Arrived, boat C. E. Waters, from Sharpsburg, Md., with 2,500 bushels of wheat and 150 bbls. of flour for Geo. Waters.

**Georgetown Affairs.**

**The Coal Trade.** - The receipts and shipments of coal for the week ending yesterday has been as follows: Midlothian Company receipts 1,690 tons, no shipments. Maryland Company receipts 3,310 tons, shipments 2,541 tons. Borden Mining Company receipts 3,640 tons, shipments 1,200 tons. Agnew's wharf receipts 1,200 tons, shipments 600 tons. Ray's docks receipts 3,774 tons, shipments 3,231 tons. Consolidated Company receipts 5,578 tons, shipments 4,036 tons.

Mon. 10/16/71, p. 4. **Georgetown Affairs.**  
**The Canal.** - Arrived, boats Valley and Fred Backe, from Edward's Ferry, with 75 cords of wood for Mayfield & Hieston

Tue. 10/17/71, p. 4. **Georgetown Affairs.**  
**The Canal.** - Arrived, boats Bradfield Hartley, from Berlin, with 3,800 bushels of wheat for

Hartley & Bro.; J. N. Thomas, from Point of Rocks, with 1,600 bushels of wheat and 2,100 bushels of corn, for Jos. G. Waters; W. H. Billmyer, from Shepherdstown, with 200 bushels of wheat and 1,500 bushels of corn; Nettie Graham, from Berlin, with 3,000 bushels of wheat; and Randolph Herr, from Four Locks, with 3,000 bushels of wheat for George Waters.

Wed. 10/18/71, p. 4. **From the Wharves.**  
**Georgetown.**

**The Canal.** - Arrived, boats Mayfield & Heiston and Lillie Lemen, with 225 tons of coal for Mayfield & Heiston; A. S. Trundle, from White's Ferry, with 8,000 bushels of wheat for Hartley & Bro.; Medley, from Seneca, with 2,800 bushels of wheat for B. Talbot & Son, and Wm. H. Dongall; Noble Grand, from Hancock, with 800 barrels of cement for George Waters.

Thu. 10/19/71, p. 4. **From the Wharves.**  
**Georgetown.**

**The Canal.** - Arrived, boats E. F. Wheeler, from Mercerville, with 4,000 bushels of wheat for George Waters.

Fri. 10/20/71, p. 4. **Georgetown Affairs.**

**The Canal.** - Arrived, boats L. Lowell, Hollander, H. Resley, Lizzie & Phillie, G. W. Thecker, with coal for Borden Mining Company; Moses Whitson, from Green Springs furnace, Maryland, with 110 tons pig iron for George Waters.

Sat. 10/21/71, p. 4. **From the Wharves.**  
**Georgetown.**

**The Canal.** - Arrived, boats E. Bradford Hartley, from Berlin, with 4,000 bushels of corn for Hartley & Bro., which sold at seventy-eight cents per bushel.

**Georgetown Affairs.**

**Scarcity of Coasters.** - The shipments of coal during this week have been exceedingly light, in consequence of the scarcity of coal schooners. The coal merchants are necessarily

obliged to stack their stock in awaiting the disposal of the piles now accumulated. Numbers of boats are lying in the canal waiting to be unloaded.

**The Coal Trade.** - The receipts and shipments of coal for the week ending yesterday were as follows: Borden Mining Company receipts 2,400 tons, shipments 1,000 tons. Agnew's wharf receipts 1,200 tons, shipments 800 tons. Ray's docks receipts 2,811 tons, shipments 2,768 tons. Consolidation Company receipts 6,853 tons, shipments 5,800 tons. Total receipts for the week, 13,264 tons, and total shipments 10,968 tons.

**The Canal Summary.** - The number of boats arrived, as reported by the collector of the Chesapeake and Ohio Canal Company, for the week ending last night, has been 618.

Mon. 10/23/71, p. 4. **Georgetown Affairs.**

**Accident.** - The gate on the second Georgetown level was knocked out of gear by a boat loaded with stone coming down from the Seneca quarries. Workmen are now engaged in making the necessary repairs, under the supervision of Mr. Cammack, the lock-keeper at this end.

**Mayfield & Heiston** received per schooner Bee, from Havre-de-Grace, Md., 116 tons of Lykin's Valley coal, and by canal, 36 cords of wood.

Tue. 10/24/71, p. 4. **Georgetown Affairs.**

**The Canal.** - Arrived, boats Seneca, from Seneca, with 1,000 bushels of wheat, 700 bushels of corn, 100 bbls. of flour, and 180 bushels of oats, for W. H. Dongall; Medley, from White's Ferry, with 2,200 bushels of wheat, 250 bushels of corn, and 88 bbls apples, for Hartley & Bro.; Washington, from Mercerville, with 2,700 bushels of wheat, and Round Top, from Hancock, with 700 bbls cement for George Waters; Lynn, from Berlin, with full cargo of Hogs, for Hartley & Bro.; L. N. Thomas, from Point of Rocks, with 2,600 bushels of corn, 600 bushels of wheat, 80 bbls.

of flour, and 1,000 bushels of mill food, for Jos. G. Waters.

Wed. 10/25/71, p. 4. **From the Wharves.**

**Georgetown.**

**The Canal.** - Arrived, boats E. B. Hartley, from Berlin, with 3,800 bushels of wheat, for Hartley & Bro.; Nettie Graham, from Berlin, with 3,200 bushels of wheat, for George Waters; Catherine F. Waters, from Sharpsburg, with 3,200 bushels of wheat, for George Waters.

Thu. 10/26/71, p. 4. **From the Wharves.**

**Georgetown.**

**The Canal.** - Messrs. E. Pickerell & Co., yesterday shipped per canal to Cumberland, Md., a cargo of assorted lumber.

Fri. 10/27/71, p. 4. **From the Wharves.**

**Georgetown.**

**The Canal.** - Arrived, boats Valley, from Great Falls, with 35 cords of wood for Mayfield & Hieston; Round Top No. 2, from Hancock, with 150 barrels of cement for George Waters.

Sat. 10/28/71, p. 4. **Georgetown Affairs.**

**The Number of Boats** arrived as reported at the collector's office, Chesapeake and Ohio canal, for the week ending yesterday was 223.

**The Canal** - Arrived, boats Mayfield & Heiston, with 116 tons of coal for Mayfield & Heiston; Moses Whitson, from Green Springs Furnace, with 110 tons pig iron for Geo. Waters.

**The Receipts and Shipments** of coal, for the week ending last night, were as follows: Maryland company, receipts 880 tons, shipments 3,305 tons. Midlothian receipts 330 tons, shipments 946 tons. Borden Mining Company receipts 3,500 tons, shipments 3,600 tons. Agnew's wharf receipts 1,000 tons, shipments 1,300 tons. Ray's docks receipts 1,665 tons, shipments 4,405 tons. Consolidation Company receipts 6,362 tons, shipments 6,594 tons.

Tue. 10/31/71, p. 4. **From the Wharves.**

**Georgetown.**

**The Canal.** - Arrived, boats Lillie Lemen and Rose & Nellie, with wood and coal for Mayfield & Hieston; Medley, from White's Ferry, with 2,500 bushels of corn and wheat for Hartley & Bro.; Ida & Willie, from Falling Waters, with 3,200 bushels of wheat for W. H. Dongall.

Thu. 11/2/71, p. 4. **Georgetown Affairs.**

**Messrs. J. & J. R. Libby** yesterday shipped, per canal, thirty five thousand shingles to Cumberland.

**Two Lock Gates** in the canal at Six Locks, about twelve miles from this city, became damaged Tuesday night, thereby delaying the arrival of boats. It is expected that the necessary repairs will be made immediately, so that boats will arrive today.

Sat. 11/4/71, p. 4. **From the Wharves.**

**Georgetown.**

**The Canal.** - Arrived, boats L. N. Thomas, from Point of Rocks, with 1,606 bushels of wheat and 1,500 bushels of corn, and flour and feed for J. G. Waters; Monocacy, from Monocacy, with corn and wheat for Hartley & Bro. and B. Talbott & Son.

**Georgetown Affairs.**

**Boats** came down the canal in goodly numbers yesterday, and the coal has again to accumulate for want of schooners to comply with the orders now in hand at the various coal companies offices.

**The Coal Trade** - The receipts and shipments of coal for the week ending last night have been as follows: Consolidation Company - Receipts 4,419 tons; shipments 6,944 tons. Midlothian Company - Receipts 334 tons; shipments 635 tons. Maryland Company - Receipts 2,640 tons; shipments 4,295 tons. Agnew's wharf - Receipts 1,600 tons; shipments 2,200 tons. Borden Mining Company - Receipts 2,420 tons; shipments 1,846 tons.



Mon. 11/6/71, p. 4. **Georgetown Affairs.**  
**The Canal.** - Arrived, boats James S. Welsh, from Hancock, with 750 barrels of cement; Nettie Graham, from Berlin, with 6,500 bushels of wheat; E. F. Wheeler, from Sharpsburg, with 3,500 bushels of wheat, all for George Waters.

Tue. 11/7/71, p. 4. **Georgetown Affairs.**  
**Wheatley & Bro.** yesterday shipped per canal to Shepherdstown 72,000 shingles.  
**Grain Receipts:** - Messrs. Hartley & Bro. received per canal boat A. S. Trundle, from Edwards' Ferry, 2,500 bushels of wheat and 800 bushels of corn. George Waters received from Shepherdstown, by canal boat W. H. Billmyer, 3,300 bushels of wheat, and W. H. Dougall, by same boat, 250 barrels of flour,

Wed. 11/8/71, p. 4. **Georgetown Affairs.**  
**Messrs. Hartley & Bro.** received per canal 10 tons of hay and 330 bushels of wheat.

Thu. 11/9/71, p. 4. **From the Wharves.**  
**Georgetown.**  
**The Canal.** - Arrived, boat J. N. Thomas, from Point of Rocks, with 3,500 bushels of wheat for Joseph G. Waters.

Sat. 11/11/71, p. 4. **THE CANAL.**  
**Professor Henry's Views - An Arched Sewer Recommended.**

In response to an invitation from the Board of Public Works, Professor Henry, of the Smithsonian Institute, has transmitted a letter to that body, giving his views on the subject of the improvement of the canal, from which we extract the following:

"In my opinion there is no subject of more importance to the future welfare of this city than the adoption of efficient measures to remove the opprobrium, which rests upon the authorities and citizens of Washington for so long suffering the continuance of so conspicuous and disgusting a nuisance as that of the "Stygian pool," falsely denominated the "Washington Canal." There is nothing comparable with it in any city; of the same

importance as Washington, in the civilized world. It is said that the invention of Cologne water was due to the filth of the city of Cologne, but at the present time nothing exists in that city, and probably nothing has ever existed there, which could exceed in pestilential exhalations the object of your conference. An open cesspool, receiving the sewage of the city, directly in its midst, is inconsistent with the intelligence of the age, and while a fruitful source of discomfort and disease cannot be otherwise than a disgrace to the community in which it exists. Should an epidemic like the cholera again visit this city, the effects would probably be deleterious in the extreme.

"As to the abatement of the nuisance, I can suggest but a single method - which is to obliterate the canal and supply its place with a covered sewer. To dredge it would prove entirely ineffectual, especially so long as the water remain stagnant, or receive no greater agitation than that now produced by the ebbing and flowing of the tide. This only tends to hasten the fermentation of the feculent matter by the supply of a larger quantity of oxygen. It is well known that at the point where the sewer of a city enters into the deep water of a river the exhalations are abundant and continuous. The process is one by which is purified while the air is contaminated.

"On one occasion when crossing the Tenth street bridge near nightfall, while the canal was flooded with water, and the sky was covered with clouds, I was accosted by a gentleman, who requested an explanation of the remarkable phenomenon he was contemplating, viz: That while on either side of the bridge a copious shower, apparently of rain was falling into the canal, on the bridge itself it was perfectly dry. The explanation, I replied, is simple; the agitation of the water you observe is not produced by drops of pure element from the sky, but by bubbles of noxious vapor from a lower region.

"To say that the solution of the problem of doing away with the canal as a sewer is impossible without involving an expense beyond the means of the city and the government is to assume the nuisance must ever continue, to the detriment of every householder in the District, besides furnishing the best argument for the removal of the market. I am confident, however, that the problem can be solved at a reasonable cost. To hold a contrary

opinion would be to disparage the engineering talent of the country.

"I hope the earnestness of my remarks on this subject will be excused since a north-easterly wind scarcely occurs when the residents around the institution are not seriously affected by the effluvia from the canal ; and furthermore, since no stranger visits the institution without having his sensibilities shocked and his indignation aroused by the existence of so flagrant a nuisance within sight of the Capitol of the nation. Indeed, some time since, a violent attack was made upon the institution by a New York medical journal "for not," as it was said, "more effectually diffusing knowledge to the benighted authorities of Washington on the subject of sanitary reform."

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### **Georgetown Affairs.**

The receipts and shipments of coal for the week ending yesterday have been as follows: Borden Mining Company, receipts 2,800 tons, shipments 3,741 tons; Agnew's wharf, receipts 1,200 tons, shipments 600 tons; Ray's docks, receipts 4,620 tons, shipments 5,434 tons; Consolidation Company, receipts 6,572 tons, shipments 6,538 tons. Total receipts, 15,252 tons, and total shipments, 18,313 tons.

**The number** of boats arrived, as reported at the collector's office of the Chesapeake and Ohio canal, since the 1st instant, is 300, of which number 170 arrived this week.

Tue. 11/14/71, p. 4. **From the Wharves. Georgetown.**

**The Canal.** - Arrived, boats W. H. Ash, with 110 tons of coal for Mayfield & Hieston; Seneca, from Seneca, with flour, wheat and mill feed for W. H. Dougall; Medley, from White's Ferry, with 3,500 bushels of wheat for Hartley & Bro.; E. F. Wheeler, from Mercersville, with 3,800 bushels of wheat for Jos. G. Waters; Round Top No. 1, from Hancock, with 100 bbls. cement for George Waters.

