

COMPILATION OF  
CANAL TRADE ARTICLES FROM  
***THE ALLEGANIAN***  
a Cumberland, Md. newspaper  
and  
***THE NATIONAL REPUBLICAN***  
and  
***THE EVENING STAR***  
two Washington, D. C., newspapers  
and  
***ALEXANDRIA GAZETTE***  
an Alexandria, Va. newspaper  
1868

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## Canal Trade 1868

### A. PREFACE

Since the initial compilation of newspaper stories from the *Cumberland Alleganian* for 1877 and 1878, it has become apparent that for the public's general understanding of canaller's life, similar compilations for other years will be beneficial. In 1877 and 1878 the daily newspaper included the particulars regarding the boats, their captain and their individual loads in addition to the name of the coal company. That level of detail was not found in the weekly newspaper of 1868; we compiled what was given.

For articles from the *Cumberland Alleganian* are preceded by CA, those from the *National Republican* are preceded by NR, those from the *Evening Star* are preceded by ES and those from the *Alexandria Gazette* are preceded by AG, unless otherwise footnoted.

This revision adds in many articles from the *Alexandria Gazette*.

This revision adds many articles from the *Evening Star*.

We hope it is interesting reading.

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**Canal Trade 1868.**

NR, Fri. 1/3/68, p. 2. **GEORGETOWN NEWS – Business Along the Wharves** – As is usual at this season of the year, business along the wharves and on Water street is rather quiet, but few vessels coming up for coal, and our flour merchants engaged only in supplying the demand for local consumption. The river and canal are both open to navigation, and from present indications of the weather are likely to be for some time to come.

**Bark** – The canal boat Six Days arrived yesterday morning loaded with tanner's bark consigned to Mr. John E. Cox.

**The Canal** – Business on the canal is dull at present, but few boats arriving, notwithstanding the canal is in good navigable order.

AG, Sat. 1/4/68, p. 3. **C. & O. Canal** – On Monday next the water will be drawn off the canal from the first lock to Cumberland, to allow the completion of the necessary repairs.

**The Canal Aqueduct** – The work of reconstructing the Alexandria Canal Aqueduct at Georgetown, is being prosecuted with vigor. The flooring on the spans already erected will soon be laid, though there yet remain three spans on the north end to be placed in position.

ES, Mon. 1/6/68, p. 4. **Affairs in Georgetown – The Canal** – The water was today being drawn out of the canal from the first lock, about four miles above Georgetown, to Cumberland.

AG, Tue. 1/14/68, p. 4. **Ice Crop** – The ice-house men have commenced to reap their crop, and the canal basin is the field upon which they have commenced operations, but as the water in that is in possession of the lessees of the Alexandria canal, permission from them had to be obtained before the laborers set to work.

ES, Thu. 1/16/68, p. 4. **Criminal Court – Justice Olin** – Ezekiel Chaney, Charles Miller, Joseph H. Garrett and Frisby Wyant are on trial

for assault and battery with intent to kill Benj. Whiting on a canal boat on the 10<sup>th</sup> of December last, excepting the first-named, who was one of the parties who escaped from the jail a few nights since.

NR, Fri. 1/17/68, p. 3. **Criminal Court – Judge Olin** – Ezekiel Chaney, Charles Miller, Joseph H. Garrett and Frisby Wyant – assault and battery with intent to kill Benj. Whiting, on the 10<sup>th</sup> of December last, while in the cabin of a canal boat, (Andrew Johnson,) in front of Mr. Pearson's store in Georgetown. Chaney having escaped, the three other parties were arraigned; Mr. Adams appearing for the defendants.

Mr. Adams moved a severance and a separate trial of the parties, which the court refused, saying that no purpose could be intended by it except to use one as a witness for the other, and the court would not permit that.

Whiting proved an assault by one of the parties, but who it was he was unable to say. Other witnesses showed that Chaney had beaten Whiting most severely; so blinded him as to cause him to step overboard and kicked him again when he was gotten ashore. The evidence as to the others, showed that they were present, and that two, at least, of them participated in the row which took place at the time on board of the boat, and the details of which have already been reported in the Georgetown column of this paper.

AG, Sat. 1/18/68, p. 4. **Coal Trade** – The coal trade of Alexandria next year promises to be more extensive than that of any previous year. In addition to the coal companies whose agencies are already located here, and all of which have made arrangements for more enlarged operations, the Central, which shipped last year from Georgetown, more coal than any other company, has established its depot in this city, and will in future conduct its business here.

CA, Wed. 1/22/68, p. 3. **C. & Ohio Canal.**

The Washington "Express," states that Col. Alfred Spates, President of the Chesapeake & Ohio Canal, was in that city looking after the

interest of the Canal last week and expressed his determination to make the superintendents of the various divisions responsible for putting their divisions in thorough repair, in order that the Canal may be in complete order for a vigorous spring trade.

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**The Coal Road to Williamsport.**

The Hagerstown "Mail" informs us that the important work of settling the "right of way," for the projected branch of the Cumberland Valley Railroad to connect with the Canal at Williamsport, is progressing satisfactorily. It also states that the Canal Company will facilitate the projected extension by enlarging the dimensions of the basin at Williamsport for the required extent to accommodate the increased trade.

DE, Fri

ES, Mon. 1/27/68, p. 4. **Affairs in Georgetown – The Aqueduct** – The work on the new Aqueduct Bridge is progressing timely. Ten men quit work today in consequence of the inclement weather.

CA, Wed. 1/29/68, p. 3. **Coal Statistics.** - We are indebted to C. Slack, Esq. for a copy of his annual circular of Statistics of the Cumberland Coal Trade, compiled from official sources. We learn from his tables the gratifying fact that the production of the mines of our county, for the year 1867, exceeded that of the year 1866 by 114,491 tons. The production for the year just closed is set down at 1,198,822 tons. The following shows the number of tons the respective companies sent to market the past year, and the channels through which they were forwarded.

<i>Names of Companies</i>	<i>To R.R.</i>	<i>To Canal</i>	<i>Local</i>
Central	81,368	123,189	
Consolidation	98,308	52,964	39,039
American	69,830	118,580	31
Hampshire & Balto.	74,046	33,949	10
Cumberland C. & I.	27,416	72,684	
Borden Mining	82,653	45,632	167

George's Creek C&I	60,701		
Franklin	52,382		
Barton	39,198		
Potomac	34,809		
George's Creek Mfg	34,536		
Atlantic	28,635		
Swanton	24,983		
Piedmont	20,621		
New Hope	1,779	11,035	256
Spruce Hill	6,490		
Blaen Avon	6,200	220	
Savage Mountain	131		
Midlothian	61		
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	696,767	458,153	89,512

During the year the Cumberland & Pennsylvania Railroad delivered to the Baltimore & Ohio R. R. 583,519 tons, to the Chesapeake & Ohio Canal 385,249 tons, to Local 13,280 tons, total 1,008,280 tons.

The Cumberland Coal & Iron Co.'s Railroad delivered to the B. & O. Railroad 40,100 tons, to Canal 72,904 tons, total 113,010 tons.

The Hampshire & Baltimore Co.'s Railroad (from Va. mines) delivered to the B. & O. Railroad 72,532 tons.

Total for year 1867: 1,193,822 tons.

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**Capacity of the C. & O. Canal.**

The proposed immediate construction of a branch of the Cumberland Valley Railroad, to connect with the Canal at Williamsport, and the probable ultimate extension of another road to the same point, having given rise to some expressions of doubt as to the capacity of the Chesapeake & Ohio Canal, as a feeder to those roads, in reply to inquiries from the editor of the Hagerstown *Mail* upon the subject; Col. Alfred Spates, President of the Canal, demonstrates that "without an additional expenditure to the Company, other than the simple cost of one more lock-keeper at each lock between Williamsport and Cumberland, in order to keep the Canal working night as well as by day, that work will be able to carry all the coal needed by the two railroads mentioned, in addition to the present supply annually taken to Georgetown." He states that "there are now about three hundred boats running upon the canal, which annually carry

something less than half a million tons of coal. By keeping the locks open throughout the twenty-four hours, the canal will accommodate one thousand boats, and admit the delivery at Williamsport of one million tons of coal in addition to the present supply. This would give to each of the railroads more coal than is at present transported to Georgetown." The assurance is also given that the Canal Company will afford all facilities that may be necessary, in the enlargement of its basin, &c., at Williamsport, to meet the demands of the increased trade.

AG, Wed. 1/29/68, p. 4. **Alexandria Canal Aqueduct** – The National Intelligencer says: "The grand jury have indicted the Alexandria Canal Company, P. Quigley, H. H. Wells and W. H. Dungan, for keeping and maintaining a nuisance – an obstruction to navigation, known as the Georgetown Aqueduct.

AG, Thu. 1/30/68, p. 3. **Cumberland Coal Trade** – We have received from Mr. C. Slack, of Mount Savage, Maryland, an interesting set of statistical tables, compiled from official sources, showing the amount of the Cumberland Coal Trade from 1842 to 1867, inclusive. The following figures will suffice to give at a glance a correct estimate of the wonderful increase of this trade within twenty-six years, the period referred to. In 1824 the aggregate shipments of coal from all sources were 1,708 tons. In 1867 they amounted to 11,938,222 tons, being an increase of 1,192,114 tons or at an average rate of 45,850 tons per year. The aggregate shipments in 1866 were 1,079,331 tons, in 1865 902,495 tons and in 1860, in which they exceed those of any other year not prior to 1865 mentioned, they were 708,909 tons. – *Baltimore Gazette*.

NR, Wed. 2/5/68, p. 3. **GEORGETOWN MATTERS – The K Street Bridge** – As spring is approaching, when business will be resumed on our water front, business men of Georgetown

and Washington are anxious that something be done immediately looking to the speedy construction of a durable and permanent bridge over Rock Creek, uniting Water street and K street. There is a miserable temporary concern there at present, which will be knocked down by those interested in locking boats through the outlet lock should it remain there when navigation is resumed, as canal boats cannot pass under it. The temporary affair was erected without the authority of those having the right of way from the mouth of the canal to the outlet lock, and they threaten to demolish it, regardless of consequences, should it be removed at the proper time. In the Washington Common Councils, on Monday night, a communication was submitted from Mr. B. Severson relating to the building of a permanent bridge, but the subject, from some unaccountable cause, was postponed. It is well known by the Washington authorities that it is their duty to maintain a bridge at the above point, in lieu of Georgetown, keeping in proper condition a bridge at the old paper mill and one at the foot of Bridge street. It is hoped that the Councils and merchants of Georgetown will spur the derelict "father" of the "head of the nation" to act at once and wisely on a subject of considerable benefit to all sections of the District.

AG, Thu. 2/6/68, p. 3. **Alexandria Canal and Aqueduct** – The persistent, and unjust proceedings in Georgetown, designed, if possible, to destroy the Alexandria Canal, have induced several of our citizens to desire an expression of public opinion here, in opposition to these efforts, and to recommend a meeting to be held at the Corn Exchange, tomorrow, to pass resolutions on the subject. We hope that our citizens interested in the commercial, manufacturing, mechanical and other industrial pursuits, in this city, will attend.

AG, Fri. 2/7/68, p. 4. **Canal Aqueduct** – From the Superintendent of the Alexandria Canal, it is learned that seven of the nine spans of the bridge

across the Potomac at Georgetown have been erected, and that upon five of these seven, the trough or aqueduct has been completed, leaving but two spans of the bridge and four of the aqueduct yet unfinished. The material for the uncompleted work is on the spot, has been adjusted, and will be placed in position early in March, at which time the repairs to the other portions of the canal – the bed and the locks at this city – now in progress, will have been made; and it is confidently asserted that upon the resumption of navigation on the Chesapeake and Ohio Canal the arrival of boats from Cumberland will be announced in this city,

AG, Sat. 2/8/68, p. 4. **Alexandria Canal Aqueduct** – The work on the Alexandria Canal aqueduct bridge, says the Washington Star, is hindered for want of the iron keys used in locking the frame work of the structure. A few weeks ago, a colored man stole most of them, and they were found in his possession, and accordingly turned over to the property clerk of the Metropolitan Police, to await the result of the trial.

ES, Mon. 2/17/68, p. 4. **Affairs in Georgetown – The Canal** – The water in the canal on the Georgetown level was on Saturday night drawn off for the purpose of breaking the ice, so as to enable it to be floated off preparatory to cleaning out before the spring opens. The ice was found to be about 8 inches in thickness.

AG, Mon. 2/17/68, p. 3. **Postponed** – The case of the United States vs. The Alexandria Canal Company, in which it is sought to have the aqueduct removed, was called in the Criminal Court, in Washington, today, but upon motion of H. H. Wells, one of the counsel for the defense, was postponed until the first Monday in March next.

AG, Tue. 2/18/68, p. 2. **C. & O. Canal** – Col. Alfred Spates of the Chesapeake and Ohio Canal was in Georgetown on Saturday last for the

purpose of making arrangements for the thorough cleansing of the Georgetown level. He will employ mud machines for cleaning out what portion of the level can be reached by them until the ice shall have disappeared, and then he intends to employ a large force of laborers, and have it dug down fourteen inches, to its original depth.

AG, Wed, 2/19/68, p. 4. **The Alexandria Canal Aqueduct** – The impression has long prevailed among, by no means, a few people in this city, that the new Alexandria Canal Aqueduct is a myth, or that if such a structure is really in existence it is a more costless and temporary piece of work, erected, not for the purpose of forming the connecting link between the Chesapeake and Ohio and the Alexandria Canal, but in furtherance of some occult railroad scheme upon the successful termination of which the Aqueduct and with it the Alexandria coal trade can go to the dogs, or any where else, so far as the lessees of the canal are concerned. To confirm or dispel this impression, one of the reporters of the Gazette was sent to Georgetown yesterday, and the result of his observations there is as follows: The new Canal Aqueduct is an accomplished tangible fact which presents itself in no questionable, but in a beautiful and symmetrical shape, spanning the Potomac from the foot of Bridge street, in Georgetown, to the opposite Virginia shore, one thousand and ninety-six feet long, and thirty-two feet above the high water mark. The bridge is constructed upon the Howe truss plan, is twenty-four feet high, and twenty-four feet wide, and consists of nine spans, each one hundred feet clear. The trunk of the Aqueduct is seventeen feet wide, with a tow path of five feet. The contractors for the work were A. B. Burton & Co., of Philadelphia, and the bridge was erected under the supervision of Mr. J. H. Cofrode. A large number of stone masons, carpenters and caulkers, are now busily engaged in preparing the Aqueduct for the reception of water, and by the first day of March the whole structure will

have been completed; and if the water in the Chesapeake and Ohio Canal has not been drawn off previous to that time, it's gate will then be opened and its strength tested. The wagon way will be laid directly over the Aqueduct, and will be on a level with the top of Bridge street. Space sufficient for the construction of a railroad bridge has been left on the western or upper side of the massive stone piers. Whatever may be the ulterior designs of the lessees of the Alexandria Canal, representing the new Aqueduct, is of course known only to themselves, but the assertion that they have at great expense erected an entirely new and apparently strong and substantial bridge and water way across the Potomac, admits of no dispute; and if Alexandria should once more become the shipping port for the treasures of the Cumberland coal fields, such a desirable consummation will be due in no small degrees to the energy, perseverance and pecuniary means of these lessees.

CA, Wed. 2/26/68, p. 3. **Revival of Trade.**

The trade of our city, which usually falls off considerably during the winter months, owing to the suspension of operations on the Canal, has suffered to an increased extent the past season, on account of the general stagnation of business and general uncertainty prevailing throughout the country. The coming Spring, however, promises to open auspiciously, and aside from the inauguration of great beneficial enterprises - the contemplated improvements of the Baltimore & Ohio Railroad, and the resumption of work on the Connellsville Railroad - the indications are altogether favorable for a heavy coal business by Canal during the ensuing year, and a consequent improvement in general trade. By the time the weather removes the embargo on navigation, the Canal will doubtless be in thorough order, and the reconstruction of the Alexandria aqueduct, with the advantage it affords of that fine port for the discharge of cargoes, will relieve the coal trade of the annoying delays which have at times so seriously hampered it, growing out of the

insufficiency of facilities for transshipment at Georgetown. This will, in all probability, increase the coal traffic to a considerable extent, and our commercial and industrial interests generally will participate in the benefits that must flow from the corresponding increase of disbursements required to move the product of our mines to tide-water.

ES, Fri. 2/28/68, p. 4. **Affairs in Georgetown – Dredging** – The mud machine is at work again, cleaning out the channel of Rock Creek for the navigation of canal boats.

AG, Fri. 2/28/68, p. 4. **The Coal Trade** – In speaking of the improved prospect of the spring trade of Cumberland, the *Alleganian* says: “The indications are altogether favorable for a heavy coal business by canal during the ensuing year, and a consequent improvement in general trade. By the time the weather removes the embargo on navigation the canal will doubtless be in thorough order, and the reconstruction of the Alexandria aqueduct, with the advantage it affords of that fine port for the discharge of cargoes, will relieve the coal trade of the annoying delays which have at times so seriously hampered it, growing out of the insufficiency of facilities for transshipment at Georgetown.

“This will, in all probability, increase the coal traffic to a considerable extent, and our commercial and industrial interests generally will participate in the benefits that must flow from the corresponding increase of disbursements required to move the product of out mines to tide-water.”

AG, Mon. 3/2/68, p. 4. The case against the Alexandria Canal Co., on an indictment for creating a nuisance, by erecting and keeping up the Canal Aqueduct, was set for trial before the Criminal Court in Washington today. Counsel for the prosecution, Messrs. Carrington, Brent and Phillips, of the District of Columbia; for the defense Mr. Reverdy Johnson and Gen. H. H. Wells, of this city.

AG, Tue. 3/3/68, p. 4. **Aqueduct Bridge** – In the Senate yesterday, Mr. Nye introduced a bill (which was referred to the District Committee) ratifying the lease of the Alexandria canal and aqueduct to Henry H. Wells, Philip Quigley and Wm. H. Dungan; and authorizing them to erect a road bridge across the Potomac at that point, of either wood, iron or stone, for the passage of persons, animals and vehicles, free of charge, with an additional track for a railroad from Georgetown to Alexandria to connect with the Orange and Alexandria, and Loudoun and Hampshire railroads. The bill authorizes an appropriation of \$300,000 out of the Treasury of the United States, for the completion and erection of said improvement. A petition from upwards of two hundred citizens of Georgetown and vicinity, praying the erection of said free bridge, accompanied the bill.

AG, 3/4/68, p. 4. **The Aqueduct all Right** – A dispatch from Washington, received by us at one o'clock today, brings the gratifying intelligence that the jury in the Aqueduct case, under instructions from the Court, have returned a verdict of NOT GUILTY. We hope now that the matter is finally adjusted, and that Alexandria will be allowed to reap the fruits of her enterprise and expenditures, in peace. Alexandria is the natural outlet for the coal trade of the Canal, and now that a splendid and durable Aqueduct has been erected, at great cost, and the canal put in fine boating order, our people may confidently look forward with bright hopes to the opening of navigation, when a heavy coal trade may be expected, and a consequent impetus given to the business of our city.

AG, Thu. 3/5/68, p. 3. **Business Prospects** – The return of Spring, the completion of the Canal Aqueduct, the opening of the Alexandria Canal, the revival of the Coal trade at this place, the opening of the navigation of the Potomac, the commencement of operations at the Fishing landings, of which the Fish Wharf is the great

depot, the activity and enterprise of our merchants and mechanics, and other causes, lead us to entertain the most favorable anticipations as to a speedy revival and an increase of the trade, commerce and manufactures of Alexandria. We need not add with what satisfaction and joy we hail the prospect, and how fondly we indulge the hope that our good old town – our native place and life-long home – may once more start on a career of prosperity; which will be constant and continuous, and have no further checks or disappointments. Let us all act together, with harmony and good will, for that purpose!

AG, Sat. 3/7/68, p. 3. **Water to be let in** – We understand that water is to be let into the Aqueduct on Monday, for the purpose of ascertaining if there is leakage. As soon as navigation is resumed on the Chesapeake and Ohio Canal, the water will be let into the Alexandria Canal, and boats can come directly through.

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*Ibid*, p. 4. **The Aqueduct** – The Georgetown *Courier* says the case of D. L. Shoemaker vs. the Lessees of the Alexandria Canal Aqueduct, is soon to come before a Court of Equity, and in the event of an adverse result there, it will be taken up to the Supreme Court. There is persistent obstinacy in this matter – bit it will all amount to nothing. Neither in Law nor in Equity can the Aqueduct be interfered with.

ES, Mon. 3/9/68, p. 4. **Affairs in Georgetown – The Canal** – The dredging machine was this morning taken from Rock Creek through the locks into the canal, and is to be set at work cleaning the mud from the Georgetown level of the canal. There is still considerable ice in the canal, though it is pretty well broken up.

AG, Mon. 3/9/68, p. 3. **C. & O. Canal** – Mr. Spates, the President of the Canal, thinks that it will be opened about the 20<sup>th</sup> of this month. The Alexandria Canal will be ready for the opening, and then success to the Alexandria Coal Trade!

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**Alexandria Canal Aqueduct** – The contract for rebuilding the wood work of this aqueduct at Georgetown is nearly completed. This contract, however, does not include the erection of the bridge from the end of the aqueduct over the canal to the shore on the Georgetown side, nor the planking of the top of the framework, which is to constitute the bridge, if the project as contemplated is carried to completion. The planking of the aqueduct is of Southern pine, and seems to be done in a solid, durable manner.

The original construction of the aqueduct was a stupendous work, attracting at the time, some third of a century ago, the attention of enlightened architects and all men of science throughout the country. It was built under the superintendence of Major Turnbull, of the United States Topographical Engineers, and cost nearly two million dollars. The piers, nine in number, and rising thirty-six feet above high-water mark, are massively built of solid granite and embedded seventeen feet in the bottom of the river, on a foundation of solid rock. The object was to place them so firmly that they would stand unshaken by the tremendous shock of the spring floods and ice which from the falls and narrows above were wont to rush down with an irresistible force, sweeping along everything in their course. – These piers, constructed in a most masterly manner, it is well-known, have stood those shocks as if they were the blows of a pigmy. The length of the aqueduct is 1,446 feet. – *Nat'l. Intelligencer.*

AG, Tue. 3/10/68, p. 4. **The Coal Trade** – The Georgetown correspondent of the Washington Union, of this morning says: - “Now that the Alexandria Aqueduct is about finished, or will be by the time the Chesapeake and Ohio Canal is ready to receive the water, which will be about the 20<sup>th</sup> of this month, we may expect a division of the coal trade with Alexandria. Already, three of the companies the American, Central, and Hampshire & Baltimore, have determined to transfer their shipping to that city. Two of these

companies, the American and Central, are the heaviest shippers here, and consequently will make a big item in the trade of Alexandria. These removals, however, will diminish the trade of the city temporarily only, as we have no doubt other companies will take the places of those who leave, and do equally as large a business as either of them. There will be a demand for all the coal that can be transported on the Chesapeake and Ohio Canal, and as much as can be shipped at Georgetown and Alexandria together.

NR, Thu. 3/12/68, p. 3. **Criminal Court** – **Chief Justice Carter** – E. Chaney, assault and battery with intent to kill Benj. Whiting. This case grows out of an attack made upon the colored crew of a canal boat, Andrew Johnson, by several whites, some of whom were tried at the last term of the court. Mr. Carrington for the prosecution; Mr. Norris appeared for the defense.

The jury found the accused guilty, and the Court sentenced him to pay a fine of \$50 and to be imprisoned till paid.

AG, Thu. 3/12/68, p. 4. **Chesapeake and Ohio Canal** – The water in the Georgetown level will be drawn out Saturday next, and the work of cleansing the same will be commenced on Monday morning, should the weather permit. It is expected whilst the work of cleansing the level is in progress, the flood-gates will be placed in the Aqueduct, and that the Chesapeake and Ohio Canal will be connected with the Alexandria canal during the latter part of next week.

AG, Mon. 3/16/68, p. 4. **The Aqueduct** – The caulking and pitching is nearly completed, and everything will be in readiness to let the water in as soon as navigation is resumed on the Chesapeake and Ohio Canal, which, it is expected, will be in about two weeks. Active preparations are being made for the coal trade.

CA, Wed. 3/18/68, p. 3. **Chesapeake & Ohio Canal.** - It is understood that the water will be

let in along the whole line of the canal about the 25th instant. The work is said to be in fair order for the spring trade. The new aqueduct connecting the Alexandria with the Chesapeake and Ohio Canal is approaching completion, and will, it is said, be ready for use as soon as navigation commences. Semi-bituminous coal is now very scarce in the Eastern markets, and there will be a ready demand for all that can be shipped.

AG, Wed. 3/18/68, p. 3. **C. & O. Canal** – The work of cleaning out the Chesapeake and Ohio Canal is progressing rapidly, and additional force of laborers being now engaged and it is expected that the work will be completed in a week or ten days, when the water will be let in and trade resumed upon this important channel. The resumption of the coal trade is anxiously looked forward to and the necessary arrangements for its active prosecution here are being rapidly completed.

AG, Sat. 3/21/68, p. 3. **The Alexandria Canal** – The canal has been put in splendid boating order, the bed cleaned out, locks repaired, and new gates put in many of them, flood gates renewed, the leak at the bridge over the turnpike effectually stopped, and everything ready for the spring trade, which is expected to be heavy.

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*Ibid*, p. 4. **Cumberland Coal** – The resumption of navigation having created a much greater demand for Cumberland coal, the supply of that article is nearly exhausted, and until the resumption of Canal navigation there must be a continued scarcity. There is scarcely any here, and we understand not more than one hundred tons at Georgetown.

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**The Aqueduct** – The work on the Aqueduct has been completed, the trunk having been caulked and tarred, and the flood gates put in place, and as soon as the bed of the Chesapeake and Ohio Canal is cleaned out, which is being rapidly done, the water will be let in, and the trade

between Cumberland and this city re-inaugurated.