Wed. 11/15/71, p. 4. **Georgetown Affairs. Fears of a Freshet.** - The merchants along the wharves of Georgetown are much excited over the appearance of the Potomac in consequence

of the heavy rains, and great fears are entertained that there will be a freshet. Advices from the upper Potomac are that the streams emptying into the river are very much swollen, necessarily causing the river to present a disturbed appearance and manifesting the same agitation that existed previous to the freshet of last year. The losses that will be sustained if such should occur, will be greater than those of any previous one on account of the large stock of coal now at the different wharves, retained by the want of sufficient coasters to fill the many orders now on hand. If stronger indications manifest themselves, the merchants will commence to transfer their stock to places of greater safety.

Thu. 11/16/71, p. 4. **Georgetown Affairs. The Fears** entertained of a freshet have abated, as the fresh northwest wind that has set in has had the effect of carrying the excess of water down in heavy volumes.

**The Canal.** - Arrived, boats Samuel Charles, from Clear Spring, with 2,800 bushels of wheat, and Ida & Willie, from Falling Waters, with 3,600 bushels for W. H. Dougall; E. Bradfield Hartley, from Berlin, with 3,800 bushels of wheat; Wm. Marbury, from Weverton, with 3,500 bushels of wheat for Hartley & Bro.

Fri. 11/17/71, p. 4. **Georgetown Affairs. James C. Clark**, esq., president Chesapeake and Ohio Canal company, has issued an order to have the water drawn off the canal on Wednesday, December 20, throughout the line, in order to make the necessary winter repairs, and requests all persons to make their arrangements accordingly.

Sat. 11/18/71, p. 4. **Georgetown Affairs. For the week** ending yesterday, 98 boats arrived through the Chesapeake and Ohio canal. **A large number** of vessels are reported below, unable to get up in consequence of the strong head winds.

**The Receipts** and reshipments of coal for the week ending yesterday have been as follows: Borden Mining Company, receipts 2,640 tons, shipments 3,000; Agnew's wharf, receipts 1,200 tons, shipments 1,000; Ray's docks, receipts 3,973 tons, shipments 5,520 tons; Consolidation Company, receipts 7,377, shipments 7,321. Total receipts, 15,190 tons, and total shipments 16,841 tons.

**The Canal.** - Arrived, boats Nellie Smith and Mollie Spear, from Cumberland, with 13,000 feet of assorted oak lumber for J. & J. E. Libbey; A. S. Trundle, from White's Ferry, with 15 tons of hay, for Hartley & Bro.

Mon. 11/20/71, p. 1. **Georgetown Affairs.**

**The Canal.** - Messrs. J. & J. E. Libbey Saturday shipped per canal to Cumberland 20,000 feet of yellow pine, and received from same place 10,000 feet of white oak plank. Arrived, boat Lucy Hall, from Williamsport, with 355 barrels of flour for W. H. Dougall. J. N. Thomas, from Point of Rocks, with 1,800 bushels of wheat, 1,200 bushels of corn, 80 barrels of flour, and 500 bushels of mill feed.

Tue. 11/21/71, p. 4. **Georgetown Affairs.**

**The Canal.** - Arrived, boat Medley, from White's Ferry, with 2,500 bushels of wheat and corn for Hartley & Bro.

Wed. 11/22/71, p. 4. **Georgetown Affairs.**

**The Canal.** - Arrived, boats W. R. Snow with 100 tons of coal for Mayfield & Hieston; B. F. Charles, from Clear Spring, with 3,500 bushels of wheat and 170 bbls. flour for W. H. Dougall.

Fri. 11/24/71, p. 4. **Georgetown Affairs.**

**The Canal.** - Arrived, boat Bradford Hartley, from Berlin, with 3,800 bushels of wheat for Hartley & Bro.

Sat. 11/25/71, p. 4. **Georgetown Affairs.**

The number of boats arrived during the week ending last night as reported at the collector's office, Chesapeake and Ohio Canal, has been

194, of which number 164 were laden with coal, 12 with stone, 11 with grain, and 7 with vegetables and fruit.

**The Coal Trade.** - The receipts and shipments of coal by the various companies for the week ending yesterday have been - Consolidation Company, receipts 6,707 tons, shipments 6,409 tons; Maryland Company, receipts 1,760 tons, shipments 1,958 tons; Midlothian Company, receipts 887 tons, shipments 921 tons; Agnew's wharf, receipts 800 tons, shipments 1,200 tons; Borden Mining Company, receipts 2,426 tons, shipments 2,700 tons.

**The Canal.** - Arrived, boats Seneca, from Seneca, with flour, corn and feed for Hartley & Bro.; E. F. Wheeler, from Mercersville, with 4,200 bushels of wheat for George Waters; Sallie Billmyer, from Shepherdstown, with 3,200 bushels of wheat for George Waters, and 100 barrels of flour for W. H. Dougall; A. S. Trundle, from White's Ferry, with 12 tons of hay for B. Talbott.

Mon. 11/27/71, p. 1. **Four-and-a-half Street**

**Bridge.** - The "dirty ditch," as Mr. Dawes, of Massachusetts, once called the canal, has been filled up from Third to Seventh street, and soon the part of the city through it ran will be reclaimed and beautified. For some days past workmen have been engaged in pulling down the bridge across Four-and-a-half street, and for the benefit of pedestrians a footway has been laid across the new-made ground recently filled into the ditch. As soon as the bridge is removed a change in the grade of the street on either side will be made, and a carriageway and sidewalk laid. [Transcriber's Note: this refers to the Washington Canal.]

Tue. 11/28/71, p. 4. **Georgetown Affairs.**

The bridge over the canal at Market street was completed yesterday morning and travel resumed across it, and all looked again promising until about 2 o'clock, when the canal boat Four Brothers, destined for one of the coal wharves, ran into the center pier and knocked

the props from under the bridge, leveling the structure as though the hand of a workman had performed the work. Just before the collision a number of persons had passed the center of the bridge, and had already reached the pavement ere the crash came. Work will immediately be resumed, and the bridge rebuilt.

Wed. 11/29/71, p. 4. **Georgetown Affairs.**  
**The Canal.** - Arrived, boats Monocacy, from Monocacy, with 2,500 bushels of wheat, for Hartley & Bro.; J. N. Thomas, from Point of Rocks, with wheat, corn and mill feed, for G. W. Waters.

Sat. 12/2/71, p. 1. **Georgetown Affairs.**  
**Brilliant Wedding.** - St. John's Episcopal church, Georgetown, was on Thanksgiving afternoon the scene of one of the most brilliant weddings of the season, being the occasion of the celebration of the nuptials of Mr. Walter T. Wheatley, of the firm Wheatley Bros., lumber merchants, of this city, and Georgie A. Waters, youngest daughter of Geo. Waters, esq., commission merchant, of the same city. At 4:30 p.m. the bridal cortege entered the church, their entrance heralded by the merry peal of the Wedding March, performed by Prof. Lawrence, organist of the church. The bridal party consisted of the bride, with her father, and the groom, escorting Miss Marian Waters, the bride's sister, followed by the attendants, J. Holdsworth Gordon and Miss Sallie Taylor, John M. Waters and Miss Gerty Welsh, Charles Wheatley and Miss Minnie Dougal, A. T. Cropley and Miss Manie Barbarine.

The bride's dress was of white, corded and trimmed with satin, and point lace veil of tulle and diamond jewelry. The bridesmaids were attired in white tarleton, each dress trimmed with a different color. The gentlemen attendants were dressed in the conventional black, with gloves and cravats.

The ceremony was performed by the Rev. A. B. Atkins, pastor of St. John's, and at its conclusion the fair bride, with groom and their

attendants, returned to the house of Mr. Waters, where a brilliant reception was held. The display of presents was beautiful and costly, their quality and quantity testifying to the high esteem entertained for Mr. Wheatley and his bride by their friends. Much of the decorum and systematic arrangement observed in the church is due to the attention and energy of the ushers, Messrs. James Dickson and W. A. Gordon, jr. At 8:30 p.m., Mr. and Mrs. Wheatley took the train for an extended tour North.

**The receipts and shipments of Coal** at the various companies' wharves for the week ending yesterday has been as follows: Consolidation company, receipts 4,958 tons, shipment 4,541 tons; Midlothian company, receipts 1,100 tons, shipments 1,000 tons; Agnew's wharf, receipts 800 tons, shipments 1,000 tons; Maryland company receipts 3,300 tons, shipments 2,522 tons; Borden Mining Company receipts 2,200 tons; shipments 1,500 tons.

The amount of toll collected at the Georgetown office during the month of November was \$9,164.50 against \$9,814.65 for the month previous.

Wed. 12/6/71, p. 4. **Georgetown Affairs.**  
**Ice Bound.** - A large number of boats, laden with grain and coal, are ice bound up the canal, and unable to come to Georgetown, at the stop lock about one mile and a half from this city. The boats are so jammed as to be in danger of crushing one another. An ice breaker has been sent up the canal to clear the way.

**Coal Vessels Wanted.** - The scarcity of coal vessels at this port greatly interferes with the business of the coal wharves. As it now is there are not enough to meet the demand. The result is that the canal boats cannot be unloaded, and they are obliged to lay over.

Thu. 12/7/71, p. 4. **Georgetown Affairs.**  
The canal boat A. S. Trundle, with grain for Hartley & Bro., is lying two miles up the canal

in a jam of boats. In her efforts to release herself she ran aground. Capt. Samuel Wheeler, the chief clerk of the above firm, was obliged to take a force of laborers up to the boat and lighten her of the cargo, 3,000 of wheat, in order to save the boat.

The canal yesterday was frozen to such an extent that boats were unable to make any progress whatever toward their destination. Efforts are being made to keep navigation open to the 20th instant.

Geo. Waters received yesterday per canal boat Round Top No. 1, 700 barrels cement, and W. H. Dougall received by boat Rudolph Herr 2,700 bushels of wheat.

Fri. 12/8/71, p. 1 **Georgetown Affairs.** - The canal is open as far up as Seneca, and boats are again coming down.

Sat. 12/9/71, p. 1. **Georgetown Affairs.**  
**The receipts** and shipments of coal for the week ending yesterday has been as follows: Consolidation company, receipts 3,271 tons, shipments 3,742 tons; Maryland company, receipts 2,860 tons, shipments 4,030 tons; Midlothian, receipts 673, shipments 500 tons; Agnew's wharf, receipts 800 tons, shipments 500 tons; Borden company, receipts 2,260 tons, shipments 3,600 tons.

**Officer Jones**, of the third precinct, while making his rounds last night found a quantity of rope lying off from the canal, supposed to be tow rope. The bundle was brought to the station house to await the owner.

**Business** on the canal was again resumed yesterday, and the large number of boats held up the canal by the ice have begun to come down.

Mon. 12/11/71, p. 4. **Georgetown Affairs.**  
**The Canal** is filled with floating ice to the great detriment of boats bound this way, and fears are entertained that that the canal will freeze before those boats a few miles up are able to arrive and unload so as to avoid the jam that necessarily

follows. The river yesterday was undisturbed, and the ice from above is rapidly floating out.

Tue. 12/12/71, p. 4. **Georgetown Affairs.**  
**The Canal** is still open, and boats are coming down rapidly. Above Seneca, the ice is quite thick, and a large force is employed endeavoring to keep the way open.

**Alexandria Affairs.**  
A son of Mr. H. Star Wattles fell overboard in the canal on Saturday, but was rescued by Donald Stewart.

Wed. 12/13/71, p. 1. **Georgetown Affairs.**  
**The Canal Open.** - The canal is again open for navigation and quite a large number of boats came down yesterday.

P. 4. **A Receiver Asked for the Chesapeake and Ohio Canal.** - Mr. W. W. Corcoran has sued the Chesapeake and Ohio Canal Company for an account, &c. Complainant states that under an act of the Assembly of Maryland of March 10, 1845, the company was authorized to issue bonds not exceeding \$1,700,000, payable not less than thirty-five years, with interest to be secured by a preferred lien on the revenue and tolls; that in pursuance to authority, the defendant executed and delivered a deed of trust to complainant and others as trustees for all the holders of the bonds without preference or priority one over another, that he is the holder of a large number of said bonds, (amounting, with interest to July 1 last, to \$128,348.05,) and he complains that the defendant has failed to pay the coupons or interest warrants. He prays for a writ of subpoena to issue to J. Bayard, H. Smith, J. Phillip Roman, A. Bowie Davies and George S. Brown; that an account be taken of the money due; that the other trustees be decreed to enter upon and take possession of the tolls, revenues and works, and apply them to the liquidation of the mortgage or that a receiver be appointed in the place, &c.

**Messrs. Hartley & Bro.** received yesterday, per canal boat Medley from White's Ferry, 700

bushels of wheat, and George Waters, by boat J. & H. Korn, from Williamsport, 1,100 barrels of flour. Round Top No. 1 arrived from Hancock with 800 barrels of cement.

Sat. 12/16/71, p. 1. **Georgetown Affairs.**

**The coal** companies' agents are apprehensive that some mishap has occurred to the canal from ice, in consequence of the non-arrival of boats. The reports from above are that numbers of loaded boats are tied up between this city and Cumberland, awaiting an opportunity to proceed to their destinations. The failure of these boats to arrive on time is causing great inconvenience to the companies, as the stock of coal on hand is far below the amount necessary to fill the orders demanded.

**The Canal.** - Arrived, boats Bradfield Hartley, from Berlin, with 3,600 bushels of wheat and corn, for Benson Talbott & Son.

**The receipts** and shipments of coal by the different companies during the past week have been as follows: Consolidation Coal Company - Receipts, 3,421 tons; shipments, 3,760 tons. Ray's docks - Receipts, 2,114 tons; shipments, 2,936 tons. Agnew's wharf - Receipts, 300 tons; shipments, 2,936 tons. Borden Mining Company - Receipts, 440 tons, shipments, 350 tons.

Mon. 12/18/71, p. 4. **Georgetown Affairs.**

**The Canal.** - The canal has again become filled with ice, and many of the coal agents are discharging their forces, which indicate a virtual suspension of business for the season.

Tue. 12/19/71, p. 4. **Georgetown Affairs.**

**Yesterday morning**, about 2 o'clock, the canal boat Wave, from Seneca, loaded with cord wood and lying at the Rock creek end of the canal, sprung a leak, and in a few moments went down. The captain and the crew were asleep at the time in the cabin, and finding themselves submerged, sprang from the cabin and saved their lives. Sergeant Robinson and Officer Robey, hearing their cries for help,

came to their aid. They were rescued and carried to the station house, where they had clothes furnished them. The cause of the sinking was from being cut badly by the ice in her passage down the canal.

**The Canal.** - Arrived, boats Benson Talbott, from Edward's ferry, with 3,000 bushels of wheat and corn for Benson Talbott & Son; George Washington, from Mercersville, with 2,800 bushels of wheat and 147 bbls. flour for W. H. Dougal; E. F. Wheeler, from Mercersville, with 3,500 bushels of wheat for George Waters.

Wed. 12/20/71, p. 4. **Georgetown Affairs.**

**The Canal.** - J. R. Maus, superintendent of the Georgetown division of the canal, has received a telegram from President J. C. Clarke, ordering the water in this division of the canal to be retained until the 23rd. A new lock gate has been placed in position in the lower lock of the Georgetown division.

**The Shipment of Coal** from Cumberland, Md., will probably cease today, and those on the way will, upon reaching this point, discharge and tie up for the season. A prominent coal merchant yesterday received a dispatch confirming the above, and stating that the last order has been filled and on the way.

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**Probable Homicide.**

Last Sunday morning as the canal boats A. L. Miller and Star of Cumberland were lying in the canal near the Aqueduct, William Wilson, a white man employed on the former boat, became engaged in an altercation with Chas. Morris, a colored hand on the Star of Cumberland, resulting in Wilson's striking Morris on the head with a large stone. Morris was so affected by the blow that he fell insensible, in which condition he remained for some time. He was picked up by some colored men, and carried on board the boat, which soon after proceeded up the canal. A report has reached the third precinct station that Morse

died at the Six Locks, about twelve miles above this city, from the effects of the blow on the evening of the occurrence, no arrests have been made.

Thu. 12/21/71, p. 4. **Georgetown Affairs.**

**The Canal.** - The Chesapeake and Ohio Company are making efforts to keep the lower levels of the canal open until Saturday, if possible, in order to allow boats to their destination. The only shipment yesterday was by Messrs. J. & J. E. Libbey, who forwarded to Alexandria by the canal, 18,000 feet of white pine lumber and 2,000 feet of yellow pine flooring.

Fri. 12/22/71, p. 1. **Georgetown Affairs.**

**A Mule** belonging to one of the canal boats was found yesterday morning behind [missing] on the tow path, near Water street, frozen to death.

Sat. 12/23/71, p. 1. **Georgetown Affairs.**

**The** collector's office of the Chesapeake and Ohio canal will remain open for the transaction of necessary business until the 1st proximo.

**The Coal Trade.** - The receipts and shipments of coal by the various companies during the past week have been: Consolidation, receipts 230 tons; shipments 3,100 tons. Ray's dock, shipments 1,270 tons. The Borden Mining company and Agnew's wharf report no coal received or shipped.

Mon. 1/1/72, p. 4. **Georgetown Affairs.**  
**Officer Hesse** Saturday arrested two colored men, named John Curry and A. Evans, upon the suspicion of having stolen from the canal boat Michael O'Conner two sets of harness.

Tue. 1/2/72, p. 4. **Georgetown Affairs.**  
**Boat Sunk.** - We learn that a canal boat belonging to the Cement Mills Company, below town, laden with some 800 barrels of cement destined for Washington city, sank in the Chesapeake and Ohio canal last week near Harper's Ferry. A large quantity of the cement was saved. The sinking of the boat was caused by a stone cutting a hole through the bottom. - *Shepherdstown {Md.} Register.*

Thu. 1/11/72. p. 4. **Georgetown Affairs.**  
**The Canal** will shortly undergo repair, for which purpose the water will be drawn.

Fri. 1/12/72, p. 4. **Georgetown Affairs.**  
The water in the canal will be turned on again this evening, when the feeder, which has been under construction, will be completed. During yesterday a force of men was engaged cleaning stones and filth from the bottom, which has accumulated therein for some time past.

Wed. 1/17/72, p. 4. **Georgetown Affairs.**  
The mills were enabled to resume work yesterday owing to the water in the Georgetown level being let in.

Thu. 1/18/72, p. 4. **Chesapeake and Ohio Canal.** - At the last meeting of the board of directors of the Chesapeake and Ohio Canal Company, held in Frederick, the rate of tolls for the next season was continued at 46 cents per ton to Georgetown. The amount of funds on hand on the 1st of the month was \$79,150.

Sat. 1/20/72, p. 4. **BOARD OF HEALTH**  
**The Canal.**  
Dr. Verdi offered the following resolution, and moved its adoption:

*Resolved.* - That the sanitary commission be instructed to confer with the Board of Public Works regarding the proposed canal, a plan of which has lately been presented to Congress, with a view to ascertain if the new canal, which seems as if intended to end at Seventh street, will not perpetuate the nuisance so much complained of.

**Georgetown Affairs.**  
**Suspended for Repairs.** - The president and directors of the Chesapeake and Ohio canal were in this city last Monday, and in conference with the millers made arrangements with them to draw off the water in the canal on the 5th of February next, to remain closed until the 1st of March, for the purpose of repairing the feeder at the Little Falls, at which time the entire canal will be ready for navigation. In the meantime the millers will put their machinery in thorough repair, ready for the spring operations.

Fri. 1/26/72, p. 4. **Georgetown Affairs.**  
**Cold Weather** - The canal has again become coated with ice, and in consequence thereof several of the mills were obliged to suspend for a short time yesterday morning.

Sat. 1/27/72, p. 1. **Georgetown Affairs.**  
A scow seventy feet in length is being built at the wharf of Messrs. J. & J. E. Libbey, to be used in bringing stone from the Potomac quarries, by Messrs. Lewis & Hall.

Mon. 1/29/72, p. 4. **Georgetown Affairs.**  
**The Canal.** - A letter received by one of our commission merchants, from Berlin, Maryland, states that the water will be turned in the canal at this point within a few days, and that a large force has been employed cleaning out the canal and making the necessary repairs thereto. At Berlin there are a large number of boats in waiting, with produce for the Eastern markets.

Tue. 1/30/72, p. 4. **Georgetown Affairs.**  
**The Cold Snap.** - Men are engaged cutting ice on the canal for use by the butchers. The river and canal are again closed with ice.



Wed. 1/31/72, p. 4. **Georgetown Affairs.**  
**During** the present cold snap the agents of the various coal companies are improving the opportunity by putting the machines, etc., around the dock in repair. The water in the canal will be drawn off Monday next, to remain drawn twenty days.

Thu. 2/1/72, p. 4. **SAD ACCIDENT**  
**Death from Drowning.**

Yesterday afternoon about 3:30 o'clock three boys, named Henry Dorset, Julian Smith and Percy Alexander, aged 15 years, were skating from Easby's ship-yard towards the Long bridge, and when within eighty feet of that structure the later broke through the ice, and before assistance could be rendered was drowned. John Connessir and his partners, employed on the bridge, recovered the body about 5 o'clock, and word was sent to Col. Alexander, who immediately had the remains conveyed to his house, on Ninth street and Massachusetts avenue. Coroner Potter was notified, but did not deem an inquest necessary.

The youth who was thus suddenly ushered out of existence was a bright and promising boy, and his parents have the sympathy of all who know them in their sudden bereavement.

[Transcriber's Note: H. N. & J. W. Easby of Washington City built two canal boats, prior to 1857, for Lonaconing Coal & Transportation Company; see Allegany County Deed Book 15, page 510, recorded 3/14/1857. Presumably it was the same ship-yard as mentioned in this article.]

Sat. 2/3/72, p. 4 **Georgetown Affairs.**  
**The water** in the canal will be drawn off on the 5th instant, unless orders are received by Engineer Hutton to the contrary. A large force of workmen will be put to work on Monday to repair the defective feeder at Little Falls, and by the 1st of March it is expected that the whole line will be open to navigation.

Mon. 2/5/72, p. 4. **Georgetown Affairs.**  
**The water** in the canal was drawn off yesterday morning, and again turned on late in the evening to enable the millers to clean their feeders.

Mon. 2/12/72, p. 4. **Georgetown Affairs.**  
**W. R. Hutton, Esq.**, chief engineer of the Chesapeake and Ohio canal, has resigned to accept the position of chief engineer of the Western Maryland railroad.

**The Coal Trade.** - It is expected that the whole line of the canal will be in operation by the 5th of March. President Clark, of the canal company, was in this city Saturday looking after the repair. Nearly 900,000 tons of coal were transported by this company to this port last year, and it is thought there will be shipped this year 1,000,000 tons.

**The Agents** of the different coal companies are making preparation for the resumption of business. During the suspension of navigation the necessary repairs to the wharves have been made, and everything is now in perfect trim for business. Many of the millers are getting their machinery in order to be prepared for the spring business.

Mon. 2/26/72, p. 4. **Georgetown Affairs.**  
It is expected that the canal will be in working order by the 5th of March next.

Tue. 2/27/72, p. 4. **Georgetown Affairs.**  
**The Coal Trade.** - The quantity of coal remaining at the different companies' wharves has been reduced to about 3,000 tons, with a fair prospect of soon disposing of this balance, as there is every prospect of an early resumption of business. There are now on hand several large orders to be filled. The shipments of coal from Cumberland are expected about the 10th of March, when the various wharves will again assume their old brisk appearance.

Fri. 3/1/72, p. 4. **Georgetown Affairs.**

The levels along the canal will all be tried next week by letting the water into them. The water was let into the canal temporarily at Cumberland, Tuesday, and all was found to be in good condition.

The millers are ready to begin operations along the line of the canal as soon as the water is turned on permanently.

Sat. 3/2/72, p. 4. **Georgetown Affairs.**

**In Consequence** of the water being out of the canal, and the mills not running, Inspector Wm. McCann only inspected about 300 barrels of flour during the past month.

Tue. 3/5/72, p. 4. **Georgetown Affairs.**

**The Canal.** - The water of the Chesapeake and Ohio canal was turned in yesterday from Cumberland to the Seven Locks, about nine miles above Georgetown, and it is expected that the level at this end will be filled today or tomorrow.

Thu. 3/7/72, p. 4. **Georgetown Affairs.**

**The Canal** is being thoroughly cleaned by a large force of workmen, who were engaged yesterday in removing obstructions. At West Market Space it is to be spanned by a substantial bridge.

Fri. 3/13/72, p. 4. **Georgetown Affairs.**

**The Canal.** - Arrived, canal boat W. H. Ash, from Seneca, Maryland, with 135 barrels of ear corn for W. H. Dougal, and 1,200 bushels of corn for B. Talbert & Son; the latter firm also received by boat from Edward's Ferry, Maryland, 4,000 bushels of yellow corn. Wm. H. Dougal & Co. have received 135 barrels of ear corn per canal boat William Ash. Considerable ice is reported to be in the canal above Harper's Ferry.

Mon. 3/19/72, p. 1. **Georgetown Affairs.**

**The Canal.** - The boat Medley, from White's Ferry, with 2,500 bushels of corn for Hartley & Brother and B. Talbot & Son, arrived Saturday.

**Coal Trade.** - The first coal from Cumberland this season arrived yesterday, and was distributed along the various coal companies wharves.

It is reported that large bodies of ice still remain on the level at Mercerville, Md., and that in consequence thereof a large number of empty boats are detained at Harper's Ferry. The ice boats are busily engaged in breaking the ice, but boats following in the wake of the breakers cannot proceed as the ice clogs so fast before them.

Tue. 3/19/72, p. 1. **Georgetown Affairs.**

**The Canal.** - Arrived yesterday, boats Wm. H. Billmyer, from Shepherdstown, with 2,800 bushels of wheat for George Waters; Ida, Sallie and Henry Kraus, with wood for market.

Wed. 3/20/72, p. 4. **Georgetown Affairs.**

**The Canal.** - Grain, wood and Seneca stone boats are arriving, but, as yet, no coal boats loaded this spring have come in. Coal in large quantities is expected by the latter part of this week, by which time it is hoped the ice will be entirely out of the canal.

Thu. 3/21/72, p. 4. **Georgetown Affairs.**

**The Canal.** - Arrived: Boats Nettie Graham, from Berlin, with 2,500 bushels of red wheat and 500 bushels of meal for George Waters; E. B. Hartley, from Berlin, with 3,800 bushels of wheat for Hartley & Bro.

Sat. 3/23/72, p. 4. **Georgetown Affairs.**

**The Canal.** - Arrived, boat T. J. Baker, from Williamsport, with 800 barrels of flour to Geo. Waters and 200 barrels to W. H. Dougal.

**The Coal Trade.** - The receipts and shipments of coal at the Consolidation Coal Company's wharf during the past week have been: Receipts 800 tons; shipments 1,000 tons.

Mon. 3/25/72, p. 4. **Georgetown Affairs.**  
**Geo. Waters, Esq.,** has received per canal, from the Point of Rocks, 3,380 bushels of wheat and 100 barrels of flour.

Thu. 3/28/72, p. 4. **Georgetown Affairs.**  
**The Canal.** - Arrived, boat J. N. Thomas, from Point of Rocks, with 3,600 bushels of wheat and 200 barrels of flour for J. G. Waters. A considerable number of boats arrived during yesterday and the night before, from Cumberland, with coal, which was distributed along the various wharves.

Thu. 3/29/72, p. 4. **Georgetown Affairs.**  
**The Canal.** - Arrived, boat Catharine F. Waters, from Sharpsburg, Md., with 2,000 bushels of wheat for George Waters; Monocacy, from Monocacy, with 2,000 bushels of corn and 700 bushels of wheat for B. Talbot & Son; A. S. Trundle, from White's Ferry, with 3,000 bushels of corn for B. Talbot & Son.

The boats at the lock on the level leading to Rock creek are detained in consequence of work being done on it.