AG, Tue. 3/24/68, p. 4. **Alexandria Canal** – As everything having reference to the Alexandria Canal is of the deepest interest to the citizens of this city, the announcement of the speedy resumption of navigation upon it will be received with no small degree of pleasure. A gentleman, connected with the operations of the canal, informed us this morning that it was the intention of the Chesapeake and Ohio Canal Company to let in water upon the Georgetown level of that work on Saturday next, on which day also the feed gates of the Alexandria Canal would be opened and water admitted into its whole length, and that on Monday next the Aqueduct would be filled with water, and its strength tested. The upper levels of the Chesapeake and Ohio Canal are already filled, and it is expected that by the first of April navigation will be uninterrupted between this city and Cumberland, and boats, loaded with coal, will be looked for here on or about the 4<sup>th</sup> of April. The American, Central and Baltimore and Hampshire Coal Companies have located their agencies and coal depots in this city, and will be ready to commence operations as soon as the canal is. The Cumberland Coal and Iron Company, and the Borden Coal Company have determined, it is understood, to continue their agencies and depots at Georgetown.

NR, Wed. 3/25/68, p. 3. **Capt. Ritter** has just had fitted up his steam packet “Minnesota,” to ply on the canal between here and Harper’s Ferry as soon as the canal is ready. The boat is provided with three cabins – one for ladies, one for gentlemen, and another for colored persons – and will accommodate about 100 passengers.

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**Dull** – The town is exceedingly dull, business being at a stand-still, and money very scarce. When canal navigation is resumed, there will be a marked change for the better.

AG, Thu. 3/26/68, p. 3. **Coal Trade** – It was stated in the *Gazette* some days ago that the Baltimore and Ohio Railroad company had made a considerable reduction in their freights on coal from Cumberland. In consequence of this reduction many orders for coal by the Chesapeake and Ohio Canal were revoked, and the coal directed to be sent via the railroad. It will be seen by the following special dispatch to the *Gazette*, received this evening, that a reduction of tolls on the Chesapeake and Ohio Canal has also been determined upon.

Annapolis, Md.  
March 26<sup>th</sup> P. M.

Tolls on the Chesapeake and Ohio Canal have been reduced to forty-six cents. Good for the trade.  
W. J. B.

AG, Fri. 3/27/68, p. 3. **C. & O. Canal** – We announced yesterday by telegraph dispatch that at a special meeting of the directors of the Chesapeake and Ohio Canal Company, held in Annapolis, the board reduced the tolls on coal from Cumberland to Georgetown from sixty-nine cents to forty-six cents per ton. Mr. Benjamin Fawcett, of Montgomery county, was elected secretary and treasurer of the company.

ES, Tue. 3/30/68, p. 4. **Affairs in Georgetown – The Canal** – Water was let into the Chesapeake and Ohio canal last evening, and it is now open for navigation. Three or four boats came down this morning. Water will be let into the Alexandria aqueduct this evening, for the purpose of testing the structure. The mills are now supplied with water and are in operation today. Superintendent Maus, of this level, was busily engaged at the canal office this morning, paying off the workmen engaged under him in cleaning out the canal.

**Increased Mail Facilities Asked For** – A petition was this morning being circulated among the members of the Merchants' Exchange and received several signatures. It is addressed to the Hon. Alexander Randall, Postmaster General of the United States, representing that

owing to the large and increasing business being done along the line of the Chesapeake and Ohio canal, mail facilities are greatly needed; that often considerable losses are sustained for want of proper communication with that portion of the country, asking that mail communication be established along said canal, and recommending as agent or messenger Mr. W. H. Ritter, a citizen of this town, who will run a steam packet boat from Georgetown to Harper's Ferry, three times a week and return.

CA, Wed. 4/1/68, p. 3. **Chesapeake & Ohio Canal.** - A special meeting of the President and Directors of the Chesapeake & Ohio Canal Company was held in Annapolis on Thursday last, when the tolls on the coal from this port to Georgetown were reduced to the old rate of forty-six cents per ton. The reduction is quite a heavy one, twenty-three 92/100 cents per ton less than last year, but successful competition with the Baltimore & Ohio Railroad in the coal carrying trade required it, and we are inclined to the opinion that a heavy increase in the business will attest its wisdom. At the same meeting, Mr. Benj. Fawcett, of Montgomery county, was elected Secretary and Treasurer of the Company.

As the water has been let into the Canal and that work is ready for the resumption of navigation, we may anticipate a speedy renewal of business at our coal wharves.

NR, Wed. 4/1/68, p. 3. **GEORGETOWN MATTERS – A Large Item to Georgetown** – Our town having lost the business of the American and Central Coal Companies, by the completion of the aqueduct, and their removable to Alexandria it is stated that last year these companies received at Ray's docks 1,800 boat loads of coal by canal, shipped 202,000 tons, and employed 110 laborers at an average of \$1.75 per day to each man. Counting the amount of money spent by the canal men and that spent by the owners of vessels and the sailors, some of whom lay here more than a week, and add to the amount paid to the hands who unload the canal

boats and load the vessels, it will count up to at least \$400 per day, making about \$20,000 in one season of eight months, which is now lost to Georgetown.

**The Aqueduct** – The water was again turned in the aqueduct last night, and the line of the Alexandria canal will be in working order today. The trial on Monday revealed the fact that there was considerable leakage and waste of water in the trunk, but as the work becomes absorbed with water, no doubt the seams will tighten, and the bridge answer the purposes for which it was constructed, viz: the directing of the coal trade to our sister city of Alexandria, as an evidence of which the first coal boat that has reached here is consigned to that city.

**Making Preparations** – The Borden Coal Company, as also the Cumberland Coal and Iron Company, are fixing up their tracks and machinery for the reception of coal, and in a few days these companies will be prepared to load vessels in the river with dispatch. Storekeepers and others are brushing up, prominent among whom is Mr. A. H. Bradt, who has just laid in an extensive stock of fresh groceries, provisions, liquors, &c., for the accommodation of the canal trade.

**Arrivals by Canal** – The following boats had reported at the collector's office up to noon yesterday: J. N. Thomas, wheat and offal to J. G. Waters; George Waters, flour and wood; H. D. Cooke, Seneca stone; Five Brothers, limestone to W. H. Godey. We were pleased to see Col. J. McHenry Hollingswith, the efficient and popular collector, as all his corps of deputies, at their post yesterday, dispatching the duties of their office in their usual energetic manner.

**Paid Off** – I. R. Maus, esq., superintendent of the Georgetown level of the canal, was engaged yesterday in paying off the laborers, 160 in number, for cleaning out the canal. The amount disbursed was about \$2,500.

ES, Wed. 4/1/68, p. 4. **Affairs in Georgetown – The Alexandria Canal** – The water has been let

into this canal, which opens navigation by way of canal to Alexandria.

**The Canal** – Little Bob with wood, the Morrison with grain, the J. H. Korns with flour and lime, the J. Flanagan with limestone and the Seven Stars, light, have come down the canal. Boats with coal are expected to arrive about the first of next week. Three boats went out this morning.

AG, Wed. 4/1/68, p. 3. **Coal Trade** – Last year the American and Central Coal Companies received at Ray's Dock, in Georgetown, 1,800 boat loads of coal by canal, shipped 202,000 tons, and employed 110 laborers at an average of \$1.75 per day to each man. Counting the amount of money spent by the canal men, and that spent by the owners of vessels, and the sailors, and add this to the amount paid to the hands who unload the canal boats and load the vessels, it will count up to at least \$400 per day, making about \$20,000 in one season of eight months, which amount, in the future, will be expended here in consequence of the removal of the agencies of these companies to this city. But in addition to the two companies mentioned above, the agency of the Hampshire and Baltimore Company is already established here, and other companies will, it is stated, soon remove their agencies also to Alexandria.

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*Ibid*, p. 4. **Alexandria Canal** – The Aqueduct having been thoroughly tested, and found to be perfect, the feed gates of the Alexandria Canal were opened last night and water let in upon the whole line of work, and at twelve o'clock today the bed of the Canal, from the basin in this city to Georgetown, had two feet and a half of water in it. By Saturday night the Canal will be full and navigable, and on Sunday or Monday next, as already stated in the *Gazette*, it is confidently expected that boats will arrive here and Alexandria be once more the shipping port of the Cumberland mines.

ES, Thu. 4/2/68, p. 6. **Affairs in Georgetown – The Canal** – The boat “Bettie,” with 111 tons of coal for the American Company; the “George E. Porter,” with wheat and the “L. L. Grove,” with flour and grain for G. Waters, have come down the canal and reported at the collector’s office. Nine boats have gone out since our report of yesterday.

**Coal Trade** – Last year the American and Central Coal Companies received at Ray’s Dock, in Georgetown, 1,800 boat loads of coal by canal; shipped 202,000 tons and employed 110 laborers at an average of \$1.75 per day to each man. Counting the amount of money spent by the canal men, and that spent by the owners of vessels, and sailors, and add this to the amount paid to the hands who unload the canal boats and load the vessels, it will count up to at least \$400 per day, making about \$20,000 in one season of eight months.

AG, Thu. 4/2/68, p. 4. **Canal News** – The upper levels of the Chesapeake and Ohio canal will not be filled with water until tomorrow, (Friday) night.

Manifests of coal boats from Cumberland have already been received at the agencies of the coal companies in this city.

A steam dredging machine, from Baltimore, arrived here today, for the purpose of deepening the docks of the American coal company.

The water is being admitted into the Alexandria canal slowly, in order that too much pressure may not be put at once on some of the new work.

Boats are not certainly expected to arrive here from Cumberland before Tuesday.

AG, Fri. 4/3/68, p. 4. **Canal Affairs** – The Cumberland *Civilian and Telegraph* says: “The work of filling this division of the canal with water was commenced on Monday last, and by next Monday the work of transportation will have fairly commenced. A number of boats have already been loaded.”

The Alexandria Canal and basin are within a foot of being filled with water, and the banks seem able to stand any pressure that may be put upon them.

ES, Sat. 4/4/68, p. 4. **Affairs in Georgetown – The Canal** – The following order has been issued to boatmen: “By order of the President and Board of Directors of the Chesapeake and Ohio Canal, boatmen, and all other persons doing business on the canal, are hereby forewarned not to load or unload any boat in any of the locks of said canal. Any person or persons who are known to violate this order will lay themselves liable to a heavy penalty and be refused way-bills hereafter.” The boat Mary with fertilizers; the Mill Boy with wheat for G. Waters; E. D. Hartley with corn for E. Hartley; the J. W. Seaman with wood for Hieston & Bro.; the Antietam with limestone for Castleman; and the Little Bob have arrived and reported at the Collector’s office. Seven boats have gone out. Col. Spates, Superintendent and President of the Canal, was at the collector’s office. He was just from Cumberland where he saw the canal boats loading with coal. He reports that they will arrive in Georgetown next week. The repairs on the canal, including the dredging of the bed while the water was shut off amounted to \$54,000, and the cost of repairing the outlet lock \$10,000.

AG, Sat. 4/4/68, p. 3. **C. & O. Canal** – There have been forty new locks placed in the Georgetown level, and it is the intention of the company to put in forty-nine. The cost of placing the canal in thorough order will reach \$54,000, and it is stated that it is now in better condition than when it was first built. The cost of repairing the outlet lock was about \$10,000.

CA, Wed. 4/8/68, p. 3. **Chesapeake & Ohio Canal**. - The Canal levels were sufficiently full yesterday to allow the reopening of navigation, and a number of clearances were made from this port. The work is in fair condition throughout

and the prospect for a heavy trade were never more flattering. A marked improvement in business here will be the gratifying accompaniment of the resumption of operations on the Canal.

AG, Mon. 4/6/68, p. 4. **Alexandria Canal** – The water was drawn off the aqueduct on Saturday night last for the purpose of making some slight repairs to that structure. It will be turned on again on Wednesday, during the night of which day boats are expected to arrive here from Cumberland – having started from that place this morning with loads of coal consigned to this city.

AG, Tue. 4/7/68, p. 3. **The Alexandria Aqueduct** – At a meeting of the lessees of the Alexandria canal, held in Georgetown today, at the call of Capt. Wm. J. Boothe, President of the company, it was determined to remove all the angle blocks in the new aqueduct, and substitute for them angle blocks of more tenacious and better iron. Two or three of the blocks now in the structure were crushed last week, when the aqueduct was full of water, and to avoid any possible obstruction to navigation on the canal, after it has been once opened, by the occurrence of similar accidents, the above determination was arrived at. Two weeks will be required to make the proposed substitution, at the expiration of which time coal boats will be discharging their cargoes at the different depots in this city. The aqueduct has been critically examined since its erection by the best engineers in the country, and pronounced by them to be the most perfect and substantial piece of work of the kind in the United States, and after the substitution of the new angle blocks, their opinion will, it is generally believed, be verified.

AG, Fri. 4/10/68, p. 3. **Canal News** – The work of replacing the present angle blocks in the Alexandria aqueduct with material more substantial in its character, is rapidly progressing, and should the weather prove but

moderately propitious, the substitution will be completed within the time (two weeks) set by the contractors.

The Cumberland *Alleganian* says: - “The canal levels were sufficiently full on Tuesday to allow the reopening of navigation, and a number of clearances were made from Cumberland. The work is in fair condition throughout, and the prospects for a heavy trade were never more flattering. A marked improvement in business here will be the gratifying accompaniment of the resumption of operations on the canal.”

The *Civilian* of the same town says: - “Canal navigation was resumed on Tuesday, and a number of boats have left this port for Georgetown and Alexandria. The canal aqueduct is in good condition we learn and nearly ready for the coal trade. The companies here are generally well prepared and the prospect is good for heavy shipments.”

As the distance from Cumberland to Georgetown is one hundred and eighty-four miles, it is expected that coal boats will arrive at Georgetown on next Sunday morning.

The boatmen on the canal have presented to the different coal companies a petition asking for higher freights, and representing that they cannot live upon the amount received at present for freight upon coal per ton.

Last year they were paid \$1.25 per ton from Cumberland to Georgetown. They now ask \$1.50 per ton. The shippers have not as yet taken any action in regard to the matter.

Some of the coal Companies whose agencies are located in this city, having pressing orders to fill, have been compelled by the accidental delay in the completion of the aqueduct, to establish temporary depots in Georgetown, from which vessels will receive cargoes.

Sat. 4/11/68, p. 4. **Cement** – The boat Round Top, cement, from Hancock, Md., arrived yesterday morning with 600 barrels cement, consigned to Geo. Waters.

AG, Mon. 4/13/68, p. 4. **Coal Trade** – The coal trade on the Chesapeake and Ohio Canal has commenced. Yesterday a fleet of boats from Cumberland, arrived at Georgetown, loaded with coal.

NR, Tue. 4/14/68, p. 3. **GEORGETOWN MATTERS – Canal Arrivals** – Boats are arriving freely, and during Saturday and yesterday 34 boats with coal from Cumberland have reported at the Collector’s office. Each boat will average about 110 tons and are consigned as follows: Wm. R. Snow & Co., S. D. Castleman, American Company, J. B. Turton, Hieston & Bassett, Central Company, Hampshire and Baltimore Company, Borden Company, Cumberland Coal and Iron Company, and S. P. Brown & Sons.

**Business on the Canal** – The canal yesterday presented a very lively appearance, boats arriving steadily, and the coal-heavers kept busy in unloading and conveying coal to the vessels in the river awaiting to receive it. From present indications our companies here will be kept active for some time to come, as no coal can reach Alexandria until the aqueduct bridge is put in working order.

**Wheat and Corn** – The canal boat Red Eye No. 4 has arrived with wheat to market and Sallie Billmyer wheat and corn to Geo. Waters.

**Seneca Stone** – The W. S. Huntington, with Seneca red stone, consigned to H. H. Dodge & Co., has arrived.

AG, Tue. 4/14/68, p. 3. **Coal Trade** – About fifty boats have already arrived at Georgetown from Cumberland, loaded with coal, and affairs at the different coal depots at that port present an animated appearance. In a week or two a similar improvement will ne noticed at the coal depots in this city.

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*Ibid*, p. 4. **The Alexandria Aqueduct** – It is the opinion of many persons that the Alexandria aqueduct is a complete failure.

Whether their conclusions are correct, we are unable to say, but certain it is that if the lessees really intended the structure to be use for canal purposes, there has been a great mistake made in its construction. It is natural to suppose that contractors who undertake the erection of bridge, aqueducts, &c., are sufficiently acquainted with their business to know what amount of strength is required to sustain a certain weight, whether of water, railroad trains, or wagons. Taking this for granted, there are persons who say the whole thing has been a blind for the purpose of accomplishing something that will be more profitable to those having charge of the canal than for the coal trade.

Our knowledge of the intentions of the owners or lessees of the canal is quite limited, and we therefore give no conclusions of our own, but the expressed opinions of others. Whatever may be the ultimate designs of those interested in the Alexandria canal, there is one thing very sure that it is but a temporary affair, and as soon as the people of this city can have justice done them, it will be removed as an intolerable nuisance. Under present circumstances, however, no one here is surprised that it has been allowed to remain. Those circumstances will, ere long, be removed, and with them the Alexandria Aqueduct.

The above is from the Georgetown correspondence of the *Washington Union*. The people of Georgetown have evidently allowed their hopes to run away with their judgment; and some of them have told the tale of the failure of the aqueduct so often that they really believe what they assert is a verity. As has often heretofore been stated in these columns, the aqueduct has been critically examined by the most proficient civil engineers in the United States, and pronounced by them to be equal to, if it does not excel, in every essential or secondary point – any similar structure in the country; and the only reason why the Cumberland boats are not now discharging their cargoes at the coal depots in this city, is that the iron founders cast

the angle blocks used in the construction of the bridge out of mean iron, which crumbled as soon as any pressure was applied to them, and which, consequently, require to be replaced by blocks of more tenacious material.

The aqueduct has cost the lessees about one hundred thousand dollars, and it is not to be supposed that three sane men would expend such a sum for any sham scheme.

CA, Wed. 4/15/68, p. 3. **The Coal Trade.**

**By the C. & O. Canal.** There were dispatched from the port of Cumberland, during the last week, the first week of the season, 121 boats laden with 13,503.19 tons of coal, forwarded by the following companies:

American	4,756.18
Borden	1,217.07
Central	3,924.08
C. C. & I.	1,088.08
Consolidation	839.12
H. & B.	1,186.08
New Hope	990.18
Total	<u>13,503.19</u>

NR, Thu. 4/16/68, p. 2. **Resumed Her Trips** –

The steam packet “Minnesota,” Capt. Wm. H. Ritter, resumed her trips yesterday, for the season, between this town and Harper’s Ferry, Va. The packet will leave here every Monday, Wednesday and Friday morning at 6 o’clock. The “Minnesota” has just been refitted and has superior accommodations for more than one hundred passengers.

ES, Thu. 4/16/68, p. 4. **The Packet Boat** – The steam packet boat “Minnesota,” Capt. Ritter, resumed her regular trips yesterday, between Georgetown and Harper’s Ferry, Virginia.

AG, Thu. 4/16/68, p. 4. **Castings** – Messrs. Jamieson & Collins, machinists and founders of this city, are casting the new set of angle blocks to be used in the construction of the Alexandria Canal Aqueduct.

**Flour Trade** – We learn from the Shenandoah Valley that ten boat loads, \$10,000 worth, of flour, passed Columbia Mills last week, intended for the Alexandria market.

AG, Fri. 4/17/68, p. 4. **Business** –

Notwithstanding the unfavorable weather we have had recently, there are signs of improvements in our city trade and business. Produce arrives from the country, and our merchants are receiving orders for goods from our country friends. The fish trade is increasing, and the fish wharf becoming more lively. Everybody is looking for the opening of the Alexandria Canal, to see the revival of the coal trade. The extension of the Manassas Railroad will restore our former relations with our friends in the Valley. Altogether we have faith and hope.

AG, Mon. 4/20/68, p. 4. **Alexandria Canal**

**Aqueduct** – The work of replacing the fragile angle blocks in the Alexandria Canal Aqueduct with blocks of more tenacious material is progressing rapidly, and during the course of next week it is confidently expected that the arrival at this city of boats from Cumberland will be chronicled.

CA, Wed. 4/22/68, p. 3. **The Coal Trade.**

**By the C. & O. Canal.** There were dispatched from the port of Cumberland, during the last week, 111 boats laden with 12,677.15 tons of coal, forwarded by the following companies:

American	3,568 11
Borden	1,427 09
Central	3,852 17
C. C. & I.	1,503 06
Consolidation	1,592 00
H. & B.	646 16
National	108 03
Total	<u>12,677 15</u>

**Business on the Canal.** The coal wharves now present a scene of busy activity. Boats are constantly arriving and departing and long trains

of cars are conveying their loads of mineral wealth to be transhipped to tide water. The aqueduct at Alexandria is not yet in good working order, and shipments are chiefly made to Georgetown. The Washington "Republican" says that the canal was never in better navigable condition, the overflow of the towpath at slack-water having subsided, and boats are making steady and regular trips.

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**Fatal Accident.** - On Wednesday afternoon last, a young man nineteen or twenty years of age, named Robinson, employed on a canal boat lying at Lynn's Wharf, met with a sudden and shocking death. It appears that he was listlessly standing by the heavy frame work at the end of the wharf, against which cars are run after being unloaded, when unobserved by him an engine came up from behind, striking him about the middle of the back and crushing him against the wharf timbers. He was terribly mangled, a coupling bar attached to the engine passing entirely through his body, literally impaling him, and causing almost instantaneous death.

NR, Wed. 4/22/68, p. 3. **GEORGETOWN MATTERS – The Canal** – The arrivals of canal boats are steady, and coal is coming forward in quantities equal to the present demand. Grain, however, is in request, and but few boats arriving.

ES, Wed. 4/22/68, p. 4. **Affairs in Georgetown – Arrival of Flour and Grain** – The canal boat Ironsides with 700 barrels of flour and 1,200 bushels of wheat, and the boat Samuel Charles with 1,000 barrels of flour and wheat, have arrived, consigned to Geo. Waters.

NR, Thu. 4/23/68, p. 3. **GEORGETOWN MATTERS – The Coal Trade** – There are but few vessels in port just now in quest of coal, and the wharves here are filling up in anticipation of a speedy demand. The arrivals by canal are regular, and Captain George W. Spates,

superintendent of the second division, reports the whole line in excellent navigable order.

**Flour and Grain** – The canal boat Samuel Charles has arrived with wheat and flour to B. Darby; George Washington with wheat and corn to B. Darby; O. H. Snouffer with wheat and corn to J. S. Waters; Mill Boy with corn to E. D. Hartley.

AG, Thu. 4/23/68, p. 2. **C. & O. Canal** – The Cumberland (Md.) *Alleghanian* states that 111 boats left that place last week, with 12,677 tons of coal, by the canal.

AG, Mon. 4/27/68, p. 4. **Alexandria Aqueduct** – Forty workmen are now employed, day and night, on the Alexandria Canal Aqueduct, in replacing the angle blocks and erecting spur braces, and on Sunday next it is expected that the structure will be completed and water again let in upon the Canal. The erecting of the spur braces was not at first contemplated, but in order to make assurance doubly sure, and to prevent the possibility of an interruption to navigation after it has been once opened, the additional support has been added.

CA, Wed. 4/29/68, p. 3. **The Coal Trade. By the C. & O. Canal.** There were dispatched from the port of Cumberland, during the last week, 130 boats laden with 14,732 07 tons of coal, forwarded by the following companies:

American	4,118 07
Borden	1,677 18
Central	4,070 07
C. C. & I.	1,083 18
Consolidation	3,020 00
H. & B.	1,822 19
National	410 13
Total	<u>14,722 07</u>

NR, Thu. 4/30/68, p. 3. **GEORGETOWN MATTERS – The Coal Wharves** – The stock of Cumberland is now increasing at the several

wharves, and coastwise shipments continue steady.

**Grain** – Yesterday, the canal boat O. T. Snouffer arrived with wheat and corn to E. D. Hartley & Bro.

AG, Sat. 5/2/68, p. 3. **C. & O. Canal** – Coal is accumulating at the different companies' wharves, in consequence of a scarcity of vessels. The Borden Mining Company has recently had two additional railways constructed very substantially near the river front, to facilitate the storage of coal in the absence of vessels.

The receipts of toll at this terminus of the canal, as reported by Col. Hollingsworth, the Collector, were – on boats departing \$1,800 and on those arriving \$9,000 – in all \$10,800 for the month of April, which however, is but a moiety of the revenue of this great public work, as the tolls are chiefly paid at Cumberland.  
*Georgetown Courier.*

CA, Wed. 5/6/68, p. 3. **The Coal Trade. By the C. & O. Canal.** There were dispatched from the port of Cumberland, during the last week, 127 boats laden with 14,339 07 tons of coal, forwarded by the following companies:

American	4,192 14
Borden	1,750 13
Central	3,967 17
Consolidation	1,855 11
C. & I. Co.	1,063 03
H. & B.	1,509 09
Total	14,339 07

**The Canal.** - Some little detention was occasioned to navigation on the canal last week from the fact that a lock gate was out. It was speedily replaced, however, and business is being pushed forward energetically. A large force of workmen has been employed in replacing the angle blocks and inserting spur braces on the Alexandria aqueduct, and it was expected that on Monday the structure would be completed and water again let in the Alexandria Canal.

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**Drowned.** - The body of a man named John Hamilton, was found in the Potomac river, at Lynn's Wharf, yesterday morning. He had been engaged on a canal boat and was missing about a week. J. M. Strong, Esq., held an inquest over the body, and the jury rendered a verdict of accidental drowning.

AG, Thu. 5/7/68, p. 2. **Coal Trade by C. & O. Canal** – There were dispatched from the port of Cumberland, during the last week, 127 boats laden with 14,339 07 tons of coal, forwarded by the following companies:

American Company	4,192 14
Borden Company	1,750 13
Central Company	3,067 17
Consolidation Coal Company	1,855 11
Cumberland Coal & Iron Co.	1,063 03
Hampshire & Baltimore Coal Co.	1,509 09
Total	14,339 07

AG, Sat. 5/9/68, p. 4. **Alexandria Canal Aqueduct** – The Alexandria Canal Aqueduct will be completed, it is stated by gentlemen overlooking the work, by Monday evening next, and the water let in upon it immediately thereafter.