Sat. 3/30/72, p. 4. **Georgetown Affairs.**  
**The Coal Trade.** - The Consolidation Coal Company received during the week ending yesterday 5,580 tons of Cumberland coal, and shipped 5,300 tons.

Mon. 4/1/72, p. 4. **Georgetown Affairs.**  
**The receipts** of coal on Saturday by the various coal companies were about 1,800 tons.  
**The Canal.** - Boat Nettie Graham from Berlin, Md., has arrived with 1,500 bushels of red wheat, 500 bushels white corn, and 100 bbls. flour, to George Waters; and boat Round Top No. 2, 700 bbls. cement to same. The locks on the lower level of the canal, at the basin, are now repaired, and boats are passing daily at the basin, freely into the river.

Tue. 4/2/72, p. 4. **Georgetown Affairs.**

**The Canal.** - Arrived, boat E. P. Wheeler, from Mercersville, with 300 bushels of wheat for George Waters, and 200 barrels of flour for W. H. Dougall; Red Eye, from Berlin, with 700 bushels of wheat for J. G. Waters.

Wed. 4/3/72, p. 4. **Georgetown Affairs.**  
**The Canal.** - Messrs. Hartley & Bro. received per canal yesterday from Berlin 3,800 bushels of wheat.

Thu. 4/4/72, p. 4. **Georgetown Affairs.**  
**The Canal.** - Arrived, boats Round Top No. 1, from Hancock, with 650 barrels cement to George Waters; A. T. Taundell, from White's Ferry, with 2,300 bushels of wheat and 700 bushels of corn, to Hartley & Bro.

Sat. 4/6/72, p. 4. **Georgetown Affairs.**  
**Coal Trade** - The receipts and shipments of coal at the various coal wharves for the week ending yesterday have been as follows:

Consolidation Company - Receipts, 6,330 tons; shipments, 6,201 tons.

Maryland Company - Receipts 2,000 tons.

New Central Company - Receipts. 2,530 tons.

Agnew's docks - Receipts, 2,500 tons; shipments, 2,400 tons.

Borden Company - Receipts, 3,000 tons; shipments, 1,500 tons.

**Arrivals** - The number of arrivals of boats, as reported at the collector's office of the Chesapeake and Ohio canal, are 132, mostly laden with coal. The following arrived yesterday: G. W. Thecker, B. M. Young, Loretto, S. S. Lynn, Hollander, W. H. Boyer, Jesse, Capt. J. Weir.

Tue. 4/9/72, p. **Georgetown Affairs.**  
**The Canal.** - Arrived, boat Round Top No. 2, from Hancock, with 660 bushels of cement for George Waters.  
**Saturday Night** some boys who were playing about the canal boat *Nameless*, lying at the foot of High street, near the station-house, empty, set fire to the boat and ran. Before any damage

was done some members of the Henry Addison Fire Company, No. 5, extinguished the flames.

Wed. 4/10/72, p. 4. **Georgetown Affairs.**

**The Canal.** - Arrived, boats Nettie Graham, from Berlin, with 2,000 bushels of red wheat for George Waters; R. J. West, with 108 tons of coal, Evening Star, 114 tons, S. E. West, 114 tons, Morning Star, 107 tons, and Nathan Williams, 114 tons, for the Borden Mining Company.

Thu. 4/11/72, p. 1. **Georgetown Affairs.**

**Chesapeake and Ohio Canal.** - The repairs to the locks leading into Rock creek will be fully completed today, so that no difficulty need be apprehended in passing boats through.

Superintendent Maus has been untiring in his exertions to have the work done as speedily as possible, and deserves great credit for his management.

**The Canal.** - Arrived, boats Medley, from White's Ferry, with 2,600 bushels of mixed corn for Hartley & Bro.; Stevens, with 114 tons of coal; Agnew, 107 tons; Poll, 103 tons; Boyd, 110 tons; Slack, 114 tons; Eureka, 105 tons; Washington Irving, 113 tons; Cavanaugh, 108 tons; C. F. Waters, from Sharpsburg, Md., with 1,640 bushels red wheat for Geo. Waters.

Fri. 4/12/72, p. 4. **Georgetown Affairs.**

**The Canal.** - The repair of the lower lock on the Georgetown level was completed yesterday, and at 12 o'clock the water was let in. A few minutes after the sills began to show signs of giving away, and before the break could be remedied, the whole of the works were washed away by the current. This will occasion another delay in the canal of a week or so more.

Preparations are being made by the Canal Company to commence at once the bridge over the canal at the foot of Market street, which has so long been out of order.

While the workmen at the quarry near College pond were blasting yesterday a stone rolled into the canal, preventing the passage of

boats, and to remove the same the contractor offered \$15 to anyone who would undertake the job. A colored man standing around at the time accepted the offer, and began the work of removing the stone, which necessitated his getting into the water. A few moments after beginning his task he was taken with a congestive chill, which fact became known to those standing about, and he was soon brought on shore. Dr. L. W. Ritchie was notified who quickly repaired to the scene and alleviated the man's sufferings.

Sat. 4/13/72, p. 4. **THE C. & O. CANAL  
Proposition to Sell the Branch  
in the West End.**

The Governor yesterday transmitted to the Board of Public Works the following letter from the president of the Chesapeake and Ohio canal, making a very important proposition. We invite for it a careful perusal.

Office Chesapeake and Ohio Canal Co.  
Frederick, Md., April 10, 1872.

*His Excellency, H. D. Cooke, Governor of the  
District of Columbia.*

Governor: The condition of that portion of the Chesapeake and Ohio canal within the limits of Washington city is such as to make it necessary to either fill it up or excavate it. The necessity of maintaining it as a navigable canal, from Twenty-seventh to Seventeenth street, seems no longer to exist. In prosecuting the great and comprehensive improvements now being done in Washington in order to make the seat of the national capital worthy of the nation, the time must soon arrive when all that portion of the city south and west of the President's House will be improved to the river front. When this desirable improvement takes place a navigable canal of one and three-tenths miles in length, between Seventeenth and Twenty-seventh streets, would be a great nuisance.

If this canal was the property of the city, and filled up, its bed would give a beautiful avenue or street, one hundred feet wide, already graded for more than a mile along the river front; besides, there is a large and valuable wharf near Twenty-seventh street bridge, which would be valuable to the city as a wharf for its own purposes.

The financial condition of the Chesapeake and Ohio Canal Company, and the decrees of the Maryland courts as to the disbursements of its revenues, makes it extremely doubtful whether it has the ability to expend the sums necessary to either fill up or open this branch canal for navigable purposes. I write to lay this subject before your Excellency and the Board of Public Works with a view to open negotiations for the city of Washington to purchase and retire the canal company's interest in this branch canal.

The board of directors of the Chesapeake and Ohio canal beg your honorable body to consider this matter, and, if favorably impressed with the proposition to advise this board of directors, in order that they may lay the whole subject before the stockholders of the Chesapeake and Ohio canal, at the general meeting, on the 5th of June.

I have the honor to be, very respectfully, your obedient servant.

(Signed) James C. Clarke  
President, Chesapeake and Ohio Canal.

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**Georgetown Affairs.**

The number of boats arrived, as reported at the collector's office Chesapeake and Ohio canal, during the week ending yesterday, were 192, mostly coal laden.

**The Canal.** - Arrived, boats J. N. Thomas, from Point of Rocks, with 2,500 bushels of corn and 600 bushels of wheat, and Red Eye No. 1, from Berlin, with 400 bushels.

**The receipts** and shipments of coal during the week ending yesterday were as follows: Consolidation Coal Company, receipts 9,240 tons, shipments, 6,029 tons; Maryland Company, receipts, 4,070 tons; New Central Company, receipts 3,410 tons, shipments 2,040 tons; Agnew's wharf, receipts 1,300 tons, shipments 1,000 tons; Borden Company, receipts 3,300 tons, shipments 3,000 tons.

Tue. 4/16/72, p. 4. **Georgetown Affairs.**

**The Canal.** - Arrived, boat Monongahela, from Hancock, with 28 cords of bark for J. C. Cox, and 1,100 bushels of red wheat for George Waters.

Wed. 4/17/72, p. 4. **Georgetown Affairs.**

**Messrs. Hartley & Bro.** yesterday received per canal 3,800 bushels of wheat.

Thu. 4/18/72, p. 4. **Georgetown Affairs.**

**The Canal.** - The sunken boat at Three-mile level, near Hancock, and loaded boats are enabled to pass that point. Up boats are now arriving freely, and if no hindrances arise the coming week promises to be one of the busiest in the history of the canal. It is expected that the number of boats with coal alone will exceed 1,000. Yesterday morning the water was let in the lower Georgetown level of the canal to the basin; and a large number of boats, which have been detained there with stone, passed through.

Fri. 4/19/72, p. 4. **Georgetown Affairs.**

**The Canal.** - Arrived, boats W. H. Billmyer, from Shepherdstown, Md., with 2,500 bushels of wheat for George Waters, which sold at \$2.05 per bushel; Seneca, from Seneca, with a full cargo of corn and flour for W. H. Dougall.

Sat. 4/20/72, p. 4. **Georgetown Affairs.**

**The Canal.** - Arrived, boat Round Top No. 2, from Hancock, Maryland, with 600 barrels of cement for Geo. Waters.

**The Coal Trade.** - The receipts and shipments of coal for the week ending yesterday were as follows: Consolidation Company - Receipts, 6,500 tons; shipments, 2,500 tons. Maryland Company - Receipts, 1,650 tons. New Central Company - Receipts, 4,290 tons; shipments, 4,494 tons. Agnew's wharf - Receipts, 1,300 tons; shipments, 800 tons. Borden Mining Company - Receipts, 3,300 tons; shipments, 2,074 tons.

Tue. 4/23/72, p. 4. **Georgetown Affairs.**

**The Canal.** - Canal boat J. N. Thomas, from Point of Rocks, with 1,600 bushels of wheat and 1,700 bushels of corn to J. G. Waters; and Bruson Talbot, from Edward's Ferry, with 1,400 bushels of corn and 300 bushels of wheat to B. Talbot & Son.

Wed. 4/24/72, p. 4. **Georgetown Affairs.**

**The Canal.** - Arrived, boats E. B. Hartley, from Berlin, with 3,000 bushels of wheat for Hartley & Bro.; Medley, from White's Ferry, with 2,800 bushels of corn to Hartley & Bro.

Sat. 4/27/72, p. 4. **Georgetown Affairs.**

**The Canal.** - Arrived, boat Monongahela, from Hancock, Md., with 25½ tons tanners' bark for John E. Cox; 48½ tons sumac and 90 bushels of wheat for George Waters.

**The Coal Trade.** - The receipts and shipments at the different coal wharves during the week ending yesterday were as follows:

Consolidation Company, receipts 9,600 tons; shipments, 4,800 tons. New Castle, receipts 5,170 tons; shipments, 4,978 tons. Agnew's wharf, receipts 1,500 tons; shipments 900 tons. Borden Mining Company, receipts 3,300 tons; shipments 1,900 tons.

Tue. 4/30/72, p. 4. **Georgetown Affairs.**

**The Canal.** - Arrived, boat Round Top No. 1, from Hancock, Maryland, with 800 bbls cement for Geo. Waters.

Fri. 5/3/72, p. 4. **Georgetown Affairs.**

**A Canal Boat** is sunk on the nine-mile level. Navigation will be suspended for twenty-four hours.

**The Canal.** - Arrived, boats B. F. Charles, from Clear Spring, with 4,000 bushels of wheat to W. H. Dougall; Nettie Graham, from Berlin, with hay and flour for Geo. Waters.

Sat. 5/4/72, p. 4. **Georgetown Affairs.**

**The Canal.** - Boats are still delayed in consequence of the sunken boat on the nine-mile level.

**Coal Trade.** - The receipts and shipments of coal during the week ending yesterday have been as follows: Consolidation company - receipts, 6,700 tons, shipments 5,200 tons; New Castle company - receipts 5,390 tons, shipments 5,370 tons; Borden Mining company - receipts

5,300 tons; Agnew's wharf - receipts 2,000 tons, shipments 1,000 tons.

Sat. 5/4/72, p. 4. **Georgetown Affairs.**

**The Canal.** - Boats are still delayed in consequence of the sunken boat on the nine-mile level.

**Coal Trade.** - The receipts and shipments of coal during the week ending yesterday have been as follows: Consolidation company - receipts 6,700 tons, shipments 5,200 tons. Newcastle company - receipts 5,390 tons, shipments 5,370 tons. Borden Mining company - receipts 5,300 tons, shipments 3,800 tons. Agnew's wharf - receipts 2,000 tons, shipments 1,000 tons.

Mon. 5/6/72, p. 4. **Georgetown Affairs.**

The canal boat B. F. Charles, from Clear Spring, with 4,000 bushels of wheat, ran into a rock in the canal at Foundry Mills, Saturday night, and stove a hole in her bow. She was towed through to the lower level, where the water was drawn off and the damage repaired before the grain was injured.

Tue. 5/7/72, p. 4. **Georgetown Affairs.**

**The Canal.** - Arrived boat Seneca, from Seneca, with flour for W. H. Dougall.

Fri. 5/10/72, p. 4. **Georgetown Affairs.**

**The Canal.** - George Waters received yesterday via canal 600 barrels of cement.

Sat. 5/11/72, p. 1. **Georgetown Affairs.**

**The Coal Trade.** - The receipts and shipments of coal during the week ending yesterday, by the different coal companies, has been as follows: Consolidation company - Receipts 5,000 tons. New Central Company - Receipts 5,119 tons, shipments 5,337 tons. Agnew's wharf - Receipts 2,500 tons, shipments 2,000 tons. Borden Mining Company - Receipts 2,300 tons, shipments 2,160 tons.

Mon. 5/13/72, p. 1. **Georgetown Affairs.**

**The Canal.** - Arrived: boats Nettie Graham, from Berlin, with 60 barrels of choice flour and 2,450 bushels of wheat for George Waters.