NR, Mon. 5/11/68, p. 1. The Loudoun *Standard* says: Col. E. V. White sold his farm this week to Mr. Thomas Birch for \$50 per acre.

ES, Mon. 5/11/68, p. 3. **GEORGETOWN MATTERS – Extensive Trespassing and Seizure of Stock** – The low-lands, located on the line of the canal, between Lock's Mill and the Chain Bridge, being the property of Dr. J. A. Ritchie, and under the management of Edward Woody, the latter person on Friday, with the consent of Dr. Ritchie, seized nine cows and four horses, said to be the property of John W. alias "Bull" Frizzle, which were found trespassing on said property. This stock is valued at \$2,500, and to replevin the same requires bond to the amount of \$3,000. In the meantime, the cattle are held, and an advertisement announces that

after charges are paid, they may be taken away from the stables of Lieut. Essex, of the Third precinct.

**Detention of Boats** – Information has been received here that the lock at Seven Mile level, below Point of Rocks, has given way, and that the river at slack water has so swollen as to preclude the passage of canal boats for at least three days.

*Ibid*, p. 4. **The River Front** – The following is a report from the Eastern Branch Wharves: *Guinand's Wharf* – Arrived – canal boat Keystone with Cumberland coal to Guinand. Sailed – canal boat Keystone, light.

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**Affairs in Georgetown – The Canal** – Some detention was caused on Saturday to navigation by a leak in the canal, several miles above Georgetown, but boats have since passed that point, while detention is caused further up the canal by the water overflowing the tow path, where the canal and Potomac river are one.

ES, Wed. 5/13/68, p. 4. **Affairs in Georgetown – Freshet** – In consequence of the heavy rain last night, the river and Rock creek are very much swollen.

AG, Wed. 5/13/68, p. 4. **Accident at the Aqueduct** – A man named Moses Gimberling, a carpenter engaged in repairing the Alexandria Canal Aqueduct, on Monday evening last, fell from a scaffolding to a raft in the water below, and was seriously injured. He, with three others, was at work upon a platform suspended by means of a chain, under the bridge, where braces were being put up from the piers to sustain the bridge. As one of the braces was being raised, it fell, striking the platform upon which the four men were at work, causing the chain that supported it to unhook and let that side of the platform down, by which Mr. Gimberling was precipitated below. He was immediately carried to his boarding house, and was improving at last accounts.

**Alexandria Canal** – Water was let in upon the Alexandria canal last night, and at 2 o'clock today, it had reached to within two feet of its proper level in the basin at this city. The canal is now in proper order, and on Friday, it is thought, the Mount Vernon Cotton Factory, of this city, will receive a supply of coal by it, direct from Cumberland. The detention of boats, caused by high water, in the Potomac, at dam No. 4, on the Chesapeake and Ohio canal, having ceased, numbers of them are now arriving at Georgetown, but in a few days, they will produce their trips to this city.

ES, Thu. 5/14/68, p. 4. **The River Front** – From the Eastern Branch wharves there is the following report: *Guinand's Wharf* – Arrived – canal boat Frederick Beck with Cumberland coal for A. & T. A. Richards. Sailed – canal boat Frederick Beck, light.

**The Canal** – Business on the canal is now quite brisk. There are a goodly number of boats with coal at the Wharves.

**The Aqueduct** – This structure had about six feet of water in it this morning, and boats were to be let through into the Alexandria canal. The aqueduct leaks badly.

ES, Fri. 5/15/68, p. 4. **Affairs in Georgetown – The Aqueduct** – The water in the new aqueduct was let off yesterday, in consequence of the leaks, and workmen are engaged today in trying to make it water tight.

AG, Fri. 5/15/68, p. 4. **Alexandria Canal** – Contrary to general expectation, the Alexandria Canal is not yet in navigable condition, nor will it be, it is now stated, for at least one week from this date. When the pressure of water was let in upon the aqueduct on Wednesday last, the seams, which had been caulked when dry, opened, the oakum came out, and when the structure was within about fifteen inches of being full the leakage became excessive. The water has now been drawn off, and all of the caulkers that could be obtained from Baltimore, Washington and

this city, have been set to work in refilling the open seams.

A break has occurred, owing to the late rains, in the Chesapeake and Ohio Canal, near Hancock, Md., but it is understood that the damage there is not of a serious nature. At 2 o'clock yesterday evening the water was running over the Bullring lock, at Harper's Ferry, so that loaded boats could not be locked through, and at the Point of Rocks the water in the canal was rising at the rate of a foot an hour.

P.S. – By telegrams, we are informed that the damages sustained by the Chesapeake and Ohio Canal are so great that three weeks will elapse before navigation can be resumed.

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**Freshet** – The late rains have caused a considerable freshet in the river, and quantities of drift wood are floating down from the upper Potomac, which is being picked up by persons industriously engaged in collecting material for fuel.

The current in the river is running at the rate of about five miles an hour. The wharves at Georgetown and Washington have been overflowed, and injured, and reports from all along the upper Potomac represent the water as having risen very rapidly.

ES, Mon. 5/18/68, p. 4. **Affairs in Georgetown – The Canal** – The extent of the damages to the canal, caused by the late freshet in the Potomac, is not so heavy as was supposed they would be. The bank of the canal is washed out about eight miles above Georgetown. Superintendent Maul has set a large force of hands at work to repair the damages, and navigation will be resumed again in a few days.

AG, Mon. 5/18/68, p. 4. **C. & O. Canal** – On Saturday, Colonel Hollingsworth, collector of the Chesapeake and Ohio canal, received a letter from Mr. J. B. Masters, superintendent of the Williamsport division, stating that the levels on his division are all overflowed. The river was so high that he had to send his mail via Hagerstown,

as the mail-carrier was afraid to venture across the river. The extent of the damage is not known, but is supposed to be considerable. As stated in the *Gazette* on Friday last, navigation, it is thought, will not be resumed on the Chesapeake and Ohio Canal for at least three weeks, by which time the Alexandria Canal and Aqueduct will, it is hoped, be ready for the reception of water.

AG, Tue. 5/19/68, p. 4. **Chesapeake and Ohio Canal** – The injuries sustained by the Chesapeake and Ohio Canal, from the late heavy rains, fortunately, are not so serious a character as was at one time supposed, and with favorable working weather it is thought that the large number of hands now employed in the repairs will have so far progressed in their labors by tomorrow week (Wednesday, the 27<sup>th</sup> inst.) that navigation can be resumed. The repairs to the Alexandria Canal Aqueduct are progressing slowly.

CA, Wed. 5/20/68, p. 3. **The Coal Trade. By the C. & O. Canal.** There was dispatched from this port, from the 4th to the 16th instant, 21,944 00 tons of Coal, forwarded by the following companies:

American	5,908 12
Borden	1,981 04
Central	6,516 02
C. & I. Co.	2,39 01
Consolidation	2,731 06
Hampshire & Balto.	2,409 05
Total	<u>21,944 00</u>

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**The Freshet.** - In consequence of the frequent, heavy rains during the past fortnight the water courses became much swollen, in many localities overflowing the banks and submerging the surrounding country. Wills' Creek and the Potomac in this immediate neighborhood were quite flush, but nothing like so high as they have been in former seasons. The Chesapeake & Ohio Canal sustained considerable damage. An extensive breach was made in the tow-path about

three miles below Hancock, and a slight break occurred on the Eight Mile Level, near Seneca. The damage near Hancock it was at first feared was very serious, and fears were entertained that navigation would be impeded for two or three weeks. Subsequent information, however, proved the accounts of the disaster to have been exaggerated, and our advices yesterday morning indicated that the repairs would have progressed sufficiently to allow the passage of empty boats on Friday, and to justify the forwarding of loaded boats next week. The promptitude with which the work of repair was entered upon and the vigor with which it has been prosecuted is deserving of especial mention and reflects credit upon the present excellent management of the Canal. Apprehensions were entertained that the bridge over Wills Creek near the Locks would succumb to the force of the current, the piers showing some indications of giving way, but results proved that the strength of the structure was underestimated, as it withstood the pressure nobly. - A bridge on the Cumberland & Pennsylvania Railroad also sustained some damage, but it did not materially interfere with the running of the trains. The earth is so thoroughly saturated as to seriously retard agricultural operations. Comparatively little corn has yet been planted, and the crops will be necessarily very backward.

AG, Sat. 5/23/68, p. 3. **C. & O. Canal** – Another break has occurred in the Chesapeake and Ohio Canal near Harper’s Ferry, which will delay the arrival of boats at Georgetown for several days.

CA, Wed. 5/27/68, p. 3. **The Coal Trade. By the C. & O. Canal.** There was dispatched from this port, during last week, 5,369 07 tons of Coal, forwarded by the following companies:

American	2,036 16
Borden	887 02
Central	1,629 07
C. & I. Co.	536 04
Consolidation	585 18

Hampshire & Balto.	1,225 05
National	318 15
Total	<u>5,369 07</u>

**The Canal.** - The breach in the towpath near Hancock was sufficiently repaired to allow the passage of boats on Monday morning, and there were a number of arrivals here yesterday. The work of loading here is progressing vigorously. The Alexandria aqueduct, it is said, will be ready for the passage of boats by the time the boats delayed on their downward trip by the breach at Hancock arrive.

NR, Wed. 5/27/68, p. 2. **GEORGETOWN MATTERS – Arrival of Grain** – The canal boat D. Knode with grain for George Waters came down the canal this morning, having passed the break near Harper’s Ferry on Sunday evening. The coal boats are expected to arrive tomorrow or the next day.

AG, Thu. 5/28/68, p. 3. **Alexandria Canal** – At six o’clock last evening water was let into the new aqueduct, and through it into the Alexandria Canal, and at two o’clock today the whole canal was within eighteen inches of being full. Boats loaded with coal, are expected to arrive here from Cumberland tomorrow, or next day, though none have arrived at Georgetown since the late breaks in the Chesapeake and Ohio Canal, which, however, is reported to have been repaired.

AG, Fri. 5/29/68, p. 4. **Alexandria Canal** – The Alexandria Canal and Aqueduct, at twelve o’clock today, were full of water, and in excellent condition. Boats from Cumberland are expected to arrive tomorrow.

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**Alexandria** – In noticing the readmission of water into the Alexandria Canal the Washington *Constitutional Union* of yesterday evening says: “Water was let in the Alexandria aqueduct and canal yesterday evening, at half-past six o’clock, and at noon today was within eighteen inches of

being full. The Aqueduct seems to have been made sufficiently tight to hold water, and we suppose our neighbors of Alexandria are much gratified at the result.

“We give the people of that city credit for their energy in putting forth every effort to build up the business of their city, and if our own people had shown half the enterprise they have, Georgetown would not be, what it must be acknowledged to be, a long way behind the times. At the end of the war, the business of Alexandria was prostrate. Hundreds of her best and most useful citizens had been stripped of everything they had in the world, and it was remarked by many that Alexandria was dead. But her people went to work with what little they had left, and today their prospects are better than they ever were before. Instead of fencing herself in she will soon have railroad communication with every part of the South and West.”

AG, Sat. 5/30/68, p. 3. **Cheap Towing** – Since the resumption of navigation on the Alexandria Canal, and the consequent reopening of the coal trade of this city, the agents of the coal companies whose depots are located in Georgetown, have made arrangements with the proprietors of the tug boats to tow vessels from this city to Georgetown and back free of cost.

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*Ibid*, p. 4. **Resumption of Navigation on the Alexandria Canal** – The canal boats Napoleon Bonaparte, Capt. Gilling, consigned to the Central Coal Company, and the Lydia A. Kimball, Capt. McDonald, consigned to the Hampshire and Baltimore Coal Company with full cargoes of coal, from Cumberland, arrived here this morning, via the Alexandria Canal, which is now, throughout its whole extent, represented to be in excellent condition. Bills of lading of many other boats have been received by the agents of the different companies whose depots are to be established here, and the boats are hourly expected. It is supposed that eight boats will have reached here by dark this evening.

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**C. & O. Canal** – Benjamin Fawcett, of Montgomery County, Md., having last month been appointed Clerk and Treasurer of the Chesapeake and Ohio Canal Company, instead of Walter S. Ringgold, removed, entered upon the discharge of his duties on the 1<sup>st</sup> instant. Mr. Fawcett is at present a member of the Maryland Legislature, is highly esteemed by a wide circle of acquaintances, and brings to the discharge of his new duties a ripe intellect, a well-disciplined mind, and characteristic affability. Howard A. Garrett, also on Montgomery County, has just been appointed harbor master for this port by the management of the canal, vice J. W. Addison, removed. – *Georgetown Courier*.

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**Canal Commerce**

May 30.

Arrived – Boat Napoleon Bonaparte to Central Coal Co.; boat Lydia A. Kimball to Hampshire & Baltimore Coal Co.

AG, Mon. 6/1/68, p. 3. **Yesterday** – Yesterday was a delightful Spring day and the streets presented an animated appearance during its continuance. All the Churches were attended by large congregations. Many persons from Washington visited the city, and inspected the various objects of interest within the Corporate limits and in the suburbs. Lines of Omnibuses were running from the steamboat wharves and the depot of the Washington and Alexandria Railroad to the Potomac Gardens, where crowds were collected throughout the entire day, and numbers walked to the Canal basin to witness the arrival of Coal boats from Cumberland.

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*Ibid*, p. 4. **Coal Trade** – The resumption of navigation on the Alexandria Canal, and the consequent re-opening of the coal trade of this city, has, as anticipated, already improved appearances along the wharf, and this morning the two extremes of the strand, the wharves of the American Coal Company, at Fishtown, and those of the Central and Hampshire and

Baltimore Companies, below the Pioneer Mills, presented scenes of activity, which, to the hopeful, were confirmed assurances of the city's future prosperity.

More than one hundred laborers, and a large number of horses are employed by Captain William J. Boothe, the Superintendent of the American Coal Company's affairs, at his depot, and a like number of Mr. John P. Agnew, the Agent of the Central and the Hampshire and Baltimore Companies. Derricks, worked by steam, are in operation at Mr. Agnew's depot, and boats are unloaded and vessels loaded there with an astonishing rapidity. Twenty-one boats had, at nine o'clock this morning, arrived from Cumberland, consigned to Capt. Boothe, and bills of lading of twenty-two more had been received. The number of arrivals at the other depot is also large.

The American, the Central, the Hampshire and Baltimore, the New Hope, and the Midlothian Coal Companies have established agencies here, for the last two of which Boyce & Co. are the agents. The Cumberland Coal and Iron Company have possession of a lease of property in Georgetown which does not expire until next October, when, it is said, it also, will remove its depot to this city. The Borden Company having purchased depot property in Georgetown, it is supposed, they will continue to occupy it. Vessels now are badly wanted, as orders are pressing and freights are high – the ruling rates to Boston being \$3.25, to New York \$2.25, and to other ports pro rata.

ES, Tue. 6/2/68, p. 4. **Affairs in Georgetown – Grand larceny** – Sergeant Boarman and officer Green yesterday arrested Seth Lumsford and Henry Brown, who were brought before Justice Buckley this morning, charged with the larceny of a black cloth coat, a vest, a pair of black cloth pants, and a black cloth overcoat, valued at \$69, on the 30<sup>th</sup> of May, from Martin Smith. It appeared from the evidence adduced that on Saturday night Seth Lumsford went upon Mr. Smith's canal boat, named Emma Kate, lying at

Hieston's wharf, and took the above-named articles from a trunk in the cabin, threatening to kill Mrs. Smith and her child, who were the only ones on board the boat, if they made a noise; and that on Saturday morning Henry Brown went aboard of the boat and told Mr. Smith that he would get the clothes for him if he would pay him for his trouble. The Justice said he would require the accused to give security for Court, which they said they could not get, so they will go to jail.

**The Canal** – The receipts collected at the Collector's office, Georgetown, for the past month were \$5,377.

AG, Tue. 6/2/68, p. 3. **Alexandria Canal** – The Alexandria Canal, throughout its entire length, in all its appointments for business operations, is now in as good, if not better, condition than at any previous time in its history. The whole structure has been thoroughly repaired, and the lessees and officers of the Alexandria Canal Company are satisfied with the contractor's work. Though no danger is apprehended from the giving away of the Aqueduct, which leaks now less than it did when the water was first let in upon it, to make assurance doubly sure, additional supports are to be erected from the stone piers.

Governor Wells, one of the lessees, has lately visited Georgetown and inspected the work. While there he had a conference with the Board of Directors of the Chesapeake and Ohio Canal, with reference to the use of the waste water for manufacturing purposes in this city, and was induced to believe that his efforts to obtain what are considered but the legal rights of the Alexandria Canal Company would meet with success.

The canal basin is now crowded with boats, as are also the wharves of the American, and the Central, and the Hampshire and Baltimore Coal Companies, and all the way up from here to Cumberland boats are met bound to Alexandria. In addition to the list of coal companies enumerated in yesterday's *Gazette*, as

having established depots in this city, may be added the Consolidation Coal Company, of which Mr. H. C. Winship is the agent, and which will, it is stated, soon commence operations here on a large scale.

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**Canal Commerce**

TUESDAY, June 2.

**Arrived** – Boats L. A. Kimble, Great Eastern, John Young, W. A. Bryden, Rainbow, to Hamp. & Balt. Coal Co. Boats N. Bonaparte, F. P. White, Magpie, Plover, G. S. Callan, Lark, E. K. Barger, E. M. Linthicum, Clearspring, Wave, Owl, to Central Coal Co. Boats John O'Brien, A. Ray, Bettie, J. J. Swift, H. Kiney, A. D. Brower, C. DuBois, W. Hutchins, W. Laird, jr., A. Chamberlin, W. W. Shepherd, J. Noble, T. H. Faile, J. S. Fox, A. Schell, T. Patton, J. W. Bacon, J. Hoy, Goldfinch, R. H. Haydock, to American Coal Co.

**Departures** – Boats J. O'Brien, A. Ray, W. Hutchins, F. P. White, L.A. Kimble, N. Bonaparte, Bettie, J. J. Swift, H. Kiney, Magpie, Plover, Great Eastern, A. D. Brower, W. Laird, Jr., C. DuBois, G. S. Callan, Lark, Rainbow, E. K. Barger, A. Chamberlin, for Cumberland.

CA, Wed. 6/3/68, p. 3. **C. & O. Canal.** - The Canal continues in good navigable order throughout and coal shipments are quite active. The Alexandria aqueduct has also at length been made watertight, and coal laden boats passed through to Alexandria on Saturday.

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**Extension of C. V. R. R. to Williamsport.**

The Hagerstown *Mail* says that "the movement to extend the Cumberland Valley Railroad from Hagerstown to Williamsport, which was unfortunately suspended last winter, (after it had been inaugurated with the most encouraging prospects of success) for the purpose of getting additional legislation, which was not gotten and which was really not needed, has been revived. The right of way at Fenton, opposite Williamsport, on the Conococheague, has been secured by the Company, and efforts are being

made along the line of the road with the same object." This road would afford another outlet to and give a largely increased demand for our coal product, but the *Mail* is by no means sanguine of its early extension, owing to the fact that the Cumberland Valley Railroad Company has exhausted the surplus it originally designated for this work in the construction of a branch road upon another portion of the line. That journal thinks that as things now stand Maryland will have to rely upon Marylanders for the extension of Railroad facilities to Williamsport, and in this connection, urges the completion of the Western Maryland Railroad to that point, arguing that as soon as it touches the Canal it will become a great coal road.

ES, Wed. 6/3/68, p. 4. **Alexandria Items** – The *Journal* of this morning says: To prevent any possible delay in the working of the Canal Aqueduct, additional braces will be run from the stone piers on which it rests. It is now in fine condition and business is being pushed with commendable energy

The Consolidation Coal Company, of which H. C. Winship is agent, is going to establish depots in this city.

Thirty-five canal boats arrived yesterday, and eighteen left in Cumberland.

AG, Wed. 6/3/68, p. 2. **The Canal – Trade Prospects** – The Alexandria Canal is once more open, and navigation on this important work has been resumed – its beneficial effects being already seen and felt in the trade and commerce of our city. The Aqueduct, about which there has been so much trouble and delay, is now considered, by those most competent to judge, to be secure, durable and perfectly safe – having been tested with a pressure that is not likely to be put upon it again. Under the supervision of Capt. Wm. J. Boothe, the efficient President of the Canal Company, whose perseverance and assiduity, deserve the highest commendation of our citizens, the whole work has been put in thorough order by the Lessees – pronounced by

the boatmen to be in better order than ever before, - and without some unforeseen accident, the coal trade may now be considered as permanently re-established.

Our wharves that have, for some time past, presented a dull and deserted appearance, are already looking much more lively, and the bustle and activity incident upon the arrival and unloading of coal boats, and the loading and departure of vessels, give a cheerful and business-like aspect to our River front, that it used to wear in other and better days.

The spectacle presented at the Canal basin is most cheering and gratifying to every well wisher of our good old town. There, where quiet and stagnation have so long held sway, all is now life and animation. The basin crowded with boats, arriving and departing; hundreds of horses and mules, the teams of the boats, feeding and grazing on the hills and in the bottoms adjoining; the boatmen – many of them with their families – glad to revisit the former and natural terminus of their long journey – tented about, or with awnings spread over their cabin houses, enjoying a quiet repose, or indulging in a merry dance to the enlivening strains of a violin; - the stores – big and little – and the “shanties” on either side of the Canal, so long closed, again open, filled with goods, wares and merchandise, and all doing a thriving business; - this makes a picture that has often been painted in the imaginations of our people, but not until now realized – and may its realization never again be blighted or marred, but the coloring grow brighter, until the full measure of our deserved recompense has been awarded!

The revival of the coal trade has already greatly improved the commerce of our city, as evidenced by the increased arrivals of vessels, and as a consequence, business has received a fresh impetus, and is improving in all branches. Employment has been given to a large number of persons, and as the wages paid are remunerative, a considerable amount of money will be put into circulation here at once. As the trade increases, and the other agencies make this their shipping

point, as will necessarily be the case, at a day, not distant, the demand for labor will be greatly enhanced, and the expenditures increased. The disbursements by the agencies now here amount to nearly twenty thousand dollars a month, which, through comparatively small, yet where capital is limited and money scarce, must be considerable auxiliary and produce a beneficial effect; and when these disbursements are doubled, or quadrupled, as it is hoped will soon be the case, the benefits will be proportionably great, and the prosperity of the city advanced accordingly.

Since Saturday last upwards of one hundred boats have arrived here laden with the rich products of the Cumberland coal region, their cargoes transshipped, and the vessels, with their freights, on their way to the various Eastern ports.

With the Canal in full operation; one of the best harbors in the country; a depth of water at our wharves capable of floating the largest class vessels; three railroads, penetrating the richest portions of the State, and one of them a great through line, connecting the North and South, there is no reason why Alexandria should not grow and prosper. She certainly presents to capitalists attractions possessed by few cities, and we believe that under a different state of political affairs, and with as assurance that the rights of the people would be secured, and that a proper protection would be guaranteed to business and property in the Southern States, in a short time Alexandria would grow to be a thriving Virginia city. As it is, we hope for the best, and can, with confidence, invite emigration and capital. Storehouses are already built; rents are comparatively low; living is much less expensive than in the larger cities; the society is equal to any in the land, the climate is excellent, health unsurpassed, and everything here to make it attractive and flourishing.

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**New Lime Kiln** – Mr. Emanuel Francis is now having constructed on the South bank of the canal basin, just west of the Spa Spring, a

kiln for the burning of lime. The limestone can be thrown from the boats in which it is to be brought down the canal, directly into the new kiln, and thus a great saving in transportation will be effected. The new kiln will be in operation in the course of three or four weeks.

NR, Thu. 6/4/68, p. 3. **ALEXANDRIA MATTERS – Canal Commerce** – Thirty-five boats arrived yesterday, and eighteen left for Cumberland.

AG, Thu. 6/4/68, p. 3. **Canal Commerce**  
THURSDAY, June 4,

**Arrived** – Boats Euphlia, J. A. Suter, W. H. Botler, J. E. Silver, Annie Bell, N. McGraw, Mary Willard, Hawk, 1776, American Boy to Central Coal Co. Boats Atlanta, J. B. Cazeaux, T. Patton, J. S. Davenport, G. K. Sistare, Eagle, Ben. Williamson, Mary & Anna, A. Clark, J. A. Alexander, R. Marshall, A. Walsh, W. J. Shreve, G. W. Wallis, M. Sanford, H. Reid, H. Fisk, J. Vandervoort to American Coal Co. Boats J. G. Greenless, W. Devecmon, Mary Little, Ingomar to Hampshire & Baltimore Company. Boat Renown, building stone to E. Francis.

**Departures** – Boats A. Schell, J. J. Young, John S. Fox, James Hoy, Goldfinch, E. M. Linthicum, John W. Bacon, W. Bryden, Owl, J. B. Cazeaux, Atlanta, R. H. Haydock, R. A. Wagley, J. H. Sutor, J. S. Davenport, T. Patton, G. K. Sistare, W. J. Botler, J. A. Alexander, W. Devecmon, Renown, Eagle, Euphlia, J. E. Silver, Annie Bell, Mary Little, Mary & Anna, A. Clark, B. Williamson, N. McGraw – for Cumberland.

AG, Fri. 6/5/68, p. 4. **Canal Commerce**  
FRIDAY, June 5.

**Arrived** – Boats A. H. Wallis, J. W. Schenck, D. Pomroy, A. Perkins to American Coal Co. Boats J. Dick, C. H. Reintzell, Ohio, S. Gress, H. Conrad, J. B. Turton, M. E. Machan to Central Coal Co. Boat John G. Lynn to H. & B. Co. Boat E. Blackler coal to Boyce & Co.

**Departed** – Boats N. McGraw, Mary Willard, Andrew Walsh, H. Reid, H. Fisk, Ingomar, 1776,

James Vandervoort, G. W. Wallis, W. J. Shreve, Hawk, J. Dick, C. H. Reintzell, American Boy, John G. Lynn, A. H. Wallis, R. Marshall, M. Sanford – for Cumberland.

NR, Sat. 6/6/68, p. 3. **The River Front** – *Brown's Wharf* – Arrived – Canal boat Wandering Boy, [Capt.] Carney, from Cumberland, Maryland, with 108 tons of coal for S. P. Brown & Son.

ES, Sat. 6/6/68, p. 4. **Affairs in Georgetown – Coal** – During the present week the Cumberland Coal and Iron Company ave received 2,060 tons of coal at their wharves, and shipped 240 tons. The Borden Company have received 1,870 tons and shipped 2,667 tons. The Central Company have received 1,500 tons and shipped 988 tons. The Consolidation Company have received 1,221 tons – no shipments. The Borden & Hampshire [*sic.* Hampshire and Baltimore] and the American Company have removed their business to Alexandria, and the business of the Central Company is mostly transacted there, and the removal of these companies to Alexandria has, for the present, caused a falling off in the coal trade of Georgetown.

AG, Sat. 6/6/68, p. 2. **Canal Commerce**  
SATURDAY, June 6.

**Arrivals** – Boats W. C. Hamilton, E. Stevenson, A. H. Grant, G. A. Pearre, A. J. Thomas, Vallie, W. Darrow, Pennsylvania, M. Leinan, Pigeon, J. M. Waters to American Coal Co. Boats L. Hartley, Diligent, H. Delafield, E. F. C. Young, Mary Mertens, J. F. Hitch, J. V Norman, Wandering Boy – to Central Coal Co.

**Departures** – Boats J. W. Schanck, J. Gress, Ohio, D. Pomroy, E. Blackler, Harry Conrad, J. B. Fowten, M. E. McMachan, A. Perkins, Mary Mertens, J. C. Norman, J. F. Hitch, E. Stevenson, A. H. Grant, W. C. Hamilton, Pigeon – for Cumberland.

AG, Mon. 6/8/68, p. 3. **CANAL COMMERCE**  
– Monday, June 8.

Arrived – Boats Muskingum, G. P. Lloyd, Minnesota, M. A. Myers, J. W. Wellington, to American Coal Company.  
Boats Thomas Hassett, M. E. Baxter, W. H. Wilson, J. E. Russell, J. C. Lynn, P. Quigley, to Central Coal Co.  
Boat Happy Traveler to Hampshire & Baltimore Coal Co.

Departures – Boats Diligent, G. A. Pearre, Vallie, A. J. Thomas, L. Hartley, J. M. Waters, Shenandoah, Wandering Boy, Pennsylvania, W. Darrow, E. F. C. Young, T. Hassett – for Cumberland.

AG, Tue. 6/9/68, p. 4. **Shipping** – Since the resumption of canal navigation, and the consequent revival of the coal trade, the amount of shipping at the port has greatly increased, as has been observed by the ship news for the last week or so published in the *Gazette*, and appearances along the wharf have been in some degree enlivened.

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**Canal Commerce**

TUESDAY, June 9.

**Arrived** – Boats Kate, A. Ray, Old Abe, C. F. Livermore, A. Main, W.J. Boothe, J. H. Stickney, H. L. Gilbert, E. Bayer – to American Coal Co. Boats Mollie Reid, J. & H. Korn, Golden Rule, Ben. Long, Mollie Mack – to Central Coal Co. Boat L. Grove to Hampshire & Baltimore Coal Co. Boat Six Days cement to S. Hartley.

**Departures** – Boats M. E. Baxter, W.H. Wilson, H. Delafield, M. Lienan, Muskingum, J. C. Lynn, G. P. Lloyd, M. A. Myers, Peter Quigley, Happy Traveler, Mollie Reid, J. & H. Korn, Old Abe, J. W. Wellington, C. F. Livermore, Laura Grove, Golden Rule, Minnesota – for Cumberland.

CA, Wed. 6/10/68, p. 3. **The Coal Trade.**  
**By the C. & O. Canal.** There was dispatched from this port, during last week, 14,875 17 tons of Coal, forwarded by the following companies:  
American 4,268 11

Borden	1,661 02
Central	4,484 09
C. & I. Co.	1,268 01
Consolidation	1,017 15
Hampshire & Balto.	1,185 04
Midlothian	990 15
Total	<u>14,875 17</u>

**The Canal.** - Business on the Canal continues active. The Alexandria Canal and aqueduct continue in good order, and we learn from the papers of that city that large numbers of boats are arriving there.

ES, Wed. 6/10/68, p. 4. **Affairs in Georgetown – Bridge Down** – The foot bridge across the Chesapeake and Ohio Canal, at the aqueduct, was run against last evening and knocked down by a passing canal boat. The Alexandria Canal Company had men at work this morning building another bridge.

AG, Wed. 6/10/68, p. 3. **Canal Commerce**  
WEDNESDAY, June 10.

**Arrived** – Boats D. Stewart, Ceres, A. Chamberlin, W. Laird, A. Schell, John O'Brien, J. W. Bacon – to American Coal Company. Boats Poll, A. E. McDonald, N. Bonaparte, Gipsey, Queen, Star of Cumberland, O. D. Robbins to Central Coal Company. Boat L. A. Kimble to Hampshire and Baltimore Coal Company.

**Departures** – Boats A. Main, Molly Mack, Ben. Long, W.J. Boothe, J. H. Stickney, H. L. Gilbert, Kate, Poll, A. Ray, D. Stewart, N. Bonaparte, A. E. McDonald and E. Boyer – for Cumberland.

NR, Thu. 6/11/68, p. 2. **GEORGETOWN MATTERS – Bridge Down** – The foot bridge at the head of Bridge street, spanning the canal and communicating with the Aqueduct bridge, was run against on Tuesday night by a canal boat, and demolished.

**The Canal** – The usual arrivals of coal and iron laden boats reported at the collector's office yesterday.

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*Ibid*, p. 4. **The Coal Trade** – The total amount of coal dispatched from Cumberland by the Chesapeake and Ohio canal during the week ending on Tuesday was 14,875 tons.

AG, Thu. 6/11/68, p. 4. **Canal Commerce**  
THURSDAY, June 11.

**Arrived** – Boats G. E. Porter, W. H. Bower, R. A. Wagley, Gibbs & Clay – to Central Coal Co. Boats Goldfinch, J. J. Swift, C. Clifton – to American Coal Co. Boat Renown to E. Francis.  
**Departures** – Boats Gipsey Queen, Ceres, O. D. Robbins, A. Chamberlin, Star of Cumberland, W. Laird, Six Days, G. E. Porter, Renown, A. Schell, J. O'Brien, L. A. Kimble, W. H. Bowger – for Cumberland.

AG, Fri. 6/12/68, p. 3. **Canal Matters** – The Aqueduct is in excellent condition, and many boats daily pass over it loaded with coal, grain and stone.

The bridge crossing the canal at Georgetown which was carried away by a canal boat on Tuesday night, will be immediately rebuilt by the Chesapeake and Ohio and the Alexandria Canal Companies.

The total amount of coal dispatched from Cumberland by the Chesapeake and Ohio canal during the week ending on Tuesday was 14,875 tons.

The Georgetown correspondent of the Washington Union says: "The trade of the canal continues good, and all the coal companies are busily engaged unloading coal from the boats, a long fleet of which are lying above the Collector's office awaiting their turn to be unloaded. If the opening of the Alexandria Canal has effected the trade any it has been in the way of increasing the business of the canal company rather than diminishing the trade of Georgetown."

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*Ibid*, p. 4. **Canal Commerce**  
FRIDAY, June 12.

**Arrived** – Boats N. McGraw, Rainbow, Geo. Albert, Industry, G. S. Cullen to Central Coal Company. Boats James Hoy, W. M. Bromhall, Eagle, J. B. Cazeaux, Atlanta, W. Hutchins, Bettie to American Coal Company. Boat J. P. Roman to Hampshire and Baltimore Coal Company.

**Departures** – Boats R. A. Wagley, Gibbs & Clay, Rainbow, J. P. Roman, J. W. Bacon, Goldfinch – for Cumberland.

ES, Sat. 6/13/68, p. 4. **Affairs in Georgetown – Coal** – During the past week the Borden Coal Company have received 1,430 tons of coal from Cumberland, and shipped 2,418 tons; the Cumberland Company have received 1,700 tons and shipped 195 tons; the Consolidation Company have received 940 tons and shipped 1,390 tons; and the receipts at Ray's docks have been 1,850 tons and shipments 632 tons.

**New Bridge** – The Alexandria Canal Company have built a bridge on the line of the Chesapeake and Ohio canal, across the mouth of their canal, at the Aqueduct bridge, to enable the tow horses of boats to pass to the Aqueduct bridge. As yet there has been no bridge erected across the Chesapeake and Ohio canal on the site of that which broke down, and where a foot bridge is badly needed.

AG, Sat. 6/13/68, p. 3. **Canal Commerce**  
SATURDAY, June 13.

**Arrived** – Boats Jessie, Euphlia to Central Coal Company. Boats T. Patton, A. D. Brower, J. Dayton, D. Grimes, Mary & Anna, G. K. Sistari to American Coal Company. Boat W. Devecmon to Hampshire and Baltimore Coal Company.

**Departures** – Boats C. Clifton, George Albert, Industry, G. S. Cullen, James Hoy, J. L. Swift, W. M. Bromhall, N. McGraw, Euphlia, Jessie, Eagle, J. Cazeaux, Atlanta, W. Devecmon, Waldo Hutchins, Thomas Patton, Bettie – for Cumberland.

*Ibid*, p. 4. **Complaint** – The Georgetown *Courier* complains loudly about a bridge over the C. & O. Canal, in that place, removed by the lessees of the Alexandria Canal. We know nothing of the case – but surely *Alexandria* is not to be blamed for it, if there is anything wrong! To the question of the *Courier* – “Does Alexandria own Georgetown?” – we emphatically answer – “it does not!” To another question that might be asked – “Does Georgetown want to destroy the Alexandria Canal and Aqueduct?” – we as emphatically answer – “It does!”

AG, Mon. 6/15/68, p. 3. **Georgetown Matters** – The following items are from the Georgetown correspondence of the Washington Union: “In conversation with persons interested in the coal trade it has been suggested that an outlet lock be constructed above the Alexandria Aqueduct, so that coal boats may be locked out into the river and then towed to Alexandria, which will be a saving to the coal companies of \$6.50 on each boat load of coal. It costs about \$10.50 to get a boat to Alexandria and return by the canal, but if there was an outlet lock as stated, boats would be taken to Alexandria and returned by the tugs, for the sum of four dollars. We have not the least doubt that unless the obstructions are shortly removed in the Potomac, this will be the final plan to successfully remove them. If we cannot whip the enemy, we will starve them out.

We regret to have to acknowledge that since the successful opening of the Alexandria Canal, more than half the coal trade has been diverted to Alexandria, and the indications are that it will all go there by another season, unless affairs take a change. This, we will state, is partly owing to the neglect of the authorities of this city to keep the channel of the Potomac open.

As stated a few days ago, the Alexandria Canal Company have removed the foot bridge from its former position across the canal opposite the collector’s office, and are building it across the mouth of the Alexandria canal. –

Hereafter those who have business at the collector’s office, and who wish to cross the Potomac at the Aqueduct, will be compelled to cross the canal at Frederick street.

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**Canal Commerce**

MONDAY, June 15.

**Arrivals** – Boats Mary Willard, Diamond, J. E. Silver, Annie Bell, J. G. Greenless, American Boy, Prairie Flower, Zella & Minnie, M. A. Edwards to Central Coal Co. Boats J. S. Davenport, A. H. Willis, J. P. Moore, W. J. Shreve, G. W. Wallis, J. Vandervoort, G. A. Pearre, C. DuBois, D. Pomroy to American Coal Co. Boats Golden Eagle, Magpie, Plover to Boyce & Co. Boat Myers & Helson to Hampshire & Baltimore Coal Co.  
**Departures** – Boats J. Dayton, A. D. Brower, Charles Dayton, Mary Willard, Mary & Anna, G. K. Sistare, J. E. Silver, John S. Davenport, Golden Eagle – for Cumberland.

AG, Tue. 6/16/68, p. 3. **Canal Commerce**

TUESDAY, June 16.

**Arrived** – Boats H. Kiney, J. A. Alexander, W. W. Shepherd, H. Delafield, R. H. Hay dock, Pennsylvania, M. Lienan to American Coal Co. Boats 1776, S. Griss, Ohio, M. E. McMachan to Central Coal Co. Boats Ingomar, Alice to Hampshire & Balt. Coal Company. Boats Hawk, L. M. Mayer – to Boyce & Co. Boat B. J. Thomas to Consolidation Co.  
**Departures** – Boats A. H. Wallis, Myers & Helsing, Diamond, J. P. Moore, Annie Bell, W. J. Shreve, G. W. Wallis, American Boy, Magpie, Plover, J. Vandervoort, G. A. Pearre, Prairie Flower, J. G. Greenless, C. DuBois, Zella & Minnie, D. Pomroy, H. Kiney – for Cumberland.

CA, Wed. 6/17/68, p. 3. **The Coal Trade.**

**By the C. & O. Canal.** There was dispatched from this port, during last week, 16,923 08 tons of Coal, forwarded by the following companies:

American	4,465 01
Borden	1,662 08
Central	4,750 04

C. & I. Co.	1,731 13
Consolidation	894 06
Hampshire & Balto.	1,639 18
Midlothian	1,780 03
Total	<u>16,923 08</u>

**Election of Canal Officers.** - The annual meeting of the stockholders of the Chesapeake & Ohio Canal was held at Annapolis on the 8th instant. The chief stockholder, the State of Maryland, which owns about two-thirds of the stock, was represented by Governor Swann, Comptroller Leonard and Treasurer Fowler. The other stockholders - the State of Virginia, the United States and the corporation of Washington, Georgetown and Alexandria - had no representation in the meeting, notwithstanding the secretary of the company, Mr. William Fawcett, stated that he had given them due notice. The annual report was presented by Alfred Spates, Esq., the President of the work, under whose management the business of the Canal has been greatly augmented. The report was accepted and ordered to be printed, and an election for President and Directors was then entered into, resulting in the re-election of Mr. Spates as President, and the following gentlemen as Directors: - Messrs. Joseph Murray and A. K. Stake, of Washington county, John B. Thomas, of Frederick county, W. Viers Bouick of Montgomery county, George Colton, of Baltimore city, and Esau Pickrell of Georgetown. The only change in the Board as it existed last year is the substitution of George Colton for John H. Barnes, of Baltimore city. Mr. Spates has made an efficient officer, and his re-election together with that of a majority of the Board of Directors, is at once a testimonial to the creditable management of the Canal and an endorsement by the Board of Public Works of the recent reduction of the tolls, which has contributed in an essential degree to the successful prosecution of the coal trade.

**C. & O. Canal.** - From the fortieth annual report of the Chesapeake and Ohio Canal,

submitted by the President of that work at the late meeting of the Board of Public Works of this State, it appears that there was a moderate increase of business for the year ending December 31, 1867, and the prospects for the current year are encouraging. The revenue for the year amounted to \$385,034.83, an excess over the previous year of \$18,187.97. The total expenses for the same time, exclusive of interest and balance on loans of 1857, was \$246,660.96, showing an excess of receipts over expenditures of \$138,373.87. From this fund there has been paid on interest account, \$116,174.05, and to repay loans of 1857 the sum of \$20,000.

All the floating debt of the company, except \$4,000 which may be considered as substantially extinguished, has been paid, and the future surplus revenues, after providing for the proper maintenance and improvements of the work, will be applicable to the payment of interest on bonds issued under the several acts of the General Assembly according to the legal priority. The interest in arrear and due on these obligations to the 1st of January, 1868, is \$1,953,757.29.

ES, Thu. 6/18/68, p. 4. **The River Front** – *Riley's Wharf* – Arrived – Canal boat Keystone from Cumberland with 100 tons of coal for J. B. Turton.

AG, Thu. 6/18/68, p. 3. **Canal Commerce**  
Thursday, June 18.

**Arrived** – Boats Idaho, J. W. Wellington, G. P. Lloyd, Muskingum, B. Williamson, Old Abe, Henry Reed, A. Perkins, W. J. Boothe, James Noble, A. Main, Minnesota, Kate, M. Sandford, A. Walsh, John H. Platte, John S. Fox, J. H. Stickney, H. L. Gilbert – to American Coal Co. Boats C. H. Reintzel, J. Dick, M. Blucher, F. P. White, Mary Mertens, L. Hartley, J. V. Norman, Antietam, Shenandoah, J. F. Hitch, J. C. Lynn, T. Embrey, T. Hassett, P. Quigley – to Central Coal Co. Boats Wren, M. E. Hammam, J. W. Seaman – to Boyce & Co. Boat Wandering Boy – to H. & B. Co.

**Departures** – Boats J. A. Alexander, B. J. Thomas, Hawk, Ingomar, M. A. Edwards, 1776, H. Delafield, Ohio, W. W. Shepard, S. J. Gress, R. H. Haydock, L. M. Myer, M. E. McMachan, Idaho, Pennsylvania, M. Leenan, Mary Alice, C. H. Reintzel, J. W. Wellington, J. Dick, G. P. Lloyd, Muskingum, M. Blocher, F. P. White, B. Williamson, Old Abe, L. Hartley, Wren, J. V. Norman, J. F. Hitch, Henry Reed, W. J. Boothe, Mary Mertens, Antietam – for Cumberland.

AG, Fri. 6/19/68, p. 3. **Canal Commerce**  
Friday, June 19.

**Arrived** – Boats C.F. Livermore, E. Stevenson, A. H. Grant, T. H. Fail, C. McCord, to American Coal Company.

Boat J. E. Russell to Central Coal Company.

Boats Maude, H. F. Kindle to Boyce & Co.

**Departed** – Boats Wandering Boy, A. Perkins, Shenandoah, Thomas Embrey, A. Main, J. Noble, John W. Seaman, Minnesota, P. Quigley, Thomas Hasset, John C. Lynn, Kate, W. E. Hamann, John H. Platte, Maude, John S. Fox, J. H. Stickney, J. E. Russell - for Cumberland.

ES, Sat. 6/20/68, p. 4. **The River Front** – *Riley's Wharf* – Sailed – Canal boat Keystone for Cumberland, Md.

AG, Sat. 6/20/68, p. 4. **Alexandria Canal**  
Advantage was taken by the lessees of the Alexandria Canal yesterday of the opportunity afforded by the very limited number of boats then this side of Georgetown to draw off the water from the Aqueduct in order to replace a few broken angle blocks in that portion of the structure in which the first cast and inferior blocks had been retained, The substitution of more substantial blocks was completed today, and water re-admitted into the canal, and boats are now arriving and departing as usual, notices from Georgetown to the contrary notwithstanding.

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**Georgetown Still Grumbling** – The Georgetown correspondent of the Washington

Union of yesterday evening says: - “The Alexandria Canal Company having removed the foot bridge that crossed the Chesapeake and Ohio Canal opposite the Aqueduct, and placed it over the mouth of the Alexandria Canal, Col. Spates, President of the Canal, yesterday sent a message to the President of the Alexandria Canal demanding that the bridge should be removed within five days. The Chesapeake and Ohio Canal Company, it seems, have leased the south bank of the canal from the Aqueduct up to the old foundry to other parties, and therefore the Alexandria Company have infringed upon the rights of the lessees of the ground by placing the bridge upon it and raising the towpath, neither of which they have a right to do, as the lessees have sole rights to its use. The Board of Directors have a meeting today when it is likely the subject will be discussed.”

AG, Mon. 6/22/68, p. 4. **Canal Commerce.**  
MONDAY, June 22.

**Arrivals** – Boats Peacock, F. H. Halcor to Boyce & Co. Boats N. McGraw, J. P. Roman, W. H. Bowyer, R. A. Wagley, Andrew Johnson to Central Coal Co. Boats R. Emmet, Florence, Gen. Washington to Hampshire & Baltimore Co. Boats Alex. Ray, A. Chamberlin, A. Schell, E. Bayer, J. W. Schanck, W. Laird, J. W. Bacon, Robert Marshall, Eagle, Goldfinch, Ceres to American Coal Company.

**Departures** – Boats E. Stevenson, H. L. Gilbert, C. F. Livermore, C. O. McCord, H. F. Kindle, A. Walsh, M. Sandford, A. H. Grant, T. H. Faile, Alex. Ray, Peacock, A. Chamberlin, A. Schell – for Cumberland.

AG, Tue. 6/23/68, p. 3. **Canal Commerce.**  
TUESDAY, June 23.

**Arrivals** – Boats Vallie, W. Darrow, T. Patton, James Hoy, J. B. Cazeaux, Atlanta, John O'Brien, Mary & Anna to American Coal Co. Boats Mary Jane, Pigeon, Jesse to Boyce & Co. Boats L. A. Kimble, O. D. Robbins, N. Bonaparte, Euphlia, F. Ortman, G. E. Porter,

George Albert, Golden Rule to Central Coal Company.

**Departures** – Boats N. McGraw, E. Bayer, W. Laird, J. W. Schanck, Mary Jane, L. A. Kimble, W. H. Bowyer, J. P. Roman, R. A. Wagley, F. H. Walcott, Andrew Johnson, John W. Bacon, R. Emmet, Florence, O. D. Robins, Goldfinch, N. Bonaparte, Eagle, Ceres – for Cumberland.

CA, Wed. 6/24/68, p. 3. **The Coal Trade.**

**By the C. & O. Canal.** There was dispatched from this port, during last week, 15,518 06 tons of Coal, forwarded by the following companies:

American	4,282 11
Borden	1,750 10
Central	4,870 06
Consolidation	1,134 11
C. & I. Co.	732 00
Hampshire & Balto.	1,854 07
Midlothian	894 01
Total	<u>15,518 06</u>

**Canal Extension.** - We learn from the *Washington Republican* that it is proposed to extend the Chesapeake & Ohio Canal from Georgetown, through Washington city, to the deep water along the Eastern Branch, with a view of establishing a shipping port for large vessels and depot for Cumberland coal, thus sharing with Georgetown and Alexandria the profits of this branch of industry.

ES, Wed. 6/24/68, p. 4. **Affairs in Georgetown – Cement** – The canal boat Round Top is in with 780 barrels of cement from Hancock, consigned to George Waters.

AG, Wed. 6/24/68, p. 3. **Canal Commerce.**

WEDNESDAY, June 24.

**Arrivals** – Boats Mary Willard, J. A. Suter, Rainbow, Industry, Juniata, M. A. Myers to Central Coal Co. Boats G. A. Pearre, D. Stewart, A. D. Brever, A. H. Wallis to American Coal Co. Boats Mary Little, Lady of the Lake to Hamp. & Balt. Coal Co. Boats Poll, N. Blackler to Boyce & Co.

**Departures** – Boats Pigeon, Euphlia, W. Darrow, Vallie, R. Marshall, F. Ortman, G. E. Pearre, Jesse, George Albert, Mary Willard, Golden Rule, J. E. Cazeaux, James Hoy, F. Patton, Poll, J. A. Suter.

AG, Thu. 6/25/68, p. 2. **Canal Commerce**  
THURSDAY, June 25.

**Arrivals** – Boats Gipsy Queen, American Boy, Anne Bell, W. H. Boteler, F. Swain, J. B. Turton, G. S. Callan, Prairie Flower, S. J. Gress, Lucy Hall to Central Coal Co. Boats J. M. Smith, Amazon to Hampshire & Baltimore Coal Co. Boats John P. Moore, Harvey Fisk, A. Clarke, J. S. Davenport, J. Vandervoort, A. J. Thomas, D. Pomroy, J. J. Swift to American Coal Company. Boats Golden Eagle, Hawk to Boyce & Co.

**Departures** – Boats Juniata, Atlanta, Rainbow, John O'Brien, Mary & Anna, N. M. Blackler, industry, American Boy, Gipsy Queen, W. H. Boteler, Golden Eagle, Gen. Washington, D. Stewart, G. A. Pearre – for Cumberland.

*Ibid*, p. 4. **The Canal Aqueduct** – The condition of the Alexandria Canal Aqueduct affects the spirits of some people in Georgetown as the heat does the thermometer. They shriek with delight at the mention of any injury to that structure, but moan bitterly when its effective performance is announced: e.g. the following from the Georgetown correspondent of the *Washington Union*: “**Dull** – The canal this side of the aqueduct continues quiet, the majority of coal laden vessels going to Alexandria. This structure instead of a blessing, is gnawing at the very vitals of the prosperity of our town, and instead of the busy hum of the coal heaver and the jolly song of the sailor, on the river front, all is still as death, coal yards being deserted and the river barren of vessels.”

AG, Fri. 6/26/68, p. 3. **The Coal Trade**

During the past week 15,518 tons of coal were shipped from Cumberland over the Chesapeake and Ohio canal.

AG, Sat. 6/27/68, p. 3. **Canal Commerce.**

SATURDAY, June 27.

**Arrivals** – Boat Myers & Hensor to Hampshire & Baltimore Coal Co. Boat Henry Wade limestone to E. Francis. Boats Bettie, Waldo Hutchins, W. M. Bramhall, W. J. Shreve, G. W. Wallis to American Coal Co. Boats D. C. Bruce, Energy, Samuel Charles to Boyce & Co. Boats M. E. Baxter, Harry Conrad, 1776, L. Hartley to Central Coal Co.

**Departures** – Boats Anne Bell, Henry Wade, A. D. Brower, Hawk, F. Swain, Amazon, M. A. Myers, Harry Fisk, John P. Moore, J. B. Powton, G. S. Callan, A. Clarke, Mary Little, Lady of the Lake, J. S. Davenport, D. Pomroy, S. J. Gress, D. C. Bruce, Prairie Flower, J. Vandervoort, J. H. Wallis – for Cumberland.