Tue. 5/14/72, p. 4. **Georgetown Affairs.**  
**Receipts of Wheat.** - Messrs. B. Talbott & Son received yesterday, per canal, from Seneca, 3,000 bushels of wheat.

Wed. 5/15/72, p. 1. **Georgetown Affairs.**  
**Cement.** - George Waters received yesterday, per canal, from Hancock, 750 barrels of cement.

Thu. 5/16/72, p. 4. **Georgetown Affairs.**  
**The** dead body of a man was found Monday night at the 65 mile station, on the canal above Harper's Ferry. He was completely riddled with shot by some person, and the report of the gun was distinctly heard on the opposite side of the river, and some parties coming over next morning found the dead body covered with leaves.

Fri. 5/17/72, p. 1. **Georgetown Affairs.**  
**Arrival of Wheat.** - Messrs. Hartley & Bro. received yesterday, per canal from White's Ferry, 1,700 bushels of flour.

Sat. 5/18/72, p. 1. **Georgetown Affairs.**  
**The Coal Trade.** - Receipts and shipments of coal from the different coal wharves during the week ending yesterday have been as follows: Consolidation Company receipts 7,250 tons, shipments 7,540 tons; New Castle Company receipts 6,370 tons, shipments 6,967 tons; Agnew's wharf receipts 1,000 tons, shipments 500 tons; Borden Mining Company receipts 2,860 tons, shipments 3,400 tons.

Thu. 5/23/72, p. 1. **Georgetown Affairs.**  
**Mr. George Waters** has received 750 barrels of cement by the Round Top No. 2, and a load of tanner's bark per canal boat Monongahela.

Sat. 5/25/72, p. 4. **Georgetown Affairs.**

**The Coal Trade.** - The receipts and shipments of coal by the different coal companies during the week ending last night has been as follows: Consolidation Company - Receipts, 4,250 tons; shipments, 4,150 tons. Agnew's wharf - Receipts, 3,000 tons; shipments, 3,000 tons. New Central Company - Receipts, 5,805 tons; shipments, 6,813 tons. Borden Mining Company - Receipts, 2,536 tons; shipments, 2,292 tons. Maryland Company - Receipts, 1,507 tons; shipments, 1,810 tons.

**The Canal.** - Arrived, boats C. F. Waters, from Sharpsburg, Md., with 900 bushels of wheat for Geo. Waters; Monocacy, from Monocacy, with 500 bushels of wheat and 500 bushels of corn for B. Talbott & Son.

Mon. 5/27/72, p. 4. **Georgetown Affairs.**  
**The Water** in the Georgetown level was drawn off yesterday morning, and a large force was put to on to remove a large quantity of rock that has been thrown in the canal on this level in blasting for the new water main near the College pond. The company will also take advantage of the water being off to repair certain gates on this level which need repairs. Mr. Davenport, the contractor for laying the 36-inch water-main, will also take advantage of the drawing off to make the connections of his pipes over the College pond. He has already sunk his coffer dams for that purpose, and all day yesterday the steamer Henry Addison, No. 5, was engaged in pumping out the dams.

Wed. 5/29/72, p. 1. **Georgetown Affairs.**  
**Cement.** - Arrived, boats Round Top No. 1, with 1,700 barrels of cement, and D. A. Carl with 650 barrels of cement for Geo. Waters.

Fri. 5/31/72, p. 4. **Georgetown Affairs.**  
**Arrival of Grain and Flour.** - The boat Seneca arrived yesterday with 200 barrels of flour, 700 bushels of mill feed, 1,800 bushels of yellow corn and 84 bushels of white corn. Messrs. Hartley & Bro. received per canal boat

Bradfield Hartley, from Berlin, 3,500 bushels of wheat.

Sat. 6/1/72, p. 1. **Georgetown Affairs.**

**Tan Bark** - L. E. Cox received yesterday, per canal, from Hancock, a full load of tan bark.

Mon. 6/3/72, p. 4. **Georgetown Affairs.**

**The Tolls** received at the collector's office, Chesapeake and Ohio canal, in this city, for the month of May, amounted to \$12,490.50.

Tue. 6/4/72, p. 4. **Georgetown Affairs.**

**The Canal.** - Arrived, boats Round Top No. 1, from Hancock, with a cargo of bark, and Round Top No. 2, from same place, with 735 barrels of cement for Geo. Waters.

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**Chesapeake and Ohio Canal Company.**

A meeting of directors of the Chesapeake and Ohio Canal Company was held at the office of Alex Brown & Sons, in Baltimore, on Friday last. A report was submitted by President Clark, dated in Frederick, Md., May 31, 1872, as follows:

The earnings of the canal are estimated from 25th may. he estimate, with actual earnings, up to that date will show the revenues to be for the present month \$62,113.00; expenses to be provided for, \$18,213.19; showing net earnings for May, \$13,899.91. This shows a decrease, when compared with May of 1871, in gross receipts. of \$6,079.78. This has been caused by the large stock of coal now accumulated on the wharves in Georgetown. **The most of the boats are at this time on twelve and fifteen days trips, while the usual time for a round trip is nine days.** The expenses of May include all bills due by the Chesapeake and Ohio Canal Company, of which I am aware. We have collected up every against the canal company to 31st May. Our books, letters, papers, &c., relating to the canal, are still in shape and prepared to be turned over. They have all been examined by the auditing committee and found correct.

I have executed all leases and disposed of all papers referred to me by the board. The whole amount which has been paid on coupons, bonds, interest on same, &c., by your board of directors,

since you assumed the management of the canal, has been \$497,805.50. There were in the treasury when we came into power the sum of \$124,477.32, which included the amount then in the hands of Alexander Brown & Sons. There is now in the treasury, and subject to the order of the company, the sum of \$51,789.31, in cash. Tolls accrued but uncollected, which will be available in ten days, \$18,789.31, showing that of the amounts paid on bonds, coupons, &c., the sum of \$44,976.18 has been from the net earnings of the canal under your administration in the past two years. I can assure you, gentlemen, the canal is in every respect in a much better condition today than when you assumed the management of it. I shall be greatly gratified if the stockholders, at their meeting on the 3rd of June, shall appoint a committee to examine its condition, with power to publish the results of their examination.

I beg to place on the record of your proceedings my grateful acknowledgement of the aid and cheerful cooperation which I have had from all the officers in your service in the many and trying difficulties which I have had to encounter in the two years of my service as executive and superintending officer; and to each of you, gentlemen, I am under great obligations for the aid and assistance you have given me in the discharge of the duties committed to my care. Without the hearty support you have always extended to me, I am sure I could not have succeeded in accomplishing whatever results have been obtained, and after I shall have submitted your annual report to the stockholders, our official actions will be terminated; they will then be passed upon, and criticized alike by friend and foe. I feel assured, gentlemen, we need fear no criticism or examination from any quarter. -

*Baltimore American of yesterday.*

Sat. 6/8/72, p. 4. **Georgetown Affairs.**

The steamer Minnesota, from Harper's Ferry, was detained on her way down trip from that place yesterday three hours at the Six Locks, on the canal, on account of the mitre sill of one of the locks giving away.

**The receipts and shipments of coal** for the week ending yesterday were as follows: Consolidation Company - receipts 4,065 tons, shipments 6,870 tons; New Central - receipts 6,207 tons, shipments 6,870 tons; Agnew's



wharf - receipts 2,400 tons, shipments 2,600 tons; Maryland Company - receipts 1,410 tons, shipments 5,892 tons; Borden Company - receipts 5,050 tons, shipments 4,409 tons.

Wed. 6/12/72, p. 4. **Georgetown Affairs.**

**Corn.** - The canal boat E. B. Hartley arrived yesterday from Berlin, with 3,800 bushels of white and yellow corn; sold to arrive.

**Tan Bark.** - George Waters received yesterday, per canal boat Monongahela, for J. E. Cox, 65 cords of tan bark.

**Cement.** - Arrived, boat D. A. Carl, from Hancock, with 800 barrels cement for George Waters.

Fri. 6/14/72, p. 4. **Georgetown Affairs.**

**The Canal.** - Arrived, boats J. N. Thomas, from Point of Rocks, with 2,500 bushels of corn and 750 bushels of wheat for J. G. Waters; D. H. Carl, from Hancock, with 830 barrels cement for Geo. Waters.

Sat. 6/15/72, p. **Georgetown Affairs.**

**The Coal Trade.** - The receipts and shipments of coal by the different companies this week have been as follows: Borden Mining Company receipts 3,500 tons and shipments 3,400 tons; Agnew's wharf receipts 2,240 tons and shipments 2,500 tons; Ray's docks receipts 4,800 tons and shipments 5,572 tons; Consolidation Company receipts 7,111 tons and shipments 6,357 tons. The trade has been good during the week and the supply of vessels fair, the shipments far exceeding the receipts, and the wharves are considerably depleted of the stock on hand.

Mon. 6/17/72, p. 1. **Georgetown Affairs.**

**Receipts of Grain and Flour.** - W. H. Dougall has received per canal 203 barrels of flour, 48 bushels of oats, and 200 bushels of offal; B. Talbott & Son 350 bushels of corn; and Hartley & Bro. 210 bushels of corn.

Wed. 6/19/72, p. 4. **Georgetown Affairs.**

**Chesapeake and Ohio Canal.** - The newly elected president and directors of the Chesapeake and Ohio Canal Company held a special meeting Monday at the office of Alex. Brown & Sons, in Baltimore, for the purpose of qualifying as members of the board. President Gorman and all the members were present, except Daniel S. Biser, of Frederick county, who was absent on account of illness. Mr. Geo. S. Brown offered a resolution that James C. Clarke, esq., be elected general superintendent of the canal at a salary of \$5,000 per year. Mr. Michael Bannon moved that the consideration of the resolution be postponed until the next meeting of the board. Mr. Brown then withdrew his resolution. Mr. Bannon offered a resolution directing the president to employ a competent engineer to accompany him on a visit of inspection of the whole line of the canal to ascertain what repairs, if any, are necessary for its proper navigation the present year.

Mr. Gilmore Meredith proposed as an amendment that James C. Clarke, esq., be invited to accompany the president and engineer on their tour of inspection; which was accepted and the resolution adopted by the board. Col. J. G. Berret, of Washington city, offered a resolution to remove the office of the company from Frederick to Annapolis, where the company would have the use of a fire-proof building for their records, &c. Mr. Brown moved as a substitute that the office be removed to Baltimore city. Mr. Bannon moved to postpone the resolution till Mr. Biser could be present; which was carried. The motion was subsequently reconsidered and the resolution moving the office of the company to Annapolis adopted - Geo. S. Brown and Gilmore Meredith, Esqs., voting in the negative. The board then adjourned to meet at the same place on the 29th of June. - *Baltimore Sun of yesterday.*

Sat. 6/22/72, p. 4. **Georgetown Affairs.**

**The Coal Trade.** - The receipts and shipments of coal for the week ending yesterday has been as follows: Consolidation company, receipts

6,301 tons, shipments 7,300 tons. New Central company, receipts 6,347 tons, shipments 7,263 tons. Agnew's wharf, receipts 2,000 tons, shipments 1,500 tons. Borden Mining company, receipts 2,700 tons, shipments 2,300 tons.

Tue. 6/25/72, p. 1. **Georgetown Affairs. Cement and Tanbark.** - Arrived, boats D. A. Korl, with 650 barrels cement for George Waters, and Monongahela, with tanbark for J. E. Cox.

Sat. 6/29/72, p. 1. **Georgetown Affairs.** The number of boats arrived during the last month, as reported at the collector's office Chesapeake and Ohio canal, has been 954, mostly coal laden.

The amount of coal received and shipped during the week ending yesterday has been as follows: Consolidation Company, receipts 6,194 tons, shipments 7,620 tons; New Central Company, receipts 2,750 tons, shipments 1,935 tons; Agnew's wharf, receipts 2,890 tons, shipments 2,500 tons; Borden Mining Company, receipts 5,300 tons, shipments 3,500 tons.

Tue. 7/2/72, p. 4. **Georgetown Affairs. Chesapeake and Ohio Canal.** - The directors of the Chesapeake and Ohio Canal Company held a meeting in Baltimore on Saturday last, and the president reported that he had made a visit of inspection of the line of the canal from Cumberland and the Point of Rocks, in company with Mr. Wm. R. Hutton, engineer of the Western Maryland railroad, &c., and James C. Clarke, the late president of the canal company. Not having completed the inspection of the other portion of the canal, the engineer was unable to make his report at that meeting. Mr. Gorman stated to the board that the trade of the canal had increased for the month of June, as compared with the previous month, and that the average number of boats loading at Cumberland was about forty. The board then

adjourned with the understanding that the report of the engineer of the condition of the canal, &c., would be made at the regular meeting, to be held in Annapolis on Thursday July 11. It was stated that the office of the company had already been removed to Annapolis, in conformity with the resolution passed at the previous meeting. The subject of the appointment of a canal superintendent was not discussed, but it is understood to be the intention of the board to select some competent engineer for the position.

Thu. 7/4/72, p. 4. **Georgetown Affairs. Cement.** - Arrived boat Round Top No. 2, from Hancock, with 815 barrels of cement, for George Waters.

Sat. 7.6.72, p. 4. **Georgetown Affairs. The receipts** and shipments of coal by the different coal companies during the week ending yesterday has been as follows: Consolidation Company, receipts, 6,176 tons; shipments, 6,376 tons. New Central Company, receipts, 5,211 tons; shipments, 5,371. Agnew's wharf, receipts, 1,400 tons; shipments, 1,000 tons. Borden Mining Company, receipts 4,863 tons; shipments, 4,600 tons. Maryland Company, receipts, 1,462 tons; shipments, 2,067 tons.

**Corn.** - Arrived, canal boat A. S. Trundell, from Edward's Ferry, with 2,000 bushels of white corn for Hartley & Bro.

Tue. 7/9/72, p. 4. **Georgetown Affairs. Corn and Wheat.** - Messrs. Hartley & Bro. received yesterday per canal, from White's ferry, 3,000 bushels of corn.