CA, Wed. 7/1/68, p. 3. **The Coal Trade.**

**By the C. & O. Canal.** There was dispatched from this port, during last week, 15,260 13 tons of Coal, forwarded by the following companies:

American	3,116 10
Borden	1,855 01
Central	4,499 15
Consolidation	1,017 13
C. & I. Co.	1,285 08
Hampshire & Balto.	1,513 01
Midlothian or National	1,809 05
Total	<u>15,260 13</u>

NR, Wed. 7/1/68, p. 2. **GEORGETOWN**

**MATTERS – A Rumor** – It was rumored that a canal boat passing across the Aqueduct bridge on Monday evening had caught in the tow line the body of a drowned man, which, after being brought to the surface of the water, sunk again, and that it was supposed to be the body of Isaiah Rose, missing for some time. We could not trace the rumor to any reliable source, and we therefore believe the story to be a fabrication.

AG, Thu. 7/2/68, p. 3. **Canal Commerce.**

THURSDAY, July 2.

**Arrived** – Boats Euphlia, Mollie Reid, V. Cushwa, T. Hassett, Mary Willard, Ohio to

Central Coal Co. Boats A. Chamberlin, J. W. Bacon, M. Leinan, A. Perkins, J. A. Alexander, E. Bayer, H. Delafield, Eagle, Henry Reid, Goldfinch to American Coal Co. Boats Pearl, Old Abe, Peacock to Boyce & Co. Boat W. Devecmon to Hamp. & Balt. Coal Co.

**Departures** – Boats R. Emmett, Euphlia, C. P. Dayton, H. L. Gilbert, W. A. Bryden, T. H. Faile, Mollie Reid, Pearl, J. Noble, Alex. Ray, B. Williamson, V. Cushwa, T. Hassett, A. Chamberlin, Old Abe, M. Lienan, J. A. Alexander, A. Perkins, Mary Willard, Ohio – for Cumberland.

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*Ibid*, p. 4. **Shipping** – In consequence of the coal trade now fairly re-established at this city, the number of vessels daily arriving and departing from the port has very much increased of late, and the offing is nearly all the time so filled with masts as to present somewhat the appearance of things here prior to the war.

AG, Fri. 7/3/68, p. 3. **Canal Commerce.**

FRIDAY, July 3.

**Arrived** – Boats Wm. Darrow, C. F. Livermore, A. H. Grant to American Coal Co. Boats Ann E. McDonald, Fanny Ortman, E. K. Bowger, C. O. McCord, N. Bonaparte to Central Coal Co. Boats A. Willison, Ingomar to Hampshire & Baltimore Coal Co. Boats Diamond, Emma Kate, L. M. Mayer to Boyce & Co.

**Departures** – Boats J. Bowger, H. Delafield, Peacock, Eagle, Henry Reid, Wm. Devecmon, Goldfinch, John W. Bacon, Fanny Ortman, W. Darrow, Diamond, Ann E. McDonald – for Cumberland.

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*Ibid*, p. 4. **Break in the C. & O. Canal** – A telegram received here late yesterday evening, by Capt. W. J. Boothe, President of the Alexandria Canal Company, states that a break has occurred in the Chesapeake and Ohio Canal, to repair which will require at least seven days.

ES, Mon. 7/6/68, p. 4. **Canal Affairs** – Business dull on account of a break near Hancock, Md.

Wed. 7/8/68, p. 3. **The Coal Trade.**

**By the C. & O. Canal.** There was dispatched from this port, during last week, 10,035 14 tons of Coal, forwarded by the following companies:

American	3,111 18
Borden	1,242 07
Central	3,360 15
Consolidation	902 05
Hampshire & Balto.	1,418 09
Total	<u>10,035 14</u>

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**Break in the Canal.** - On Thursday last a culvert on the Chesapeake & Ohio Canal, near Weverton, washed out, and navigation has been suspended in consequence. The damages will be repaired and boating resumed, we understand, by the later part of the week.

ES, Sat. 7/11/68, p. 5. **Chesapeake and Ohio Canal** – From the annual report of the president and directors of the company, we find from the president’s statement that there has been a moderate increase of the business of the company during the past year, and that the prospects for uninterrupted trade and transportation during the current year look encouraging. The revenues for the year ending December 31, 1867, exceeded that of 1866 by the sum of \$18,187.97, and the amount in the aggregate to [illegible]. The current expenses for the year 1867 were \$16,067.96, (exclusive of interest and basis of loans of 1867,) showing an excess of revenue over extraordinary and current expenses to have been \$138,373.87. The report shows that the reduction of tolls on coal to one-fourth of one percent per ton has given an impetus to that valuable trade that will prove profitable to the company and advantageous to the cities of Georgetown and Washington. The president and directors of the canal company will hold their monthly meeting at Berkeley Springs, Va., on Thursday next, the 16<sup>th</sup> inst., instead of at Washington, as heretofore.

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**Canal Affairs** – The break in the canal will not be fully repaired until next Friday or Saturday. In the meantime, business resulting from travel on the canal is stagnated. All necessary repairs having been made to the aqueduct; the water has been turned on as usual.

**Shipments of Coal** – During the past week the shipments of coal amounted to about 4,080 tons.

AG, Tue. 7/14/68, p. 4. **Alexandria Canal.** Water was let in upon the Alexandria Canal through the Aqueduct at Georgetown last night, for the first time since the completion of the repairs to the Chesapeake and Ohio canal, necessitated by the late break in that canal, and boats from Cumberland are expected to arrive here during the next day or two.

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**C. & O. Canal** – A meeting of the President and Board of Directors of the Chesapeake and Ohio Canal will take place at Berkeley Springs, Va., on Thursday, the 16<sup>th</sup> instant.

CA, Wed. 7/15/68, p. 3. **The Coal Trade.**

**By the C. & O. Canal.** There was dispatched from this port, during last week, 6,502 19 tons of Coal, forwarded by the following companies:

American	541 07
Borden	1,000 02
Central	2,994 18
Consolidation	1,225 15
C. & I. Co.	421 10
Hampshire & Balto.	319 07
Total	<u>6,502 19</u>

ES, Sat. 7/18/68, p. 4. **Affairs in Georgetown – Canal Business** – Very lively, and boats arriving rapidly. Although the canal has been idle for two weeks, the arrivals of boats from the 1<sup>st</sup> instant to date number 131, and “the cry is still they come.”

**Shipments of Coal** – During the past week the shipments of coal northward by the Borden Mining Company were 1,637 tons; by the Cumberland Coal and Iron Company, 2,085 tons;

and from Ray's docks 260 tons; amounting in all to 4,683 tons.

AG, Sat. 7/18/68, p. 4. **Canal Navigation.**

The repairs to the gate at the second lock on the Alexandria Canal will be completed by Monday morning, so as to allow boats to pass freely through it. Six boats were let through today, but it was slow work.

The Chesapeake & Ohio canal is now in perfect order, it is said, throughout its entire length.

A number of boats from Cumberland have arrived, and they are still coming.

AG, Mon. 7/20/68, p. 4. **Canal Receipts.**

The receipts from tolls on the Alexandria Canal for the month of June exceeded \$3,600. The descending trade was: Tobacco 3 tons; stone, wrought and rough, 103 perches; cement 109 tons; coal 42,267 07 tons; limestone 178 tons; number of descending boats 396. Ascending: Fish 3 tons; general merchandise 1 ton; salt 76 tons. The total tonnage was: Descending 42,658 07; ascending 80 10 tons; making an aggregate of 42,738 17 tons.

The slight interruption to the passage of boats into the river, caused by the derangement of a lock gate, has been obviated, and boats are now passing and repassing rapidly. Today there are a larger number of boats in the basin than we ever saw at any one time – presenting a most agreeable spectacle.

AG, Tue. 7/21/68, p. 3. **Canal Commerce.**

TUESDAY, July 21.

**Arrivals** – Boats M. A. Edwards, J. B. Turton, M. E. McMachan, Emma, Charles Embrey, C. H. Reintzel, J. Dick, Gipsy Queen, J. M. Waters, J. V. Norman to Central Coal Co. Boats Jess Hill, Amazon, Mary Little, Lady of the Lake, J. G. Greenless to Hamp. & Balt. Coal Company. Boats A. D. Brower, D. Pomroy, J. W. Schanck, Minnesota, J. S. Fox, R. Marshall, J. S. Davenport, G. W. Wallis, W. J. Shreve, J. W. Wehington, W. J. Boothe, J. H. Platte to

American Coal Co. Boats M. C Hamman, Potomac to Boyce & Co. Boats Molly Mack, S. Ardinger, W. C. Smith to Consolidated Coal Co. Boat Star of Cumberland to McQuade.

**Departures** – Boats T. Patton, Hibernia, H. Silver, James Hoy, G. K. Dustare, M. E. Hamman, A. D. Brower, D. Pomroy, John Young, Jess Hill, J. W. Schanck, John S. Fox, Industry, M. E. McMachan, J. B. Turton, Emma, J. S. davenport, R. Marshall, W. J. Shreve, G. W. Wallis – for Cumberland.

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*Ibid*, p. 4. **Appearance of the Harbor** –

The appearance of the harbor now is cheering even to the most despondent property holder of the city. The river along the whole front of the wharves is filled with vessels engaged in the coal trade, and more are coming. The facilities for loading here are excellent, and quick dispatch is given to vessels trading to this port.

CA, Wed. 7/22/68, p. 3. **The Coal Trade.**

**By the C. & O. Canal.** There was dispatched from this port, during last week, 6,673 10 tons of Coal, forwarded by the following companies:

American	767 00
Borden	421 15
Central	1,938 00
Consolidation	1,096 12
C. & I. Co.	1,587 16
Hampshire & Balto.	862 07
Total	<u>6,673 10</u>

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**The Canal.** - Fortunately, the Chesapeake & Ohio Canal escaped damage from the flood which inflicted such serious injury upon the Baltimore & Ohio Railroad. Yesterday, however, the boatmen demanded an advance of twenty cents per ton for freight and business on the Canal is suspended in consequence. - Whether the demand will be acceded to by the Companies is at the time of this writing undetermined.

ES, Wed. 7/22/68, p. 4. **Affairs in Georgetown** – **The Canal** – The canal bank is now the busiest

place in town. Since the 1<sup>st</sup> inst. 258 boats have arrived. The canal boat Andrew Johnson loaded with coal was this morning in a sinking condition a short distance above the aqueduct, but assistance has been sent up and it is thought she will be gotten all right again.

AG, Wed. 7/22/68, p. 4. **Canal Commerce.**

WEDNESDAY, July 22.

**Arrivals** – Boats J. M. Smith, Gen. Washington, Happy Traveler to Hampshire and Baltimore Company. Boats J. Vandervoort, A. Main, D. Stewart, C. Clifton, A. J. Thomas, Harvey Fisk, G. P. Lloyd, J. H. Stickney, Waldo Hutchins, A. P. Wallis, A. Clarke, Alex Roy, A. Chamberlin, John O'Brien, H. L. Gilbert, Eagle, J. W. Bacon, E. F. C. Young, J. J. Swift, Goldfinch, E. Stevenson to American Coal Company. Boats J. & H. Kornes, J. C. Lynn, N. McGraw, Gibbs & Clay, Ben. Long, G. E. Porter, Wave, W. H. Bowyer, John E. Russell, Pennsylvania, R. A. Wagley to Central Company.

**Departures** – Boats M. A. Edwards, C. H. Reintzel, C. Embrey, J. W. Wellington, W. J. Boothe, Amazon, J. Dick, Gipsey Queen, J. H. Platte, J. Vandervoort, J. M. Waters, Mary Little, Minnesota, A. Main, D. Stewart, Star of Cumberland, W. C. Smith, Charles Clifton, A. J. Thomas, J. V. Norman – for Cumberland.

AG, Thu. 7/23/68, p. 4. **Canal Commerce.**

THURSDAY, July 23.

**Arrived** – Boat General Grant to Boyce & Co. Boats Jesse, Ohio, Thomas Hasset, Hero to Central Coal Co. Boat Knickerbocker to Cumberland Coal and Iron Co. Boats A. Perkins, T. Bayer to American Coal Company. **Departures** – Boats J. C. Lynn, J. & H. Kornes, J. H. Stickney, G. E. Porter, N. McGraw, Ben. Long, Harvey Fisk, Gibbs & Clay, G. P. Lloyd, J. M. Smith, A. H. Wallis, W. Hutchins, A. Clark, W. H. Bowyer, Lady of the Lake, John E. Russell, Alex. Ray, Happy Traveler – for Cumberland.

AG, Fri. 7/24/68, p. 4. **Canal Commerce.**

FRIDAY, July 24.

**Arrived** – Boats Forrest Rouse, Kate, D. Knode, A. E. McDonald, L. L. Grove to Central Coal Co. Boats Myers & Helson, J. N. Magruder, Wandering Boy to Hampshire & Baltimore Coal Co. Boats R. H. Haydock, Wm. Darrah, H. Reed to American Coal Co. Boat Robert Emmet to Hamp. & Balt. Coal Co.

**Departures** – Boats E. F. Young, J. J. Scott, General Washington, Howe, Goldfinch – for Cumberland.

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**Canal Locks** – The fellow of that gate of the second lock of the Alexandria Canal, which was out of repair a few days ago, and was replaced with a new one, partially gave way this morning. Boats, however, are passing the obstruction, though somewhat hindered in their movements.

NR, Sat., 7/25/68, p. 3. **Merchant's Exchange.**

- Sales dull; 1,500bushels common white corn arrived by canal boat E. Hartley and sold at \$1.16 per bushel; 1,200 bushel red wheat, from Alexandria, sold at \$2.38 @ \$2.44 per bushel.

AG, Sat. 7/25/68, p. 2. **C. & O. Canal** – A regular meeting of the Directors of the Chesapeake and Ohio Canal Company was held at Berkeley Springs, Va., on Thursday and Friday of last week, at which there was a full attendance. A new division was made on the canal, by taking from those parts under the direction of Superintendent Spates and Maus respectively, and appointing Mr. Thomas, of Frederick, Md., to the new division, thereby equalizing and lessening the duties of these gentlemen. The Superintendency is thus divided: For the Georgetown Division – Maus; Seneca Division – Geo. W. Spates; Monocacy Division – Amos Thomas. There was considerable business done besides, chiefly, however, of a routine nature.

We are happy to be able to add that, under its present management, the Canal is now in a very flourishing condition. – *Georgetown Cour.*

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*Ibid*, p. 3. **CANAL COMMERCE**

Saturday, July 25. *Arrivals* – Boats James Dayton, B. Williamson, Jos. Noble, M. Lienan, T. A. Faile, C. DuBois, A. H. Grant, C. F. Livermore, J. A. Alexander, John P. Moore, W. S. Shepard, to American Coal Company. Boats H. F. Kindle, Vallie, F. Ortman, to Central Coal Company. Boats M. H. Wright, T. F. Tilghman, Mary Alice, to Hampshire & Baltimore Coal Co. *Departures* – Boats A. Perkins, Thomas Hassett, Great Eastern, Edward Bayer, Myers & Helson, W. H. Bramhall, Knickerbocker, M. A. Myers, F. P. White, Kate, A. E. McDonald, Wm. Darrow, R. H. Haydock, Forest Rose, J. N. Magruder, H. F. Kindle, D. Knode, Henry Reid, W. J. Snow, James Dayton, for Cumberland.

ES, Mon. 7/27/68, p. 4. **Canal Affairs** – Dispatches received this morning state that the canal is uninjured from Cumberland to Point of Rocks, and as far as can be ascertained here the rest of the line is yet in perfect order.

AG, Tue. 7/28/68, p. 3. **Canal Navigation** Navigation on the Chesapeake and Ohio and Alexandria Canals, as stated in yesterday's *Gazette*, has been uninterrupted by the late severe rains, and boats from Cumberland are arriving and departing as usual. The damage done to the Baltimore and Ohio Railroad by the flood has been so great that coal transportation over it will necessarily be suspended for at least twenty days, during which time all the coal that leaves the Cumberland mines for tide water must be brought by the Chesapeake and Ohio Canal. The Alexandria Canal is in excellent condition, and of late it has sustained a pressure of water that cannot well be increased.

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*Ibid*, p. 4. **Canal Commerce**

TUESDAY, July 28.

**Arrivals** – Boats Geo. Waters, W. R. Snow for Washington, i.e. to Great Falls Ice Co. Boat E. Kenner coal to Washington Gas Light Co. Boat Capitola stone to Seneca Stone Co. Boats

American Boy, Juniata, G. S. Callan, C. McCord, J. A. Suter, George Albert, Judge Douglass to Central Coal Co. Boats G. A. Pearre, W. Laird, Jr., H. Delafield, Henry Keney, A. Schell, M. Sandford, W. C. Hamilton to American Coal Co. Boats Liona, A. Willison to Hampshire & Baltimore Co. Boats L. Hartley, Golden Rule, Annie Bell, Vulture, S. J. Gress to Central Coal Co. Boats Thomas Payton, C. P. Dayton, G. K. Sistare, James Hoy to American Coal Co. Boat Geo. Waters ice to Great Falls Ice Company, Washington.

**Departures** – Boats Fanny Ortman, Laura L. Grove, Wandering Boy, Ben. Williamson, Joseph Noble, M. Lienan, Robert Emmett, M. H. Wright, Juniata, Vallie, George Waters, T. H. Faile, C. DuBois, Molly, A. H. Grant, C. F. Livermore, American Boy, C. O. McCord, Mary Alice, G. S. Callan, W. R. Snow, J. A. Alexander, John P. Moore, F. L. Tilghman, Judge Douglass, Wm. Laird, Jr., Liona – for Cumberland.

AG, Wed. 7/29/68, p. 4. **Canal Commerce.**

WEDNESDAY, July 29.

**Arrivals** – Boats Jess Hill, W. Devecmon to Hamp. & Balt. Coal Co. Boats A. D. Brower, D. Pomroy, J. W. Wellington to American Coal Co. Boats J. B. Turton, Prairie Flower to Central Coal Co.

**Departures** – Boats A. Willison, George Albert, G. A. Pearre, J. A. Suter, H. Delafield, Capitola, George Waters, Vulture, Golden Rule, W. W. Shepard, Henry Kinney, M. Sandford, A. Schell, Annie Bell, S. J. Gress, W. Devecmon, Jess Hill – for Cumberland.

ES, Thu. 7/30/68, p. 4. **Affairs in Georgetown** – **The Canal** – Boats are arriving very slowly. The arrivals from 1<sup>st</sup> instant to date number 400.

**Merchants' Exchange** – Arrived 900 bushels wheat and 1,200 bushels corn, by canal boat Mill Boy, consigned to E. D. Hartley & Bro.

AG, Thu. 7/30/68, p. 4. **Canal Commerce.**

THURSDAY, July 30.

**Arrived** – Boat J. W. Schanck to American Coal Co. Boats J. P. Roman, Emma, Hibernia, J. M. Waters, Richard Bender to Central Coal Company.

**Departures** – Boats W. C. Hamilton, Thomas Payton, Charles P. Dayton, James B. Turton, G. K. Sistare, James Hoy, A. D. Brower, Prairie Flower, D. Pomroy, J. W. Wellington, J. P. Roman, John W. Schanck, Emma – for Cumberland.

ES, Fri. 7/31/68, p. 4. **Affairs in Georgetown – The Canal** – Business dull, very few boats arriving. Advices received here from Cumberland state that matters have been satisfactorily arranged with the strikers and boats are on the way down.

AG, Fri. 7/31/68, p. 3. **Canal Commerce.**

FRIDAY, July 31.

**Arrivals** – Boats J. E. Silver, C. H. Reintzell, J. Dick, J. Young, Jr., Industry to Central Coal Co. Boats John S. Fox, W. J. Shreve, G. W. Wallis, R. Marshall, J. S. Davenport to American Coal Co. Boat Mary Little to Hamp. & Balt. Coal Company.

**Departures** – Boats Hibernia, Richard Bender, J. M. Waters, John E. Silver, John S. Fox, W. J. Shreves, G. W. Wallis – for Cumberland.

NR, Sat. 8/1/68, p. 3. **GEORGETOWN MATTERS – The Strike Ended** – The strike among the canal boatmen has ended, and boats commenced loading with coal at Cumberland on Wednesday, and a fleet may be expected down on Monday morning.

**The Canal** – Boats are coming down already, and the canal is in excellent navigable order.

ES, Sat. 8/1/68, p. 4. **Affairs in Georgetown – A Bridge to be Built over the Canal at the Aqueduct** – The community in general, and particularly the residents of the western section of Georgetown, will be glad to learn that a new

bridge will soon be built over the canal at the Aqueduct, under the direction of the lessees of the Washington and Alexandria Canal. It is to be built on the site of the old bridge, which was destroyed by a canal boat some time since, and a portion of the lumber to be used in its construction arrived yesterday.

AG, Sat. 8/1/68, p. 3. **Canal Commerce**

MONDAY, August 1

**Arrivals** – Boats P. Quigley, C. D. Robbins, Gipsy Queen, Nanna McGraw, J. V. Norman, Lucy Hall, to Central Coal Co.; J. B. Cazeaux, Alexander Ray, C. C. Clifton, G. P. Lloyd, to American Coal Co.; Florence to Hampshire and Baltimore Coal Co.

**Departures** – Boats W. J. Shreve, C.H. Reintzell, J. Dick, G. W. Wallis, John Young, Jr., Robert Marshall, Mary Little, O. D. Robbins – for Cumberland.

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*Ibid*, p. 4. **Chesapeake and Ohio Canal** – The Georgetown *Courier* of this morning says: “The boatmen on the canal between here and Cumberland instinctively strike for higher wages whenever the Baltimore and Ohio Railroad sustains any damage, and the events of the recent freshet have not proved an exception to this rule. Consequently, the arrivals of coal laden boats have much reduced this week, only ninety-six boats being reported on the Collector’s books here since our last issue. And even of these not all were coal-laden, wheat, corn, stone, iron castings, bricks, limestone, &c., having been received from way stations.

Advices received from Cumberland, state that matters have been satisfactorily arranged with the strikers, and boats are on their way down.

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**Receipts of Toll on the C. & O. Canal** – The tolls received at the Collector’s office at Georgetown for the past month amounted to \$3,374, namely, on boats arriving \$1,753.50, and on those departing \$1,620.50. This is, however, no indication of the general revenue, as a great

majority of the boat owners pay their toll at Cumberland.

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**The Coal Trade** – This important business, every day, adds to the trade of Alexandria – and it is conceded that there must be the depot for the shipment of coal, its advantages will be developed more and more every day. Sixty thousand tons of coal have been received here from Cumberland since the re-opening of the Alexandria Canal.

ES, Mon. 8/3/68, p. 4. **Affairs in Georgetown – The Canal** – Although no definite information can be obtained relative to the strike among the boatmen at Cumberland, the boats continue to arrive. The Collector’s book shows 41 arrivals since Saturday.

**The New Bridge over the Canal** - Workmen are now engaged in cleaning away rubbish, &c., preparatory to the erection of a bridge across the canal at the Aqueduct.

AG, Mon. 8/3/68, p. 2. **Canal Commerce**  
 MONDAY, August 3

**Arrivals** – Boats A. Chamberlin, W. J. Boothe, J. W. Bacon, J. Vandervoort to American Coal Co. Boats J. M. Forbes, Fulton to Consolidation Coal Co. Boats J. C. Lynn, Shenandoah, W. H. Wilson to Central Coal Co. Boat Renown stone to E. Francis.

**Departures** – Boats P. Quigley, Industry, J. S. Davenport, J. B. Cazeaux, Nanna McGraw, Gipsey Queen, C. Clifton, J. V. Norman, Alex Ray, G. P. Lloyd, Renown, A. Chamberlin, Lucy Hall, Florence – for Cumberland.

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**Canal News** – The following is a statement of the business of the Alexandria Canal during the month of July: Descending – Tolls \$1,871.43; number of boats 211; lumber 11,000 feet; rough stone 72 perches; ice 196 tons; coal 22,218 02 tons; of which Boyce & Co. received 1,012 07 tons; American Coal Company 9,764 05; Central 8,056 02; Hampshire and Baltimore 2,607 14; Cumberland Coal and Iron Company 107 13;

and the Washington Gas Company 443 14 tons. The ascending trade during July was: Receipts from tolls \$56; number of boats 210; 35 tons of salt.

It is intended to build the new bridge in Georgetown over the canal at the Aqueduct, under the direction of the lessees of the Washington and Alexandria Canal. The site will be the same as occupied by the old bridge, and a portion of the lumber to be used in its construction has already arrived.

A change has been made on the lock-keeper at the outlet lock at Georgetown, Mr. John L. Trammell having been appointed to fill the place of Timothy Coleman.

The Cumberland Union says: “Notwithstanding the great freshet which occurred last week, the canal has sustained no material injury, and boats are still arriving from the lower end. A large amount of coal is to be sent east during the remaining part of the boating season, and we are informed that schooners are waiting at Alexandria for their cargoes of coal.”

During the month of July 442 boats arrived at Georgetown, and the tolls collected during that time amounted to \$3,400.

A letter received on Saturday states that the strike at Cumberland has not been settled yet, and that the Central Coal Company had acceded to the demands of the strikers, while the other companies were determined to hold out.

On Saturday night last, as is learned by telegraph, a meeting of the boatmen was held at Cumberland, at which a resolution was adopted authorizing the preparation of a paper for signatures, stating that unless the coal companies complied with the demands of the boatmen, the stock should be turned loose this morning, but up to noon today no names had been appended to the paper, and it is expected that a compromise has been effected, and that boats commenced loading at Cumberland this morning. There is now no coal in Baltimore, and transportation over the Baltimore and Ohio Railroad, it is stated, will be interrupted for at least one week longer, though President Garrett

says the interruption will not continue beyond Thursday next, the 6<sup>th</sup> instant, and had it not been for this inopportune strike of the boatmen an immense amount of coal would have been brought here by the canal. As it is coal is now being shipped from here to Baltimore in large quantities – some of the companies whose agencies are located in this city having had a heavy supply on hand when the strike occurred. The boats now arriving here left Cumberland before the strike was agitated.

ES, Tue. 8/4/68, p. 4. **Canal Affairs** – Business along the canal is very dull, only three boats having arrived since yesterday. It is reported this morning that the strike at Cumberland is at an end.

Tue. 8/4/68, p. 1.<sup>1</sup> **The Canal** – The canal is in a most horrible condition, and the mud covers the mouths of the sewers of the principal streets, choking up the garbage and filth that should enter the canal, and creating a tendency to pestilence and disease. We trust that the new Councils will do something toward remedying this great evil, and not fritter away time discussing “this plan and that plan” without doing anything, as the experience of the last Councils has proven. The nuisance must be abated, and prompt measures are necessary, to avoid a calamity and to abolish a disgrace.

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**Toll Received** – The tolls received at the collector’s office, Georgetown, from traffic on the Chesapeake and Ohio canal, amounted for the month past \$3,374. On boats arriving, \$1,753.50; departing, \$1,620.50. This does not include the entire revenue of the canal, as a large amount of tolls is paid at Cumberland.

ES, Tue. 8/4/68, p. 4. **Affairs in Georgetown – Canal Affairs** – Business along the canal is very dull, only three boats having arrived since yesterday. It is reported this morning that the strike at Cumberland is at an end.

<sup>1</sup> *Daily Morning Chronicle*, Washington, D. C.

AG, Tue. 8/4/68, p. 2. **C. & O. Canal** – It is rumored that the boatmen have got the advance demanded by them, and, as boats are arriving briskly, it would seem that an adjustment of the difficulty had been affected. Forty-three boats have arrived since the 1<sup>st</sup> instant. – *Nat. Int.*

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*Ibid*, p. 3. **Coal Trade** – Dispatches from Cumberland, this morning, state that the companies engaged in shipping coal there have agreed to the demands of the boatmen, and that the strikers have commenced loading coal at the rates of \$1.50 per ton to tide water, which is an advance of 20 cents per ton. The coal companies were forced into measures in consequence of the pressure of existing contracts and of the heavy demurrage they had agreed to pay in order to secure shipping freight. Boats from Cumberland may be expected here in large numbers about the close of the week.

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*Ibid*, p. 4. **Canal Commerce**  
 TUESDAY, August 4.  
**Arrivals** – Boats Charles Embrey, Victor Cushwa, Rainbow to Central Coal Co. Boats A. Main, Alex. Walsh to American Coal Co.  
**Departures** – Boats James C. Lynn, John W. Bacon, Wm. J. Boothe, Shenandoah, W. H. Wilson, J. Vandervoort – for Cumberland

CA, Wed. 8/5/68, p. 3. **Drowned.** - J. M. Strong, Esq., on Tuesday last held an inquest over the body of a colored man named Charles Ward, who, it appeared in evidence, was accidentally drowned at the mouth of the Canal Tunnel, by falling from the boat on which he was employed. He had his home in Washington county, this is the second case of drowning on the Canal within the last two weeks.

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**The Coal Trade.** - Has been fully resumed on the Canal - the Mining Companies having granted the advance of 20 cents per ton transportation to tide-water, asked by the boatmen. It is to be hoped that nothing will

occur to interrupt the trade during the remainder of the season.

ES, Wed. 8/5/68, p. 4. **Canal Affairs** – Business dull but improving, as twenty-three boats arrived since our report yesterday.

**Coal Trade** – Dispatches from Cumberland state that the companies engaged in shipping coal here have agreed to the demands of the boatmen, and that the strikers have commenced loading coal at the rates of \$1.50 per ton to tide water, which is an advance of 20 cents per ton. The coal companies were forced into measures in consequence of the pressure of existing contracts and the heavy demurrage they had agreed to pay in order to secure shipping freight. Boats from Cumberland may be expected here in large numbers about the close of the week.

ES, Fri. 8/7/68, p. 5. **Affairs in Georgetown – Canal Business** – Business on the canal is quite dull, although three boats arrived this morning, the crews of which participated in the recent strike at Cumberland, which indicates a lively time very soon.

**The Aqueduct** – Workmen are still engaged on this structure, though it is believed that all repairs will be completed and the water turned on today. A large number of empty boats are on the Virginia side waiting to pass through on their way up the canal.

**Merchants' Exchange** – This morning, on 'Change, the offerings were: - 3,400 bushels white corn and 2,660 bushels white wheat arrived by canal boat Medley.

AG, Fri. 8/7/68, p. 4. **Canal Commerce**  
FRIDAY, August 7.

**Arrivals** – Boat Minnesota to American Coal Co. Boat J. G. Greenless to Hampshire and Baltimore Coal Co. Boat H. D. Cook stone to E. Francis. Boat G. R. Waters ice to Great Falls Ice Co. Boat Iowa to C. Callan.

**Departures** – Boats J. M. Forbes, Andrew Main, Alex. Walsh, Charles Embrey, Victor Cushwa,

H. D. Cook, W. R. Snow, Rainbow, Minnesota, Iowa, J. G. Greenless – for Cumberland.

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**Alexandria Canal** – Advantage has been taken by the lessees of the Alexandria Canal of the temporary suspension of navigation on the Chesapeake and Ohio Canal, occasioned by the late strike of the boatmen, to make some minor repairs to the locks, and to the Aqueduct Bridge, in which the later structure some of the fragile angle blocks have been replaced by blocks of more substantial material.

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**The Coal Trade** – In consequence of the late strike of the boatmen, at Cumberland, during which no coal was loaded there, no boats have arrived at this city from that place for the last four or five days. All the coal companies have, however, now gone to work, as already stated in the *Gazette*, and manifests of cargoes which left there on the 4<sup>th</sup> instant, have been received here, and arrivals are expected tomorrow.

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**Disturbance Among Canal Boatmen**

On Monday last, after some of the strikers had gone to work loading coal at Cumberland, for Alexandria, a boat belonging to the Central Coal Company, attempted to go through the locks in the canal, at that place; when a party of "roughs" demanded to see the Captain's manifest. He at once produced it, and when they discovered that the amount for the trippage had been left blank (the company not having at that time definitely settled upon the exact price,) they said the boat should not go through. Other boatmen at once rallied to the assistance of the captain, and a general fight immediately ensued, in which Charles Arrington, on of the American Company's men, was engaged – he insisting upon the right of the boat to go through. Between nine and ten o'clock the same night the fight was renewed, but by whom it had not been determined, the result however was that two men were shot – one in the head, the other in the arm – and one severely injured by a Billy or

slingshot. Arrington was arrested, the next day, charged with firing the shot.

There never were before so many boats at one time, at Cumberland, as have been collected there during the past week, and as the hands upon them have been very unruly, more or less fighting has occurred there daily, for some time past.

AG, Sat. 8/8/68, p. 2. **Canal Commerce.**

SATURDAY, August 8.

**Arrived** – Boat Joseph S. Hitch, Cumberland, to Central Coal Company.

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*Ibid.* p. 4. **Braces for the Aqueduct** –

The arched braces to be erected as supports to the Alexandria Canal Aqueduct arrived here in a schooner from Baltimore yesterday, and will be carried up the canal and at once placed in position.

AG, Mon. 8/10/68, p. 4. **Canal Commerce.**

MONDAY, August 10.

**Arrived** – Boats Mollie Reid, Wave, American Boy, W. A. Bryden, Fanny Ortman, Euphlia, A. E. McDonald, Mary Martens, J. E. Russell to Central Coal Co. Boats Eagle, J. H. Stickney, H. L. Gilbert, D. Stewart, Goldfinch, E. Bayer to American Coal Co. Boats Gen. Washington, J. N. Magruder to Hampshire and Baltimore Coal Co.

**Departures** – Boats Joseph F. Hitch, Eagle, J. H. Stickney, Mollie Reid, Gen. Geo. Washington – for Cumberland.

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**Coal Trade** – From Mr. Albert Uhler, the superintendent of the Alexandria canal, we learn that both the Chesapeake and Ohio [and Alexandria] Canals are now in excellent condition, and that boats from Cumberland, loaded with coal, are arriving very regularly, and that everything about the canals is working well.

ES, Tue. 8/11/68, p. 4. **Affairs in Georgetown**

– **The Canal** – Business is becoming rather lively. To this date, from the 1<sup>st</sup> instant, 157

boats have arrived, most of which have passed down to Alexandria. There is a large fleet on the way down, which will probably arrive tomorrow.

**The Aqueduct.** – A large quantity of heavy lumber has arrived in Alexandria, which is intended to strengthen the Aqueduct. It is proposed to place arches under the present spans in order to make them more secure.

AG, Tue. 8/11/68, p. 4. **Canal Commerce.**

TUESDAY, August 11.

**Arrivals** – Boats W. H. Boteler, J. A. Suter, Central, F. P. White to Central Coal Co. Boats Kate, Michael Lienan, Joseph Noble to American Coal Co. Boats Ingomar, Myers & Helsor to Hampshire & Baltimore Coal Co.

**Departures** – Boats H. L. Gilbert, D. Stewart, American Boy, W. A. Bryden, Euphlia, Edward Bayer, Wave, Goldfinch, Fanny Ortman, Mary Mertens, J. N. Magruder, Kate – for Cumberland.

CA, Wed. 8/12/68, p. 3. **The Coal Trade.**

**By the C. & O. Canal.** There was dispatched from this port, during last week, 16,947 05 tons of Coal, forwarded by the following companies:

American	2,248 06
Borden	2,415 04
Central	4,440 14
Consolidation	4,091 19
C. & I. Co.	2,125 19
Hampshire & Balto.	1,625 12
Total	<u>16,947 05</u>

NR, Wed. 8/12/68, p. 3. **GEORGETOWN**

**MATTERS – The Canal** – Boats arriving in large numbers, and all the coal docks are busily engaged in unloading coal. Mr. Howard A. Garrett, the harbor master, since his appointment, has given entire satisfaction to the boatmen and all having business on the canal. When he took the position, he determined to do his duty, and compelled all to comply with the rules of the company; and so well has he succeeded that we believe there has not been a single jam of boats since his appointment, but one fine imposed. He

has compelled the boatmen to respect his orders, and therefore there is no trouble with them or anyone else.

AG, Wed. 8/12/68, p. 4. **Canal Commerce.**  
WEDNESDAY, August 12.

**Arrived** – Boats A. Schell, Wm. Darrow, A. H. Wallis, A. J. Thomas to American Coal Co. Boats Wandering Boy, Mary H. Wright to Hamp. & Balt. Coal Co. Boats George Albert, Theodore Embrey, Napoleon Bonaparte to Central Cola Co.

**Departures** – Boats A. E. McDonald, Ingomar, John E. Russell, Michael Lienan, Joseph Noble, A. Schell, Wm. H. Boteler, Myers & Helsor, J. A. Suter, Wm. Darrow, A. H. Wallis for Cumberland.

AG, Thu. 8/13/68, p. 2. **Canal Commerce.**  
THURSDAY, August 13.

**Arrived** – Boats R. H. Haydock, Waldo Hutchins, John H. Platte to American Coal Co. Boats Wm. Devecmon, Mary Alice to Hampshire & Balt. Co.

**Departures** – Boats Central, F. P. White, Wandering Boy, George Albert, A. J. Thomas, R. H. Haydock, Mary H. Wright, Thomas Embrey, John H. Platte, Wm. Devecmon, Napoleon Bonaparte – for Cumberland.

AG, Fri. 8/14/68, p. 2. **Coal Trade** – The Cumberland *Alleghanian* says that there were dispatched from Cumberland during last week, 16,947 05 tons of coal forwarded by the following companies:

American	2,248 06
Borden	2,215 04
Central	4,440 14
Consolidation	4,091 19
C. & I. Co.	2,125 19
Hampshire & Balto.	1,625 12
Total	<u>16,947 05</u>

AG, Sat. 8/15/68, p. 4. **Canal Commerce.**  
SATURDAY, August 15.

**Arrived** – Boats John G. Lynn, Mary A. Moore to Hamp. & Balt. Coal Co.

**Departures** – Boats Waldo Hutchins, Mary Alice, Mary A. Moore, John G. Lynn – for Cumberland.

ES, Tue. 8/18/68, p. 4. **Affairs in Georgetown** – **The Canal** – A few boats are arriving, but more are expected today.

AG, Tue. 8/18/68, p. 3. **Canal Commerce.**  
TUESDAY, Aug. 18.

**Arrivals** – Boat John Young to Hampshire & Baltimore Coal Co. Boat G. A. Pearre to American Coal Co. Boat Golden Rule to Central Coal Co.

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**Canal Commerce** – Canal navigation is again open to Cumberland, and boats from that point arrived here this morning, loaded with coal. A large fleet of boats is on its way down the canal, and will arrive tomorrow.

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**The Aqueduct** – The Georgetown correspondent of the *Washington Star* says lumber has arrived at the southern end of the aqueduct for the purpose of strengthening the structure. It is contemplated to erect an arch under each span, and workmen are now paring the timber for that purpose.

CA, Wed. 8/19/68, p. 3. **The Coal Trade.**  
**By the C. & O. Canal.** There was dispatched from this port, during last week, 13,875 12 tons of Coal, forwarded by the following companies:

American	3,153 13
Borden	2,111 01
Central	3,689 02
Consolidation	1,684 15
C. & I. Co.	1,272 14
Hampshire & Balto.	975 07
Total	<u>13,875 12</u>

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**The Canal.** - The Chesapeake & Ohio Canal is now in navigable order throughout, the recent injuries, which were not of a very serious

character, having been fully repaired. But few empty boats are here, however, and business at this port is likely to be dull for a few days.

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**Probable Murder on the Canal.** - The Georgetown *Courier* of Saturday last says: "A probable murder case has occurred during the past week somewhere on this level of the canal, as the body of a drowned man, evidently but a short time in the water, with a large gash on the right arm and several bruises on the head and neck was found on Thursday morning in Rock Creek, near the outlet lock. The deceased had on a colored shirt, black pants and a boot on the left foot, there being pricked on the left arm in India ink the initials "G.H." and "E.H.," a female figure and a wreath, and on the right arm a flag and eagle. The coroner's jury rendered a verdict that he came to his death by injuries inflicted by some person or persons unknown.

AG, Wed. 8/19/68, p. 3. **The Canal** – There were several arrivals of boats today, with coal from Cumberland. Several were at the coal wharves discharging, several in the basin, and a number on their way down.

NR, Thu. 8/20/68, p. 3. **GEORGETOWN MATTERS – Arrival of Wheat** – We notice the arrival yesterday of the canal boat Medley, with 3,000 bushels choice red wheat, consigned to E. D. Hartley & Brother, and bought by Herr & Welch at prices ranging from \$2.65 to \$2.70, which may be regarded as the tone of the market yesterday.

AG, Thu. 8/20/68, p. 3. **Coal Trade** – There were shipped last week, from Cumberland, 13,415 17 tons of coal by the Baltimore and Ohio Railroad, and 13,875 12 tons by the Chesapeake and Ohio Canal.

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*Ibid*, p. 4. **Canal Commerce.**  
 THURSDAY, Aug. 20.

**Arrivals** – Boats Zella & Minnie, Emma, Mary Willard, Hibernia, Ohio, Prairie Flower, M. A.

Edwards, Gipsy Queen, Shenandoah, F. Swain, Gibbs & Clay, Industry, J.H. Korn to Central Coal Co. Boats A. Clark, M. Sandford, James Hoy, A. Perkins, Henry Reid, James Dayton, J. J. Swift, T. Patton, C. F. Livermore, D. Pomroy, A. D. Brower, E. Stevenson, W. M. Bramhall, J. W. Wellington, G. W. Wallis, Ben. Williamson, W. J. Shreve, C. Clifton, John O'Brien, Harvey Fisk, C. DuBois, W. W. Shepard, J. P. Moore, Wm. J. Boothe to American Coal Co. Boats L. A. Kimble, Pennsylvania, Robert Emmett to Hampshire & Baltimore Coal Co.

**Departures** – Boats G. A. Pearre, John Young, Golden Rule, A. Clark, M. Sandford, A. Perkins, Henry Reid, James Hoy, Mary Millard, Zella & Minnie, Emma, J. J. Swift, Thomas Patton, James Dayton, C. F. Livermore, Hibernia, Prairie Flower, D. Pomroy, E. Stevenson, A. D. Brower, W. M. Bramhall, J. W. Wellington, G. W. Wallis, Ben Williamson – for Cumberland.

AG, Sat. 8/22/68, p. 3. **Canal Commerce.**  
 SATURDAY, Aug. 22.

**Arrivals** – Boats L. Hartley, Ben Long, Iowa, Harry Conrad, M. E. Baxter to Central Coal Co. Boats Minnesota, R. Marshall, J. S. Davenport, Eagle, J. Vandervoort, J. W. Schanck, J. B. Cazeaux, J. A. Alexander, M. A. Myers, A. Ray, E. F. C. Young, G. K. Sistare, W. Laird, Jr., H. Delafield, Thomas H. Faile, A. Walsh to American Coal Co. Boats George Moler, Henry Wade, Jr., limestone to E. Francis. Boat Star of Cumberland to Hamp. & Balt. Coal Co.

**Departures** – Boats W. J. Shreve, Ohio, L. A. Kimble, M. A. Edwards, Gipsy Queen, C. Clifton, John O'Brien, C. DuBois, Shenandoah, F. Swain, Harvey Fisk, J. P. Moore, Robert Emmett, W. J. Boothe, W. W. Shepard, Gibbs & Clay, Pennsylvania, J. & H. Korn, Eagle, Robert Marshall, J. S. Davenport, geo. Moler, Henry Wade, Jr., J. B. Cazeaux, J. Vandervoort, Ben. Long, Iowa, J. W. Schanck, Harry Conrad, Industry, M. E. Baxter, J. A. Alexander, Alex. Ray, M. A. Myers, E. F. C. Young, G. K. Sistare, Minnesota, Wm. Laird, Jr., L. Hartley, Thomas H. Faile – for Cumberland.

AG, Mon. 8/24/68, p. 2. **C. & O. Canal** – The water is again low, and in consequence of the rush of boats in the canal, millers were compelled to stop their mills on Saturday. There is plenty of water in the river to supply the canal abundantly, with the usual number of boats arriving. The great rush during the last week, owing to the late breaks in the canal, so crowd this level that it is impossible for the water to flow in sufficient quantities. The millers are determined in future to continue their operations as long as they are satisfied that there is plenty of water in the river for all purposes.

Boats have arrived very rapidly during the present week. Four hundred and sixteen have been registered at the collector's office during the month. Sixty are laying aground just above the foundry, waiting for a rise of water.

During the past week there were shipped from Cumberland 13,875 tons coal, and from this point northward 8,046 tons, as follows; Borden Mining Company 3,368 tons; Cumberland Coal Company 1,762 tons; Central Coal Company 6,609 tons; and from Ray's docks 1,307 tons. – *Nat. Int.*

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*Ibid*, p. 4. **Canal Commerce.**

MONDAY, Aug. 24.

**Arrivals** – Boats A. Main, J. H. Stickney, H. L. Gilbert, Goldfinch, Kate, Wm. Darrow, Edward Bayer, Henry Kiney, G. P. Lloyd, M. Lienan, R. H. Haydock to American Coal Co. Boats M. Blocher, Judge Douglass, Thomas Hassett, T. Embrey, J. A. Suter, Annie Bell to Central Coal Co. Boats W. A. Brydan, F. L. Tilghman, J. G. Greenless to Hamp. & Balt. Coal Co.

**Departures** – Boats A. Main, A. Walsh, Star of Cumberland, H. Delafield, H. L. Gilbert, J. G. Greenless, J. H. Stickney, Goldfinch, M. Blocher – for Cumberland.

CA, Wed. 8/26/68, p. 3. **The Coal Trade.**  
**By the C. & O. Canal.** There was dispatched from this port, during last week, 12,692 14 tons of Coal, forwarded by the following companies:

American	1,960 00
Borden	2,078 13
Central	3,052 09
Consolidation	2,796 06
C. & I. Co.	1,288 05
Hampshire & Balto.	1,521 01
Total	<u>12,692 14</u>

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**The Canal.** - Business is quite active on the Canal, and immense fleets of boats reached tide-water during the past week. In consequence of the low stage of water in the Georgetown level considerable difficulty has been experienced and a great amount of extra labor by those having charge of that end of the Canal has been required within the last few days. The *Washington Republican* says that "on Saturday there were sixty boats aground and unable to reach their destination, and more would have been in the same fix had not Collector Hollingsworth used his influence and had all the flour mills stopped for several hours each day of this week. All connected with the canal supposed that after raising Dam No. 1 last year this low water difficulty had been put an end to, but the storms of the past year have had the effect of destroying all the repairs put upon the dam, and left it in as bad condition as before, so that the work will have to be done over again."

ES, Wed. 8/26/68 p. 4. **Affairs in Georgetown** – **The Canal** – Business is rather lively today on the canal, as the water is higher than it has been for days past, though not up to high water mark yet. It seems very strange that while complaint is made of low water in the canal, it is flowing in a steady stream over the wasteways of the Aqueduct.

**The Basin** – The dredging machine is at work in the basin at the mouth of the Chesapeake and Ohio Canal. Deposits have accumulated to such an extent lately at that point that it was found necessary, for navigation purposes, to remove them at once.

AG, Wed. 8/26/68, p. 3. **Canal Commerce.**

TUESDAY, Aug. 26.

**Arrivals** – Boats W. C. Hamilton, D. Stewart, A. J. Thomas, A. H. Grant, Joseph Noble, A. Schell to American Coal Co. Boats Richard Bender, Central, M. E. McMachan, G. E. Porter, W. H. Barger, N. Bonaparte, Muskingum, F. P. White, N. McGraw to Central Coal Co. Boats lady of the Lake, Happy Traveler, J. N. Magruder to Hampshire & Baltimore Coal Co.

**Departures** – Boats F. L. Tilghman, Kate, Wm. Darrow, Judge Douglass, E. Barger, W. A. Brydon, Thomas Hasset, Henry Keney, G. P. Lloyd, T. Embrey, M. Lienan, J. A. Suter, Annie Bell, R. H. Haydock, W. C. Hamilton, Central, D. Stewart, A. J. Thomas, Happy Traveler, A. H. Grant, W. H. Barger, M. E. McMachan, Joseph Noble – for Cumberland.

ES, Thu. 8/27/68, p. 5. **Affairs in Georgetown – The Canal** – The usual complaint of low water still continues, though boats are arriving in great numbers, and among those of yesterday we notice the following boats loaded with grain: Nettie Graham and Mill Boy from Berlin; Clara Billmyer, from Shepherdstown, and J. N. Thomas, from Point of Rocks. The arrivals from the 1<sup>st</sup> instant to date, number 342.

AG, Thu. 8/27/68, p. 2. **Canal Commerce**  
THURSDAY, Aug. 27.

**Arrivals** – Boats A. H. Wallis, G. A. Pearre, to American Coal Co. Boat P. Quigley, to Central Co.

**Departures** – Boats Lady of the Lake, A. Schell, N. Bonaparte, G. E. Porter, Richard Bender, J. N. Magruder, Muskingum, F. P. White, A. H. Wallis, N. McGraw, G. A. Pearre – for Cumberland.

NR, Fri. 8/28/68, p. 3. **GEORGETOWN MATTERS – Canal Business** – Yesterday, business was quite lively on the canal, the several coal companies having large forces of laborers engaged in discharging canal boats, the cargoes being conveyed to the vessels on the riverside for shipment to Eastern ports.

AG, Fri. 8/28/68, p. 4. **Canal Commerce.**  
FRIDAY, Aug. 28.

**Arrivals** – Boats A. Clark, James Hoy, John H. Platte, Daniel Pomroy, A. Chamberlin to American Coal Co. Boat Henry Wade, Jr., limestone to E. Francis.

**Departures** – Boats P. Quigley, A. Clark, James Hoy, John H. Platte – for Cumberland

ES, Sat. 8/29/68, p. 4. **Affairs in Georgetown – Coal Shipments During the Week** – During the past week, 13,875 tons of coal were shipped from Cumberland, and from this point northward were shipped 8,125 tons as follows: Borden Mining Company, 2,873 tons; Cumberland Coal Company, 2,512 tons; Central Coal Company, 1,668 tons.

**The Canal** – 566 boats have arrived since 1<sup>st</sup> instant. The recent rains have somewhat increased the water in the canal, and boats now navigate without difficulty.

AG, Sat. 8/29/68, p. 3. **Canal Commerce.**  
SATURDAY, Aug. 29.

**Arrived** – Boat Waldo Hutchins coal to American Coal Co. Boat J. B. Turton coal to Central Coal. Boat Jesse coal to Boyce & Co.

**Departures** – Boats Waldo Hutchins, J. B. Turton and Jesse – for Cumberland.

AG, Tue. 9/1/68, p. 4. **The Harbor** – The appearance of the harbor of this city is now most cheering to those who are at all interested in Alexandria's welfare. The whole stream in front of the wharves is filled with the largest sized coasters, and their tall masts present a forest of spars, which reminds one of the aspects of the larger shipping ports, and is an indication of the immense advantage the city will derive from the coal trade now so prosperously reopened

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**Canal Commerce** – Thirty-six boats, loaded with coal, have arrived here from Cumberland since yesterday morning, and many more are on the way down. In a day or two all the coal

depots here will be well stocked, and vessels engaged in the trade will have quick dispatch.

CA, Wed. 9/2/68, p. 3. **The Coal Trade.**

**By the C. & O. Canal.** There was dispatched from this port, during last week, 17,792 13 tons of Coal, forwarded by the following companies:

American	4,182 15
Borden	1,642 06
Central	4,313 05
Consolidation	2,766 14
C. & I. Co.	2,331 06
Hampshire & Balto.	1,417 04
National	1,139 03
Total	17,792 13

AG, Wed. 9/2/68, p. 3. **Canal Commerce.**

The following is a statement of the business of the Alexandria Canal during the month of August, 1868:

Descending Trade	
Number of Boats	216
Perches of Rough Stone	87
Perches of Lime Stone	257
Feet of Lumber	4,000
Tons of Ice	65
Tons of Coal	22,374 02
Ascending Trade	
Number of Carriages	1
Tons of General Merchandise	8
Tons of Potatoes	1
Tons of Melons	5
Tons of Salt	19 10
Tons of Plaster	40
Tons of Guano	40
Tons of Oats	210
The amount of coal brought here was distributed to the different companies, as follows:	
American	11,517 17
Central	7,613 02
Hampshire & Baltimore	2,454 09
A. P. Brown & Co., Washington	255 00
Boyce & Co.	338 02

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*Ibid*, p. 4. **Canal Commerce.**

TUESDAY, Sept. 2.