Thu. 7/11/72, p. 4. **Georgetown Affairs. In consequence** of the adverse winds a large number of boats from Cumberland, with coal, are laying in the canal waiting to be discharged, owing to the non-arrival of coaster.

Fri. 7/12/72, p. 4. **Georgetown Affairs.**  
**Mr. George Waters** is in receipt of 750 barrels of cement, per canal, from Hancock, Md.

Sat. 7/13/72, p. 4. **Georgetown Affairs.**  
**The Coal Trade.** - The receipts and shipments of coal by the different companies last week have been as follows: Borden Mining Company, receipts 3,300 tons and shipments 2,600 tons; Agnew's wharf, receipts 1,600 tons and shipments 1,200 tons; Ray's docks, receipts 4,193 tons and shipments 4,382 tons; Consolidation Company, receipts 6,280 tons and shipments 2,600 tons. Business has been moderate this week, owing to the absence of schooners and the lack of laborers on the coal wharves.

**Chesapeake and Ohio Canal.** - The board of directors of the Chesapeake and Ohio Canal Company met in Annapolis, Md., on Thursday. President Gorman submitted his report; which was adopted. There was shipped during the month of June 104,296 tons of coal, and the total revenue accruing during the month was \$56,759.28. The gross revenue of June, 1872, exceeds that of June, 1869 and 1870, but shows a decrease as compared with 1871, This decrease can only be accounted for in one way, viz: the suspension of mining operations in the Pennsylvania mines in 1871 created an unusual demand for Cumberland coal, which could not be expected to continue after the resumption of mining operations in that State, and which was fully resumed in the beginning of the present season. There was on the 30th instant in the various depositories of the company, the sum of \$60,010.51. The President says: "The condition of the basin in Rock creek and the outlet lock at that point was such that it was impossible for boats drawing four feet of water to pass out of the canal, and two of Morgan & Co.'s boats had been seriously injured in consequence thereof. I have directed the superintendent to put in two lock gates and clean out the basin so as to pass boats drawing four feet six inches, but I am satisfied that it will be utterly impossible to

keep this portion of the canal in proper condition for the passage of loaded boats without the use of a steam-dredge."

Mon. 7/15/72, p. 4. **A Man Falls Through a Bridge.** - Yesterday afternoon about 5 o'clock, as a colored man named Nace Finkel was walking across the railroad bridge over the canal near Second and K streets southeast, he slipped and fell through into the water, a distance of between thirty and forty feet. Some persons nearby, seeing the accident, at once went to his assistance, and rescued him from the water, when it was discovered that he was badly hurt across the back and he had received a severe cut over the left eye. He was taken to his home by Officer Seymour and medical attendance summoned. [Transcriber's Note: This surely refers to the Washington Canal.]

Sat. 7/20/72, p. 4. **Georgetown Affairs.**  
**The Coal Trade.** - The receipts and shipments of coal by the different companies for the week ending yesterday are as follows: Borden Mining Company, receipts 3,200 and shipments 3,050 tons; Agnew's wharf, receipts 1,200 and shipments 500 tons; Ray's docks, receipts 4,100 and shipments 4,554 tons; Consolidation Company, receipts 5,371 and shipments 5,298 tons. The trade has not been very brisk this week, owing to the continued scarcity of schooners and the lack of laborers on the coal wharves. Quite a number of loaded boats are lying in the canal waiting to be unloaded. It is represented that ordinary laborers can make \$2 per day at the coal wharves.

**Tan Bark.** - J. E. Cox yesterday received, per canal, from Hancock, a full load of tan bark.

Tue. 7/23/72, p. 4. **Georgetown Affairs.**  
**George Waters** yesterday received a full cargo of cement from Hancock, Md., per canal.

Wed. 7/24/72, p. 4. **Georgetown Affairs.**  
**Messrs. Wheatley Bros.** yesterday shipped, per canal boat E. Bradfield Hartley, to Monocacy,

Md., 50,000 feet of lumber, 40,000 shingles and 60,000 laths.

**Drowned.** - Yesterday morning about 11 o'clock a boy aged about 10 years, named Timothy Walsh, was drowned in the canal. At the time of the accident he was walking on the tow-path, between the tow-line of the boat Martha and the canal, when he was dragged by the line into the water. At the time of the fall the crew of the boat were witnesses, but they made no effort to save him, not even stopping the boat. The body was recovered and taken to his father's house on Water street, between Frederick and Potomac streets, when the coroner was notified, but declined holding an inquest.

Thu. 7/25/72, p. 4. **Georgetown Affairs.**

**The Canal.** - Yesterday, Arthur Gorman, president of the Chesapeake and Ohio canal, accompanied by Paymaster B. Fawcett and Superintendent Cunningham, arrived in town and took quarters at the Fountain hotel. They came from Cumberland in the company's neat boat, making the trip in four days, the time being occupied in inspecting the work and paying off the hands. They report that the canal is in better order than ever before.

Fri. 7/26/72, p. 4. **Georgetown Affairs.**

**Receipts of Grain.** - Arrived, canal boat J. N. Thomas, from the Point of Rocks, with 2,000 bushels of wheat, and 1,200 bushels of white and yellow corn for J. G. Waters.

Sat. 7/27/72, p. 4. **Georgetown Affairs.**

**At Seneca, Md.,** Wednesday afternoon last, two women under the influence of liquor made application to a canal boat captain to be transported to Williamsport, Md., where they lived, and accordingly stepped upon the boat for the trip. The captain ordered them off, when the old lady attempted to jump to another boat nearby and fell into the canal and was drowned. Her body was buried nearby. The daughter was

sent to her home. The case being of accidental drowning, no inquest was held.

**The Coal Trade.** - The receipts and shipments for the week ending yesterday has been as follows: Consolidation Company - receipts 7,200, shipments 7,150; Maryland Company - receipts 1,580 tons, shipments 1,400 tons; New Central Company - receipts 2,325 tons, shipments 2,600 tons; Agnew's wharf - receipts 1,400 tons, shipments 950 tons; Borden Mining Company - receipts 3,590 tons, shipments 3,500 tons.

Mon. 7/29/72, p. 4. **Georgetown Affairs.**

**Wheat.** - Messrs. Hartley & Bro. and R. Talbott & Son received, per canal, on Saturday, 6,000 bushels of wheat.

Fri. 8/2/72, p. 4. **Georgetown Affairs.**

**Grain.** - Messrs. Hartley & Bro. yesterday received per canal from Berlin, Md., 3,600 bushels of white and yellow corn.

Sat. 8/3/72, p. 4. **Georgetown Affairs.**

**Corn.** - Arrived boat B. F. Talbot, from White's ferry, with 3,600 bushels of white and yellow corn for Hartley & Bro.

**The Coal Trade.** - The receipts and shipments of coal for the week ending were as follows: Agnew's, 600 tons received, 400 tons shipped; Borden Mining Company, 3,400, 3,700; Ray's docks, 3,300, 5,026; Consolidation Coal Company, 8,682, 7,994.

Mon. 8/5/72, p. 4. **Georgetown Affairs.**

**Grain.** - Arrived canal boat J. N. Thomas, with 3,000 bushels of wheat and 70 barrels of ear corn for J. G. Waters.

**The Canal.** - The tolls collected on the Chesapeake and Ohio canal for the month ending July 31 amounted to \$13,208, being an excess of \$5,000 over last month. The tolls received at Cumberland for the same month were \$9,000 over the amounts received July 1871, showing an increase of \$14,000. The

number of boats arriving has also increased, being 1,017 last July, against 800 in July, 1871.

Fri. 8/9/72, p. 4. **Georgetown Affairs.**

The flour mills have temporarily suspended operations on account of the low water in the canal.

Sat. 8/10/72, p. 4. **Georgetown Affairs.**

**Limestone.** - George Waters received yesterday, per canal from Sharpsburg, Md., a full cargo of limestone.

**The Receipts and Shipments of Coal** for the week ending yesterday were: Consolidation Company, receipts 8,332 tons, shipments 8,633 tons; Agnew's wharf, receipts 2,100 tons, shipments 2,100 tons; New Central Company, receipts 4,378 tons, shipments 5,537 tons; Maryland Company, receipts 1,978 tons, shipments 3,088 tons; Borden Mining Company receipts 2,300 tons, shipments 4,600 tons. Total receipts 19,088 tons; total shipments 21,958 tons.

Wed. 8/14/72, p. 4. **Mule Thief.**

Thomas Washington, colored, yesterday morning brought to the Fourth Precinct a large bay mule, which a colored boy was offering for sale. It is supposed to have been stolen, and remains at the station for identification. Subsequently Officer Brell, of the Fourth Precinct, arrested a boy named Joseph Jackson, for stealing the mule from Captain Perbinger, of the Chesapeake and Ohio Canal.

**Georgetown Affairs.**

**Wheat.** - Messrs. Hartley & Bro. received yesterday per river [sic, per canal] from Berlin, Maryland, 3,600 bushels of wheat, and from White's ferry 3,000 bushels.

Sat. 8/17/72, p. 4. **Georgetown Affairs.**

**The Coal Trade.** - The receipts and shipments of coal by the different companies for the week ending yesterday are as follows: Borden Mining Company, receipts 3,300, and shipments, 3,600 tons; Agnew's wharf, receipts 1,800, and

shipments 1,880 tons; Ray's docks, receipts 4,526, and shipments 4,200 tons; Consolidation Company, receipts 6,861, and shipments 6,662 tons.

**Arrival of Wheat.** - Geo. Waters received yesterday, per canal, from Shepherdstown, Maryland, 3,200 bushels of wheat.

**An Unfortunate Case.** - Yesterday morning a man named Henry Ingle arrived in this city from Cumberland, Maryland, on the canal boat J. C. Hoffman, very ill, and in consequence of his poverty was unable to obtain medical attendance. Word was sent to the Third precinct police station, and Dr. Ritchie was dispatched to attend him. The Doctor pronounced Mr. Ingle's sickness to be intermittent fever, and after suitable medicines were given him he was removed to the Washington asylum.

Mon. 8/19/72, p. 4. **Georgetown Affairs.**

**Brutal Assault.** - One o'clock Saturday night a party of four boatmen, with a man named J. T. Scriver, made a brutal attack upon an old man named Geo. Collins, on Bridge street, between High and Potomac streets, and inflicted serious injuries to his head and face. Officers Harper and Rodgers hearing the noise of the affray proceeded to the scene, and upon their reaching the spot one of the party named John Riley threw a brick, which struck Officer Rodgers in the breast, hurting him severely. The officers succeeded in arresting Riley, who, they conveyed to the station house. Scriver was arrested yesterday, and he and Riley will be sent before Judge Snell today.

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**Chesapeake and Ohio Canal.**

The board of directors of the canal company met in Annapolis on Wednesday, and the president reported that owing to the very low state of water in the Potomac river, a proper supply has been only secured for navigation of the canal by the extraordinary labor and care of the employees on the Georgetown and Monocacy division. The gross earnings of the

company for the past month are largely in excess of any corresponding period since the completion of the canal, while at the same time expenses have been reduced. The gross earnings were \$58,636.27; total expenses, pay of officers, ordinary and extraordinary expenses \$14,957.80; net revenue for the month \$43,957.80; number of tons coal shipped 101,690.15. The president also reports that by the direction of the board the services of one of the harbor-masters at Georgetown had been dispensed with, as well as one of the bosses and repair hands under him, which will result in a reduction of the ordinary expenses of from \$1,200 to \$1,500 per annum.

The report of W. R. Hutton, chief engineer of Western Maryland railroad, who was selected to accompany the late president Hon. J. C. Clarke, and M. Gorman over the line of the canal, was read, recommending enlargement of capacity of the canal at the cost of \$75,000, to be expended in sums of \$10,000 to \$12,000 per annum; \$35,000 is estimated for necessary repairs during the fall and winter.

Wed. 8/21/72, p. 4. **Georgetown Affairs.**

**Free baths.** - Officers Brown and Robey last evening about 8 o'clock made a raid upon some boys swimming in the canal, and arrested six of the number and locked them up in the station.

Thu. 8/22/72, p. 4. **Georgetown Affairs.**

**Tan Bark.** - John E. Cox received yesterday, per canal boat Round Top No. 2, from Hancock, a full load of tan bark.

Fri. 8/23/72, p. 4. **Georgetown Affairs.**

**Arrival of Wheat.** - Arrived, canal boats E. B. Hartley, with 3,500 bushels to Hartley & Bro.; Medley, with 3,500 bushels of red wheat to B. Talbot & Son.

**Nearly a Goner.** - Yesterday morning, about 9 o'clock, the Dolly Varden mule belonging to Messrs. Wheatley Bros., of whom mention has been made before in the *Republican*, was taken suddenly ill with cramps, and had not the timely

knowledge of the faithful driver been brought into service, Messrs. Wheatley & Bros. would have been losers to the amount of \$500.

Sat. 8/24/72, p. 4. **Georgetown Affairs.**

**Arrival of Wheat.** - Nettie Graham, from Berlin, with 2,500 bushels of wheat for S. Walter.

**The Receipts of the Chesapeake and Ohio Canal** for the week ending Saturday, August 17, were: Cumberland \$9,084; Georgetown, \$2,713.93; Hancock, \$86.79; Williamsport, \$60.79; total \$11,946.39.

**The Coal Trade.** - The receipts and shipments of coal by the different coal companies during the past week have been as follows: Consolidation Company - receipts 6,836 tons, shipments 6,639 tons. Ray's dock - receipts 4,840 tons, shipments 2,651 tons. Agnew's wharf - receipts 880 tons, shipments 880 tons. Borden Mining Company - receipts 3,300 tons, shipments 1,500 tons. Total receipts 15,856 tons; total shipments 11,670 tons. The trade has been good; vessels are desired; freight rates about the same as reported last week.

Tue. 8/27/72, p. 4. **Georgetown Affairs.**

**The Canal.** - Arrived - Boats Seneca, with 1,000 bushels of wheat, 500 bushels of corn, and 100 barrels of flour for W. H. Dongall, and 100 bushels of wheat for B. Talbott & Son; Benson Talbott, from White's ferry, with 3,500 bushels of wheat to B. Talbott & Son.