**Arrivals** – Boats H. B. Cromwell, R. Marshall, J. S. Davenport, James Vandervoort, W. J. Boothe, A. D. Brower, M. Sandford to American Company. Boats E. K. Barger, Forest Rose, S. V. Newman, Hibernia, Price Hutson, F. Ortman, C. Embrey, G. S. Callan to Central Company. Boats W. Devecmon, J. P. Roman, W. A. Brydon to Hampshire & Baltimore Company. Boat Goldfinch to Boyce & Co.

**Departures** – Boats W.H. Wilson, A. Perkins, Henry Reed, O. D. Robbins, M. A. Edwards, H. B. Cromwell, J. Vandervoort, R. Marshall, J. S. Davenport, E. K. Barger, Forest Rose, W. J. Boothe, Minnesota – for Cumberland.

AG, Thu. 9/3/68, p. 3. **Coal Trade.** – For the week ending August 29<sup>th</sup>, there were shipped over the Chesapeake and Ohio and Alexandria Canals from Cumberland to tidewater, 17,792 13 tons of coal. During the same period, 20,011 10 tons were sent to market over the Baltimore and Ohio Railroad. The amount sent by the canals was consigned to the agents of the different coal companies as follows:

American	4,182 15
Borden	1,642 06
Central	4,313 05
Consolidation	2,766 14
C. & I. Co.	2,331 06
Hampshire & Baltimore	1,417 04
National	1,139 03

ES, Sat. 9/5/68, p. 4. **Affairs in Georgetown – The Canal** – The water is now higher in the canal than it has been any time this season. The arrivals so far during the month are 116. Col. Spates visited this end of the canal yesterday evening and found everything satisfactory. The directors have mostly all returned to their homes since their meeting on Wednesday last in Washington.

**The Aqueduct** – Workmen are still at work on the aqueduct, and from all appearances the repairs will occupy some time.

**Arrivals of Grain by Canal**

Boats Medley, White's Ferry and R. D. Johnson, Shepherdstown, with grain.

ES, Mon. 9/7/68, p. 4. **Affairs in Georgetown – Explosion of a Coal Oil Lamp** – On Saturday night a colored boy employed on the canal boat Yonkers, lying near the aqueduct, was badly burned, in the following manner: He was kindling a fire in the cabin stove and to hasten matters commenced pouring coal oil from a lamp upon the fire, when the lamp exploded, setting fire to his pantaloons. He immediately ran out of the cabin, all ablaze, and jumped on the canal bank, when he endeavored to extinguish the flames, but finding his efforts ineffectual, he quickly rolled himself into the canal. He was rescued by some of the boat hands, who applied remedies, and this morning he is better, though suffering very much.

**The Canal** – Business is brisk and boats are arriving rapidly, numbering 166 from 1<sup>st</sup> instant to date. It is reported that the trestle work between the mines and the canal at Cumberland was broken last week, which caused so few arrivals of boats here during that time. It is, however, repaired now, and in perfect order.

**Arrivals of Grain** – Arrived this morning, boats J. N. Thomas from Point of Rocks, and Maryland from Edward's Ferry, with grain.

NR, Tue. 9/8/68, p. 3. **GEORGETOWN AFFAIRS – Badly Burned** – A colored boy employed on the canal boat "Yonkers" was very badly burned on Saturday evening by the explosion of a tin can from which he was pouring coal oil into the stove to kindle a fire. He jumped into the canal to extinguish the flames, but not until he was terribly burned about his legs and body.

**The Canal** – From the first instant to the present date, one hundred and sixty-six boats have arrived, and the canal now being in excellent navigable order, boats will continue to arrive here rapidly from Cumberland and less distant points.

CA, Wed. 9/9/68, p. 3. **The Coal Trade.**

**By the C. & O. Canal.** There was dispatched from this port, during last week, 16,024 12 tons of Coal, forwarded by the following companies:

Central	3,898 12
American	3,325 12
Consolidation	2,647 02
C. & I. Co.	1,984 07
Borden	1,751 14
Hampshire & Balto.	1,394 10
National	1,022 15
Total	<hr/> 16,024 12

**Damage to the Canal.** - Information was received here on Monday of a breach in the Canal two or three miles this side of the tunnel. The damage is of quite a serious character, the breach measuring at least ninety feet in length and fifteen feet in depth. The canal officers, with their usual energy, set about repairing damages, and yesterday morning as well as the day previous a large number of laborers and carts were dispatched from this point to the scene of the disaster. A telegram from R. M. Sprigg, Esq., Superintendent of this division, states that it will take at least five days to make the necessary repairs.

**Extension of the Franklin Railroad to the C. & O. Canal.** - The project heretofore spoken of as in contemplation, the extension of the Franklin Railroad from Hagerstown to the Chesapeake & Ohio Canal at Williamsport, is now in a fair way of accomplishment. The Hagerstown papers mention that proposals for the grading and masonry of the extension will be received at the office of the Chief Engineer, in that place, until the 19th of September, where plans, specifications, &c., will be exhibited after the 10th instant. The Hagerstown *Herald* says, "It is the intention of the Company to complete this road by the 13th of May, 1869." The road, when completed, will open a new market to the semi-bituminous coal of this region, and in augmenting facilities for that coal transportation

will correspondingly increase the production and enhance the value of coal property in our county.

ES, Wed. 9/9/68, p. 4. **Affairs in Georgetown – Theft of a Bag of Wheat** – This morning Officer Noble happened to spy a colored boy, named George Jones, going down the street very quietly with a bag of wheat on his shoulder. He accordingly arrested the boy and took him before Justice Buckey, when he acknowledged having stolen the wheat from the canal boat Maryland. The wheat was thereupon returned to the boat, and the boy sent to jail for court.

**The Canal** – 224 boats have already arrived during this month. It has been definitely ascertained that there is a very serious leak at Cumberland, which will take a longer time for repairs than was at first supposed.

AG, Wed. 9/9/68, p. 4. **Chesapeake and Ohio Canal** – Up to yesterday, the arrivals from Cumberland of one hundred and eighty-five boats had been registered at the Collector's office in Georgetown, since the 1<sup>st</sup> instant, of which by far the greater number came through to this city.

Captain W.J. Boothe, President of the Alexandria Canal, received a dispatch yesterday stating that a break had occurred in the Chesapeake and Ohio Canal, about twenty miles this side of Cumberland, that would require about a week to repair.

There are a large number of boats bound down between this city and Cumberland, and no interruption it is thought will occur to the shipment of coal from this city, in consequence of this break.

A large number of workmen are now employed on the Aqueduct at Georgetown, making repairs and strengthening the spans with arches of heavy timber. One of the arches on the southern end is already completed.

NR, Thu. 9/10/68, p. 3. **GEORGETOWN REPAIRS – Being Repaired** – Workmen are engaged in repairing the bridges across the canal

opposite the market-house, which have been in a most dilapidated and dangerous condition for some time, and the only wonder is that someone has not been killed or crippled in crossing them before this. These structures are miserable apologies for bridges at best, and like many other such works in this city, a disgrace to civilization. They are all supported by stilts placed in the canal, which are in danger of being knocked down by every passing boat.

**Larceny** – Yesterday Officer Noble arrested George Jones, a negro, with a bag of wheat on his back. He was brought before Justice Buckey, where Benson Tolbert, esq., appeared against him, and proved that the wheat was stolen from a canal boat in Maryland. He was committed to jail for court.

AG, Thu. 9/10/68, p. 4. **The Canal Break** The break in the Chesapeake and Ohio Canal, about twenty miles this side of Cumberland, has already been noticed in the *Gazette*. The break is two or three miles west of the tunnel, and measures at least ninety feet in length and fifteen feet in depth. A large number of laborers were at once set to work, and a telegraphic dispatch from Cumberland says the repairs will be completed by Saturday next. A considerable fleet of loaded boats has collected above the break, ready to come through as soon as the water is turned on.

Operations at the coal depots in this city, will be interrupted for about four days in consequence of this break.

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**Coal Trade** – There were shipped from Cumberland, during the week ending September 5<sup>th</sup>, to tide water, by the Chesapeake and Ohio and Alexandria Canals, 16,034 12 tons of coal, by the following companies:

Central	3,898 12
American	3,325 12
Consolidation	2,647 02
C. & I. Co.	1,984 07
Borden	1,751 14
Hampshire & Baltimore.	1,394 10
National	1,022 15

During the same period 20,057 17 tons were transported over the Balt. & Ohio R. R.

AG, Fri. 9/11/68, p. 4. **The Aqueduct Wagon Bridge** – The Washington *Express* of yesterday evening contains the following among its Georgetown items: “We are pleased to learn that some of the prominent citizens of Georgetown have called a meeting for this evening, to be held at the Council chamber, to take into consideration the proposition offered by the lessees of the Alexandria canal and railroad bridge company, to build a bridge across the aqueduct, reaching from Bridge street to the Virginia shore. In the event arrangements are made with the lessees, now represented in this city by Messrs. Quigley & Dungan, the bridge will be completed by the 1<sup>st</sup> of January next. They have taken hold of the enterprise with the view of business, and it is to be hoped that the citizens will meet them in a proper spirit in forwarding this matter, of so much interest to the whole community. We were shown the plan of this bridge by one of the lessees, Mr. Dungan, gotten up by Mr. Hunter, superintendent of the Alexandria Canal and Railroad Bridge Company – a beautiful specimen of architectural skill.”

ES, Sat. 9/12/68, p. 4. **Affairs in Georgetown – The C. & O. Canal** – Business is dull on the canal; 279 boats having arrived to date. A dispatch received by Mr. Fawcett, clerk of the Company, from Colonel Spates, states that the break will probably be repaired by Monday next.

**Arrival of Grain by Canal** – Arrived, boat Mill Boy, with wheat

**Shipments of Coal during the Week** – During the past week 7,067 tons of coal has been shipped northward from this port, as follows: Borden Mining Company, 1,681 tons; Cumberland Coal Company, 2,681 tons; Consolidation Coal Company, 2,140 tons; Ray’s docks, 565 tons.

AG, Sat. 9/12/68, p. 4. **C. & O. Canal** – The Georgetown *Courier* says: “Benj. Fawcett, Chief

Clerk of the Canal Company, received yesterday a dispatch from Col. Spates, the President, announcing that the break would be completed next Monday, so that a large fleet may be looked for by Wednesday.”

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**Bridge Over the Alexandria Aqueduct – Action of the Georgetown Councils** – On Thursday evening, at the request of Messrs. Quigley and Dungan, of the Alexandria Canal, Railroad and Bridge Company, the members of the Georgetown Councils held an informal meeting to hear an explanation of a proposition from their company for obtaining the cooperation and aid of the Corporation of Georgetown in the form of a loan of money or stock, to enable them to erect a travel bridge over the aqueduct. The company propose, with the assistance of the Corporation, to complete the bridge by the 1<sup>st</sup> of January, 1869. The sum they desire to borrow is \$25,000.

Mr. Matthews laid before the meeting the action of the Aqueduct Bridge Company, with the following resolution:

*Resolved*, That the Secretary is hereby instructed to notify the Mayor and City Council of Georgetown that upon their subscription of the sum of \$25,000 for the construction of a travel bridge upon and over the aqueduct, with such additional sums as may be required from this company, the work will be commenced and immediately executed, upon terms hereafter to be agreed upon. The railroad and bridge company agree, as security for the loan, to make such a lien upon all the tolls of such bridge to secure, first, the payment of interest, and, secondly, the gradual retirement of the principal, as will meet the wishes and best subserve the public benefit.

Dr. Cragin said he had visited the aqueduct structure, and examined the proposed plan of the contemplated bridge, and after a thorough examination, the committee of the Councils came to the conclusion that a bridge was feasible at that point, and one required for the interests of Georgetown and the people of the District. The interest on \$25,000 would amount

to about \$5 per day, and the tolls being turned over to Georgetown would sufficiently guarantee the Corporation from any loss whatever.

Mr. Chadwick explained the charter granted by Congress to the company, and, referring to the tolls, remarked that the charges would be nominal, but sufficient to pay more than interest on the money asked to be subscribed by the Corporation of Georgetown.

After an interchange of opinion, the meeting adjourned.

The Georgetown Councils met in extra session last evening, and in the Board of Aldermen an ordinance to aid in the construction of a travel bridge over the Alexandria Aqueduct bridge was received, introduced and passed. The ordinance provides for a loan by the Corporation of \$25,000 to the bridge company for ten years, with interest, the principal to be secured by the tolls over the bridge.

The Board of Common Council met in special session, the President, Dr. C. H. Cragin in the chair.

A communication was received from the Mayor relating to the call of the meeting, endorsing the resolution adopted at the meeting on Thursday evening, held by the Alexandria Canal, Bridge and Railroad Company, in reference to the travel bridge which they propose to construct.

Mr. Ramsburg advocated the passage of the ordinance, while Messrs. Collins and Peck were opposed to hasty legislation. The security proposed was not sufficient, and there were contingencies to be considered. Mr. Shoemaker was of the opinion that the money of the people should not be loaned upon any specious projects. The city of Georgetown was too wise to purchase an elephant at this season of the year. There was some discussion upon other ideas concerning this improvement; when Mr. Collins moved that the ordinance be referred to the Recorder for his opinion on the question of security.

Mr. Peck moved to so amend that the bridge company be required to give such security

as may be approved by the two Boards. The amendment was accepted and adopted, and the name of Mr. Peck added to the committee. The ordinance as amended, was read a third time and passed.

The Board of Alderman concurred in the amendments, and so reported; and the Boards then adjourned. – *Nat. Intelligencer*.

ES, Mon. 9/14/68, p. 4. **Affairs in Georgetown – Free Fight on Bridge Street** – Yesterday afternoon, about one o'clock, some parties indulged in a free fight on Bridge street, near the market, and Robert McPherson, James A. Springman and John Hanson were subsequently arrested by officer Noble as being among the participants. They were taken before Justice Buckley, who postponed a hearing in Hanson's case till tomorrow evening and released him on bail till that time, as he was the engineer of the canal packet boat which left this morning, and fined McPherson and Springman \$10.50 each. McP. paid but Springman is still confined in the station house in default of payment.

**The Canal** – Two hundred and eighty-nine boats have arrived since 1<sup>st</sup> instant to date. The break is now supposed to be repaired and boats are expected today or tomorrow in great numbers.

**Arrival of Grain by Canal** – Arrived boat Medley with corn to E. D. Hartley & Brother.

AG, Mon. 9/14/68, p. 3. **Canal Commerce.**

MONDAY, Sept. 14.

**Arrived** – Boats Betty and Onward, Cumberland coal to Boyce & Co.

**Departed** – Boats Betty and Onward, light for Cumberland, by Boyce & Co., and Andy Johnson with plaster and salt by Hooe, Wedderburn & Co., for Cumberland.

CA, Wed. 9/16/68, p. 3. **The Coal Trade.**

**By the C. & O. Canal.** There was dispatched from this port, during last week, 6,692 06 tons of Coal, forwarded by the following companies:

Central	1,818 01
American	1,171 09
Consolidation	1,542 01
C. & I. Co.	641. 2q
Borden	537 05
Hampshire & Balto.	759 16
National	222 02
Total	<u>6,692 06</u>

**The Canal.** - The Chesapeake & Ohio Canal is again in good navigable order and coal is being shipped rapidly. The breach near the tunnel, mentioned last week, was of a more serious character than then represented. The embankment was washed out for a distance of one hundred and twenty-five feet to a depth of thirty feet, and the bottom of the canal was also washed out several feet in depth. The work of repair, however, under the superintendence of R. M. Sprigg, Esq., was prosecuted with an energy that deserves creditable mention, and boats were able to pass on Sunday.

ES, Wed. 9/16/68, p. 4. **Affairs in Georgetown – The Aqueduct** – The repairs on the aqueduct are being prosecuted with energy, and a large quantity of heavy timber, to be used on the work, arrived this morning. The aqueduct and a portion of the Washington and Alexandria canal were inspected this morning by Gov. H. H. Wells, of Virginia.

**Arrival of Grain by Canal** – Arrived – Boat Clara Billmyer, from Shepherdstown, with wheat and corn.

**Chesapeake & Ohio Canal** – Business is entirely at a stand still on the Canal, and no boats are arriving, but they are expected tomorrow. Advices from Cumberland state that it has been raining heavily and almost continuously there for the last two days, which may cause further damage to the Canal.

AG, Thu. 9/17/68, p. 4. **The Aqueduct** – The Washington *Star* says: “The repairs on the aqueduct are being prosecuted with energy, and a large quantity of heavy timber to be used on the

work arrived yesterday. The aqueduct and a portion of the Washington and Alexandria canal were inspected yesterday morning by Gov. H. H. Wells, of Virginia.

AG, Fri. 9/18/68, p. 3. **Chesapeake and Ohio Canal** – The Chesapeake and Ohio Canal is again in good navigable order and coal is being shipped rapidly. The breach near the tunnel, mentioned last week, was of a more serious character than then represented. The embankment was washed out for a distance of one hundred and twenty-five feet to a depth of thirty feet, and the bottom of the canal was also washed out several feet in depth. The work of repair, however, under the superintendence of R.M. Sprigg, Esq., was prosecuted with an energy that deserves creditable mention, and boats were able to pass on Sunday. – *Cumb. Alleg.*

No boats as yet arrived here, though they are expected hourly.

ES, Sat. 9/19/68, p. 4. **Affairs in Georgetown – Dullness in the Coal Trade** – No coal has been shipped from this port during the past week, though quite a number of schooners are at the wharves awaiting freight.

**Arrival of Grain by Canal** – Arrived – boat Maryland with corn and wheat to B. Talbot.

**The Canal** – All is quiet along the line of the canal, so far. As far as can be ascertained, loaded boats have started from Cumberland, but have been detained on the way by sand-bars near Hancock. The employees at the Collector’s office have their hands folded, waiting for work on the arrival of boats.

ES, Mon. 9/21/68, p. 4. **Affairs in Georgetown – The Canal** – Along the line of the canal today there is great activity, as boats have been arriving very freely, 77 having reported since Saturday night, making a total of 395 arrivals since the 1<sup>st</sup> inst.

AG, Mon. 9/21/68, p. 3. **Canal Commerce.**

The Chesapeake and Ohio and the Alexandria canals are now in excellent condition, and boats loaded with coal are arriving in large numbers.

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**Canal Commerce**

MONDAY, Sept. 21.

**Arrivals** – Boat Henry Wade limestone to E. Francis. Boats Fanny Ortman, Iowa, E. K. Barger, J. A. Suter, Wave, W. H. Boteler to Central Coal Co. Boats Minnesota, J. H. Stickney, H. L. Gilbert, Robert Marshall, Goldfinch, J. S. Davenport, D. Pomroy to American Coal Company. Boats Kate, Florence, John Young, J. M. Smith to Hampshire and Baltimore Coal Co. Boat M. J. Garther to Boyce & Co.

**Departures** – Henry Wade, J. H. Stickney, Fanny Ortman, H. L. Gilbert – for Cumberland.

ES, Tue. 9/22/68, p. 4. **Affairs in Georgetown – Chesapeake and Ohio Canal** – Business still continues lively on the canal, as boats are arriving and unloading as rapidly as possible. Up to this date, 432 boats have arrived since the 1<sup>st</sup> instant.

CA, Wed. 9/23/68, p. 3. **The Coal Trade. By the C. & O. Canal.** There was dispatched from this port, during last week, 16,967 16 tons of Coal, forwarded by the following companies:

Central	3,984 16
American	3,654 07
Consolidation	2,649 12
C. & I. Co.	2,732 12
Borden	1,652 17
Hampshire & Balto.	1,834 13
National	458 19
Total	<hr/> 16,967 16

ES, Wed. 9/23/68, p. 4. **Affairs in Georgetown – Arrival of Grain by Canal** – Arrived – boats Medley & Seneca with wheat and corn to B. Darby and E. D. Hartley; Berlin with wheat to E. D. Hartley & Brother.

**The Canal** – Business still continues lively on the canal; 470 boats having arrived since the 1<sup>st</sup> instant.

**The Aqueduct** – The new arches of heavy timbers to strengthen the spans of the aqueduct are being rapidly placed in position, and ere long all the work will be completed.

AG, Wed. 9/23/68, p. 3. **Coal Trade** – A large number of coal boats are now arriving here from Cumberland, and the appearance of things at the different coal depots in this city has considerable improved in consequence. Vessels also are plentiful for the time, but more will be wanted next week. It is said that both the Chesapeake and Ohio and Alexandria Canals are now in excellent condition, and it is hoped that there may be no more interruption to navigation during the season.

ES, Fri. 9/25/68, p. 4. **Chesapeake and Ohio Canal** – Activity still continues along the line of the canal; 525 boats having arrived since the 1<sup>st</sup> instant. Advices received here state that a break occurred yesterday near Point of Rocks, but it being small, it would be repaired by last night, and not cause any interruption to travel.

**The Washington and Alexandria Canal**  
 The four lock gates which were yesterday morning washed out at the basin near Alexandria have been replaced by two new ones. So, boats are passing as usual.

**Arrival of Grain by Canal** – Arrived – Boats Nettie Graham, from Berlin, with wheat for Hartley & Brother, and Medley, with wheat and corn from White's Ferry.

AG, Fri. 9/25/68, p. 4. **Alexandria Canal** – The lock gates that were washed out of the Alexandria Canal below the basin, on Wednesday evening last, were all replaced yesterday evening by duplicates, which were ready, and the boats which had collected in the basin were let out into the river, and towed to the different coal depots along the wharves – where

affairs this morning presented their usual activity.

ES, Sat. 9/26/68, p. 4. **Affairs in Georgetown – Shipment of Coal during the Week** – During the past week 8,980 tons of coal have been shipped from this port northward, as follows: Borden Mining Company, 1,489 tons; Central Coal Company, 2,626 tons; Consolidation Coal Company, 1,717 tons; Cumberland Coal Company, 2,640 tons; Ray’s docks, 1,138 tons. **The Canal** – Business is rather dull today on account of the jam of boats at the guard lock last night. Everything was made right, however, this morning, and boats are commencing to arrive. 512 have reported since the 1<sup>st</sup> instant.

AG, Mon. 9/28/ 68, p. 4. **Coal Trade** – The Cumberland Coal and Iron Company has released the site of their present coal depot in Georgetown for five years, and intend to continue their agency at that place, the owners of the leased property, in consideration of the superior advantages of Alexandria as a shipping port, having made a considerable reduction in the price of the lease.

It is understood that great inducements have also been made to the Central and Hampshire and Baltimore Companies to remove their agencies to Georgetown, but whether they will prove sufficient to overcome the natural facilities for exporting coal afforded by the location of their present depots remains to be seen.

Both the Chesapeake and Ohio and Alexandria Canal are now represented to be in excellent condition, and the only thing that has, within the last three or four days, retarded the arrival of boats, has been the high water at Cumberland, occasioned by the autumn rains, which this year lasted during almost the entire current month, and hindered loading at that place.

During the past week there arrived and reported to the Collector’s office at Georgetown 224 loaded boats. Two hundred of these were

loaded with Cumberland coal, amounting to about 22,000 tons. Of this amount, 12,205 tons were received by companies in Georgetown, and the remainder came to this city. The whole number of arrivals for the month to date is 542.

ES, Tue. 9/29/78, p. 4. **Affairs in Georgetown – Coal Trade** – The Cumberland Coal and Iron Company has released the site of their present coal depot in Georgetown for five years, and intend to continue their agency here. It is understood that inducements have also been made to the Central and Baltimore and Hampshire Companies to remove their agencies to Georgetown from Alexandria, which it is thought will prove successful.

**The Canal** – Business still continues lively on the canal, and the arrivals since the 1<sup>st</sup> instant number 593.

AG, Tue. 9/29/68, p. 3. **Canal News** – The arrival of boats continues limited in consequence of the late prevailing high water at Big Slack Water, on the Chesapeake and Ohio Canal, about seventy miles above Harper’s Ferry. The water at that point last week was as high as the back of a mule standing in the tow path, and of course prevented the passage of boats. It is supposed that now, however, as the water has subsided, boats from Cumberland will soon arrive in large numbers.

CA, Wed. 9/30/68, p. 3. **The Coal Trade.**

**By the C. & O. Canal.** There was dispatched from this port, during last week, 10,252 03 tons of Coal, forwarded by the following companies:

American	1,823 19
Borden	764 19
Central	2,257 11
Consolidation	2,423 00
C. & I. Co.	2,327 07
Hampshire & Balto.	540 13
National	14 14
Total	<hr/> 10,252 03

AG, Thu. 10/1/68, p. 3. **Canal News** – The arrival of boats from Cumberland still continues limited, but those which came today are considered as the avant courie’s of a large fleet, the manifests of which have already been received.

ES, Fri. 10/2/68, p. 4. **Affairs in Georgetown – The Canal** – But few boats are arriving, and business is consequently dull on the canal. Ten boats arrived yesterday. It is reported that a collision of boats occurred yesterday on the seven-mile level, near Point of Rocks, and one of them was sunk. If so, navigation will be necessarily impeded for a few days, as the water will have to be drawn off the level.

**Arrivals of Grain by Canal** – Arrived – boats Mill Boy from Berlin; and Medley from White’s Ferry, with wheat and corn.

ES, Sat. 10/3/68, p. 4. **Affairs in Georgetown – The Canal** – All is quiet along the canal today, as no boats are arriving in consequence of a boat having been sunk in collision near Point of Rocks.

**Arrival of Grain by Canal** – Arrived – Boat Maryland, from Point of Rocks, with wheat and corn for B. Talbott & Bro.

**Shipments of Coal during the Week** – During the past week 5,703 tons of coal have been shipped from this port northward as follows: Borden Mining Company, 1,309 tons; Central Coal Company, 1,868 tons; Cumberland Coal and Iron Company, 1,764 tons; Ray’s docks, 672 tons.

AG, Sat. 10/3/68, p. 4. **Coal Trade** – Our friend of the Georgetown *Courier* and ourselves will never agree as to the relative advantages of Alexandria and Georgetown, as the depot for the Cumberland Coal Trade. We will have to leave the question to facts and time. We are quite sure how they will decide. Knowing this, and knowing that Alexandria must be the “shipping port” from natural causes, we are sincere when

we say that we wish Georgetown compensating advantages in other than commercial pursuits.

ES, Mon/ 10/5/68, p. 4. **Affairs in Georgetown – The Canal** – Business on the canal wharves is now entirely at a stand-still, in consequence of the non-arrival of boats. There have been no arrivals since Saturday. Advices received here this morning state that a slight break occurred on Friday at the head of the nine-mile level, to repair which the water was necessarily drawn off. The repairs are now completed and boats are expected this evening or tomorrow morning.

ES, Tue. 10/6/68, p. 4. **Affairs in Georgetown – The Canal** – Business is quite lively along the canal as boats are now arriving in great numbers. Forty laden boats have arrived since yesterday, swelling the number of arrivals since the 1<sup>st</sup> instant, to forty-eight.

CA, Wed. 10/7/68, p. 3. **The Coal Trade. By the C. & O. Canal.** There was dispatched from this port, during last week, 16,974 03 tons of Coal, forwarded by the following companies:

American	4,113 14
Borden	1,706 01
Central	4,113 08
Consolidation	2,456 02
C. & I. Co.	1,740 14
Hampshire & Balto.	1,738 04
National	906 00
Total	16,974 03

**Canal Steam Propeller.** - The several attempts heretofore made to introduce steam propellers upon our Canal have proved unsuccessful. The enterprise has not, however, been abandoned; and many interested in the business of transportation, have strong faith that at no distant day all difficulties will be surmounted and steam become the moving power on the Canal as it is almost everywhere else.

Capt. James L. Cathcart, who has spent considerable time and money in laboring to

perfect a Canal propeller, has recently obtained a contract for building a number of boats for the Philadelphia Transportation and Freight Company; the result of a trial of his propeller attachment at New York. The New York *World* of the 22nd September thus notices the trial referred to:

The Philadelphia Transportation and Freight Company had a trial yesterday, on board the propeller General Frantz Siegel, of a new apparatus invented by Captain James L. Cathcart for propelling canal-boats in such a manner that the banks of the canals will not be washed away as they are liable to now with the ordinary screw, which makes so great a commotion in the water that their use is strictly prohibited. In addition to this advantage, the new apparatus permits the turning of the boat in a space less than its own length, precisely as the hands of a clock which is very desirable faculty in passing the short bends and almost acute angles of canals. The navigation of the old-fashioned lumbering boats cost about 23 cents per mile, while steam can be employed at an expense of 9 cents, with a speed of six mile per hour over them, with less liability to stoppages. This adaptation of the screw is accomplished in the following manner. It forms the main rudder of the vessel, with a similar rudder extending outside it. These two are worked simultaneously on cog-wheels connected with the steering apparatus, and thus the turning in the course of the vessel is effected without much dragging of the water. This movable screw is worked by the ordinary shaft, with the assistance of which is technically termed a "knuckle-joint" which fits into the stern post and enables the screw with its frame to act as a rudder. All the boats of this company, which has just been incorporated by the Legislature of Pennsylvania, with the special privileges of taking return freight, are to be fitted up with Captain Cathcart's patent screw, at a cost of about \$8,000 each, and it is anticipated that an entire revolution will be made in the carrying methods on canal, which ought long ago to have become obsolete."

ES, Wed. 10/7/68, p. 4. **Affairs in Georgetown – The Canal** – Since the last report, 128 boats have reported at the Collector's office, most of which passed on the Alexandria.

ES, Thu. 10/8/68, p. 4. **Affairs in Georgetown – The Canal** – Boats are arriving very freely, and for the month up to this date 101 have reported at the Collector's office.

**Arrival of Grain by Canal** – Arrived – Boat Mill Boy, from Berlin, with wheat and corn.

**Cumberland Coal and Iron Company** – The trestle work connecting the wharves of this company with the canal, which gave way some few days ago, has been entirely repaired, and the shipment of coal is now going on as usual.

AG, Fri. 10/9/68, p. 3. **Coal Trade** – During the past week 16,974 tons of coal were sent from Cumberland, Md., over the Chesapeake and Ohio Canal.

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*Ibid*, p. 4. **the Aqueduct Bridge**

We have heard it whispered that the project for a bridge across the aqueduct had failed, owing to the unwillingness of the Alexandria Canal, Railroad and Bridge Company to ratify the proposition of their president and secretary, pledging Government bonds as collateral security for the payment of the \$25,000 they proposed to borrow from the corporations of Georgetown. We also have it from the same reliable source that the Bridge Company will proceed at once with the construction of the bridge, provided the corporation will agree to a proposition, which, in substance, is rather more favorable to Georgetown than any former proposition. The corporation agreed to lend the sum of \$25,000 for three years, without interest, which, allowing that the interest is payable quarterly, would be equivalent to a gift to the company of \$5,000. The Bridge Company now propose, if the corporation will agree to give them a bonus of \$5,000, to begin the construction of the bridge at once, the money to

be paid over when the bridge shall be ready for travel. They are confident of being able to have it prepared for crossing by the first of January. This arrangement will require no security, and in case the bridge is not completed within a reasonable period, will cost the corporation nothing. It is expected that the above named proposition will be formally submitted to the Georgetown Council this evening. – *Nat. Repub.*

**The Canal** – The arrivals of boats today have been limited, owing, it is said, to the low stage of the water in the canal.

ES, Sat. 10/10/68, p. 4. **Affairs in Georgetown** – **The Canal** – Business is still brisk, as usual, and boats are arriving in great numbers, 219 having reported since the 1<sup>st</sup> inst. Very few vessels are at the wharves, however, to receive the coal for transportation northward. A force of hands went up this morning to raise the boat Jesse Hill, which was sunk by a collision about a week since in the seven-mile level. The sunken boat was loaded with coal for the Hampshire and Baltimore Coal Company.

**Shipment of Coal during the Week: -**

During the past week 5,243 tons coal have been shipped North by the following companies:  
Borden Mining Company 1,133 tons; Central Coal Company 1,588 tons; Cumberland Coal and Iron Company 1,994 tons; Ray's docks 528 tons.

AG, Sat. 10/10/68, p. 3. **Coal Trade by the C. & O. Canal** – There was dispatched from Cumberland during last week, 16,974 03 tons of coal, forwarded by the following companies:

American	4,113 14
Borden	1,706 01
Central	4,113 08
Consolidation	2,456 02
C. & I. Co.	1,740 14
Hampshire & Baltimore	1,738 04
National	906 00
<b>Total</b>	<b>16,974 03</b>

**Cumberland Coal** – The arrivals of boats from Cumberland, by the canal, have considerably increased, and as vessels are scarce, in consequence of the high freights paid at Philadelphia, it is probable that a large accumulation of coal will occur at the depots in this city.

AG, Mon. 10/12/68, p. 3. **Good Freights** – Both the Chesapeake and Ohio and Alexandria canals being now in excellent condition, the arrival of boats from Cumberland loaded with coal are numerous, and coal has commenced to accumulate rapidly at the different depots located here, in consequence of the want of vessels to carry it away. The ruling rates of freights this morning were \$3.75 per ton to Boston, \$3.10 to Providence, \$2.65 to New York, and pro rata to other ports. These rates and quick dispatch will be given to as many vessels as may come here.

NR, Tue., 10/13/68, p. 3. **GEORGETOWN AFFAIRS** - Grain - Arrived, boat Monocacy, from Monocacy Store, with wheat and corn. **The Canal** - Boats are still arriving without interruption, 245 having reported since the 1st instant.

**Rock Creek Bridge** – The Aqueduct bridge over Rock Creek has lately been floored, and workmen are now engaged in giving the whole structure a coat of paint, which will entirely complete the repairs.

**Repairs** – Advices received here this morning state that a lock-gate has been taken out for repairs on the Seneca division of the canal, just below Seneca, which may probably detain boats due here today from arriving until tomorrow morning.

CA, Wed. 10/14/68, p. 3 **The Coal Trade. By the C. & O. Canal.** There was dispatched from this port, during last week, 12,505 14 tons of Coal, forwarded by the following companies:

American	2,593 19
Borden	1,217 08
Central	2,578 09

Consolidation	2,666 05
C. & I. Co.	1,496 16
Hampshire & Balto.	1,730 03
National	221 14
Total	<hr/> 12,505 14

ES, Wed. 10/14/68, p. 4. **Affairs in Georgetown – Detention of the Canal Packet** – The canal packet Minnesota has discontinued her trips until information is obtained that navigation to Cumberland is unimpeded.

**The Canal** – Business today on the canal is rather dull, as there are not many boats arriving on account of the delay in repairing the lock gate on the Seneca division of the canal. The delay will be only temporarily, however, and probably boats are now on their way down. The arrivals since the 1<sup>st</sup> instant number 258.

AG, Wed. 10/14/68, p. 3. **Canal Navigation** – The arrivals of boats from Cumberland have again ceased – this time, it is said, in consequence of an obstruction in the Chesapeake and Ohio Canal, near Seneca. This has been an unfortunate year for the canal trade; hardly has one obstruction been removed before another occurs. But few vessels are here awaiting cargoes, so that not much additional trouble is occasioned by the present interruption.

AG, Thu. 10/15/68, p. 3. **Canal News** – There were no arrivals of boats from Cumberland or other points on the Chesapeake and Ohio Canal again today, nor are any expected until Saturday next, when it is thought the obstruction, caused by the giving way of a lock gate at Seneca, will have been removed, and a large fleet that has collected above that place will be permitted to pass through.

ES, Fri. 10/16/68, p. 4. **Affairs in Georgetown – Resumed her Trips** – The packet boat Minnesota has resumed her trips and left this morning for Cumberland.

**Arrival of Grain by Canal** – Arrived – Boats Nettie Graham and E. D. Hartley with wheat and corn for E. D. Hartley & Brother.

**The Canal** – Business was resumed on the canal this morning, as the repairs on the broken lock-gate near Seneca have been completed, and boats are coming in, the Sallie Billinger with coal for the Cumberland Coal and Iron Company leading the way.

AG, Tue. 10/20/68, p. 3. **Canal Commerce** Boats continue to arrive from Cumberland in increased numbers, and the supply of coal is rapidly accumulating here.

CA, Wed. 10/21/68, p. 3. **The Coal Trade. By the C. & O. Canal.** There was dispatched from this port, during last week, 15,580 08 tons of Coal, forwarded by the following companies:

American	3,039 15
Borden	1,643 01
Central	4,127 04
Consolidation	2,550 02
C. & I. Co.	2,106 07
Hampshire & Balto.	1,422 06
National	689 13
Total	<hr/> 15,580 08

**Advance in Coal.** - The price of coal in Philadelphia last week advanced \$2 per ton. The Washington *Republican*, in noting this fact, remarks that "while a small advance on last month's sales rates was anticipated, the above extraordinary rates have taken every one by surprise. The estimated stock of coal in Washington is about one-fourth of the amount necessary for the coming winter's consumption, and the coal dealers have not only the extraordinary advance to contend with, but the close of navigation is so near at hand as to make it impossible to lay in an adequate stock in time."

ES, Wed. 10/21/68, p. 4. **Affairs in Georgetown – The Canal** – There is now no detention on the canal and travel is uninterrupted throughout the whole line. 432 arrivals are

already reported at the Collector's office during the present month.

AG, Fri. 10/23/68, p. 4. **Coal by C. & O. Canal** – There was dispatched from Cumberland during the last week 12,580 08 tons of coal, forwarded by the following companies:

American	3,039 15
Borden	1,645 01
Central	4,127 04
Consolidation	2,550 02
C. & I. Co.	2,106 07
Hampshire & Baltimore	1,552 06
National	689 13
Total	<u>12,580 08</u>

ES, Mon. 10/26/68, p. 4. **Affairs in Georgetown – Arrivals of Grain by Canal** Arrived – Boats J. N. Thomas, Nettie graham, Medley and E. B. Hartley, with cargoes of wheat and corn

AG, Tue. 10/27/68, p. 3. **Canal** – Boats from Cumberland, loaded with coal, continue to arrive, though not in such numbers as might have been expected from the late interruption to navigation. However, as vessels are scarce, there is no delay in the dispatch given to those arriving here which are engaged in the coal trade. Indeed, so few vessels have lately reached this port that a considerable amount of coal has accumulated at the different coal depots.

AG, Wed. 10/28/68, p. 4. **Receipt of Tolls** – The receipt of tolls on the Alexandria Canal during the very limited time it has been open for navigation this season, were, up to the middle of this month, \$9,864.

ES, Thu. 10/29/68, p. 4. **Affairs in Georgetown – The Canal** – Affairs are unchanged on the canal, and the arrivals during the month number 610.

**Arrivals of Grain by Canal** – Arrived -Boats Andrew Johnson No. 2 and Mill Boy, with wheat and corn.

ES, Fri. 10/30/68, p. 4. **Affairs in Georgetown – Arrivals of Grain by Canal** – Arrived, boats Nettie Graham, Medley and Monocacy, with wheat and corn for Georgetown merchants.

AG, Mon. 11/2/68, p. 3. **Aggravated Injury** – Last night a man named James Kail, a hand on a canal boat lying in the canal basin, was robbed of some clothing and a small sum of money. Having as he supposed good cause to suspect that parties in a boat lying in the vicinity of his boat had robbed him, he this morning procured a warrant authorizing the search of the Pennsylvania – the boat alluded to. He accompanied the officer to the canal basin, and waited upon deck whilst the latter went below to execute the warrant. While thus from under the officers' protection, he was set upon by the Captain of the Pennsylvania, and two of his hands, and severely beaten.

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**Magistrate's Office** – A warrant was issued authorizing the search of the canal boat Pennsylvania for stolen articles belong to James Kail. The warrant was executed, but the stolen articles were not recovered.

Warrants were issued for the arrest of John McKnight, the captain, and two hands of the canal boat Pennsylvania, for the assault committed on James Kail.

ES, Thu. 11/5/68, p. 4. **Affairs in Georgetown – Arrival of Grain by Canal** Arrived, boat Medley, with a large cargo of wheat and corn, for Georgetown Market.

ES, Mon. 11/9/68, p. 4. **Affairs in Georgetown – The Canal** – Boats are arriving very freely, numbering 187 arrivals since the 1<sup>st</sup> instant. The water is higher than ever known before.

**Arrival of Grain by Canal** – Arrived – Boats Medley and Mill Boy, with wheat and corn for Georgetown merchants.

AG, Mon. 11/9/68, p. 3. **Canal** – The Canal continues in good condition, and navigation between Cumberland and tide water is uninterrupted. Boats from Cumberland are daily arriving, though still in numbers insufficient to supply the demand for coal.

**Police Report – Mayor’s office** – Edwin Corbin, a canal boatman, for beating Martha Murray, a cook on the same boat, was fined and discharged.

**Magistrate’s Office** – A colored boy named Wesley Simms, was arrested for stealing a pair of boots from a canal boat captain named A. D. Long.

CA, Wed. 11/11/68, p. 3. **The Coal Trade. By the C. & O. Canal.** There was dispatched from this port, during last week, 13,082 01 tons of Coal, forwarded by the following companies:

American	3,557 19
Borden	1,631 11
Central	3,653 17
Consolidation	1,011 17
C. & I. Co.	1,820 16
Hampshire & Balto.	1,406 01
Total	13,082 01

**Drowned.** - A negro man, whose name we have been unable to ascertain, was drowned in the Potomac, near Lynn's Wharf, on the 2nd instant. He was employed as a cart driver by Walter Trimble and having driven into the river for the purpose of watering his horse, allowed him to get beyond his depth, and in his efforts to extricate him lost his own life. The horse was drowned also.

AG, Fri. 11/13/68, p. 3. **Coal Trade** – Many vessels, some of which carry from six to eight hundred tons, are now lying at the wharves of the different coal companies, whose agencies are located in this city, awaiting cargoes of coal for Northern ports. They are dispatched as rapidly as the arrival of boats from Cumberland will permit. Many of the vessels engaged in the coal trade loaded at Georgetown, have to stop at this

port in order to be “dressed off,” as the channel of the Potomac above the Long Bridge will not admit of them taking in full cargoes at Georgetown.

ES, Sat. 11/14/68, p. 4. **Affairs in Georgetown – Shipments of Coal during the Week** – During the past week 7,146 tons of coal have been shipped northward from this port as follows: - Borden Mining Company 2,152 tons; Central Coal Company 1,052 tons; Consolidation Coal Company 2,103 tons; Cumberland Coal and Iron Company 1,832 tons.

CA, Wed. 11/18/68, p. 3. **The Coal Trade. By the C. & O. Canal.** There was dispatched from this port, during last week, 14,489 05 tons of Coal, forwarded by the following companies:

American	3,697 08
Borden	2,079 07
Central	3,427 00
Consolidation	1,363 04
C. & I. Co.	2,162 06
Hampshire & Balto.	1,759 11
Total	14,489 05

**Georgetown as a Shipping Point.** - The Georgetown *Courier* expresses much satisfaction at the probability of the Coal Companies again centering at that point instead of Alexandria. It mentioned some time ago the re-lease of the Cumberland Coal & Iron Company's wharves, and now announce that the Central Coal Company has transferred its office from Alexandria back to Georgetown. It says that the immutable laws of trade determine Georgetown to be the shipping point, and that the Central Company finds its interest lies in being located there if it would attempt to compete with the other Companies.

The *Courier* thinks also that the same motive which influenced this Company will operate with the other Companies doing business at Alexandria and looks for the entire coal trade to be concentrated at Georgetown. And as an inducement to this end it recommends that the

corporate authorities purchase and keep in operation a dredging machine to clean the river channel, by which means it is of opinion that Georgetown can hereafter defy all attempts to deprive it of the coal trade.

ES, Wed. 11/18/68, p. 4. **Affairs in Georgetown – The Canal** – The board of directors of the Chesapeake and Ohio Canal, at their last meeting, decided to order the water to be turned off on the 10<sup>th</sup> of December. This was the time set last year, but was postponed afterwards to the 15<sup>th</sup> and again to the 21<sup>st</sup>.

AG, Fri. 11/20/68, p. 3. **The Canals** – The condition of both the Chesapeake and Ohio and Alexandria Canals is now excellent for boating; but in consequence of the lack of means of transportation, at the mines. Coal is coming down slowly, not insufficient quantities to meet the shipping demand, which is very active.

ES, Tue. 11/24/68, p. 4. **Affairs in Georgetown – Horse Thief** – About a month since a gentleman in Alexandria had a horse stolen, and received information that the horse had been carried along with the team of the boat E. B. Hartley, returning from that port to Cumberland. Jesse Hackett, one of the hands, being suspected, was yesterday arrested by officer Haines, and is now held at the station-house for a hearing. **The Canal** – The number of arrivals to date is 523, with hourly accessions thereto. The boat Jesse Hill, which was sunk a few days since in the Georgetown level, was yesterday raised and gotten under way.

CA, Wed. 11/25/68, p. 3. **The Canal.** - The President of the Chesapeake & Ohio canal Company has given notice to shippers, boatmen and others interested, that no way bills will be issued or clearances for boats, from this port given after the 10th proximo, as the water will be drawn from the Canal for the purpose of making repairs, &c. In view of the speedy close of navigation, business on the Canal is being

vigorously pushed, and the different companies are using their utmost efforts to make their shipments as heavy as possible.

ES, Fri. 11/27/68, p. 4. **Affairs in Georgetown – The Canal** – The number of arrivals during the present month is 585 to date. Official notice has been given by the President of the Canal Company that no way bills will be issued after December 10<sup>th</sup> as the water will then be drawn from the canal for the purpose of making repairs.

AG, Sat. 11/28/68, p. 3. **C. & O. Canal** – Col. Spates, President of the Chesapeake and Ohio Canal Company, has issued a notification to shippers, boatmen and others, that the water will be drawn from the canal on the 10<sup>th</sup> of December, for the purpose of making repairs, &c.

ES, Mon. 11/30/68, p. 5. **Affairs in Georgetown – Arrival of Grain by Canal** – Arrived – Boats Monocacy, Mill Boy and Medley, with wheat and corn for Georgetown merchants

AG, Mon. 11/30/68, p. 3. **Canal Boats Robbed** – Last night two canal boats lying in the basin were robbed by some of the colored hands employed aboard of them of a lot of meat and several pair of boots. The watch discovered the stolen articles in the house of Georgianna Nelson, in Fishtown, but the thieves, though known, are still at large.

Wed. 12/2/68, p. 2. The president of the Chesapeake and Ohio Canal Company has given notice to shippers, boatmen and others interested, that no way bills will be issued or clearances for boats from Cumberland given after the 10th of December, as the water will be drawn from the canal for the purpose of making repairs.<sup>2</sup>

CA, Wed. 12/9/68, p. 3. **The Canal Trade.**

<sup>2</sup> *The Herald and Torch Light*, Hagerstown, Md., newspaper.

Transportation on the Chesapeake & Ohio Canal is about closing for the season. By order of the Board of Directors permits for the departures of boats are not to be issued after tomorrow. It has been decided, however, not to draw off the water until the 20th, to afford boatmen an opportunity to get their boats into their winter harbors.

For the season, up to yesterday, there had been permits granted for the departures of 4,479 laden boats from this port - an increase of 250 over last year; and this, notwithstanding the fact that seventy-five days were lost during the season by reason of breaks and other detentions. The quantity of coal shipped in the several months of the year was as follows:

	tons cwt.
In April	54,005 16
May	46,561 13
June	70,081 19
July	38,723 18
August	66,979 06
September	69,950 10
October	72,699 04
November	65,633 04
December	7,133 14
	491,769 04

These figures show that there will be an increase for the year of about 50,000 tons over the transportation of last year.

ES, Fri. 12/11/68, p. 4. **Affairs in Georgetown – Boatmen on a Spree** – Last evening, Warner Jackson and George Brooks, colored boatmen employed on the boats Sallie Billmyer and J. N. Thomas, took a notion to invest their wages in whiskey, the consequence of which was a disposition to quarrel with everyone who came along. The quarreled with the wrong man though in officer Cunningham, who arrested them, and after a hearing before Justice Buckey, they were fined \$2.50 each.

**The Canal** – But few boats are arriving today, and affairs are getting more and more quiet every day. This morning the whole canal, as far as the eye could reach, was covered with quite a strong crust of ice.

AG, Sat. 12/12/68, p. 3. **Coal Trade** – We published yesterday a statement of the Coal trade on the C. & O. Canal for the past season. The figures showed that the coal trade is constantly increasing, but now the only outlet for coal till next spring will be by the Baltimore and Ohio railroad. Although more coal has been shipped this season than ever before over the canal, the revenue will be considerably less than last year, because of the reduction of the tolls, made necessary in consequence of the reduction of the rates on the Baltimore and Ohio railroad.

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A dispatch received at Collector Hollingsworth's office yesterday morning announces that ice has formed at and near Cumberland in such thickness that parties are skating on it. About a dozen coal laden boats are on the way, chiefly, for the American Company at Alexandria; and the ice barges along the route are ready to open a channel for these, should their services be required.

AG, Mon. 12/14/68, p. 3. **Suspension of Canal Navigation** – Navigation on both the Chesapeake and Ohio and Alexandria Canals has been suspended for the winter. The ice at Williamsport on Saturday morning last was six inches thick, and is proportionately thick all the way down. Between now and the 20<sup>th</sup> instant the water will be drawn off from the Chesapeake and Ohio Canal, and hands be at once set to work making such necessary repairs as cannot be done during the excessively cold and inclement weather of mid-winter. During the winter it is the intention of the Board of Directors to put the whole canal, from one end to the other, in complete order, so that next spring the coal trade may be furnished with every facility for transportation. On Saturday night last the stop boards were put in the Alexandria Canal at this end of the Aqueduct, from which structure the water was let off, but the water in the canal will be allowed to remain all the winter.

ES, Tue. 12/15/68, p. 4. **Affairs in Georgetown – The Canal** – There were a few arrivals of boats yesterday, as the ice in the canal is breaking up very fast. Among the arrivals are the boats Seneca, Mill Boy and Monocacy with wheat and corn.

AG, Tue. 12/15/68, p. 3. **Bridge Over the Aqueduct** – Mr. Alfred Spates, President of the Chesapeake & Ohio Canal Company, met Mr. Wm. W. Dungan, Secretary and Treasurer of the Alexandria Canal. Railroad and Bridge Company; and the result of their conference was an agreement by which the difference in reference to the location of the north end of the new travel bridge across the Potomac, over the piers of the Alexandria Aqueduct, was satisfactorily settled. – That portion of the new bridge which crosses the Chesapeake and Ohio Canal will therefore be constructed at once, and the whole superstructure will be finished and opened for travel at an early day. – *Wash. Star.*

AG, Mon. 12/21/68, p. 3. **Alexandria Aqueduct Bridge** - Mr. Alfred Spates, President of the Chesapeake & Ohio Canal Company, met Mr. Wm. W. Dungan, Secretary and Treasurer of the Alexandria Canal. Railroad and Bridge Company; and the result of their conference was an agreement by which the difference in reference to the location of the north end of the new travel bridge across the Potomac, over the piers of the Alexandria Aqueduct, was satisfactorily settled. – That portion of the new bridge which crosses the Chesapeake and Ohio Canal will therefore be constructed at once, and the whole superstructure will be finished and opened for travel at an early day. The written agreement specifies that the bridge company will build a stone wall twenty-eight feet long and six feet high, with connecting the wall in front of the Nicholson property, and that the stone piers supporting the bridge will be eight feet from the water's edge, giving a tow-path of eight feet wide. -*Nat. Int.*

AG, Wed. 12/23/68, p. 3. **The New Bridge** Mr. Hunter, the Superintendent of the Alexandria Canal, is pushing the work on the new bridge as fast as possible, and though it may not be done in time to be used by Christmas, it will not be long thereafter.

CA, Wed. 12/30/68, p. 3. **Cumberland Coal.** - The coal of this region is in great request in the Eastern markets. Notwithstanding the shipments during the year were larger than ever before made the supply is unequal to the demand.