Wed. 8/28/72, p. 4. **Georgetown Affairs.**

It is reported that the canal boat Hollander sunk on the tunnel level, about 156 miles above Georgetown.

Fri. 8/30/72, p. 4. **Georgetown Affairs.**

**The President** and other officers of the Chesapeake and Ohio canal are expected in Georgetown to make an inspection along the line.

Sat. 8/31/72, p. 4. **Georgetown Affairs.**

**The Receipts** of toll by the Chesapeake and Ohio canal, for the week ending yesterday, were: At Cumberland, \$14,603.61; Georgetown, \$1,983.86; Hancock, \$7.72; Williamsport, \$34.26 - total \$16,629.39.

**Boats sunk and Destroyed.** - During the rain storm of Thursday the water in Rock creek rose to such a height that seven boats near the K street bridge were loosened from their moorings, two being broken in half, and five sunk. The former boats laden with stone, belonged to the Seneca Stone Company, and the latter belonged to J. E. Zug & Co. The loss to the owners of these boats is estimated at about \$4,000.

Tue. 9/3/72, p. 4. **Georgetown Affairs.**

**Corn.** - B. Talbott & Son received 1,800 bushels of white corn yesterday morning per canal boat Medley. It sold at 70 cents.

Wed. 9/4/72, p. 4. **Georgetown Affairs.**

**The Mills** along the canal, which depend upon this water for motive power, suspended operations in consequence of the low water.

**A Horse Overboard.** - Yesterday morning, a horse attached to a cart backed off of the towpath at Waters' wharf into the canal, but was finally rescued without any injury.

Thu. 9/5/72, p. 4. **Georgetown Affairs.**

**Arrival of Flour** - Four hundred and twenty-one barrels of flour were received yesterday, by George Waters, from Williamsport, Md.

Fri. 9/6/72, p. 4. **Georgetown Affairs.**

**The Mills** along the canal were again obliged to suspend operations yesterday, owing to the low water in the canal.

**Arrival of Grain.** - Arrived canal boat Monocacy, with 3,300 bushels of wheat and 300 bushels of corn to B. Talbott & Son.

The water about Cumberland is very low. In consequence of the low water the boats are carrying 110 tons instead of 120 tons of coal as formerly.

**The Receipts** of toll for of the Chesapeake and Ohio canal, for the week ending Saturday last, were as follows: From Cumberland, \$6,424.60; Georgetown, \$4,301.75; Hancock, \$45.69; Williamsport, \$67.01 - total \$10,839.65.

Sat. 9/7/72, p. 4. **Georgetown Affairs.**

**Coal Trade.** - The following are the receipts and shipments of coal by the different companies during the week ending yesterday: Borden Mining Company - receipts 3,500 and shipments 4,800 tons. Agnew's wharf - receipts 400, and shipments 2,500 tons. Ray's docks - receipts 2,773, and shipments 5,925 tons. Consolidation Company - receipts 7,560, and shipments 7,490 tons.

Tue. 9/10/72, p. 4. **Georgetown Affairs.**

The mills along the the canal continue idle in consequence of the condition of the dam about two miles above Georgetown. The stoppage is injuring business in this city seriously.

Wed. 9/11/72, p. 4. **Georgetown Affairs.**

**Arrival of Flour and Grain.** - Arrived, canal boat Seneca, with flour and grain for Wm. Dougall and B. Talbott & Son.

Thu. 9/12/72, p. 4. **Georgetown Affairs.**

**Cruelty.** - On several occasions charges have been brought against captains of canal boats for ill treating their hands, which have passed heretofore unnoticed. About one week ago a captain of a canal boat from Cumberland caused to be placed upon the towpath one of his crew he had shipped at that place, and during the passage to this city was taken with the rheumatism. The heartless captain upon reaching Georgetown gave the unfortunate man no attention and suffered him to remain in agony until the boat was ready to start back on her trip, when in the dark of night (12 o'clock) he caused the sick man to be placed upon the shore. When he found that he had been left alone he began screaming for help; and the noise soon brought several officers to the scene,

where they found the man suffering the greatest pain. He was removed to the station house, where medical assistance was provided, and he remained there until he was able to leave.

Tuesday afternoon, about 3 o'clock, a boy about thirteen years of age was found on the towpath of the canal, above the Aqueduct bridge, suffering with the chills and fever. He was brought to the station house, and his father, who lives in Alexandria, telegraphed for. The boy said he had been sick for several days, and that the captain of the canal boat on which he was employed put him ashore, refusing to take care of him any longer. Yesterday afternoon he was returned to his home in Alexandria.

Fri. 9/13/72, p. 4. **Georgetown Affairs.**

**The Mills** ran from about 4 o'clock Wednesday afternoon until 8 o'clock Wednesday evening, and were permitted to resume at 9 o'clock yesterday morning. The millers do not know, however, at what moment an edict will be issued by the canal officials ordering them to suspend. The mills might have commenced considerably earlier this morning, as there was an abundance of water in the canal, but a canal official informed one of the millers that he had been waiting an hour for the arrival of a boat, and hence the delay in allowing the mills to resume.

Sat. 9/14/72, p. 4. **Georgetown Affairs.**

It is reported that there are two sunken boats in the canal near Harper's Ferry, which causes the non-arrival of wheat by this channel.

The receipts and shipments of coal by the different coal companies during the week ending yesterday were as follows:

Consolidation Company receipts 3,620 and shipments 6,781 tons; Ray's docks receipts 2,587 and shipments 4,583 tons; Borden Mining Company receipts 2,000 and shipments 4,000 tons; and Agnew's wharf receipts 2,000 and shipments 2,000 tons.

Mon. 9/16/72, p. 4. **Georgetown Affairs.**

On Saturday Messrs Hartley & Bros. received 2,800 bushels of wheat, rye and corn by canal. B. Talbot & Son received 2,200 bushels of wheat by canal. About 1,000 bushels of good red wheat sold today at \$1.32.

**Canal Receipts** - The receipts for tolls upon the canal for the week ending Sept. 7, 1872 were : Cumberland \$15,870; Georgetown \$1,200; Hancock \$85.00; Williamsport \$91.00; total \$17,207.04. It is feared that when the sunken boats in the canal are raised and the loaded boats are coming down that the water will become low and necessitate the stopping of the mills. Fearing this they are now working constantly in order that the firms may fill as many engagements as possible ere the shutting off season.

Tue. 9/17/72, p. 4. **Georgetown Affairs.**

Receipt of Wheat. - Messrs Hartley & Bros. received yesterday per canal, 3,800 bushels of wheat.

Thu. 9/19/72, p. 4. **Georgetown Affairs.**

The Chesapeake and Ohio Canal. - President Gorman, of the Chesapeake and Ohio canal is in town, and leaves Georgetown today with Engineer Patterson for a tour of inspection along the whole line of the canal. There is now an abundance of water, he says, and the millers supplied by the Georgetown level have no further cause of complaint.

Sat. 9/21/72, p. 4. **Georgetown Affairs.**

The receipts of the Chesapeake and Ohio Canal Company for the week ending September 14, 1872, were: Cumberland \$6,873.35; Georgetown \$2,006; Hancock \$61.53; Williamsport \$34.25 - total \$8,960.13.

**The Coal Trade** - The receipts and shipments of the different coal companies this week are as follows: Borden Mining Company receipts 3,800 and shipments 3,800 tons; Agnew's wharf receipts 1,200 and shipments 1,500 tons; Ray's docks receipts 7,164 and shipments 7,972 tons;



Consolidation Company receipts 6,316 and shipments 9,700 tons. The present has been the busiest week of the season along the coal wharves. The stock on hand is very low, and many of the wharves are entirely clear. Coal vessels are arriving freely, and a fleet of thirty sail, many of them loaded with merchandise for District merchants and street contractors' material, is reported down the river.

Thu. 9/26/72, p. 4. **Georgetown Affairs.**  
The mills were again idle yesterday in consequence of the dam across the Potomac still being out of repair.

Fri. 9/27/72, p. 4. **Georgetown Affairs.**  
The mills were in operation again yesterday.  
**Canal Receipts** - The following are the receipts of the Chesapeake and Ohio Canal Company for the week ending Saturday, September 21, 1872: Cumberland \$11,192.57; Georgetown \$2,182; Hancock \$17.77; Williamsport \$159.26. Total \$13,581.60.

Sat. 9/28/72, p. 4. **Georgetown Affairs.**  
The Coal Trade - The receipts and shipments of coal by the different companies during the week ending yesterday were: Borden Mining company receipts 3,300 and shipments 3,300 tons; Agnew's wharf shipments 1,000 tons; Ray's docks receipts 3,352 and shipments 3,677 tons; Consolidation receipts 4,056 and shipments 7,642 tons.

Tue. 10/1/72, p. 4. **Georgetown Affairs.**  
A break occurred yesterday afternoon in the canal between Georgetown and Alexandria. The work of repairing the damage was commenced at once.

Wed. 10/2/72, p. 4. **Georgetown Affairs.**  
A Boy Abandoned. - Yesterday morning a boy named John Gordon, aged about fifteen years, was found abandoned on the canal, where he had been left by the captain of a canal boat from Cumberland. The boy was taken in charge by

the police of the Third precinct station, and he was afterwards removed to the hospital.

Thu. 10/3/72, p. 4. **Georgetown Affairs.**  
The mills suspended operations yesterday for a short while in consequence of low water in the canal.

Sat. 10/5/72, p. 4. **Georgetown Affairs.**  
The receipts and shipments of coal by the various coal companies for the week ending yesterday were about the same as reported last week.

Tue. 10/8/72, p. 4. **Georgetown Affairs.**  
Mr. Geo. Waters received yesterday, per canal, 2,000 bushels of wheat.

Sat. 10/12/72, p. 4. **Georgetown Affairs.**  
The coal trade during the week has been dull, owing to the low water in the canal.  
The receipts and shipments of coal by the different companies during the week ending yesterday were as follows: Borden mining company receipts 2,500 and shipments 2,500 tons; Agnew's wharf receipts 300 and shipments 500 tons; Ray's docks receipts 6,214 and shipments 5,916; Consolidation company receipts 9,904 and shipments 6,758 tons.

Thu. 10/17/72, p. 4. **Georgetown Affairs.**  
Mr. Benjamin Fawcett, treasurer of the Chesapeake and Ohio Canal Company, left Annapolis on Tuesday enroute for Cumberland, to pay off the employees of the company for the month of September.

Fri. 10/18/72, p. 4. **Georgetown Affairs.**  
The receipts for the Chesapeake and Ohio canal, for the week ending October 12, 1872, were as follows: Cumberland \$5,901.30; Georgetown \$1,730.02; Williamsport \$82.83; Hancock \$18.69 - total \$7,822.88. As usual at this season the shipment of coal begins to fall off.

Sat. 10/19/72, p. 4. **Georgetown Affairs.**  
The mills were again shut down yesterday at 3 o'clock a.m. and resumed again at 9 o'clock, running until 12 o'clock, when they again suspended owing to the low water in the canal.

Mon. 10/21/72, p. 4. **Georgetown Affairs.**  
The receipts and shipments of coal by the various companies during the past week were as follows: Receipts 15,683 tons; shipments 15,050 tons. The trade generally has been good, with large receipts and plenty of coal schooners.

Tue. 10/22/72, p. 4. **Georgetown Affairs.**  
Cement - Eight hundred bushels of cement were received by canal by Geo. Waters, yesterday.

Wed. 10/23/72, p. 4. **Georgetown Affairs.**  
The mills have again stopped running, owing to the low water in the canal. The stoppage of the mills is doing serious injury to the commission merchants, and much vexation is expressed towards the Canal Company for allowing the supply dam in the canal to be so badly neglected.

Fri. 10/25/72, p. 4. **Georgetown Affairs.**  
Canal Business. - The receipts of the Chesapeake and Ohio Company for the week ending Saturday, October 19, 1872, were: Cumberland \$5,459.52; Georgetown \$2,300; Williamsport \$196.55; Hancock \$63.24. Total \$9,019.29.

Harness Thieves. - Yesterday morning early, while the mules belonging to the canal boat William Marbury were tied to the picket rope on the tow path of the canal, some unknown thieves took from the mules their halters and turned the animals at large. Officer Harper recovered the mules later in the day and turned them over to their owners.

Sat. 10/26/72, p. 4. **Georgetown Affairs.**  
The mills again resumed operations yesterday.

The receipts and shipments of coal by the different companies during the past week have been: Receipts 15,483 tons; shipments 12,739 tons.

Mon. 10/28/72, p. 4. **Georgetown Affairs.**  
The water on the Georgetown level was shut off yesterday in order to raise a sunken boat.

Thu. 10/31/72, p. 4. **Georgetown Affairs.**  
A mitre-sill is out at Lock No. 22, and no boats are running.

Fri. 11/1/72, p. 4. **Georgetown Affairs.**  
Mitre-sill repaired - The mitre-sill at lock 22 has been repaired, and boats are now arriving without interruption.

Sat. 11/2/72, p. 4. **Georgetown Affairs.**  
The receipts and shipments of coal by the several companies for the week ending yesterday, have been as follows: Receipts 10,939 tons; shipments 12,476 tons. Boatmen have great difficulty in passing their boats through the blockade, extending from the Aqueduct, as far as Foundry mills. The cause of the jam is owing to the large number of boats in the canal.

Thu. 11/7/72, p. 4. **Georgetown Affairs.**  
The Canal. - Boats are again arriving, and the delay raised, by the repairing of the mitre-sill at White-house lock, which was broke a few days since.

Fri. 11/8/72, p. 4. **Georgetown Affairs.**  
Canal Business. - The receipts on the Chesapeake and Ohio canal for the week ending Saturday, November 2, 1872, were: Cumberland \$7,740.67; Georgetown \$2,757.74; Williamsport \$140.30; Hancock \$128.22; total \$10,766.93.  
The epizootic has made its appearance among the horses used on the canal. It has not yet interfered with the business of the company.

Sat. 11/9/72, p. 4. **Georgetown Affairs.**

The receipts and shipments of coal by the different companies for the week ending yesterday has been as follows: Borden Mining Company receipts 2,685 tons and shipments 1,480 tons; Ray's docks receipts 4,827 tons shipments 3,578 tons; Agnew's wharf receipts 200 tons shipments 800 tons; Consolidation Company receipts 5,267 tons shipments 4,580 tons.

The Canal. - Arrived boats Monongahela, with tan bark for J. E. Cox; E. F. Wheeler with 3,000 bushels of wheat, 170 barrels of apples and 200 barrels of flour for Geo. Waters; Seneca with 100 barrels of flour, 300 bushels mill-feed, 900 bushels of wheat and 1,100 bushels of corn to W. H. Dougall; W. Marbury with 3,600 bushels of white and yellow corn to Hartley & Bro.

Mon. 11/11/72, p. 4. **Georgetown Affairs.**

Drowned. - Saturday morning, about 3 o'clock, as the canal boat Mary Edwards was nearing the Chain Bridge, from Cumberland, Md., on her way to Georgetown, D.C., the tiller gave way, throwing the captain J. H. Snyder, who was steering at the time, into the canal, and before assistance could be rendered he was drowned. The boat was immediately stopped, and the body recovered and brought to the Third police precinct station, where Coroner Patterson was summoned, and after examination deemed an inquest unnecessary. Capt. Snyder was about thirty six years of age, and leaves a wife and three children in Cumberland. The deceased was a member of the Orders of Red Men and Good Brothers of Cumberland. The Red Men of Georgetown took the body in charge, and will send it back to Cumberland for interment.

Wed. 11/13/72, p. 4. **Georgetown Affairs.**

The horse disease is reported to be spreading extensively along the line of the canal to Cumberland, and it is feared the boats will be obliged to lay up.

Thu. 11/14/72, p. 4. **Georgetown Affairs.**

Inspection - The directors of the Chesapeake and Ohio canal will commence a tour of inspection over the canal this week, starting from Georgetown today and continuing along the line. It is expected they will be a week on the trip.

A quarantine for diseased horses is to be established at Cumberland, where all horses unfit for service are to be placed. The impression is that the coal will trade will be seriously affected by the epidemic which appears to be spreading rapidly along the line of the canal.

The Cumberland *Times* of November 12, speaking in this connection, says: "With the appearance and rapid spread of the horse disease in this locality its disastrous consequences become apparent. Within a very few days boating on the canal will have entirely ceased. The boatmen, knowing that but few trips could be made at best, prefer to abandon boating for the season rather than run the risk of losing stock already affected, and in order to remove from the danger of contagion that are yet free from the malady. While the disease has appeared here in its mildest form we doubt if its injury to any given industry throughout the country has been more marked than it will be to the Chesapeake and Ohio canal the community whose prosperity chiefly depends upon the navigation of that commercial highway."

"The board of directors of the canal have fixed December 5, next, as the time for the close of navigation, but the horse disease will bring that event much sooner. The circumstance is peculiarly unfortunate just at this time, as our Cumberland coal today occupies a firmer hold upon the market than at any time in the history of the trade. Rapidly gaining in favor as a generator of steam, and opening new avenues of market daily, it is deeply to be regretted that the supply should be cut off at the very time when the long-looked-for demand has come.

Fri. 11/15/72, p. 4. **Georgetown Affairs.**

The receipts of the Chesapeake and Ohio Canal Company, for the week ending Saturday, November 9, were: Cumberland \$15,241.81; Georgetown \$1,734; Hancock \$206.20; Williamsport \$64.29 - total \$17,245.40.

Sat. 11/16/72, p. 4. **Georgetown Affairs.**

The dead horses which have been lying around our streets have all been removed.

Mon. 11/18/72, p. 4. **Georgetown Affairs.**

The Horse Epidemic - Business on Water Street has been almost suspended, owing to the spread of the disease on the canal and the surrounding country.

Wed. 11/20/72, p. 4. **Georgetown Affairs.**

The effect of the horse disease upon the business of the canal company is such that there were no arrivals of boats yesterday.

#### EXIT CANAL

The contractors for laying the level sewer along the line of B street north, from the Tiber to Seventeenth street northwest, to take the place of the canal, completed the work yesterday. The job had been done in a very satisfactory manner, and the board of engineers are of the opinion that it is amply competent for the purpose for which it was intended. So, farewell canal.

Thu. 11/21/72, p. 4. **Georgetown Affairs.**

The only receipts yesterday were 2,000 bushels of wheat, 15 tons of mill feed, 430 barrels of apples and 700 barrels of cement to George Waters.

The Canal - Up to three o'clock yesterday afternoon there had been nineteen arrivals of boats reported at the collector's office, Chesapeake and Ohio canal.

The horse disease at Cumberland, Maryland, shows no signs of abatement. Nearly all the horses are more or less affected by the disease. Numerous deaths from the disease are reported

daily. This, of course, is seriously affecting the business of the canal.

The Coal Trade. - Owing to the epizootic on the Chesapeake and Ohio Canal, there will be short supplies of Cumberland coal in this market during the coming winter. All the coal companies are behind in their receipts of coal, and it is estimated by shippers that it will require at least one hundred thousand tons more coal to fill their orders now in hand for shipment coastwise. Many vessels are now leaving light for the want of coal to fill them. This scarcity of coal is having bad effect on the foreign trade, which has of late been turned to this country, and many orders now in the hands of the coal agents cannot be filled this year on account of the short supply. Among the orders in hand are cargoes for St. Thomas, Martinique, Demara, Cuba and other islands in the West Indies; in fact, the coal trade for the balance of this season is at an end, as the canal will be closed by order of the board of directors on the 6th of December, and no boats under any circumstances can leave Cumberland after the 30th of the present month.

Mules vs. Oxen. - The canal boats Nettie Graham and E. Bradfield Hartley started Monday together from Berlin for this city, the former drawn by two mules and a horse suffering with the epizootic, and the latter drawn by two oxen and a mule. The Nettie Graham started off with a jump and kept a steady go on to Georgetown, reaching the city ten hours ahead of the Bradfield Hartley; but the Hartley did not meet with so good luck, as the mules from the start showed a determination to go at their own gait, and no other. Late last night the Hartley put in an appearance at her wharf with her cargo of 3,600 bushels of wheat for Messrs. Hartley & Bros., towed by her team of two oxen and a mule. Her arrival created quite a sensation, it being the first case of the kind ever witnessed on the canal, and, of course, caused many persons to congregate on the wharf to witness the sight. The captain, after the boat had been made fast, invited those

on the wharf into the office, where they partook of a substantial repast, after which they retired, giving three hearty cheers for the canal boat E. Bradfield Hartley and her namesake.

Fri. 11/22/72, p. 4. **Georgetown Affairs.**

Receipts - Arrived, canal boats E. F. Wheeler from Mercersville, Md., with 2,300 bushels of red wheat, 55 barrels of apples and 174 barrels of flour; W. H. Bellmyer, from Shepherdstown, Va., with 3,900 bushels of red wheat and 80 barrels of flour to Geo. Waters; Geo. Long, from Hancock, with tan bark for J. E. Cox; Medley, from White's ferry, with 2,000 bushels of corn and 560 bushels of wheat to Hartley & Bro.; schooner William Henry, from Alexandria, with wheat for Hartley & Bro. The Canal. - President Gorman, of the Chesapeake and Ohio canal, has determined to keep the canal open for navigation until he is compelled to close it on account of the ice. The receipts of the canal for the week ending Saturday, November 16, were: From Cumberland \$7,264.57; Georgetown \$1,780; Hancock \$165.27; Williamsport \$158.69; total \$9,289.50. It is thought that, in consequence of the epizootic among the horses of the canal, the receipts will fall off about \$12,000 this month. President Gorman and directors, now on the tour of inspection, are expected to arrive at Cumberland today.

Sat. 11/23/72, p. 4. **Georgetown Affairs.**

The Coal Trade. - The receipts and shipments of coal for the different coal companies during the week ending yesterday, have been as follows: Consolidation Company receipts 2,726 tons and shipments 4,015 tons; Ray's docks receipts 3,300 tons, shipments 7,500 tons; Agnew's receipts 600 tons, shipments 1,900 tons; Borden Company receipts 1,500 tons, shipments 1,400 tons.

Sat. 11/30/72, p. 4. **Georgetown Affairs.**

The Alexandria Canal. - In consequence of the break in the Alexandria canal, boats are being towed from Georgetown to Alexandria.

The Coal Trade. - The receipts and shipments of coal by the different companies during the past week were about the same as those of the week previous.

The inspection of the Chesapeake and Ohio canal by President Gorman and the directors has been concluded. The canal was generally found in a fair condition, but some improvements were ordered to be made upon the permanent works of the same after the close of navigation. The boats, in consequence of the epizootic among the horses, have fallen off from about forty a day to twelve or fifteen. The disease is now among the horses of the mines, and it is probable that the coal trade of both the canal and railroad will hereafter be seriously affected. Should the present good weather continue the resumption of general travel upon the canal may soon be expected. The number of boats week before last over the line was 126, last week 96 - a decrease of 30. The number of tons of coal shipped from Cumberland during the week ending November 16, was 14,219.07; during the week ending November 23, 10,706.07 - a decrease of 3,513 tons. The receipts of the canal for the week ending November 23, 1872, were: Cumberland \$8,830.45; Georgetown \$2,822.79; Hancock \$184.66; Williamsport \$86.37 - total \$11,844.48. It is now thought this month the receipts of the canal will fall off over \$15,000.

Mon. 12/2/72, p. 4. **Georgetown Affairs.**

Rock creek and the Canal are frozen over, and the boys are skating thereon.

A Canal boat belonging to the Borden Mining Company is reported sunk above this city in the canal.

Tue. 12/3/72, p. 4. **Georgetown Affairs.**

Frozen Up. - The ice in the canal above Georgetown is reported to be about two inches

thick. The ice-breakers are at work opening a channel, in order that the loaded boats above and pass down and return.

Sat. 12/7/72, p. 4. **Georgetown Affairs.**

A sunken boat is reported in the canal, on the Seneca level, causing a delay in the arrival of boats.

Canal Business. - During the week ending Saturday, November 30, eighty-six boats cleared from Cumberland on the canal, carrying 9,710 tons of coal. The receipts for the same time were: from Cumberland \$2,897.19; Georgetown \$1,232.16; Williamsport \$258.43; Hancock \$93.06 - total \$5,470.84. The canal is now entirely open for navigation.

Navigation between this city and Alexandria on the canal, is now interrupted by the sinking of a boat, belonging to the Consolidation Company, twenty-two miles above Georgetown. In response to a letter, President Gorman says that he will keep water in the canal and run his ice-breakers as long as possible. The work of repairing the Alexandria canal is still in progress, and it was reported yesterday that water would be let on today.

Mon. 12/9/72, p. 4. **Georgetown Affairs.**

The boat reported sunk on the Seneca level has been raised, and the canal is now entirely open for navigation.

Wed. 12/11/72, p. 4. **Georgetown Affairs.**

The navigation on the Chesapeake and Ohio canal and the Potomac river has been seriously interrupted by the cold snap.

Thu. 12/12/72, p. 4. **Georgetown Affairs.**

Rock creek and the canal are frozen over.

Fri. 12/13/72, p. 4. **Georgetown Affairs.**

Canal Business. - The receipts for the week were: Cumberland \$2,837.77; Georgetown \$1,110; Williamsport \$121.97; Hancock \$172.60. Total \$3,442.14.

Sat. 12/14/72, p. 4. **Georgetown Affairs.**

The canal along the entire length is frozen over, and the ice is being gradually broken by the ice-breakers. The canal boat Theo. Embrey, with cement for Geo. Waters, arrived yesterday after a struggle of ninety hours.

Mon. 12/16/72, p. 4. **Georgetown Affairs.**

Coal - The receipts of coal during the past week were 3,391 tons, and the shipments were 3,798 tons.

The Canal. - Orders have been issued by Superintendent Mans, of the Chesapeake and Ohio canal, for the ice-breaker to go up the canal and bring in all loaded boats which are this side of Seneca, in order that he may draw the water off, as directed, by tomorrow. The water will remain in the Georgetown level for the present.

Tue. 12/17/72, p. 4. **Georgetown Affairs.**

The Canal. - Arrived, boats J. N. Thomas, with 1,500 bushels of wheat and 88 barrels of flour to J. G. Waters and 1,900 bushels of wheat to Hartley & Bro.; Seneca, with 1,000 bushels of wheat, 200 barrels of flour and 200 bushels of mill feed to W. H. Dongal, and 100 bushels of wheat to B. Talbot & Son, and 200 bushels of wheat to Hartley & Bro.; also 400 barrels ear corn for B. Talbot & Son.

Fri. 12/20/72, p. 4. **Georgetown Affairs.**

Canal Business. - The receipts of the Chesapeake and Ohio Canal Company for the week ending December 14, 1872 were: Cumberland \$2,868.69; Georgetown \$800; Williamsport \$87.93. Total \$3,756.52. There was no shipment of coal from Cumberland last week.

Sat. 12/21/72, p. 4. **Georgetown Affairs.**

The commercial tonnage by the Chesapeake and Ohio canal from 1848 to 1871, inclusive, was as follows: 1848, 69,997 tons; 1849, 81,263 tons; 1851, 180,942 tons; 1852, 151,369 tons; 1853, 249,210 tons; 1854, 217,199; 1857,

175,373 tons; 1858, 324,192 tons; 1859,  
351,086 tons; 1860, 334,553 tons; 1861,  
144,814 tons; 1862, 124,190 tons; 1863,  
262,911 tons; 1864, 288,881 tons; 1865,  
369,628 tons; 1866, 376,750 tons; 1867,  
511,200 tons; 1868, 541,508 tons; 1869,  
709,790 tons; 1870, 694,053 tons; 1871,  
853,030 tons.

Mon. 12/23/72, p. 4. **Georgetown Affairs.**

The coal business is now at an end for the season. The orders now in hand by the different companies will not, in all probability, be filled until next season. Among the many orders are some on account of Messrs. S. L. Merchant & Co., of New York, for Eastern ports.